

**Issue:** What is the traffic impact of a new warehouse?

**Response:**

There are multiple logistics companies currently located in Eaglepoint Business Park. Traffic impacts will occur in both the areas of automobile movements as well as semi-truck movements. For details for the proposed changes in the traffic pattern, we defer to the Eaglepoint Business Park Traffic Impact Study as prepared by VS Engineering and dated August 20, 2012. Per the conclusion of the traffic study, the generated site trips anticipated by the proposed distribution/warehouse facility are not expected to have a large impact on traffic operations at the study intersections. In addition to the results of the study, we offer the following commentary regarding the two traffic types.

**TRUCK TRAFFIC**

A common complaint that we often hear from a logistics company conducting shipping and receiving operations is that they are either waiting on trucks or trucks are waiting on them. The immediate follow up to that statement lies in analyzing how a logistics company conducts their business operations, and how a truck driver that may work for a third party conducts their business.



Many truck carriers deliver their goods in the morning; this occurs at the receiving side of a cross dock facility similar to what we have proposed. The drivers spend time on site while their trucks are being unloaded. Once they are unloaded, they are either re-loaded on the opposite side of the building in order to service in the shipping side of the business, or they exit the facility. A typical cycle time for unloading may be 90 minutes considering interior inefficiencies. If the work day starts at 7 AM, then trucks may be re-entering the local road system in a staggered fashion around 8:30 AM as they are unloaded. With a limited pool of resources within the warehouse as “loaders”, shipping functions are conducted in the middle of the workday after the receiving operations are completed.



# EAGLEPOINT BUSINESS PARK

## NORTHWEST CORNER REZONING INITIATIVE



Trucks don't arrive on the shipping loading docks until early to mid-afternoon. These trucks are the LTL carriers who are dispatched to the facility for pick up in the early afternoon by their national operations centers. Some local companies have set a staggered shift schedule to have the loading docks manned when the LTL trucks typically arrive. Although it is hard for Lauth to forecast what may be the operational characteristics of our tenants, it is our understanding that peak truck traffic times are in the 7:00 to 9:00 PM hours. We are not sure if this is a second shift for receiving, or the tail end of the shipping cycle. The Federal requirement limiting driver's operational hours may also contribute to this peak time if the LTL drivers are exiting after an 8 hour downtime.

The truck traffic that will be entering and exiting this facility is geographically relational to the location of the highway interchanges. Generally, it is our belief that most trucks are accessing to/from the I-465 loop and will prefer to utilize eastbound 56<sup>th</sup> Street to head east towards the Ronald Reagan interchange. There will be some trucks that will head west on Interstate 74 and may want to enter the highway at the State Road 267 interchange. The trucks coming from the western building may accomplish this by utilizing the driveway apron that will be installed across from the Sable Chase development. Accordingly, those trucks will make a right turn (northbound movement) and not enter the Sable Chase Neighborhood for their travel route to access the highway interchange.

