



CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda_04_19_2021

Monday, April 19, 2021 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Monday, April 19, 2021 at 07:00 PM

MEETING PLACE: Westfield City Hall, 130 Penn Street, Westfield, IN 46074

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.
 - o Masks and social distancing are required.
 - o Maximum capacity is 22 people at a time.
 - o Staff will be present to help direct traffic inside the room.

OPENING OF MEETING

Documents: [Viewable online at: https://www.youtube.com/user/CityofWestfieldIN](https://www.youtube.com/user/CityofWestfieldIN)

Note the Presence of a Quorum

Approval of Minutes

April 5, 2021 APC Minutes

Documents: [APC Minutes - April 5, 2021](#)

Review APC Rules & Procedures

CONSENT AGENDA

2103-DDP-10

Sunbelt

16915 Westfield Park Road

Detailed Development Plan review for an existing Outside Storage Area on 2.63 acres+/- in the EI: Enclosed Industrial District and US Highway 31 Overlay District.
(Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Detailed Development Plan](#) | [Exhibit 4: Elevations](#)

2103-DDP-11

Wheeler Landing Apartments

Southwest corner of Virginia Rose Ave and Wheeler Rd

JC Hart Company, Inc. requests Detailed Development Plan review of 7 multi-story multi-family buildings on 7.65 acres +/- in the Wheeler Landing Planned Unit Development (PUD) District.

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

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

ITEMS OF BUSINESS

2102-PUD-01

Sanders Glen PUD

2432 South Street

Patch Development, LLC requests a change of zoning for approximately 9.07 acres +/- from the Kalorama Park PUD to the Sanders Glen PUD District.

(Planner: Daine Crabtree - dcrabtree@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Proposed Ord. 21-02](#) | [Exhibit 4: Proposed Ord. 21-02 \(Redline Version\)](#) | [Exhibit 5: District Map and Concept Plan](#) | [Exhibit 6: Area 1 Character Exhibits \(Park\)](#) | [Exhibit 7: Area 2 Character Exhibits \(Single-Family\)](#) | [Exhibit 8: Area 3 Character Exhibits \(Senior Living\)](#) | [Exhibit 9: Landscape and Open Space Exhibit](#) | [Petitioner's Presentation](#)

2103-PUD-07

Midland South PUD

Generally near 321 South Cherry Street

Old Town Companies requests a change in zoning of 3.67 acres +/- from the SFA: Single-family Attached District to the Midland South PUD District.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Proposed Ordinance 21-07](#) | [Exhibit 4: Concept Plan](#) | [Exhibit 5: Concept Plan Comparison](#) | [Exhibit 6: Character Exhibits](#) | [Exhibit 7: Issue List](#) | [Exhibit 8: Issue List - Petitioner's Responses](#) | [Exhibit 9: Statement of Intent](#) | [Exhibit 10: Sub-District Addendum](#) | [Exhibit 11: Neighborhood Meeting Summary](#) | [Exhibit 12: Public Comment](#) | [Exhibit 13: Grand Junction Task Group Endorsement](#) | [Petitioner's Presentation](#)

2103-PUD-08

Union Square at Grand Junction PUD Text Amendment

Generally near 305 South Cherry Street

Old Town Companies requests an amendment to add an additional 5 acres/- and modify the concept plan, character exhibits, development and design standards of the Union Square at Grand Junction Planned Unit Development (PUD) District.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Proposed Ordinance 21-08](#) | [Exhibit 4: Concept Plans](#) | [Exhibit 5: Character Exhibits](#) | [Exhibit 6: Issue List](#) | [Exhibit 7: Issue List - Petitioner's Responses](#) | [Exhibit 8: Statement of Intent](#) | [Exhibit 9: Sub-District Addendum](#) | [Exhibit 10: Neighborhood Meeting Summary](#) | [Exhibit 11: Public Comment](#) | [Exhibit 12: Grand Junction Task Group Endorsement](#) | [Petitioner's Presentation](#)

2103-PUD-09

Harmony PUD Amendment (Signage)

1367 S. Waterleaf Drive

Woodmont Westfield Ditch Academy LLC by American Structurepoint, Inc. requests an amendment to the Harmony PUD District modifying the sign standards.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Proposed Ordinance 21-09 - Clean](#) | [Exhibit 4: Proposed Ordinance 21-09 - Redline](#) | [Exhibit 5: Proposed Monument Sign](#) | [Exhibit 6: Proposed Sign Location](#) | [Exhibit 7: Project Narrative](#) | [Exhibit 8: Issue List](#) | [Exhibit 9: Issues List - Petitioner's Responses](#) | [Exhibit 10: Public Comment](#)

2104-ODP-09 & 2104-SPP-09

Northpoint Plat Amendment

Southeast corner of 202nd Street and East Street

Holladay Properties by Stoeppelwerth & Associates, Inc. requests a Primary Plat and Overall Development Plan amendment for 1 lot on 21.25 acres +/- in Northpoint PUD District.

(Reviewing Planner: Corrie Meyer - cmeyer@westfield.in.gov)

(Presenting Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Primary Plat](#) | [Exhibit 4: Overall Development Plan](#)

2104-PUD-12

Northpoint PUD Amendment IV

South side of SR 38, east and west of Grassy Branch Road

Northpoint Owners, LLC by Clark Quinn Moses Scott & Grahn, LLP requests and amendment to the Architectural Standards of the Northpoint PUD.

(Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Proposed Ord. 21-17](#) | [Exhibit 4: Character Exhibit](#) | [Exhibit 5: Proposed Ord. 21-17 \(redlined\)](#) | [Exhibit 6: Narrative Statement](#) | [Exhibit 7: Petitioner's Response to Issue List](#) | [Exhibit 8: Public Comment](#)

PUBLIC HEARING ITEMS

No Public Hearing Items

ITEMS CONTINUED TO A FUTURE MEETING

2008-PUD-09 [CONTINUED]

Northpoint II PUD

North side of SR 38 between Anthony Road and Hinkle Road

Northpoint Owners, LLC by Clark, Quinn, Moses, Scott & Grahn, LLP requests a change of zoning for 183.5 acres +/- from the AG-SF1: Agriculture/Single-Family Rural District to the Northpoint II PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

2102-ZOA-01 [CONTINUED]

Unified Development Ordinance Amendment

Westfield City Council requests approval of an ordinance to amend Article 10.9 of the Westfield-Washington Township Unified Development Ordinance.

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

22104-ODP-06 & 2104-SPP-06[CONTINUED]

Ackerson Farms

West Side of Ditch Road between State Road 32 and 166th Street

Estridge Development Management, LLC by Innovative Engineering requests Primary Plat and Overall Development Plan approval for 423 residential lots on 236.78 acres +/- in the Ackerson Farms PUD District.

(Planner: Daine Crabtree - dcrabtree@westfield.in.gov)

2104-ODP-07 & 2104-SPP-07 [CONTINUED]

The Courtyards of Westfield

Southwest corner of Towne Road and 151st Street

Epcon Westfield, LLC by Kimley-Horn & Associates, Inc. requests Primary Plat and Overall Development Plan approval for 89 Single-family residential lots on 37.03 acres +/- in The Courtyards of Westfield PUD District.

(Planner: Daine Crabtree - dcrabtree@westfield.in.gov)

2104-ODP-08 [CONTINUED]

West Fork Whiskey

NEC of 191st St. and Horton Road

West Fork Whiskey by Cripe requests Overall Development Plan review of 1 lot on 12.83 acres +/- in the Osborne Trails PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

2104-PUD-11 [CONTINUED]

Bonterra PUD

South side of State Road 32, 1/4 mile west of Gray Road

M/I Homes of Indiana, LP by Church Church Hittle + Antrim request a Change of Zoning for 28.22 acres +/- from the GO: General Office District to the Bonterra PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

2104-PUD-13 [CONTINUED]

Sycamore Glen PUD

South of and adjacent to 159th Street and west of Towne Road

Coronado Development Corporation by Nelson & Frankenberger, LLC requests a change in zoning for 28.5 acres +/- from the AG-SF1: Agriculture / Single-family Rural District to the Sycamore Glen PUD District.

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

REPORTS/COMMENTS

Plan Commission Members

City Council Liaison

Board of Zoning Appeals Liaison

Community Development Department

ADJOURNMENT



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

April 19, 2021
2103-DDP-10

Petition Numbers: 2103-DDP-10

Subject Site Address: 16915 Westfield Park Road (the “Property”)

Petitioner: TM Crowley & Associates

Request: Detailed Development Plan review for an existing Outside Storage Area on 2.63 acres+/- in the EI: Enclosed Industrial District and US Highway 31 Overlay District.

Current Zoning: EI District

Current Land Use: Commercial

Approximate Acreage: 2.63 acres +/-

Property History: 95-AP-21 (*Approved Plan for Harvey’s Collision Center*)
95-IP-304 (*Original Building Permit*)
97-IP-32 (*Building Addition*)
2101-VU-01 (*Variance of Use to permit tool and equipment rental*)
2101-VS-02 (*Variance of Development Standard to permit Outside Storage in the EI District*)

Exhibits: 1. Staff Report
2. Location Map
3. Detailed Development Plan
4. Elevations

Staff Reviewer: Pam Howard, Senior Planner

PROCEDURAL

Approval of a Detailed Development Plan must be granted if the submitted plans demonstrate 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.

PROJECT OVERVIEW

Location: The subject property is approximately 2.63 acres +/- in size and is located at 16915 Westfield Park Road (see Exhibit 2). The Property is zoned EI: Enclosed Industrial District. All adjacent properties are also zoned EI: Enclosed Industrial.

Property History: In 1995, the Plan Commission approved a Detailed Development Plan for an Auto Repair Garage on the Property. The building was constructed in 1995. An addition was approved and constructed in 1997. Auto Repair Garages were a permitted use in in the EI District



at the time so no variances were required. The Property is currently considered Legal Nonconforming.

On February 9, 2021, the BZA approved Variances of Use and Development Standard to permit a Very High Intensity Retail Use (Tool and Equipment Rental) with Outside Storage on 2.63 acres +/- in the EI: Enclosed Industrial District and US Highway 31 Overlay District. The variance was approved with the following conditions:

1. That the petitioner complies with the standards of Article 6.12(D) of the UDO.
2. That the petitioner augments the existing landscaping to above and beyond UDO requirements in order to screen the fencing and equipment stored behind the fence.

Review: The petition was reviewed in advance of the February 16, 2021 Technical Advisory Committee. This item is listed on the Consent Agenda for the Plan Commission's April 9, 2021, meeting.

DEVELOPMENT PLAN (Article 10.7(G) of the UDO):

The plans comply.

- 1) 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.
- 2) Address and legal description of the property.
- 3) Boundary lines of the property including all dimensions.
- 4) 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.
- 5) 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.
- 6) 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.
- 7) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 8) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.
- 9) Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.
- 10) Location and dimensions of all existing structures and paved areas.



- 11) Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).
- 12) Location of all Floodplain areas within the boundaries of the property.
- 13) Names of legal ditches and streams on or adjacent to the site.
- 14) 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.
- 15) Identify buildings proposed for demolition.
- 16) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- 17) 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).

DEVELOPMENT PLAN REVIEW (Article 10.7(E) of the UDO):

The plans comply.

Development Plans shall comply with and be reviewed by the Plan Commission upon finding that the Development Plan is in compliance with the following requirements:

- 18) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
- 19) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- 20) 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.
- 21) 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

The plans comply with Article 4.24 (EI District).

- | | |
|-------------------------------------|------------|
| 22) Minimum Tract Requirements: | 3 acres |
| 23) Minimum Lot Frontage: | 70 feet |
| 24) Minimum Building Setback Lines: | |
| a) Front Yard: | |
| i) Expressways or Arterials: | 100 feet |
| ii) All other: | 40 feet |
| b) Side Yard: | 20 feet |
| c) Rear Yard: | 20 feet |
| 25) Minimum Lot Width: | No minimum |
| 26) Maximum Building Height: | 60 feet |
| 27) Minimum Building Size: | No minimum |
-

DEVELOPMENT STANDARDS (Chapter 6 of UDO)

The plans comply, as applicable to the Detailed Development Plan.

- 28) Accessory use and Building Standards (Article 6.1):
- 29) Architectural Standards (Article 6.3)
- 30) Building Standards (Article 6.4)
- 31) Fence Standards (Article 6.5)
- 32) Height Standards (Article 6.6)
- 33) Home Business Standards (Article 6.7)
- 34) Landscaping Standards (Article 6.8)
 - a) Foundation Plantings
 - i) Plant materials shall be required intermittently (approximately every forty (40) feet) against long expanses (over eighty (80) feet) of Building Façades, fences, and other barriers to create a softening effect.
 - ii) The primary landscaping material used shall be ornamental trees, shrubs, and ornamental grasses. Groundcover plants may supplement the required plant materials. Plantings may be clustered to provide a more natural appearance and to accommodate vehicular and pedestrian access, loading and maintenance areas.



iii) Plantings shall be located within fifteen (15) feet of the Building Façade, fence or other barrier being softened, and shall occur within planting beds at least eight (8) feet in width.

b) Parking Area Landscaping:

i) Interior Parking Area Landscaping:

(1) Minimum Area Required: A minimum landscape area of Parking Areas shall be set aside for Parking Area islands in accordance with the following:

Number of Parking Spaces	% of Parking Area to be Islands
0 to 4	0%
5 to 24	5%
25 to 49	7.5%
50 or more	10%

(2) Parking Area Islands:

(a) Plantings: Parking Area islands shall include at least one (1) tree and four (4) shrubs per island. One hundred (100) percent of every island shall be covered with permitted Groundcover material to achieve complete coverage.

ii) Perimeter Parking Area Landscaping:

(1) Design: Perimeter Parking Area landscaping shall be a minimum of five (5) feet wide and shall extend along the perimeter of Parking Areas and include:

(a) A minimum of one (1) tree per thirty (30) linear feet of Parking Area length. Trees may be clustered in an aesthetically pleasing manner.

(b) A minimum of one (1) shrub per three (3) feet of Parking Area length. Shrubs may be clustered in an aesthetically pleasing manner.

(c) Grass or other permitted Groundcover for areas not planted with trees or shrubs.

35) Lighting Standards (Article 6.9)

a) 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.]

36) Lot Standards (Article 6.10)

37) Outside Storage and Display (Article 6.12)

a) Yards: No Outside Storage shall be permitted in the Established Front Yard or in a Yard adjoining a Residential District.

b) Screening: Outside Storage areas shall be screened as follows:



- i) A wall shall extend perpendicular from the building, and then extending a minimum twenty-five (25) feet down each Side Yard. The wall shall be:
 - (1) A minimum of eight (8) feet in height, but shall not extend beyond the eave of the building's roofline.
 - (2) Constructed with architectural block, brick or decorative tilt up concrete to be consistent with and compatible with the architectural character and materials of the building.
 - ii) At the termination of the wall, a fence, consistent with and compatible with the architectural character and materials of the building, shall encompass the remainder of the Outside Storage area and shall be a minimum of eight (8) feet in height and opaque.
 - iii) Materials stored outside shall not be stacked higher than one (1) foot below the top of the wall or fence. Equipment and vehicles shall be stored at their lowest state.
 - c) Storage Surface:
 - i) An area fifty (50) feet in depth adjacent to the building and high-volume travel lanes in Outside Storage areas shall be hard surfaced with asphalt or concrete.
 - ii) The balance of areas used for Outside Storage shall, at a minimum, be finished with stone and have dust control measures implemented by the business during operation.
 - iii) Curbing shall not be required around Outside Storage areas.
 - 38) Outdoor Café and Eating Areas (Article 6.13)
 - 39) Parking and Loading Standards (Sec. 4 and Article 6.14)
 - 40) Performance Standards (Article 6.15)
 - 41) Setback Standards (Article 6.16)
 - 42) Sign Standards (Article 6.17)
 - 43) Vision Clearance Standards (Article 6.19)
 - a) No Sign, fence, wall, landscaping, Public Utility Installation or other Improvement which obstructs sight lines between three (3) and nine (9) feet above a Street shall be permitted on a Corner Lot, unless otherwise approved in writing by the Public Works Department, within the triangular area formed by the Right-of-way line and a line connecting points:
 - i) Forty (40) feet from intersections of Collectors or Local Streets.
 - 44) Yard Standards (Article 6.21)
-



DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply.

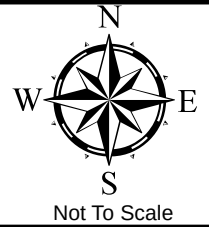
- 45) Block Standards (Article 8.1)
 - 46) Easement Standards (Article 8.3)
 - 47) Monument and Marker Standards (Article 8.5)
 - 48) Open Space and Amenity Standards (Article 8.6)
 - 49) Pedestrian Network Standards (Article 8.7)
 - 50) Storm Water Standards (Article 8.8)
 - 51) Street and Right-of-Way Standards (Article 8.9)
 - 52) Surety Standards (Article 8.12)
 - 53) Utility Standards (Article 8.13)
-

DEPARTMENT COMMENTS

- 1) **Action: Approve Detailed Development Plan (2103-DDP-10) with the following condition:**
 - a) **All necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office prior to the issuance of an Improvement Location Permit.**
- 2) If any Plan Commission member has questions prior to the meeting, then please contact Pam Howard at 317-531-3751 or poward@westfield.in.gov.



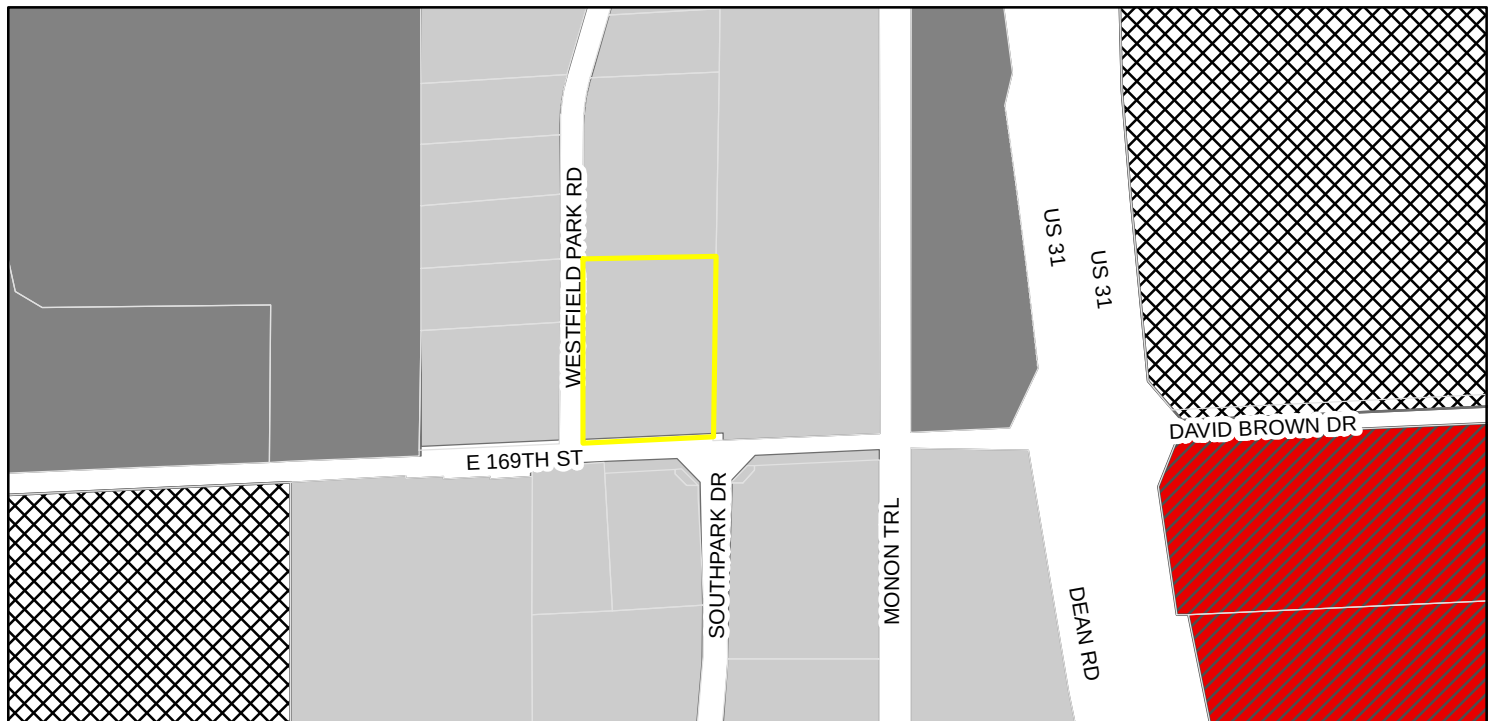
Property Location Map
Sunbelt Rentals
2103-DDP-10



Aerial Location Map



Zoning Map



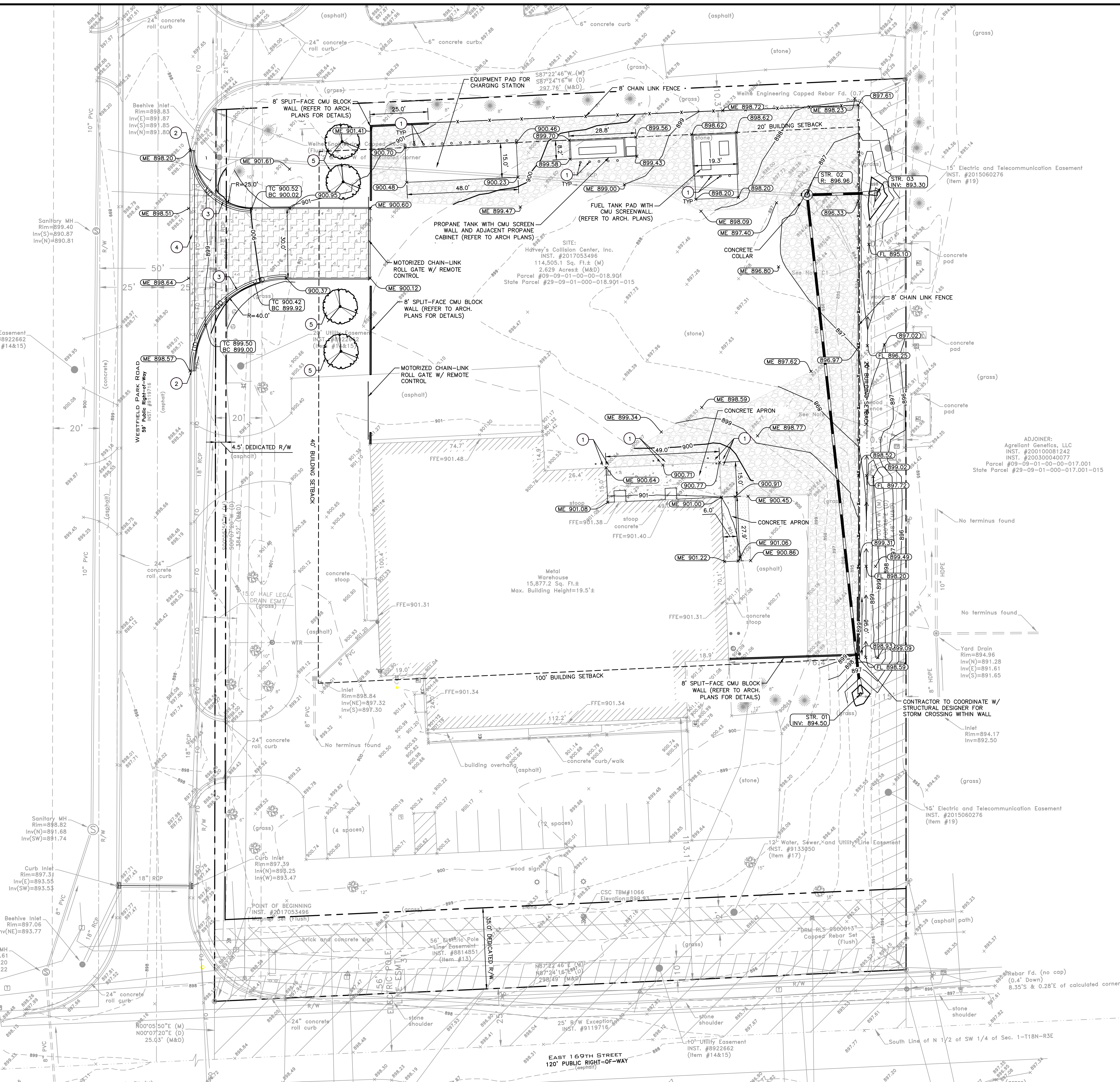
Zoning

■ EI (Enclosed Industrial)

■ GB-PD (General Business - Planned Development)

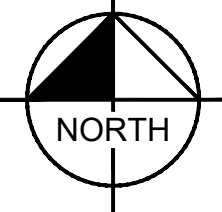
■ OI (Open Industrial)

■ PUD (Planned Unit Development)



Indiana Utilities Protection Service

Call 811
before you dig



GRAPHIC SCALE IN FEET

A horizontal line with vertical tick marks at 0, 10', 20', and 40'. The segment between 0 and 10' is divided into two equal parts by a vertical line. The segment between 10' and 20' is a solid black rectangle. The segment between 20' and 40' is divided into two equal parts by a vertical line.

SITE NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS, DOOR LOCATIONS, PRIOR TO ORDERING MATERIALS.
4. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY INSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN EXCESSIVE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES UNLESS OTHERWISE NOTED.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER FITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.
9. ALL STOOPS OR PEDESTRIAN EGRESS POINTS FROM THE BUILDING(S) SHALL BE NO GREATER THAN 2% FOR THE FIRST 5'.

PAVING & CURB LEGEND

	ASPHALT PAVEMENT MATCH EXISTING PAVEMENT SECTION
	INDOT CLASS III CONCRETE REFER TO DETAILS FOR PAVEMENT SECTION
	CONCRETE PAVEMENT REFER TO DETAILS FOR PAVEMENT SECTION
	STONE PAVEMENT RE-GRADE AND ADD STONE AS NECESSARY TO MATCH GRADES

GRADING LEGEND

	FINISHED GRADE SPOT ELEVATION
	TOP OF CURB / BOTTOM OF CURB SPOT ELEVATION
	MATCH EXISTING SPOT ELEVATION
	PROPOSED CONTOUR

KEY NOTES

1. CONCRETE BOLLARD PLACED 4'-0" O.C. 18" FROM PERIMETER
2. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
3. CONCRETE CURB & GUTTER W/ UNDERDRAIN
4. DEPRESSED CONCRETE CURB
5. SUGAR MAPLE (ACER SACCHARUM) 2" CAL MIN TREE, 8' HT MIN

BENCHMARKS

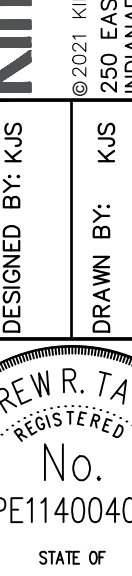
HAMILTON COUNTY GEODETIC CONTROL
ELEVATION 856.04 (NAVD 88)

A BRONZE DISK STAMPED "HAMILTON COUNTY GEODETIC CONTROL" LOCATED AT THE SOUTHEASTERN CORNER OF BRIDGE OVER COOL CREEK IN A 4 INCH SQUARE CONCRETE POST 6 FEET EAST OF EAST EDGE OF PAVEMENT AND 1 FOOT SOUTH OF CORNER OF BRIDGE BETWEEN THE GUARD WALL AND WING WALL FLUSH WITH THE GROUND.

CSC TBM #1066 ELEVATION 899.93

CUT "X" ON SOUTHERN MOST BONNET BOLT OF A FIRE HYDRANT LOCATED 54.3 FEET NORTH OF THE APPROXIMATE PHYSICAL CENTERLINE OF EAST 169TH STREET AND 185.1 FEET EAST OF THE APPROXIMATE PHYSICAL CENTERLINE OF WESTFIELD PARK DRIVE.

NOTE
UTILITY CROSSINGS UNDER PAVEMENTS
(BORE/JACK & BORE). AVOID OPEN CUTS

SUNBELT RENTALS SITE IMPROVEMENTS		DEVELOPMENT PLAN												CSM	
ORIGINAL ISSUE: 01/29/2021										AS NOTED		TAC COMMENTS		4/09/2021	
KHA PROJECT NO. 17012003										DESIGNED BY: KJS					
SHEET NUMBER										DRAWN BY: KJS					
C2.0										CHECKED BY: ART					
										SCALE:					
										NO.					
										REVISIONS					
										DATE					
										BY					

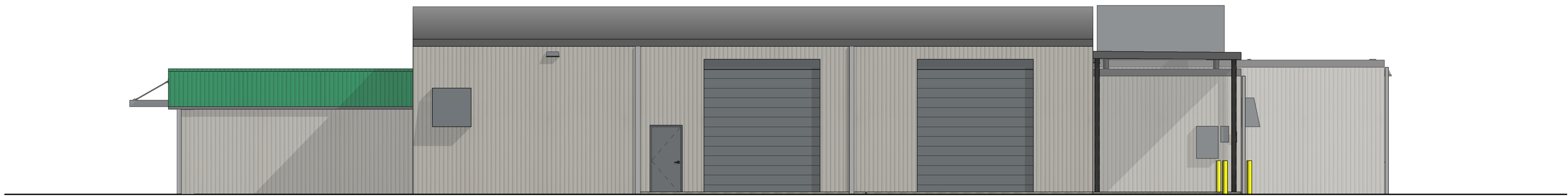
Author
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THESE DRAWINGS, SPECIFICATIONS AND ALL COPIES THEREOF ARE AND SHALL REMAIN THE PROPERTY OF DKGR, LLC. THEY SHALL BE USED ONLY WITH RESPECT TO THE PROJECT AND ARE NOT TO BE USED ON ANY OTHER PROJECT OR WORK WITHOUT PRIOR WRITTEN PERMISSION FROM DKGR, LLC.



