



CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda_07-05_2023

Wednesday, July 05, 2023 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Wednesday, July 05, 2023 at 07:00 PM

MEETING PLACE: Westfield City Hall- Assembly Room

THE FOLLOWING AGENDA IS SUBJECT TO CHANGE AT THE DISCRETION OF THE WESTFIELD-WASHINGTON TOWNSHIP ADVISORY PLAN COMMISSION

Public input can be submitted in 1 of 2 ways:

- Email to planners@westfield.in.gov
- Show up at Westfield City Hall for an opportunity to participate in this public hearing. Staff will be present to help direct traffic inside the room.

OPENING OF MEETING

Documents: [Online viewable @ https://www.youtube.com/user/CityofWestfieldIN](https://www.youtube.com/user/CityofWestfieldIN)

Note the Presence of a Quorum

Announce Any Changes to the Agenda

Approval of Minutes

- June 19, 2023 APC Minutes APC Minutes - June 5, 2023

Documents: [APC Minutes - June 19, 2023](#)

Review APC Rules & Procedures

CONSENT AGENDA

2212-DDP-45

Animal Eye Clinic

4750 Killarney Drive

JMRE Properties, LLC by Keeler-Webb Associates request Detailed Development Plan approval for a 7,564 SF veterinary clinic building on 0.89 acres +/- in the Bridgewater PUD District.

(Planner: Weston Rogers - wrogers@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Site Plan](#) | [Exhibit 4: Landscape Plan](#) | [Exhibit 5: Building Elevations](#)

ITEMS OF BUSINESS

2212-PUD-20

Wheeler Landing PUD Amendment VI

Southwest corner of 186th Street and Kinsey

Clark Quinn Moses Scott & Grahn, LLP requests an amendment to the Wheeler Landing PUD to add 2.34 acres +/- to Area III of the PUD.

(Planner: Caleb Ernest - cernest@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Proposed Ord. 22-52 \(Clean\)](#) | [Exhibit 4: Proposed Ord. 22-52 \(Redline\)](#) | [Exhibit 6: Public Comment](#)

PUBLIC HEARING ITEMS

2307-PUD-08

Bonterra PUD Amendment I

Generally, about 500 feet East of the intersection at SR 32 & Shady Nook Road

Hartman Capital LLC requests an amendment to the Bonterra PUD to amend the permitted uses on 2.59 acres +/- of the Real Estate.

(Planner: Ryan Collingwood - rcollingwood@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Proposed Ord. 23-12](#) | [Exhibit 4: Project Narrative](#)

ITEMS CONTINUED TO A FUTURE MEETING

2306-PUD-07 [CONTINUED]

Claiborne Farms (Kimblewick) - Phase II PUD

Southwest of the intersection at Towne Road & West 156th Street

Pulte Homes of Indiana, LLC by Nelson & Frankenberger, LLC requests a change of zoning for 16 acres +/- from the AG-SF1: Agriculture / Single-family Rural District to the Claiborne Farms (Kimblewick) - Phase II PUD District.

(Planner: Ryan Collingwood - rcollingwood@westfield.in.gov)

2111-PUD-27 [CONTINUED]

TowneRun PUD

Northwest corner of Towne Road & West 146th Street

LOR Corporation by Church Church Hittle + Antrim requests a change in zoning for 26.94 acres +/- from AG-SF1: Agriculture / Single-family Rural District to the TowneRun Planned Unit Development (PUD) District.

(Planner: Kevin Todd - ktodd@westfield.in.gov)

REPORTS/COMMENTS

Plan Commission Members

Downtown Update

City Council Liaison

Board of Zoning Appeals Liaison

Plat Committee Liaison

Community Development Department

ADJOURNMENT



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 5, 2023
2307-PUD-08
Exhibit 1

Petition Number: 2307-PUD-08 (Ord. 23-12)

Petitioner: Hartman Capital LLC

Request: An amendment proposal to the Bonterra PUD to amend the permitted uses on 2.59 acres +/- in the Bonterra PUD District.

Location: Generally, about 500 feet East of the SR 32 & Shady Nook Rd. intersection (“the Property”)

Current Zoning: Bonterra PUD District ([Ord. 21-16](#))

Current Land Use: Vacant

Acreage: 2.59 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Proposed Ord. 23-12
4. Project Narrative

Staff Reviewer: Ryan Collingwood, Associate Planner

PETITION HISTORY

This petition was introduced at the [June 12, 2023](#), City Council meeting. The discussion for this petition can be viewed [here](#). The petition will receive a public hearing at the July 5, 2023, Advisory Plan Commission (“Plan Commission”) meeting.

PROJECT OVERVIEW

Location: The Property is approximately 2.59 acres in size and is generally located about 500 feet east of the SR 32 & Shady Nook Rd. intersection (**Exhibit 2**). The Property is currently zoned in the Bonterra PUD District, and only concerns the northwest parcel of the commercial piece of the Bonterra development. Adjacent properties are zoned General Business to the west, General Office across SR 32 to the north, and surrounded by the Bonterra PUD District in all other directions.

Zoning History: Approved June 2021, the Bonterra PUD (Ord. 21-16) was established to be a planned, mixed-use development containing a mix of commercial and residential uses. The Bonterra PUD, Amendment I proposal only refers the northwest parcel of the commercial piece of the Bonterra PUD.

Project Description: The petitioner is requesting an amendment to the Bonterra PUD to modify the permitted uses on 2.59 acres +/- of the Property. The development of the Real Estate will remain in conjunction with the Original Ordinance (Ord. 21-16) and UDO, when applicable.

AMENDMENT REQUEST

The Petitioner requests this amendment to the Bonterra PUD to modify the permitted uses in which may be developed on the Property. The Bonterra PUD (Ord. 21-16) initially established the permitted uses in the commercial aspect of the PUD to be geared towards General Office uses, but the desires of the Petitioner have resulted a shift in the permitted uses, mostly geared towards general retail and commercial uses. The additions to the permitted land uses of the Property are outlined as follows:

- Health, Fitness, and Exercise Center
- Sit Down Restaurant
- Specialty Restaurant
- Takeout and Deli-Style Restaurant
- Low and Medium-Intensity Retail
- Grocery (maximum 16,000 square feet in size)

Lastly, a Concept Plan has been included within the proposed Ordinance. The Concept Plan is meant to provide a model for the development in regards to the size of the building footprint in which would be developed on site.

COMPREHENSIVE PLAN

The Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”) identifies this Property within the “Local Commercial” land use classification. Indiana Code states that reasonable regard be paid to the Comprehensive Plan when considering zone map changes; however, the Comprehensive Plan is not law. The Comprehensive Plan is intended to serve as a guide in making land use decisions.

Development Policies for “Local Commercial” include: (i) locate local commercial development only in planned centers and only on streets classified as arterials or on frontage roads as depicted on the Land Use Concept Map; (ii) require the size, materials, color, and design of buildings to be unique to Westfield; (iii) Parking areas should be broken up by landscaping or by being located on more than one side of the buildings; (iv) encourage signs that are easy to locate and read, sized and designed in relation to the buildings and the traffic conditions in which they are viewed; and (v) encourage pedestrian connections between local commercial areas and adjacent residential areas.

PROCEDURAL

Public Hearing: An amendment to a Planned Unit Development District is required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is

scheduled for the July 5, 2023, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission's Rules of Procedure.

Statutory Considerations: Indiana Code 36-7-4-603 states that in the consideration of zoning ordinance amendments and zone map changes that reasonable regard shall be paid to:

1. The Comprehensive Plan.
2. Current conditions and the character of current structures and uses.
3. The most desirable use for which the land is adapted.
4. The conservation of property values throughout the jurisdiction.
5. Responsible growth and development.

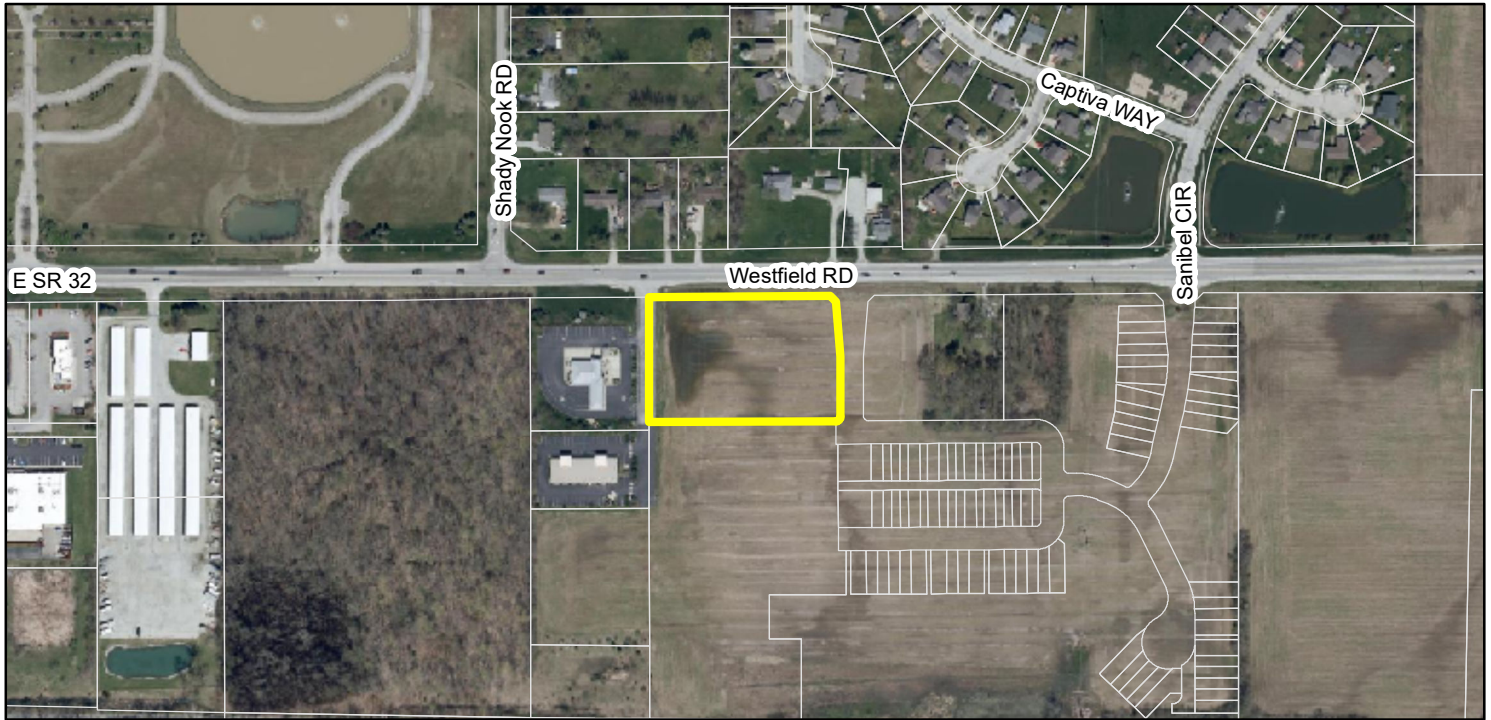
Council Introduction: The petition was introduced at the [June 12, 2023](#), City Council meeting. Video footage of the introduction can be viewed [here](#).

DEPARTMENT COMMENTS

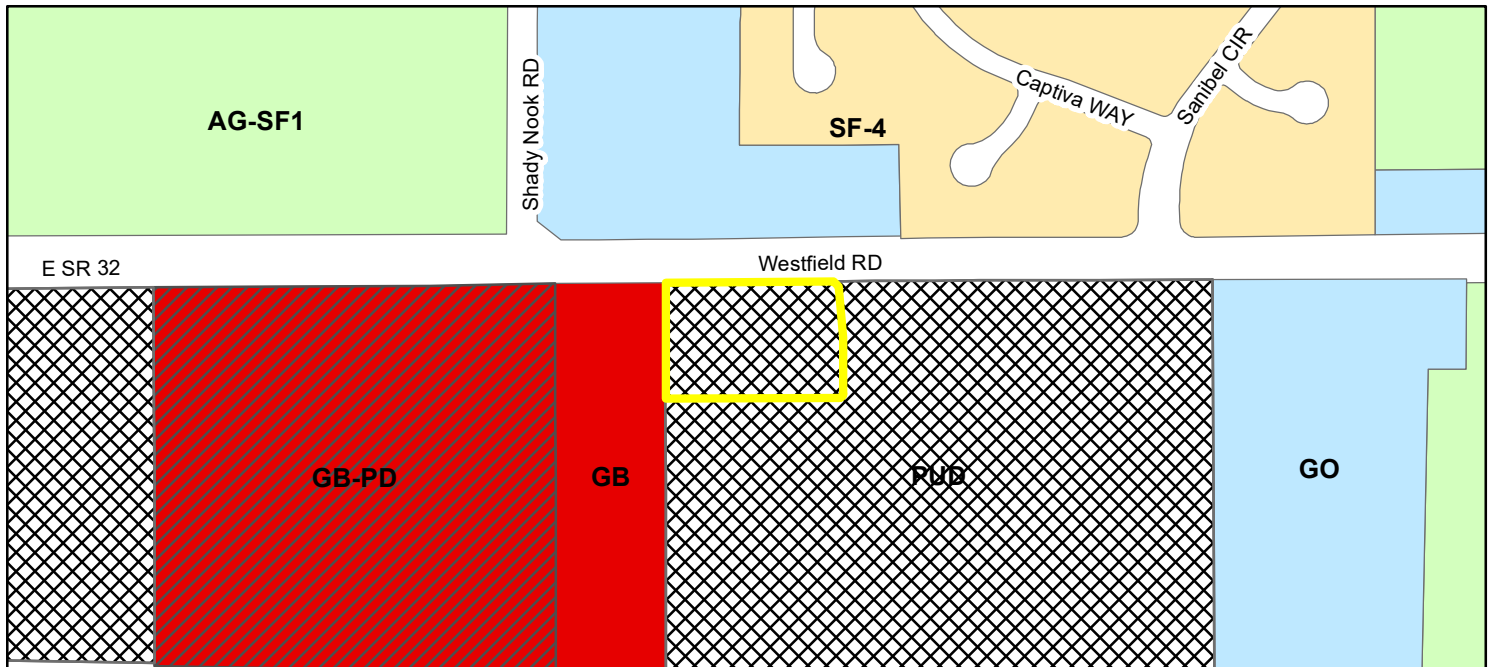
1. **Action:** Hold a public hearing at the July 5, 2023, Plan Commission meeting.
2. If any Plan Commission member has questions prior to the public hearing, then please contact Ryan Collingwood at (317) 741-8857 or rcollingwood@westfield.in.gov.

Aerial Location Map

 Site



Zoning Map



 SITE Zoning

 AG-SF1 (Agriculture - Single Family - 1)

 GB (General Business)

 GB-PD (General Business - Planned Development)

 GO (General Office)

 PUD (Planned Unit Development)

 SF-4 (Single Family - 4)

ORDINANCE NUMBER 23-12

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO THE
TEXT OF THE BONTERRA PLANNED UNIT DEVELOPMENT BEING THAT OF
ORDINANCE 21-16 AND TITLE 16 – LAND USE CONTROLS**

“Bonterra PUD, Amendment I”

This amendment to a Planned Unit Development District Ordinance (the “**Amendment**”), known as the BONTERRA PUD DISTRICT (Ordinance 21-16, the “**Original Ordinance**”), to amend the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the “**UDO**”), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code§ 36-7-4 et seq., as amended.

WHEREAS, the City of Westfield, Indiana (the “**City**”) and the Township of Washington, both of Hamilton County, Indiana are subject to the UDO;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “**Commission**”) considered a petition (Petition No. 2307-PUD-08), filed with the Commission requesting an amendment to Ordinance 21-34, enacted by the Common Council of the City of Westfield (the “**Council**”) on June 14, 2021;

WHEREAS, the Amendment pertains to the subject real estate identified Block A, Section 1 of Bonterra subdivision, a plat of which is recorded in the Office of the Recorder of Hamilton County, Indiana as Instrument No. 2022053442 (the “**Real Estate**”);

WHEREAS, the Commission forwarded Petition No. 2307-PUD-08 to the Council with a _____ recommendation (Vote: ____ in favor, ____ opposed) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code§ 36-7-4-1505;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Council on _____, 2023;

WHEREAS, the Council is subject to the provisions of the Indiana Code §36-7-4-1507 and Indiana Code § 36-7-4-1512 concerning any action on this request; and

NOW, THEREFORE, BE IT ORDAINED by the Council, meeting in regular session, that the UDO and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 The Original Ordinance is hereby amended by the provisions of this Amendment. In all other respects, the Original Ordinance shall remain in effect and unchanged. To the extent that the provisions of the UDO or the Original Ordinance conflict with the provisions of this Amendment, the provisions of this Amendment shall prevail.
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Amendment, (ii) the Original Ordinance, and (iii) the provisions of the UDO, as amended and applicable to the Real Estate, except as modified, revised, supplemented or expressly made inapplicable by this Amendment.
- 1.3 Chapter (“**Chapter**”) and Article (“**Article**”) cross-references of this Amendment shall hereafter refer to the section as specified and referenced in the UDO.
- 1.4 All provisions and representations of the UDO that conflict with the provisions of this Amendment are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Amendment.

Section 2. Definitions. Capitalized terms not otherwise defined in the Original Ordinance or this Amendment shall have the meanings ascribed to them in the UDO.

Section 3. Concept Plan. The Concept Plan, attached hereto as Exhibit B, is hereby incorporated in accordance with Article 10.9(F) Planned Unit Development Districts; PUD District Ordinance Requirements; Concept Plan.

Any building developed on the Real Estate shall be substantially similar in size to the building footprint shown on the Concept Plan as determined by the Director of the Community Development Department

Section 4. Permitted Uses. The standards of Section 5 of the Original Ordinance shall apply to the development of the Real Estate except as supplemented in this Section 4.

The following additional land uses shall be permitted on the Real Estate:

- Health, Fitness, and Exercise Center
- Sit Down Restaurant
- Specialty Restaurant
- Takeout and Deli-Style Restaurant
- Low and Medium-Intensity Retail
- Grocery
 - o Maximum 16,000 square feet in size

Section 4. Severability. If any term or provision of this Amendment is held to be illegal or unenforceable, the validity or enforceability of the remainder of this Amendment will not be affected.

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2023.

WESTFIELD CITY COUNCIL

Voting For	Voting Against	Abstain
James Edwards	James Edwards	James Edwards
Scott Frei	Scott Frei	Scott Frei
Jake Gilbert	Jake Gilbert	Jake Gilbert
Mike Johns	Mike Johns	Mike Johns
Troy Patton	Troy Patton	Troy Patton
Cindy L. Spoljaric	Cindy L. Spoljaric	Cindy L. Spoljaric
Scott Willis	Scott Willis	Scott Willis

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 23-12** was delivered to the Mayor of Westfield on the ____ day of _____, 2023, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 23-12**

this _____ day of _____, 2023.

I hereby VETO **ORDINANCE 23-12**

this _____ day of _____, 2023.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This document prepared by: Matthew S. Skelton, Church Church Hittle + Antrim, Two North Ninth Street, Noblesville, Indiana 46074, (317) 773-2190.

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law: Matthew S. Skelton.

EXHIBIT A

A part of Block "A" in the Secondary Plat of Bonterra Section 1, a subdivision in the City of Westfield, Hamilton County, Indiana, as per plat thereof recorded November 7, 2022, in [Plat Cabinet 6, Slide 320, as Instrument No. 2022053442](#), in the Office of the Recorder of Hamilton County, Indiana, being more particularly described as follows, to-wit: A PART OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 18 NORTH, RANGE 4 EAST, OF THE SECOND PRINCIPAL MERIDIAN, IN HAMILTON COUNTY, INDIANA, BEING THAT TRACT OF LAND SHOWN ON THE PLAT OF SURVEY CERTIFIED BY TERRY D. WRIGHT, INDIANA REGISTERED PROFESSIONAL LAND SURVEYOR LS # 9700013 ON 12/30/20 BY HAMILTON DESIGNS, LLC PROJECT NUMBER 2020-0331 (ALL REFERENCES TO MONUMENTS AND COURSES HEREIN AS SHOWN ON SAID PLAT OF SURVEY) MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SAID QUARTER SECTION, THENCE SOUTH 89 DEGREES 35 MINUTES 16 SECONDS WEST (INDIANA STATE PLANE BEARING - EAST ZONE) ON AND ALONG THE NORTH LINE OF THE SAID QUARTER SECTION 2068.12 FEET; THENCE SOUTH 00 DEGREES 03 MINUTES 30 SECONDS EAST 50.00 FEET TO THE POINT OF BEGINNING OF THIS DESCRIBED PARCEL; THENCE SOUTH 45 DEGREES 24 MINUTES 44 SECONDS EAST 17.76 FEET; THENCE SOUTH 04 DEGREES 49 MINUTES 36 SECONDS EAST 120.45 FEET; THENCE SOUTH 00 DEGREES 03 MINUTES 30 SECONDS EAST 129.86 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT WITH A RADIUS OF 10.50 FEET, BEING SUBTENDED BY A CHORD BEARING OF SOUTH 44 DEGREES 45 MINUTES 32 SECONDS WEST AND A CHORD DISTANCE OF 14.80; THENCE AN ARC DISTANCE OF 16.43 FEET ALONG SAID CURVE; THENCE SOUTH 89 DEGREES 43 MINUTES 06 SECONDS WEST 406.26 FEET; THENCE NORTH 00 DEGREES 05 MINUTES 46 SECONDS WEST 272.01 FEET TO THE APPARENT RIGHT OF WAY OF STATE ROAD 32; THENCE NORTH 89 DEGREES 35 MINUTES 16 SECONDS EAST ON AND ALONG SAID RIGHT OF WAY LINE 394.23 FEET TO THE POINT OF BEGINNING OF THIS DESCRIBED PARCEL, CONTAINING 2.588 ACRES MORE OR LESS.

EXHIBIT B
CONCEPT PLAN



 **Site Plan**
1" = 20'-0"

15,800 GROSS S.F.
15,305 RENTABLE S.F.
122 PARKING SPACES
(1 space/ 129sf)

Bonterra PUD District; Ordinance # 21-16

Proposed Amendment to PUD District

Narrative Background

Hartman Capital LLC, ("Applicant") has entered into a purchase agreement for a 2.58+/- acre parcel on the south side of State Route 32 approximately 500 feet east of the intersection of Shady Nook Road and SR32. The subject parcel is at the northwest corner of the Bonterra PUD District approved through Ordinance # 21-16. Applicant desires to construct a single-story multi-tenant retail building encompassing approximately 15,000 to 16,000 square feet.

The current Bonterra PUD District allows for General Office and Single Family Attached uses but does not include General Retail uses. Broad industry consensus, backed up by Applicant's experience within the Westfield submarket and the lack of activity to date, suggests the appetite for new office space is lacking and this trend is not expected to reverse in the foreseeable future. This finding is the likely result of foundational changes in the office workplace model though explosive growth in full and/or hybrid remote work arrangements, accelerated by the Covid pandemic restrictions and subsequent advancement in technologies supporting remote interaction and collaboration.

This fundamental change in the workplace model not only reduces the market size for new office space, but also introduced growing vacancies within existing office space inventories. This provides additional options for entities seeking office space with the corresponding negative impact on the viability of new office construction. Financing sources are acknowledging these challenges as a growing number of office centric properties throughout the United States are transitioning into troubled debt categorization. The resulting lack of confidence hinders lending sources from readily extending funding to new office development.

Conversely, the demand for retail space along the State Route 32 corridor is robust. Applicant currently owns and manages a multi-tenant retail center approximately 1 mile west of the subject parcel. This retail center is fully leased, and Applicant routinely receives unsolicited contacts from high quality tenant leads inquiring about available space along this corridor in Westfield. Additionally, Applicant recently completed a similarly scaled retail development in the north Indy Metro market (Fishers) and is already 50% leased within 1 month of project completion.

Applicant's proposed amendment is tightly written to allow a subset of uses from the General Business District consistent with existing uses already flourishing along the SR 32 corridor and responsive to the demand Applicant is observing from prospective tenants. Applicant has extensive experience with this style of development with over 400,000 square feet of commercial space owned and managed in multiple markets.

Apart from the proposed amendment, Applicant intends to fully adhere to all requirements of Westfield Unified Development Ordinance, the State Route 32 Overlay district, and all remaining Bonterra PUD District requirements.



Westfield-Washington Township Advisory Plan Commission (APC) Workshop Meeting

Minutes of the June 19, 2023, APC Workshop Meeting
Presented for approval: July 5, 2023

Westfield-Washington Township Advisory Plan Commission
met at 7:00 p.m. on Monday, June 19, 2023, at Westfield City Services Center.