### ***AUTOMOBILE TRAFFIC***

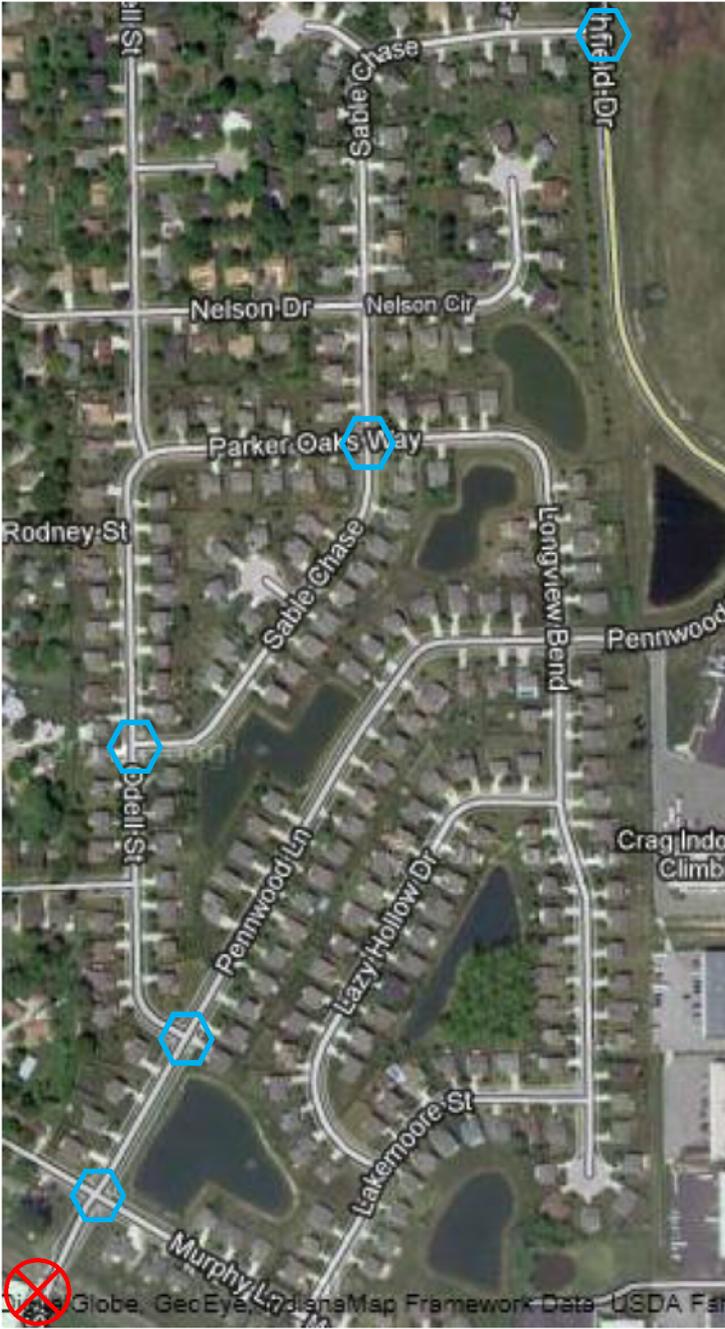
Per the conclusion of the traffic study, the generated site trips anticipated by the proposed distribution/warehouse facility are not expected to have a large impact on traffic operations at the study intersections. The planned capacity improvements to this section of E. Northfield Drive will help accommodate the additional traffic that will be generated by the development. Lauth understands that concern was raised about automobile traffic exiting the westernmost building via the intersection with Sable Chase Drive. There is trepidation that automobile traffic from the warehouse buildings may utilize Sable Chase Drive with a connection to Odell Street in order to get back to US 136. We do not believe that this is a viable option, due to the single travel lane and discontinuity in the travel speed with velocity interruption by four (4) stop signs located as follows:

- Sable Chase & Parker Oaks Way
- Sable Chase & Odell Street
- Odell Street & Pennwood Lane
- Odell Street & Murphy Lane

In addition, there is a railroad crossing that could inhibit this traffic route. A traffic signal does not exist at the intersection of Odell Street with US 136 further hampering a driver's ability to complete traffic movements at this intersection. See the graphic representation of this on the following page.