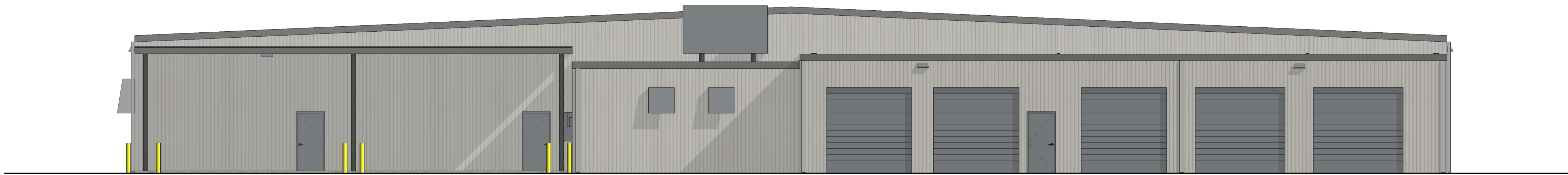
4 SOUTH ELEVATION

A901 1/8" = 1'-0"



3 EAST ELEVATION

A901 1/8" = 1'-0"



2 NORTH ELEVATION

A901 1/8" = 1'-0"

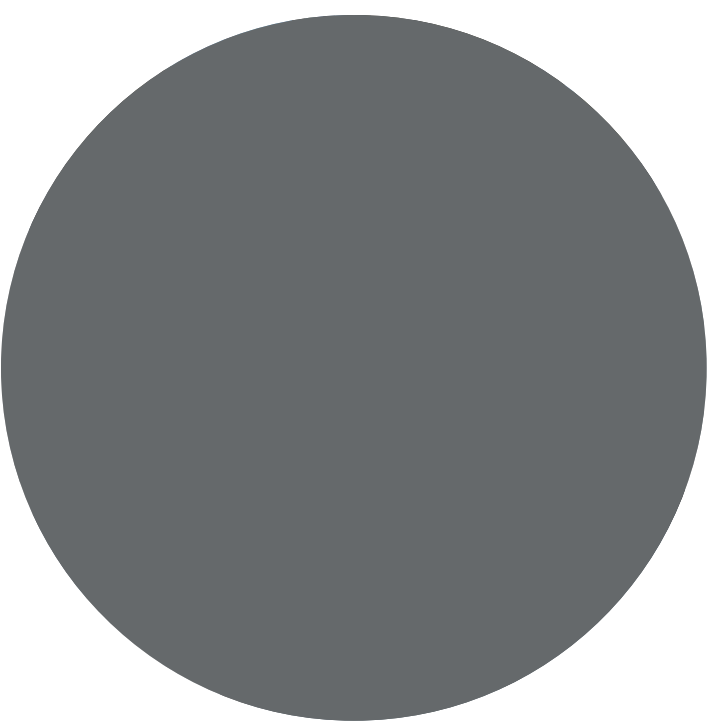


1 WEST ELEVATION

A901 1/8" = 1'-0"



P1
DORIAN GRAY
SHERWIN -WILLIAMS
EXTERIOR WALLS



P2
WEB GRAY
SHERWIN -WILLIAMS
EXTERIOR DOORS, OVERHEAD
DOORS, TRIM, GUTTERS



P3
SUNBELT TOOL RENTAL GREEN
SHERWIN -WILLIAMS
CUSTOM COLOR MATCH

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P: (317) OWNER PHONE

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STRUCTURAL
**JPS CONSULTING
ENGINEERS**

9365 COUNSELORS ROW
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INDIANAPOLIS, IN 46204
P: 317.617.4270

SHEET REVISIONS

#	DESCRIPTION	DATE
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KEY PLAN

PROJECT NORTH

**SUNBELT
TOOL RENTAL**

16915 WESTFIELD PARK
ROAD
WESTFIELD, IN 46074

DATE:

01.21.2021

PROJECT #:

2019-022

REVIEW SET
50% CD

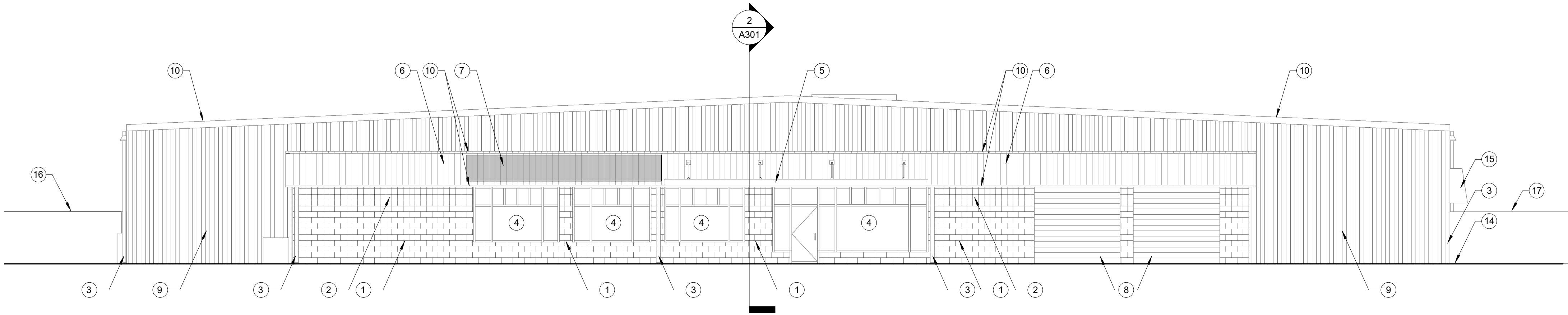
**EXTERIOR
ELEVATIONS**

SHEET NO

A901

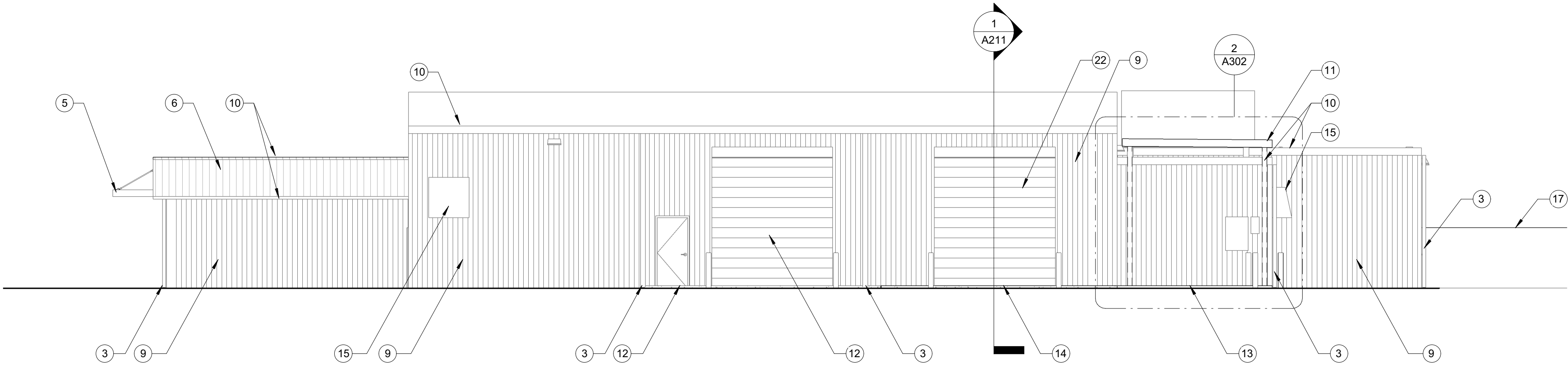
CWP
DRAWN BY:
BCS
CHECKED BY:

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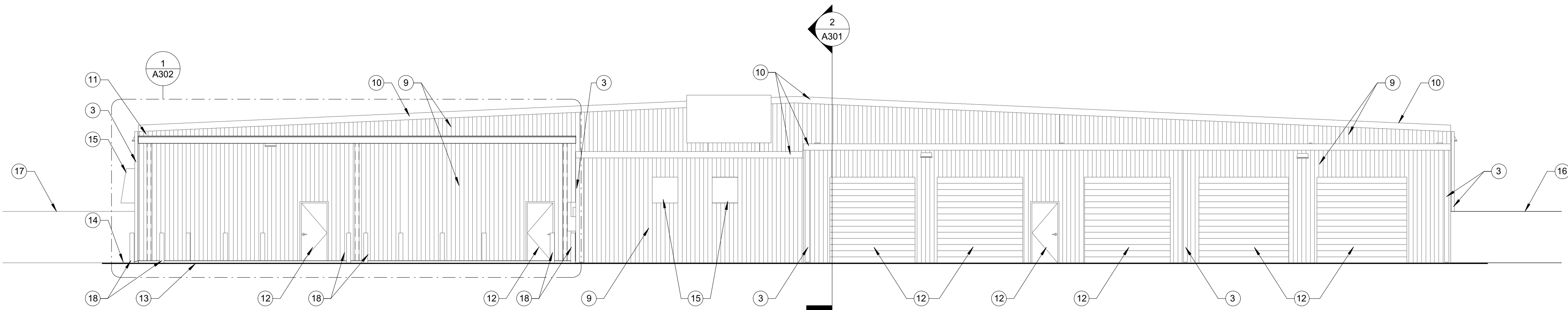
4 SOUTH ELEVATION

A201 1/8" = 1'-0"



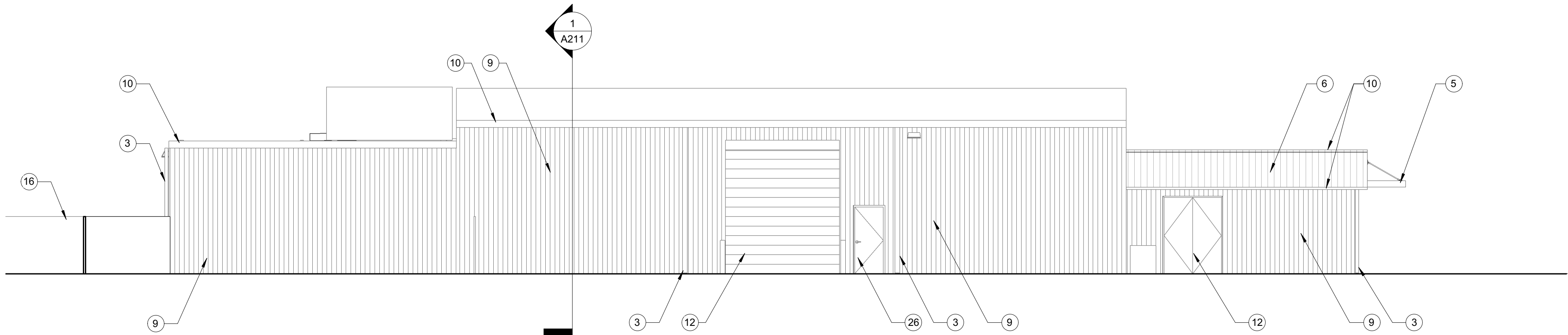
3 EAST ELEVATION

A201 1/8" = 1'-0"



2 NORTH ELEVATION

A201 1/8" = 1'-0"



1 WEST ELEVATION

A201 1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE					
CATAGORY	MATERIAL NAME	MANUFACTURER	NUMBER	COLOR	COMMENTS
PAINT	P1	SHERWIN WILLIAMS	SW7017	DORIAN GRAY	EXTERIOR WALLS
PAINT	P2	SHERWIN WILLIAMS	SW7075	WEB GRAY	EXTERIOR DOORS, OVERHEAD DOORS, TRIM, GUTTERS
PAINT	P3	SHERWIN WILLIAMS	CUSTOM COLOR MATCH	SUNBELT RENTALS GREEN	SPECIFIED BAND
PAINT	P4	SHERWIN WILLIAMS	SW7008	ALABASTER WHITE	SHOWROOM, BREAKROOM, RESTROOM, OFFICE
PAINT	P5	SHERWIN WILLIAMS	6258	TRICORN BLACK	

(X)	EXTERIOR NOTES
1	EXISTING SPLIT FACE CMU TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
2	EXISTING SQUARE CMU TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
3	EXISTING DOWNSPOUTS TO BE PAINTED TO MATCH WALL BEHIND. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
4	REPAINT STOREFRONT AND DOOR TRIM P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
5	INSTALL ALUMINUM PROJECTING CANOPY. DESIGN IS BY OTHERS. PROVIDE BLOCKING IN EXISTING WALL AS REQUIRED FOR CANOPY SUPPORTS.
6	EXISTING VERTICAL FASCIA TO BE PAINTED P3. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
7	INSTALL SUNBELT RENTALS EXTERIOR MOUNTED SIGN. DESIGN IS BY OTHERS. SIGNAGE MOUNT TO BE PAINTED P3 TO MATCH VERTICAL FASCIA BEHIND.
8	INSTALL INSULATED WINDOWLESS 10X10 OVERHEAD DOOR. BASIS OF DESIGN: OVERHEAD DOOR CO. MODEL 418 OR APPROVED EQUAL. ONCE INSTALLED, DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
9	EXISTING METAL PANEL EXTERIOR WALLS TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
10	ROOF CAP AND TRIM TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
11	NEW METAL CANOPY, CORRUGATED METAL DECK ON 8 STEEL COLUMNS, EQUALLY SPACED. PAINT P2. BASIS OF DESIGN: FENWALL OR APPROVED EQUAL.
12	BASE BID: EXISTING MAIN DOORS AND OVERHEAD DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR MORE INFORMATION.
	ALTERNATE BID #2: CONFIRM IF EXISTING OVERHEAD DOORS HAVE INSULATION. IF NOT, INSTALL INSULATED DOORS AS NEEDED.
13	NEW CONCRETE APRON.
14	NEW CONCRETE APRON. TIE INTO EXISTING APRON.
15	EXISTING EXTERIOR VENTS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR MORE INFORMATION.
16	RELOCATED 6' CHAIN-LINK FENCE ROLL GATE.
17	EXISTING 6' CHAIN-LINK FENCE.
18	3'-6" BOLLARDS TO BE PLACED AROUND EACH COLUMN AT 4'-0" O.C. MAX. PAINT YELLOW. REFER TO CIVIL DRAWINGS FOR MOUNTING INFORMATION.
19	DOWNSPOUT CENTERED ON COLUMN.
20	6" X 6" HOLLOW STRUCTURAL STEEL COLUMN. REFER TO CIVIL FOR FURTHER INFORMATION ON FOOTING.
21	GUTTER. MOUNTED TO FACE OF METAL CANOPY.
22	INSTALL INSULATED WINDOWLESS 12W X 14H OVERHEAD DOOR. BASIS OF DESIGN: OVERHEAD DOOR CO. MODEL 418 OR APPROVED EQUAL. ONCE INSTALLED, DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
23	METAL FLASHING. ADHERED TO EXISTING BUILDING.
24	EXISTING METAL BUILDING.
25	INSTALL SIX BOLLARDS CHARGING STATIONS PROVIDED BY OTHERS. EACH BOLLARD TO HAVE TWO WEATHERPROOF RECEPTICALS WITH IN-USE COVERS. SPACED EQUALLY BETWEEN DOORS AND COLUMNS. REFER TO ELECTRICAL AND CIVIL FOR MORE INFORMATION.
26	REPLACE EXISTING DOOR. PAINT P2. SEE FINISH SCHEDULE FOR MORE INFORMATION.

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SHEET REVISIONS

#	DESCRIPTION	DATE
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KEY PLAN

PROJECT NORTH

SUNBELT
TOOL RENTAL

16915 WESTFIELD PARK
ROAD
WESTFIELD, IN 46074

DATE:
01.27.2021

PROJECT #:
2019-022

REVIEW SET
50% CD

EXTERIOR
ELEVATIONS

SHEET NO

A201

INTERIOR ELEVATION...

- 1EXISTING METAL PANEL WALL.
- 2EXISTING STRUCTURAL BRACING.
- 33'-6" BOLLARDS TO BE PLACED AROUND EACH COLUMN AT 4'-0" O.C. MAX. PAINT YELLOW.
- 43'-6" BOLLARDS TO BE PLACED AROUND EACH COLUMN AT 4'-0" O.C. MAX. PAINT YELLOW.
- 5EXISTING STRUCTURAL COLUMN.
- 6NEW OPENING TO BEYOND.
- 6NEW OPENING TO BEYOND.

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KEY PLAN

PROJECT NORTH

SUNBELT
TOOL RENTAL

16915 WESTFIELD PARK
ROAD
WESTFIELD, IN 46074

DATE:

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PROJECT #:

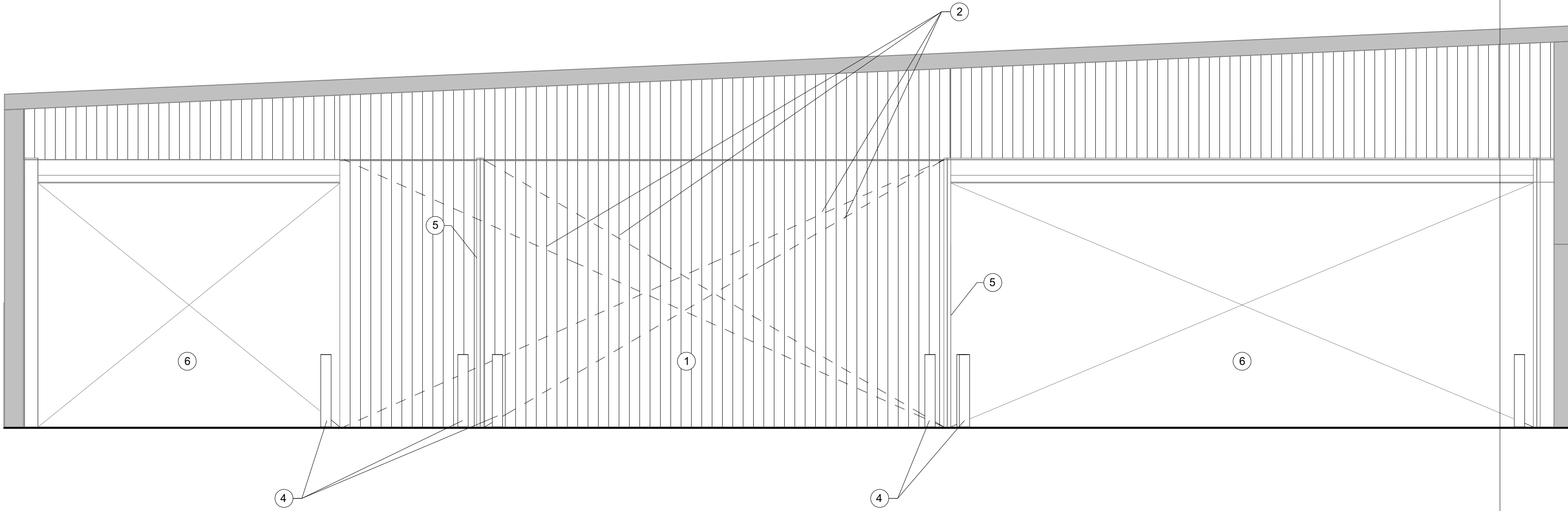
2019-022

REVIEW SET
50% CD

INTERIOR
ELEVATIONS

SHEET NO

A211

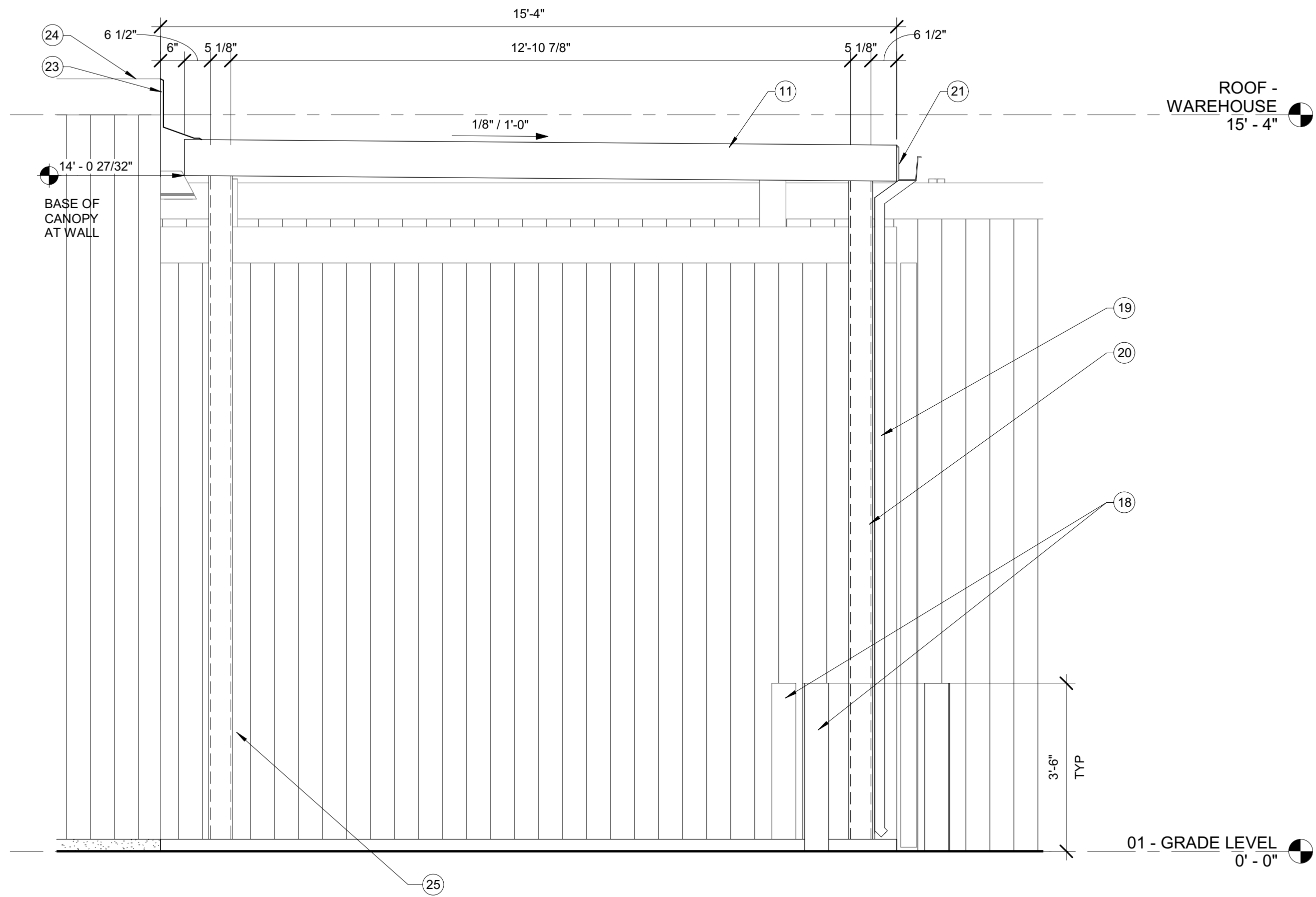


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INTERIOR ELEVATION

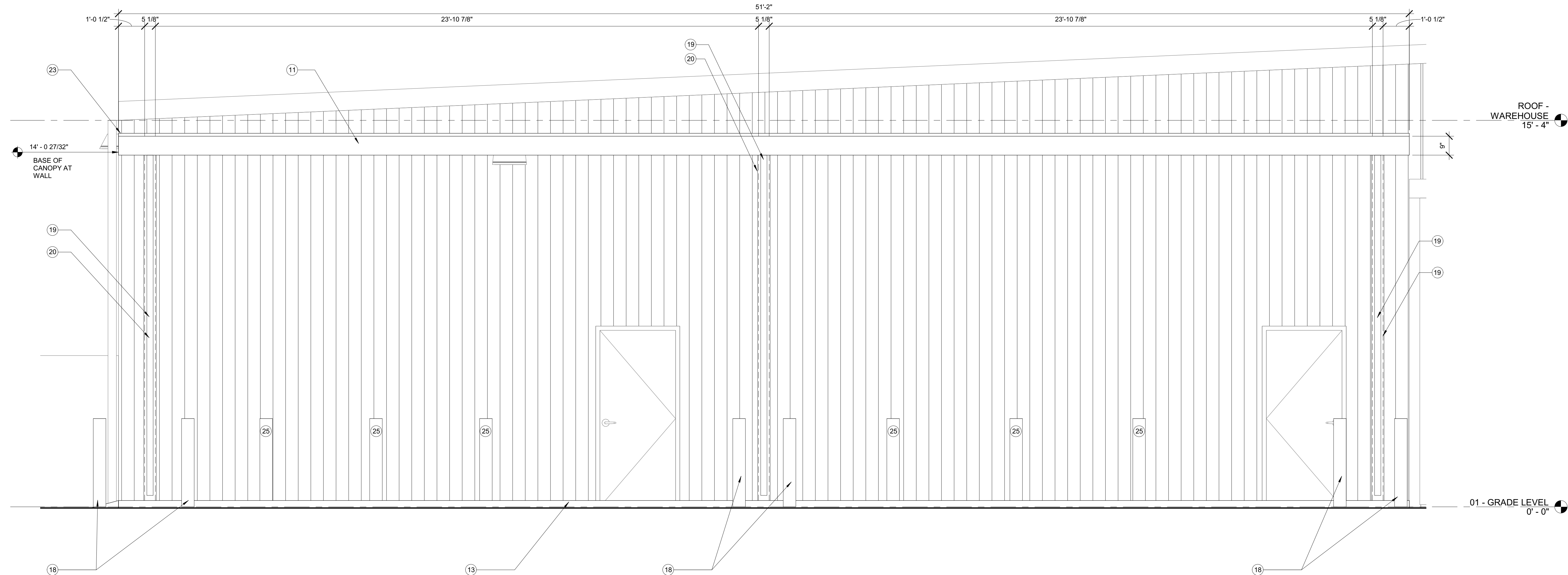
A211

1/4" = 1'-0"



2 DETAIL - REAR CANOPY

A302 1/2" = 1'-0"



1 DETAIL - REAR CANOPY

A302 1/2" = 1'-0"

EXTERIOR NOTES

- EXISTING SPLIT FACE CMU TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- EXISTING SQUARE CMU TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- EXISTING DOWNSPOUTS TO BE PAINTED TO MATCH WALL BEHIND. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- REPAINT STOREFRONT AND DOOR TRIM P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- INSTALL ALUMINUM PROJECTING CANOPY. DESIGN IS BY OTHERS. PROVIDE BLOCKING IN EXISTING WALL AS REQUIRED FOR CANOPY SUPPORTS.
- EXISTING VERTICAL FASCIA TO BE PAINTED P3. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- INSTALL SUNBELT RENTALS EXTERIOR MOUNTED SIGN. DESIGN IS BY OTHERS. SIGNAGE MOUNT TO BE PAINTED P3 TO MATCH VERTICAL FASCIA BEHIND.
- INSTALL INSULATED WINDOWLESS 10X10 OVERHEAD DOOR. BASIS OF DESIGN: OVERHEAD DOOR CO. MODEL 418 OR APPROVED EQUAL. ONCE INSTALLED, DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- EXISTING METAL PANEL EXTERIOR WALLS TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- ROOF CAP AND TRIM TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- NEW METAL CANOPY. CORRUGATED METAL DECK ON 6 STEEL COLUMNS, EQUALLY SPACED. PAINT P2. BASIS OF DESIGN: FENWALL OR APPROVED EQUAL.
- BASE BID: EXISTING MAN DOORS AND OVERHEAD DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR MORE INFORMATION.
- ALTERNATE BID #2: CONFIRM IF EXISTING OVERHEAD DOORS HAVE INSULATION. IF NOT, INSTALL INSULATED DOORS AS NEEDED.
- NEW CONCRETE PAD.
- NEW CONCRETE APRON. TIE INTO EXISTING APRON.
- EXISTING EXTERIOR VENTS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR MORE INFORMATION.
- RELOCATED 6' CHAIN-LINK FENCE ROLL GATE.
- EXISTING 6' CHAIN-LINK FENCE.
- 3'-6" BOLLARDS TO BE PLACED AROUND EACH COLUMN AT 4'-0" O.C. MAX. PAINT YELLOW. REFER TO CIVIL DRAWINGS FOR MOUNTING INFORMATION.
- DOWNSPOUT CENTERED ON COLUMN.
- 6" X 6" HOLLOW STRUCTURAL STEEL COLUMN. REFER TO CIVIL FOR FURTHER INFORMATION ON FOOTING.
- GUTTER. MOUNTED TO FACE OF METAL CANOPY.
- INSTALL INSULATED WINDOWLESS 12W X 14H OVERHEAD DOOR. BASIS OF DESIGN: OVERHEAD DOOR CO. MODEL 418 OR APPROVED EQUAL. ONCE INSTALLED, DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- METAL FLASHING. ADHERED TO EXISTING BUILDING.
- EXISTING METAL BUILDING.
- INSTALL SIX BOLLARDS CHARGING STATIONS PROVIDED BY OTHERS. EACH BOLLARD TO HAVE TWO WEATHERPROOF RECEPTICALS WITH IN-USE COVERS. SPACED EQUALLY BETWEEN DOORS AND COLUMNS. REFER TO ELECTRICAL AND CIVIL FOR MORE INFORMATION.
- REPLACE EXISTING DOOR. PAINT P2. SEE FINISH SCHEDULE FOR MORE INFORMATION.

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SHEET REVISIONS

#	DESCRIPTION	DATE
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KEY PLAN

PROJECT NORTH

SUNBELT TOOL RENTAL

16915 WESTFIELD PARK
ROAD
WESTFIELD, IN 46074

DATE:
01.27.2021

PROJECT #:
2019-022

REVIEW SET
50% CD

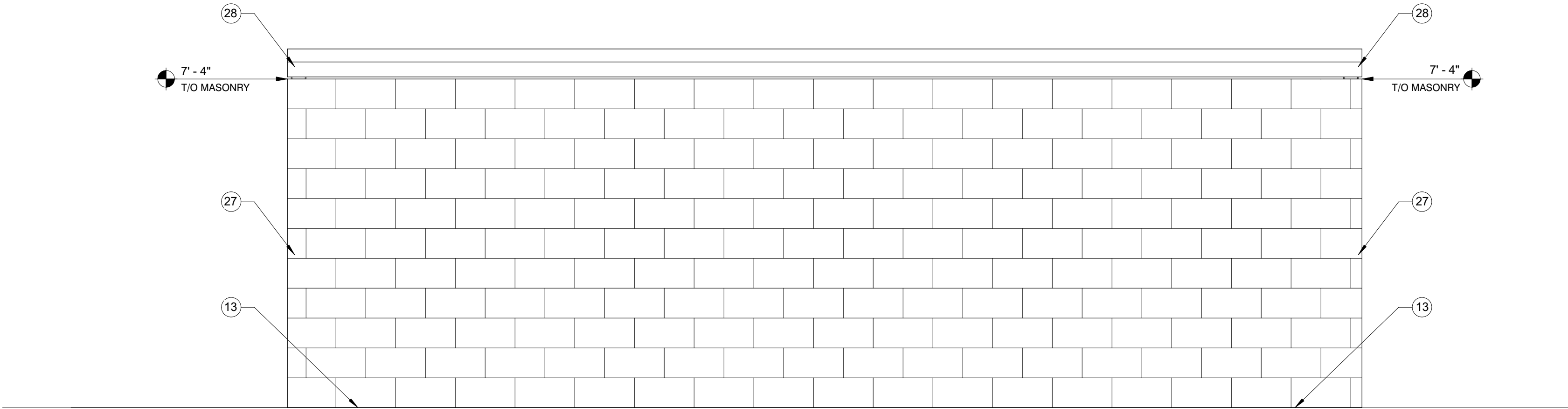
DETAIL ELEVATIONS

SHEET NO

A302

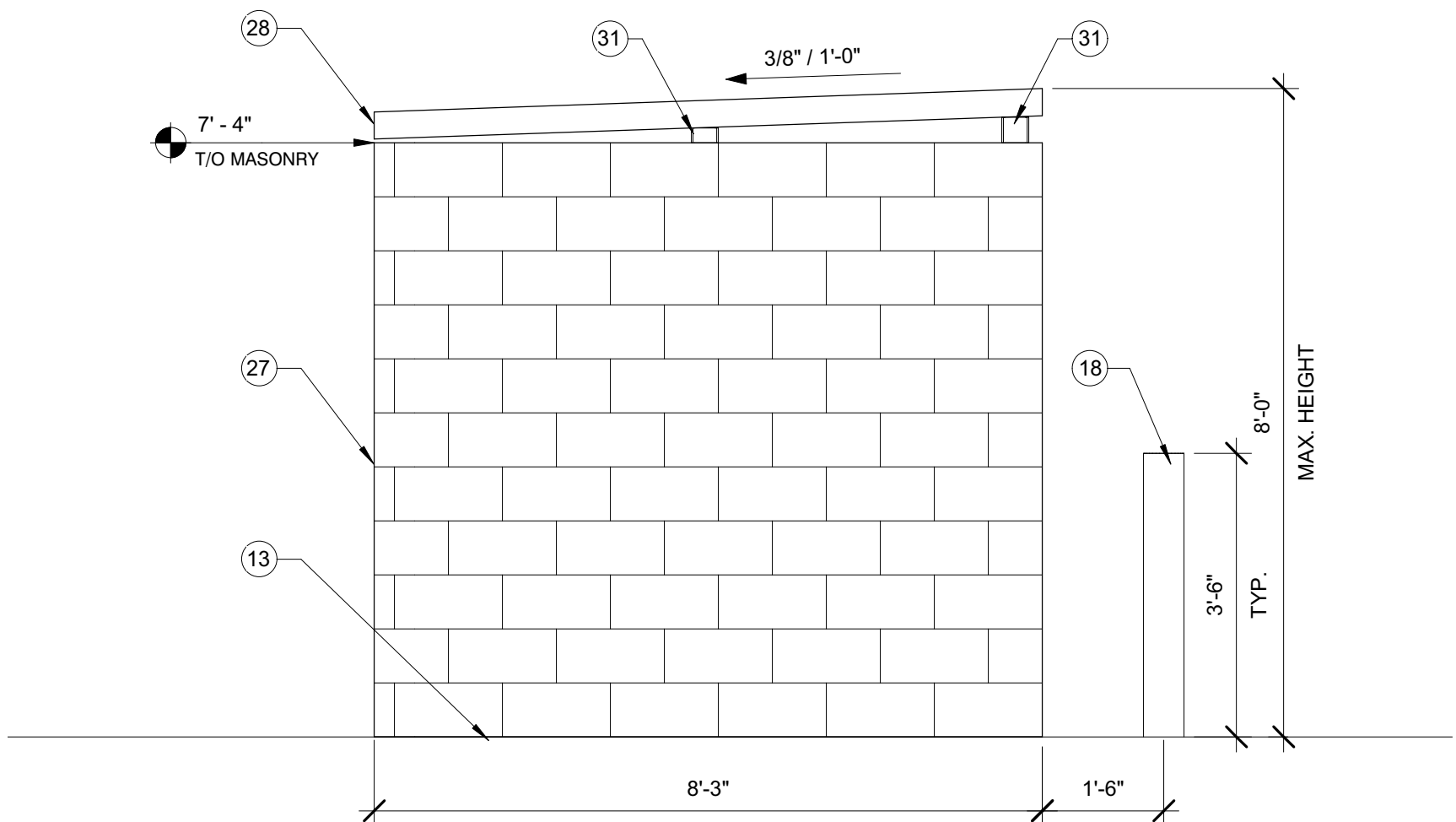
Author
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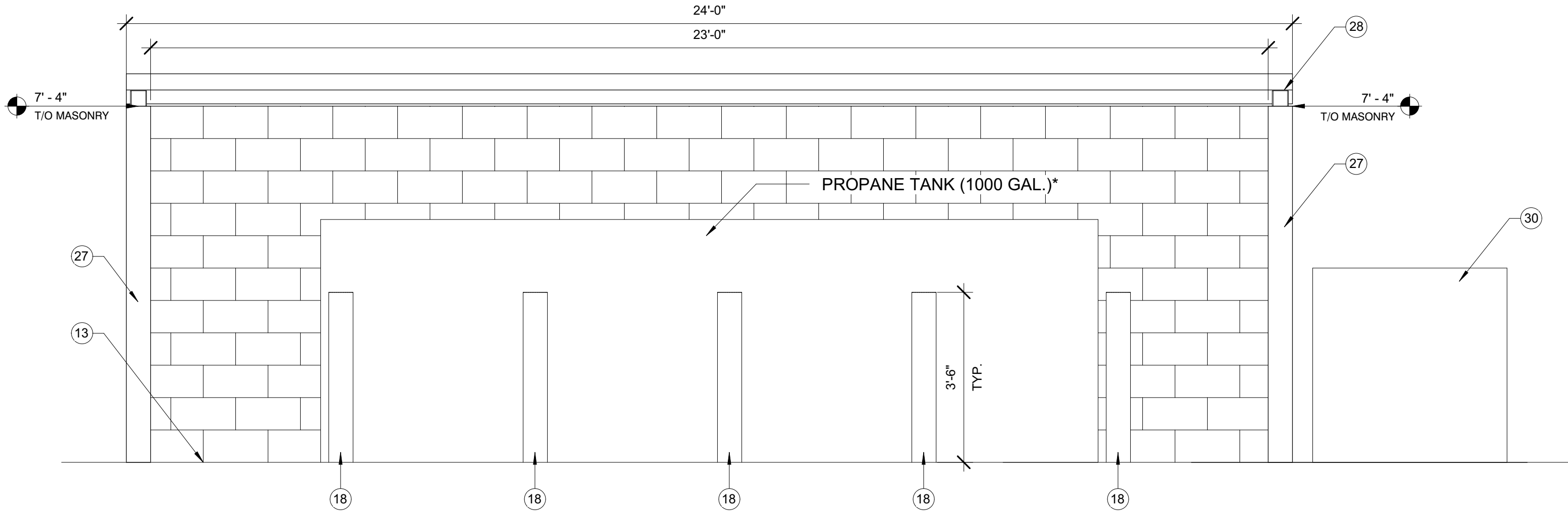
8 PROPANE TANKS - NORTH