Active links for this meeting:

[June 19, 2023, APC Agenda & Exhibits](#)

[June 19, 2023, YouTube Video](#)

OPENING OF MEETING

YouTube Time: 0:05

Roll Call

Commissioners Members Present In-Person: Matt Deck, Ginny Kelleher, Robert Horkay, Andre Maue, Victor McCarty.

Commissioners Present Virtually: Kristen Burkman, Dave Schmitz, and Mike Johns.
[Johns arrived at 7:02 p.m.]

Commissioners Absent: Mike Johns and Cindy Spoljaric.

City Staff Present In-Person: Lauren Gillingham, Senior Planner.

City Staff Present Virtually: None.

Legal Counsel Virtually: Ashely Ulbricht with Taft Stettinius & Hollister LLP.

APPROVAL OF MINUTES

Maue motioned to approve the June 5, 2023 Minutes.

Deck seconded. Motion passed. Vote 7-0.

REVIEW RULES AND PROCEDURES

Gillingham reviewed APC Workshop rules and procedures.

CONSENT AGENDA ITEMS

2306-DDP-15

[YouTube Time: 2:42](#)

The Depot at Spring Mill Station Phase 2

443 West 161st Street

KennMar by SPACECO Inc. request a Detailed Development Plan approval for a 15,470 SF commercial building located on 1.185 acres +/- in the Spring Mill Station SWC Planned Unit Development District.

(Planner: Weston Rogers – wrogers@westfield.in.gov)

Staff presentation / Petitioner presentation / APC comments.

McCarty motioned to approve the Consent Agenda as presented.

Kelleher seconded. Motion passed. Vote 7-0.

WORKSHOP ITEMS

No Workshop Items

Agendas and minutes for all City meetings are updated and available at the City's website.

Website: www.westfield.in.gov | Community Development Department E-mail: community@westfield.in.gov

APC Minutes for June 19, 2023 Page 1 of 3

ITEMS CONTINUED TO A FUTURE MEETING

2111-PUD-27 [CONTINUED]

TowneRun PUD

Northwest corner of Towne Road and West 146th Street

LOR Corporation by Church Church Hittle + Antrim requests a change in zoning for 26.94 acres +/- from AG-SF1: Agriculture / Single-family Rural District to the TowneRun PUD District.

(Planner: Kevin Todd - ktodd@westfield.in.gov)

2212-PUD-20 [CONTINUED]

Wheeler Landing PUD Amendment VI

Southwest corner of 186th Street and Kinsey

Leo Brown Development, LLC by Clark Quinn Moses Scott & Grah, LLP requests an amendment to the Wheeler Landing PUD to add 2.34 acres +/- to Area III of the PUD.

(Planner: Caleb Ernest - cernest@westfield.in.gov)

REPORTS/COMMENTS:

[YouTube Time: 3:44](#)

- Plan Commission Comments
- Downtown Update
- City Council Liaison
- Board of Zoning Appeals Liaison
- Plat Committee Liaison
- Community Development Department

ADJOURNMENT

McCarty motioned to adjourn the meeting.

Kelleher seconded. Motion passed. Vote 7-0.

The meeting adjourned at 7:09 p.m.

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Agendas and minutes for all City meetings are updated and available at the City's website.

Website: www.westfield.in.gov | Community Development Department E-mail: community@westfield.in.gov

APC Minutes for June 19, 2023 Page 2 of 3

Signature Page for APC Minutes for June 19, 2023

Robert Horkay, President

Ginny Kelleher, Vice President

Kevin M. Todd, Secretary



Petition Number: 2212-DDP-45

Project Name: Animal Eye Clinic

Petitioner: JRME Properties, LLC

Representative: Keeler-Webb Associates

Request: Petitioner requests **Detailed Development Plan** approval for a 7,564 SF veterinary building on 1.17 acres +/- in the Bridgewater PUD District.

Current Zoning: Bridgewater PUD

Current Land Use: Vacant

Approximate Acreage: 0.89 acres +/-

Property History: Bridgewater PUD [Ord. 02-17](#) (04/09/2002)
04-11-DP-44; (Overall) Development Plan (11/22/2004)
04-11-SPP-12; Primary Plat (11/22/2004)
0607-PUD-08; Bridgewater PUD (Restated) [Ord. 06-49](#) (10/09/2006)
2012-PUD-16; Bridgewater PUD Amendment [Ord. 20-47](#) (12/14/2020)

Exhibits:

1. Staff Report
2. Location Map
3. Site Plan
4. Landscape Plan
5. Building Elevations

Staff Reviewer: Weston Rogers, Associate Planner

PROCEDURAL – Detail Development Plan

Approval of a Development Plan must be granted if the submitted plan demonstrates compliance with the terms of the underlying zoning district, subdivision control ordinance and/or applicable PUD District Ordinance, any variances associated with the site, and any commitments associated with the site.

BACKGROUND

The subject Property is 1.17 acres +/- in size (the “Property”) and is located at 4750 Killarney Drive. The Property is zoned Bridgewater PUD. The adjacent property to the north is zoned AG-SF1 “Agriculture / Single-family Rural District”. The adjacent properties to the south and west are zoned Bridgewater PUD. The property to the east is outside of the Westfield Washington Township limits.

The Property is located within “Parcel L” of the Bridgewater PUD which is noted for Office / Flex Space with the underlying zoning of “EI” Enclosed Industrial District. The Overall Development Plan and Primary



Plat associated with this Property was approved in 2004. In 2020 a PUD amendment was approved which allows for "Veterinary clinics and hospitals without animal boarding" as a permitted use on the Property.

This proposed Detailed Development Plan includes a 7,564 SF veterinary building, parking facilities, and other associated site improvements.

DEVELOPMENT PLAN – General Plan Requirements

Article 10.7(H)2 of the UDO

The plans comply.

- 1) Title, scale, north arrow and date.
- 2) Proposed name of the development.
- 3) Area map insert showing the general location of the site referenced to Streets, section lines and alternative transportation plan system, as well as the Zoning District and use of adjacent property.
- 4) Address and legal description of the property.
- 5) Boundary lines of the property including all dimensions.
- 6) Location, name, centerline and width of all Streets, Private Streets, Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
- 7) Location, centerline and width (at the Lot Line) measurements of any proposed or existing Driveways within two hundred (200) feet of the property, and any connection to an Alley must be indicated.
- 8) Location and dimensions of primary vehicular ways in and around the proposed development, including depictions of all travel lanes, turning movements, vehicle storage areas and tapers.
- 9) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 10) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.
- 11) Layout, number, dimension and area (in square feet and acres) of all Lots and Out-lots with Building Setback Lines.
- 12) Location and dimensions of all existing structures and paved areas.
- 13) Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).
- 14) Location of all Floodplain areas within the boundaries of the property.
- 15) Names of legal ditches and streams on or adjacent to the site.
- 16) Location and feasibility statement of all existing and proposed utility facilities and easements, including, but not limited to: sanitary sewer, water, storm water management, electric, gas, telephone and cable.
- 17) Identify buildings proposed for demolition.



- 18) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- 19) Use of each Lot and/or building by labeling, including approximate density or size of proposed uses and buildings (e.g., number of parking spaces, Dwelling Units, Gross Floor Area, Living Area).
- 20) Label Building Separation and/or / Building Setback Lines in relation to Front, Rear and Side Lot Lines

DEVELOPMENT PLAN – Review Criteria

Article 10.7(E) of the UDO

The plans comply.

- 21) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
- 22) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- 23) Management of traffic will be in a manner that creates conditions favorable to health, safety, convenience, and the harmonious development of the community such that:
 - a) The design and location of proposed street and highway access points shall minimize safety hazards and congestion.
 - b) The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 - c) The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.
- 24) The applicable utilities have sufficient capacity to provide potable water, sanitary sewer facilities, electricity, telephone, natural gas, and cable service at a satisfactory level of service to meet the needs of the proposed development.

DISTRICT STANDARDS

Ord. 06-49 – Bridgewater PUD District, Section 7, Office / Flex Areas, Area Z

The plans comply.

Area Z of the Real Estate, also identified on the Concept Plan as Parcel L, is described in what is attached hereto and made a part hereof as Exhibit 7 ("Area Z"), and is reclassified on the Zone Map from the AG-SFI Residence District Classification to the Planned Unit Development District Classification, the underlying zoning classification of which shall be EI-Enclosed Industry District of the Zoning Ordinance in force at the time of the enactment of the Original Bridgewater PUD. A copy of the EI-Enclosed Industrial development standards of which were in force at the time of the enactment of the Original Bridgewater PUD and which apply to Area Z, except as modified in this Restated Bridgewater PUD, is attached hereto and made a part hereof as Exhibit 8 of the PUD Ordinance.

Minimum lot area	None
Minimum front yard	None



Minimum side yard	None
Minimum rear yard	None
Maximum building height	40 feet
Setback from External Streets	1:2 proximity slope (no less than 30 feet)

DISTRICT STANDARDS

Westfield Washington Township Zoning Ordinances WC 16.04.060 Industrial Districts

The plans comply.

Minimum lot frontage	70 feet
Minimum gross ground level space	none

DEVELOPMENT STANDARDS

Associated articles within Chapter 6 of the UDO and Ord. 06-49 Bridgewater PUD District

The plans comply.

25) Accessory Use and Building Standards (Article 6.1 of UDO)

- A. Screening of Receptacles and Loading Areas: These standards shall apply to all garbage containers, trash receptacles, pallet storage areas, trash compactors, recycling areas and other similar facilities in all Zoning Districts.
- Garbage containers, trash receptacles, pallet storage areas, trash compactors, recycling areas, loading areas and other similar facilities shall be completely and permanently screened from view of Rights-of-way and where possible, adjoining properties.
 - Enclosures shall not be located in an Established Front Yard or in any required Side or Rear Yard.
 - Screening methods shall include a solid enclosure on all sides not less than six (6) feet in height above grade or two (2) feet above the receptacle, whichever is greater. The solid enclosure shall be a Masonry Material that matches or complements the Principal Building.
 - Enclosures shall be constructed of a Masonry Material that matches or complements the Principal Building.
 - Enclosures shall be equipped with opaque gates that shall not be oriented towards residential properties or the Right-of-way, where possible.
 - Enclosures shall have separate pedestrian access openings that are configured to conceal the dumpster from view for daily access to dumpsters for waste disposal.
 - Enclosures, which include swinging, moveable doors, shall be kept closed at all times when said doors are not in active use.

26) Architectural Standards (WC16.04.165)

- A. In order to create variation and interest in the built environment, all new buildings or building additions located within any Industrial District shall use the exterior building materials specified below on each façade visible from a public street or an adjoining Residential District:
- Brick or other masonry material. Other masonry materials shall include:

- a. Architectural concrete, if the surface of the architectural concrete simulates brick or stone (e.g., limestone, marble, or granite);
 - b. Pre-cast concrete, if the surface of the pre-cast concrete is painted, textured (e.g. rough, striated, imprinted with pattern or form), or designed to simulate brick or stone (e.g., limestone, marble, or granite);
 - c. External Insulation and Finish System (E.I.F.S.); or
 - d. Stone.
- B. If a masonry material other than brick is utilized, it shall be supplemented with the use of multiple colors, multiple textures (e.g., rough, smooth, striated, etc.) or the addition of architectural elements (e.g., quoins, pilasters, soldier courses, lintels, friezes, cornices, dentils, architraves, etc.) on each façade visible from a public street or an adjoining Residential District.
- C. The primary exterior building material shall constitute a minimum of sixty (60) percent of the available wall area (exclusive of windows and doors) of each façade visible from a public street or an adjoining Residential District.

27) Building Standards (Article 6.4 of the UDO)

28) Fence Standards (Article 6.5 of the UDO)

29) Height Standards (Ord. 02-17)

30) Landscaping Standards

Content of Landscape Plan (WC 16.06.010)

Landscape plans shall contain the following information:

- Locations and dimensions of all existing and proposed structures, parking lots, driveways, roadways, rights-of-way, sidewalks, pedestrian pathways, bicycle pathways, ground signs, refuse disposal areas, bicycle parking areas, freestanding electrical equipment, recreation facilities, utility lines, easements, freestanding structural features, landscape improvements, earth berms, walls, fences, screens, sculptures, fountains, street furniture, lights, courts, paved areas, buffer yards, primary and secondary green space areas, and green belt space;
- Locations, quantities, sizes, and names (botanical names and common names) – of planting materials (i.e. label the type and quantity of landscape material on the plan sheet via call-outs);
- Existing and proposed grading plans, indicating contours at not more than two-foot intervals;
- Locations of barriers to be placed at or beyond driplines of trees to be preserved and types of materials to be used for barriers;
- Details indicating specific grading measures or protective devices to be utilized where trees are to be preserved in areas of cut and fill; and
- Tables clearly displaying relevant statistical information, including numbers of existing trees and numbers of trees preserved, for example.

Selection, Installation, and Maintenance of Plant Materials (WC 16.06.030)

- Shade Trees - Shade trees shall be a minimum of eight (8) feet in height and have a caliper measure of at least two (2) inches, measured twelve (12) inches above finished grade. Shade trees shall be of a variety that will attain an average mature spread greater than twenty (20) feet.
- Evergreen Trees - Evergreen trees shall be a minimum height of six (6) feet.
- Ornamental Trees - Ornamental trees shall have a minimum trunk size of two (2) inches in caliper, measured six (6) inches above finished grade.
- Shrubs shall possess a minimum height of eighteen (18) inches at the time of planting.

General Landscape Design Standards (WC 16.06.040)

- Ground mounted heating and cooling units for nonresidential or multi-family structures shall be completely screened
- Plant materials shall be placed intermittently (approximately every 40 feet) against long expanses (over 80 feet) of building walls, fences and other barriers to create a softening effect. However, ground cover plants may supplement the plant materials.

On-Site and Street Frontage Standards (WC 16.06.050)

On-Site Planting Standards:

Business Uses require a minimum number of 10 shade trees per acre, 10 ornamental or evergreen trees per acre, and 25 shrubs per acre.

Road Frontage Planting Standards:

Please see Bridgewater PUD standards.

Buffer Yard Requirements (WC 16.06.060)

Parking Area Landscaping (WC 16.06.070)

Interior Parking Lot Landscaping:

For parking lots with 25 and 49 parking spaces 7.5% of the vehicular use area shall be landscaped. In addition, each parking lot island (including end-caps) shall include at least one (1) tree and four (4) shrubs per parking lot island.

Perimeter Parking Lot Landscaping

There shall be 1 tree per 30 feet and 1 shrub per 3 feet of perimeter parking lot length.

Bridgewater PUD Standards (Ord. 06.49)

Area Z Perimeter Yards Along External Streets: Shall be landscaped using low berms with a combination of shade trees, ornamental trees, and evergreen trees so as to buffer Area Z from the street. The berms shall be at least four (4) feet in height. At least eight (8) evergreen trees per one hundred (100) linear feet and two (2) shade trees per one-hundred (100) linear feet shall be planted: Ornamental trees may be substituted for evergreen trees at a rate of one to one, provided at least seventy percent (70%) of the trees used are evergreen trees.

Area Z Landscape Requirements Along the North, West, and South Boundaries of Area Z:

This provision shall supersede the Buffer Yard Requirements of the Westfield Landscaping Standards, Exhibit 16 of this Ordinance. These standards apply only to new construction (Ord. 06.49): A twenty (20) foot landscape buffer will be provided along the north perimeter of Area Z. The buffer shall be heavily landscaped with evergreen trees. At least ten (10) evergreen trees, a minimum of six (6) feet in height, per one hundred (100) linear feet shall be planted.

31) Lighting Standards (Article 6.9 of UDO)

A. General Lighting Standards: The following standards shall apply:

- i.* All Light Fixtures, with the exception of internally-illuminated Signs or Electronic Signage, shall be Fully Shielded and direct light downward toward the earth's surface.
- ii.* All lighting sources shall be directed away from reflective surfaces to minimize glare upon adjacent Lots and Rights-of-way.
- iii.* All lighting sources, with the exception of internally-illuminated signage or Electronic Signage, shall be positioned in such a manner as to direct light away from adjacent Lots and Rights-of-way.
- iv.* Light pole height shall not exceed twenty-five (25) feet. All Light Fixtures in Parking Areas shall be designed and located to confine emitted light to the Parking Area.
- v.* All Light Fixtures shall meet City Building Code requirements for their appropriate construction class.
- vi.* See also Article 8.10 Street Light Standards.

B. Multi-family Residential, Business and Industrial Standards: The following shall apply to all Multi-family, Business, and Industrial Uses:

- i.* All Light Fixtures, with the exception of internally-illuminated signage or Electronic Signage, shall be positioned in such a manner so that no light-emitting surface is visible from a residential Lot Right-of-way when viewed at ground level.
- ii.* Light meter readings shall not exceed: (i) one-half (0.5) foot-candles at a single-family or multi-family residential Lot Line; or (ii) one (1.0) foot-candle at all other Lot Lines. [It should be understood that, with all of these measurements, light will still be visible at or beyond Lot Lines.]
- iii.* All lights on poles, stands, or mounted on a building shall have a shield, adjustable reflector, and non-protruding diffuser.
- iv.* All canopy structures shall have lights with diffusers which are recessed, and which do not extend below the surface of the canopy as measured on a plane parallel to the earth's surface.
- v.* Lighting under awnings and canopies shall only illuminate a Front Building Façade, a Sign under an awning or canopy as measured on a plane parallel to the earth's surface.
- vi.* All Parking Area lighting for nonresidential Uses shall be reduced (e.g., turned off or dimmed) by a minimum of thirty percent (30%) within thirty (30) minutes of closing of the last business or no later than 11:00 p.m.

- vii. No outdoor sports or Recreational Facilities shall be illuminated after 11:00 p.m., except to conclude a scheduled recreational or sporting event in progress prior to 11:00 p.m..
- viii. The off-street Parking Areas and service facility areas for multi-family residential Uses shall have sufficient lighting facilities, which shall be located and adjusted so that the glare or beam is directed away from any adjoining property, Street or Multi-family Dwelling window.

32) *Lot Standards (Article 6.10 of the UDO)*

33) *Outside Storage and Display (Article 6.12 of the UDO)*

34) *Parking and Loading Standards (Ord. 06-49)*

- A. Off-street Parking: In connection with any building or structure which is to be erected or substantially altered, and which requires off-street parking spaces, there shall be provided such off-street parking space in accordance with regulations set forth hereinafter:
 - a. Size: Off-street parking spaces shall be at least nine (9) feet in width and at least eighteen (18) feet in length, exclusive of access drives, aisles, ramps, columns, and office or work area. Such Parking Spaces shall have vertical clearance of at least seven (7) feet. Parallel Parking Spaces shall be a minimum of twenty-four (24) feet in length.

35) *Performance Standards (Article 6.15)*

36) *Setback Standards (Article 6.16)*

37) *Sign Standards (Article 6.17)*

38) *Vision Clearance Standards (Article 6.19)*

39) *Yard Standards (Article 6.21)*

Misc. Comments:

DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply.

40) Block Standards (Article 8.1)

41) Easement Standards (Article 8.3)

42) Monument and Marker Standards (Article 8.5)

43) Open Space and Amenity Standards (Article 8.6)

44) Pedestrian Network Standards (Article 8.7)

45) Storm Water Standards (Article 8.8)

46) Street and Right-of-Way Standards (Article 8.9)

47) Street Light Standards (Article 8.10)

48) Street Sign Standards (Article 8.11)



49) Surety Standards (Article 8.12)

50) Utility Standards (Article 8.13)

DEPARTMENT COMMENTS

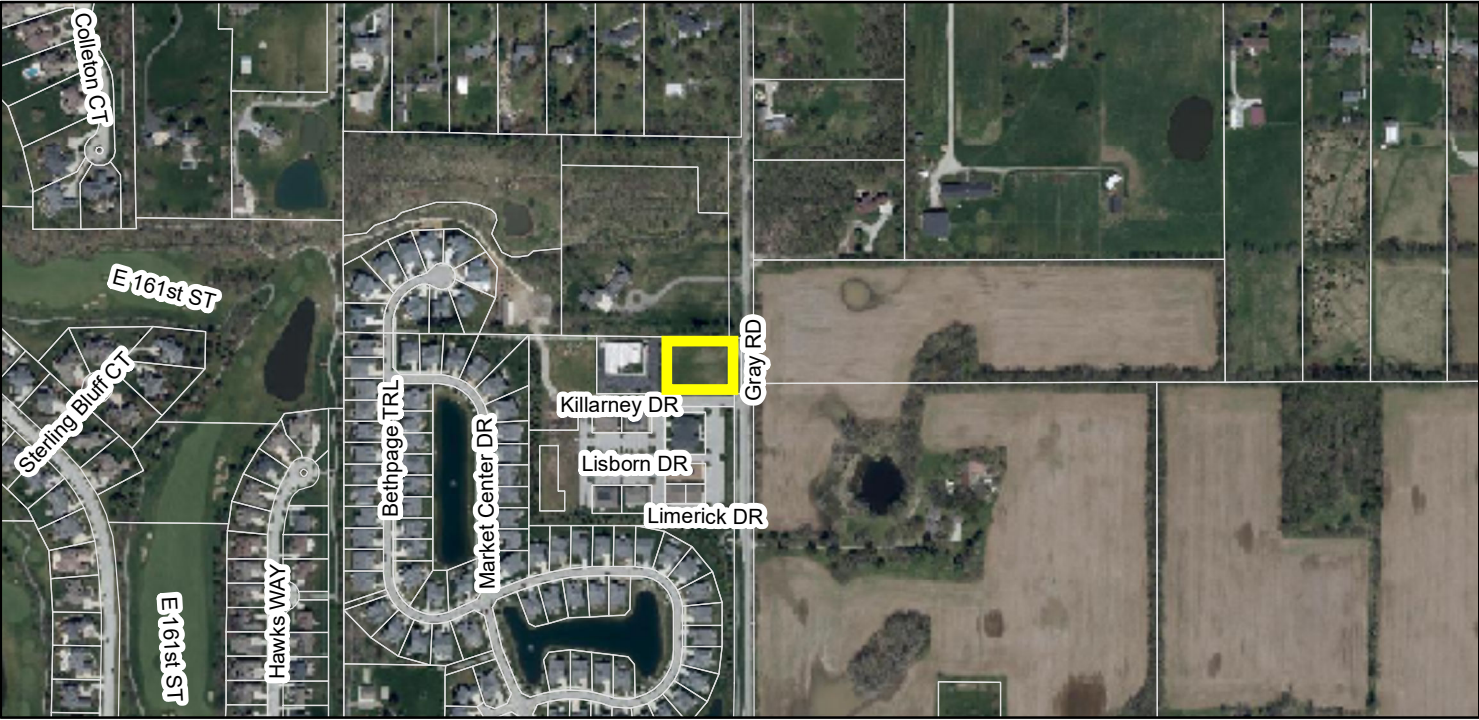
- 1) The plans as presented comply with the applicable zoning ordinances.
- 2) Action: Approve Detailed Development Plan 2212-DDP-45 with the following conditions:
 - That all necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office prior to any work beginning on the Property.
- 3) If any Plan Commission member has questions prior to the meeting, then please contact Weston Rogers at wrogers@westfield.in.gov or (317) 408-9895.