# EAGLEPOINT BUSINESS PARK

## NORTHWEST CORNER REZONING INITIATIVE



 Stop Sign

 Railroad Crossing

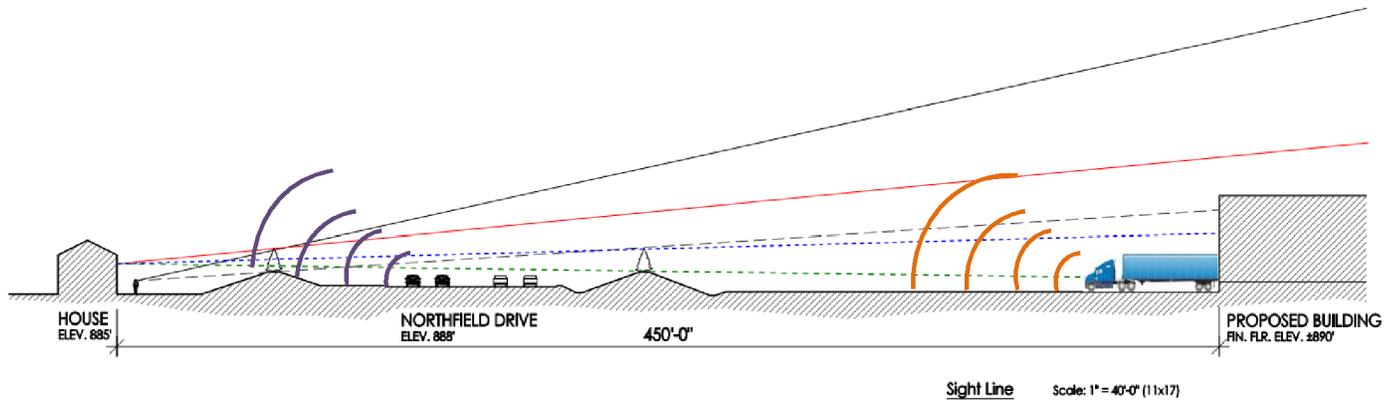
**Overall travel route with potential encumbrances**

Lauth believes that automobile drivers would prefer to utilize the route along East Northfield Drive that provides for two traffic lanes, no stop signs, the same railroad crossing, with termination at a traffic signal at US 136. It is our understanding that VS Engineering is drafting an addendum response to the Town of Brownsburg that is addressing this issue, which is not available for review at the time that this document has been prepared.

**Issue:** What is the noise impact of a new warehouse?

**Response:**

With regards to the noise impact related to the adjoining neighborhood, we believe that the majority of the noise impact to the neighborhood is from traffic on what will be an expanded Northfield Drive due to its proximity to the neighborhood and traffic volumes. There are multiple logistics companies currently located in Eaglepoint Business Park. In regards to noise that will be generated at the parcel, we believe that it would be no different than any other building user who is currently located within the Park. We have attempted to reduce the transmission of noise by berming the site as is shown in the sight line study below. In an industrial use, the primary sounds that may be heard would be the arrival or exiting of semi trucks. In addition, we believe that noise generated from an Industrial building operation is much less than the noise generated by a retail/commercial development that could contain 24 hour grocery centers, restaurants, or drinking establishments that may offer live entertainment.