A303 1/2" = 1'-0"



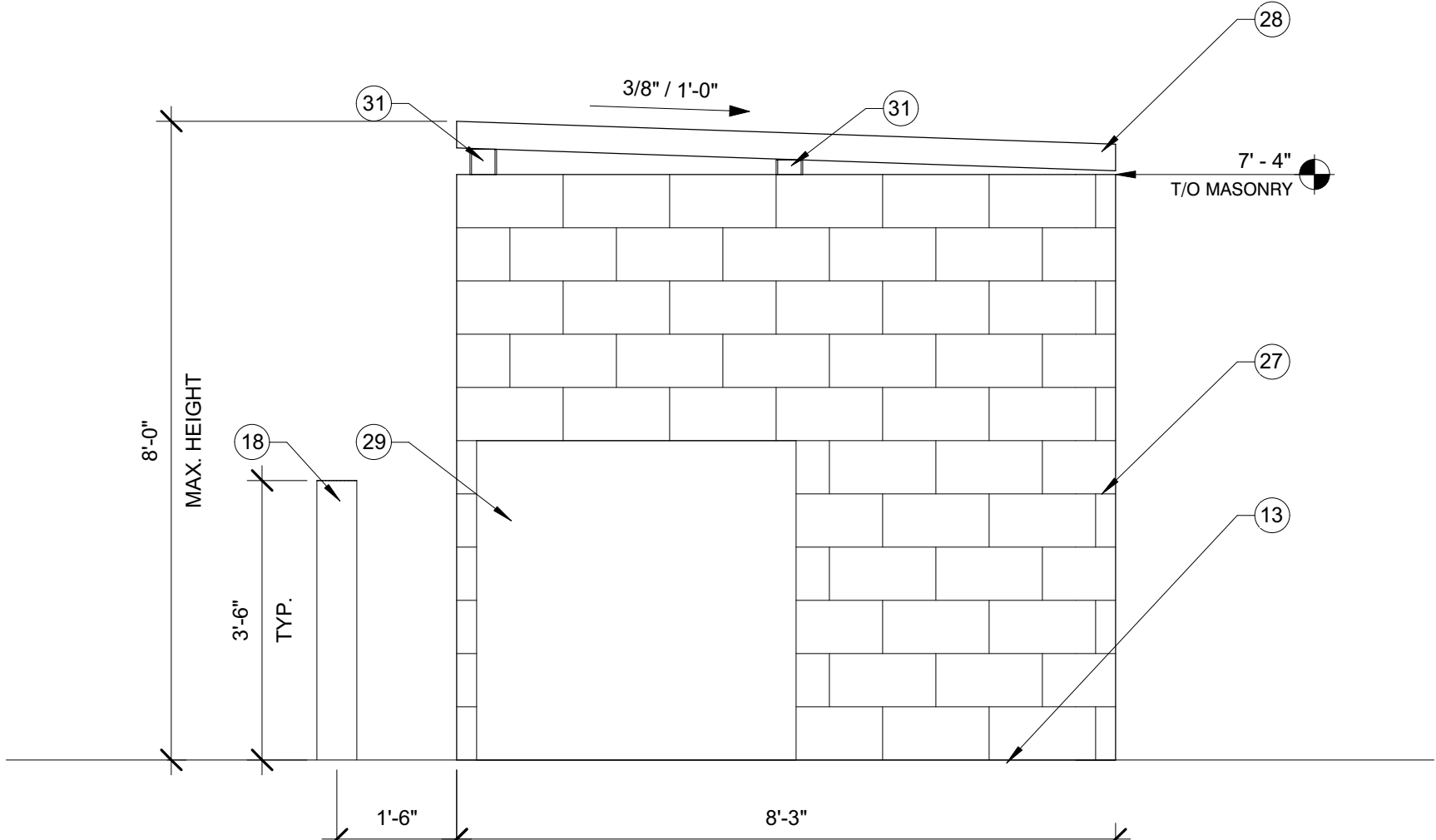
4 PROPANE TANK - WEST

A303 1/2" = 1'-0"



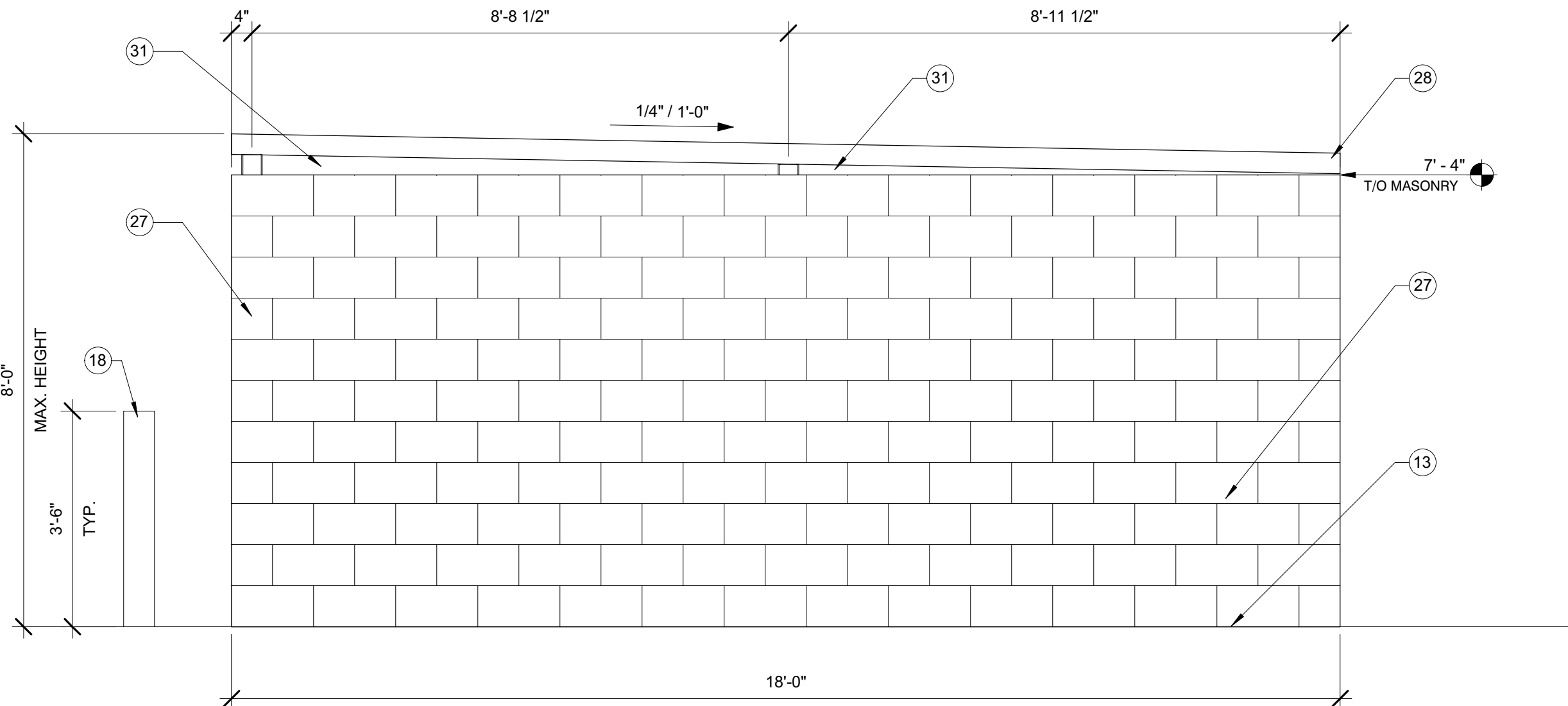
7 PROPANE TANK - SOUTH

A303 1/2" = 1'-0"



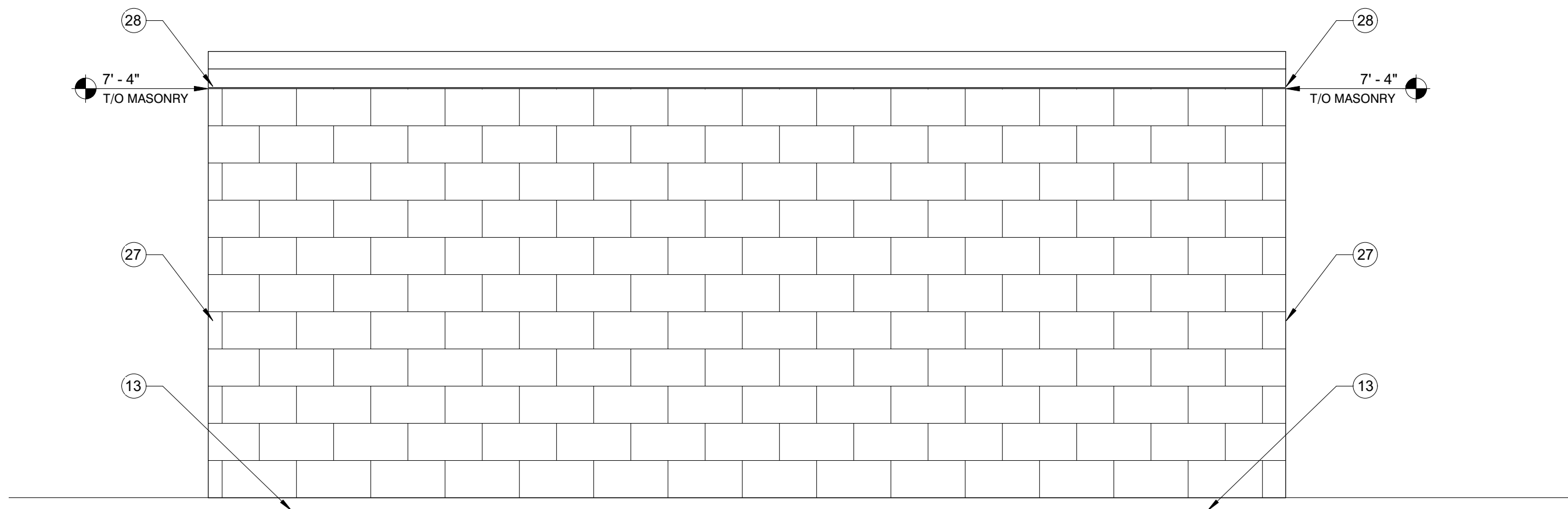
3 PROPANE TANK - EAST

A303 1/2" = 1'-0"



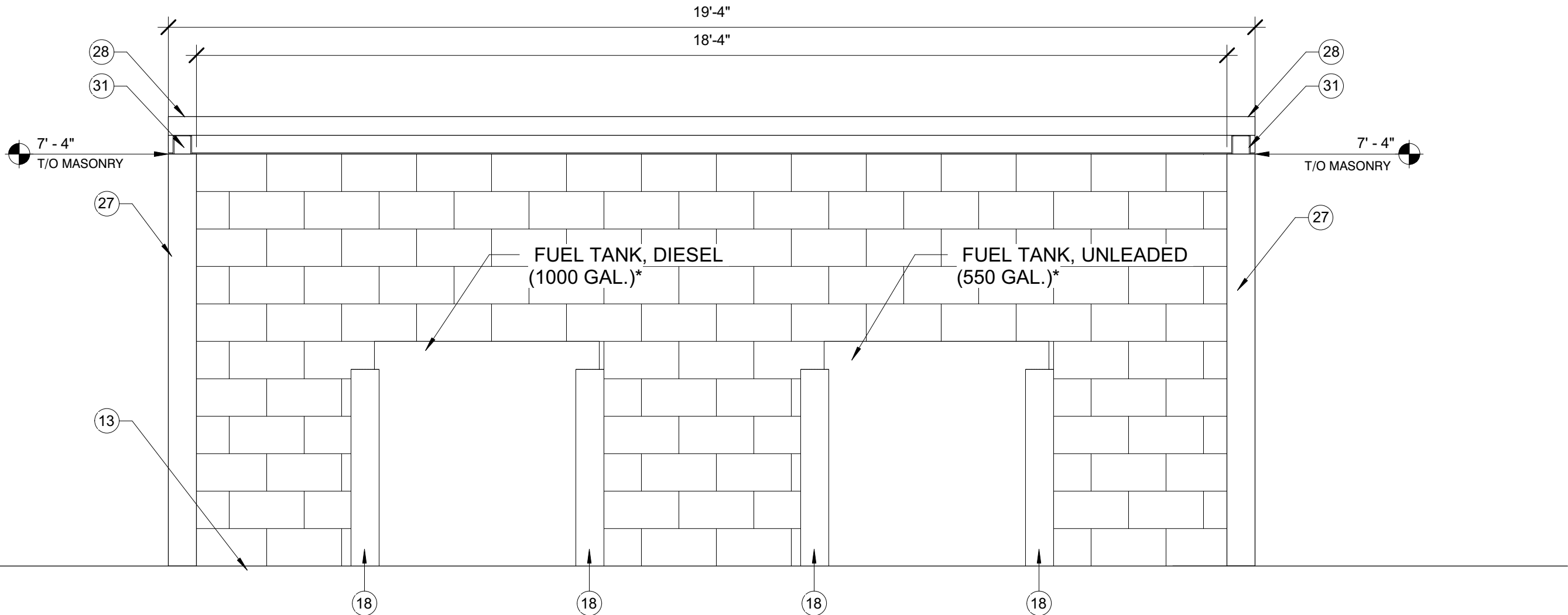
6 FUEL TANKS - EAST

A303 1/2" = 1'-0"



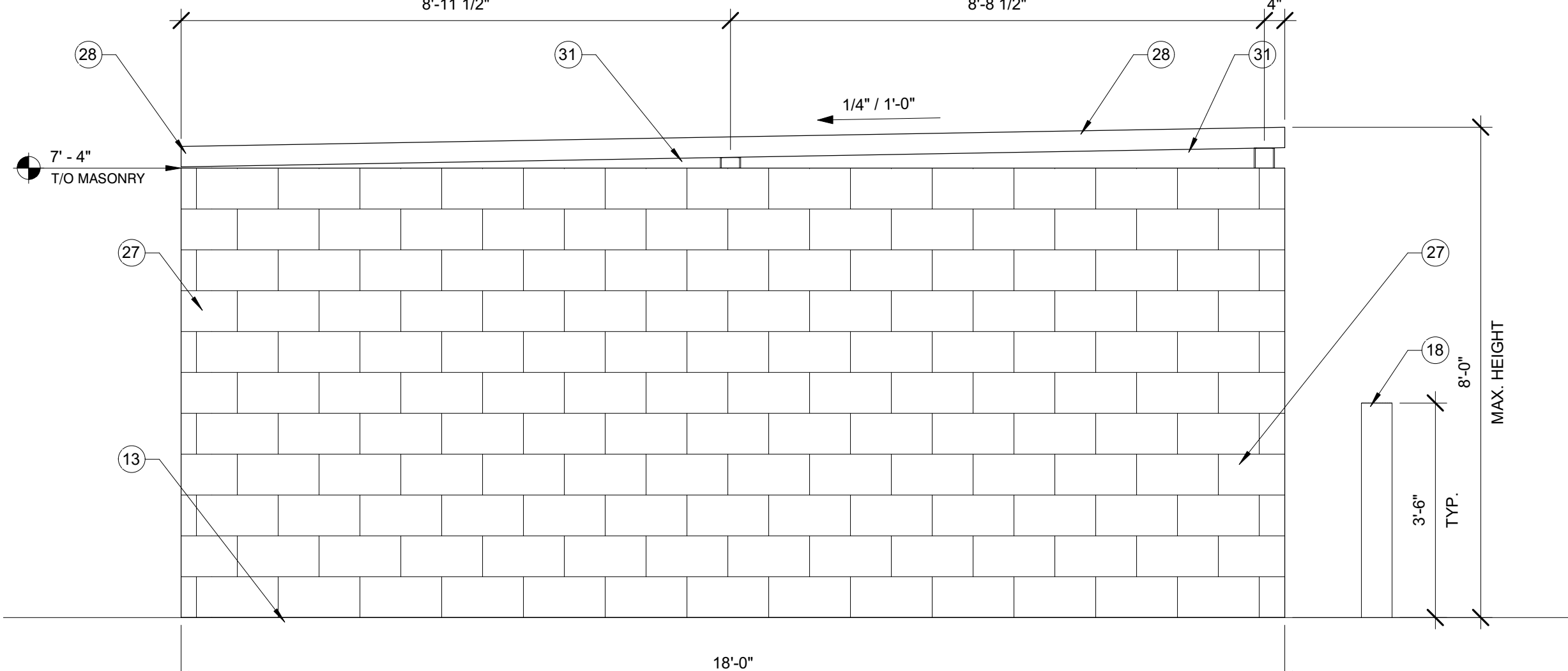
2 FUEL TANKS - NORTH

A303 1/2" = 1'-0"



5 FUEL TANK - SOUTH

A303 1/2" = 1'-0"



1 FUEL TANK - WEST

A303 1/2" = 1'-0"

EXTERIOR NOTES

- EXISTING SPLIT FACE CMU TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- EXISTING SQUARE CMU TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- EXISTING DOWNSPOUTS TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- EXISTING STOREFRONT AND DOOR TRIM TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- INSTALL ALUMINUM PROJECTING CANOPY. DESIGN IS BY OTHERS. PROVIDE 3/4" BLOCKING IN EXISTING WALL AS REQUIRED FOR CANOPY SUPPORTS.
- EXISTING VERTICAL FASCIA TO BE PAINTED P3. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- INSTALL SUNBELT RENTALS EXTERIOR MOUNTED SIGN. DESIGN IS BY OTHERS. SIGNAGE TO BE POWERED. SIGNAGE MOUNT TO BE PAINTED P3 TO MATCH VERTICAL FASCIA BEHIND. PROVIDE 3/4" BLOCKING AS RECOMMENDED BY SIGN PROVIDER.
- INSTALL INSULATED WINDOWLESS 10X10' OVERHEAD DOOR. BASIS OF DESIGN: OVERHEAD DOOR CO. MODEL 418 OR APPROVED EQUAL. REPLACE MOTORIZED DOOR-OPENER. ONCE INSTALLED, DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- EXISTING EXTERIOR METAL PANELS TO BE PAINTED P1. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- ROOF CAP/TRIM TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- NEW METAL CANOPY. CORRUGATED METAL DECK ON 6 STEEL COLUMNS, EQUALLY SPACED. PAINT P2. BASIS OF DESIGN: FENWALL OR APPROVED EQUAL. REFER TO STRUCTURAL FOR FURTHER INFORMATION.
- BASE BID: REPLACE EXISTING MOTORIZED DOOR OPENER. EXISTING MAN DOORS AND OVERHEAD DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR MORE INFORMATION.
- ALTERNATE #1: CONFIRM IF EXISTING OVERHEAD DOORS HAVE INSULATION. IF NOT, INSTALL INSULATED DOORS AS NEEDED. REPLACE EXISTING MOTORIZED DOOR OPENER.
- NEW CONCRETE PAD. REFER TO CIVIL FOR FURTHER INFORMATION.
- NEW CONCRETE APRON. TIE INTO EXISTING APRON TO SOUTH. REFER TO CIVIL FOR MORE INFORMATION.
- EXISTING EXTERIOR VENTS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR MORE INFORMATION.
- RELOCATED 6' CHAIN-LINK FENCE ROLL GATE. REVER TO CIVIL FOR MORE INFORMATION. MOTORIZED OPENER TO BE INSTALLED. REFER TO ELECTRICAL FOR MORE INFORMATION.
- EXISTING 6' CHAIN-LINK FENCE.
- 3"4" BOLLARDS TO BE PLACED AROUND EACH COLUMN AT 4'-0" O.C. MAX. PAINT YELLOW. REFER TO CIVIL DRAWINGS FOR FURTHER INFORMATION.
- DOWNSPOUT CENTERED ON COLUMN.
- STRUCTURAL STEEL COLUMN. REFER TO STRUCTURAL DRAWINGS FOR FURTHER INFORMATION. REFER TO CIVIL FOR FURTHER INFORMATION ON FOUNDATION REQUIREMENTS.
- GUTTER. MOUNTED TO FACE OF METAL CANOPY.
- INSTALL INSULATED WINDOWLESS 12W X 14H OVERHEAD DOOR. BASIS OF DESIGN: OVERHEAD DOOR CO. MODEL 418 OR APPROVED EQUAL. ONCE INSTALLED, DOORS TO BE PAINTED P2. REFER TO FINISH SCHEDULE FOR FURTHER INFORMATION.
- METAL FLASHING. ADHERED TO EXISTING BUILDING.
- EXISTING METAL BUILDING.
- INSTALL SIX BOLLARDS CHARGING STATIONS PROVIDED BY OTHERS. EACH BOLLARD TO HAVE TWO WEATHERPROOF RECEPTACALS WITH IN-USE COVERS. SPACED EQUALLY BETWEEN DOORS AND COLUMNS. REFER TO ELECTRICAL AND CIVIL FOR MORE INFORMATION.
- REPLACE EXISTING DOOR. PAINT P2. SEE FINISH SCHEDULE FOR MORE INFORMATION.
- NEW 6' CMU BLOCK. REFER TO STRUCTURAL FO MORE INFORMATION.
- NEW CORRUGATED METAL DECK ROOF SUPPORTED BY 4X4 HSS STEEL COLUMNS ON CMY BLOCK. REFER TO STRUCTURAL FOR FURTHER INFORMATION.
- PROPANE STORAGE CABINET. TO BE PROVIDED BY TANK VENDOR.
- PROPANE STORAGE CABINET. TO BE PROVIDED BY TANK VENDOR.
- 4X4 HSS STEEL COLUMNS. REFER TO STRUCTURAL FOR FURTHER INFORMATION.

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DEVELOPER
TM CROWLEY
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CIVIL
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SHEET REVISIONS

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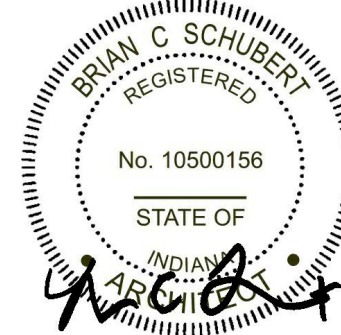
KEY PLAN

PROJECT NORTH

SUNBELT TOOL RENTAL

16915 WESTFIELD PARK
ROAD
WESTFIELD, IN 46074

DATE:
02.26.2021
PROJECT #:
2019-022



DETAIL ELEVATIONS

SHEET NO

A303



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

April 19, 2021
2104-ODP-09 and 2104-SPP-09
Exhibit 1

Petition Number: 2104-ODP-09 and 2104-SPP-09

Project Name: Northpoint One

Subject Site Address: 20099 East Street

Petitioner: Holladay Properties

Representative: Stoeppelwerth & Associates, Inc.

Request: **A Primary Plat and Overall Development Plan amendment for 1 lot on 21.25 acres +/- in Northpoint PUD District.**

Current Zoning: Northpoint PUD

Current Land Use: Vacant

Approximate Acreage: 21.25 +/-

Property History: Northpoint PUD District (Ord. 17-51, 08/13/18) Overall Development Plan & Primary Plat (1707-ODP-07 & 1707- SPP-07, 08/07/17) Secondary Plat (1711-SFP-36, December 2017), DDP 1907-DDP-11, DDP 2102-DDP-05

Exhibits:

1. Staff Report
2. Location Map
3. Primary Plat
4. Overall Development Plan
5. Landscape Plan

Staff Reviewer: Corrie Meyer, AICP, PLA Planning Consultant

Staff Presenter: Pam Howard, Senior Planner

PROCEDURAL

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.

PRIMARY PLAT STANDARDS (Article 10.12(J) of UDO)

The plans comply with the following standards.

- 1) Proposed name of subdivision.
- 2) Names and addresses of the owner, owners, land surveyor or land planner.
- 3) Title, scale, north arrow and date.
- 4) Streets on and adjoining the site of the proposed subdivision, showing the names (which shall not duplicate other names of streets in the community, unless extensions of such streets) and including



roadway widths, approximate gradients, types and widths of pavement, curbs, sidewalks, cross-walks, tree plantings and other pertinent data.

- 5) Easements (locations, widths and purposes). (Article 8.3)
- 6) Statement concerning the location and approximate size or capacity of utilities to be installed.
- 7) Layout of Lots (showing dimensions, numbers and square footage). (Article 4.5)
- 8) Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semi-public or community purposes.
- 9) Contours at vertical intervals of two (2) feet if the general slope of the site is less than ten percent (10%) and at vertical intervals of five (5) feet if the general slope is greater than ten percent (10%).
- 10) Tract boundary lines showing dimensions, bearings, angles, and references to section, township and range lines or corners.
- 11) Building setback lines. (Article 4.23 & Article 5.3(G))
- 12) Legend and notes.
- 13) Drawing indicating the proposed method of drainage for storm sewers and other surface water drainage.
- 14) Other features or conditions which would affect the subdivision favorable or adversely.
- 15) A National Cooperative Soil Survey Map showing the soil limitations based upon the intended usage of the development land.
- 16) A statement from County departments, State highway departments, or the Public Works Department concerning rights-of-way, road improvements, roadside improvements, roadside drainage, entrances, culvert pipes, and other specifications deemed necessary.
- 17) If private sewage systems, then a statement from the County Health Officer whether private septic system can be used on the property.
- 18) If legal drain is involved, then a statement from the County Drainage Board or County Surveyor's Office concerning easements, right-of-way, permits, etc.
- 19) If floodplain is involved, then a statement from the Indiana Department of Natural Resources, Division of Water, concerning construction in floodway, including floodplain high water marks, etc.
- 20) Misc.

OVERALL DEVELOPMENT PLAN (Article 10.7 of the UDO)

The plans comply with the following requirements.

- 21) Title, scale, north arrow and date.
- 22) Proposed name of the development.

- 23) 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.
- 24) Address and legal description of the property.
- 25) Boundary lines of the property including all dimensions.
- 26) 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.
- 27) 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.
- 28) 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.
- 29) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 30) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.
- 31) Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.
- 32) Location and dimensions of all existing structures and paved areas.
- 33) Location and dimensions of all proposed structures and paved areas (indicated by cross- hatching).
- 34) Location of all Floodplain areas within the boundaries of the property.
- 35) Names of legal ditches and streams on or adjacent to the site.
- 36) 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.
- 37) Identify buildings proposed for demolition.
- 38) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- 39) 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).

DEVELOPMENT PLAN REVIEW (Article 10.7(E) of the UDO):

The plans will be reviewed with the DDP application.

Development Plans shall comply with and be reviewed by the Plan Commission upon finding that the Development Plan is compliant with the following requirements:

- 40) Compliance with all applicable development and design standards of the Zoning District in which the



real estate is located.

- 41) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- 42) 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.
- 43) 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

Article 4.24 (EI District) and Northpoint PUD District (Ord. 17-51) regulations will be reviewed when the DDP application is filed.

44) Lot Standards for Commerce Parke:

- | | |
|---|---|
| a) Minimum Lot Area: | 1 acre |
| b) Minimum Lot Frontage: | 70 feet |
| c) Minimum Width at Setback Line: | 100 feet |
| d) Minimum Front Yard Setbacks: | 30 feet |
| e) Minimum Parking Lot Setback: | 20 feet from the property line
abutting any street |
| f) Minimum Side Yard: | 10 feet |
| g) Minimum Rear Yard: | 10 feet |
| h) Min. Gross floor area: | 15,000 sf |
| i) Max Lot coverage: | 65% |
| j) Min. lot frontage on road: | 50 feet |
| k) Min. building setback from Grassy Branch Road, south of 203 rd St | 100 feet |

45) EI: Enclosed Industrial District

- | | |
|-----------------------------|---------|
| a) Maximum Building Height: | 60 feet |
|-----------------------------|---------|

DEVELOPMENT STANDARDS (Chapter 6 of UDO) & (Northpoint PUD District Ord. 17-51)

To be reviewed with the DDP application.

46) Accessory use and Building Standards (Article 6.1):

47) Architectural Standards (Article 6.3)

- a) Mechanical Screening: All roof or ground mounted mechanical equipment shall be completely enclosed. Ground-mounted enclosures for mechanical equipment shall be landscaped on all sides not facing the building served in accordance with Article 6.8 Landscaping Standards.
- b) Building Facades: External Facades: Each Building Façade visible from a Street shall comply with the following:
 - i) A minimum of sixty percent (60%) of the Building Façade (exclusive of window and doors) shall be Masonry Materials.
 - ii) Building Facades, which are ninety (90) feet or great in length, shall be designed with offsets (projecting or recessed) at intervals of not greater than sixty (60) feet. Offsets shall extend the entire vertical plane of the Building Facade and shall be a minimum depth of four (4) feet and a minimum aggregate length of twenty percent (20%) of the horizontal plane of the overall Building Facade. The offset may be met with setbacks of the Building Facade and/or with architectural elements (i.e. arcades, columns, ribs, piers, and pilasters), if such architectural elements meet the minimum offset requirements of this requirement.
 - iii) No loading spaces, loading docks or oversized service doors shall be permitted on an External Facade, as defined herein.
 - iv) All Building Facades: If materials other than Masonry Materials are utilized on any Building Facade, then the Building Facade shall be supplemented with: (i) the use of multiple colors and textures (e.g., rough, smooth, striated, etc.); or (ii) the addition of architectural elements (e.g., quoins, pilasters, soldier courses, lintels, friezes, cornices, dentils, architraves, etc.).

48) Building Standards (Article 6.4)

49) Fence Standards (Article 6.5)

50) Height Standards (Article 6.6) and (Northpoint PUD Ord. 17-52 Section 7.2)

51) Commerce Parke:

- a) Maximum Building Height:
 - i) District 2: Forty-five (45) feet, except any structure whose lot fronts on 196th Street where the maximum height shall be sixty (60) feet. Any building with a height of sixty (60) feet must be set back at least two hundred (200) feet from Grassy Branch Road.

