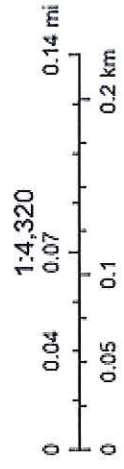
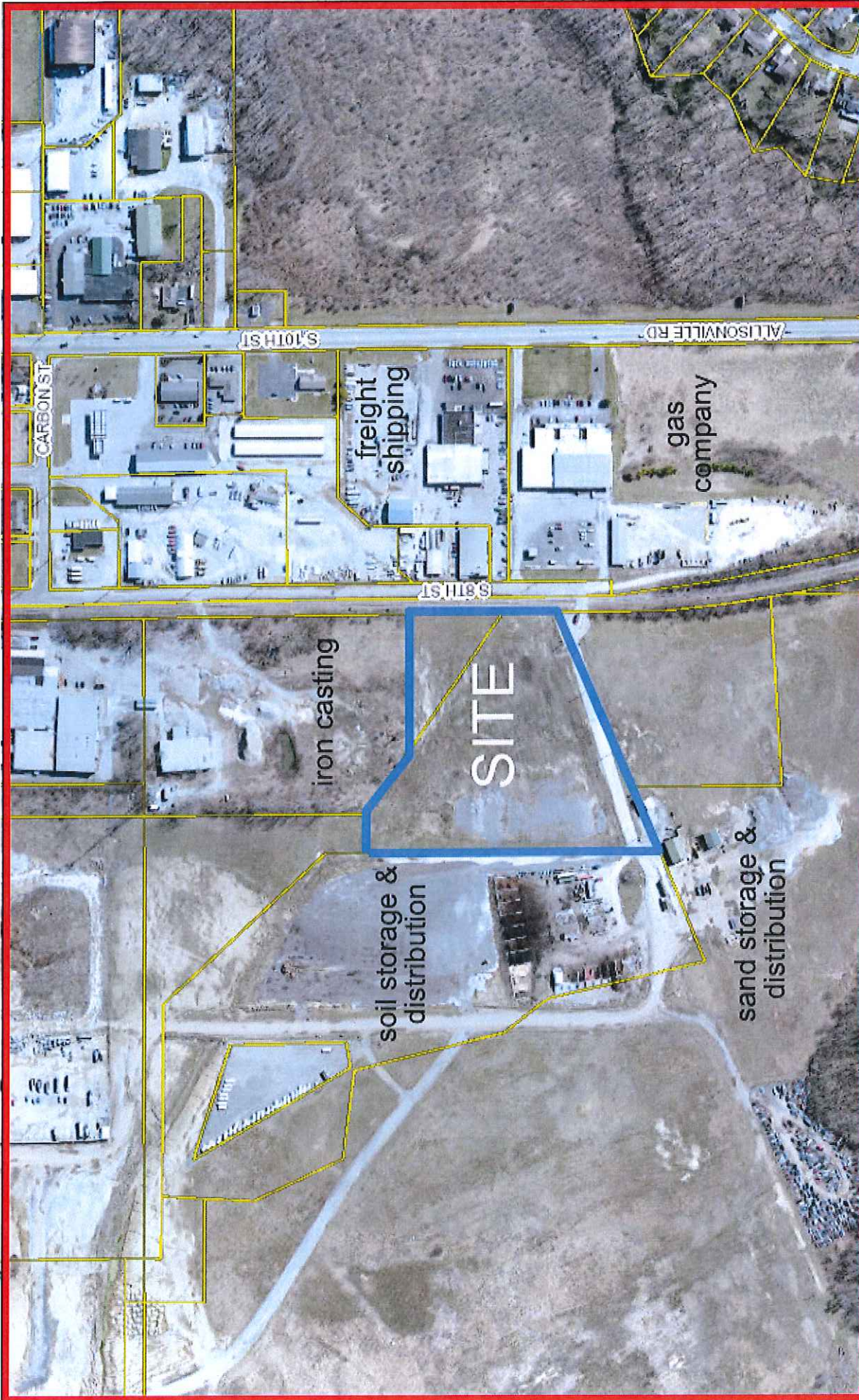
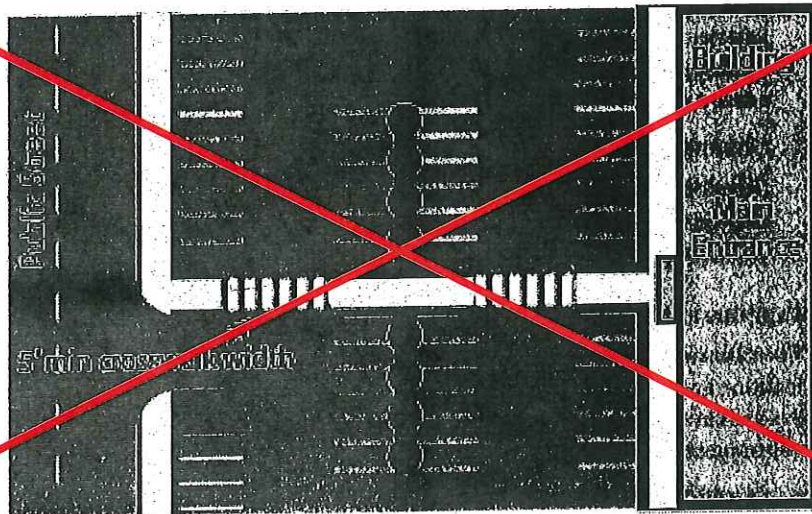