**Sight line study for the neighborhood to the Westernmost Building**



**Similar Dock Wall Designs and use of Available Doors**



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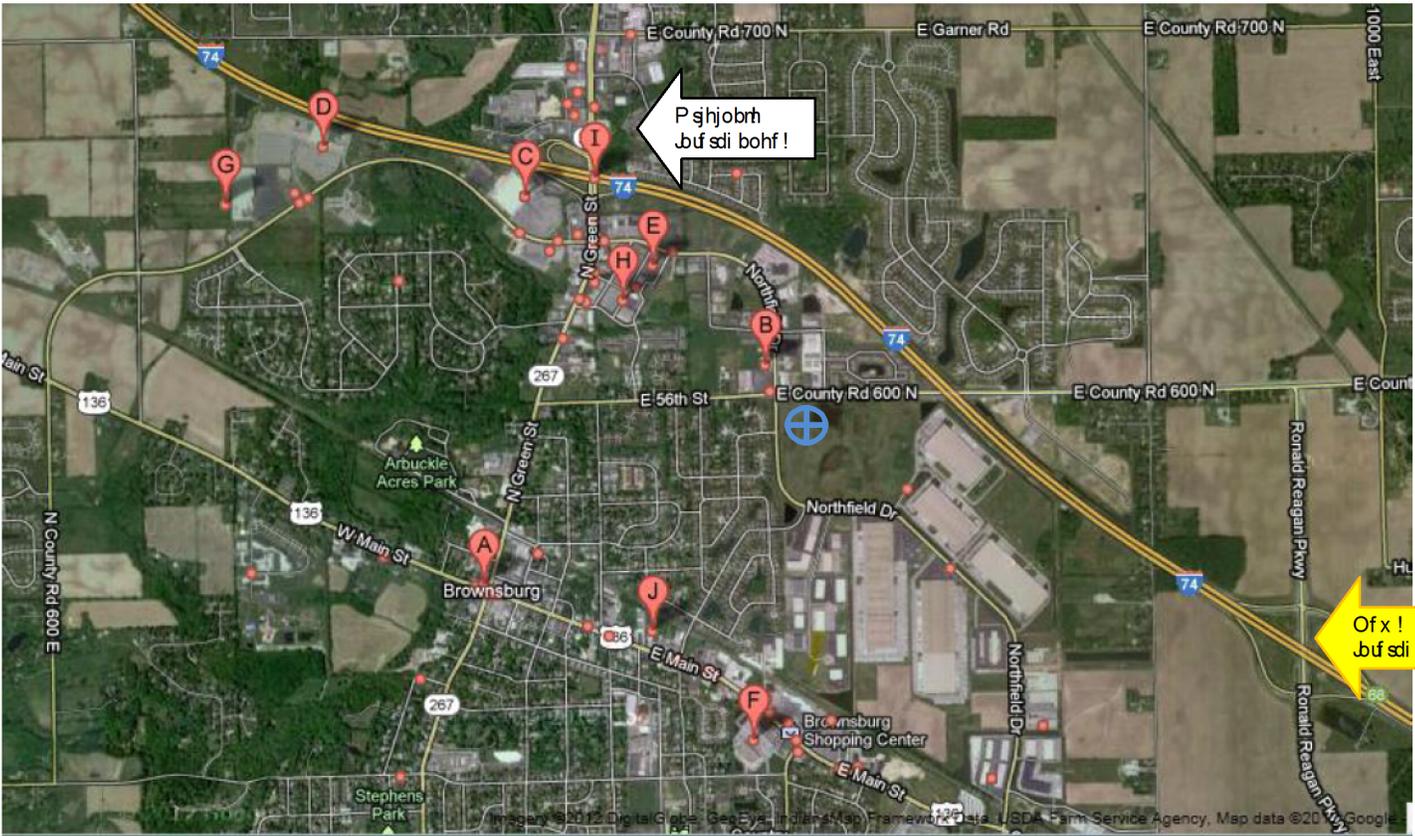
## NORTHWEST CORNER REZONING INITIATIVE



### Figure 7: The evolution of the market for retail development in Brownsburg

#### Overview

Lauth has marketed the North 50 acres to retail users for the past 12 years with no success. The reasons are that the big box retailers are already located in either Brownsburg or the Avon market and many Class B or Class C neighborhood retailers are struggling to stay in business. The results in those tenants often paying reduced rent or percentage rent which will not support new development. In the case of Brownsburg Station, there is over 30% vacancy in the Class B shops and many of the existing retailers are on percentage rent. In addition, any new retail will gravitate toward the new Ronald Reagan interchange on Interstate 74. There have been two (2) proposed developments at this interchange and neither has been built due to lack of demand for new retail stores. Class B neighborhood retail is over built in the Brownsburg/Avon market area.