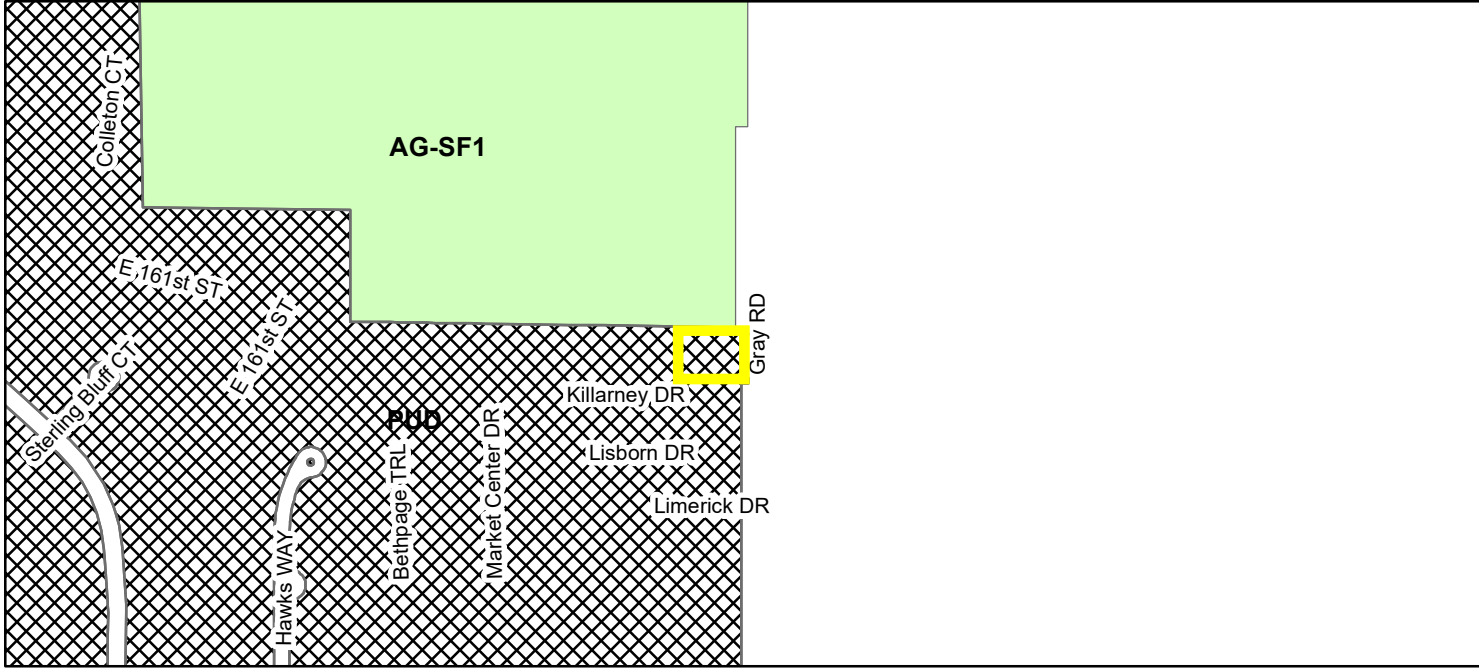
Property Location Map
4750 Killarney Dr.
2212-DDP-45



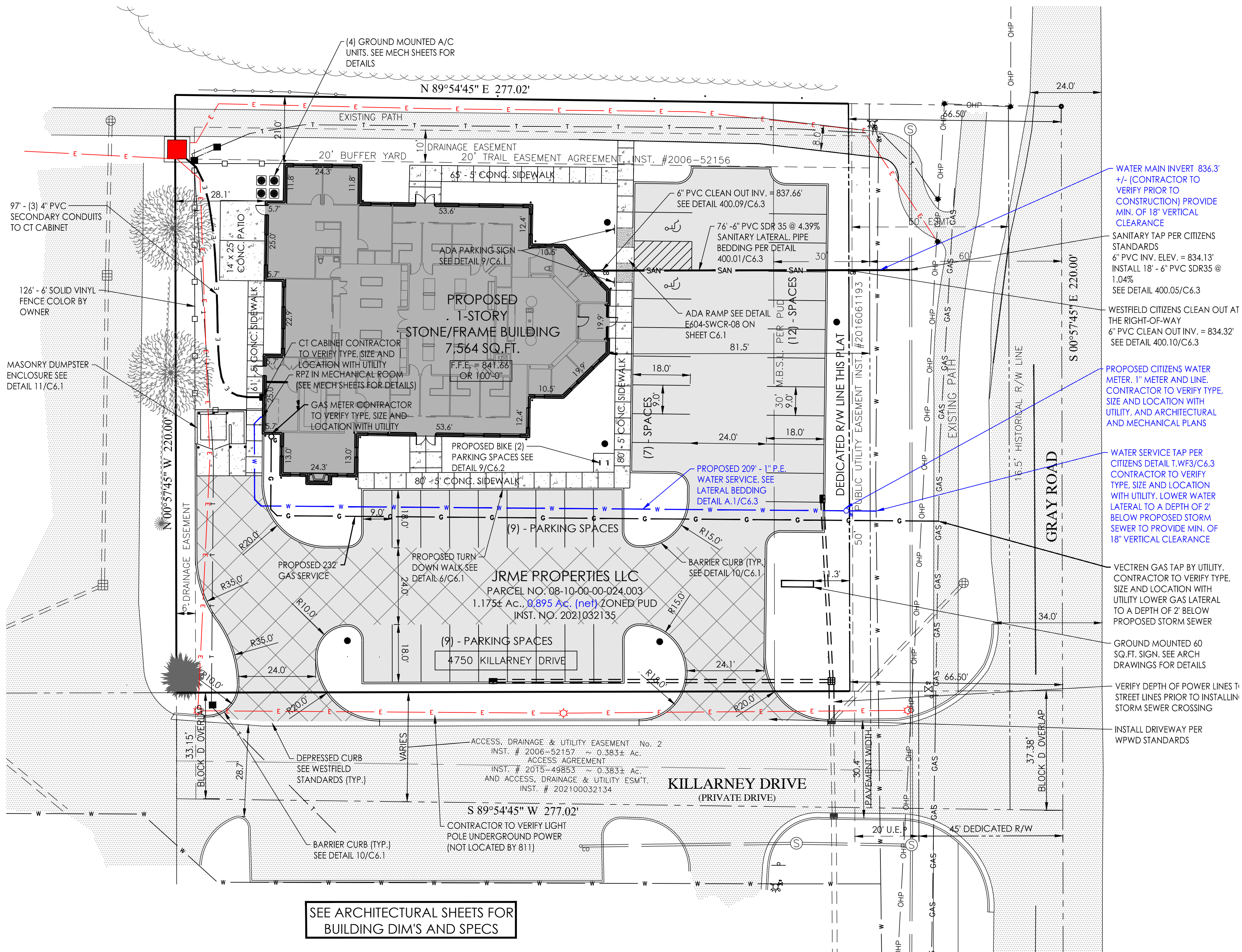
Aerial Location Map



Zoning Map



- Zoning**
- PUD (Planned Unit Development)
 - AG-SF1 (Agriculture - Single Family - 1)



SEE ARCHITECTURAL SHEETS FOR
BUILDING DIM'S AND SPECS

LEGEND

- 1 SIGNS
- STORM INLETS
- UTILITY POLE
- WATER VALVE
- UTILITY PEDESTAL
- FIRE HYDRANT
- MANHOLE
- CLEAN OUT
- BOLLARD
- ELECTRIC METER
- GAS METER
- AIR CONDITIONER
- GAS VALVE
- SOIL BORING

- EXISTING ASPHALT
- EXISTING CONCRETE
- PROPOSED LIGHT DUTY ASPHALT
SEE DETAIL 2/C6.1
- PROPOSED HEAVY DUTY ASPHALT
SEE DETAIL 1/C6.1
- PROPOSED CONCRETE

- EXISTING 1' CONTOUR LINE
- EXISTING 5' CONTOUR LINE
- PROPOSED 1' CONTOUR LINE
- PROPOSED 5' CONTOUR LINE
- EXISTING GAS LINE
- PROPOSED GAS LINE
- PROPERTY LINE
- ADJOINER/SECTION LINE
- RIGHT-OF-WAY LINE
- CENTERLINE
- SETBACK LINE (M.B.S.L.)
- EASEMENT
- EXISTING UNDERGROUND ELECTRIC LINES
- PROPOSED UNDERGROUND ELECTRIC LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING UNDERGROUND PHONE
- EXISTING TELECOMMUNICATIONS
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING SANITARY SEWER LINE
- PROPOSED SANITARY SEWER LINE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PRIVACY/WOOD FENCE
- SAW CUT
- FLOW LINE
- VEGETATION LINE

HOLEY MOLEY SAYS
"DIG SAFELY"



"IT'S THE LAW"
CALL BEFORE YOU DIG
811

KNOW WHAT'S BELOW
PER INDIANA STATE LAW 128-1-26,
IT IS AGAINST THE LAW TO EXCAVATE
WITHOUT NOTIFYING THE UNDERGROUND
LOCATION SERVICE TWO (2) WORKING DAYS
BEFORE COMMENCING WORK.
CALL 1-800-382-5544 to schedule
a locate request

PROPOSED SITE PLAN

GRAPHIC SCALE



EXTERIOR CONCRETE NOTES

- ACI 318, "BUILDING CODE REQUIREMENTS FOR REINFORCE CONCRETE": COMPLY WITH APPLICABLE PROVISIONS EXCEPT AS OTHERWISE INDICATED.
- EMPLOY ACCEPTABLE TESTING LABORATORY TO PERFORM MATERIALS EVALUATION, TESTING AND DESIGN OF CONCRETE MIXES.
- PERFORM SAMPLING AND TESTING DURING CONCRETE PLACEMENT, AS FOLLOWS:
 - AIR CONTENT ASTM C 173, ONE FOR EACH SET OF COMPRESSIVE STRENGTH SPECIMENS, 6% MINIMUM ON ALL CONCRETE EXPOSED TO FREEZING OR THAWING.
 - COMPRESSIVE STRENGTH ASTM C 39, ONE SET OF EACH 50 CU. YDS. OR FRACTION THEREOF EACH CLASS OF CONCRETE; ONE SPECIMEN TESTED AT 7 DAYS, ONE SPECIMEN TESTED AT 28 DAYS, AND ONE RETAINED FOR LATER TESTING IF REQUIRED.
 - WHEN THE TOTAL QUANTITY OF GIVEN CLASS OF CONCRETE IS LESS THAN 50 CU. YDS. STRENGTH TESTS MAY BE WAIVED BY ENGINEER IF FIELD EXPERIENCE INDICATES EVIDENCE OF SATISFACTORY STRENGTH.
 - TEST RESULTS WILL BE REPORTED IN WRITING TO ENGINEER OR GENERAL CONTRACTOR. CONTACT THE CONCRETE PRODUCER WITHIN 24 HOURS AFTER TESTS ARE MADE.
- CONCRETE FOR PAVEMENT, FOUNDATION, SLABS, WALKS, PATIOS, AND CURBS SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF NOT LESS THAN 4,000 PSI FOR ALL EXTERIOR POURED CONCRETE.
- MIX DESIGN MAY BE ADJUSTED WHEN MATERIAL CHARACTERISTICS, JOB CONDITIONS, WEATHER, TEST RESULTS OR OTHER CIRCUMSTANCES WARRANT. DO NOT USE RECIPE CONCRETE MIXES UNTIL SUBMITTED TO AND ACCEPTED BY ENGINEER. PORTLAND CEMENT ASTM C 150, TYPE AS REQUIRED.
- ASTM C 33, EXCEPT LOCAL AGGREGATES OF PROVEN CURABILITY MAY BE USED WHEN ACCEPTABLE TO ENGINEER. USED EVENLY MIXED SIZES OF AGGREGATE UP TO 1/2" MINIMUM SIZE.
- WATER: DRINKABLE.
- AIR-ENTRAINING ADMIXTURE: ASTM C 260.
- WATER-REDUCING ADMIXTURE: ASTM C 494; TYPE AS REQUIRED TO SUIT PROJECT CONDITIONS. ONLY USE ADMIXTURES WHICH HAVE BEEN TESTED AND ACCEPTED IN MIX DESIGNS.
- PROVIDE FORM MATERIALS WITH SUFFICIENT STABILITY TO WITHSTAND PRESSURE OF PLACED CONCRETE WITHOUT BOW OR DEFLECTION.
- DEFORMED REINFORCING BARS: ASTM A 615, GRADE 60, UNLESS OTHERWISE INDICATED.
- WELDED WIRE FABRIC: ASTM A 185.
- JOB SITE MIXING: USE DRUM TYPE BATCH MACHINE MIXER, MIXING NOT LESS THAN 1-1/2 MINUTES FOR ONE CU. YD. OR SMALL CAPACITY. INCREASE MIXING TIME AT LEAST 15 SECONDS FOR EACH ADDITION CU. YD. OR FRACTION THEREOF.
- READY MIX CONCRETE: ASTM C 94.
- CONSTRUCT FORM WORK SO THAT CONCRETE MEMBERS AND STRUCTURES ARE OF CORRECT SIZE, SHAPE, ALIGNMENT, ELEVATION AND POSITION.
- CLEAN AND ADJUST FORMS PRIOR TO CONCRETE PLACEMENT. APPLY FORM RELEASE AGENTS OR WET FORMS AS REQUIRED. RETIGHTEN FORMS DURING CONCRETE PLACEMENT IF REQUIRED TO ELIMINATE LEAKS.
- SATISFACTORY SOIL MATERIAL SHALL BE FREE OF CLAY, ROCK OR GRAVEL LARGER THAN 2" IN ANY DIMENSION, DEBRIS, WASTE, FROZEN MATERIAL VEGETABLE AND OTHER DELETERIOUS ORGANIC MATTER. SOIL SHALL CONSIST OF NONORGANIC, LOW PLASTIC (P1 20) MATERIAL.
- SUB-BASE MATERIAL: SHALL BE NATURALLY OR ARTIFICIALLY GRADE MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, CRUSHED SLAG, NATURAL OR CRUSHED SAND.
- BARRICADE OPEN EXCAVATIONS OCCURRING AS PART OF THIS WORK AND POST WITH WARNING LIGHTS.
- PROTECT STRUCTURES, UTILITIES, SIDEWALKS, PAVEMENTS AND OTHER FACILITIES FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT AND OTHER HAZARDS CREATED BY EARTHWORK OPERATIONS.
- FORM CONCRETE SUCH THAT FAVORABLE DRAINAGE OCCURS TO STORM DRAINS, STAIRWELL DRAINS, AND/OR PARKING LOTS. NO DRAINAGE SHOULD OCCUR TOWARDS THE FOUNDATION OF BUILDING WALLS.
- MINIMUM CONCRETE COVER SHALL BE 3" FOR REINFORCING STEEL IN ACCORDANCE WITH (ACI 318-83).
- WELDING, INCLUDING TACK WELDING, OF REINFORCED STEEL IS PROHIBITED. WELDING OF REINFORCING STEEL WILL BE PERMITTED ONLY BY WRITTEN APPROVAL OF THE ENGINEER.
- SEE STRUCTURAL DRAWINGS FOR LOCATIONS OF ANCHOR BOLTS, CHAMFERS, AND OTHER DETAILS NOT SHOWN ON THE STRUCTURAL DRAWINGS.
- FOOTINGS SHALL BEAR ON UNDISTURBED MATERIAL. ANY UNSUITABLE MATERIAL SHALL BE REMOVED. ALL FOOTING EXCAVATIONS SHALL BE INSPECTED BY AN INDEPENDENT SOILS ENGINEER AT DIRECTION OF GENERAL CONTRACTOR BEFORE CONCRETE IS PLACED.
- SOILS EXPOSED IN THE BASES OF ALL SATISFACTORY FOUNDATION EXCAVATIONS SHALL BE PROTECTED AGAINST ANY DETRIMENTAL CHANGE IN CONDITIONS SUCH AS DISTURBANCE, RAIN OR FREEZING. SURFACE RUNOFF SHALL NOT BE ALLOWED TO ENTER THE EXCAVATION.
- PROVIDE CONSTRUCTION, ISOLATION AND CONTROL JOINTS AS INDICATED ON CIVIL OR STRUCTURAL SHEETS.
- ALL EXTERIOR CONCRETE SHALL BE FINISHED WITH A LIGHT BROOM FINISH EXCEPT FOR FLOOR SLABS WHICH SHALL HAVE A STEEL TROWEL FINISH PER NOTES AND DETAILS ON STRUCTURAL OR ARCHITECTURAL SHEETS.
- THE CONTRACTOR SHALL PROVIDE SPECIFICATIONS AND MANUFACTURERS DATA FOR CONCRETE SEALER, JOINT FILLER, AND CURING COMPOUND FOR ALL FLOOR SLABS, TO THE ENGINEER PRIOR TO INSTALLATION FOR APPROVAL.
- ALL SOFT, YIELDING OR OTHER UNSUITABLE MATERIALS ENCOUNTERED DURING ANY PHASE OF SUBGRADE CONSTRUCTION SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL. THE REPLACEMENT MATERIAL SHALL FILL THE UNSTABLE AREA FOR THE ENTIRE DEPTH OF THE COMPACTED SUBGRADE AND MEET THE SUBGRADE COMPACTIONS REQUIREMENTS. THE SUBGRADE SHALL BE SHAPED TO THE TRUE LINES AND GRADE AS SHOWN ON THE PLANS.
- THE SUBGRADE SHALL BE COMPACTED TO 95% LABORATORY DENSITY AS DETERMINED BY AASHTO METHOD T-99.
- THE SUBGRADE AND FINISH PAVING SHALL BE TESTED BY AN APPROVED TESTING COMPANY AT THE DIRECTION OF THE GENERAL CONTRACTOR FOR UNIFORM SMOOTHNESS, DENSITY AND GRADE.
- WHERE NOT SHOWN, CURB, SIDEWALK, AND RETAINING WALL EXPANSION JOINTS SHALL BE 30' o.c. AND CONTROL JOINTS 5' o.c. MAXIMUM SPACING. CONCRETE CURB EXPANSION JOINTS SHALL BE 50' o.c. MAXIMUM. CONTROL JOINTS IN CURB SHALL ALIGN WITH ADJACENT SIDEWALK WHERE APPLICABLE.

WESTFIELD FIRE DEPARTMENT PLAN SUBMITTAL AND REVIEW

THE WESTFIELD FIRE DEPARTMENT FIRE AND LIFE SAFETY DIVISION SHALL PERFORM A REVIEW OF ALL PERTINENT SITE PLANS, BUILDING PLANS, FIRE PROTECTION SYSTEM PLANS AND SPECIFICATIONS INCLUDING SPRINKLER, FIRE ALARM SYSTEMS AND HOOD SUPPRESSION SYSTEMS OF ANY PROJECT WITHIN THE BOUNDARIES OF THE WESTFIELD FIRE DEPARTMENT, IN ORDER TO DETERMINE WHETHER SUCH PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE RULES OF THE INDIANA FIRE PREVENTION AND BUILDING SAFETY COMMISSION, THE CITY OF WESTFIELD FIRE PREVENTION ORDINANCE AND ANY OTHER CODES, STANDARDS OR RULES THAT MAY APPLY. (WFO 38-207).

A. PLANS SHALL BE SUBMITTED TO THE WESTFIELD FIRE DEPARTMENT FIRE AND LIFE SAFETY DIVISION IN A DIGITAL FORMAT AND HAVE AVAILABLE AT THE CITY OF WESTFIELD BUILDING AND PLANNING DEPARTMENTS TRADITIONAL 24"x36" PAPER FORM.

B. FIRE DEPARTMENT PLAN REVIEW WILL OCCUR IN THE FOLLOWING PHASES: SITE PLAN, CONSTRUCTION PLAN AND FIRE PROTECTION SYSTEMS PLAN. THIS REVIEW WILL RUN CONCURRENTLY WITH THE CITY PLAN REVIEW AND ANY ISSUES OR CORRECTIONS THAT NEED TO BE MADE TO THE PLANS SHALL BE COMPLETED BY THE DEVELOPER PRIOR TO APPROVAL.

PREMISES IDENTIFICATION: NEW AND EXISTING BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS; BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY, INCLUDING MONUMENT SIGNS. THESE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND. NUMBERS SHALL BE AS FOLLOWS:

- COMMERCIAL / INDUSTRIAL 6-12-INCH NUMBER HEIGHT 1 1/2 INCH STROKE WIDTH
- MULTI- UNIT RESIDENTIAL 6-12-INCH NUMBER HEIGHT 1 1/2 INCH STROKE WIDTH
- SINGLE FAMILY AND DUPLEX 4 -INCH NUMBER HEIGHT 3/4 INCH STROKE WIDTH
- ACCESS AND IDENTIFICATION DURING CONSTRUCTION: APPROVED FIRE APPARATUS ACCESS ROADWAYS SHALL BE INSTALLED AND OPERATIONAL PRIOR TO ANY COMBUSTIBLE CONSTRUCTION OR STORAGE OF COMBUSTIBLE MATERIALS ON THE SITE. TEMPORARY ADDRESS SIGNAGE SHALL ALSO BE PROVIDED DURING CONSTRUCTION. (IFC 3310.1).

SITE NOTES

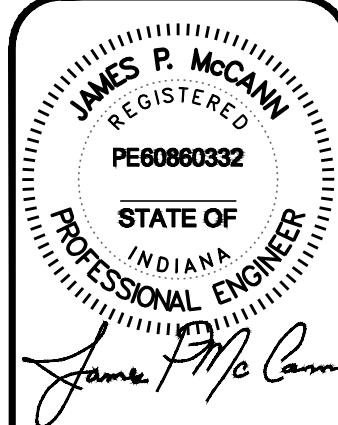
- SITE INFORMATION WAS TAKEN FROM KEELER-WEBB ASS., DATED 07/06/2022. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING SITE CONDITIONS PRIOR TO STARTING WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING OR VERIFYING THAT ALL PERMITS AND APPROVALS ARE OBTAINED FROM THE RESPECTIVE CITY, COUNTY, AND /OR STATE AGENCIES PRIOR TO STARTING CONSTRUCTION.
- DO NOT SCALE THE DRAWINGS, USE ALL DIMENSIONS, COORDINATES, ETC. PROVIDED FOR EXACT LOCATION OF PROPOSED IMPROVEMENT. ONLY USE PLAN CONTROL POINTS PROVIDED AS A BASIS FOR ANY CONSTRUCTION ENGINEERING OR SURVEYING PROPOSED IMPROVEMENTS.
- CONTRACTOR SHALL HIRE A LICENSED LAND SURVEYOR IN THE STATE OF PRACTICE TO PROVIDE HORIZONTAL AND VERTICAL CONTROL MATCHING THE PLAN CONTROL POINTS PROVIDED FOR CONSTRUCTION.
- ALL CONTRACTORS SHALL VERIFY ALL DIMENSIONS IN FIELD PRIOR TO CONSTRUCTION, CONTACT THE DESIGNER FOR ANY DISCREPANCIES OR QUESTIONS PRIOR TO INSTALLING ANY PROPOSED IMPROVEMENTS.
- ALL SITE DEVELOPMENT DIMENSIONS SHALL BE TO FACE OF CURB OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. ALL DIMENSIONS FOR A BUILDING OR STRUCTURE SHALL BE FROM THE FACE OF BUILDING, UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE PARALLEL / PERPENDICULAR TO PROPOSED LINES, PROPERTY LINES, OR BUILDING LINES, UNLESS OTHERWISE NOTED.
- ALL EDGE OF PAVEMENT RADII ARE 5 FEET UNLESS OTHERWISE NOTED. ALL CURVES AND ARCS IN CURBS SHALL INTERSECT OTHER CURVES AND LINES AT POINTS OF TANGENCY TO APPEAR AS A SMOOTH TRANSITION UNLESS CLEARLY SHOWN AS A POINT OF INTERSECTION.
- THE PLUMBING CONTRACTOR SHALL CONSULT WITH THE LOCAL WATER COMPANY, PROVIDE ALL MATERIALS AND LABOR, AND PAY ALL COSTS NOT BORNE BY THE LOCAL WATER COMPANY TO PROVIDE ANY NEW WATER SERVICE.
- THE PLUMBING CONTRACTOR SHALL CONSULT WITH THE LOCAL GAS COMPANY, PROVIDE ALL MATERIALS AND LABOR, AND PAY ALL COSTS NOT BORNE BY THE LOCAL GAS COMPANY TO PROVIDE ANY NEW GAS SERVICE.
- THE ELECTRICAL CONTRACTOR SHALL CONSULT WITH THE LOCAL POWER COMPANY, PROVIDE ALL MATERIALS AND LABOR, AND PAY ALL COSTS AND FEES NOT BORNE BY THE LOCAL POWER COMPANY TO PROVIDE ANY NEW UNDERGROUND ELECTRICAL SERVICE.
- THE ELECTRICAL CONTRACTOR SHALL CONSULT WITH THE LOCAL TELEPHONE COMPANY, AND SHALL PROVIDE ALL LABOR AND MATERIALS REQUIRED WHICH ARE NOT BORNE BY THE TELEPHONE COMPANY TO PROVIDE ANY NEW TELEPHONE SERVICE.
- DOMESTIC WATER LATERAL SERVICE SHALL BE TYPE 'K' COPPER/P.E. (OR APPROVED EQUAL PER LOCAL WATER COMPANY).
- THE INCOMING WATER SERVICE SHALL BE INSTALLED WITH A MINIMUM OF 54" OF COVER.
- ALL UTILITY SERVICE LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL THE LATEST APPLICABLE CODES AND TO EACH UTILITY'S AND/OR CITY'S STANDARDS.
- USE COMPACTED GRANULAR FILL WHEN UTILITY LINES ARE PLACED UNDER WALKS AND DRIVEWAYS.
- SOIL BORINGS HAVE NOT BEEN PERFORMED AT THIS TIME. PAVEMENT DESIGN IS BASED ON AN ASSUMED SOIL BEARING PRESSURE OF 1500 P.S.I.
- PROVIDE SLEEVES FOR MECHANICAL WORK AS REQUIRED.
- NOTIFY ENGINEER AT LEAST 1 DAY (24 HOURS) PRIOR TO PLACING ANY CONCRETE.
- AREAS BETWEEN CURBING, SIDEWALKS, PAVING AND BUILDING SHALL BE FILLED WITH 4" OF TOPSOIL SUITABLE FOR LANDSCAPING.
- SEE THIS SHEET FOR EXTERIOR CONCRETE SPECIFICATIONS.
- SEE THIS SHEET FOR SANITARY SEWER LATERAL SPECIFICATIONS AND REQUIREMENTS.
- THIS STRUCTURE SHALL COMPLY WITH A.D.A. 2016. (SEE INDOT DETAILS)
- IF ACTIVE UTILITIES ARE ENCOUNTERED BUT NOT SHOWN ON THE DRAWINGS, THE ENGINEER SHALL BE ADVISED BEFORE WORK IS CONTINUED.
- INACTIVE AND ABANDONED UTILITIES ENCOUNTERED IN EXCAVATING AND GRADING OPERATIONS SHALL BE REPORTED TO THE ENGINEER. THEY SHALL BE REMOVED, PLUGGED OR CAPPED AS DIRECTED BY THE UTILITY COMPANY AND THE ENGINEER.
- CONTRACTOR TO INSTALL KNOX-BOX AT A LOCATION ADJACENT TO MECH/SPRINKLER ROOM. COORDINATE LOCATION, TYPE AND STYLE WITH WESTFIELD FIRE DEPARTMENT.