Exhibit 2



Graphic 10.0.6.C. Example Parking Lot with Pathways



ORD. # 30-08-13

Section 7. Parking as a Principal Use

The Board of Zoning Appeals is hereby authorized to grant conditional use permits for Parking as a Principal Use in accordance with the following conditions:

A. Development Plan Required

A development plan for Parking as a Principal Use shall be filed with the Board of Zoning Appeals as a required exhibit accompanying the Conditional Use application and shall be made part of the conditions of any approval therefore. The development plan shall demonstrate compliance with all applicable standards of this development Ordinance and shall indicate:

1. adjacent streets, alleys, and lots;
2. all individual primary uses to be served, including the location, use, and number of parking spaces required for each such use;
3. a layout drawn to scale of aisles and driveways, entrances, exits and turn-off lanes, parking spaces, setbacks, drainage facilities, and landscaping and buffer screening;
4. type of lighting, pavement, and signs proposed including location, size, and design thereof.

B. Setbacks and Access

Parking as a Principal Use shall be provided with the setback requirements of the zoning district in which they are located, and ingress and egress points shall be limited to protect the function of adjoining streets.

C. Parking as a Principal Use Requires Legal Encumbrance

Parking as a Principal Use shall be encumbered by any instrument duly executed and acknowledged, which link such parking facilities to the use(s) served. Said instrument shall specify and bind the time period to the anticipated life of the building or use which the parking facilities serve. Said instrument shall be filed in the applicable Improvement Location Permit files of the Department of Planning and Development, and placed on public record in the office of the Hamilton County Recorder.

D. Design of Principal Use Parking Areas

Principal Use parking facilities shall be developed in accordance with all of the provisions of this Article. Further, said facilities shall be developed under such conditions imposed by the Board of Zoning Appeals as to protect residential districts and maintain at a minimum the disturbance to nearby residential uses.

E. Changes to Development Plans for Parking as a Principal Use

Development Plans for Parking as a Primary Use shall be amended by the applicant to indicate any change or other modification of uses served, or number of parking spaces provided therefore. Such amended plans shall require re-approval by the Board.

Section 8. Programs and Incentives to Reduce Parking Requirements

The following programs and incentives are provided to permit reduced parking requirements in the locations and situations outlined herein where the basic parking requirements of this Ordinance would be excessive or detrimental to goals and policies of the city relating to traffic congestion and environmental protection.

A. Credit For On-Street Parking

Wherever on-street parallel parking is provided in the improvement of a street, credit toward off-street parking requirements shall be granted at the rate of one (1) off-street space per every twenty-five (25) feet of frontage. However, parallel parking shall not be permitted in the following areas:

1. Frontage on an expressway or arterial street.
2. Frontage on a street that is less than thirty-two (32) feet wide curb-to-curb {or closest edge of of the traveled lane.} ORD. #22-06-13
3. Frontage within twenty (20) feet of a corner.
4. Frontage within ten (10) feet of each side of a driveway or alley.
5. Frontage within a fire hydrant zone or other emergency access zone.