**Brownsburg Retail Developments**

# EAGLEPOINT BUSINESS PARK

## NORTHWEST CORNER REZONING INITIATIVE



### Existing Area Retail Developments



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infoUSA

Existing Area Retail Developments



Eagles Landing  
Brownsburg, Indiana

February 5, 2008

CREATE  
Architectural Planning & Design

Trending Area Retail Developments – FUTURE RONALD REAGAN INTERCHANGE



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## NORTHWEST CORNER REZONING INITIATIVE

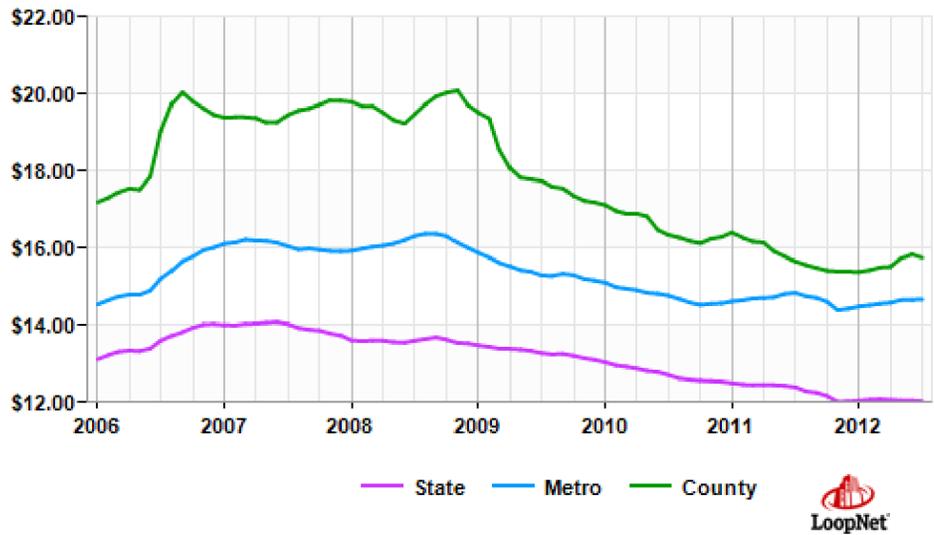


From the Indianapolis Business Journal, May 19, 2008: Two local developers are pitching retailers on a proposed 700,000-square-foot power center in Brownsburg. The massive project seeks to capitalize on a growing population center and the newly constructed Ronald Reagan Parkway. It would sit at the northeast corner of Interstate 74 and Ronald Reagan Parkway. Plans call for retail including three anchors of more than 100,000 square feet each, several restaurants, office space and two hotels. Local developers Eureka Ventures and Thompson Thrift are partnering on the project, which is tentatively called Eagle Landing.

### Retail Property Asking Rent - Lease Trends

[Embed](#)

Asking Rent Retail for Lease Brownsburg, IN (\$/SF/Year)



	Jul 12	vs. 3 mo. prior	Y-O-Y
State	\$12.03	-0.2%	-2.9%
Metro	\$14.67	+0.3%	-1.1%
County	\$15.75	+0.3%	+0.6%

Asking rates for retail properties have gone up versus past quarter, rising 0.1% to \$14.67 per square foot. But for the year lease rates have dropped 1.1%. Asking rates for retail properties reached a three-year high in August 2008 at \$16.37 per square foot. In comparison, the current median asking price is down by 1.4%. The lowest asking lease rate in the past three years was \$14.39 set in November 2011.