52) Home Business Standards (Article 6.7)

53) Landscaping Standards (Article 6.8) and (Northpoint PUD Ord. 17-51 Section 7.3)

- a) General Landscape Design Standards:

- i) Placement: Installed plantings shall comply with the following:
 - (1) Minimum Distance from Sidewalk and Curb: Trees shall be planted a minimum distance of four (4) feet from the edge of a Street curb or pedestrian pathway or sidewalk.
- b) General Screening Standards:
 - i) Mechanical Screening: Ground-mounted mechanical equipment for nonresidential or multi-family structures shall be completely screened from all ground-level viewpoints. Clearance for proper functioning of the equipment and access to the equipment for maintenance shall be incorporated into the design. Screening may be achieved by using either: (i) a Masonry Material wall with a minimum height that fully screens the equipment; (ii) a solid evergreen screen with a combination of trees and shrubs; (iii) a combination of the aforementioned. (See also Article 6.3 Architectural Standards for roof-mounted equipment.)
 - ii) Service and Loading Areas: Loading areas, loading docks, service areas, and maintenance areas shall be screened from residential uses and Rights-of-way. Screening shall be achieved by using either: (i) a six (6) feet high, completely opaque fence or wall; (ii) a six (6) feet high berm; (iii) a six (6) feet high screen of evergreen trees planted nine (9) feet on center in a double staggered row; or (iv) a combination of the aforementioned that accomplishes the same effect. See also Article 6.1 Accessory Use and Building Standards regarding dumpster enclosures.
- c) Detention and Retention Areas:
 - i) Detention and Retention Areas shall be landscaped in a manner that replicates the natural form of ponds and shall include shade trees, ornamental trees, evergreens, shrubs, hedges, and/or other plantings (see also Minimum Lot Landscaping Requirements and Article 8.6 Open Space and Amenity Standards).
 - ii) Wetlands/aquatic vegetation planted around the wet perimeter of such areas should be utilized to further this design objective; however, if such plantings are utilized for water quality control, then landscape plans shall be prepared and stamped by a licensed landscape architect.
 - iii) Detention and Retention Areas shall be designed to be natural in appearance, with meandering edges.
- d) Street Trees: Not required in Industrial Districts.
- e) Minimum Lot Landscaping Requirements:

Lot Landscaping (@ 13.33 acres)			
Industrial Uses (per acre)	Required	Provided	Remaining
Shade Trees	67		
Ornamental or Evergreen	67		

Shrubs	334		
--------	------------	--	--

f) Foundation Plantings:

Foundation Landscaping (@ 1640 LF)			
Industrial Uses (per acre)	Required	Provided	Remaining
Shrubs	137		

- g) Plant materials shall be required intermittently (approximately every forty (40) feet) against long expanses (over eighty (80) feet) of Building Facades, fences, and other barriers to create a softening effect.
- h) Plant materials shall also be required along the Front Building Façade of all Buildings at a minimum ratio of one (1) shrub or ornamental tree per twelve (12) lineal feet (Single-family Dwelling and Duplex Dwelling buildings are exempt from this requirement).
- i) Plantings shall be located within fifteen (15) feet of the Building Facade, fence or other barrier being softened, and shall occur within planting beds at least eight (8) in width.
- j) External Street Frontage Landscaping Requirements:
- Non-residential Uses: A landscaping area with a minimum depth of ten (10) feet shall be required abutting an External Street along any non-residential development. The landscaping area shall include a minimum of three (3) shade or evergreen trees, two
 - ornamental trees and twenty-five (25) shrubs per one hundred (100) lineal feet. This requirement may be credited toward required Parking Area Landscaping requirements if the required Parking Area Landscaping is located within twenty (20) feet of the Right-of-way. In addition, for Industrial Districts, a minimum three-foot (3') tall undulating mound shall be required along the entire External Street frontage.

East Street (1425 LF- excluding 650 LF for Detention)			
Standard per 100 lineal feet	Required	Provided	Remaining
2 Street Trees	29		
3 Shade or Evergreen Trees	20		
2 Ornamental Trees	13		
25 Shrubs	162		
3' tall undulating mound	yes		

- k) Buffer Yard Requirements: Article 6.8 N of the UDO shall be replaced with this section.

- i) A twenty-foot (20') buffer yard shall be required around the perimeter of each District.
- ii) Within buffer yards at least eight (8) evergreen trees per one hundred (100) linear feet and five (5) evergreen shrubs per one (100) hundred linear feet shall be planted. Such plantings should be arranged in a manner that creates a visual barrier between uses without precluding connectivity between uses. Staggering evergreen trees on alternating sides of the mound shall be utilized when feasible.

Buffer Yard (Est. 806.18')			
Standard per 100 linear feet	Required	Provided	Remaining
8 evergreen trees			
evergreen shrubs			

- iii) If woodlands are located within buffer yards, preserved trees may be substituted for required plants in buffer yards with the requirement for mounding/fencing eliminated.
 - iv) In non-residential districts, trees required to be planted in buffer yards shall be credited toward total on-site landscaping requirements set forth in the UDO.
- l) Parking Area Landscaping:
- i) Interior Parking Area Landscaping:
 - ii) Minimum Area Required: A minimum landscape area of Parking Areas shall be set aside for Parking Area islands in accordance with the following:

Number of Parking Spaces	% of Parking Area to be Islands
0 to 4	0%
5 to 24	5%
25 to 49	7.5%
50 or more	10%

- iii) Interior Parking Area Islands:
 - (1) Plantings: Parking Area islands shall include at least one (1) tree and four (4) shrubs per island. One hundred (100) percent of every island shall be covered with permitted Groundcover material to achieve complete coverage.
- m) Perimeter Parking Area Landscaping:
 - i) Location: Parking Area islands shall be dispersed throughout Parking Areas in a design and configuration that aesthetically corresponds to the size and shape of Parking Areas. Combining or placing Parking Area islands together such that more than one (1) tree may be

planted in the island shall be considered when possible.

- ii) Parking Area islands shall be dispersed so as to define aisles and limit unbroken rows of parking spaces to a maximum of two hundred (200) feet in length.
- iii) Design: Perimeter Parking Area landscaping shall be a minimum of five (5) feet wide and shall extend along the perimeter of Parking Areas and include:
 - (1) A minimum of one (1) tree per thirty (30) linear feet of Parking Area length. Trees may be clustered in an aesthetically pleasing manner.
 - (2) A minimum of one (1) shrub per three (3) feet of Parking Area length. Shrubs may be clustered in an aesthetically pleasing manner.
 - (3) Grass or other permitted Groundcover for areas not planted with trees or shrubs.

54) Lighting Standards (Article 6.9)

- a) 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 or Right-of-way when viewed at ground level.
- b) 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.]
- c) All lights on poles, stands, or mounted on a building shall have a shield, adjustable reflector, and non-protruding diffuser.
- d) 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.
- e) Lighting under awnings and canopies shall only illuminate a Front Building Facade, a sign under an awning or canopy, or the sidewalk, but shall not illuminate the awning or canopy itself.
- f) 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. Lot Standards (Article 6.10)

55) Outside Storage and Display (Article 6.12)

56) Outdoor Café and Eating Areas (Article 6.13)

57) Parking and Loading Standards (Article 6.14)

- a) Required Spaces: Off-street Parking Spaces shall be provided as follows:
 - i) Industrial Uses not engaged in retail trade: One (1) space for each two (2) employees, as related to the working period when the largest number of employees are employed on the premises.
- b) Bicycle Parking: It is the purpose of this section to provide adequate and safe facilities for the storage of bicycles. This section shall apply to all new development and/or building expansions

requiring Development Plan approval or an Improvement Location Permit.

- i) Number of Spaces: A minimum of one (1) bicycle parking space (or parking position) shall be provided per thirty (30) vehicular parking spaces. No more than fifteen (15) bicycle parking spaces shall be required for any Principal Building.

c) Commerce Parke:

- i) Loading Docks. Any loading dock shall be designed to be visually obscured from public right-of-way by buildings, a screening wall, topography, vegetation and/or landscaping.

58) Performance Standards (Article 6.15) Commerce Parke:

a) In addition to the requirements of Article 6.15, B (4) of the UDO, the following shall apply:

- i) No outdoor speakers shall be used in conjunction with any uses between the hours of 11 P.M. and 6 A.M.

59) Sign Standards (Article 6.17)

60) Vision Clearance Standards (Article 6.19)

- a) No Sign, fence, wall, landscaping, Public Utility Installation or other Improvement which obstructs sight lines between three (3) and nine (9) feet above a Street shall be permitted on a Corner Lot, unless otherwise approved in writing by the Public Works Department, within the triangular area formed by the Right-of-way line and a line connecting points:
 - i) Forty (40) feet from intersections of Collectors, Private or Local Street.
 - ii) Seventy-five (75) feet from intersections of Expressways or Arterials.

61) Yard Standards (Article 6.21)

DESIGN STANDARDS (Chapter 8 of UDO)

The plans will be reviewed when the DDP is filed.

62) Easement Standards (Article 8.3)

63) Monument and Marker Standards (Article 8.5)

64) Open Space and Amenity Standards (Article 8.6)

65) Pedestrian Network Standards (Article 8.7)

a) Internal Pedestrian Network Standards:

- i) The minimum sidewalk width shall be as indicated in the Thoroughfare Plan or five (5) feet (six (6) feet if immediately abutting the curb), whichever is greater.
- ii) Sidewalks shall be required on both sides of internal Streets and internal Private Streets in all developments.
- iii) When a proposed development lies between or adjacent to existing developments which have been provided with sidewalks, connecting sidewalks or pathways (which are extensions

of the existing sidewalks) shall be constructed.

- iv) Connector sidewalks shall be provided from the sidewalk or path adjacent to the Street to the front entrance of all non-residential structures. Where the sidewalk intersects driving lanes or parking aisles within the Parking Area, then crosswalks and ramps shall be installed in accordance with ADA requirements and such areas shall be delineated (e.g., pavers, stamped, bricked), as determined by the Plan Commission or Director, to reinforce pedestrian safety.
- v) Perimeter/External Pedestrian Network Standards: All developments shall participate in the establishment or improvement to the pedestrian network along Streets adjacent to its perimeter in accordance with the following:
 - (1) Where a proposed Development Plan or Subdivision abuts an existing Right-of-way, then pedestrian paths, jogging paths, and bicycle paths shall be provided along the perimeter Street(s) or Private Street(s) in accordance with the Thoroughfare Plan. The type of pedestrian facility required shall be as set forth in the Thoroughfare Plan. The County or Public Works Department, as applicable, may waive the requirement for a path along perimeter streets for a Minor Subdivision.
 - (2) Generally, all required pedestrian facility improvements shall be located within the Right-of-way. Required improvements located outside of the Right-of-way shall be located within an easement approved by the Director or Public Works Department.
 - (3) The Plan Commission or Director may require Developers, at their expense, to construct off-site pedestrian facilities adjacent to the proposed development to respond to the proposed development's impact and infrastructure demands (see also Article 8.9 Street and Right-of-Way Standards as it may apply).

66) Storm Water Standards (Article 8.8)

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

68) Surety Standards (Article 8.12)

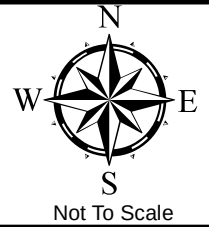
69) Utility Standards (Article 8.13)

DEPARTMENT COMMENTS

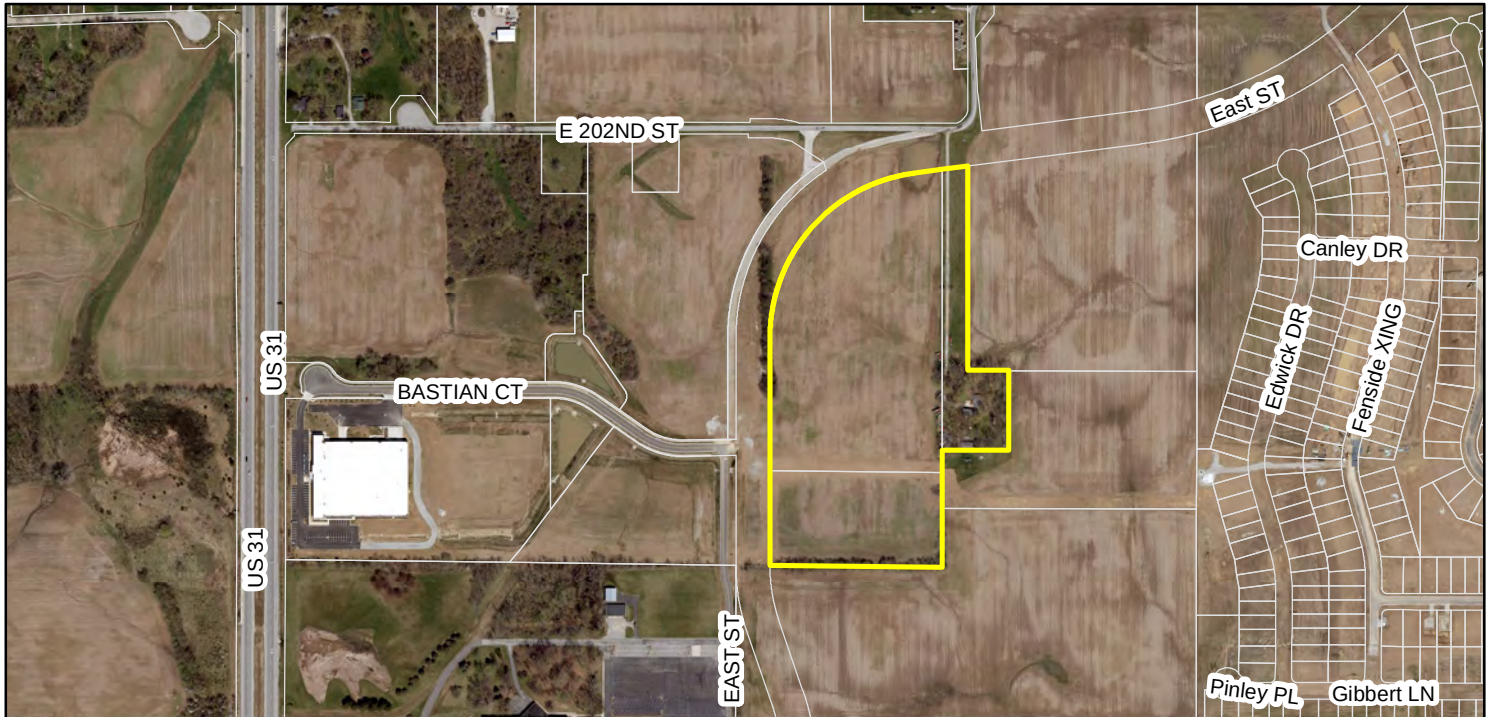
1. **Action:** Recommend approval at the April 12, 2020, Plan Commission meeting.
2. If any Plan Commission member has questions prior to the meeting, then please contact Corrie Meyer at (317) 660-1762 or cmeyer@westfield.in.gov.



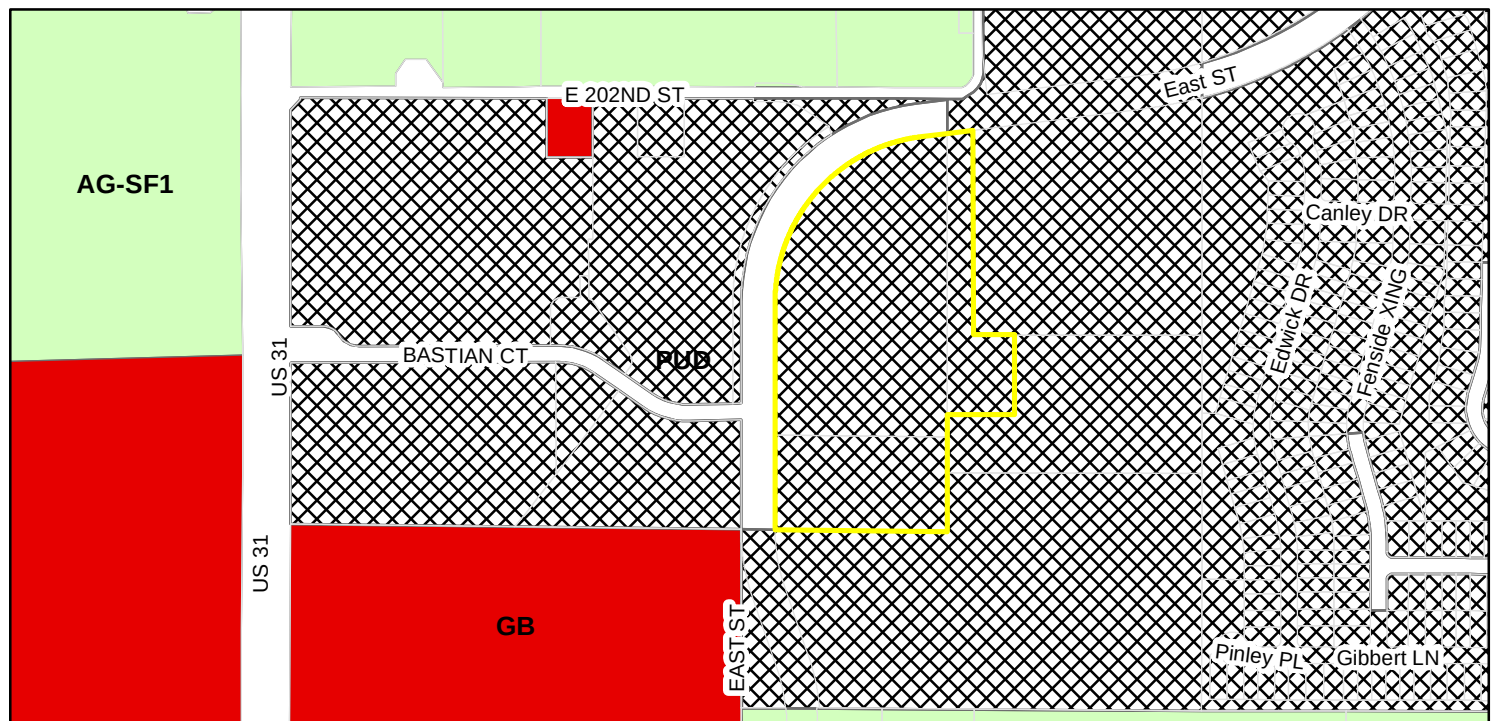
Property Location Map
Northpoint Plat Amendment
2104-ODP-09 & 2104-SPP-09



Aerial Location Map



Zoning Map



Zoning

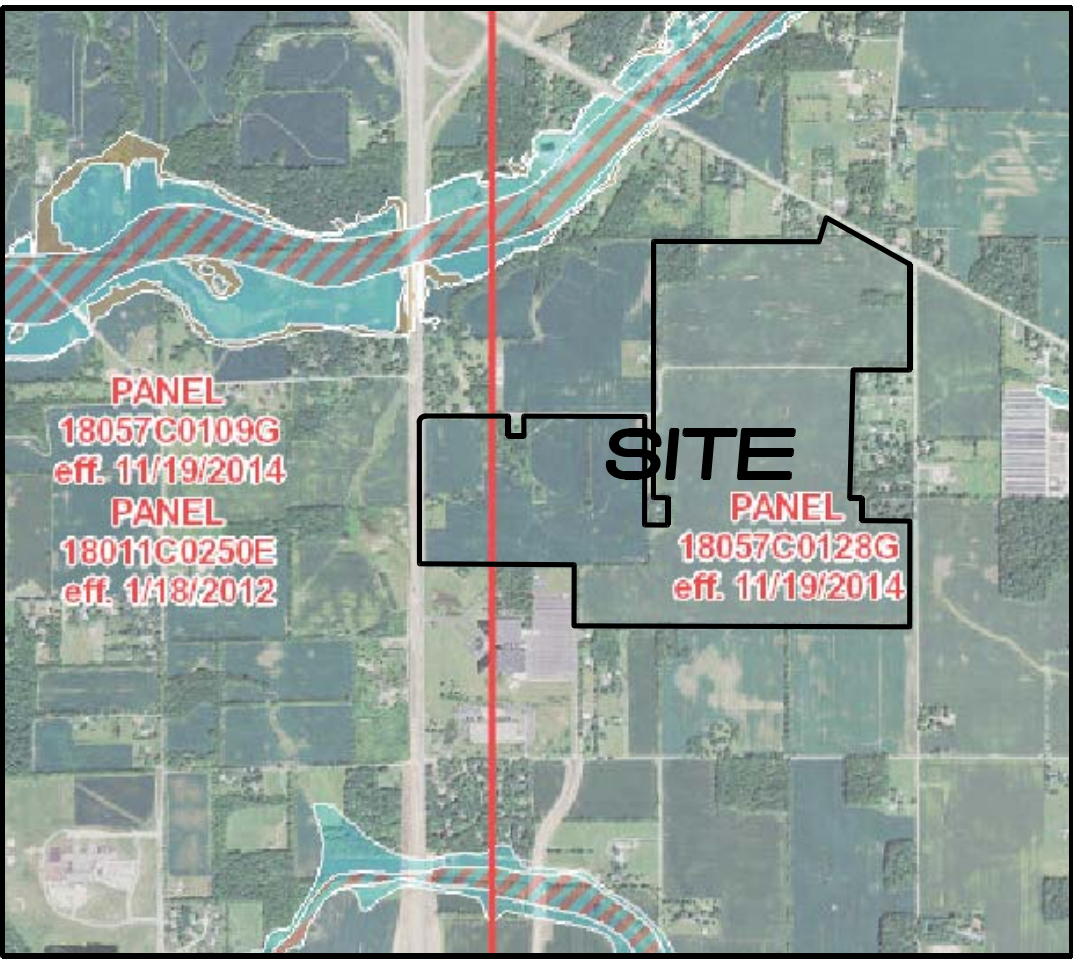
- AG-SF1 (Agriculture - Single Family - 1)
- GB (General Business)
- PUD (Planned Unit Development)

THIS INSTRUMENT PREPARED BY:
DENNIS D. OLMSTEAD
STOEPPELWERTH & ASSOCIATES, INC.
7965 E. 106TH STREET
FISHERS, INDIANA 46038
PHONE: (317) 849-5935

THIS INSTRUMENT PREPARED FOR:
HOLLADAY PROPERTIES
231 SOUTH COLLEGE AVENUE, SUITE 100
INDIANAPOLIS, INDIANA 46202
PHONE: (317) 435-7219
CONTACT PERSON: MARK SINSKO
msinsko@hcgilc.com

RESIDENTIAL PUD STANDARDS	
The Townes Lot Standards	
LOT AREA	6,000 sq. ft.
LOT WIDTH	50' min.
FRONT YARD	20'
SIDE YARD	5'
REAR YARD	20'
The Villas Lot Standards	
LOT AREA	7,200 sq. ft.
LOT WIDTH	60' min.
FRONT YARD	20'
SIDE YARD	5'
REAR YARD	20'

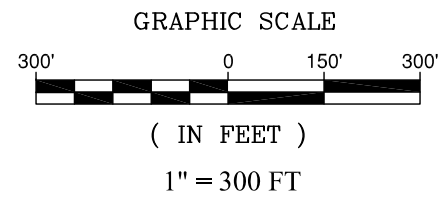
COMMON AREA	
1	167,894 sq. ft.
2	3,586 sq. ft.
3	3,848 sq. ft.
4	45,286 sq. ft.
5	14,128 sq. ft.
6	156,599 sq. ft.
7	14,321 sq. ft.
8	49,868 sq. ft.
9	288,182 sq. ft.
10	42,713 sq. ft.
11	74,720 sq. ft.
12	85,615 sq. ft.
13	55,546 sq. ft.
14	150,504 sq. ft.
TOTAL	1,152,810 sq. ft.
	26.465 Ac.



FLOOD STATEMENT
THIS SITE DOES NOT LIE WITHIN A ZONE
PER FIRM 18057C0128G & 18057C0109G
DATED NOVEMBER 19, 2014

RESIDENTIAL DESIGN DATA

250 LOTS	
88.003 AC.	= 2.84 LOTS/ACRE
OPEN SPACE	= 26.47 Ac. +/-
STREET A	2,376.30 L.F.
STREET B	1,916.36 L.F.
STREET C	2,748.12 L.F.
STREET D	638.00 L.F.
STREET E	1,253.99 L.F.
STREET F	1,506.13 L.F.
TOTAL	10,438.90 L.F.



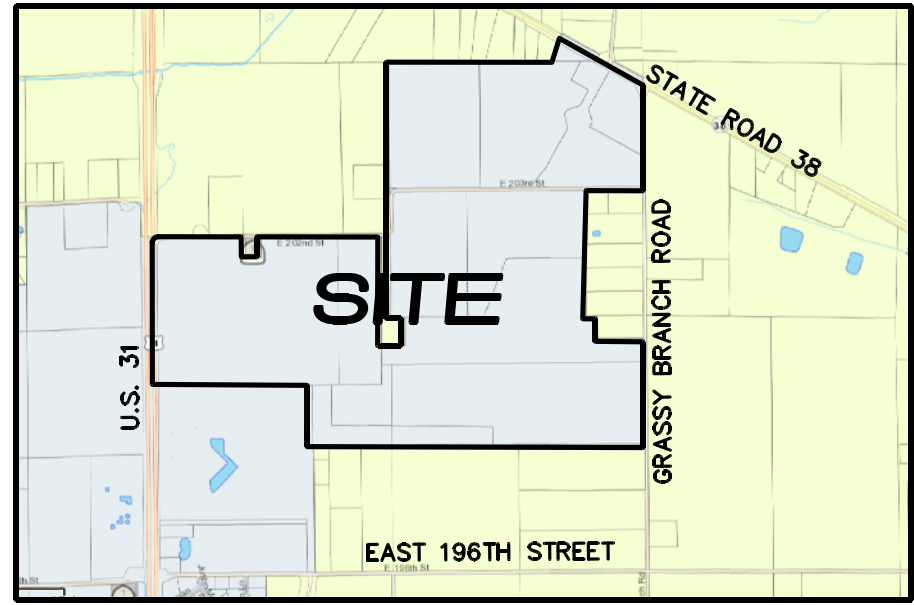
GRAPHIC SCALE

(IN FEET)

1" = 300 FT

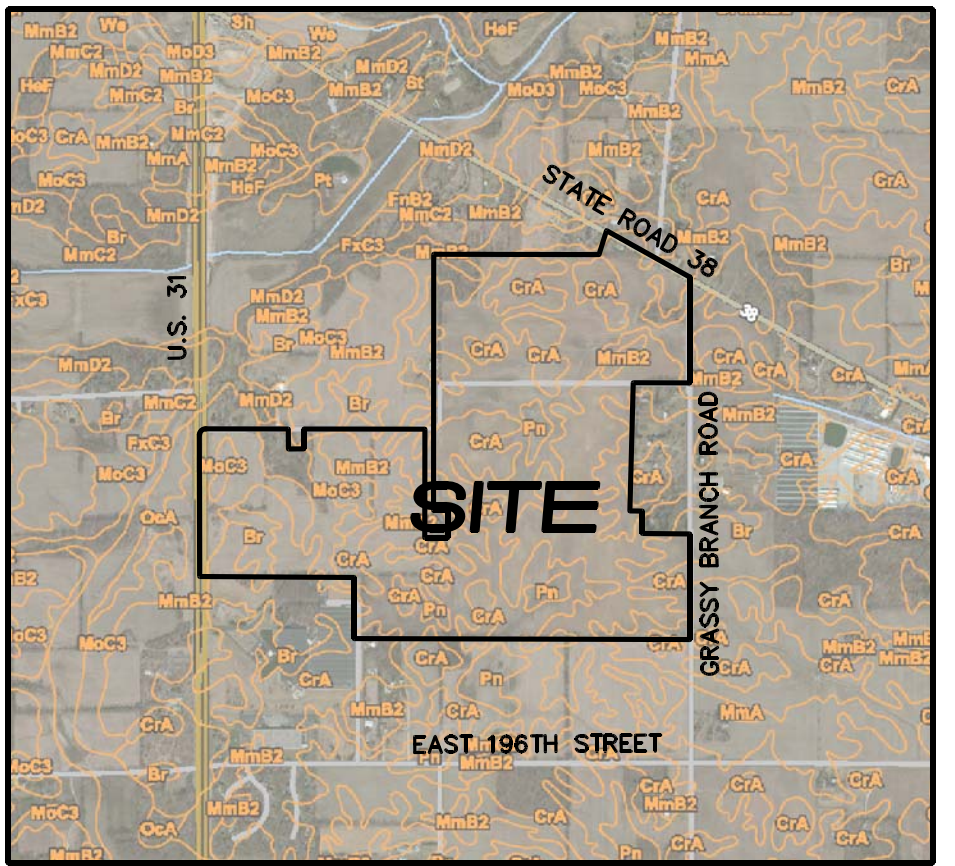
NORTHPOINT

PRIMARY PLAT & OVERALL DEVELOPMENT PLAN AMENDMENT ZONING - AURORA PUD



LOCATION MAP

SCALE: 1"=2000'



SOILS MAP
Br, CFA, MmB2, MmC3 & Pn
SCALE: 1"=2000'

Br-Brookston silty clay loam

This nearly level, deep, very poorly drained soil is in broad depressions, swales, and narrow drainageways on till plains. It is ponded by runoff from higher adjacent areas. The mapped areas are mostly oval shaped or fingerlike and range from 3 to 250 acres in size.

CFA - Crosby silt loam, 0 to 3 percent slopes

This nearly level, deep, somewhat poorly drained soil is on slight rises on broad, undulating till plains. The mapped areas are irregular in shape and range from 3 to 200 acres in size.

MmB2 - Miami silt loam, 2 to 6 percent slopes, eroded

This gently sloping, deep, well drained soil is on rises on till plains and along drainageways and streams. The mapped areas range from 3 to 50 acres in size.

MmC3 - Miami clay loam, 6 to 12 percent slopes, severely eroded

This moderately sloping, deep, well drained soil is on knobs and breaks along streams drainageways on uplands. The mapped areas are irregular in shape and range from 3 to 35 acres in size.

Pn - Patton silty clay loam

This nearly level, deep, poorly drained soil is in broad depressions and drainageways on lake plains and terraces. Runoff from adjacent soils is ponded on this soil. The mapped areas are mostly oval in shape but some areas in drainageways are elongated. The areas range from 3 to 200 acres in size.

****THIS AMENDMENT ADDS THE HEITMAN PARCEL TO BLOCK 'N'.
THE HEITMAN PARCEL WAS ORIGINALLY EXCLUDED FROM THE
OVERALL NORTHPOINT BOUNDARY.**

Northpoint Amendment

A part of Section 19, Township 19 North, Range 04 East, Washington Township, Hamilton County, Indiana more particularly described as follows:

Block "N" as shown on the 2017 Primary Plat, Docket #1707-SPP-07, containing 18.16 acres, more or less.

Also, the Heitman parcel described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section; thence South 89 degrees 51 minutes 05 seconds East, along the North line of said Quarter Section, a distance of 147.25 feet to a Northeast corner of the land described in Instrument Number 2021011550 in the Office of the Hamilton County Recorder; thence South 00 degrees 02 minutes 24 seconds West, along the East line of said land, a distance of 285.00 feet to the Southeast corner thereof; thence North 89 degrees 51 minutes 05 seconds West, along the South line of said land, a distance of 238.73 feet to the East line of Lot 3 in Northpoint, Phase I, recorded in Plat Cabinet 5, Slide 776, as Instrument Number 201703234 in said Recorder's Office; thence North 00 degrees 03 minutes 40 seconds East a distance of 1002.05 feet to the Northwest corner of the aforementioned Instrument Number 2021011550 in said Recorder's Office; thence North 82 degrees 44 minutes 51 seconds East, along the North line of said land, a distance of 51.58 feet to the East line of the Northwest Quarter of said Section 19; thence South 00 degrees 01 minute 07 seconds West, along said line, a distance of 728.85 feet to the Point of Beginning. Containing 3.07 acres, more or less.

In all containing 21.25 acres, more or less.