B. Shared Parking**1. Purpose and Applicability**

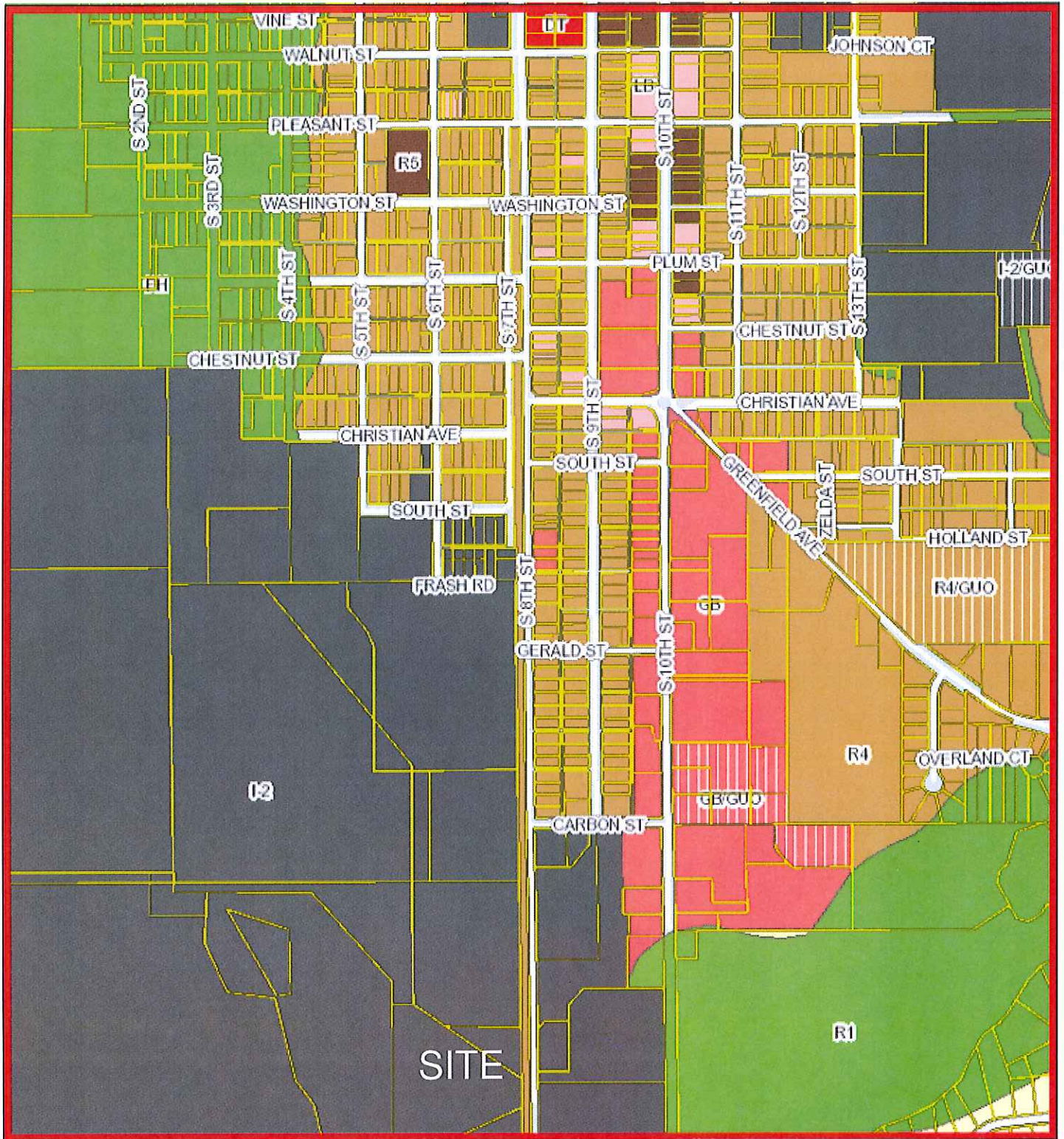
{Generally, a group of non-residential uses may provide a joint parking area if the number of spaces in the area at least equals the aggregate of the spaces required for the several uses subject to the requirements for location of parking and off-site parking in this Article. However, uses that require parking areas at times when nearby uses do not need their parking facilities may, by agreement approved by the Director, use those facilities instead of providing their own.} ORD. #12-3-98

2. Requirements

{The Director may approve shared parking facilities located on adjoining separate properties or on a single site according to the following requirements:} ORD. #12-3-98

- a. Facilities located on adjoining separate properties must be within 600 feet of each other.
- b. A convenient pedestrian connection shall be provided between the properties.
- c. The availability of parking for all affected properties or uses is indicated by directional signs.
- d. The number of spaces proposed meets the following restriction:
 - (1) Where the uses to be served by shared parking have overlapping hours of operation, the property owner or owners shall provide spaces equal to the total of the individual parking requirements for the uses served, reduced by ten percent (10%) of that total number. The director may approve a further reduction of that number if the property owner(s) demonstrate to the satisfaction of the Director that the resulting provision of parking will be adequate for the proposed uses.