ASPHALT PAVEMENT SPECIFICATIONS

- THE PAVING CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING:
- THE AREA TO BE PAVED SHALL BE CLEARED OF ALL ROCK, DEBRIS, ROOTS AND VEGETATION. AN APPROVED SOIL STERILANT SHALL BE UTILIZED TO PREVENT THE GROWTH OF WEEDS.
 - ALL SOFT, YIELDING OR OTHER UNSUITABLE MATERIALS ENCOUNTERED DURING ANY PHASE OF SUBGRADE CONSTRUCTION SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL. THE REPLACEMENT MATERIAL SHALL FILL THE UNSTABLE AREA FOR THE ENTIRE DEPTH OF THE COMPACTED SUBGRADE AND MEET THE SUBGRADE COMPACTION REQUIREMENTS. THE SUBGRADE SHALL BE SHAPED TO THE TRUE LINES AND GRADE AS SHOWN ON THE PLANE.
 - THE SUBGRADE SHALL BE COMPACTED TO 95% LABORATORY DENSITY AS DETERMINED BY AASHTO METHOD T-99.
 - THE SUBGRADE AND FINISH PAVING SHALL BE TESTED BY AN APPROVED TESTING COMPANY FOR UNIFORM SMOOTHNESS, DENSITY AND GRADE.
 - SLOPE PAVEMENT 1.0% (MIN.) TO INSURE PROPER SURFACE DRAINAGE.
 - THE HOT MIX ASPHALT BASED MAY BE PLACED DIRECTLY ON THE PREPARED SUBGRADE IN ONE LIFT FOR THE BASE COURSE TO THE REQUIRED COMPACTED THICKNESS AS SPECIFIED IN LOCAL STREET STANDARDS.
 - THE HOT MIX ASPHALT BASE AND SURFACE SHALL BE PLACED IN ONE LIFT TO THE TRUE LINE AND GRADES AS SHOWN ON THE PLANS. THE PAVING MIXTURE SHALL BE PLACED AND COMPACTED AT A TEMPERATURE BETWEEN 250 F. (121 C) AND 300 F. (149 C).
 - THE PAVING MIXTURE SHALL BE TRANSPORTED TO THE JOB SITE IN CLEAN WELL-COVERED TRUCKS WITH SMOOTH DUMP BEDS. THE BASE AND SURFACE MIXTURES ARE TO BE PLACED WITH SELF CONTAINED, POWER PROPELLED PAVERS CAPABLE OF PLACING THE MIX TO THE REQUIRED DIMENSIONS AS SHOWN ON THE PLANS.
 - ASPHALT GRADE SHALL BE DETERMINED BY ITS ABILITY TO SATISFACTORY COAT THE AGGREGATE, RESIST RUTTING AND REMAIN STIFF DURING HIGH TEMPERATURES AND SUSTAIN FREEZE/THAW CYCLES IN ADDITION TO THE CONSIDERATIONS OF ANTICIPATED WEATHER, MIXING PROCESS AND CURING RATE.
 - SEE DETAILS 1 & 2 ON SHEET C6.1 FOR PAVEMENT CROSS-SECTIONS.
 - ALL PROPOSED ASPHALT PAVEMENT AS SHOWN SHALL BE CONSTRUCTED IN COMPLIANCE WITH INDOT STANDARD SPECIFICATIONS, LATEST EDITION.
 - ALL PARKING, STRIPING AND ADA AREAS SHALL BE MARKED WITH A DURABLE NONSHRINK, WHITE POINT TO BE APPROVED BY THE ENGINEER.

SANITARY SEWER LATERAL NOTES

- SANITARY SEWER LATERAL CONSTRUCTION SHALL CONFORM TO THE CITIZENS WESTFIELD SEWER SPECIFICATIONS AND SHALL PREVAIL AS TO MATERIALS AND METHODS OF CONSTRUCTION.
- SANITARY SEWER LATERALS SHOWN WERE DESIGNED WITH PVC PIPE IN ACCORDANCE WITH (SDR 26) AND SLOPE A MINIMUM OF 1 FEET/100 FEET.
- ALL PVC JOINTS SHALL BE PREMOLDED, MANUFACTURED AND INSTALLED IN ACCORDANCE WITH ASTM C-425-6 OT.
- WHERE WATER LINES AND SANITARY SEWER LINES RUN PARALLEL WITH ONE ANOTHER, A MINIMUM OF 10 FEET HORIZONTAL SEPARATION SHALL BE MAINTAINED.
- NO ROOF DRAINS, FOOTING DRAINS AND/OR SURFACE DRAINS MAY BE CONNECTED TO THE SANITARY SEWER SYSTEM INCLUDING TEMPORARY CONNECTIONS DURING CONSTRUCTION.
- BUILDING SHALL BE SERVICED BY A 6" MINIMUM SANITARY SEWER LATERAL. THE ENDS SHALL BE PLUGGED AND SEALED WITH WATER-TIGHT PLASTIC DISC. WYES ARE TO BE TILTED UP 45 DEGREES FROM HORIZONTAL, WITH SUITABLE FITTINGS FOR ALL CHANGES IN DIRECTION.
- CLEAN OUTS SEE DETAILS IN CITIZENS WESTFIELD STANDARDS SHALL BE PROVIDED EVERY 100 LINEAL FEET OF LATERAL AND AT EACH BEND GREATER THAN 45 DEGREES.



ISSUE	DATE	CLIENT REVIEW	WESTFIELD SUBMITTAL	WESTFIELD TAC COMMENTS	WESTFIELD TAC COMMENTS
	08/25/2022				
	11/04/2023				
	4/17/2023				
	6/05/2023				

KEELER-WEBB ASSOCIATES
Consulting Engineers - Planners - Surveyors

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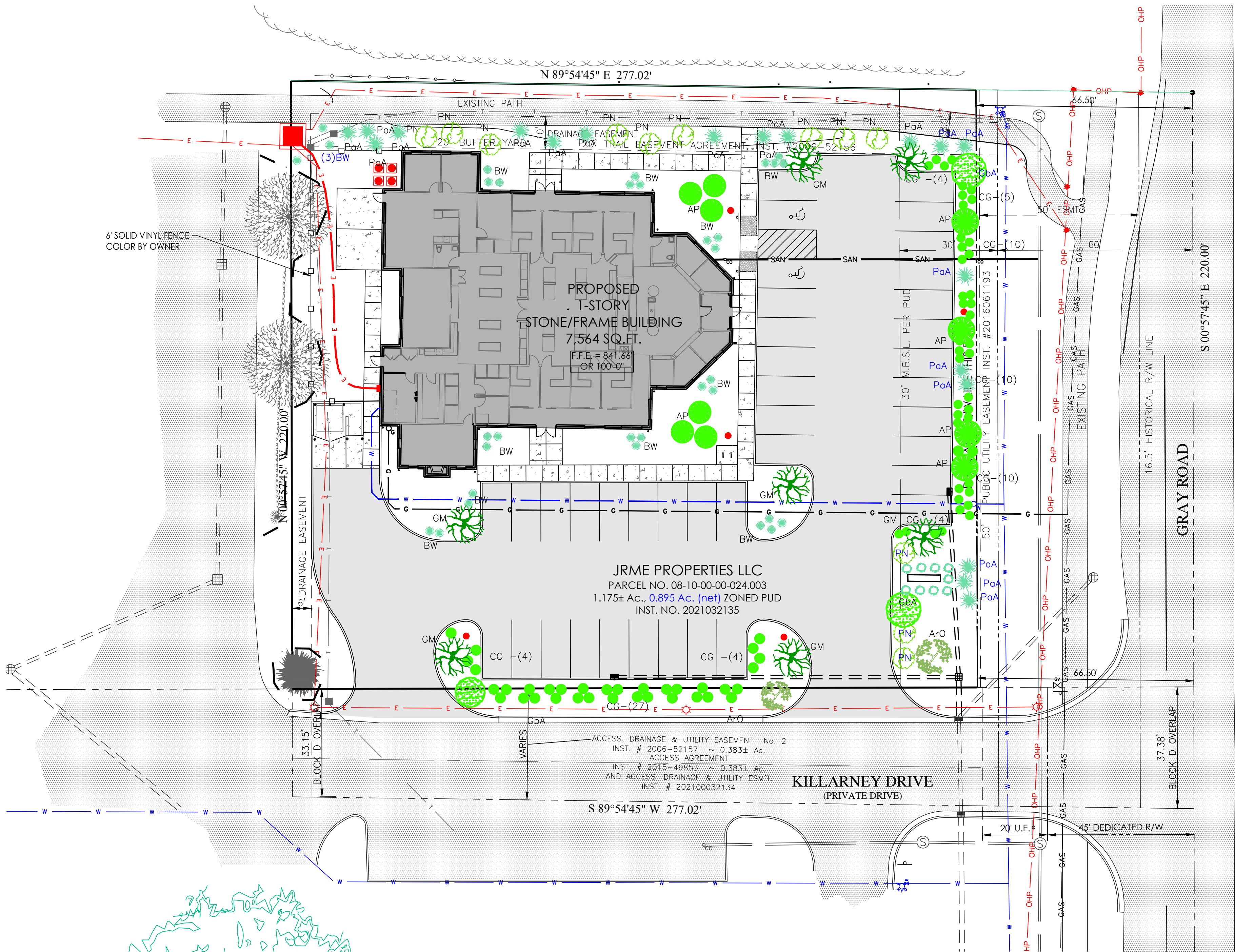
14637 North Gray Rd Westfield, IN 46062
317 999 7873
idowis@indysc.com
www.indyanimalyeclinic.com

animal eye clinic
our vision is your pet's vision

NEW ANIMAL EYE CLINIC

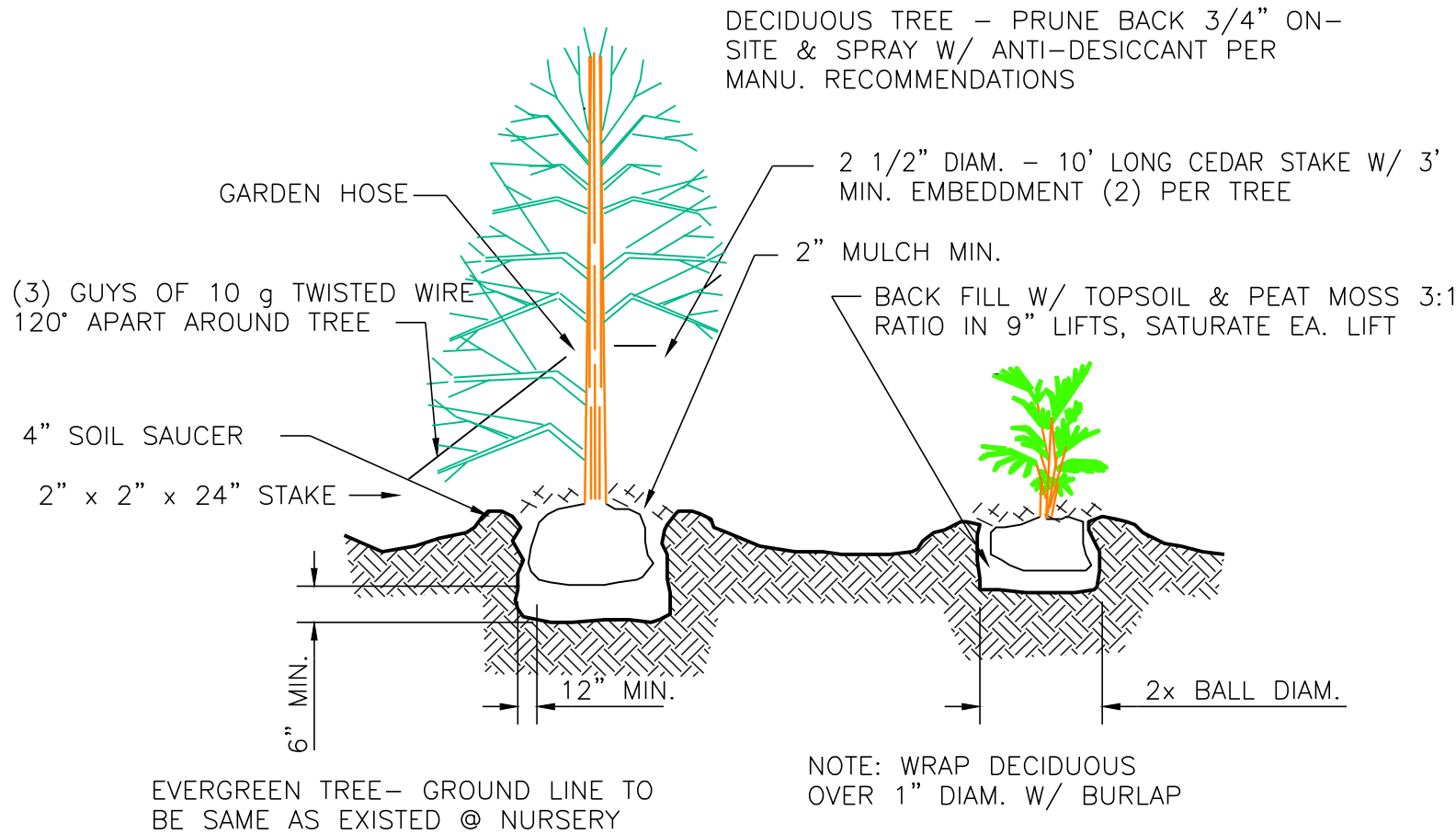
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SHEET No.

C2



TREE AND SHRUB PLANTING SCHEDULE						
KEY	SCIENTIFIC NAME	COMMON NAME	SIZE (min.)	ROOTING	SPACING	QUANTITY
JB	BERBERIS THUNBERGH	JAPANESE BARBERY	18"	BALL & BURLAP	3' o.c.	9
CG	CAREX GLAUCA	BLUE SEDGE	18"	BALL & BURLAP	3' o.c.	79
BW	BUXUS KOREANA 'GREEN VELVET'	GREEN VELVET BOXWOOD	18"	BALL & BURLAP	3' o.c.	29
PN	PINUS NIGRA	AUSTRIAN PINE - Evergreen	6' HIGH	WIREBALL	AS SHOWN	16
PaA	PICEA ABIE 'ACROCONA'	ACROCONA SPRUCE - Evergreen	6' HIGH	WIREBALL	AS SHOWN	21
ArO	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE - Shade	8' HIGH 2" cal.	BALL & BURLAP	AS SHOWN	3
GbA	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO - Shade	8' HIGH 2" cal.	BALL & BURLAP	AS SHOWN	4
GM	ACER SACCHARUM	GREEN MOUNTAIN MAPLE - Shade	8' HIGH 2" cal.	BALL & BURLAP	AS SHOWN	7
AP	CERCIS CANADENIA	REDBUD - Ornamental	2" cal.	BALL & BURLAP	AS SHOWN	12

- ALL GREEN AREAS SHALL HAVE A MINIMUM OF 4" OF TOPSOIL. MULCH SEEDING SHALL BE INSTALLED IN SUCH A WAY AS TO NOT ERODE AWAY.
- PLANTING AREAS AND TREE LOCATIONS SHALL HAVE MULCH 3" DEEP (MINIMUM).
- ALL MULCH SEEDING AREAS SHALL BE LOOSENEED TO A MINIMUM DEPTH OF 3" BEFORE FERTILIZER AND SEED ARE INSTALLED.
- ALL TREES SHALL BE STAKED.
- ALL TREES SHALL COMPLY WITH THE CITY OF WESTFIELD MASTER STREET TREE LIST.
- THERE SHALL BE NO TREES WITHIN 10 FEET OF ANY STORM SEWER INCLUDING SSD.
- THERE SHALL BE NO TREES OR SHRUBS PLANTED, NOR ANY STRUCTURES OR FENCES ERECTED, IN ANY DRAINAGE EASEMENT, UNLESS OTHERWISE ACCEPTED BY THE WPWD.



- EVERGREEN TREE - GROUND LINE TO BE SAME AS EXISTED @ NURSERY
- NOTE: WRAP DECIDUOUS OVER 1" DIAM. W/ BURLAP
- NOTES:
- FOR POORLY DRAINED SOILS PLANT ROOT BALL 1/3 ABOVE EXISTING GRADE.
 - SLOPE GRADE AWAY FROM ROOTS TO 2x DIAMETER OF ROOT BALL.
 - ROOT FLARE TO BE PLANTED @ GROUND LEVEL ON ALL TREES.
 - TRUNK WRAP SENSITIVE TREES ONLY.
 - WATER TREES WITH 1 1/2" OF WATER @ TIME OF PLANTING.
 - BACKFILL TO 2x THE DIAMETER OF THE ROOT BALL WITH SUITABLE TOPSOIL.
 - REMOVE ALL STRING AND TWINE, ROLL BURLAP DOWN INTO HOLE.
 - SLOPE SIDES OF HOLE TO 2x THE ROOT BALL DIAMETER.
 - EXCAVATE NECESSARY SOILS TO STABILIZE PLANTING TO PREVENT TIPPING OVER.
 - REMOVE ALL STAKES AND WIRES WITHIN ONE YEAR.

PLANTING DETAILS FOR TREES & SHRUBS

THIS PLAN TO BE USED FOR LANDSCAPING PURPOSES ONLY. REFER TO OTHER SHEETS FOR ALL DIMENSIONS AND/OR CONSTRUCTION SPECIFICATIONS

THERE SHALL BE NO TREES WITHIN 10 FEET OF ANY STORM SEWER

STREET TREES SHALL NOT BE WITHIN 4 FEET OF ANY PAVEMENT

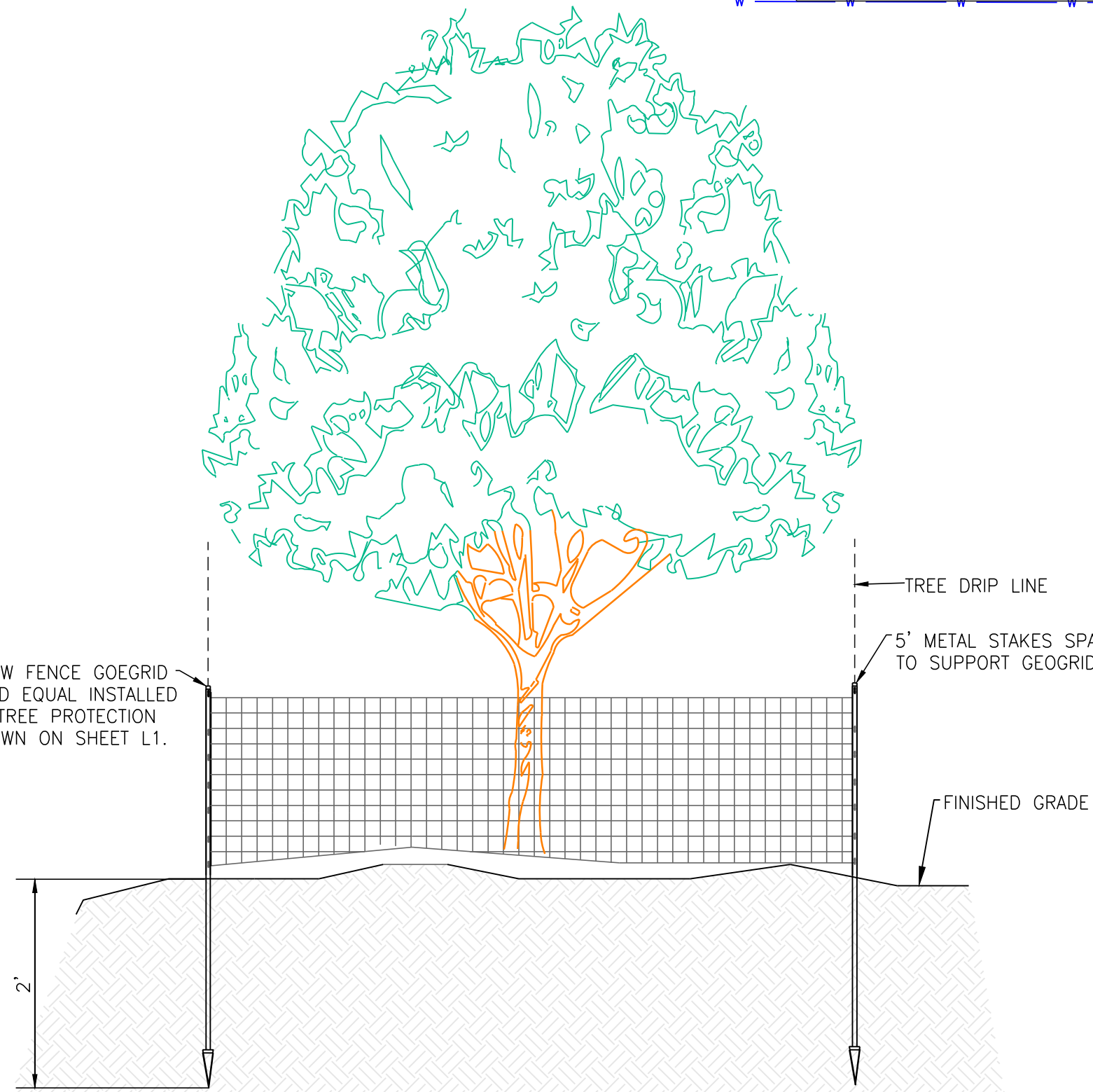
ALL STREET TREES TO MATCH WESTFIELD MASTER TREE LIST

PROPOSED LANDSCAPE PLAN

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.



TREE PROTECTION DETAIL

NOT TO SCALE

LEGEND

TREE PROTECTION

- A. PROTECTION OF EXISTING TREES AND VEGETATION: PROTECT EXISTING TREES INDICATED TO REMAIN IN PLACE AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, SKINNING OR BRUISING OF BARK, SMOTHERING OF TREES BY STOCKPILING CONSTRUCTION MATERIALS OR EXCAVATED MATERIALS WITHIN DRIP LINE, EXCESS FOOT OR VEHICULAR TRAFFIC, OR PARKING OF VEHICLES WITHIN DRIP LINE.
1. WATER TREES AND OTHER VEGETATION TO REMAIN WITHIN LIMITS OF CONTRACT. WORK AS REQUIRED TO MAINTAIN THEIR HEALTH DURING COURSE OF CONSTRUCTION OPERATIONS.
2. PROVIDE PROTECTION FOR ROOTS OVER 1-1/2 INCH IN DIAMETER THAT ARE CUT DURING CONSTRUCTION OPERATIONS. COAT CUT FACES WITH AN EMULSIFIED ASPHALT OR OTHER ACCEPTABLE COATING FORMULATED TO USE ON DAMAGED PLANT TISSUES. TEMPORARILY COVER EXPOSED ROOTS WITH WET BURLAP TO PREVENT ROOTS FROM DRYING OUT; COVER WITH EARTH AS SOON AS POSSIBLE.
3. REPAIR OR REPLACE TREES AND VEGETATION INDICATED TO REMAIN THAT ARE DAMAGED BY CONSTRUCTION OPERATION IN A MANNER ACCEPTABLE TO ARCHITECT. EMPLOY A LICENSED ARBORIST TO REPAIR DAMAGE TO TREES AND SHRUBS.
- B. OWNER TO HIRE QUALIFIED LANDSCAPE CONTRACTOR OR TREE SERVICE FIRM TO SELECTIVELY CLEAR WOOD LOT. ALL BRUSH AND SHRUBBERY INCAPABLE OF ACHIEVING A HEIGHT OF 20 FEET OR GREATER SHALL BE REMOVED. AREAS WHICH HAVE TREE SAPLINGS SPACED CLOSER THAN 5 FEET ON CENTER SHALL BE THINNED TO ALLOW THE NICEST SHAPED AND MOST DESIRABLE SPECIES TO THRIVE. ALL DEAD TREES SHALL BE REMOVED. TREE SAPLINGS SHALL BE MAINTAINED IN A VARIETY OF SIZES TO ASSURE THAT AS OLDER TREES DIE, YOUNGER REPLACEMENTS WILL BE PRESENTS.
- C. THE ENTIRE TREE PRESERVATION AREA SHALL BE MULCHED BY HAND TO ALLOW FOR AN EASILY MAINTAINED NEAT APPEARANCE.