03/19/21
DATE
DENNIS D. OLMSTEAD
REGISTERED LAND SURVEYOR
NO. 900012



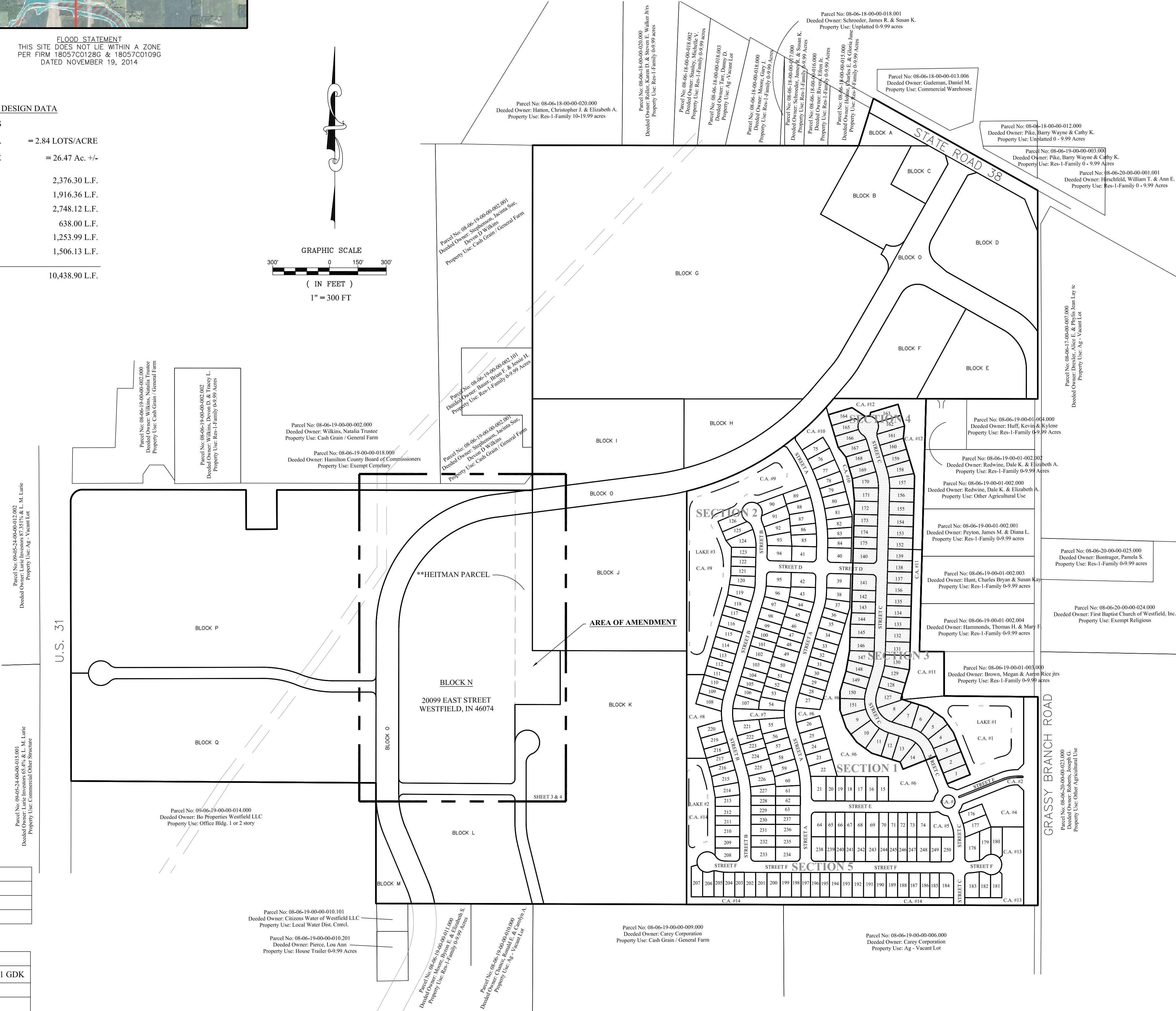
PLANS PREPARED BY:

STOEPPELWERTH & ASSOCIATES, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
7965 E. 106TH STREET, FISHERS, INDIANA 46038
PHONE: (317)-849-5935
FAX: (317)-849-5942
CONTACT PERSON: DENNIS D. OLMSTEAD
EMAIL: DOLMSTEAD@STOEPPELWERTH.COM



INDEX	
SHT.	DESCRIPTION
1	COVER SHEET
2	PRIMARY PLAT AMENDMENT
3	DEVELOPMENT PLAN AMENDMENT

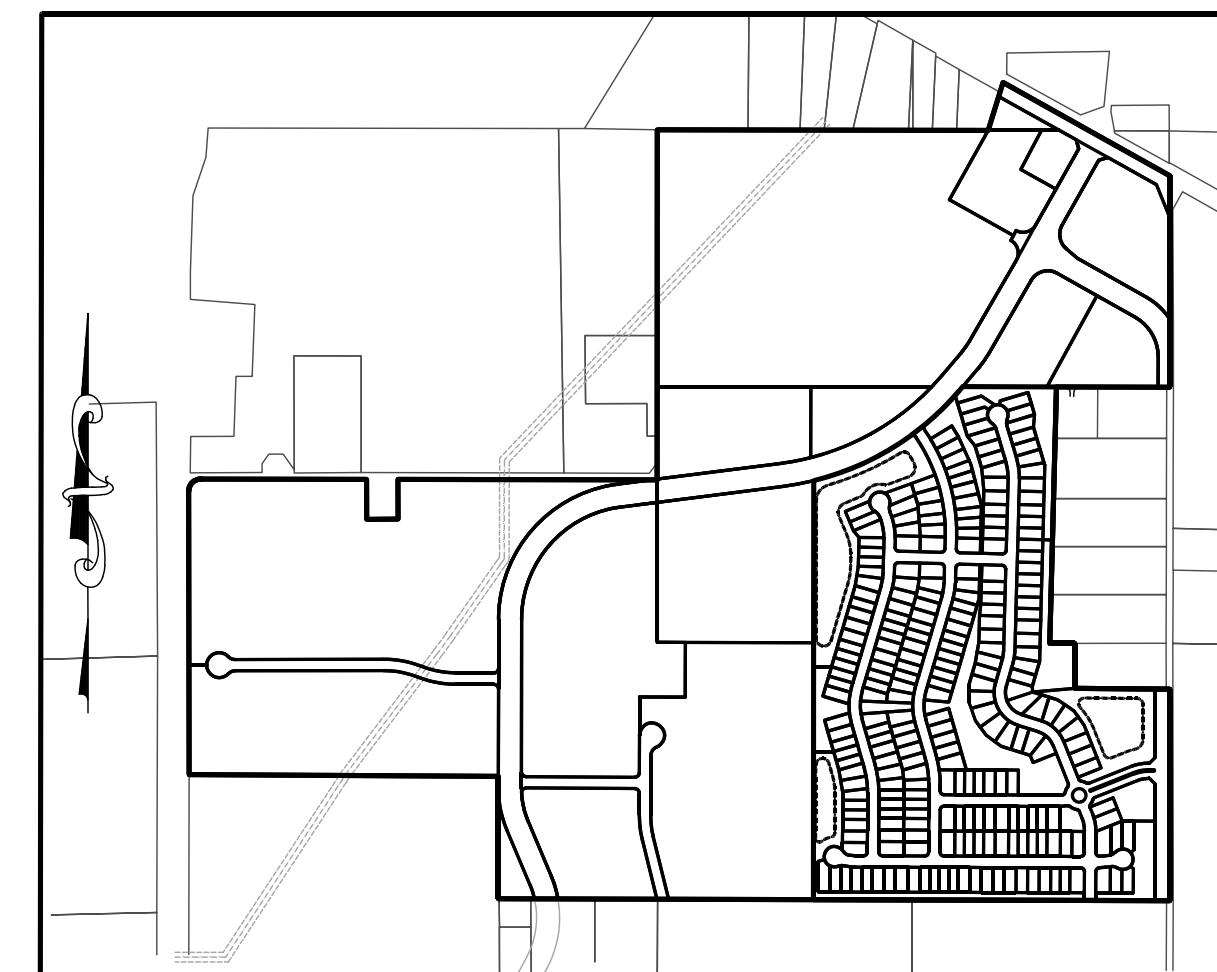
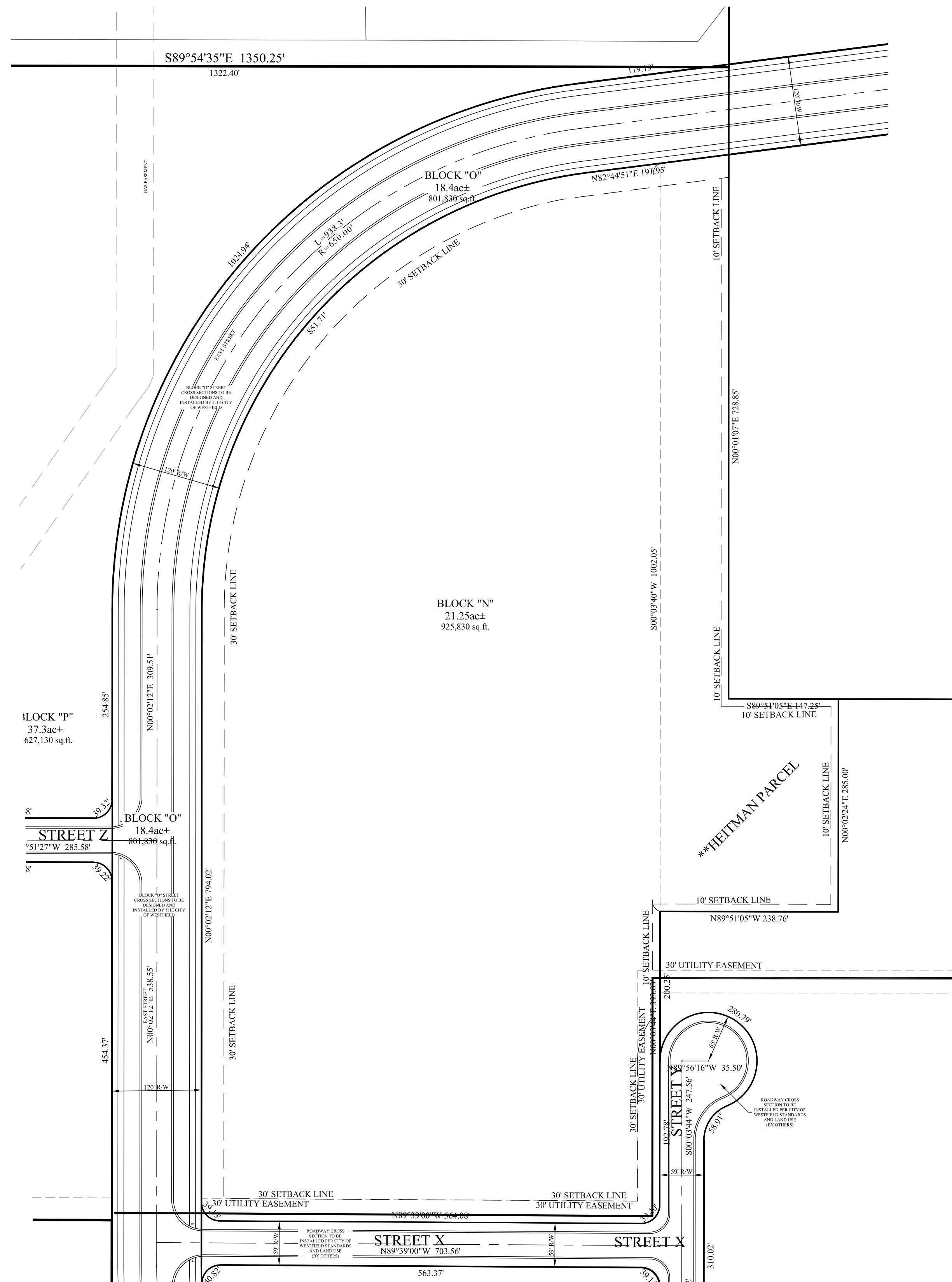
REVISIONS	
SHT.	DESCRIPTION
ALL	ADD SETBACK LINES AND ADDRESS TO COVER SHEET 4/12/21 GDK



D.E.	DRAINAGE EASEMENT
D.U.&S.S.E.	DRAINAGE UTILITY & SANITARY SEWER EASEMENT
D.&U.E.	DRAINAGE & UTILITY EASEMENT
L.M.A.E.	LANDSCAPE MAINTENANCE ACCESS EASEMENT
S.L.E.	SIGN & LANDSCAPE EASEMENT
B.L.	BUILDING LINE
C.A.	COMMON AREA
R/W	RIGHT OF WAY
B-B	BACK TO BACK OF CURB
*	HANDICAP RAMP

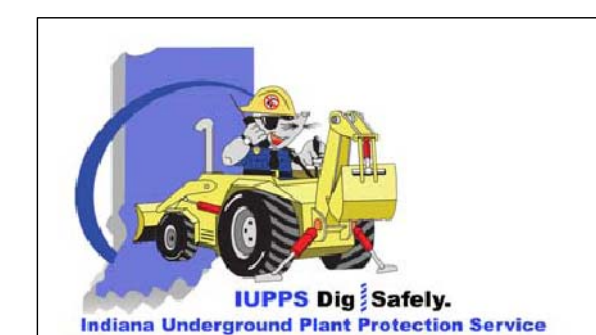
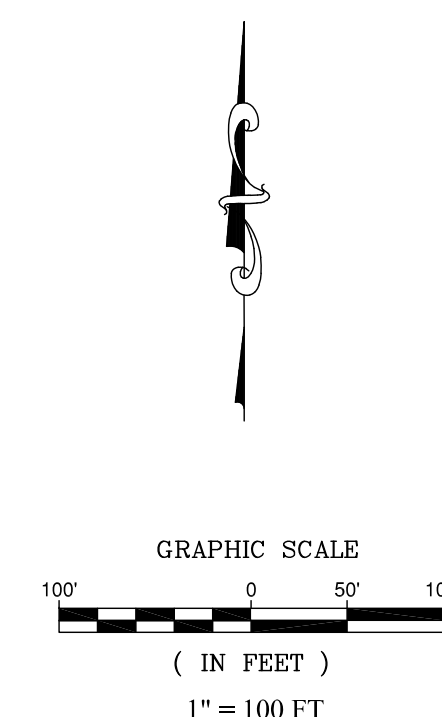
NORTHPOINT

PRIMARY PLAT AMENDMENT ZONING - AURORA PUD



SITE KEY
SCALE: 1"=100'

***THIS AMENDMENT ADDS THE HEITMAN PARCEL TO BLOCK 'N'.
THE HEITMAN PARCEL WAS ORIGINALLY EXCLUDED FROM THE
OVERALL NORTHPOINT BOUNDARY.



Know what's **below**.
Call before you dig.

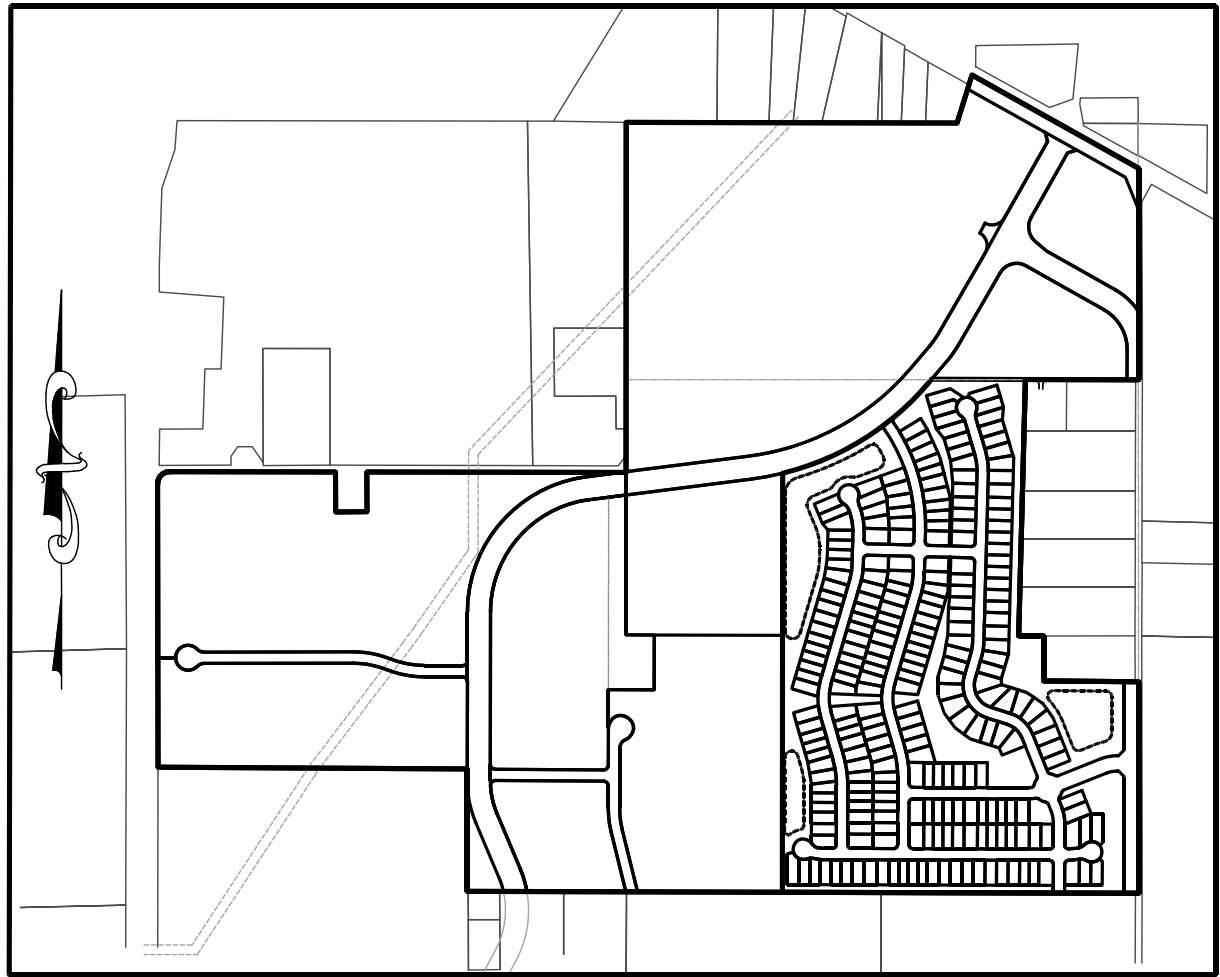
PRIMARY PLAT AMENDMENT NORTHPOINT		WASHINGTON TOWNSHIP HAMILTON CO. INDIANA	
PREPARED FOR:		SECTION: 19 TOWNSHIP: 19N RANGE: 4E	
DRAWN BY: GDK		CHECKED BY: GDK	
SHEET NO. 2 OF 3 SHEETS 94366HCG			

THIS INSTRUMENT PREPARED BY:
DENNIS D. OLMSTEAD
STOEPPELWERTH & ASSOCIATES, INC.
7965 E. 106TH STREET
FISHERS, INDIANA 46038
PHONE: (317) 849-5935

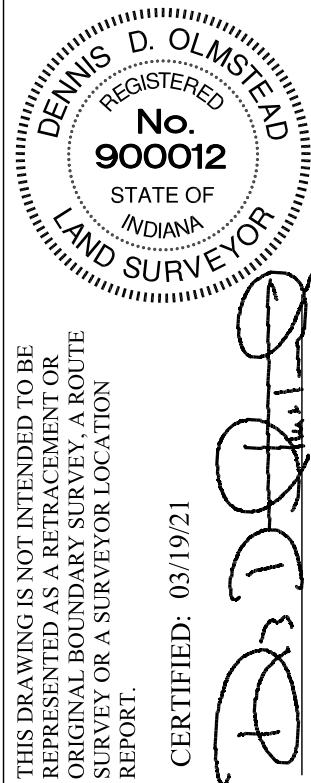
THIS INSTRUMENT PREPARED FOR:
HOLLADAY PROPERTIES
231 SOUTH COLLEGE AVENUE, SUITE 100
INDIANAPOLIS, INDIANA 46202
PHONE: (317) 435-7219
CONTACT PERSON: MARK SINSKO
msinsko@hcgllc.com

NORTHPOINT

DEVELOPMENT PLAN AMENDMENT ZONING - AURORA PUD



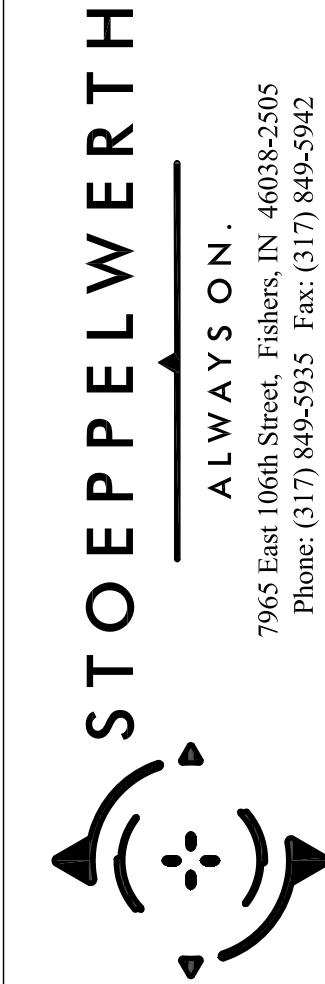
SITE KEY
SCALE: 1"=100'



THIS DRAWING IS NOT INTENDED TO BE
A SUBSTITUTE FOR AN ORIGINAL BOUNDARY SURVEY, A ROUTE
SURVEY OR A SURVEYOR LOCATION
REPORT.

CERTIFIED: 03/19/21

[Signature]



DEVELOPMENT PLAN AMENDMENT

NORTHPOINT

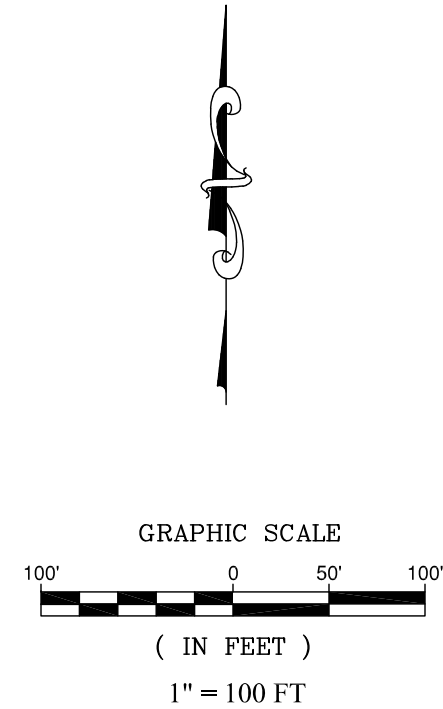
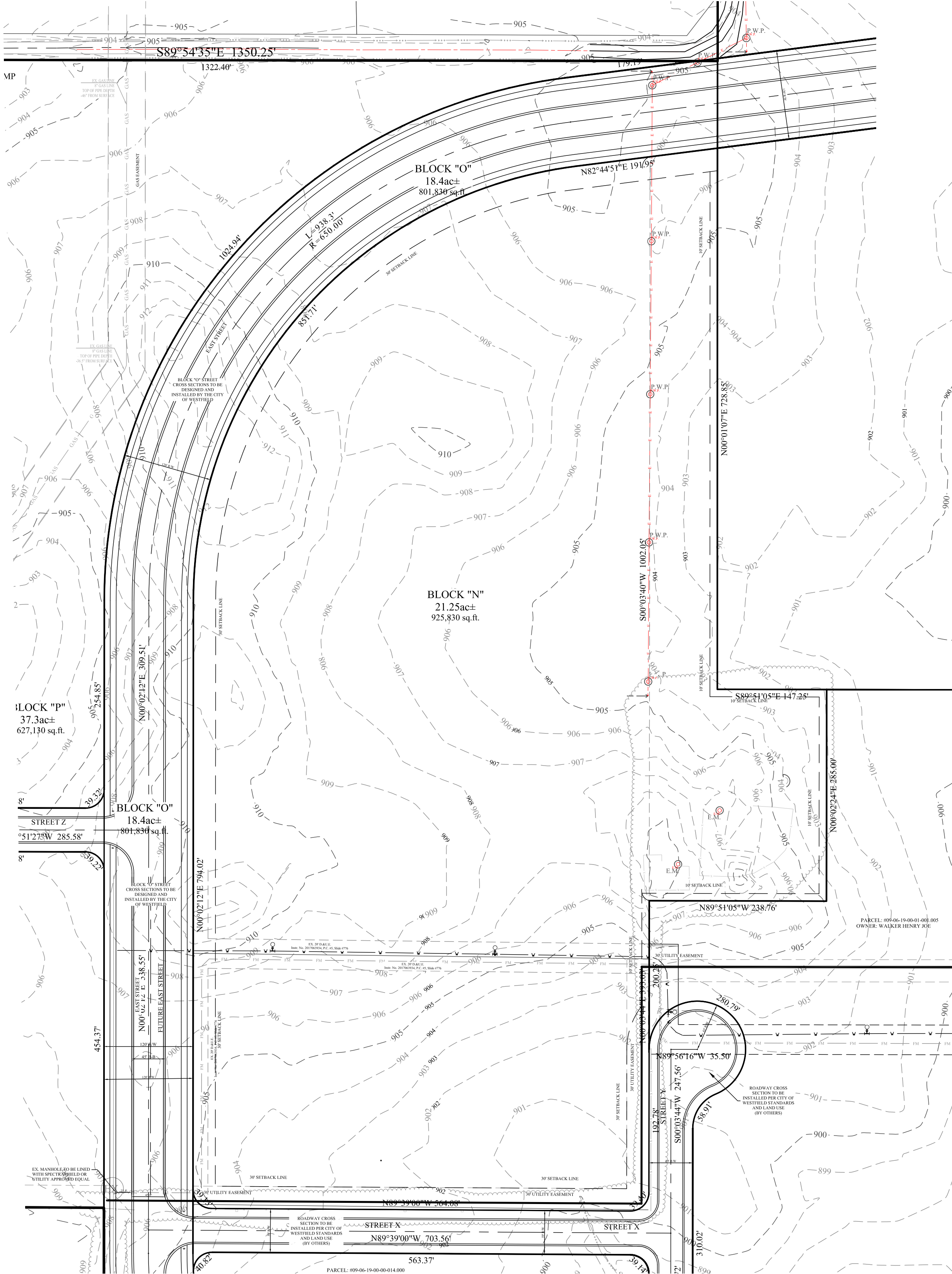
WASHINGTON TOWNSHIP HAMILTON CO., INDIANA

PREPARED FOR:

SECTION: 19 TOWNSHIP: 19N RANGE: 4E
DRAWN BY: GDK CHECKED BY: GDK

SHEET NO.
3
OF 3 SHEETS
S & A JOB NO.
94366HCG

- LEGEND
- 30 LOT NUMBER
 - D.E. DRAINAGE EASEMENT
 - D.U.&S.S.E. DRAINAGE UTILITY & SANITARY SEWER EASEMENT
 - D.&U.E. DRAINAGE & UTILITY EASEMENT
 - L.M.A.E. LANDSCAPE MAINTENANCE ACCESS EASEMENT
 - S.L.E. SIGN & LANDSCAPE EASEMENT
 - B.L. BUILDING LINE
 - C.A. COMMON AREA
 - R/W RIGHT OF WAY
 - B-B BACK TO BACK OF CURB
 - * HANDICAP RAMP
 - 830 — EXISTING CONTOUR
 - W — EXISTING WATER LINE
 - PROPOSED SANITARY SEWER
 - PROPOSED STORM SEWER
 - W — PROPOSED WATER LINE
 - FM — PROPOSED FORCE MAIN
 - PROPOSED LIFT STATION



Know what's below.
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WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

April 19, 2021
2104-PUD-12
Exhibit 1

Docket Number: 2104-PUD-12 (Ordinance No. 21-17)
Petitioner: Northpoint Owners, LLC
Representative: Clark, Quinn, Moses, Scott & Grahn, LLP
Request: An amendment to the Architectural Standards of the Northpoint PUD District.
Current Zoning: Northpoint PUD District ([Ord. 17-51](#))
Current Land Use: Undeveloped
Acreage: 176.71 acres +/-
Exhibits:

1. Staff Report
2. Location Map
3. Proposed Ord. 21-17 (Northpoint PUD Amendment IV)
4. Character Exhibit
5. Proposed Ord. 20-17 (Redlined)
6. Narrative Statement
7. Petitioner's Response to Issue List
8. Public Comments

Staff Reviewer: Pam Howard, Senior Planner

PETITION HISTORY

This petition was introduced at the March 8, 2021, City Council meeting. The petition will receive a public hearing at the April 5, 2021, Advisory Plan Commission (the "Plan Commission") meeting.

PROJECT OVERVIEW

Location: This subject property is 176.71 acres +/- in size and is generally located on the south side of SR 38 east and west of Grassy Branch Road (the "Property") (see [Exhibit 2](#)). Most adjoining parcels are zoned AG-SF1: Agriculture/Single-family Rural District or the Northpoint PUD District. One adjacent parcel is zoned GB: General Business. Adjacent uses include rural agriculture, suburban residential, commercial uses per the Northpoint PUD, and undeveloped commercially zoned areas.

Property History: The petitioner is requesting an amendment to the Northpoint PUD District. The current version of the Northpoint PUD ([Ord. 17-51](#), the "Original PUD") was adopted at the August 13, 2018, City Council meeting. Since that time, some project specific amendments have been approved, though none of them apply to the Property included in this request.

REQUESTED MODIFICATIONS

Architectural Standards: The PUD Amendment proposes one modification to the Architectural Standards of the UDO and Original PUD. The modification relates to the Wall Planes standard of UDO Article 6.3(F)(5)(b) and UDO Article 5.3(K)(2)(b). The UDO standard requires building façades ninety (90) feet or greater in length to contain offsets every sixty (60) feet. If the building is less than 10,000 SF in size, then the offsets are required every forty (40) feet. The offsets are required to be a minimum four (4) feet in width and two (2) feet in depth.

The proposed amendment would allow the separation between the required offsets to be increased up to two times the distance required by the UDO for the applicable building size if a change in either building material or paint colors occurs every sixty (60) feet, with a minimum width of four (4) feet for a material change and six (6) feet for a color change. A change in color would need to be significant enough to provide a meaningful and visually apparent contrast.

The standard would also allow a mix of horizontal and vertical articulation every sixty (60) feet. The vertical articulation would be required to be eighteen (18) inches in width and the horizontal articulation would be required to be thirty-six (36) inches in depth. If using this alternative, then horizontal articulation would need to make up at least fifty (50) percent of the required articulation.

Additionally, Primary Facades would be required to incorporate a change in wall height of at least twenty-four (24) inches on all wall planes, in addition to using either the material or color change option described previously.

CHANGES SINCE THE PUBLIC HEARING

The Petitioner has made a few changes to the text of the proposed ordinance since the April 5, 2021, public hearing. These changes can be seen in the Redlined Ordinance (see **Exhibit 5**) and are also noted in the Petitioner's Response to Issue List (see **Exhibit 7**). Changes include:

- The addition of reference to Article 5.3(K)(2)(B), the wall plane standard of the SR 32 overlay, which applies to District 3 of the Commerce Park.
- Clarification that the offset requirement is not being eliminated by these alternatives, only the distance between the offsets is affected.
- The addition of a requirement for the change in paint color to be significant enough to provide a meaningful and visually apparent contrast.
- The addition of a requirement for wall planes on Primary Facades to contain a change in wall height of at least twenty-four (24) inches, in addition to the color or material change.

COMPREHENSIVE PLAN

Comprehensive Plan: The Northpoint PUD falls within the Business Park land use area of the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”). Industrial uses, including manufacturing, research and development, and warehousing; and subordinate office, retail, and service uses are contemplated as appropriate uses within the Business Park area. 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.

Thoroughfare Plan: The following corridors are impacted by the development of the Property: (i) Primary Arterial 1: State Road 38; (ii) Primary Arterial 2: Grassy Branch Road; (iii) Proposed Secondary Arterial: East Street; (iv) Local: 202nd Street and 203rd Street; (v) Proposed Local: internal streets proposed within the development; and (vi) Alternative Transportation Plan: perimeter pathways along perimeter streets.

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 April 5, 2021, 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 March 8, 2021, Council meeting.