Exhibit 5



UDO 6.L.2.E. states, "Truck Routes shall be established so as to prevent industrial traffic from encroaching into adjacent residential areas." Residential zoning is seen along 8th Street from Walnut to South, and then on the east side of 8th from South to Carbon.

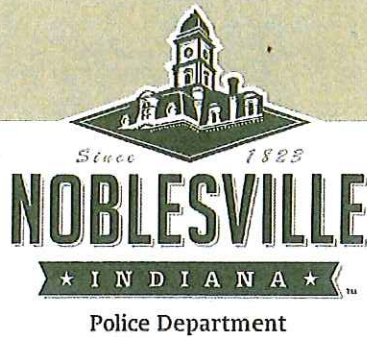


Exhibit 6A

Jon Williams, Deputy Chief
Noblesville Police Department
135 South 9th Street
Noblesville, IN 46060
(317) 770-5754
jwilliams@noblesville.in.us

Tuesday, June 11, 2019

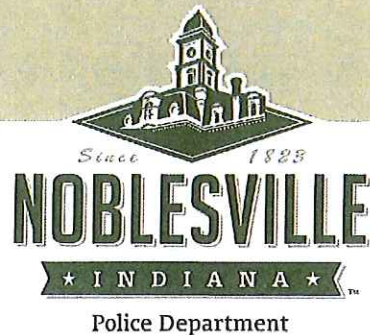
Sarah Read, Planning Director, and
Noblesville Board of Zoning Appeals

Re: BZNA-003302919 / Sonny Singh Truck Parking proposal

Director Reed,

From recent conversations, I understand the Board of Zoning Appeals (BZA) will soon take up discussion on the application by Sonny Singh Truck Parking for a parking facility on south 8th Street, south of Carbon Street, in Noblesville. From the application, it appears this facility will provide short-term parking for semi-trucks, tractor-trailer combinations, and other commercial vehicles. As the Patrol Division Chief for the City of Noblesville Police Department, I have significant concerns that such a facility will negatively impact our community, and certainly the provision of public safety services.

I was somewhat shocked that this proposal was made in furtherance of a goal to temporarily house up to one hundred (100) trucks on the property at any given time. There will be precious few options to regulate the comings and goings, or incidents that occur on this property. Truck stops, while providing a beneficial and much needed option for long-haul drivers to get off the road and rest, unfortunately often result in an uptick in criminal activity that is very difficult to proactively control or enforce. Common criminal complaints that I anticipate from such a location will be an increase in drug use and drug trafficking, human trafficking and prostitution, disorderly conduct, theft (both personal and commercial), and littering. The Federal Bureau of Investigation has linked truck stops and trucks drivers to violent crimes increases through their ViCAP program. By concentrating so many transient operators into a single location, I see no way to avoid the increase in these behaviors and it will be impossible to un-ring the bell after the fact, once such a facility is opened.



Speaking to the criminal concerns in the last paragraph, I also do not feel there are any mitigation options that would diminish the likelihood of these crimes occurring. We can require as much fencing, lighting, and cameras as the company can afford to install, but it will be of limited value. Most truck stops in and around the Indianapolis Metropolitan area have similar “security” measures in place that do little to stem the flow of criminal activity in and around these locations. This is a fairly remote location compared to the rest of downtown Noblesville. The proposal includes a fence with a code-scrambler controlled gate. While this may provide some internal tracking for the company, I don’t consider it a security measure and it may even retard attempts to enter the facility to respond to issues by law enforcement.

The proposal also mentions that no overnight staying will be permitted. I interpret this to mean that driver/operators will not be permitted to remain in their truck cabs overnight, or on the weekends. This is a laughable notion in that there will be no way for us to regulate that. Of course this will occur. That is specifically what those vehicles are designed and built for. I am unsure of what other options the management company thinks will happen. Do they believe the drivers will park their vehicles and then Uber/Lyft to the nearest hotel to stay the night(s) when they have a bunk and housing facility built into their vehicles? This is unrealistic. Law enforcement will not be able to enforce any such regulation on the drivers.

From a traffic perspective, I have significant concerns about the increase in large commercial vehicle traffic through the downtown area of Noblesville. This concern is amplified by the proximity of the proposed location to the future walking trail that will abut the parking facility. The continuous crossing of such a trail by these vehicles will diminish the aesthetic quality of the trail and potentially cause damage to it. I also have concerns that the trails will then become an avenue for the driver/operators to utilize if they have criminal intent to use drugs, relieve themselves (a legitimate concerns given there will be inadequate restroom facilities on-site), and commit assaults, thefts or other crimes.