LANDSCAPE CODE TABLE

BRIDGEWATER PUD NORTHSIDE AREA 7
20' BUFFER YARD (PROVIDED)
REQUIRED BUFFERYARD
TO EVERGREEN PER 100 L.F.
PROPOSED BUFFERYARD
216 L.F. = 22 EVERGREENS

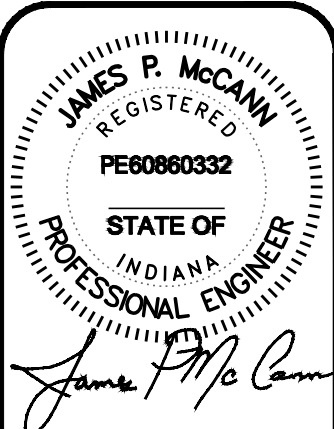
EXTERNAL STREET
4' BERM (PROVIDED)
EAST LINE REQUIRED
8 EVERGREEN & 2 SHADE PER 100 L.F.
EAST LINE PROPOSED
183 L.F. = 11 EVERGREEN, 4 SHADE & 4 ORNAMENTAL

WESTFIELD
REQUIRED ON SITE PLANTINGS
10 SHADE & 10 ORNAMENTAL PER ACRE
25 SHRUBS PER ACRE
PROPOSED ON SITE PLANTINGS
0.895 ACRES = 37 EVERGREEN, 13 SHADE AND 117 SHRUBS

REQUIRED PERIMETER PARKING
1 TREE PER 30 L.F. & 1 SHRUB PER 3 L.F.
PROPOSED PERIMETER PARKING
189 L.F. = 6 TREES & 63 SHRUBS

REQUIRED PARKING ISLAND LANDSCAPING
7.5% OF PAVED PARKING
15,958 S.F. x 7.5% = 1,197 S.F.
1 TREE AND 4 SHRUBS PER ISLAND
PROPOSED PARKING ISLAND LANDSCAPING
7 ISLANDS PROVIDED = 1,533 S.F.
7 TREES AND 28 SHRUBS

FOUNDATION PLANTINGS REQUIRED
1 SHRUB, 1 ORNAMENTAL TREES PER 12' PROPOSED
6 ORNAMENTAL TREES & 6 SHRUBS



ISSUE	CLIENT REVIEW	WESTFIELD SUBMITTAL	WESTFIELD TAC COMMENTS	WESTFIELD TAC COMMENTS
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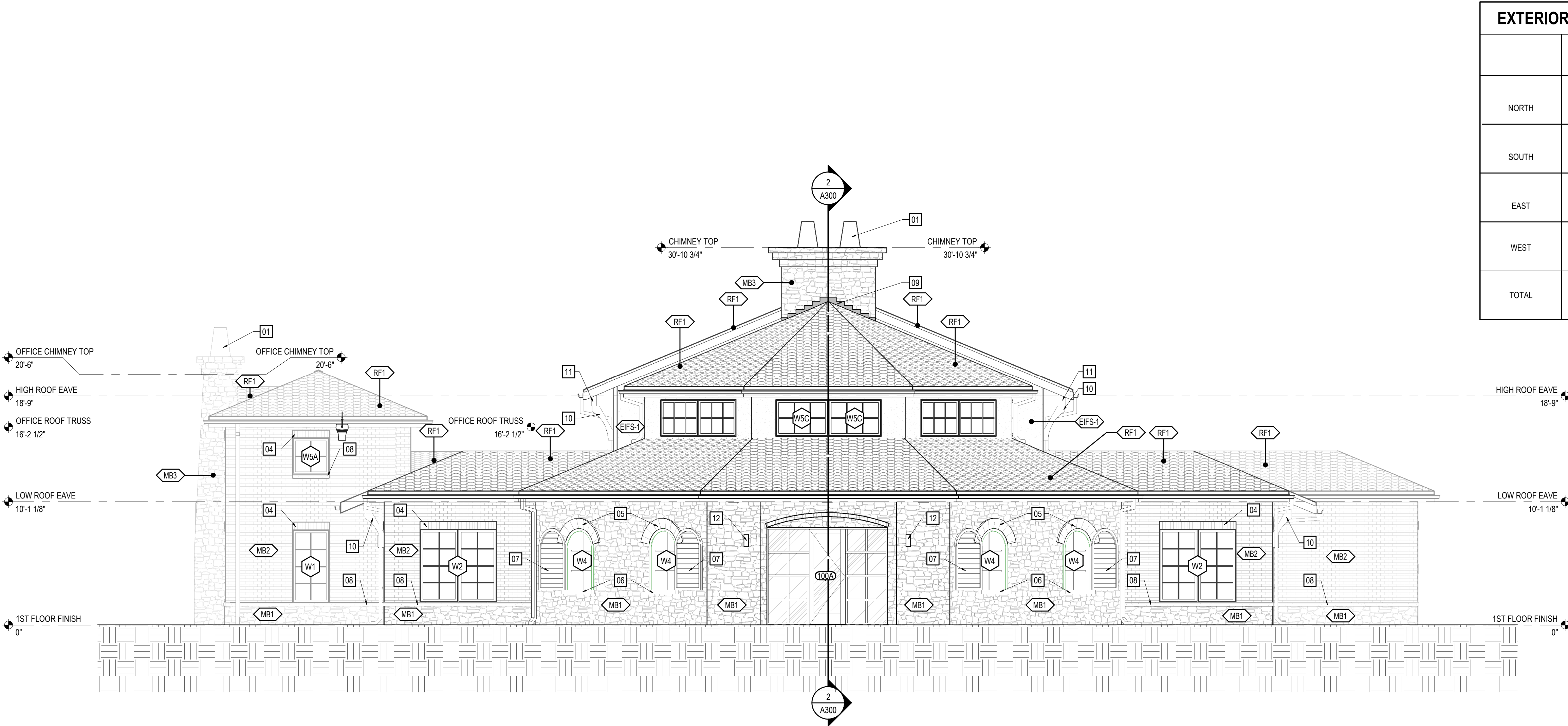
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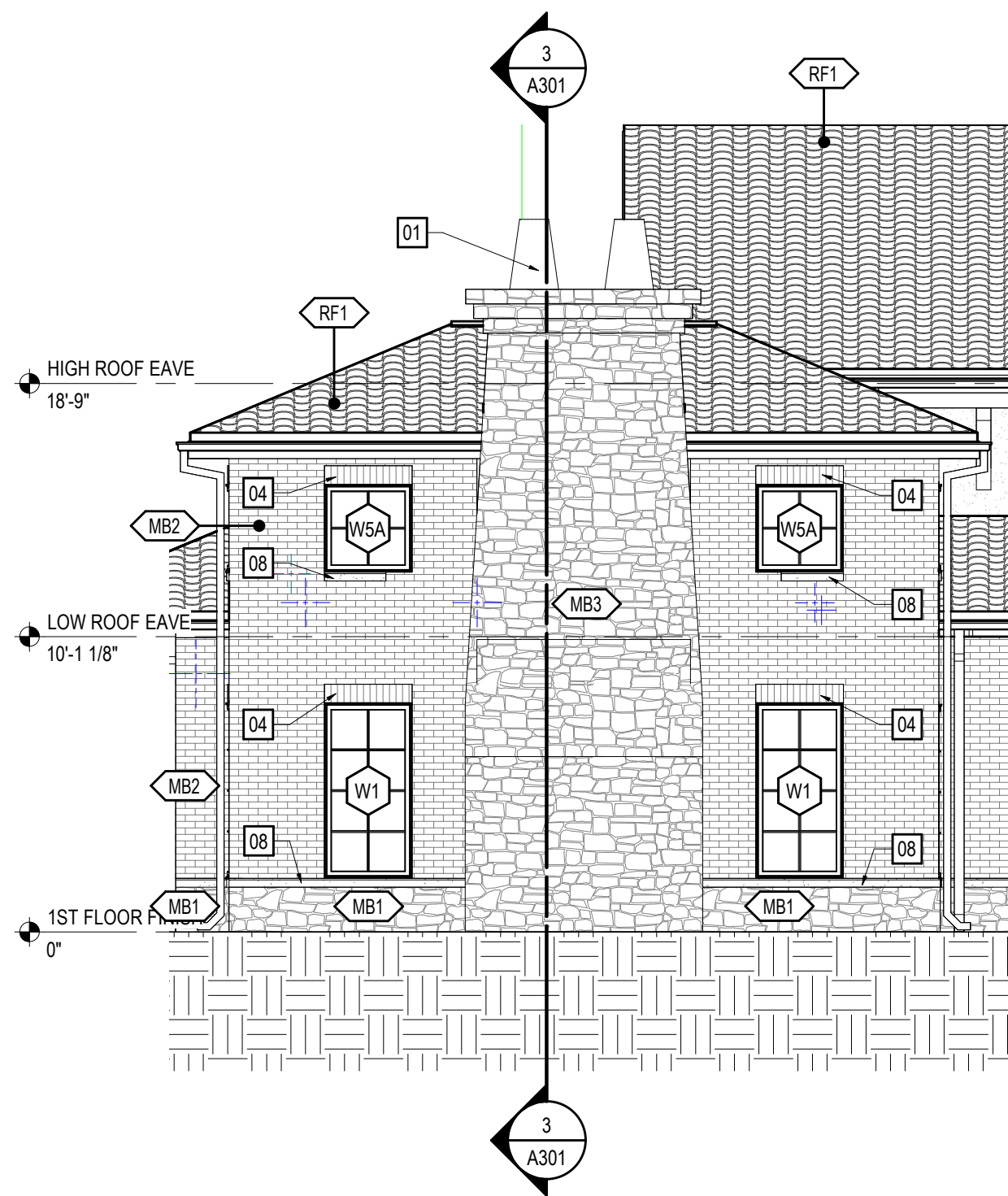
NEW ANIMAL EYE CLINIC
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CARMEL, IN 46033

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PROJECT No. 2205-015
SHEET No.

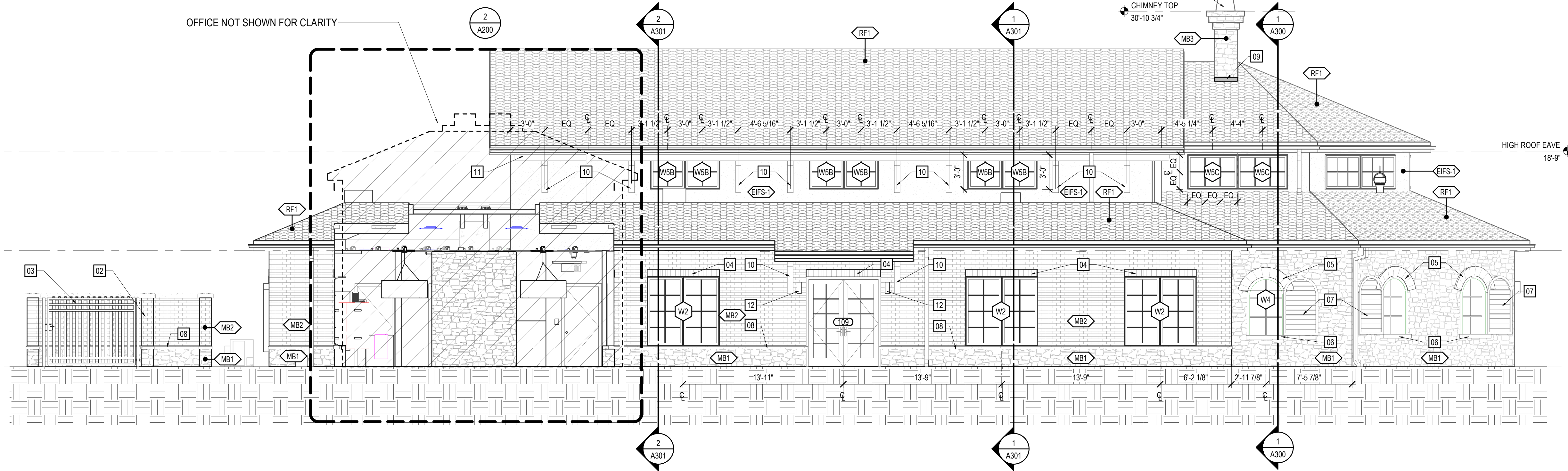
L1



3 EAST BUILDING EXTERIOR ELEVATION
SCALE: 3/16" = 1'-0"



2 BUILDING SOUTH EXTERIOR ELEVATION - Callout 1
SCALE: 3/16" = 1'-0"



1 SOUTH BUILDING EXTERIOR ELEVATION
SCALE: 3/16" = 1'-0"

EXTERIOR BUILDING MATERIAL SUMMARY			
	WALL AREA EXCLUDING OPENINGS	AREA OF BUILDING MATERIALS	PERCENTAGE OF BUILDING MATERIAL AREA
NORTH	963.50 SF	STONE: 255.86 SF	26.56%
		BRICK: 487.75 SF	50.62%
SOUTH	1121.10 SF	STONE: 397.51 SF	35.46%
		BRICK: 515.24 SF	45.96%
EAST	949.60 SF	STONE: 514.35 SF	54.16%
		BRICK: 393.89 SF	41.48%
WEST	1219.80 SF	STONE: 236.46 SF	19.39%
		BRICK: 668.01 SF	54.77%
TOTAL	4254.00 SF	STONE: 1404.20 SF	33.01%
		BRICK: 2082.89 SF	48.98%

EXTERIOR ELEVATION LEGEND	
 MATERIAL TAG	 LEVEL CALLOUT 2ND FLOOR ————— 10'-6 1/2" ELEVATION (ABOVE FINISH FLOOR)

GENERAL EXTERIOR ELEVATION NOTES	
A.	DO NOT SCALE DRAWINGS. USE ONLY WRITTEN DIMENSIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT ALL DIMENSIONS OF THE PROPOSED STRUCTURE ARE CORRECT BEFORE BEGINNING WORK.
B.	ALL DIMENSIONS SHALL BE FIELD VERIFIED.
C.	ALL WORK SHALL BE COMPLETED IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES.
D.	COLOR AND TEXTURE OF MATERIAL, IF NOT INDICATED, SHALL BE APPROVED BY THE OWNER AND THE ARCHITECT PRIOR TO INSTALLATION.
E.	COORDINATE FINAL GRADE LINES WITH THE CIVIL ENGINEER'S SITE FINISHED GRADES FOR ELEVATIONS AND LOCATIONS OF BRICK LEDGES, VENTS, BOTTOM OF FOOTERS, STEPS, AND RAMPS, ETC.
F.	PRODUCT MANUFACTURER LISTED ON DRAWINGS ARE DETERMINED TO BE FOR BASIS OF DESIGN.
G.	FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS FOR ACCURACY.

MASTER EXTERIOR FINISH INDEX				
MARK	MATERIAL	MANUFACTURER	SERIES	COLOR / FINISH
EXTERIOR ROOF FINISHES				
RF1	SPANISH STYLE METAL TILE ROOF SYSTEM	TBD	TBD	TBD
EXTERIOR MASONRY FINISHES				
MB1	FIELD STONE (TBD)	TBD	TBD	TBD
MB2	MASONRY BRICK	TBD	MODULAR, SMOOTH; RUN:...	PAINTED - TBD
MB3	THINSET FIELD STONE	TBD	TBD	TBD
EXTERIOR FINISHES - OTHER				
EIFS-1	EXTERIOR INSULATION AND FINISH SYSTEMS WITH DRAINAGE...	TBD	TBD	TBD
EXTERIOR PAINT				
PT1	EXTERIOR GRADE PAINT	BENJAMIN MOORE	ONE PRIMER COAT AND TWO FINISH COATS, FOR...	TBD
PT2	EXTERIOR GRADE PAINT	BENJAMIN MOORE	ONE PRIMER COAT AND TWO FINISH COATS, FOR...	TBD
PT3	EXTERIOR GRADE PAINT	BENJAMIN MOORE	ONE PRIMER COAT AND TWO FINISH COATS, FOR EXTERIOR APPLICATIONS	TBD
EXTERIOR ELEVATION KEYNOTES				
KEY		NOTE		
01	"SUPERIOR" LG KENSINGTON CHIMNEY CAP OVER METAL FLUE			
02	DUMPSTER ENCLOSURE DETAIL SEE C6.1			
03	METAL GATE, PAINTED BLACK			
04	BRICK SOLDIER COURSE			
05	6" TO 8" STONE SOLDIER			
06	LIMESTONE BULLNOSE SILL			
07	FIBERGLASS SHUTTERS W/ IRON KEEPER			
08	LIMESTONE PROFILE SILL			
09	METAL STEP FLASHING			
10	TIMBER WOOD BRACKET - SEE STRUCTURAL			
11	TIMBER WOOD BEAM - SEE STRUCTURAL			
12	EXTERIOR LIGHT. PROVIDED BY OWNER INSTALLED BY CONTRACTOR			

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EXTERIOR ELEVATIONS

ANIMAL EYE CLINIC

DR. RACHEL AND MR. JORDAN DAVIS

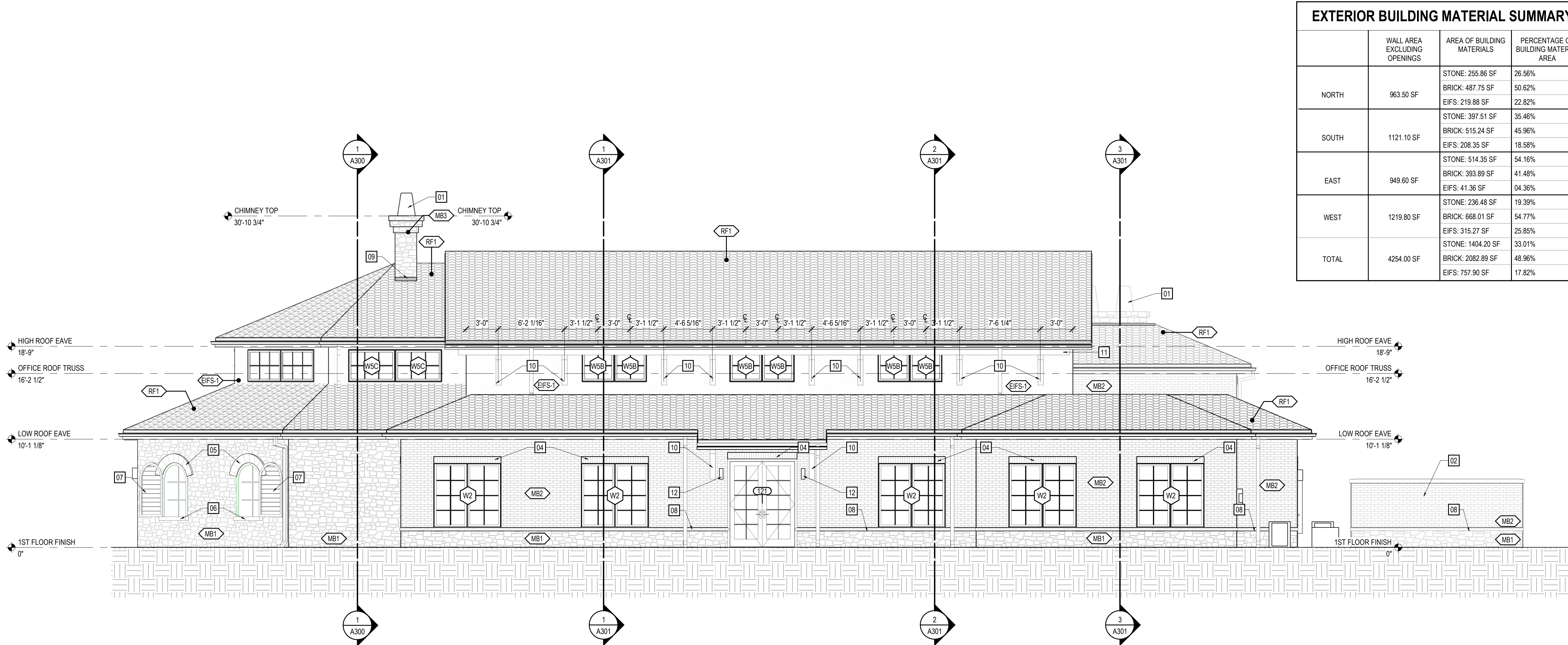
4750 KILLARNEY
CARMEL, IN 46033
HAMILTON COUNTY

PROJECT DATE:
04.17.2023

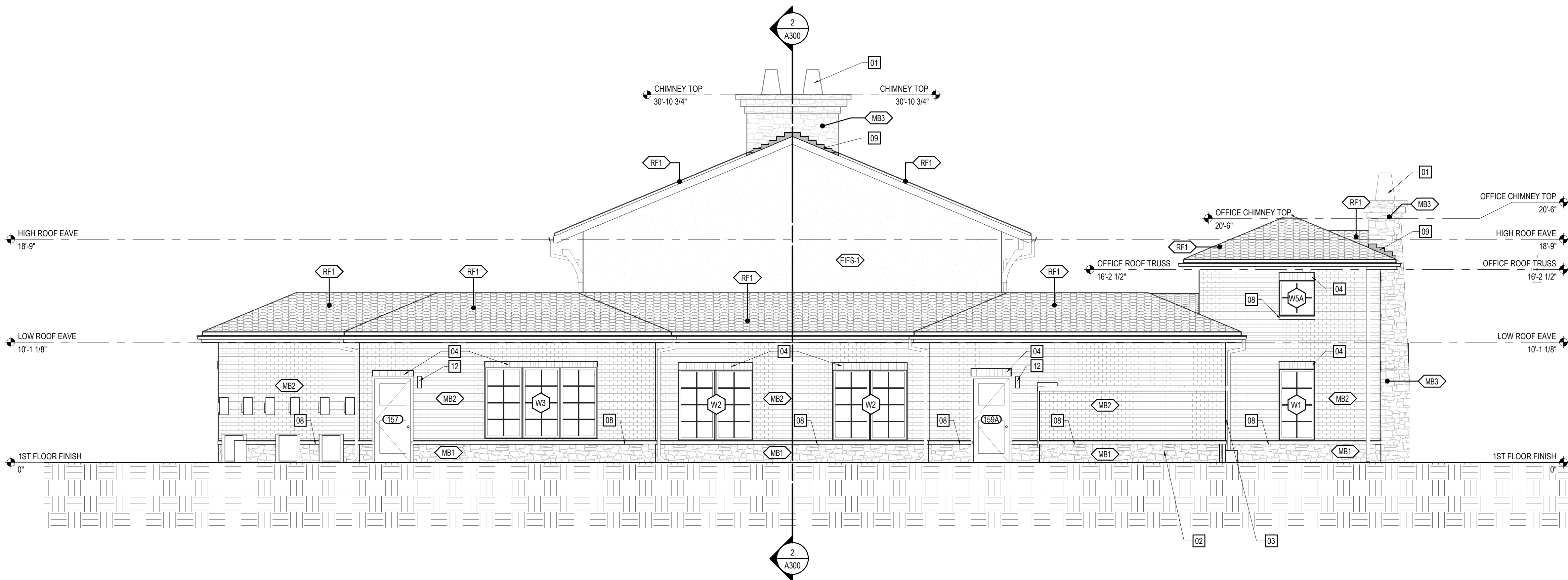
SHEET REVISIONS:
NO. DESCRIPTION DATE

PROJECT NUMBER: A2021.096
CHECKED BY: Checker

SHEET NUMBER:
A200



2 NORTH BUILDING EXTERIOR ELEVATION
SCALE: 3/16" = 1'-0"



1 WEST BUILDING EXTERIOR ELEVATION
SCALE: 3/16" = 1'-0"

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EXTERIOR ELEVATION LEGEND			
?	MATERIAL TAG	LEVEL CALLOUT	
		2ND FLOOR	
		10'-6 1/2"	
		ELEVATION (ABOVE FINISH FLOOR)	

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EXTERIOR ELEVATIONS

ANIMAL EYE CLINIC

DR. RACHEL AND MR. JORDAN DAVIS
4750 KILLARNEY
CARMEL, IN 46033
HAMILTON COUNTY

PROJECT DATE:
04.17.2023

SHEET REVISIONS:
NO. DESCRIPTION DATE

PROJECT NUMBER: A2021.096
CHECKED BY: Checker

SHEET NUMBER:
A201



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 5, 2023
2212-PUD-20
Exhibit 1

Petition Number: 2212-PUD-20 (Ordinance No. 22-52)
Petitioner: Clark Quinn Moses Scott & Grahn, LLP
Request: An amendment to the Real Estate on 2.34 acres +/- in the Wheeler Landing PUD District.
Current Zoning: Wheeler Landing PUD District
Current Land Use: Vacant
Acreage: 2.34 acres +/-
Exhibits:

1. Staff Report
2. Location Map
3. Proposed Ord. 22-52 (Clean)
4. Proposed Ord. 22-52 (Redline)
5. [Neighborhood Meeting Summary](#)
6. Public Comment

Staff Reviewer: Caleb Ernest, Senior Planner

PETITION HISTORY

This petition was introduced at the [November 14, 2022](#), City Council meeting. The discussion for this meeting can be viewed [here](#). The petitioner held a neighborhood meeting on November 29, 2022 (**Exhibit 5**). The petition was scheduled for a public hearing at the December 5, 2022, Advisory Plan Commission (the "Plan Commission") meeting, but the petitioner requested additional continuances. This petition received a public hearing at the [February 6, 2023](#), Plan Commission meeting. The discussion for this meeting can be viewed [here](#). This petition went to a workshop meeting at the [March 20, 2023](#), Plan Commission meeting. The discussion for this petition can be viewed [here](#).