DEPARTMENT COMMENTS

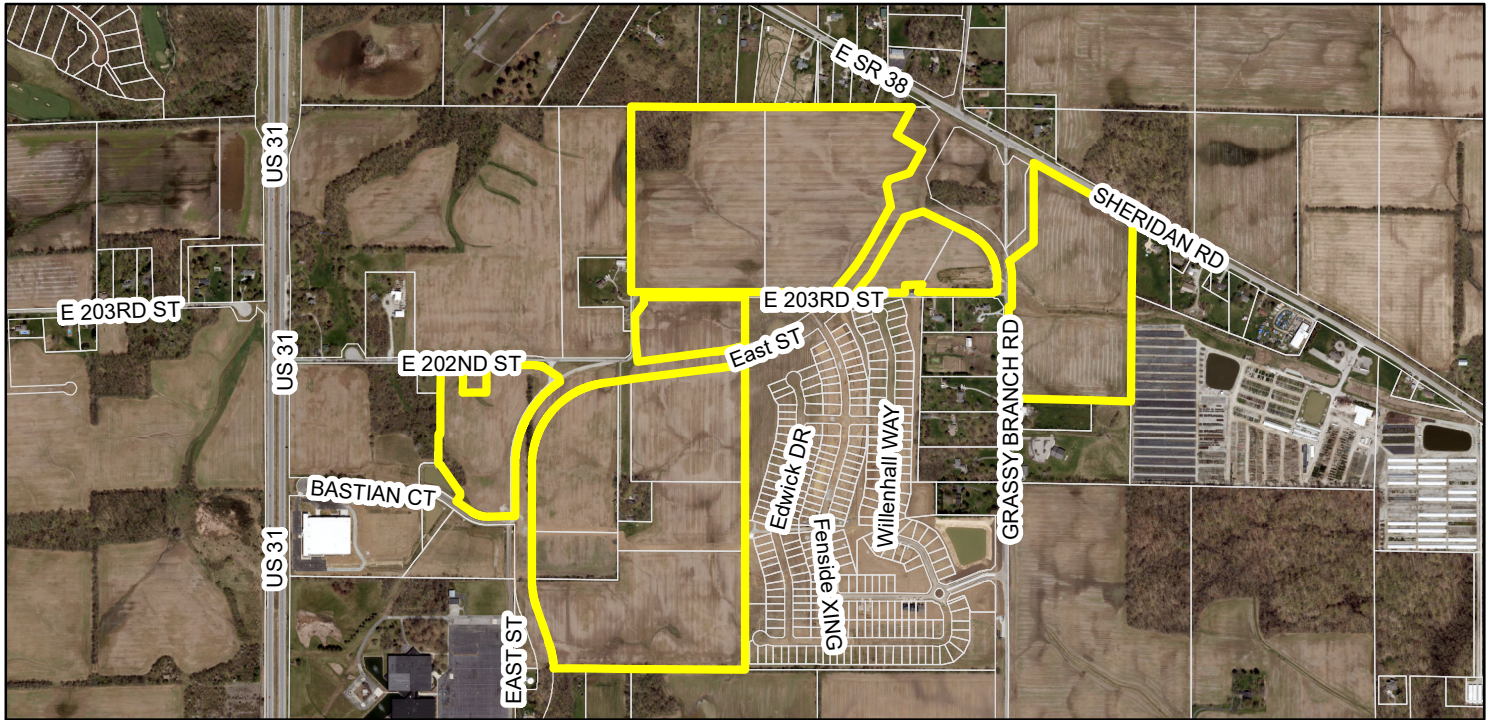
1. **Public Hearing:** Hold a public hearing at the April 5, 2021, Plan Commission meeting.
2. If the Plan Commission is not satisfied with the petition, then the petitioner will make any necessary revisions to the proposal based on Plan Commission comments, public comments and any additional Department comments, prior to the Plan Commission’s further consideration of this petition.
3. If any Plan Commission member has questions prior to the public hearing, then please contact Pam Howard at (317) 531-3751 or phoward@westfield.in.gov.



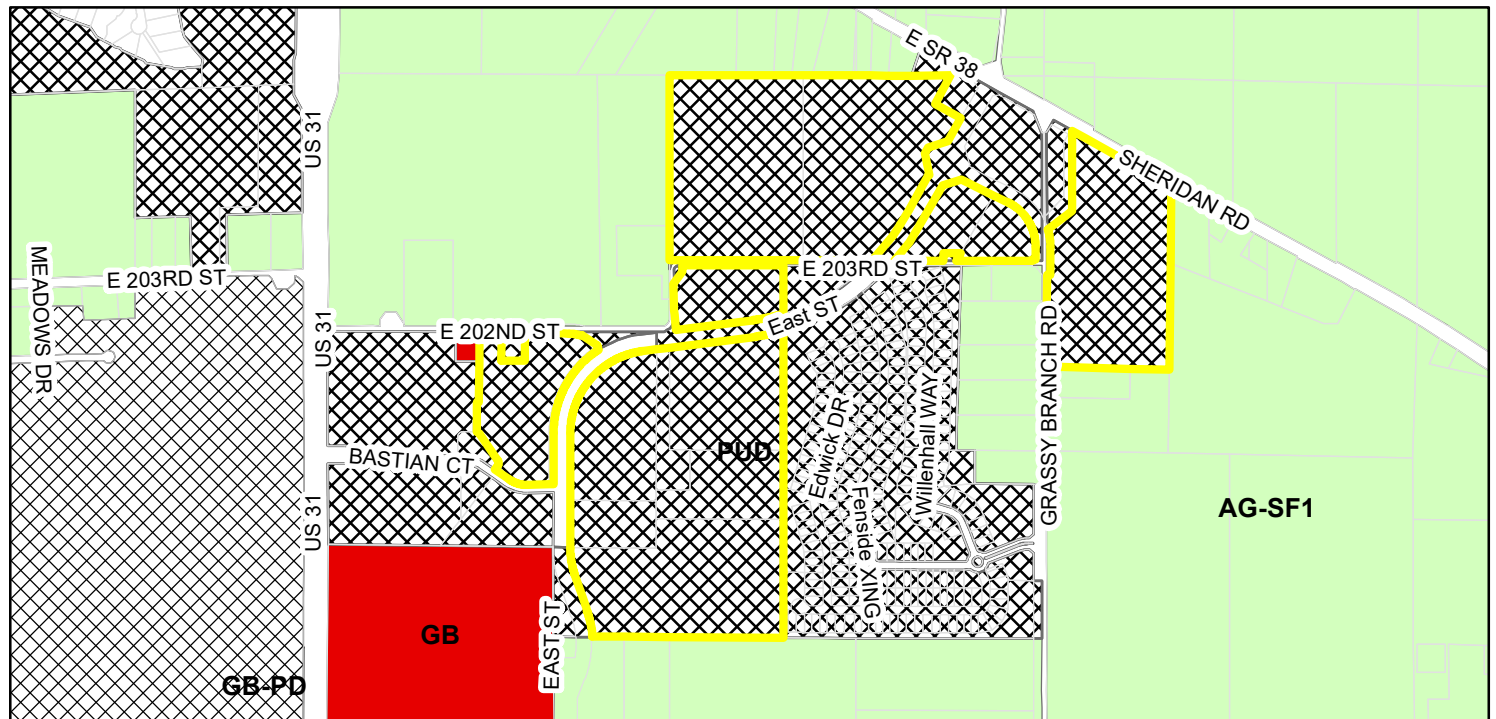
Property Location Map
Northpoint PUD Amendment IV
2104-PUD-12



Aerial Location Map



Zoning Map



Zoning

- AG-SF1 (Agriculture - Single Family - 1)
- GB (General Business)
- GB-PD (General Business - Planned Development)
- PUD (Planned Unit Development)

ORDINANCE NUMBER 21-17

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AN AMENDMENT TO THE NORTHPOINT PLANNED UNIT DEVELOPMENT DISTRICT BEING THAT OF ORDINANCES 17-51, 19-57, 19-58 AND THE UNIFIED DEVELOPMENT ORDINANCE

This is a Planned Unit Development District Ordinance to amend the Northpoint Planned Unit Development District being that of Ordinance 17-51 ("Original Northpoint Ordinance") 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 (the "UDO");

WHEREAS, the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") enacted the Original Northpoint Ordinance on August 14, 2018, recorded as Instrument 2018038572 in the Office of the Recorder of Hamilton County;

WHEREAS, the Common Council amended the Northpoint Ordinance via Ordinance 19-57 ("First Amendment") on November 25, 2019, recorded as Instrument Number 2019061619 in the Office of the Recorder of Hamilton County, and Ordinance 19-58 ("Second Amendment") on November 11, 2019, recorded as Instrument Number 2019058859 in the Office of the Recorder of Hamilton County (collectively the Original Northpoint Ordinance, the First Amendment and the Second Amendment are hereinafter the "Northpoint Ordinance");

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Plan Commission") considered a petition (**Petition No. 2104-PUD-12**), requesting an amendment to the Northpoint Ordinance and the Unified Development Ordinance and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2104-PUD-12** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (____ - ____) 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 Common Council on _____, 2021;

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 Northpoint 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 Northpoint Ordinance except as revised, modified, supplemented or expressly made 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 or the Northpoint 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. Development Standards. The standards of Chapter 6 Development Standards shall apply to the development of the District, except as otherwise modified below.

- 2.1 Article 6.3 (Architectural Standards) of the UDO and Section 7.1(B) and (C) of the Northpoint Ordinance: Shall apply, except as follows:
 - A. Wall Planes in Business Parke and Commerce Parke.
 - i. A Building may be constructed with wall planes which do not meet the required offsets provided in Article 6.3(F(5(b))) and/or Article 5.3(K(2(b))) of the UDO only if an alternative feature provided herein is utilized. If no alternative features provided herein are utilized and the wall plane is otherwise required to meet the conditions of Article 6.3(F(5(b))) and/or Article 5.3(K(2(b))), compliance with Article 6.3(F(5(b))) and/or Article 5.3(K(2(b))) of the UDO must be accomplished. If an alternative feature is utilized the distance between offsets required under Article 6.3(F(5(b))) and/or Article 5.3(K(2(b))) of the UDO may be increased as provided hereunder, but the

obligation for offsets is not eliminated.

- ii. The distance between required offsets may be increased up to two times the otherwise permitted separation provided in Article 6.3(F(5(b))) or Article 5.3(K(2(b))) of the UDO if one or more of the following is utilized:
 - a. Change in materials on the same vertical plane occurring with a separation of no more than sixty (60) feet between material changes with a width of at least four (4) feet; or
 - b. A change in paint colors for materials of the same type with a separation of no less than sixty (60) feet and a change in color which is at least six (6) feet in width. To qualify for an increased distance between offsets, the change in paint colors must be significant enough to provide a meaningful and visually apparent contrast.
 - iii. Alternatively, in lieu of only vertical articulation, architectural articulation which occurs no less the every sixty (60) feet comprised of either a vertical articulation of not less than eighteen (18) inches and/or horizontal articulation of not less than thirty six (36) inches shall be acceptable wall plane changes. Horizontal articulation should account for not less than fifty percent (50%) of the articulation required herein.
 - iv. Any wall plane which is a Primary Façade (as defined in the Northpoint Ordinance) must utilize a change in wall height of at least twenty four (24) inches on all require wall planes and one of the two of the following features on a majority of the offsets which are required on a wall plane:
 - A change in paint color in compliance with Section 2.1(A)(ii)(b) hereof; or
 - a change in materials in compliance with Section 2.1(A)(ii)(a) hereof.
- B. Character Exhibits. Character exhibits showing examples of alternative mechanisms of compliance with Wall Plane variation for a Primary Facade are attached hereto as **Exhibit B**.

[SIGNATURE PAGE IMMEDIATELY FOLLOWS.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2021.

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 21-17** was delivered to the Mayor of Westfield

on the _____ day of _____, 2021, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 21-17**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 21-17**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

This document prepared by:

Russell L. Brown, CLARK, QUINN, MOSES, SCOTT & GRAHN, LLP, 320 N. Meridian Street, Suite 1100, Indianapolis, IN 46204

SCHEDULE OF EXHIBITS

Exhibit A Real Estate (Legal Description)

Exhibit B Illustrative Character Exhibit

EXHIBIT A
REAL ESTATE

LOT 3 AND 4 IN NORTH POINT, SECTION 1, PER PLAT THEREOF RECORDED AS INSTRUMENT NUMBER 2017-63934 AND REPLATTED AS INSTRUMENT 2019-61727 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

LOTS 6, 7 AND 8 IN NORTH POINT, SECTION 2, PER PLAT THEREOF RECORDED AS INSTRUMENT NUMBER - _____ IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

LOT 10 AND 11 IN NORTH POINT, SECTION 3, PER PLAT THEREOF RECORDED AS INSTRUMENT NUMBER 2019065962 IN PLAT CABINET 5, SLIDE 1093 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

LOT 15 IN NORTH POINT, SECTION 4, PER PLAT THEREOF RECORDED AS INSTRUMENT NUMBER - _____ IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

AND ALSO:

PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (ASSUMED BEARING) 978.90 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 00 MINUTES 08 SECONDS EAST 1335.19 FEET PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER TO THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 978.90 FEET ON THE SOUTH LINE TO THE NORTH HALF OF SAID NORTHEAST QUARTER TO A 5/8 INCH DIAMETER REBAR WITH CAP MARKED "WEIHE ENGR 0012" AT THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 30.00 ACRES, MORE OR LESS.

AND ALSO:

AND ALSO:

A PART OF THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 19 NORTH, RANGE 4 EAST, IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 20; THENCE SOUTH 00 DEGREES 00 MINUTES 54 SECONDS EAST (ASSUMED BEARING) 406.68 FEET

ALONG THE WEST LINE OF SAID NORTHWEST QUARTER TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 89 DEGREES 59 MINUTES 06 SECONDS EAST 16.50 FEET TO THE EAST RIGHT-OF-WAY LINE OF GRASSY BRANCH ROAD AND THE EAST LINE OF THE 0.072 ACRE PROPERTY (PARCEL 14A, CODE 4162) OWNED BY STATE OF INDIANA AS RECORDED IN, INST. NO. 2006-041657, DATED: JULY 20, 2006 IN SAID RECORDERS OFFICE; THENCE NORTH 29 DEGREES 40 MINUTES 08 SECONDS EAST 101.82 FEET ALONG SAID EAST LINE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE FOR STATE ROAD 38; THENCE ALONG THE LINES OF SAID SOUTHWESTERLY RIGHT-OF-WAY, BY THE NEXT TWO (2) COURSES: (1) THENCE SOUTH 60 DEGREES 41 MINUTES 09 SECONDS EAST 615.03 FEET; (2) SOUTH 60 DEGREES 52 MINUTES 35 SECONDS EAST 345.98 FEET TO THE EAST LINE OF THE 3.040 ACRE PROPERTY OWNED BY ALICE E. DREXLER ET AL, AS RECORDED IN INST. NO. 2007-063319, DATED: NOVEMBER 9, 2007 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA; THENCE SOUTH 00 DEGREES 34 MINUTES 59 SECONDS WEST 1,306.76 FEET TO THE EAST PROLONGATION OF THE NORTH LINE OF THE 9.15 ACRE PROPERTY OWNED BY THE FIRST BAPTIST CHURCH OF WESTFIELD, INC., AS RECORDED IN INST. NO. 2005-068167, DATED: OCTOBER 17, 2005 IN SAID RECORDERS OFFICE; THENCE NORTH 88 DEGREES 51 MINUTES 00 SECONDS WEST 289.89 FEET ALONG THE EAST PROLONGATION OF SAID NORTH LINE, THE NORTH LINE AND THE WEST PROLONGATION OF SAID NORTH LINE TO THE NORTH PROLONGATION OF THE EAST LINE OF THE THREE (3) ACRE PROPERTY OWNED BY WILLIAM R. STUBBS AS RECORDED IN, INST. NO. 2003-028318, DATED: MARCH 24, 2003 IN SAID RECORDERS OFFICE; THENCE SOUTH 00 DEGREES 00 MINUTES 36 SECONDS EAST 0.75 FEET ALONG SAID NORTH PROLONGATION OF THE EAST LINE TO THE NORTH LINE OF SAID THREE (3) ACRE PROPERTY; THENCE NORTH 88 DEGREES 50 MINUTES 42 SECONDS WEST 240.38 FEET ALONG SAID NORTH LINE TO THE SOUTH LINE OF SAID 3.040 ACRE PROPERTY; THENCE NORTH 88 DEGREES 37 MINUTES 02 SECONDS WEST 361.62 FEET ALONG SAID SOUTH LINE TO THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 54 SECONDS WEST 1,669.09 FEET TO THE PLACE OF BEGINNING, CONTAINING 31.920 ACRES, MORE OR LESS.

AND ALSO:

A PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID QUARTER QUARTER SECTION; HENCE NORTH 89 DEGREES 52 MINUTES 42 SECONDS WEST ALONG THE SOUTH LINE OF SAID QUARTER QUARTER SECTION 90.75 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 31 SECONDS EAST PARALLEL TO THE EAST LINE OF SAID QUARTER QUARTER SECTION 838.78 FEET; THENCE SOUTH 89 DEGREES 52 MINUTES 42 SECONDS EAST AND PARALLEL TO THE SOUTH LINE OF SAID QUARTER QUARTER SECTION 90.75 FEET TO THE EAST LINE OF SAID QUARTER QUARTER SECTION; THENCE SOUTH 00 DEGREES 00 MINUTES 31 SECONDS WEST ALONG THE EAST LINE OF SAID QUARTER SECTION 838.78 FEET TO THE POINT OF BEGINNING.

AND ALSO:

PART OF THE SOUTH HALF OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST IN HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST; THENCE NORTH 89 DEGREES 52 MINUTES 42 SECONDS WEST (ASSUMED BEARING) ON THE NORTH LINE OF THE SOUTH HALF OF SAID SECTION 19 A DISTANCE OF 90.75 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 31 SECONDS WEST PARALLEL WITH THE EAST LINE OF SAID

SOUTHWEST QUARTER 285.00 FEET; THENCE SOUTH 89 DEGREES 52 MINUTES 42 SECONDS EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTH HALF 238.00 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 31 SECONDS EAST PARALLEL WITH SAID WEST LINE 285.00 FEET TO THE NORTH LINE OF SAID SOUTH HALF; THENCE NORTH 89 DEGREES 52 MINUTES 42 SECONDS WEST ON SAID NORTH LINE 147.25 FEET TO THE PLACE OF BEGINNING.

AND ALSO:

PART OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, IN HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST; THENCE SOUTH 00 DEGREES 00 MINUTES 31 SECONDS EAST (ASSUMED BEARING) ON THE EAST LINE THEREOF 1811.0 FEET TO THE TRUE BEGINNING POINT OF THE REAL ESTATE HEREIN DESCRIBED; THENCE SOUTH 00 DEGREES 00 MINUTES 31 SECONDS EAST ON THE EAST LINE OF SAID QUARTER 20.02 FEET TO THE NORTHEAST CORNER OF FORTY-SEVEN AND THREE-FOURTHS ACRES OFF THE SOUTH SIDE OF SAID NORTHWEST QUARTER AS DESCRIBED IN AN ADMINISTRATOR'S DEED RECORDED IN DEED RECORD 329, PAGE 919 IN THE OFFICE OF THE HAMILTON COUNTY RECORDER; THENCE NORTH 89 DEGREES 52 MINUTES 42 SECONDS WEST ON THE NORTH LINE OF SAID REAL ESTATE 90.75 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 31 SECONDS WEST PARALLEL WITH THE EAST LINE OF SAID QUARTER, 20 FEET, MORE OR LESS, TO THE APPROXIMATE CENTERLINE OF 202ND STREET; THENCE EASTERLY ON SAID SOUTH LINE 90.75 FEET TO THE TRUE BEGINNING POINT.

AND ALSO:

PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4, EAST, 2ND P.M., WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19, NORTH, RANGE 4 EAST, 2ND P.M., WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (INDIANA STATE PLANE COORDINATES-EAST ZONE NAD 83) A DISTANCE OF 2248.54 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE CENTERLINE OF STATE HIGHWAY 38; THENCE SOUTH 60 DEGREES 52 MINUTES 07 SECONDS EAST 481.49 FEET TO THE EAST LINE OF SAID NORTHEAST QUARTER, THENCE SOUTH 00 DEGREES 02 MINUTES 34 SECONDS EAST 1102.19 FEET ON THE EAST LINE OF SAID NORTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 20 SECONDS WEST 2669.90 FEET ON THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER TO THE SOUTHWEST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER, THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 80.70 ACRES, MORE OR LESS.

EXCEPT

PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (ASSUMED BEARING) 978.90 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 00 MINUTES 08 SECONDS EAST 1335.19 FEET PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER TO THE

SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 978.90 FEET ON THE SOUTH LINE TO THE NORTH HALF OF SAID NORTHEAST QUARTER TO A 5/8 INCH DIAMETER REBAR WITH CAP MARKED "WEIHE ENGR 0012" AT THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 30.00 ACRES, MORE OR LESS.

ALSO EXCEPT:

PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, 2ND PM, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST COMER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, 2ND PM, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST 2000.90 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT; THENCE SOUTH 27 DEGREES 52 MINUTES 08 SECONDS WEST 228.91 FEET; THENCE SOUTH 60 DEGREES 37 MINUTES 37 SECONDS EAST 209.62 FEET; THENCE SOUTH 29 DEGREES 24 MINUTES 24 SECONDS WEST 185.60 FEET; THENCE SOUTH 71 DEGREES 54 MINUTES 10 SECONDS WEST 148.27 FEET; THENCE SOUTH 29 DEGREES 07 MINUTES 53 SECONDS WEST 50.00 FEET; THENCE SOUTH 11 DEGREES 17 MINUTES 55 SECONDS EAST 156.11 FEET; THENCE SOUTH 30 DEGREES 03 MINUTES 38 SECONDS WEST 473.19 FEET; THENCE SOUTH 40 DEGREES 14 MINUTES 54 SECONDS WEST 282.05 FEET TO THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE SOUTH 89 DEGREES 53 MINUTES 10 SECONDS EAST 1238.47 FEET ON THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER TO THE EAST LINE THEREOF; THENCE NORTH 00 DEGREES 02 MINUTES 34 SECONDS WEST 1102.19 FEET ON THE EAST LINE OF SAID NORTHEAST QUARTER TO THE CENTER LINE OF STATE ROAD 38; THENCE NORTH 60 DEGREES 52 MINUTES 07 SECONDS WEST 481.49 FEET ON THE CENTERLINE OF SAID STATE ROAD 38 TO THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 54 MINUTES 41 SECONDS WEST 247.64 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT. CONTAINING 25.28 ACRES, MORE OR LESS.

ALSO EXCEPT

A PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST COMER OF SAID QUARTER SECTION, DESIGNATED AS POINT "201" ON SAID PLAT; THENCE SOUTH 0 DEGREES 11 MINUTES 54 SECONDS EAST 1,334.36 FEET (1,334.75 FEET PER INSTRUMENT 199909955120 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY) ALONG THE WEST LINE OF SAID QUARTER SECTION TO THE SOUTHWEST COMER OF THE NORTH HALF OF SAID QUARTER SECTION; THENCE NORTH 89 DEGREES 54 MINUTES 20 SECONDS EAST 1,431.98 FEET ALONG THE SOUTH LINE OF SAID HALF-QUARTER TO THE SOUTHWEST COMER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT 2008002524; THENCE NORTH 40 DEGREES 05 MINUTES 14 SECONDS EAST 279.72 FEET (282.05 FEET PER SAID INSTRUMENT) ALONG A WEST LINE OF SAID TRACT; THENCE NORTH 29 DEGREES 54 MINUTES 25 SECONDS EAST 157.87 FEET ALONG A WEST LINE OF SAID TRACT TO THE POINT OF BEGINNING OF THIS DESCRIPTION, DESIGNATED AS POINT "1615" ON SAID PLAT; THENCE NORTH 29 DEGREES 21 MINUTES 48 SECONDS EAST 318.76 FEET TO A LINE OF SAID TRACT DESIGNATED AS POINT "1621" ON SAID PLAT; THENCE SOUTH 11 DEGREES 27 MINUTES 08 SECONDS EAST 4.58 FEET ALONG SAID LINE TO A COMER OF SAID TRACT; THENCE SOUTH 29 DEGREES 54 MINUTES 25 SECONDS WEST 315.30

FEET ALONG A WEST LINE OF SAID TRACT TO THE POINT OF BEGINNING AND CONTAINING 0.011 ACRES, MORE OR LESS.

ALSO EXCEPT:

A PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, HAMILTON COUNTY, INDIANA, AND BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST COMER OF SAID QUARTER SECTION, DESIGNATED AS POINT "201" ON SAID PLAT; THENCE SOUTH 0 DEGREES 11 MINUTES 54 SECONDS EAST 1,334.36 FEET (1,334.75 FEET PER INSTRUMENT 199909955120 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY) ALONG THE WEST LINE OF SAID QUARTER SECTION TO THE SOUTHWEST COMER OF THE NORTH HALF OF SAID QUARTER SECTION; THENCE NORTH 89 DEGREES 54 MINUTES 20 SECONDS EAST 1,431.98 FEET ALONG THE SOUTH LINE OF SAID HALF-QUARTER TO THE SOUTHWEST COMER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT 2008002524; THENCE NORTH 40 DEGREES 5 MINUTES 14 SECONDS EAST 250.61 FEET ALONG A WEST LINE OF SAID TRACT TO THE POINT OF BEGINNING OF THIS DESCRIPTION DESIGNATED AS POINT "1612" ON SAID PLAT; THENCE NORTHEASTERLY 89.68 FEET ALONG AN ARC TO THE LEFT HAVING A RADIUS OF 1,440.00 FEET AND SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 33 DEGREES 11 MINUTES 47 SECONDS EAST AND A LENGTH OF 89.67 FEET TO A WEST LINE OF SAID TRACT DESIGNATED AS POINT "1614" ON SAID PLAT; THENCE SOUTH 29 DEGREES 54 MINUTES 25 SECONDS WEST 60.87 FEET ALONG SAID WEST LINE TO A COMER OF SAID TRACT; THENCE SOUTH 40 DEGREES 05 MINUTES 14 SECONDS WEST 29.11 FEET ALONG A LINE OF SAID TRACT TO THE POINT OF BEGINNING AND CONTAINING 0.003 ACRES, MORE OR LESS.

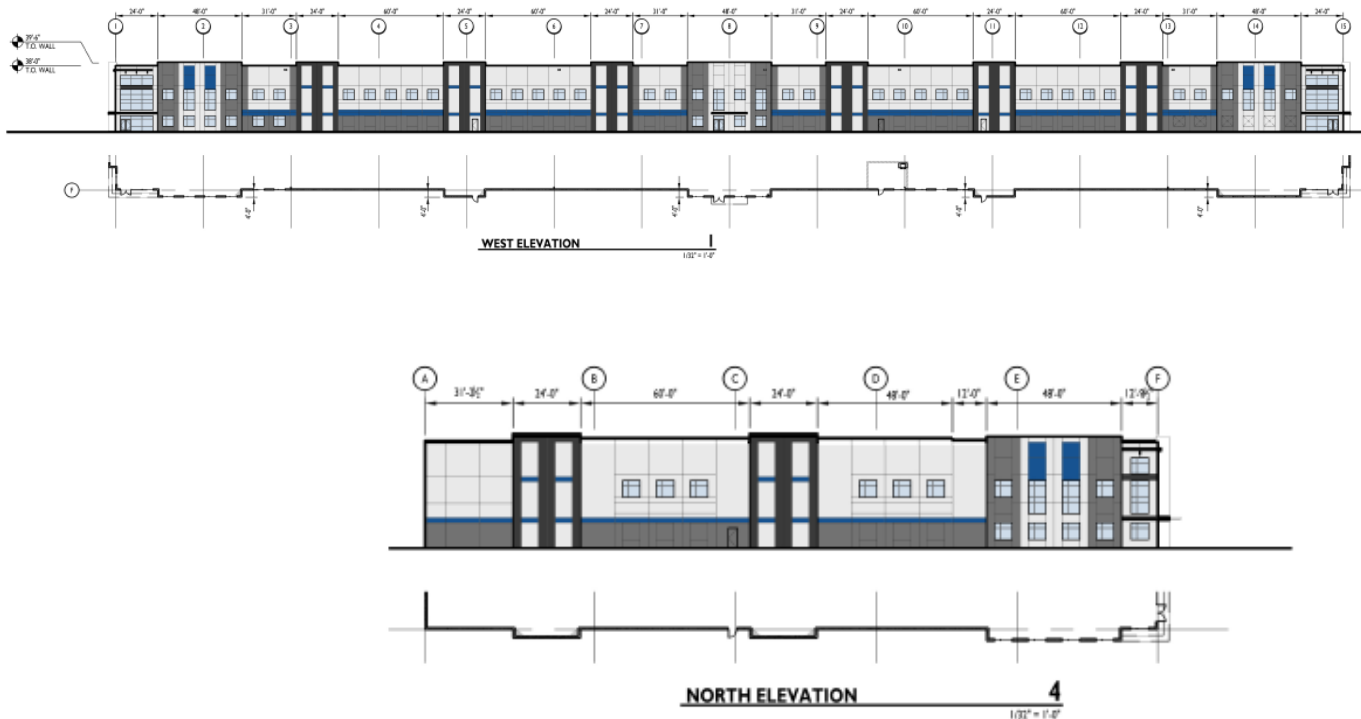
A PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, HAMILTON COUNTY, INDIANA, AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID QUARTER SECTION, DESIGNATED AS POINT "201" ON SAID PLAT; THENCE N01TH 89 DEGREES 56 MINUTES 6 SECONDS EAST 2,000.90 FEET ALONG THE NORTH LINE OF SAID SECTION TO THE N01THWEST CORNER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT 2008002524 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY; THENCE SOUTH 27 DEGREES 42 MINUTES 55 SECONDS WEST 228.91 FEET ALONG A NO1THWESTERN LINE OF SAID TRACT; THENCE SOUTH 60 DEGREES 46 MINUTES 50 SECONDS EAST 209.41 FEET ALONG A SOUTHWESTERN LINE OF SAID TRACT TO THE POINT OF BEGINNING OF THIS DESCRIPT ION DESIGNATED AS POINT "886" ON SAID PLAT; THENCE CONTINUING SOUTH 60 DEGREES 46 MINUTES 50 SECONDS EAST 0.21 FEET ALONG SAID LINE TO A CORNER OF SAID TRACT; THENCE SOUTH 29 DEGREES 15 MINUTES 11 SECONDS WEST 185.60 FEET ALONG A NORTHWESTERN LINE OF SAID TRACT TO A CORNER OF SAID TRACT; THENCE SOUTH 71 DEGREES 44 MINUTES 57 SECONDS WEST 0.85 FEET ALONG A NORTHWESTERN LINE OF SAID TRACT TO THE POINT DESIGNATED AS "1622" ON SAID TRACT; THENCE NORTH 29 DEGREES 21 MINUTES 48 SECONDS EAST 186.23 FEET TO THE POINT OF BEGINNING AND CONTAINING 0.002 ACRES, MORE OR LESS.

EXHIBIT B

ILLUSTRATIVE CHARACTER EXHIBIT FOR PRIMARY FACADE



EXHIBIT B
ILLUSTRATIVE CHARACTER EXHIBIT FOR PRIMARY FACADE



ORDINANCE NUMBER 21-17

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AN AMENDMENT TO THE NORTHPOINT PLANNED UNIT DEVELOPMENT DISTRICT BEING THAT OF ORDINANCES 17-51, 19-57, 19-58 AND THE UNIFIED DEVELOPMENT ORDINANCE

This is a Planned Unit Development District Ordinance to amend the Northpoint Planned Unit Development District being that of Ordinance 17-51 ("Original Northpoint Ordinance") 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 (the "UDO");

WHEREAS, the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") enacted the Original Northpoint Ordinance on August 14, 2018, recorded as Instrument 2018038572 in the Office of the Recorder of Hamilton County;

WHEREAS, the Common Council amended the Northpoint Ordinance via Ordinance 19-57 ("First Amendment") on November 25, 2019, recorded as Instrument Number 2019061619 in the Office of the Recorder of Hamilton County, and Ordinance 19-58 ("Second Amendment") on November 11, 2019, recorded as Instrument Number 2019058859 in the Office of the Recorder of Hamilton County (collectively the Original Northpoint Ordinance, the First Amendment and the Second Amendment are hereinafter the "Northpoint Ordinance");

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Plan Commission") considered a petition (**Petition No. 2104-PUD-12**), requesting an amendment to the Northpoint Ordinance and the Unified Development Ordinance and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2104-PUD-12** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (____ - ____) 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 Common Council on _____, 2021;

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 Northpoint 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 Northpoint Ordinance except as revised, modified, supplemented or expressly made 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 or the Northpoint 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. Development Standards. The standards of Chapter 6 Development Standards shall apply to the development of the District, except as otherwise modified below.

- 2.1 Article 6.3 (Architectural Standards) of the UDO and Section 7.1(B) and (C) of the Northpoint Ordinance: Shall apply, except as follows:

A. Wall Planes in Business Parke and Commerce Parke.

- i. A Building may be constructed with wall planes which do not meet the required offsets provided in Article 6.3(F(5(b))) and/or Article 5.3(K)(2(b))) of the UDO only if an alternative feature provided herein is utilized. If no alternative features provided herein are utilized and the wall plane is otherwise required to meet the conditions of Article 6.3(F(5(b))) and/or Article 5.3(K)(2(b))), compliance with Article 6.3(F(5(b))) and/or Article 5.3(K)(2(b))) of the UDO must be accomplished. If an alternative feature is utilized the distance between offsets required under Article 6.3(F(5(b))) and/or Article 5.3(K)(2(b))) of the UDO may be increased as provided hereunder, but the

obligation for offsets is not eliminated.

- ii. The distance between required offsets may be increased up to two times the otherwise permitted separation provided in Article 6.3(F(5(b))) or Article 5.3(K(2(b))) of the UDO if one or more of the following is utilized:

a. Change in materials on the same vertical plane occurring with a separation of no more than sixty (60) feet between material changes with a width of at least four (4) feet; or

b. A change in paint colors for materials of the same type with a separation of no less than sixty (60) feet and a change in color which is at least six (6) feet in width. To qualify for an increased distance between offsets, the change in paint colors must be significant enough to provide a meaningful and visually apparent contrast.