The aforementioned lack of restroom facilities, in my opinion, demonstrates the lack of planning and forethought by Sonny Singh Truck Parking in providing for the basic needs of their intended clientele. These individuals *will* use the bathroom. They will also look for places to shower and dispose of trash. In the absence of appropriate facilities for this, it is fallacy to believe that the driver/operators will not take advantage of the trails, the remoteness of the facility, and the fact that it appears the facility management will be taking a hands-off approach, to create an unhealthy, or unsanitary environment.



NOBLESVILLE

★ I N D I A N A ★

Police Department

As to your security concerns with fencing, lighting, video cameras, and access control, I cannot speak to those issues, except to say that the proposal by Sonny Singh Truck Parking seems lacking. If this proposal moves forward, I would highly encourage the use of a CPTED analysis to make mandatory requirements of the management company to mitigate those issues. However, as stated above, I don't believe any amount of fencing, lighting, or camera usage will curtail or prevent the crimes mentioned above, as they haven't proved so elsewhere. I also don't believe Sonny Singh Truck Parking is prepared to make the necessary investment in security measures when they believe that a single portable restroom will be sufficient for a parking lot filled with one hundred trucks at a time, some of which will have multiple occupants.

I look forward to discussing this further if needed, but it is my recommendation, to you and the BZA, that this application be denied.

Jon Williams
Deputy Chief



Exhibit 6B

September 3, 2019

Noblesville Board of Zoning Appeals
16 S. 10 Street
Noblesville, IN 46060

RE: BZNA-0033-2019, BZNA-0034-2019, BZNA-0046-2019
Sonny Singh Truck Parking – 8th Street, south of Carbon Street
Parcels: 10-10-12-00-00-008.002 (7.8+/- ac), 11-10-12-00-00-009.001 (1.0+/- ac)

Proposed project requesting variances has stated via email on 4/27/2019 the property proposes to accommodate 100 trucks, with no overnight stay of drivers, and no sewer, but a port-o-let.

Noblesville Engineering has the following concerns:

1. Sanitary Sewer - With 100 trucks occupying the facility, it is logical to assume restroom facilities are required because need starting or ending a driving shift. A port-o-let is not an acceptable solution. Closest sanitary sewer that could serve the site is approximately 1,200 feet to the north of the site and anticipate it would require off site easements. Other option is that sanitary is also 700 feet east of the site and would require off site easements.
2. Drainage - Preliminary site schematic shows a detention pond. Information is not provided to determine if the pond is large enough to accommodate the runoff from the site. The outfall pipe between the pond and the White River is not shown and is anticipated to cross into previously permitted land fill. Indiana Department of Environmental Management (IDEM) may have concern with installing the storm sewer across a former landfill area. An off-site private drain easement would also be required.
3. Access
 - a. 8th Street does not have the capacity to accommodate an additional 100 trucks a day.
 - b. This is a heavy highway type use that is best suited on the National Highway Freight Network or at least highway facility, not a local street as proposed. 8th Street does not show up on the Noblesville Thoroughfare Plan, therefore it is a classified locally as a Local street.
 - c. The site plan shows the parcel is full with semi-trucks, but says no one with be sleeping in the trucks. How are the drivers of the 100 trucks to leave the site?
 - d. The proposed turning angle for the entrance is 150 degrees, which is significantly greater than the desired 90 degree perpendicular intersection. The Indiana Design Manual (IDM Ch. 46) states intersections/drives are to be 90 degrees +/- 20 degrees, maximum +/- 30 degrees. 150 degrees > 120 degrees (90 degree desired + 30 degree maximum). The sharp turning movement and compounds sight distance for semi-trucks which already have blind spots when making turns.
4. Nickel Plate and Hoosier Heritage Port Authority (HHPA) - The Nickel Plate Rail has been approved as a "rails to trails" and the City has the right to construct a trail. An active contract has started the process to remove the tracks and ballasts adjacent to the projects site. The above noted turning angle of 150 degrees across potential future trail users is a safety concern.

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The Engineering Department recommends that the conditional use be denied.

Sincerely,
CITY OF NOBLESVILLE

Jim Hellmann, PE, Assistant City Engineer
Ph: (317) 776-6330, jhellmann@noblesville.in.us

Screenshot of drawing showing 150 degree turning angle. .