PROJECT OVERVIEW

Location: This subject real estate is approximately 2.34 acres in size and is located at the southwest corner of 186th Street and Kinsey (the "Real Estate", see **Exhibit 2**). The Property is currently zoned the Wheeler Landing PUD District. The adjacent properties to the west, south and east are also zoned the Wheeler Landing PUD District. The adjacent property to the north is zoned the Grand Park PUD District.

Project Description: The petitioner is requesting an amendment to the Wheeler Landing PUD District to add 2.34 acres to Area III of the PUD. Additionally, the petitioner is requesting to modify the minimum masonry requirements for the architectural standards.

ORDINANCE DETAILS

Definitions:

- The proposed Ord. 22-52 includes language about adding the Real Estate into the Wheeler Landing PUD District.
 - Added Real Estate: The portion of the Real Estate identified on Exhibit B of proposed Ord. 22-52 hereto, which is hereby added to the Wheeler Landing Ordinance (Ord. 18-04).
 - Real Estate: The real estate, as described in Exhibit A of proposed Ord. 22-52 to the Ordinance.

No equivalent standard in the UDO.

Development Standards:

- Architecture:
 - Require a minimum of twenty-five (25%) percent Masonry Materials on a Building Façade.

In the UDO, Masonry Materials for Multi-family Districts are required a minimum of seventy-five percent (75%) of each Building Façade, excluding windows and doors.

MODIFICATIONS SINCE PUBLIC HEARING FEBRUARY 6, 2023 APC MEETING

After the February 6, 2023, public hearing, the petitioner has revised the proposed ordinance. These changes can be seen in the redline ordinance exhibit (see **Exhibit 4**). The following briefly highlights the changes made:

- The petitioner has changed from Leo Brown Development, LLC to Clark Quinn Moses Scott & Grahn, LLP.
- The proposed ordinance has been modified to only reflect adding real estate into the Wheeler Landing PUD District. Therefore, the below sections have been modified:
 - Section 2.2 has been removed.
 - The Concept Plan has been modified.
 - Section 4 has been removed.
 - Section 5 has been removed.

COMPREHENSIVE PLAN

The Westfield-Washington Township Comprehensive Plan (the “[Comprehensive Plan](#)”) identifies the majority of this Property as being within the “New Suburban” land use classification. Indiana Code states that reasonable regard be paid to the Comprehensive Plan when considering zoning map changes; however, the Comprehensive Plan is not law. The Comprehensive Plan is intended to serve as a guide in making land use decisions.

The land uses contemplated for “New Suburban” are: Detached dwellings, Attached dwellings, Institutional uses, Recreational uses, Artisan farms and Equestrian uses.

PROCEDURAL

Public Hearing: A change of zoning request is required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is scheduled for the December 5, 2022, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission’s Rules of Procedure.

Statutory Considerations: Indiana Code 36-7-4-603 states that in the consideration of zoning ordinance amendments and zone map changes that reasonable regard shall be paid to:

1. The Comprehensive Plan.
2. Current conditions and the character of current structures and uses.
3. The most desirable use for which the land is adapted.
4. The conservation of property values throughout the jurisdiction.
5. Responsible growth and development.

Council Introduction: The petition was introduced at the [November 14, 2022](#), City Council meeting.

DEPARTMENT COMMENTS

1. **Action:** If the APC is otherwise satisfied with the proposal, then forward a recommendation to the City Council for Docket No. 2212-PUD-20.
2. If any Plan Commission member has questions prior to the public hearing, then please contact Caleb Ernest at (317) 519-8630 or cernest@westfield.in.gov.



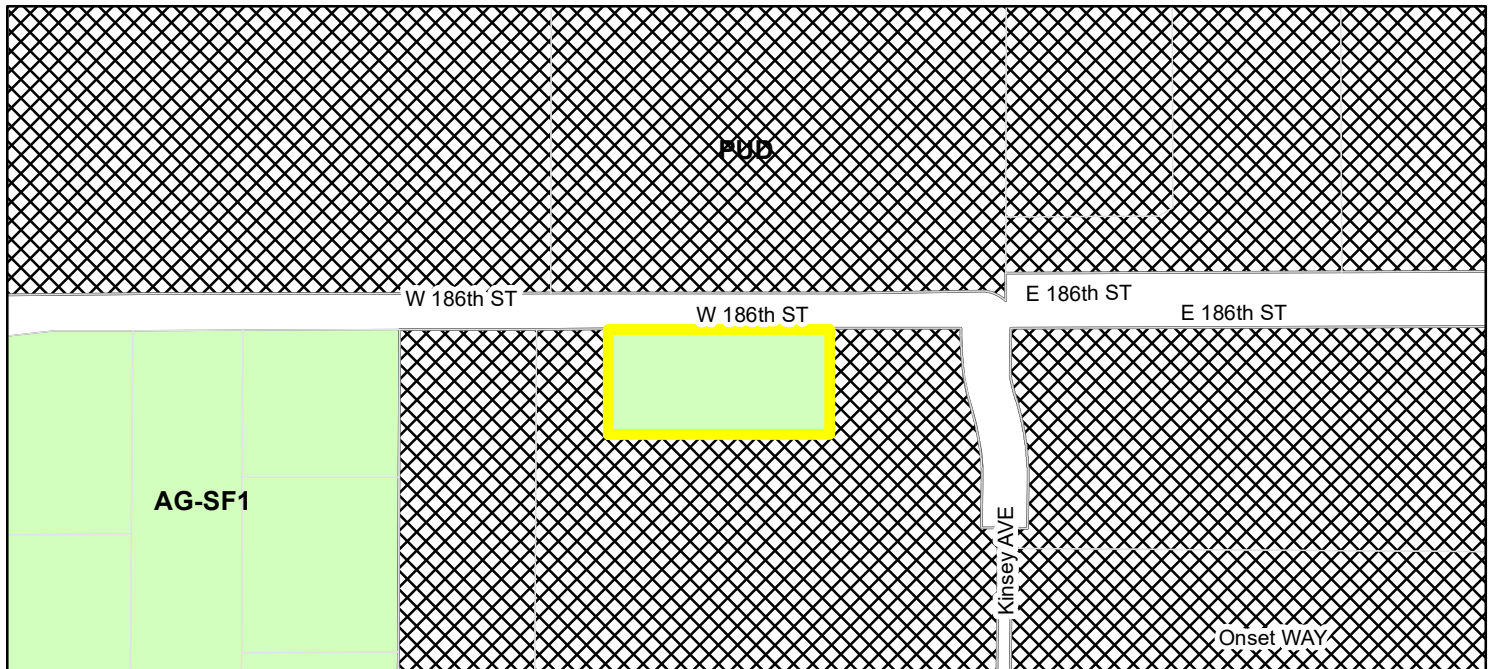
Property Location Map
Southwest corner of 186th Street and Kinsey
Planned Unit Development Amendment
2212-PUD-20



Aerial Location Map



Zoning Map



Parcel Zoning
Zoning - All AG-SF1 (Agriculture - Single Family - 1)
PUD (Planned Unit Development)

ORDINANCE NUMBER 22-52

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING
AN AMENDMENT TO WHEELER LANDING PLANNED UNIT DEVELOPMENT and
THE UNIFIED DEVELOPMENT ORDINANCE**

This is an Ordinance (this "Ordinance") to amend the Wheeler Landing Planned Unit Development District that of Ordinance 18-04 (as amended) ("Wheeler Landing Ordinance") and the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance"), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended;

WHEREAS, the City of Westfield, Indiana (the "City") and the Township of Washington, both of Hamilton County, Indiana are subject to the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "UDO");

WHEREAS, the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") enacted the Wheeler Landing Ordinance as Ordinance 18-04, which has been amended on four occasions through Ordinances 19-37, 19-6, 20-08 and 21-05;

WHEREAS, the Westfield-Washington Township Advisory Plan Commission ("Commission") considered a petition (**Petition No. 2212 - PUD - 20**) filed with the Commission requesting an amendment to the Unified Development Ordinance, and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** ("Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2212 - PUD - 20** to the Common Council with a favorable recommendation (_____ in favor _____ against) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505;

WHEREAS, the Common Council is subject to the provisions of the Indiana Code §36-7-4-1507 and Indiana Code § 36-7-4-1512 concerning any action on this request; and

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Westfield, Hamilton County, Indiana, meeting in regular session, that the Wheeler Landing Ordinance, the Unified Development Ordinance, and Zoning Map, are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, (ii) the Wheeler Landing Ordinance except as revised, modified supplemented or expressly mad inapplicable hereby; and (iii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development

District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance.

- 1.2 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.3 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

Section 2. **Definitions.** Capitalized terms not otherwise defined in this Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance. The following words and terms, not defined elsewhere in this Ordinance or its Exhibits, shall have the following meanings:

- 2.1 **Added Real Estate.** The portion of the Real Estate identified on **Exhibit B** hereto, which is hereby added to the Wheeler Landing Ordinance (Ord. 18-04).

Section 3. **Concept Plan.** The Added Real Estate is added to Area III as provided in the Wheeler Landing Ordinance (Ord. 18-04).

The Concept Plan, attached hereto as **Exhibit C**, is hereby incorporated in accordance with Article 10.9(F)(2) Planned Unit Development Districts; PUD District Ordinance Requirements; Concept Plan.

Section 4. **Annexation.** The Added Real Estate, or parts thereof that may be the subject of a secondary plat approval, shall be annexed into the corporate limits of the City of Westfield prior to the approval and recording of a secondary plat for that part of the Real Estate.

Section 5. **Duration.** Failure to obtain Secondary Plat/Construction Plan approval for the District by July 1, 2033 (unless otherwise extended by the Director) shall automatically void this Ordinance and cause the zoning classification of the Added Real Estate to revert to AG-SF1 District and the modifications to the Wheeler Landing Ordinance made hereby to be void.

Section 6. **Severability.** If any term or provision of this ordinance is held to be illegal or unenforceable, the validity or enforceability of the remainder of this ordinance will not be affected.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK.]

[SIGNATURE PAGE IMMEDIATELY FOLLOWS.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2023.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

James J. Edwards

James J. Edwards

James J. Edwards

Scott Frei

Scott Frei

Scott Frei

Jake Gilbert

Jake Gilbert

Jake Gilbert

Mike Johns

Mike Johns

Mike Johns

Troy Patton

Troy Patton

Troy Patton

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Scott Willis

Scott Willis

Scott Willis

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 22-52** was delivered to the Mayor of Westfield

on the _____ day of _____, 2023, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 22-52**

this _____ day of _____, 2023.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 22-52**

this _____ day of _____, 2023.

J. Andrew Cook, Mayor

This document prepared by:

Russell L. Brown, Clark, Quinn, Moses, Scott & Grahm, LLP, 320 N. Meridian Street, Suite 1100, Indianapolis, Indiana 46204

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law. Russell L. Brown

SCHEDULE OF EXHIBITS

- | | |
|-----------|---------------------------------------|
| Exhibit A | Real Estate (Legal Description) |
| Exhibit B | Added Real Estate (Legal Description) |
| Exhibit C | Concept Plan |

EXHIBIT A
REAL ESTATE

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST LOCATED IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, SAID POINT OF BEGINNING BEING SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 385.41 FEET (ASSUMED BEARING) FROM THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 481.38 FEET ON AND ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER TO THE NORTHWEST CORNER OF A 0.542 TRACT OF REAL ESTATE DESCRIBED AS TRACT #3 IN INSTRUMENT #9500589; THENCE SOUTH 00 DEGREES 26 MINUTES 28 SECONDS EAST 272.40 FEET TO THE SOUTHWEST CORNER OF SAID 0.542 ACRE TRACT OF REAL ESTATE; THENCE SOUTH 89 DEGREES 55 MINUTES 00 SECONDS EAST 473.78 FEET TO A POINT THAT BEARS SOUTH 01 DEGREE 08 MINUTES 45 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE NORTH 01 DEGREE 08 MINUTES 45 SECONDS EAST 274.92 FEET TO THE POINT OF BEGINNING. CONTAINING 3.00 ACRES, MORE OR LESS AND BEING SUBJECT TO ALL APPLICABLE EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

EXCEPTING THEREFROM:

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, HAMILTON COUNTY, INDIANA, AND BEING THAT PART OF THE GRANTERS' LAND DESCRIBED IN INSTRUMENT NUMBER 200600004685, IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, LYING WITHIN THE RIGHT OF WAY LINES DEPICTED ON THE ATTACHED RIGHT OF WAY PARCEL PLAT MARKED EXHIBIT "B", DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID SECTION SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST (ASSUMED BEARING) 385.41 FEET FROM THE NORTHEAST CORNER OF SAID QUARTER SECTION, SAID NORTHEAST CORNER DESIGNATED AS POINT "1" ON SAID PLAT, WHICH POINT OF BEGINNING IS THE NORTHEAST CORNER OF THE GRANTERS' LAND; THENCE SOUTH 1 DEGREE 11 MINUTES 12 SECONDS WEST 60.02 FEET ALONG THE EAST LINE OF THE GRANTERS' LAND TO THE POINT DESIGNATED AS "6267" ON SAID PLAT; THENCE SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST 479.52 FEET TO THE WEST LINE OF THE GRANTERS' LAND; THENCE NORTH 0 DEGREES 24 MINUTES 01 SECOND WEST 60.00 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF SAID SECTION; THENCE NORTH 89 DEGREES 49 MINUTES 44 SECONDS EAST 481.18 FEET (481.38 FEET PER DEED) ALONG SAID NORTH LINE TO THE POINT OF BEGINNING AND CONTAINING 0.662 ACRES, MORE OR LESS, INCLUSIVE OF THE PRESENTLY EXISTING RIGHT OF WAY WHICH CONTAINS 0.099 ACRES, MORE OR LESS.

EXHIBIT B
ADDED REAL ESTATE

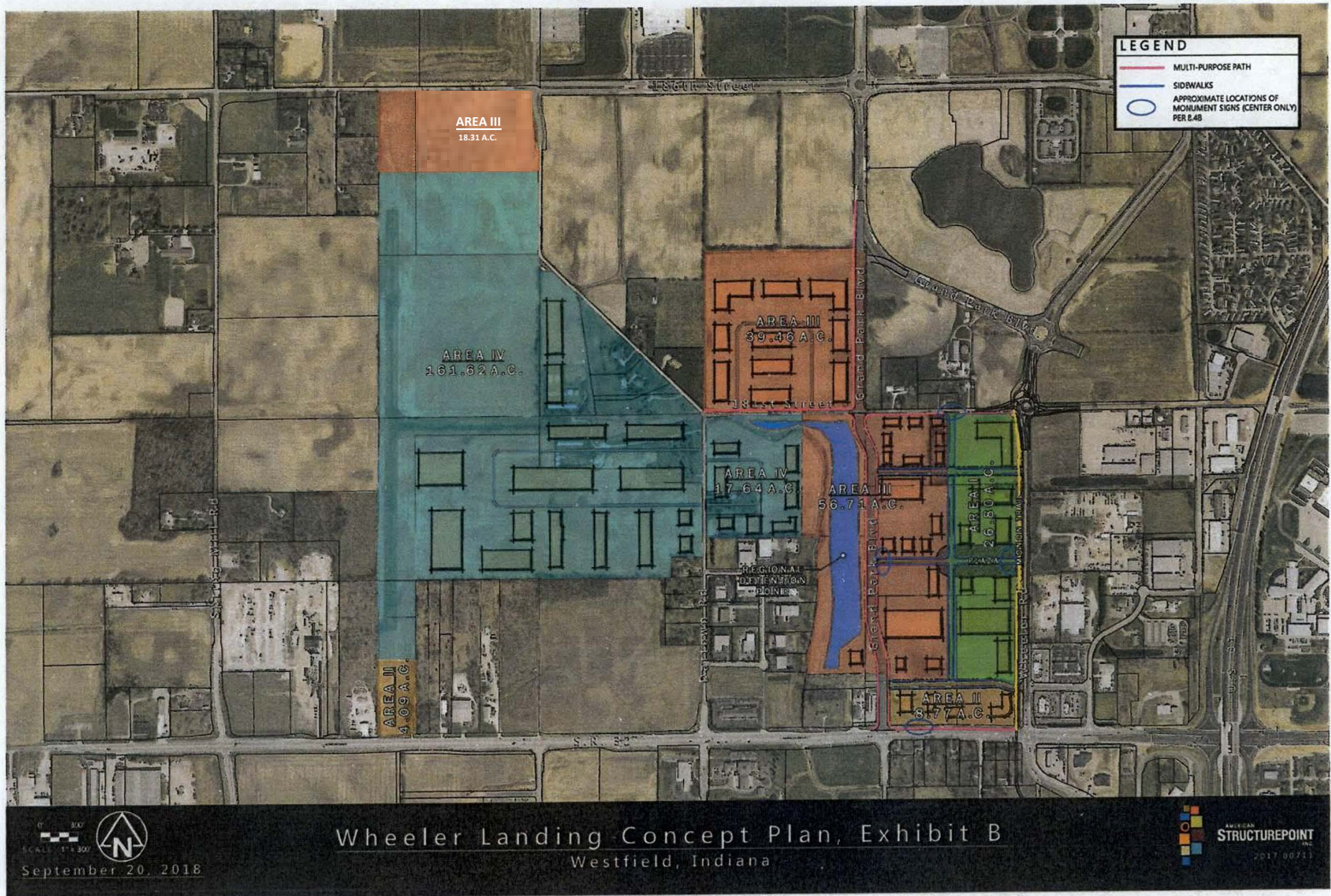
A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST LOCATED IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, SAID POINT OF BEGINNING BEING SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 385.41 FEET (ASSUMED BEARING) FROM THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 481.38 FEET ON AND ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER TO THE NORTHWEST CORNER OF A 0.542 TRACT OF REAL ESTATE DESCRIBED AS TRACT #3 IN INSTRUMENT #9500589; THENCE SOUTH 00 DEGREES 26 MINUTES 28 SECONDS EAST 272.40 FEET TO THE SOUTHWEST CORNER OF SAID 0.542 ACRE TRACT OF REAL ESTATE; THENCE SOUTH 89 DEGREES 55 MINUTES 00 SECONDS EAST 473.78 FEET TO A POINT THAT BEARS SOUTH 01 DEGREE 08 MINUTES 45 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE NORTH 01 DEGREE 08 MINUTES 45 SECONDS EAST 274.92 FEET TO THE POINT OF BEGINNING. CONTAINING 3.00 ACRES, MORE OR LESS AND BEING SUBJECT TO ALL APPLICABLE EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

EXCEPTING THEREFROM:

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, HAMILTON COUNTY, INDIANA, AND BEING THAT PART OF THE GRANTERS' LAND DESCRIBED IN INSTRUMENT NUMBER 200600004685, IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, LYING WITHIN THE RIGHT OF WAY LINES DEPICTED ON THE ATTACHED RIGHT OF WAY PARCEL PLAT MARKED EXHIBIT "B", DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID SECTION SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST (ASSUMED BEARING) 385.41 FEET FROM THE NORTHEAST CORNER OF SAID QUARTER SECTION, SAID NORTHEAST CORNER DESIGNATED AS POINT "1" ON SAID PLAT, WHICH POINT OF BEGINNING IS THE NORTHEAST CORNER OF THE GRANTERS' LAND; THENCE SOUTH 1 DEGREE 11 MINUTES 12 SECONDS WEST 60.02 FEET ALONG THE EAST LINE OF THE GRANTERS' LAND TO THE POINT DESIGNATED AS "6267" ON SAID PLAT; THENCE SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST 479.52 FEET TO THE WEST LINE OF THE GRANTERS' LAND; THENCE NORTH 0 DEGREES 24 MINUTES 01 SECOND WEST 60.00 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF SAID SECTION; THENCE NORTH 89 DEGREES 49 MINUTES 44 SECONDS EAST 481.18 FEET (481.38 FEET PER DEED) ALONG SAID NORTH LINE TO THE POINT OF BEGINNING AND CONTAINING 0.662 ACRES, MORE OR LESS, INCLUSIVE OF THE PRESENTLY EXISTING RIGHT OF WAY WHICH CONTAINS 0.099 ACRES, MORE OR LESS.

EXHIBIT C
CONCEPT PLAN



ORDINANCE NUMBER 22-52

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING
AN AMENDMENT TO WHEELER LANDING PLANNED UNIT DEVELOPMENT and
THE UNIFIED DEVELOPMENT ORDINANCE**

This is an Ordinance (this "Ordinance") to amend the Wheeler Landing Planned Unit Development District that of Ordinance 18-04 (as amended) ("Wheeler Landing Ordinance") and the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance"), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended;

WHEREAS, the City of Westfield, Indiana (the "City") and the Township of Washington, both of Hamilton County, Indiana are subject to the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "UDO");

WHEREAS, the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") enacted the Wheeler Landing Ordinance as Ordinance 18-04, which has been amended on four occasions through Ordinances 19-37, 19-6, 20-08 and 21-05;

WHEREAS, the Westfield-Washington Township Advisory Plan Commission ("Commission") considered a petition (**Petition No. 2212 - PUD - 20**) filed with the Commission requesting an amendment to the Unified Development Ordinance, and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** ("Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2212 - PUD - 20** to the Common Council with a favorable recommendation (_____ in favor _____ against) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505;

WHEREAS, the Common Council is subject to the provisions of the Indiana Code §36-7-4-1507 and Indiana Code § 36-7-4-1512 concerning any action on this request; and

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Westfield, Hamilton County, Indiana, meeting in regular session, that the Wheeler Landing Ordinance, the Unified Development Ordinance, and Zoning Map, are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, (ii) the Wheeler Landing Ordinance except as revised, modified supplemented or expressly mad inapplicable hereby; and (iii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development

District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance.

- 1.2 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.3 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

Section 2. Definitions. Capitalized terms not otherwise defined in this Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance. The following words and terms, not defined elsewhere in this Ordinance or its Exhibits, shall have the following meanings:

2.1 Added Real Estate. The portion of the Real Estate identified on **Exhibit B** hereto, which is hereby added to the Wheeler Landing Ordinance (Ord. 18-04).

~~2.2 Real Estate. The real estate, as described in **Exhibit A** to the Ordinance.~~

Section 3. Concept Plan. The Added Real Estate is added to Area III as provided in the Wheeler Landing Ordinance (Ord. 18-04).

The Concept Plan, attached hereto as **Exhibit C**, is hereby incorporated in accordance with Article 10.9(F)(2) Planned Unit Development Districts; PUD District Ordinance Requirements; Concept Plan. ~~The Real Estate shall be developed in substantial conformance with the Concept Plan.~~

~~**Section 4. General Regulations.** Section 6 of the Wheeler Landing Ordinance (Ord. 18-04) shall apply to the Real Estate, except as otherwise modified below.~~

~~A. Maximum number of Multi-Family Units/Acreage. Notwithstanding the provisions of Section 6.4 of the Wheeler Landing Ordinance (Ord. 18-04), Multi-family development shall be permitted on the Real Estate. No more than two hundred (200) total units, inclusive of units designated as multi-family, memory care, assisted living, or independent living shall be permitted on the Real Estate.~~

~~**Section 5. Development Standards.** Section 8 of the Wheeler Landing Ordinance (Ord. 18-04) shall apply to the development of the Real Estate, except as otherwise modified below.~~

~~A. Section 6.3(E)(2)(b) of the UDO shall be modified to require a minimum of twenty-five (25%) percent Masonry Materials on a Building Façade.~~

Section 6. Section 4. Annexation. The Added Real Estate, or parts thereof that may be the subject of a secondary plat approval, shall be annexed into the corporate limits of the City of Westfield prior to the approval and recording of a

secondary plat for that part of the Real Estate.