- iii. Alternatively, in lieu of only vertical articulation, architectural articulation which occurs no less the every sixty (60) feet comprised of either a vertical articulation of not less than eighteen (18) inches and/or horizontal articulation of not less than thirty six (36) inches shall be acceptable wall plane changes. Horizontal articulation should account for not less than fifty percent (50%) of the articulation required herein.

- iv. Any wall plane which is a Primary Façade (as defined in the Northpoint Ordinance) must utilize a change in wall height of at least twenty four (24) inches on all require wall planes and one of the two of the following features on a majority of the offsets which are required on a wall plane:

- A change in paint color in compliance with Section 2.1(A)(ii)(b) hereof; or

—a change in materials in compliance with Section 2.1(A)(ii)(a) hereof.

- B. Character Exhibits. Character exhibits showing examples of alternative mechanisms of compliance with Wall Plane variation for a Primary Façade are attached hereto as **Exhibit B.**

[SIGNATURE PAGE IMMEDIATELY FOLLOWS.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2021.

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 21-17** was delivered to the Mayor of Westfield

on the _____ day of _____, 2021, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 21-17**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 21-17**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

This document prepared by:

Russell L. Brown, CLARK, QUINN, MOSES, SCOTT & GRAHN, LLP, 320 N. Meridian Street, Suite 1100, Indianapolis, IN 46204

SCHEDULE OF EXHIBITS

Exhibit A Real Estate (Legal Description)

Exhibit B Illustrative Character Exhibit

EXHIBIT A
REAL ESTATE

LOT 3 AND 4 IN NORTH POINT, SECTION 1, PER PLAT THEREOF RECORDED AS INSTRUMENT NUMBER 2017-63934 AND REPLATTED AS INSTRUMENT 2019-61727 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

LOTS 6, 7 AND 8 IN NORTH POINT, SECTION 2, PER PLAT THEREOF RECORDED AS INSTRUMENT NUMBER - _____ IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

LOT 10 AND 11 IN NORTH POINT, SECTION 3, PER PLAT THEREOF RECORDED AS INSTRUMENT NUMBER 2019065962 IN PLAT CABINET 5, SLIDE 1093 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

LOT 15 IN NORTH POINT, SECTION 4, PER PLAT THEREOF RECORDED AS INSTRUMENT NUMBER - _____ IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

AND ALSO:

PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (ASSUMED BEARING) 978.90 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 00 MINUTES 08 SECONDS EAST 1335.19 FEET PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER TO THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 978.90 FEET ON THE SOUTH LINE TO THE NORTH HALF OF SAID NORTHEAST QUARTER TO A 5/8 INCH DIAMETER REBAR WITH CAP MARKED "WEIHE ENGR 0012" AT THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 30.00 ACRES, MORE OR LESS.

AND ALSO:

AND ALSO:

A PART OF THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 19 NORTH, RANGE 4 EAST, IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 20; THENCE SOUTH 00 DEGREES 00 MINUTES 54 SECONDS EAST (ASSUMED BEARING) 406.68 FEET

ALONG THE WEST LINE OF SAID NORTHWEST QUARTER TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 89 DEGREES 59 MINUTES 06 SECONDS EAST 16.50 FEET TO THE EAST RIGHT-OF-WAY LINE OF GRASSY BRANCH ROAD AND THE EAST LINE OF THE 0.072 ACRE PROPERTY (PARCEL 14A, CODE 4162) OWNED BY STATE OF INDIANA AS RECORDED IN, INST. No. 2006-041657, DATED: JULY 20, 2006 IN SAID RECORDERS OFFICE; THENCE NORTH 29 DEGREES 40 MINUTES 08 SECONDS EAST 101.82 FEET ALONG SAID EAST LINE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE FOR STATE ROAD 38; THENCE ALONG THE LINES OF SAID SOUTHWESTERLY RIGHT-OF-WAY, BY THE NEXT TWO (2) COURSES: (1) THENCE SOUTH 60 DEGREES 41 MINUTES 09 SECONDS EAST 615.03 FEET; (2) SOUTH 60 DEGREES 52 MINUTES 35 SECONDS EAST 345.98 FEET TO THE EAST LINE OF THE 3.040 ACRE PROPERTY OWNED BY ALICE E. DREXLER ET AL, AS RECORDED IN INST. No. 2007-063319, DATED: NOVEMBER 9, 2007 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA; THENCE SOUTH 00 DEGREES 34 MINUTES 59 SECONDS WEST 1,306.76 FEET TO THE EAST PROLONGATION OF THE NORTH LINE OF THE 9.15 ACRE PROPERTY OWNED BY THE FIRST BAPTIST CHURCH OF WESTFIELD, INC., AS RECORDED IN INST. No. 2005-068167, DATED: OCTOBER 17, 2005 IN SAID RECORDERS OFFICE; THENCE NORTH 88 DEGREES 51 MINUTES 00 SECONDS WEST 289.89 FEET ALONG THE EAST PROLONGATION OF SAID NORTH LINE, THE NORTH LINE AND THE WEST PROLONGATION OF SAID NORTH LINE TO THE NORTH PROLONGATION OF THE EAST LINE OF THE THREE (3) ACRE PROPERTY OWNED BY WILLIAM R. STUBBS AS RECORDED IN, INST. No. 2003-028318, DATED: MARCH 24, 2003 IN SAID RECORDERS OFFICE; THENCE SOUTH 00 DEGREES 00 MINUTES 36 SECONDS EAST 0.75 FEET ALONG SAID NORTH PROLONGATION OF THE EAST LINE TO THE NORTH LINE OF SAID THREE (3) ACRE PROPERTY; THENCE NORTH 88 DEGREES 50 MINUTES 42 SECONDS WEST 240.38 FEET ALONG SAID NORTH LINE TO THE SOUTH LINE OF SAID 3.040 ACRE PROPERTY; THENCE NORTH 88 DEGREES 37 MINUTES 02 SECONDS WEST 361.62 FEET ALONG SAID SOUTH LINE TO THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 54 SECONDS WEST 1,669.09 FEET TO THE PLACE OF BEGINNING, CONTAINING 31.920 ACRES, MORE OR LESS.

AND ALSO:

A PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID QUARTER QUARTER SECTION; HENCE NORTH 89 DEGREES 52 MINUTES 42 SECONDS WEST ALONG THE SOUTH LINE OF SAID QUARTER QUARTER SECTION 90.75 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 31 SECONDS EAST PARALLEL TO THE EAST LINE OF SAID QUARTER QUARTER SECTION 838.78 FEET; THENCE SOUTH 89 DEGREES 52 MINUTES 42 SECONDS EAST AND PARALLEL TO THE SOUTH LINE OF SAID QUARTER QUARTER SECTION 90.75 FEET TO THE EAST LINE OF SAID QUARTER QUARTER SECTION; THENCE SOUTH 00 DEGREES 00 MINUTES 31 SECONDS WEST ALONG THE EAST LINE OF SAID QUARTER SECTION 838.78 FEET TO THE POINT OF BEGINNING.

AND ALSO:

PART OF THE SOUTH HALF OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST IN HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST; THENCE NORTH 89 DEGREES 52 MINUTES 42 SECONDS WEST (ASSUMED BEARING) ON THE NORTH LINE OF THE SOUTH HALF OF SAID SECTION 19 A DISTANCE OF 90.75 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 31 SECONDS WEST PARALLEL WITH THE EAST LINE OF SAID

SOUTHWEST QUARTER 285.00 FEET; THENCE SOUTH 89 DEGREES 52 MINUTES 42 SECONDS EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTH HALF 238.00 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 31 SECONDS EAST PARALLEL WITH SAID WEST LINE 285.00 FEET TO THE NORTH LINE OF SAID SOUTH HALF; THENCE NORTH 89 DEGREES 52 MINUTES 42 SECONDS WEST ON SAID NORTH LINE 147.25 FEET TO THE PLACE OF BEGINNING.

AND ALSO:

PART OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, IN HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST; THENCE SOUTH 00 DEGREES 00 MINUTES 31 SECONDS EAST (ASSUMED BEARING) ON THE EAST LINE THEREOF 1811.0 FEET TO THE TRUE BEGINNING POINT OF THE REAL ESTATE HEREIN DESCRIBED; THENCE SOUTH 00 DEGREES 00 MINUTES 31 SECONDS EAST ON THE EAST LINE OF SAID QUARTER 20.02 FEET TO THE NORTHEAST CORNER OF FORTY-SEVEN AND THREE-FOURTHS ACRES OFF THE SOUTH SIDE OF SAID NORTHWEST QUARTER AS DESCRIBED IN AN ADMINISTRATOR'S DEED RECORDED IN DEED RECORD 329, PAGE 919 IN THE OFFICE OF THE HAMILTON COUNTY RECORDER; THENCE NORTH 89 DEGREES 52 MINUTES 42 SECONDS WEST ON THE NORTH LINE OF SAID REAL ESTATE 90.75 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 31 SECONDS WEST PARALLEL WITH THE EAST LINE OF SAID QUARTER, 20 FEET, MORE OR LESS, TO THE APPROXIMATE CENTERLINE OF 202ND STREET; THENCE EASTERLY ON SAID SOUTH LINE 90.75 FEET TO THE TRUE BEGINNING POINT.

AND ALSO:

PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4, EAST, 2ND P.M., WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST. CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19, NORTH, RANGE 4 EAST, 2ND P.M., WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (INDIANA STATE PLANE COORDINATES-EAST ZONE NAD 83) A DISTANCE OF 2248.54 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE CENTERLINE OF STATE HIGHWAY 38; THENCE SOUTH 60 DEGREES 52 MINUTES 07 SECONDS EAST 481.49 FEET TO THE EAST LINE OF SAID NORTHEAST QUARTER, THENCE SOUTH 00 DEGREES 02 MINUTES 34 SECONDS EAST 1102.19 FEET ON THE EAST LINE OF SAID NORTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 20 SECONDS WEST 2669.90 FEET ON THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER TO THE SOUTHWEST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER, THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 80.70 ACRES, MORE OR LESS.

EXCEPT

PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (ASSUMED BEARING) 978.90 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 00 MINUTES 08 SECONDS EAST 1335.19 FEET PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER TO THE

SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 978.90 FEET ON THE SOUTH LINE TO THE NORTH HALF OF SAID NORTHEAST QUARTER TO A 5/8 INCH DIAMETER REBAR WITH CAP MARKED "WEIHE ENGR 0012" AT THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 30.00 ACRES, MORE OR LESS.

ALSO EXCEPT:

PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, 2ND PM, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST COMER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, 2ND PM, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST 2000.90 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT; THENCE SOUTH 27 DEGREES 52 MINUTES 08 SECONDS WEST 228.91 FEET; THENCE SOUTH 60 DEGREES 37 MINUTES 37 SECONDS EAST 209.62 FEET; THENCE SOUTH 29 DEGREES 24 MINUTES 24 SECONDS WEST 185.60 FEET; THENCE SOUTH 71 DEGREES 54 MINUTES 10 SECONDS WEST 148.27 FEET; THENCE SOUTH 29 DEGREES 07 MINUTES 53 SECONDS WEST 50.00 FEET; THENCE SOUTH 11 DEGREES 17 MINUTES 55 SECONDS EAST 156.11 FEET; THENCE SOUTH 30 DEGREES 03 MINUTES 38 SECONDS WEST 473.19 FEET; THENCE SOUTH 40 DEGREES 14 MINUTES 54 SECONDS WEST 282.05 FEET TO THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE SOUTH 89 DEGREES 53 MINUTES 10 SECONDS EAST 1238.47 FEET ON THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER TO THE EAST LINE THEREOF; THENCE NORTH 00 DEGREES 02 MINUTES 34 SECONDS WEST 1102.19 FEET ON THE EAST LINE OF SAID NORTHEAST QUARTER TO THE CENTER LINE OF STATE ROAD 38; THENCE NORTH 60 DEGREES 52 MINUTES 07 SECONDS WEST 481.49 FEET ON THE CENTERLINE OF SAID STATE ROAD 38 TO THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 54 MINUTES 41 SECONDS WEST 247.64 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT. CONTAINING 25.28 ACRES, MORE OR LESS.

ALSO EXCEPT

A PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST COMER OF SAID QUARTER SECTION, DESIGNATED AS POINT "201" ON SAID PLAT; THENCE SOUTH 0 DEGREES 11 MINUTES 54 SECONDS EAST 1,334.36 FEET (1,334.75 FEET PER INSTRUMENT 199909955120 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY) ALONG THE WEST LINE OF SAID QUARTER SECTION TO THE SOUTHWEST COMER OF THE NORTH HALF OF SAID QUARTER SECTION; THENCE NORTH 89 DEGREES 54 MINUTES 20 SECONDS EAST 1,431.98 FEET ALONG THE SOUTH LINE OF SAID HALF-QUARTER TO THE SOUTHWEST COMER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT 2008002524; THENCE NORTH 40 DEGREES 05 MINUTES 14 SECONDS EAST 279.72 FEET (282.05 FEET PER SAID INSTRUMENT) ALONG A WEST LINE OF SAID TRACT: THENCE NORTH 29 DEGREES 54 MINUTES 25 SECONDS EAST 157.87 FEET ALONG A WEST LINE OF SAID TRACT TO THE POINT OF BEGINNING OF THIS DESCRIPTION, DESIGNATED AS POINT "1615" ON SAID PLAT: THENCE NORTH 29 DEGREES 21 MINUTES 48 SECONDS EAST 318.76 FEET TO A LINE OF SAID TRACT DESIGNATED AS POINT "1621" ON SAID PLAT; THENCE SOUTH 11 DEGREES 27 MINUTES 08 SECONDS EAST 4.58 FEET ALONG SAID LINE TO A COMER OF SAID TRACT; THENCE SOUTH 29 DEGREES 54 MINUTES 25 SECONDS WEST 315.30

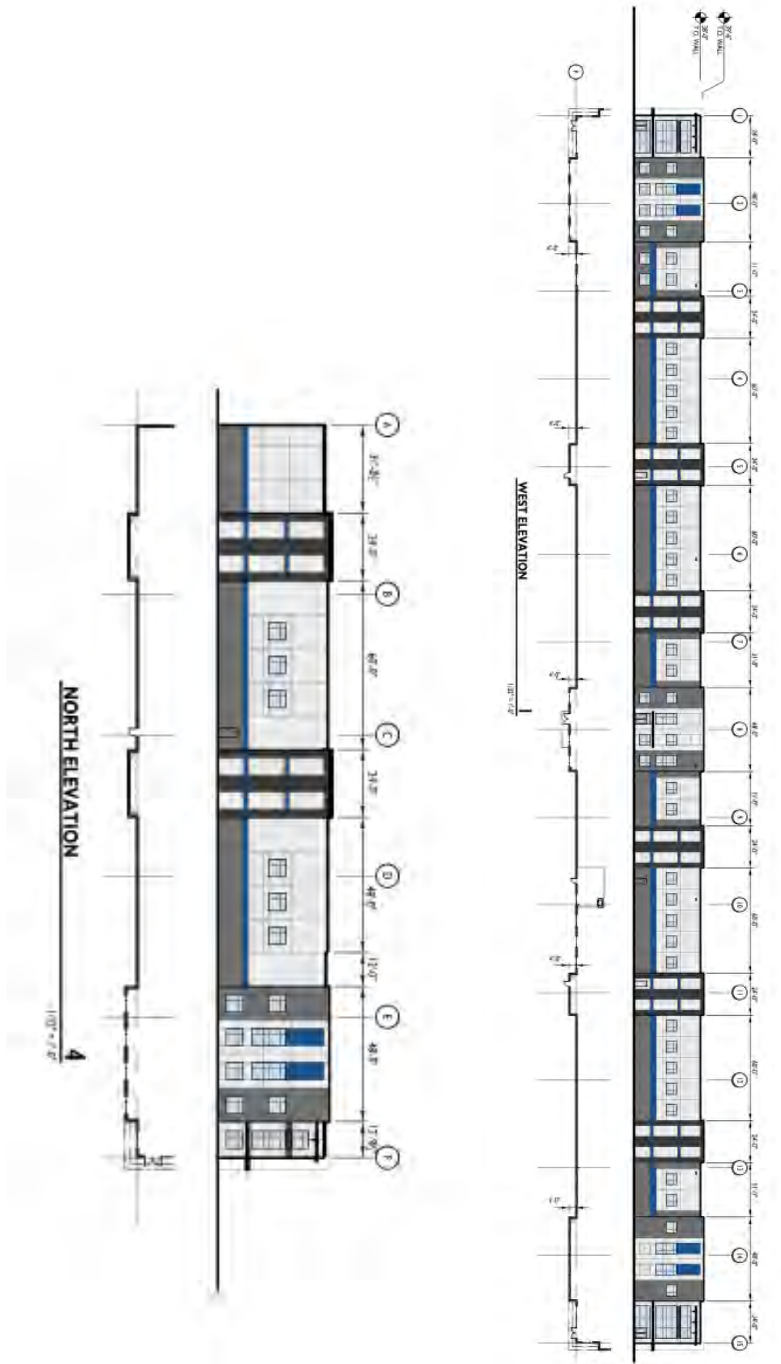
FEET ALONG A WEST LINE OF SAID TRACT TO THE POINT OF BEGINNING AND CONTAINING 0.011 ACRES, MORE OR LESS.

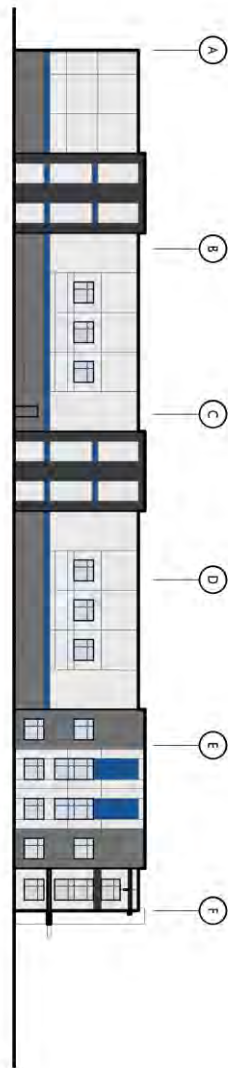
ALSO EXCEPT:

A PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, HAMILTON COUNTY, INDIANA, AND BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST COMER OF SAID QUARTER SECTION, DESIGNATED AS POINT "201" ON SAID PLAT; THENCE SOUTH 0 DEGREES 11 MINUTES 54 SECONDS EAST 1,334.36 FEET (1,334.75 FEET PER INSTRUMENT 199909955120 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY) ALONG THE WEST LINE OF SAID QUARTER SECTION TO THE SOUTHWEST COMER OF THE NORTH HALF OF SAID QUARTER SECTION; THENCE NORTH 89 DEGREES 54 MINUTES 20 SECONDS EAST 1,431.98 FEET ALONG THE SOUTH LINE OF SAID HALF-QUARTER TO THE SOUTHWEST COMER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT 2008002524; THENCE NORTH 40 DEGREES 5 MINUTES 14 SECONDS EAST 250.61 FEET ALONG A WEST LINE OF SAID TRACT TO THE POINT OF BEGINNING OF THIS DESCRIPTION DESIGNATED AS POINT "1612" ON SAID PLAT; THENCE NORTHEASTERLY 89.68 FEET ALONG AN ARC TO THE LEFT HAVING A RADIUS OF 1,440.00 FEET AND SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 33 DEGREES 11 MINUTES 47 SECONDS EAST AND A LENGTH OF 89.67 FEET TO A WEST LINE OF SAID TRACT DESIGNATED AS POINT "1614" ON SAID PLAT; THENCE SOUTH 29 DEGREES 54 MINUTES 25 SECONDS WEST 60.87 FEET ALONG SAID WEST LINE TO A COMER OF SAID TRACT; THENCE SOUTH 40 DEGREES 05 MINUTES 14 SECONDS WEST 29.11 FEET ALONG A LINE OF SAID TRACT TO THE POINT OF BEGINNING AND CONTAINING 0.003 ACRES, MORE OR LESS.

A PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, HAMILTON COUNTY, INDIANA, AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID QUARTER SECTION, DESIGNATED AS POINT "201" ON SAID PLAT; THENCE NORTH 89 DEGREES 56 MINUTES 6 SECONDS EAST 2,000.90 FEET ALONG THE NORTH LINE OF SAID SECTION TO THE NORTHWEST CORNER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT 2008002524 IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY; THENCE SOUTH 27 DEGREES 42 MINUTES 55 SECONDS WEST 228.91 FEET ALONG A NORTHWESTERN LINE OF SAID TRACT; THENCE SOUTH 60 DEGREES 46 MINUTES 50 SECONDS EAST 209.41 FEET ALONG A SOUTHWESTERN LINE OF SAID TRACT TO THE POINT OF BEGINNING OF THIS DESCRIPTION DESIGNATED AS POINT "886" ON SAID PLAT; THENCE CONTINUING SOUTH 60 DEGREES 46 MINUTES 50 SECONDS EAST 0.21 FEET ALONG SAID LINE TO A CORNER OF SAID TRACT; THENCE SOUTH 29 DEGREES 15 MINUTES 11 SECONDS WEST 185.60 FEET ALONG A NORTHWESTERN LINE OF SAID TRACT TO A CORNER OF SAID TRACT; THENCE SOUTH 71 DEGREES 44 MINUTES 57 SECONDS WEST 0.85 FEET ALONG A NORTHWESTERN LINE OF SAID TRACT TO THE POINT DESIGNATED AS "1622" ON SAID TRACT; THENCE NORTH 29 DEGREES 21 MINUTES 48 SECONDS EAST 186.23 FEET TO THE POINT OF BEGINNING AND CONTAINING 0.002 ACRES, MORE OR LESS.

EXHIBIT B
ILLUSTRATIVE CHARACTER EXHIBIT FOR PRIMARY FACADE



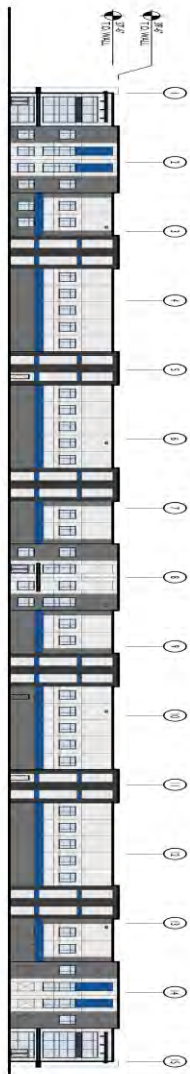


SOUTH ELEVATION

1/32" = 1'-0"

4

1/8" = 1'-0"



WEST ELEVATION

1/8" = 1'-0"

CHANGE OF ZONING APPLICATION

(PLANNED UNIT DEVELOPMENT)

NARRATIVE STATEMENT

Northpoint PUD Amendment Three

The requested PUD amendment is made for the purpose of addressing an ongoing design issue faced by a number of larger proposed developments within the existing Northpoint PUD. This requested change allows for various alternative architectural or design strategies to be utilized to avoid visual monotony on large wall planes.

The proposed modifications will allow for a menu of options for a proposed structure to utilize on Primary Facades, including the use of material changes, color changes and the use of horizontal undulation in conjunction with vertical undulations. These alternative strategies would be in addition to the provisions which already exist in the UDO. Requiring compliance with the UDO requires developers to construct buildings which contain space without significant utilitarian usage and which increase costs of construction. The requested modifications to the existing Northpoint PUD will allow for larger scale buildings to be constructed in ways that meeting the spirit of the UDO in avoiding large, uninterrupted wall planes on Primary Facades, while being efficient from a space design, layout and construction perspective. No modifications are requested to other dimensional standards or material requirements which exist under the current Northpoint PUD.

ISSUES RAISED REGARDING THE NORTHPOINT PUD AMENDMENT IV PROPOSAL

The list below includes issues that were raised during the April 5, 2021, Plan Commission public hearing and in written comments submitted prior to and since the public hearing, as compiled by the Community Development Department. Duplicate or similar issues have been consolidated and simplified for purposes of this list.

1. How can the ordinance text be modified to make it clear that the proposed modification would be in addition to the required offsets and not replace the standard entirely? [See edits to Section 2.1\(A\(i\)\) of the Ordinance.](#)
2. How can the ordinance text be modified to ensure that the variation in colors is adequate to create a visual break in the façade? [See edits to Section 2.1\(A\(ii\(a\)\) of the Ordinance.](#)
3. Can other elements such as roofline changes be added to the proposed standard to ensure that the visual break in the façade is adequate? [For Primary Facades, see new addition to 2.1\(A\(iv\)\) which requires roofline increase.](#)

WRITTEN PUBLIC COMMENTS

Docket Number: 2104-PUD-12

Petitioner: Northpoint Owners, LLC by Clark, Quinn, Moses, Scott & Grahm, LLP

Request: An amendment to the Architectural Standards of the Northpoint PUD District.

Enclosed Attachments:

April 5, 2021, APC Recommendation

1. Hinshaw, Melissa

04/02/2021

Pamela Howard

From: Melissa Hinshaw <melissa.hinshaw@cumberlandcg.com>
Sent: Friday, April 2, 2021 11:52 AM
To: planners; Council Members
Subject: RE: NP1 April 5th APC meeting
Attachments: NorthpointILots.pdf; Impact of Commercial Development on Residential Property Values.docx

Warning: This external email is from melissa.hinshaw@cumberlandcg.com. Do not click on unexpected or untrusted links and attachments.

April 2, 2021

Re: Docket# PUD 2104-PUD-12

Hello APC & Council Members,

My neighbor has made marks to the NP Lots attachment which provides highlights all the lots where NP 2 does not want to provide buffers, rather change the aesthetics of the buildings. They took the time to create this so we can wrap our heads around what the Developers want now. I received a similar document yesterday after I requested more information via email. This attachment provides a visual of what NP developers are asking to be amended.

This is a massive request.

They have re-routed the road so we will have to drive past Commercial & Industrial businesses that have no buffer from the road into Anthony Road (which is currently and has always been zone Rural & Agricultural).

I'm ok with growth but it's in everyone's best interest if the growth and development is responsible and respectful to the homeowners who reside here. My children are 6th generation Westfield and our family has resided in Westfield since the early 1900's. I want to see Westfield grow & thrive but not at the expense of the residents (both Township & City). Please do not make a decision that would only benefit the pockets of the developers.

Whereas the Northpoint Owners have managed to amend this development from residential to commercial and industrial over the past 15 years and it does follow the Comprehensive Plan. I'd like to point out that it doesn't meet the following considerations:

1. Current Conditions and Character of Current Structures & Uses
 - Feel free to visit the area of this development, it's aesthetics are not similar to anything in this area. This area is Farmland and Large Lot homes, with the exception of this development. It is not congruent with the area.
2. The most desirable use for which this land was granted
 - The Northpoint Developers had zero resistance from Council and the pleas of the residents in 2016 fell on deaf ears. The Developers were granted every use they requested, now they want to cut budgets and spend less to make the development less aesthetically pleasing for those of us who will view it on a daily basis.
3. The conservation of property values throughout this jurisdiction.
 - I have met with several Real Estate Brokers who have confirmed that Industrial Developments that are aligned next to housing are confirmed to decrease the value of the neighboring homes. (see attached letter from Real Estate Broker)
4. Responsible Growth & Development

- Developers should be required to follow the UDO. This amendment only benefits the Northpoint Owners, the residents who live in this area should not be subjected to them cutting corners to save dollars – resulting in a less attractive development.
- This area of Westfield is how you enter the City from the North. Is the first impression we give visitors going to be the bare minimum and less than what we typically require?

This is the 3rd variance that Northpoint has requested. I've been following this since its infancy when this development was only supposed to be housing, back in 2006. Northpoint Developers came back 10 years later on the same PUD with a wildly different agenda. Since then, they just want more and more changes that only benefit them by making the development CHEAPER & less aesthetically pleasing for those of us who have chosen to live in a rural and agricultural setting. There is a proven track record of the Formerly Aurora & Currently Northpoint Developers of saying they will develop one way, only to request something different down the road. When will it stop?

I appreciate your consideration in this matter.

Sincerely,
Melissa Hinshaw
20737 Anthony Road
Westfield, IN 46062

Melissa Hinshaw
Cumberland Consulting Group
office: 317.460.6751

From: Pamela Howard <phoward@westfield.in.gov>
Sent: Thursday, April 1, 2021 10:42 AM
To: Melissa Hinshaw <melissa.hinshaw@cumberlandcg.com>
Subject: [EXTERNAL] RE: NP1 April 5th APC meeting

Melissa,

They are proposing a general change to a written standard, so there are no before and after pictures to show. I've attached the proposed ordinance, which does include one image showing what a building could look like if approved.

To summarize the change they are proposing, our UDO requires building facades over a certain length to provide offsets (or bump-out) which are minimum of 4' wide and 2' deep. They are proposing using material or color changes instead of the offset, to achieve what they feel is a similar effect. A more detailed comparison to the existing standard is in my staff report which will be included on the agenda and available at the end of day today, at the link below.

https://www.westfield.in.gov/egov/apps/document/center.egov?view=browse&eGov_searchType=159&eGov_searchDepartment=152&eGov_searchSubmit=Search

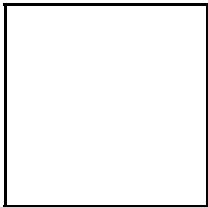
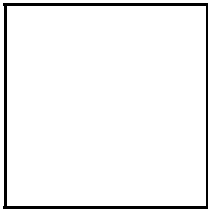
Let me know if you have any questions.

Thanks,

Pamela Howard | Senior Planner

Community Development | 2728 East 171st Street | Westfield,
IN 46074
phoward@westfield.in.gov | 317-531-3751

[Need to send me a file over 25MB?](#)



From: Melissa Hinshaw <melissa.hinshaw@cumberlandcg.com>
Sent: Thursday, April 1, 2021 10:33 AM
To: APC <APC@westfield.in.gov>; planners <planners@westfield.in.gov>
Subject: NP1 April 5th APC meeting

Warning: This external email is from melissa.hinshaw@cumberlandcg.com. Do not click on unexpected or untrusted links and attachments.

Hello Planners,

I was notified that the Northpoint Owners are seeking a change to the aesthetics of NP1. Could you please provide me with a before & after of the changes they intend to make? My concern involves the fact that in order to get to Anthony Road, we will now drive through their development to reach our homes. I would like to look at what changes they are proposing prior to the meeting on Monday.

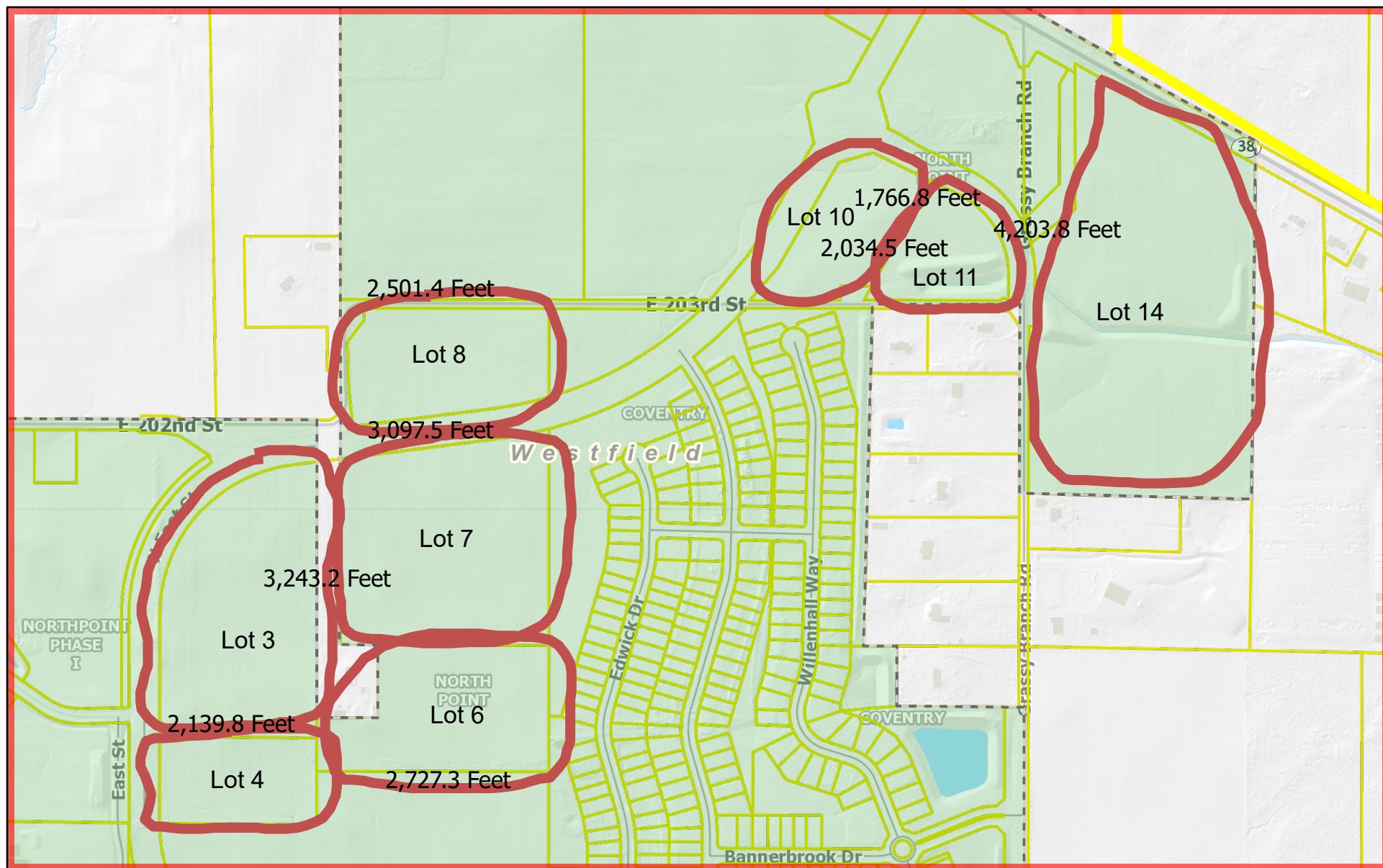
I appreciate any assistance you can give me.

