

## "Shops 96' Commercial Re-zone Issues - Request for referral back to Plan Commission

This note requests that the St John Town Council critically review the pending 'Shops 96' Commercial PUD re-zoning proposal in two key areas. This request DOES SUPPORT THE 'Shops 96' PROJECT CONCEPT, it supports the developer doing this project, it supports the use of TIF funds to provide public improvements for this area, and its overall expected positive effect on the community.

Yet I maintain that The 'Shops 96' Commercial PUD re-zoning proposal is flawed in at least two areas:

1. Failure to maintain the size of parking spaces as defined by the St John Zoning Ordinance at the specified 10x20 foot size. This re-zoning request shows parking spaces at reduced 9x18 foot as favored by the developer. If this request is approved, of what value is our current parking space size zoning? is it a valiant effort at exceptionalism, just a starting point for downward negotiation, a mere suggestion? We are an audacious city seeking a bold, exceptional and superior infrastructure. This proposed development will become the heart and soul of the St John Commercial District, a Jewel in our wonderful city. Based on this re-zoning request on parking space size it must be asked, will we ever see another 10x20 foot space in town or will all future PUD and other zoning requests use this precedent as justification for the more developer friendly reduced size parking space in all future requests? If we cannot have the best in parking here at the 'Shops 96', then where?
2. This re-zoning should demand the extension of Earl road as a frontage road **straight North to the north end of the project where it will await further development.** While true this development has been proposed consistent with the town's Comprehensive Plan, you are about to memorialize this proposal into Law. This proposal and the Plan both call for a "Parrot's Beak" turn, unnecessarily distorting traffic flow and intertwining traffic from the majority of project parking into this convoluted option being presented as it snakes around a proposed but as yet undefined project north of 'Shops 96'. With better insights into our Town both today and in future projects and how they will develop, specific details are in need of revision. We need not be overly influenced by a Comprehensive Plan which seemed optimum when reviewed, our goal should be for the best possible frontage road tangent and traffic flow NOW. This is a once in a generation time to make a **BOLD STATEMENT** on improving the general road situation in this area. The city and its residents will live with the road tangents defined by this PUD for many years obliging you to be focused to make the roads and traffic patterns within this project the best they can be. The city and its citizens are better served if Earl road extends north to the end of the project in anticipation of further extension as this land is redeveloped.

Summary, while supportive of the 'Shops 96' program, the proposed Commercial PUD rezoning request as presented has shortcomings in two areas, and include permanent, serious, long term impact items in need of fixing. The proper way to do this is to refer this re-zoning request back to the Plan Commission for revisions in these two areas. Why accept mediocrity when excellence is so easily obtainable. Thanks for your time, effort, support and all you do for our community.

Dennis DeVito  
10341 Silver Maple Drive  
St John, IN 46373

574-870-0391

Received  
July 25, 2018  
BY BH

# TC 2018-07-26-02

July 25, 2018

To: St. John Town Council

I am unable to attend this evening's Town Council meeting. In my absence I have requested that this letter be read into the record at the Public Comments section of the agenda.

You have before you this evening, several recommendations from the Plan Commission which I would like to comment on two of them:

The Boyer Development Shops 96 PUD rezoning is before you. This was passed forward with a favorable recommendation. I spoke at the Plan Commission public hearing in support of the project and presented over 65 individual letters of support of the project. Further, the president of the St John Chamber of Commerce presented their Board's letter of support and read it into the record. The Chamber board representing over 160 St John Chamber members and the business community unanimously support this project. I strongly believe many of the citizens of St. John want and support this project. That was clearly stated in the town wide survey associated with the upgrade to the Comprehensive Master Plan as wanting more commercial, retail, and restaurant opportunities in town. Further it was reinforced that this project would fulfill a significant commercial financial deficiency that was also identified in the Opportunity Analysis Study which the Town commissioned and approved. Further, this project will replace and provide new locations for businesses that occupy the former lumber yard, car wash and associated buildings that are truthfully a blight on Route 41. I hope you continue your support for this project and approve the PUD rezoning recommendation by the Plan Commission.

My second comments are related to the Roadway Impact Fee which is also before you and was recommended to be implemented. I strongly believe that the Roadway Impact Fee is being supported as a means on stifling future development both in the residential and commercial sectors. It was obvious during the last Plan Commission hearing in public comments that the citizens of this town want improvements to their current roadway infrastructure. What was clearly pointed out and identified in the Roadway Impact Fee study, is that the current deficiencies which amount to over 11 million dollars, CANNOT be fixed by any monies generated by the Roadway Impact Fee. These current deficiencies which address 93<sup>rd</sup> avenue, Calumet Ave., Route 231, and the area around 93<sup>rd</sup> and Cline and Blaine need to be addressed and cannot utilize any Roadway Impact Fees. My recommendation is that the Town Council defer or reject the Roadway Impact Fee until they can suitably address these current roadway deficiencies which are not going away and will continue to deteriorate as the Town grows.

Respectfully submitted,  
Nick Georgiou  
9412 Jack Drive, St. John, IN 46373