Section 57. **Duration.** Failure to obtain Secondary Plat/Construction Plan approval for the District by ~~July~~January 1, 2033 (unless otherwise extended by the Director) shall automatically void this Ordinance and cause the zoning classification of the ~~Add~~editional Real Estate to revert to AG-SF1 District and the modifications to the Wheeler Landing Ordinance made hereby to be void.

Section 68. **Severability.** If any term or provision of this ordinance is held to be illegal or unenforceable, the validity or enforceability of the remainder of this ordinance will not be affected.

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[SIGNATURE PAGE IMMEDIATELY FOLLOWS.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2023.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

James J. Edwards

James J. Edwards

James J. Edwards

Scott Frei

Scott Frei

Scott Frei

Jake Gilbert

Jake Gilbert

Jake Gilbert

Mike Johns

Mike Johns

Mike Johns

Troy Patton

Troy Patton

Troy Patton

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Scott Willis

Scott Willis

Scott Willis

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 22-52** was delivered to the Mayor of Westfield

on the _____ day of _____, 2023, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 22-52**

this _____ day of _____, 2023.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 22-52**

this _____ day of _____, 2023.

J. Andrew Cook, Mayor

This document prepared by:

Russell L. Brown, Clark, Quinn, Moses, Scott & Grahm, LLP, 320 N. Meridian Street, Suite 1100, Indianapolis, Indiana 46204

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law. Russell L. Brown

SCHEDULE OF EXHIBITS

- | | |
|-----------|---------------------------------------|
| Exhibit A | Real Estate (Legal Description) |
| Exhibit B | Added Real Estate (Legal Description) |
| Exhibit C | Concept Plan |

EXHIBIT A
REAL ESTATE

~~PART OF THE NORTHWEST QUARTER OF THE SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, IN HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS:~~

~~COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, AND RANGE 3 EAST; THENCE ON THE EAST LINE OF SAID NORTHWEST QUARTER SOUTH 00 DEGREES 23 MINUTES 18 WEST (ASSUMED BEARING) 496.94 FEET TO A MAG NAIL AND THE POINT OF BEGINNING OF THIS DESCRIPTION;~~

~~THENCE CONTINUING ON SAID EAST LINE SOUTH 00 DEGREES 23 MINUTES 18 WEST (ASSUMED BEARING) 205.23 FEET TO A MAG NAIL; THENCE SOUTH 89 DEGREES 53 MINUTES 18 SECONDS WEST 1022.06 FEET TO A 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING"; THENCE NORTH 00 DEGREES 17 MINUTES 22 SECONDS EAST 641.10 FEET TO A 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING" ON THE SOUTH RIGHT OF WAY LINE OF 186TH STREET; THENCE ON SAID RIGHT OF WAY LINE NORTH 89 DEGREES 49 MINUTES 45 SECONDS EAST 158.14 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING"; THENCE SOUTH 00 DEGREES 24 MINUTES 00 SECONDS EAST 212.40 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING"; THENCE SOUTH 89 DEGREES 52 MINUTES 32 SECONDS EAST 473.78 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING"; THENCE NORTH 01 DEGREES 11 MINUTES 13 SECONDS EAST 214.90 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING" TO THE SOUTH RIGHT OF WAY LINE OF SAID 186TH STREET; THENCE ON SAID RIGHT OF WAY LINE THE FOLLOWING 5 COURSES: 1) NORTH 89 DEGREES 49 MINUTES 45 SECONDS EAST 288.67 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING" TO A NON-TANGENT CURVE WITH A RADIUS OF 595.21 FEET AND A CENTRAL ANGLE OF 17 DEGREES 52 MINUTES 36 MINUTES WITH A CHORD BEARING SOUTH 08 DEGREES 29 MINUTES 13 SECONDS EAST 170.10 FEET; 2) THENCE ON THE ARC OF SAID CURVE 185.71 FEET TO A REVERSE CURVE WITH A RADIUS OF 512.00 FEET WITH A CENTRAL ANGLE OF 17 DEGREES 21 MINUTES 17 SECONDS WITH A CHORD BEARING SOUTH 08 DEGREES 07 MINUTES 35 SECONDS EAST 154.49 FEET; 3) THENCE ON THE ARC OF SAID CURVE 155.08 FEET; 4) SOUTH 00 DEGREES 33 MINUTES 02 SECONDS WEST 100.00 FEET; 5) SOUTH 89 DEGREES 26 MINUTES 58 SECONDS EAST 48.66 FEET TO THE POINT OF BEGINNING, CONTAINING 12.25 ACRES, MORE LESS.~~

AND ALSO:

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST LOCATED IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, SAID POINT OF BEGINNING BEING SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 385.41 FEET (ASSUMED BEARING) FROM THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 481.38 FEET ON AND ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER TO THE NORTHWEST CORNER OF A 0.542 TRACT OF REAL ESTATE DESCRIBED AS TRACT #3 IN INSTRUMENT #9500589; THENCE SOUTH 00 DEGREES 26 MINUTES 28 SECONDS EAST 272.40 FEET TO THE SOUTHWEST CORNER OF SAID 0.542 ACRE TRACT OF REAL ESTATE; THENCE SOUTH 89 DEGREES 55 MINUTES 00 SECONDS EAST 473.78 FEET TO A POINT THAT BEARS SOUTH 01 DEGREE 08 MINUTES 45 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE NORTH 01 DEGREE 08 MINUTES 45 SECONDS EAST 274.92 FEET TO THE POINT OF BEGINNING. CONTAINING 3.00 ACRES, MORE OR LESS AND BEING SUBJECT TO ALL APPLICABLE EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

EXCEPTING THEREFROM:

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, HAMILTON COUNTY, INDIANA, AND BEING THAT PART OF THE GRANTERS' LAND DESCRIBED IN INSTRUMENT NUMBER 200600004685, IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, LYING WITHIN THE RIGHT OF WAY LINES DEPICTED ON THE ATTACHED RIGHT OF WAY PARCEL PLAT MARKED EXHIBIT "B", DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID SECTION SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST (ASSUMED BEARING) 385.41 FEET FROM THE NORTHEAST CORNER OF SAID QUARTER SECTION, SAID NORTHEAST CORNER DESIGNATED AS POINT "1" ON SAID PLAT, WHICH POINT OF BEGINNING IS THE NORTHEAST CORNER OF THE GRANTERS' LAND; THENCE SOUTH 1 DEGREE 11 MINUTES 12 SECONDS WEST 60.02 FEET ALONG THE EAST LINE OF THE GRANTERS' LAND TO THE POINT DESIGNATED AS "6267" ON SAID PLAT; THENCE SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST 479.52 FEET TO THE WEST LINE OF THE GRANTERS' LAND; THENCE NORTH 0 DEGREES 24 MINUTES 01 SECOND WEST 60.00 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF SAID SECTION; THENCE NORTH 89 DEGREES 49 MINUTES 44 SECONDS EAST 481.18 FEET (481.38 FEET PER DEED) ALONG SAID NORTH LINE TO THE POINT OF BEGINNING AND CONTAINING 0.662 ACRES, MORE OR LESS, INCLUSIVE OF THE PRESENTLY EXISTING RIGHT OF WAY WHICH CONTAINS 0.099 ACRES, MORE OR LESS.

EXHIBIT B
ADDED REAL ESTATE

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST LOCATED IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, SAID POINT OF BEGINNING BEING SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 385.41 FEET (ASSUMED BEARING) FROM THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 481.38 FEET ON AND ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER TO THE NORTHWEST CORNER OF A 0.542 TRACT OF REAL ESTATE DESCRIBED AS TRACT #3 IN INSTRUMENT #9500589; THENCE SOUTH 00 DEGREES 26 MINUTES 28 SECONDS EAST 272.40 FEET TO THE SOUTHWEST CORNER OF SAID 0.542 ACRE TRACT OF REAL ESTATE; THENCE SOUTH 89 DEGREES 55 MINUTES 00 SECONDS EAST 473.78 FEET TO A POINT THAT BEARS SOUTH 01 DEGREE 08 MINUTES 45 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE NORTH 01 DEGREE 08 MINUTES 45 SECONDS EAST 274.92 FEET TO THE POINT OF BEGINNING. CONTAINING 3.00 ACRES, MORE OR LESS AND BEING SUBJECT TO ALL APPLICABLE EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

EXCEPTING THEREFROM:

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, HAMILTON COUNTY, INDIANA, AND BEING THAT PART OF THE GRANTERS' LAND DESCRIBED IN INSTRUMENT NUMBER 200600004685, IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, LYING WITHIN THE RIGHT OF WAY LINES DEPICTED ON THE ATTACHED RIGHT OF WAY PARCEL PLAT MARKED EXHIBIT "B", DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID SECTION SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST (ASSUMED BEARING) 385.41 FEET FROM THE NORTHEAST CORNER OF SAID QUARTER SECTION, SAID NORTHEAST CORNER DESIGNATED AS POINT "1" ON SAID PLAT, WHICH POINT OF BEGINNING IS THE NORTHEAST CORNER OF THE GRANTERS' LAND; THENCE SOUTH 1 DEGREE 11 MINUTES 12 SECONDS WEST 60.02 FEET ALONG THE EAST LINE OF THE GRANTERS' LAND TO THE POINT DESIGNATED AS "6267" ON SAID PLAT; THENCE SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST 479.52 FEET TO THE WEST LINE OF THE GRANTERS' LAND; THENCE NORTH 0 DEGREES 24 MINUTES 01 SECOND WEST 60.00 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF SAID SECTION; THENCE NORTH 89 DEGREES 49 MINUTES 44 SECONDS EAST 481.18 FEET (481.38 FEET PER DEED) ALONG SAID NORTH LINE TO THE POINT OF BEGINNING AND CONTAINING 0.662 ACRES, MORE OR LESS, INCLUSIVE OF THE PRESENTLY EXISTING RIGHT OF WAY WHICH CONTAINS 0.099 ACRES, MORE OR LESS.

EXHIBIT C
CONCEPT PLAN



WRITTEN PUBLIC COMMENTS

Docket Number: 2212-PUD-20
Petitioner: Leo Brown Development, LLC
Request: Petitioner requests an amendment to the Real Estate and architectural standards on 2.34 acres +/- in the Wheeler Landing Planned Unit Development (PUD) District.

Enclosed Attachments:

February 6, 2023 Public Hearing

- | | | |
|------------------------------------|---|--------------|
| 1. Jacobi, Larry | | (11/30/2022) |
| 2. Bolinger, Monty | | (11/30/2022) |
| 3. Wheeler, Ryan | | (12/02/2022) |
| 4. Sachs, Sam | 11329 E. SR 32, Zionsville, IN | (12/02/2022) |
| 5. Holmes, Alan | | (12/02/2022) |
| 6. King, Michael | | (12/04/2022) |
| 7. Radford, Lori | 14601 Linn Ct., Westfield, IN | (12/04/2022) |
| 8. Ingegno, Frank | | (12/04/2022) |
| 9. Marcum, Matthew T. & Richard L. | 101 W. 186 th St., Westfield, IN | (12/05/2022) |
| 10. Hasseld, Jen | 17259 Meggs St., Westfield, IN | (12/06/2022) |
| 11. Hoffer, Kevin | | (12/14/2022) |
| 12. Wheeler, Andrew | | (02/05/2023) |
| 13. Morris, Jeff | | (02/06/2023) |

March 20, 2023 Workshop Meeting

- | | | |
|-------------------|--|--------------|
| 14. Wheeler, Ryan | | (03/20/2023) |
|-------------------|--|--------------|

From: [Larry Jacobi](#)
To: [planners](#)
Subject: Westfield airport apartments
Date: Wednesday, November 30, 2022 11:12:05 AM

WARNING: This external email is from
larryjacobi@sbcglobal.net

Hello, my name is Larry Jacobi. I am the owner and operator of the noblesville Airport. I am writing to oppose the apartments proposed next to the Westfield airport. We only have four public use airports in Hamilton county two of them are on the county lines only Westfield and Noblesville serve those in the center of the county.

Housing, including apartments next to a runway is just not a good safety item. Please oppose this.

Larry Jacobi
317-508-0571

Sent from my iPhone

From: [EAA1527](#)
To: [planners](#)
Cc: [Ryan Wheeler](#); [Andy Wheeler](#)
Subject: Traditions at Grand Park concerns
Date: Wednesday, November 30, 2022 3:30:10 PM

WARNING: This external email is from
eea1527@gmail.com.



Westfield City Planners.

My name is Monty Bolinger, and I am a Hamilton County resident that represents the Westfield EAA Chapter 1527, IndyFlyers Club.

It has been brought to my attention that the City Planners are looking at approvals for another encroachment onto the current Westfield Airport, I72.

This has been discussed many times many ways in the past with the City Council during a previous project proposal. Hamilton County has spent many thousands of dollars on studies about the planning around airports, specifically as they pertain to TYQ, the airport known as Indy Executive. These studies should be considered as relevant to developments happening in the area that surrounds I72 as well.

The FAA and many other agencies have done studies and published many papers as to what constitutes good planning for areas immediately adjacent to airports as well.

In the case of what is coming before the Westfield City Planners and ultimately the City Council, is another residential development in immediate proximity to the Westfield Airport. It is well documented that residential communities are not compatible in the direct proximity of an airport and will ultimately end with the dissatisfaction of residents and conflicts between the residents and the airport.

Coming before you, is a development proposal for "Traditions at Grand Park" that should not be allowed at the location being proposed. This proposal places resident housing at the north east end of the I72 runway, within feet of the takeoff and landing zones for aircraft. Residents in the proposed units will be subject to immediate full throttle engine and propeller noise from aircraft departing to the north, as well as close physical proximity to aircraft landing to the

South.

The proposed buildings will fall directly in the space that the FAA considers an (RPZ) Runway Protection Zone. This zone is generally a defined space at the arrival and departure ends of airport runways and is quite specific about what should be allowed in these areas.

From an aircraft arrival and landing perspective, consider that on a standard glidescope of 3 degrees, that at 500' the height is 27'. At 1000' that height is 54'. With the consideration that the proposed buildings could be 15' in height, and within 500' in the RPZ off the end of the runway, landing aircraft could pass very close to the tops of these buildings if the aircraft is on a normal glidepath. If circumstances dictated an abnormal arrival or departure this could be a catastrophic situation that under normal protected conditions would protect lives and property.

As someone that represents our local chapter of pilots and aviation enthusiasts I would ask that you consider denying this request and future requests for residential units to be located in direct proximity of the airport runway. Zoning should not allow for this as it is not in the best interest of those residents, or the pilots and aviation enthusiasts that use this facility.

I would be willing to provide references to publications and any other information as needed or requested.

If you have any questions, please reach out to me directly and I will gladly answer any concerns.

Thank you for your consideration.
Respectfully

Monty Bolinger
President

EAA Chapter 1527

Phone: (317) 674-3703

President: Monty Bolinger
Vice President: Justin Pallas
Secretary: Amy Solomon
Treasurer: Frank Ingegno
Newsletter: Christen Tombers

Planning Commission Members and Staff,

I have noticed the Traditions at Grand Park development that is on the APC agenda for Monday, December 5th, 2022 and would like to submit some comments on behalf of the Westfield Airport.

While the airport is opposed to this development, I do want to take a moment to commend the developer for a few notable design points that show they are making an effort to reduce their impact to the airport environment. These include reduced building heights closest to the runway approach path and keeping water and its related wildlife as far away from the runway as possible. At the neighborhood meeting Mr. Morton (Leo Brown Group) also indicated that they would investigate ways to reduce the impact of aircraft noise to their residents, fencing or other methods to prevent residents and pets from wandering onto the airport environment, and downward facing lighting to avoid causing momentary blindness and loss of night vision to pilots landing at night. I'd love to see these as actual commitments in writing, but I do appreciate the effort that the team has expressed in minimizing their impact.

That being said, we still have an issue with the fact that it is an incompatible land use with the existing airport.

Safety and Welfare of citizens and guests

Earlier in the year, there was a different residential development proposed that was also adjacent to the runway property. We unfortunately missed the APC meetings, but the City Council received multiple letters from Westfield citizens, local aviators, and aviation organizations from national, state, and local levels. All objecting and warning against the incompatible use between these two types of developments.

Indiana Code 8-21-10 identifies that its purpose is for "the safety, welfare, and protection of persons and property in the air and on the ground" (Sec 1). It specifically identifies retirement homes and nursing homes in a list of noise sensitive purpose buildings (Sec 2). The Code explains that, without special permitting, "a person may not erect a building used for a noise sensitive purpose within an area lying one thousand five hundred (1,500) feet on either side of the centerline and the extended centerline of a runway for a distance of one (1) nautical mile from the boundaries of any public use airport." (Sec 3(b)(3)). This development shares a property line with the extended runway.

This development team seems to be disregarding all of these warnings and is needlessly reducing the safety, welfare, and protection of their future residents and the pilots using the Westfield Airport. When asked at the neighborhood meeting why the team was pursuing this development despite the warnings, their answer was effectively because they can; the land is zoned to allow it, the laws don't absolutely prevent it, and they think they will get a positive profit return on their \$50 million investment.

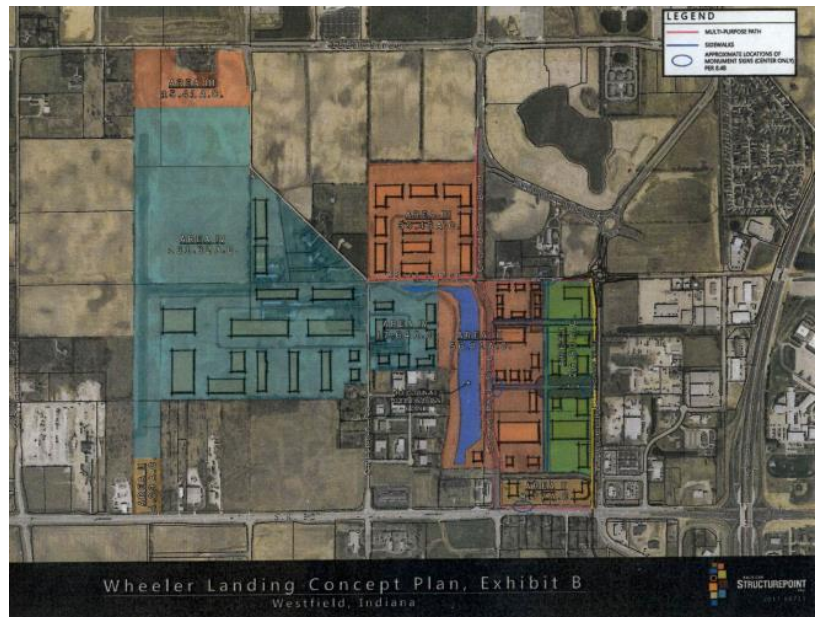
What is worse is that future residents of the facility may not know about the airport until it is too late. The special permit indicating that this lies inside the noise protected zone of an airport is recorded on the title, but renters would not see that since they are not purchasing the land. Secondly, the airport is similar to marinas, golf courses, and other recreation use facilities in that the vast majority of its use is during the warmer months of the year. If the facility was visited in winter, potential tenants may not see or even know they need to consider aircraft noise. Finally, after going through the lengthy process

of getting into nursing home, I'm concerned that some tenants will feel they cannot move out if aircraft noise becomes a problem. At that point the city and the airport will the responsibility of handling the complaints.

Not the intent of Wheeler Landing

Beyond these concerns for the individuals, this was not the intent for the area within the Wheeler Landing PUD. Originally, all of the land west of Dartown Rd was zoned commercial/industrial IAW Area IV of the Wheeler Landing PUD. In early 2018, both city planners and APC members indicated they had serious concerns about the possibility of an industrial building or warehouse being allowed directly across the street from Grand Park. They desired something much more attractive and higher end. For that reason, the section directly across from the park was changed to Area III in March 2018 so that it would match the high level of building standards required along Grand Park Blvd.

At the time an internationally known transportation museum was planning on developing their new campus on that property. They were pretty far into the process and had site plans already drawn. World-renown museum consultants were helping to define the building design and layout. All indications were that we didn't need to worry what was allowed, as we knew what was actually going to go there. So long as that use was on the list, it didn't matter.



If there is a group of people anywhere that understand the regret that comes from having a developer describe a plan, it fall through, and being left with what only is written in black and white, it is this commission. So many times over the last year, I have heard you ask developers to put promises and plans in writing. Some get offended, as if you're asking because you don't believe them, but unfortunately you have experienced this same scenario when the original plan falls through and the next developer uses the wording to their advantage. Even worse, the whole reason for the change was to ensure nicer, premium buildings were built in the area, and the developer is asking to significantly reduce those standards in this request.

Not the Westfield Plan

Furthermore, I'll point out that this is not the plan our city has for this land. The Grand Park Economic Development Vision and Strategy document (https://www.westfield.in.gov/egov/documents/1424891034_49485.pdf) is the culmination of no less than five separate studies from various consultant groups that looked at the viability of the Grand Park idea between 2007 and 2011. It is a 360 page document that lays out the strategy that will make the

Grand Park plan successful toward the overall stated purpose to “attract visitors and new business to Westfield.” (Page 5, The “Grand” Plan, para 1)

Section III and Appendix K (Pages 8 & 360) of the document explain the strategy for the area surrounding Grand Park. A decade later, it is commendable how closely we have stuck to this plan. The Northwest corner of the plan (yellow) shows the only fully residential area of the plan and now includes Osborne Trails and future Lennar Homes subdivisions. It shows mixed use (brown & orange) along 191st St where the new distillery just opened. In the Northeast section it shows retail and hospitality (red) where Chatham Commons is being developed. In the Center and Southeast there is retail, hospitality, and mixed use planned. The current Hinke-Day, Lake Village, and other Wheeler Landing developments in those areas are designed to follow that strategy. To my knowledge the only area currently planned for a use outside of the strategy is the (green) area north of Grand Park. This is intended for privately owned sports venues and creates a draw to support businesses north of Grand Park, and I believe a portion is currently being proposed as dense, low amenity, residential.



This leads us to the area in question today, in the Southwest corner of the plan. This is entirely focused to Corporate Campuses (violet) and Retail/Hospitality (red). Per the document “the City plans to pursue sports themed manufacturing and distribution businesses as well as those companies owned and operated by sports enthusiasts.” This area is critical to the long-term success of the Grand Park plan. Not only does it bring in jobs and industry to Westfield, but it also ensures that with this type of local business support, Grand Park will remain relevant to new sports, products, and requirements.

The airport had no input to this plan, and yet the consulting agencies and the strategy writers came to two important decisions that we agree with; (1) the airport is included in the long term success plan for the area, and (2) it should be surrounded by corporate, retail, and commercial uses for the best success of the entire area.

I’m not sure if the City has ever gotten around to pursue the businesses they mentioned. In 2007 two large projects were initiated: The “Sports Capitol of the World” and “Destination Downtown”. A significant amount of money was used to create Grand Park, but since that time the primary focus seems to have been on Grand Junction. The concentration has been on getting that park set-up, ensuring our downtown becomes a showpiece, and promoting business within the area with items like parking garages. That doesn’t mean we abandoned the plan; it just means that through the less focused marketing of this project, it is taking much longer than some of us expected.

In that regard, I would like to take a moment to point out that there have been many statements over the last year that there are no large areas set aside for large corporate & commercial buildings left in Westfield. There are over 400 acres between SR32 and 186th St East of Springmill. Over 130 acres east

of the airport runway are already zoned through this PUD, and most lots along SR32 are zoned commercial. East of Dartown Rd, there is even more acreage available for commercial use. That is a lot of land awaiting these kinds of developments. The citizens of Westfield have clearly stated that they want higher class restaurants and entertainment. Those companies have indicated that weekend guests at Grand Park are nice, but they need the “lunch shift” crowd to make a profit. That comes from having businesses and corporate offices feeding this area.

Stay true to the plan

I sympathize with the landowners that are obviously ready to sell their property. The demand for developments that match the strategic plan have simply not yet come about, and it is difficult to avoid getting impatient. This is especially true for farmland as it is getting more and more difficult to get agricultural equipment in and out of this area.