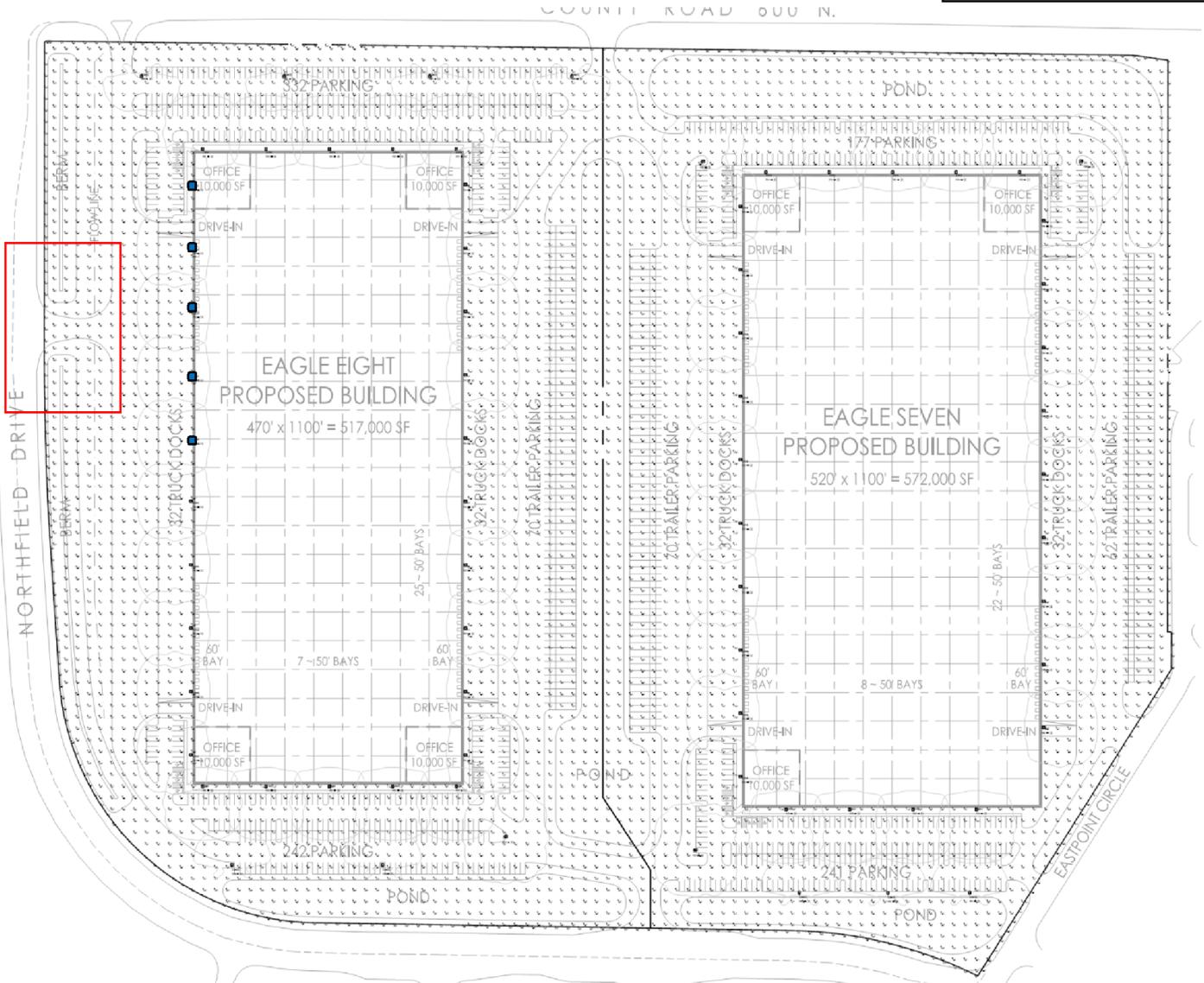


### Lighting plan for Eagle Point Business Park

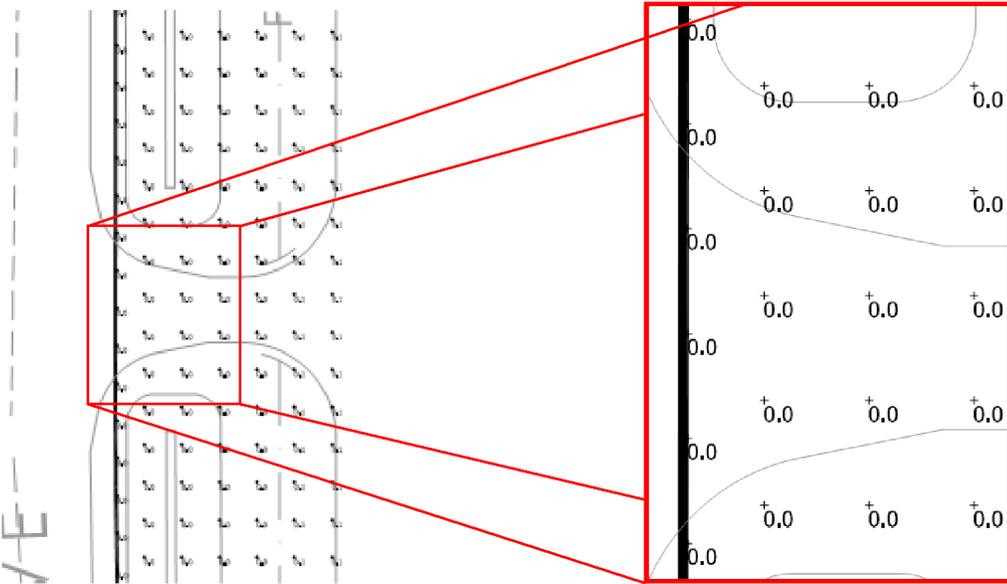
#### Lighting plan

Lauth Property Group will adhere to the Town of Brownsburg zoning ordinance as set forth for site lighting & illumination within the Zoning District. Generally, this matches all of the other lighting schemes that are already present in Eaglepoint Business Park. To specifically address the concerns of our neighbors, we will use the flat lens version of the challenger style light fixture, as highlighted below. This is a “full cut-off” luminaire that meets the Town of Brownsburg’s requirements. The following illustrations shall demonstrate the specifics of a proposed site lighting program for this site.

■ X brntN pvouf e!Mhi uGywsf !



Overall lighting plan



Light levels (in Footcandles) at the west property line, near Sable Chase entrance

### CHALLENGER®

#### LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CHV 5 1000 MHR CT MT MSV PCR**



Luminaire Prefix	Distribution	Lamp Wattage	Light Source	Lens	Line Voltage	Luminaire Finish	Options
Vertical Burn CHV	2-Type II 3-Type III 5 - Type V FP- Forward Throw Perimeter FA-Automotive Forward Throw	250 320 400 575 750 775 1000	PSMV – Pulse-Start Metal Halide 250, 320, 400, 750, 1000 <sup>1</sup> Watt NWPSMV – Pulse-Start Metal Halide Natural White 575, 775 Watt MHR – Metal Halide Reduced Envelope 1000 Watt HPS – High Pressure Sodium 250,400,750 <sup>2</sup> Watt	CT – Contoured Clear Impact-resistant Glass	480 MT – Multi Tap TT – Tri-Tap	BRZ – Bronze BLK – Black PLP – Platinum Plus WHT – White SVG – Satin Verde Green GPT – Graphite MSV – Metallic Silver	PCR - Photoelectric Control Receptacle <sup>4</sup> LL - Less Lamp
	Advanced Reflector Technology Optical Systems: AFT-Automotive Forward Throw AI-Automotive Interior	575 750 775 1000	PSMV – Pulse-Start Metal Halide 750, 1000 <sup>1</sup> Watt NWPSMV – Pulse-Start Metal Halide Natural White 575, 775 Watt MHR – Metal Halide Reduced Envelope 1000 Watt	MT – Multi Tap consists of 120V, 208V for highest voltage. Alternate voltage TT – Tri-Tap consists of 120V, 277V as for Canadian applications and is prepa voltages will require f			
Horizontal Burn CHH	3 - Type III FT - Forward Throw 5 - Type V	250 320 400 750 775 1000	PSMH – Pulse-Start Metal Halide 250, 320, 400, 750, 1000 <sup>1</sup> NWPSMH – Pulse-Start Metal Halide Natural White 775 Watt MHR – Metal Halide Reduced Envelope 1000 Watt HPS – High Pressure Sodium 250, 400, 750 <sup>2</sup> Watt	F – Flat Clear Tempered Glass  CT – Contoured Clear Impact-resistant Glass <sup>3</sup>	Consult Factory for International Voltages and Light Sources		



Proposed Light fixture with full cut-off lens