So where does all of this leave us? Much of this site is already mistakenly approved for this use. We may not be able to do much about that. However, just because one mistake was made doesn't mean we should propagate the error. I'm concerned that adding the additional acreage requested to this development sends the statement that we have abandoned the plan and it will lead to more requests from residential developers in this same area. A no vote seems to do little harm to this overall development. They could probably plan around it, or simply ensure that only the commercial portions of the business are contained within that area and get it zoned commercial. However, a no vote would say that we are still committed to the long-term success of Grand Park. It would say that we learn from our mistakes. It may even provide that spark to the developer or landowner that they need to seriously consider the future impact of what they are proposing and help them to reconsider the project.

I respectfully request that you vote no on this proposed ordinance.

Ryan Wheeler
Westfield Airport
wheeler.ryan@westfieldairport.com
317.777.2776

December 2, 2022

Westfield City Council
130 Penn St.
Westfield, IN

Re: Ordinance 22-52: Traditions at Grand Park

Dear Council Members,

The Hamilton County Airport Authority (HCAA) has recently learned of plans to develop an “aging in place” property immediately adjacent to the Westfield Airport (I72) located within an area commonly referred to as the Wheeler Landing Planned Unit Development (PUD). Although the airport in question is not owned or operated by the HCAA, we do have an interest in assuring the safety and operability of airports within Hamilton County. As such, we oppose the placing of this facility in such close proximity to the Westfield Airport.

Our objections are based, in part, with our experiences with both existing and proposed residential developments in the vicinity of the Indianapolis Executive Airport (KTYQ) which is owned and operated by the HCAA.

High-density developments are not compatible with airports for two primary reasons. First is safety, for both the future residents of these communities and for the pilots that utilize the airport. High density developments, including the proposed development, utilize wet retention ponds to control drainage. These wet ponds attract waterfowl such as geese, which pose a significant threat to aircraft landing and taking off from these nearby airports. Aircraft within the traffic pattern for landing are at a low altitude and low speed, and an airstrike with a bird could therefore be catastrophic both for the residents on the ground and for the occupants of the aircraft. The proposed development shows two large retention ponds along the east side of the property. These retention ponds are positioned directly under the base turn for Westfield’s runway. This turn is the point where aircraft are descending and slowing down as they make their final approach into the airport. Aircraft are especially vulnerable within this stage of flight, and a potential for a bird strike would be almost unrecoverable at this stage of flight. Due to this heightened risk, the FAA Advisory Circular AC150/5200-33C recommends that water features that can attract wildlife be no closer than 10,000 feet from an airport runway. The proposed development would put wet retention ponds roughly 1,000 feet from the end of the runway.

Additionally, Indiana law (IC 8-21-10) defines both noise sensitive areas and tall structures in and around public use airports in Indiana. While the Westfield Airport is not considered a public use airport, the same practices and principles should be applied in order to promote a safe operating environment for both aviators and Westfield residents. A noise sensitive area is an area extending 1,500 feet on either side of the runway centerline extending for one nautical mile from an airport boundary. Tall structures are buildings that penetrate a 50:1 slope extending 10,000

Hamilton County Airport Authority
Indianapolis Executive Airport
11329 East State Road 32
Zionsville, Indiana 46077



feet from the end of an airport's runway. This development has the potential to be in violation of both of these directives.

The Hamilton County Airport Authority recommends that this proposed development not be allowed at the location immediately adjacent to the Westfield Airport. This recommendation is based on both safety and quality-of-life considerations. If you have additional questions or concerns, feel free to reach out to me at 317-385-3015 or at sam.sachs@hamiltoncounty.in.gov.

Respectfully,

A handwritten signature in black ink, appearing to read "Sam Sachs", positioned above a horizontal blue line.

Sam Sachs
Airport Director
Indianapolis Executive Airport

Cc: Ryan Wheeler
Andy Wheeler
William Frye, HCAA
Michael Howard, HCAA

From: [Alan Holmes](#)
To: [planners](#)
Subject: APC Comments, 2212-PUD-20, Traditions at Grand Park
Date: Friday, December 2, 2022 5:13:55 PM

**WARNING: This external email is from
alan@livesinprogress.com.**

Greetings,

I'm writing to you concerning the proposed retirement facility at the southwest corner of the intersection of 186th St. and Kinsey Ave, specifically with regard to the facility's proximity to the runway at the Westfield Airport.

As a private pilot - though one who does not use Westfield Airport, but who has been through this kind of thing before with other airports - I have some concerns.

The first is that residential development, once completed, almost always creates conflict between residents and users of the airport. Noise and traffic being the big concerns. Residents don't like the sounds of the airplanes coming and going on a nice day, and they will begin to complain. Then arguments and so forth will arise between the two entities and that will be a battle that that local government will need to address, and it almost always ends up with neither party being satisfied.

As a pilot, safety is a far bigger issue when I see residential developments go in next to an airport. From what I can tell, it appears that the edge of the development will be only 200 feet to the east of the runway center line, and a mere 380 ft from the runway threshold. Having to carefully navigate to a runway with buildings that close to it creates a very small margin for safety. While I understand this to be more of a retirement community, the possibility of pets or even children running off the property and into the path of approaching or departing aircraft is a real and potentially dangerous situation.

Anyway, there are more concerns that fall into these basic two categories.

The basic idea here is that residential developments are incompatible with airports when they are in such close proximity. I would encourage you to reconsider the use of the land where this development is planned.

Please don't hesitate to contact me if you have questions.

Thank you for your time and consideration.

Sincerely,
Alan Holmes
Westfield, IN

From: [Mike King](#)
To: [planners](#)
Subject: Traditions at Grand Park
Date: Sunday, December 4, 2022 2:37:54 PM

**WARNING: This external email is from
tbirdking@aol.com.**

My name is Michael King, I am a Westfield High School graduate and a long time Westfield resident. Additionally, I am a local pilot that has utilized the Westfield Airport since 1981. As a child, my father based his airplane at Westfield in the late 50's and early 60's. My oldest daughter flies her plane into Westfield Airport from Louisville for family visits.

Small airports are often under-appreciated by non-pilots and many city residents are unaware these airports even exist. In fact they are community treasures that need the support of local officials to help preserve them for the generations to come.

One of the biggest threats to these airports is encroachment of residential development. Local zoning is very important to this cause, helping keep residential development a safe distance from active runways. While the proposed development is a 55 and over community, visitors including children will introduce hazards to aircraft operations at Westfield that can and will include baseballs, footballs, bb guns, slingshots, and undoubtedly drones. A drone can easily bring down an aircraft attempting to take off or land.

From a pilot's perspective, the runway needs to be a very sterile environment, completely free of distractions as the most critical phases of flight are the take offs and landings. A simple softball hidden in the grass can spell disaster for a small plane as it could send the airplane off the side of the runway with serious consequences.

Let's be honest, children can be mischievous, it is completely foreseeable that a child would shoot a pellet gun or bb gun at an airplane from the back yard of one of the many houses bordering the runway. Even a laser aimed at a pilot could spell disaster. Children do not understand the possible consequences of their actions.

To say these are safety issues is a huge understatement.

It's inevitable that houses would be purchased by excited buyers with the knowledge that they are in extremely close proximity to a active runway only to later complain about airplane noise and activity. Some will make it their mission to close the airport because of a poor decision on their part to buy said house.

The Westfield Airport is a treasure to this community and needs to be protected from the encroachment of a residential development right against it's runway.

The property in question would be much better served as industrial or commercial development. Please do the right thing.

Respectfully,
Michael King

From: [Lori Radford](#)
To: [planners](#)
Subject: Ordinance 22-52: Traditions at Grand Park
Date: Sunday, December 4, 2022 6:23:44 PM

WARNING: This external email is from
lorireneeradford@yahoo.com

I am writing to express my concern about this project. It is proposed within close proximity to Wheeler Airport, which is a major safety concern. A previous residential project (Courtyards at Springmill) was withdrawn from consideration for this area for the same reason. Please do not approve this, or any other residential project in this location.

Sincerely,
Lori Radford
14601 Linn Ct, Westfield

[Sent from Yahoo Mail for iPhone](#)

From: [Frank Ingegno](#)
To: [planners](#)
Cc: [FRANK INGEGNO](#)
Subject: 2212-PUD-20, Ordinance 22-52; Traditions at Grand Park
Date: Sunday, December 4, 2022 6:27:36 PM

**WARNING: This external email is from
figenius@outlook.com.**

Sir/Madam,

I am a residential property owner in the town of Westfield. I also hangar my airplane at the Westfield Airport.

It has been brought to my attention that residential development is being considered for land adjacent to the Westfield Airport. Refer to 2212-PUD-20, Ordinance 22-52 and/or Traditions at Grand Park

Please consider the following concerns regarding this proposed project:

1) Safety concerns – with residential properties located adjacent to an active airport and runway, the risk of children and pets wandering onto the active runway creates a potential danger to pilots, children, residents and pets. One injured child or pet will most likely cause a ground swell of complaints against the airport.

2) Noise complaint concerns – it's a given that residents living near the active airport will be exposed to aircraft noise. This noise may be unpleasant for residents and their guests. The

airport is most heavily used in evenings and weekends, the same time most residents are in their homes. There will surely be complaints regarding any airport generated noise.

3) Bird strike hazard concerns - residential developments typically have large drainage retention lakes and ponds. These attract wildlife & birds that can cause a collision hazard with aircraft. The result of such collisions can be catastrophic to both pilots and residents on the ground.

4) This development violates Indiana Code 8-21-10 which prohibits noise sensitive buildings within 1,500' of a runway.

5) This development is counter to the Westfield Grand Park plan. For the success of Grand Park, that plan recommends commercial/corporate (not residential) development in the area surrounding Westfield Airport.

https://www.westfield.in.gov/egov/documents/1424891034_49485.pdf

We are not against sensible development of the land adjacent to the Westfield Airport. Sensible development would be commercial (not residential) development.

We request the City of Westfield follow the Westfield Grand Park plan which indicates commercial development is the best use for the land surrounding Westfield Airport.

We also request that any future development considered for any of the land surrounding the Westfield Airport be commercial in nature, not residential.

Thank you for your consideration.

Best regards,

Frank Ingegno
317-428-7741

Sent from [Outlook](#)

From: [Matt Marcum](#)
To: [APC](#)
Cc: [Caleb Ernest](#)
Subject: 101 W. 186th Street to Wheeler Landing PUD
Date: Monday, December 5, 2022 5:17:04 PM

**WARNING: This external email is from
mmarcum22@gmail.com.**

To Whom it May Concern,

My name is Matt Marcum, and I am writing this letter on behalf of myself and my father, Richard Marcum. We are the owners of 101 W. 186th Street. As I'm sure you are aware, there is currently a proposal to add our ~2.5 acres to the Wheeler Landing PUD, in order to be able to sell the property to the Leo Brown Group for a future development. Having attended the neighborhood meeting on Monday, 11/29, it has come to our attention that there may be some opposition to the proposal from the Wheeler family in regards to possible interference with their grass landing strip.

Upon hearing their arguments, it seemed quite clear from the statements made by Project Manager, Project Architect, a the group's attorney, that the proposed age-restricted community would certainly fall with the permitted usage of the property. I do not have the expertise to speak on many aspects of the arguments brought forth by the Wheeler family, other than anecdotal evidence. My grandparents bought this property nearly 65 years ago, I spent every other weekend here while growing up, and have lived here since 2006. The two main arguments I would like to address are 1. The noise from the planes taking off and landing could be a disturbance to the residents; and 2. The lighting from the proposed community could interfere with the pilots in night time landing. To the first issue, I cannot ever remember a time when I have ever heard one of the planes while indoors, and outdoors, on the busiest days (of which there are very few outside of their annual Aviation Day), it was comparable to a neighbor mowing their lawn, if even that. To the second point, there is not currently any lighting on the grass landing strip, which would make impossible any dusk, twilight, or night time usage, therefore, any neighborhood light could not interfere with the pilots and night time usage, as there simply isn't any in the first place.

As I have mentioned previously, my family has lived here for nearly 65 years, and I, for close to 20. I have personally witnessed the population grow from around 10,000 to upwards of 50,000. I have seen my rural, country home go from gravel roads, woods, and cornfields as far as the eye can see to being adjacent to one of the largest sporting complexes in the country. None of this was to our choosing, as we prefer a more private, rural lifestyle. Yet we have never once spoken up in opposition to the progress and expansion, up to and including everything involved with Wheeler Landing.

Putting my family's property up for sale was not an easy decision, and if I didn't truly believe that the proposed project was in the best interest of the community, I would've never signed off on it in the first place. This sale is my and my father's chance to move on with our lives and get back to the rural lifestyle we've always enjoyed, and get out of the way of progress. I believe the proposed facilities will be of great value to the city, and is something that is sorely missing from the community. As someone who has a family history that includes family members affected by dementia and Alzheimer's, having a dedicated memory care unit sitting directly on my (former) property is a very personal issue for me.

In closing, I am urging you to please allow us to add our small parcel of land to the much larger Wheeler Landing PUD, and allow us the right to sell our property and move on with our lives. I appreciate your time and consideration.

Thanks,
Matthew T. Marcum & Richard L. Marcum

From: [Jen Hasseld](#)
To: [planners](#)
Subject: APC Comments, 2212-PUD-20, Traditions at Grand Park
Date: Tuesday, December 6, 2022 9:24:30 AM

**WARNING: This external email is from
jenhasseld@gmail.com.**

Hello planners!

I am a Westfield resident and know that there is a proposal for new development as listed above. This would run right along the edge of Wheeler Airport's runway. I don't think this is a great idea for three reasons: 1. there are safety issues at stake and the residents wouldn't appreciate the noise from the planes overhead; 2. keep the area full of wildlife as building in Westfield is moving our animal populations out of their homes; 3. continue the aviation tradition and not clog up this particular area with more residential plots.

Thank you for your consideration!

Jen Hasseld
17259 Meggs St,

From: [Kevin Hoffer](#)
To: [planners](#)
Subject: Traditions at Grand Park
Date: Wednesday, December 14, 2022 10:39:33 AM

**WARNING: This external email is from
khoffer51@aol.com.**

Westfield City Planners:

I am a member of the Westfield EAA Chapter 1527 and fly into the Westfield Airport. It has come to my attention that the City Planners are considering a residential build at the northeast edge of the runway. This is a mistake.

Safety and noise complaints, residents and pets wandering onto the runway are a few examples of incompatibility. That is also where the planes are at low level as they make take off and landings.

Commercial/Industrial would be a better fit as is noted in the Westfield Grand Park plan.

Sincerely,
Kevin Hoffer
Westfield EAA Chapter 1527 Member

To: The Members of the APC

From: Andrew Wheeler
317-507-8281

Re: 2212-PUD-20 (Ordinance No. 22-52) Leo Brown Development, LLC

I am writing in order to request that you vote against this proposed amendment, as it is not in the best interest of the surrounding area. As a property that is right across the street from Grand Park, and one that is within the “Sports Corporate Campus” of the *Grand Park Economic Development Vision and Strategy*, it seems evident that this property should be a commercial development that is an amenity to Grand Park, not one that is using it as an amenity. This development does not provide a resource for guests of the park, it does not bring more teams to the park, nor does it provide any sports-related products or services to support the long-term success of the park.

Secondly, the reduced masonry requirement being proposed provides no benefit to the City. During the neighborhood meeting, the developers mentioned that the reduced requirement was due to their observation of other 3+ story buildings in the area. I find this hard to believe, as there are a multitude of examples along the route from their offices in Indianapolis to this site, along US31. Every hotel, most businesses, and even assisted living complexes (Woodland Terrance, Majestic Care, etc) that are over 3-story along that corridor meet this masonry requirement. They may be talking about apartments along other streets, or along the new John Dippel Blvd. However, those are not along Grand Park Blvd, directly across the street from one of the busiest sections of Grand Park, nor part of this PUD. Every other user in the Wheeler Landing PUD (including a school project) has been able to meet or exceed this requirement.

Third, it is not in the best interest of the existing neighbor, the Westfield Airport. This airport has been in operation for approximately 70 years and has always tried to be a good neighbor. It was originally built away from the city, and as the city builds closer and closer to it, we should be respectful and build compatible developments around it (commercial/industrial, not residential). The airport was established in 1954 and cannot, nor should it need to be, moved to accommodate others that want to join our community. The Westfield Airport is a unique amenity for our City. It hosts weekly visitors during the spring, summer and fall, including those that visit Grand Park for tournaments, pilots traversing the country on trips, and small businessmen who all use the field. We do not charge any fees to those guests nor to the City, and many times we provide transportation to Grand Park visitors to the games using our own vehicles. Other visitors fly in, use the EAA club provided bicycles to grab a bite to eat and ride on the Monon Trail. Again, at no cost to the user or the City. Why would we ruin this and intentionally place two incompatible uses next to each other? This can only cause future complaints and discord.

Lastly, it is not in the best interest of safety for our City to place any kind of a residential project abutting the approach/departure lane of an airport. There is no need to place this project in the proposed area when our City has plenty of other locations available that are not adjacent to a runway or within the airport noise sensitive area defined by Indiana law. The only plausible reason this site has been chosen by the developer is purely economic. Is it within the City's risk tolerance to allow this project at this location, jeopardizing community safety as a result of mixing two incompatible uses? Assuming the risk of mixing residents, their visitors, their pets and airplanes traveling at 60+ miles an hour is negligence. Only your common sense can weigh the cost. This incompatible land use was considered last year with Ordinance 21-47 the proposed Courtyards at Spring Mill Development. That petition was rightfully withdrawn after the APC meeting because the petitioner realized they did not have the support of the residents nor the leadership of our City. I implore you to communicate the same to this petitioner.

It is unfortunate that the majority of this project was mistakenly already approved for residential uses. I believe this mistake, and how it came about, have already been explained. It would be very easy for you to recommend this amendment to City Council; the majority of the amendment is simply adding adjoining land. However, that would be making the same mistake twice and also providing a precedent for other developers who look at this area in the future. A no vote, is not only appropriate, but also the correct answer for the best interest of our community.

From: [Jeff Morris](#)
To: [APC](#)
Subject: APC Comments, 2212-PUD-20
Date: Monday, February 6, 2023 1:19:43 PM

**WARNING: This external email is from
jeffery.w.morris@gmail.com.**

To Whom it May Concern,

We, the Wood Family, and our agent have reviewed the December 4th, 2022 letter submitted by Ryan Wheeler on behalf of Westfield Airport. We understand their concerns about the *Traditions at Grand Park* development, but are confident that we are within developmental rights as landowners to continue with this project.

An Assisted Living facility is one of the approved uses in the Wheeler PUD for our property. We have worked with the Leo Brown group to determine the best way to utilize our property while protecting the Wheeler grass airstrip. There has been several letters of interest and offers over the years; but have wanted to find the right fit for the property, community, and the City of Westfield. We are empathetic to the families that live in the surrounding areas and we want to offer them a place where their loved ones can live independently. We believe that the proximity to Grand Park will be beneficial to those who enjoy getting outside and watching the activities. Our family is looking forward to working with Leo Brown and the City of Westfield on this project.

Thank you for your time/consideration and we are excited for next steps.

Sincerely,

Jeff

--

Jeff Morris

415-312-4599

jeffery.w.morris@gmail.com

From: [Ryan Wheeler](#)
To: [APC; planners](#)
Cc: [wheeler.andy](#)
Subject: 3/20 APC Workshop - Traditions at Grand Park
Date: Monday, March 20, 2023 2:56:24 PM

**WARNING: This external email is from
wheeler.ryan@westfieldairport.com.**

Advisory Plan Commission Members,

I appreciate your willingness to listen to my public comment regarding the Traditions at Grand Park on Feb 6th. The developer presented a layout for a retirement complex on ~14.5 acres. ~2.5 acres of that space are not approved for this use, while ~12 acres do allow this usage, per current zoning.

Please keep in mind that this amendment adds property to Wheeler Landing PUD Area III and therefore approves all uses listed in that PUD, not just the retirement complex presented. At least two other projects have created development plans for this site, yet fell through. If approved, the new owner would have the right to build other residential uses on the lot per this new zoning. This would have just taken an existing mistake and expanded it. Considering the impact to safety, the existing airport, and the Grand Park Economic Plan, it seems ill-advised to make the same mistake, and give that overall approval of use.

Please consider requiring an additional section to this ordinance in to mitigate that error. I propose adding:

Section 5.2.D: ““Noise sensitive purpose”, as defined by Indiana Code IC-8-21-10-2, applicable to the portion of Area III that is located inside the area described by IC-8-21-10-3(b)(3).” shall be added to the restricted uses list of the Wheeler Landing PUD, but not apply to this ordinance (Ord 22-52).”

In addition, with 11 of 13 public comment letters warning about safety and compatible-use issues (2 others were from the sellers), the INDOT restrictions against this land use so close to an airport, and all 10 FAA Aeronautical Study reports providing warnings for lighting, wildlife, and noise issues, it seems more important than ever that these issues are addressed in this stage of the planning process. Your upcoming workshop meeting seems like the most appropriate time to address these issues with the developer.

<!--[if !supportLists]-->1. <!--[endif]-->Lighting

Issue: Pilots flying or taxiing at night may be distracted or blinded by lights from the development.

Goal: Lighting within the development will not point directly toward the airport or above the horizon.

Possible Solution: General requirement or approval of specific lighting fixtures. (Similar to other projects with lighting concerns to neighbors; i.e. Community Heath project in/near Northpoint)

<!--[if !supportLists]-->2. <!--[endif]-->Wildlife/Ponds

Issue: Wildlife is a serious concern for aircraft. Retention ponds and other bodies of water can attract wildlife to the area. Airports try to eliminate open water completely.

Commercial properties generally try to keep their size at a minimum. Residential uses, on the other hand, include ponds as aesthetic features of the development and may increase their size and habitability to wildlife. Ref FAA Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or near Airports" for more information.

Goal: Mitigate wildlife attractants.

Possible Solution: Ensure ponds are kept to the minimum size required and kept as far away from the runway as possible (current planned location and natural topography of the land already conform).

<!--[if !supportLists]-->3. <!--[endif]-->Airport/Runway Incursions

Issue: People and their pets have a desire to roam the areas surrounding their home. It's just basic nature. There is a significant increase in airport and runway incursions near residential areas, and this development shares a property line with the airport runway property. Commercial property also has a slight risk, but people are generally there to do a job, or make a transaction, and go home. Whereas most recreational time is spent around your home.

Grand Park is fenced and parking lots are gated in this area. There is no pedestrian access to the park for the residents unless sporting events are active. This means the open airport property is the natural place for people and pets to roam. This combination of an incompatible land use and removing the existing natural barrier to the airport, requires some sort of mitigation effort.

Goal: Discourage residents and pets from entering the airport property.

Possible Solution: A fence that is difficult to climb over (5'+) and gaps/slats narrow enough to prevent small pets from passing through. This fence should be located along the entire western property line and extend from the SW corner of the property to the east for a distance that would discourage walking around the end (suggest ~100' or the depth of the 6-plex housing unit closest to that corner).

<!--[if !supportLists]-->4. <!--[endif]-->Noise/Future Growth

Issue: Most people can handle noise for a certain period of time. However, at some point it can become too much, even if the level or frequency does not increase. This is typically a major concern for residential uses next to an airport. At some point, when enough people

are annoyed, it becomes the multitude of residents complaining versus the single airport. It never matters that the airport was there 70 years before their home was built. Then, each time the airport wants to make an improvement that could mean more traffic, it is shut down by public complaints during the approval process. The airport becomes stagnant and can't improve. The intent of this area of the city is to become the Sports Corporate Campus, which includes corporate offices, retail businesses and distribution. It is a very real possibility that these uses may encourage growth to the airport. Potentially, requiring larger hangars, fuel/maintenance sales, and a hard-surface runway.

Even without an improvement, the city and airport will eventually need to do something about the noise complaints we will receive. This generally starts with the city asking for unique traffic patterns and landing procedures so that planes will not fly directly over the residences. Then, it eventually leads to closure or some method to move the noise away from the residents. For this development, that can only come from reducing the runway length to move the landing point away further south.

The Westfield Airport runway is 3,000 ft long. If we end up having to reduce that, it would fall below the standard described by the INDOT airport classification guide for airports in Indiana that cater to small aircraft (general aviation). This reduces the safety factor for pilots, and makes the airport unusable to some aircraft. This includes aircraft currently based on the field, which is where previous comments about having to land on "a postage stamp" come from.

Goal: Avoid issues with future growth or modifications to the airport that would reduce its usability.

Possible Solution: Letter from the developer indicating that they, and subsequent owners, are aware of the concerns and will not deter future growth, seek closure of, or reduction in size of the airport.

Thank you,

Ryan Wheeler

Westfield Airport

wheeler.ryan@westfieldairport.com