Thank you,
Melissa Hinshaw
20737 Anthony Road



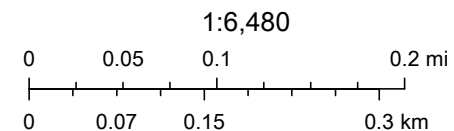
Melissa Hinshaw
Recruiter
Cumberland
office & mobile: 317-460-6751
www.cumberlandcg.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#)

Hamilton County, Indiana



March 31, 2021

 Parcels



Impact of Commercial Real Estate on Residential Property Values

NAR Library Reference Request

August 28, 2020

Research Request Details

Requestor: Karey Bredemeyer, kareyb@talktotucker.com
Librarian: Abby Creitz, acreitz@nar.realtor, x8830
Request Date: August 25, 2020
Due Date: August 28, 2020
Request: Revisiting the question do home values decrease when commercial/industrial real estate is developed nearby?

Thank you for contacting NAR's Library & Archives with your request for information on the effects of commercial development on nearby residential home values. There were no articles that really spoke to the generalities of commercial development's impact on residential real estate, so I included articles with specific types of commercial development. Please let me know if you would like me to go back and find any articles on a specific type of commercial development not shown below.

Please see below for the best of my findings, and let me know if you have any questions or need anything else.

Antti Kurvinen & Jon Wiley. (2019). Retail Development Externalities for Housing Values. *Journal of Housing Research*, 28(1), 109-128. <https://doi.org/10.1080/10835547.2019.12092155>.

[Attached]

[From Abstract] "We estimate that new retail development has a positive and significant impact on housing values. The estimated increase is 1.5% within a 0.5 kilometer radius, dropping to 0.6% for the 1.0 kilometer radius. Thus, positive externalities resulting from new retail development appear to more than offset potential negative externalities."

Nilsson, I., & Reid, N. (2019). The value of a craft brewery: On the relationship between craft breweries and property values. *Growth & Change*, 50(2), 689-704. <https://doi.org/10.1111/grow.12292>. Retrieved from <http://search.ebscohost.com/login.aspx?direct=true&db=plh&AN=136767258&site=ehost-live&scope=site&custid=s6760883&authtype=sso>

[From Abstract] "Estimating a series of hedonic models which incorporate a difference-in-difference estimator, we find that craft breweries have a positive impact on residential property values."

Sale, M. C. (2017). The Impact of a Shopping Centre on the Value of Adjacent Residential Properties. *Journal for Studies in Economics and Econometrics*, 41(1), 55–71.
<https://doi.org/http://www.ber.ac.za/see/2093.aspx> Retrieved from
<http://search.ebscohost.com/login.aspx?direct=true&db=eoh&AN=1655814&site=ehost-live&scope=site&custid=s6760883&authtype=sso>

[From Abstract] “The results of this study indicate that, in the case of the Walmer Park Shopping Centre, a positive impact is exerted on the property values of adjacent houses.”

Cerrato Caceres, B., & Geoghegan, J. (2017). Effects of New Grocery Store Development on Inner-City Neighborhood Residential Prices. *Agricultural and Resource Economics Review*, 46(1), 87–102.
Retrieved from
<http://search.ebscohost.com/login.aspx?direct=true&db=eoh&AN=1722968&site=ehost-live&scope=site&custid=s6760883&authtype=sso>

[From Abstract] “Results suggest these new stores were associated with an increase in sale prices of nearby homes...”

Ferlan, N., Bastic, M., & Psunder, I. (2017). Influential Factors on the Market Value of Residential Properties. *Engineering Economics*, 28(2), 135–144.
<https://doi.org/10.5755/j01.ee.28.2.13777>. Retrieved from
<http://search.ebscohost.com/login.aspx?direct=true&db=plh&AN=122937682&site=ehost-live&scope=site&custid=s6760883&authtype=sso>

“Important determinants of users’ satisfaction with the properties are also the quality of neighbourhood facilities such as schools, public transport, street lighting, and access to neighbourhood facilities such as supermarkets, post offices, and corner shops (Parkes et al.,2002)” (p. 136).

“A very important factor in the property appraising is the traffic connection between the property location and town centre or other business and shopping centres as well as work location. The influence of this factor on rent and consequently on the value of residential properties was proven through hedonic regression analysis by Frew & Wilson (2002) in Portland, Oregon” (p. 136-137).

“Economic characteristics considered in the appraising of properties include negative environmental factors, such as the proximity of industrial facilities, busy roads, and business and shopping centres” (p. 138).

Table 1

Average Importance of Influential Factors

No.	Influential factors	Mean	Standard deviation
1	Location in relation to the distance from city centre	4.67	0.749
2	Parking place	4.33	0.867
3	Absence of negative factors (e.g. proximity of industrial facilities)	4.18	0.995
4	Floor level (in buildings without an elevator)	4.12	0.914
5	Layout of property	4.04	0.798
6	size of property (number of rooms)	4.02	0.812
7	Quietness (absence of noise)	3.97	0.827
No.	Influential factors	Mean	Standard deviation
8	Level of maintenance of apartment	3.91	0.884
9	Running costs	3.91	0.912
10	Level of building maintenance	3.81	0.829
11	Central heating	3.75	0.940
12	Tidiness of immediate neighbourhood	3.72	0.791
13	Proximity of schools and kinder gardens	3.7	0.848
14	Traffic connection (proximity to main roads)	3.69	0.990
15	Energy efficiency of the building	3.68	0.814
16	Open view	3.67	0.868
17	Age of the building	3.54	0.876
18	Orientation (direction)	3.46	0.976
19	Terrace	3.37	0.904
20	Public transportation (proximity to stops)	3.36	1.061
21	Proximity to health institutions	3.34	0.833
22	Proximity to shops	3.31	0.837
23	Floor level (in building with an elevator)	3.08	0.992
24	Construction material	3.05	0.966
25	Proximity to work	3.04	1.081
26	Proximity to cultural and other important buildings	2.24	0.926

(p. 139)

Table 2

Influence of Orientation, Noise, and View on the Value of Residential properties

	Mean	Standard deviation
Change of the value of residential properties if the cardinal orientation is not optimal	-9.86	6.982
Change of the value of residential properties if they face a noisy street or road	-12.27	6.957
Change of the value of residential properties with an open view	12.35	7.956

(p. 139)

I hope you found this information helpful. Please let me know if you have any questions, or if you need any additional information.

Kind regards,
Abby Creitz
Manager, NAR Library
acreitz@nar.realtor
312-329-8830

Keep in touch and informed: Follow NAR Library & Archives on Twitter (@asknar) and Facebook (NAR Information Services). Contact us next time you have a research project or question toll-free at 800.874.6500 x8272 or librarians@nar.realtor. We look forward to serving your research and information needs!



Petition Number: 2102-PUD-01

Project Name: Sanders Glen Planned Unit Development (PUD) (Ord. 21-02)

Subject Site Address: 2432 South Street (the "Property")

Petitioner: Patch Development, LLC (the "Petitioner")

Request: The Petitioner requests a change of zoning for approximately 9.07 acres +/- from the Kalorama Park PUD to the Sanders Glen PUD.

Current Zoning: [Kalorama Park PUD \(Ord. 10-15\)](#)

Current Land Use: Vacant

Approximate Acreage: 9.07 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Proposed Ordinance 21-02
4. Ordinance 21-02 Redline Version
5. District Map & Concept Plan
6. Area 1 Character Exhibits (Park)
7. Area 2 Character Exhibits (Single-Family)
8. Area 3 Character Exhibits (Senior Living)
9. Landscape and Open Space Exhibit

Staff Reviewer: Daine Crabtree, Associate Planner

PETITION HISTORY

The petition was introduced at the January 11, 2021, City Council meeting. The Petitioner held a virtual neighborhood meeting on January 4, 2021. The petition received a public hearing at the February 1, 2021, Advisory Plan Commission (the "Plan Commission") meeting where density, tree preservation and drainage were the primary concerns.

PROJECT OVERVIEW

Location: The Property is located on the north side of E. South Street (171st Street becomes E. South Street west of Oak Road) near the intersection of South Street and Oak Road at 2432 South Street between Jersey Street and Park Street (see **Exhibit 2**).



The Property is currently zoned the Kalorama Park PUD, a single-family detached PUD that was approved in 2010 but was never developed.

Adjacent properties to the east and west are zoned AG-SF1. The eastern adjacent property is a single 17.98 acre +/- parcel comprised significantly of floodplain while the western adjacent properties consist of two (2) small (1.25 acres cumulative) lots that border the single-family Reserve on South PUD slightly further west.

The SF3 zoned Timberbrook Run neighborhood exists to the north while south across South Street exists the SF3 zoned Pines of Westfield neighborhood. Diagonally located across South Street from the Property is the Oak Manor PUD, but more specifically, the five (5) residential lots that comprise Oak Manor Estates.

Project Description: The Petitioner is requesting a change of zoning to completely repeal the Kalorama Park PUD, a single-family detached SF4 underlying clustered cottage PUD, with a new PUD known as the Sanders Glen PUD, for which the three (3) distinct areas – one for a park, one for detached single-family dwellings, and one for multi-family attached units geared toward seniors exist. These areas are proposed to default to AG-SF1: Agriculture/Single-Family Rural, SF4: Single-Family High Density, and MF2: Multi-Family Medium Density respectively.

Concept Plan: A Concept Plan has been made a part of the PUD for which substantial compliance must be achieved.

Underlying Zoning and Permitted Uses: The proposed PUD Ordinance would default to the AG-SF1: Agriculture/Single-Family Rural district for the park area (Area 1), SF4: Single-Family High-Density for the single-family detached area (Areas 2) and MF2: Multi-Family Medium Density would be the default zoning district for the attached multi-family area (Area 3).

Only a private recreational park shall be permitted within Area 1. All SF4 uses set forth by the UDO shall be permitted in Area 2. Only Senior Dwellings in substantial compliance with **Exhibit E** of the PUD (**Exhibit 8**), along with Home Businesses and Temporary Use and Events are permitted in Area 3.

General Regulations: The proposed PUD Ordinance defaults to the standards of the Underlying Zoning District, except as modified below:

AREA 2			
STANDARD	Sanders Glen PUD Area 2	Kalorama Park PUD (Cottage Homes)	Kalorama Park PUD (Small Homes)
Minimum Lot Frontage	65 feet	None	None
Minimum Lot Width	65 feet	25 feet	35 feet (listed incorrectly as “frontage” in the PUD)

Minimum Lot Area	5,000 SF	1,500 SF	1,500 SF
Minimum Setbacks			
Front Yard	15 feet	10 feet	10 feet
Side Yard	5 feet	None	None
Rear Yard	15 feet	None	None
Minimum Distance between Structures	10 feet	6 feet	6 feet
Minimum Living Area	1,000 SF for one-story homes, 750 SF (Ground Floor) for two-story (UDO)	750 SF (Cumulative Floor Area)	1200 SF (Cumulative Floor Area)
Maximum Building Height	2 ½ Stories	24 feet	32 feet

Maximum Dwelling Units: The Sanders Glen PUD proposes a maximum of fifty-five (55) Dwelling Units – fourteen (14) Single-Family Dwellings in Area 2 and forty-two (42) Senior Dwelling Units in Area 3.

The Kalorama Park PUD set forth a standard of forty (40) Maximum Dwelling Units.

There is no Maximum Density standard for the UDO's SF4 standards.

AREA 3 (MULTI-FAMILY SENIOR GARDEN HOMES)		
	Sanders Glen PUD	MF2: Multi-Family Medium Density (UDO)
Maximum Dwelling Units Per Building	8 Dwelling Units	10 Dwelling Units
Maximum Number of Dwelling Units	42 Dwelling Units	150 Dwelling Units (Per Project/District)
Minimum Living Area	735 SF	650 SF
Minimum Setbacks		
Front Yard	15 feet	30 feet

Side Yard	10 feet	12 feet
Rear Yard	15 feet	20 feet
Maximum Density	7.3 Dwelling Units/Acre +/-	10 Dwelling Units/Acre

*The Kalorama Park PUD does not contemplate multi-family dwelling units

Development Standards: As proposed, the PUD Ordinance defaults to the standards of the Underlying Zoning District with proposed modifications, which are briefly highlighted below:

Architectural Standards: Shall apply; except as modified below.

1. Architectural Standards:

- a. Character Exhibits have been added to the PUD which are designed to capture the intended quality and architecture of the structures.
- b. Building Materials: Vinyl aluminum siding shall not be permitted as an exterior building material except for gutters, soffits, soffit trim and other similar building components for either Area 2 or Area 3.

For Area 3, a minimum Masonry Material knee wall shall be required; no less than twenty percent (20%) Masonry shall be permitted on any façade and the remaining eighty percent (80%) shall be fiber cement and/or Hardie trim as specifically shown in the Character Exhibits.

- c. Garages: All Dwelling Units in Area 2 shall have a minimum two (2) car attached garage with a variety of garage door designs permitted. A minimum of two (2) garage door styles shall be utilized; different windows and hardware shall not count as different styles.
- d. Streetscape Variety: Shall not apply

Landscaping Standards: Shall apply, except as modified below.

1. Landscape Plan: A Landscape Plan has been made a part of the PUD Ordinance (see **Exhibit 9**), for which substantial compliance shall be achieved. In the event that there is a conflict between the Landscape Plan and the UDO, the Landscape Plan shall control.
2. Tree Preservation: Credits for existing trees on the Real Estate may be given in order to minimize disturbance. Trees over 24" Diameter at Breast Height (DBH)

shall be credited at a ratio of 2:1 if the tree meets all other criteria in Article 6.8(E)(6) of the UDO.

3. Lot Landscaping: Two (2) shade trees, Two (2) ornamental trees and eight (8) shrubs shall be required per lot. This requires more trees and the same amount of shrubs compared to the Kalorama Park PUD.
4. Foundation Plantings: Shall not apply.
5. Buffer Yard Requirements: Shall not apply.

However, a minimum thirty foot (30') wide buffer yard shall be provided between the existing residential development to the west and north. Three (3) evergreen trees, two (2) shade trees, and ten (10) shrubs shall be required per 100 linear feet of adjacent boundary.

The Kalorama Park PUD did not specifically address Buffer Yards. However, the Concept did propose a walking path along the eastern edge of the Property called "Lovers Lane".

Other: The Kalorama Park PUD permits driveways constructed of porous material. This is not proposed for the Sanders Glen PUD.

Design Standards: As proposed, the PUD Ordinance defaults to the standards of the Underlying Zoning District.

Open Space and Amenity Standards: Shall apply except as otherwise modified or enhanced below.

1. Minimum Open Space: Shall not apply to the Real Estate, except that there shall be a minimum of twenty percent (20%) of the Real Estate as open space as generally shown on the Concept Plan and Exhibit E.

Per the UDO, SF4 zoned areas are required to have at least 15 percent (15%) open space, while MF2 zoned areas are required to have at least 20 percent (20%) open space.

The actual Open Space requirement of the Kalorama Park PUD was never stringently set; However, there is language suggesting an “extensive preservation of natural areas and open areas (approximately 50%).”

MODIFICATIONS SINCE THE PUBLIC HEARING

The number of dwelling units permitted on the Property has decreased from ninety (90) units to fifty-five (55), a nearly forty percent (40%) decrease. This was achieved by removing all single-family residences from Area 1 and replacing them with a private park along with decreasing the number of Garden Home dwelling units.

The lot frontage and lot width requirements of the single-family lots have increased from fifty (50) feet to sixty-five (65) feet. This width requirement is greater than the UDO’s SF4 requirement (50 feet), which is the underlying zoning of Area 2.

The density of Area 3, the Senior Dwelling/Garden Home area has decreased from 8.7 dwelling units/acre to 7.3 dwelling units/acre.

A duration requirement has been added requiring the first Improvement Location Permit to be obtained by July 1, 2026 to prevent the zoning of the Property from reverting to the existing Kalorama Park PUD. In addition, language has been added requiring that the improvements in Areas 1 and 3 (private park, pickleball courts and pond overlook) shall be substantially complete no later than the issuance of fifty percent (50%) of the Improvement Location Permits on the Real Estate.

Language has been added to the PUD stating that the Garden Homes in Area 3 shall be a Fifty-five (55) years of age or older community subject to the rules and regulations of Title VIII of the Civil Rights act of 1968 (the Federal Fair Housing Act) as amended by the Fair Housing Amendments Act of 1988 and the Housing for Older Persons Act of 1995.

The custom Landscape Plan, which was not available for the public hearing, has been added. The Landscape Plan proposes to add 141 trees and 78 shrubs in addition to the areas designated for tree preservation.

COMPREHENSIVE PLAN

The 2007 Westfield-Washington Township Comprehensive Plan identifies the Property as being within the Downtown area. A healthy mix of commercial, offices, retail, residential, and more are contemplated as appropriate uses within the Downtown area. Along with development that ensures a unique image for downtown Westfield, development that will complement the visual and aesthetic value of the entire town, and promote the downtown as a growth area and a destination. The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions.

PROCEDURAL

Neighborhood Meeting: A virtual neighborhood meeting was held on January 4, 2021.

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 was held at the February 1, 2021, 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 January 11, 2021, Council meeting.

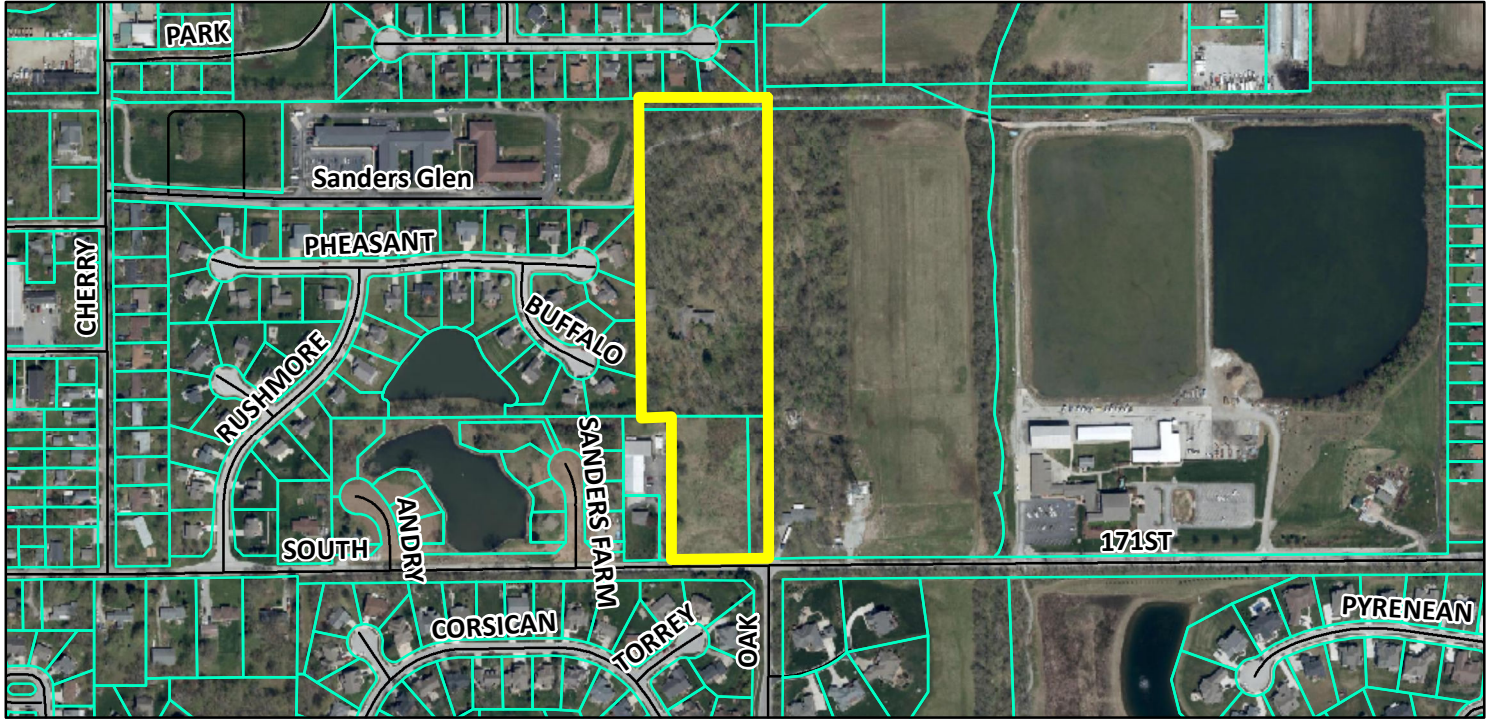
DEPARTMENT COMMENTS

1. **Action: Forward a recommendation to the City Council.**
2. If any Plan Commission member has questions prior to the public hearing, then please contact Daine Crabtree at (317) 416-2586 or dcrabtree@westfield.in.gov.

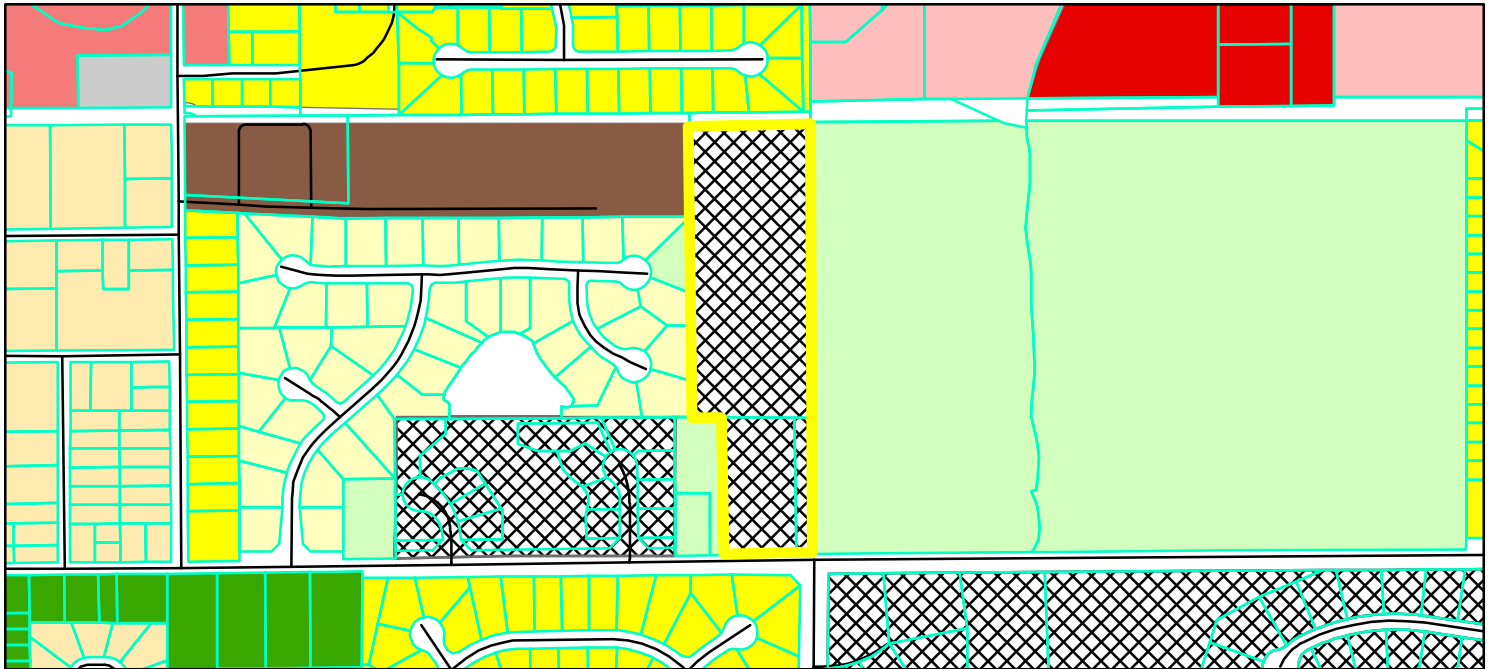
Sanders Glen PUD (Current Kalorama Park PUD)

Aerial Location Map

 Site



Zoning Map



-  Parcel
 GIS.DBO.PW_Streets
- Zoning - All**
- Zoning**
-  AG-SF1 (Agriculture - Single Family - 1)
 -  AG-SF11 (Agriculture - Single Family - 1 In-town)
 -  EI (Enclosed Industrial)
 -  GB (General Business)
 -  LB (Local Business)
 -  LB-H (Local Business - Historical)
 -  MF-2 (Multiple Family - 2)
 -  PUD (Planned Unit Development)
 -  SF-2 (Single Family - 2)
 -  SF-3 (Single Family - 3)
 -  SF-4 (Single Family - 4)

0 0.05 0.1
Miles



ORDINANCE NUMBER 20-02

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO THE UNIFIED DEVELOPMENT ORDINANCE

This is a Planned Unit Development District Ordinance (to be known as the **SANDERS GLEN PUD DISTRICT**) to amend 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;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 2102-PUD-01**), 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** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2102-PUD-01** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (____) 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 Common Council on _____ 2021;

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 Unified Development Ordinance and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 The Unified Development Ordinance and Zoning Map are hereby changed to designate the Real Estate as a Planned Unit Development District to be known as the "**Sanders Glen PUD District**" (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance (the "UDO"), 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.

- 1.3 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance 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 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 UDO.

- 2.1 District Map: The map as illustrated on what is attached hereto as **Exhibit B** and incorporated herein, which outlines the three (3) individual Areas in the District.
- 2.2 Park Area: Area 1 shall be a recreational park area.
- 2.3 Single-Family Residential Lots: For the purposes of this Ordinance, the lots consisting of detached for-sale Single-Family homes in Area 2.
- 2.4 Senior Dwellings: The building(s) located in Area 3 consisting of attached dwelling units that are a for-rent and targeted for Seniors over the age of Fifty Five (55) years old. May also be referred to as “Garden Homes”.
- 2.5 Area 1: The part of the Real Estate depicted on the District Map as Area 1.
- 2.6 Area 2: The part of the Real Estate depicted on the District Map as Area 2.
- 2.7 Area 3: The part of the Real Estate depicted on the District Map as Area 3.

Section 3. **Concept Plan.** 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 compliance with the Concept Plan which delineates three (3) distinct sections to be known each as “Area 1”, “Area 2” and “Area 3” and collectively as the “Area(s)”.

Section 4. **Underlying Zoning District(s).** The Underlying Zoning District shall be set forth below as illustrated on the attached Concept Plan:

- 4.1 Area 1: AG-SF1: Agricultural/Single-Family Rural District
- 4.2 Area 2: SF4: Single-Family High Density District
- 4.3 Area 3: MF2: Multi-Family Medium Density District

Section 5. **Permitted Uses.** The permitted uses shall be as set forth below:

- 5.1 The only permitted uses in Area 1 shall be as a private recreational park as set forth in Chapters 4 and 13 of the UDO. The only lighting permitted within the recreational enhancements and amenities located within Area 1 shall be residential in scale.
- 5.2 All uses permitted in the Underlying Zoning District, as set forth in Chapters 4 and 13 of the UDO, shall be permitted in Area 2.
- 5.3 The only permitted uses in Area 3 shall be Senior Dwellings in substantial compliance with **Exhibit E**, Home Businesses, and Temporary Use and Events.
- 5.4 The Maximum Dwelling permitted in each Area shall be set forth below:

Area 1 (1.11 Acres)	Area 2 (1.65 Acres)	Area 3 (5.75 Acres)
0 Units - Park	13 Single Family Dwelling Units	42 Senior Dwelling Units

- 5.5 **Maximum Dwellings:** The total number of Dwelling Units permitted in the District shall not exceed fifty-five (55).

Section 6. **General Regulations.** The standards of Chapter 4 Zoning Districts, as applicable to the Underlying Zoning District, shall apply to the development of the Real Estate, except as otherwise modified below.

- 6.1 Common Areas shall not be subject to the Minimum Lot Frontage provisions of the Underlying Zoning District; however, Article 8.6(C) shall apply.
- 6.2 The following standards for Area 2 shall be applied to the Areas as depicted on the District Map:

<u>Standard</u>		<u>Area 2</u>
Minimum Lot Area		5,000 SF
Minimum Lot Frontage		65'
Minimum Building Setback		
Front Yard		15'
Side Yard		5'
Rear Yard		15'
Minimum Lot Width		65'
Maximum Building Height		2 ½ Stories

- 6.3 The following standards for Area 3 shall be applied as depicted on the District Map:

<u>Standard</u>	<u>Area 3</u>
Maximum Dwelling Units per Structure	8
Maximum Number of Dwelling Units	42

Minimum Living Area	735 SF
Minimum Building Setback lines	
Front Yard	15'
Side Yard	10'
Rear Yard	15'

Section 7. **Development Standards.** The standards of Chapter 6 Development Standards in the UDO shall apply to the development of the Real Estate, except as otherwise modified below.

7.1 Architectural Standards (Article 6.3 of UDO): Shall apply; except as otherwise modified below.

A. Character Exhibits: The “Character Exhibits”, attached hereto as **Exhibits D through F**, are hereby incorporated as a compilation of images designed to capture the intended quality and architecture of structures to be constructed in the District. It is not the intent to limit the architecture shown in the Character Exhibit, but to encourage diversity in architecture of Dwellings within the District and does hereby establish a benchmark for the variation, quality and appearance of Buildings permitted to be constructed and that contribute to the District’s intent and vision. The Department shall determine whether a structure is consistent with the established benchmark and complies with the standards of this Ordinance. The Department’s decision may be appealed to the Plan Commission.

B. Additional Architectural Standards –Area 2: Article 6.3(C)(3) shall apply except as modified below:

- i. Building Materials: Vinyl aluminum siding shall not be permitted as an exterior building material with the exception of gutters, soffits, soffit trim and other similar building components.
- ii. Garages:
 - a. All Dwellings shall have a minimum two car attached garage with a variety of garage door designs permitted. Design elements shall include windows and/or hardware to vary the appearance of the garage doors based on the architectural style of the dwelling.
 - b. A minimum of two (2) distinct garage door styles shall be utilized. Different window size/placement and/or door hardware shall not be considered a different style.

C. Additional Architectural Standards – Area 3: Article 6.3(E) shall apply except as modified below:

- i. Permitted Materials (Article 6.3(E)(2)(A)): Vinyl aluminum siding shall not be permitted as an exterior building material with the

exception of gutters, soffits, soffit trim and other similar building components.

- ii. Masonry Materials (Article 6.3(E)(2)(B)): A Masonry Material knee wall shall be required. Each Building shall contain no less than twenty percent (20%) Masonry Material on each Building Façade. The remaining eighty percent (80%) shall be fiber cement and/or hardie trim siding product as depicted in the Character Exhibits on page 4 of **Exhibit F**.
- iii. Streetscape Variety (Article 6.3(E)(5)(A)): Shall not apply due to the architectural breaks in each Dwelling Building.

7.3 Landscaping Standards (Article 6.8): Shall apply, except as modified below.

- A. Landscaping Plan Standard: Landscaping shall be required and installed in substantial compliance with the Landscape Plan except as defined below, attached hereto as **Exhibit G**. If a provision of Article 6.8 of the UDO is in conflict with the Landscape Plan, then the Landscape Plan shall control. Relocation of plant materials shall be permitted as part of the Development Plan approval.
- B. Tree Preservation Credits: Existing trees within the site may be preserved in an effort to minimize disturbance within the site and shall follow all measures required in Article 6.8(E)
 - i. In addition to the existing Tree Preservation Incentives, trees over 24” (DBH) shall be credited based on the ratio of two (2) tree credits per one (1) tree preserved if the tree meets all required criteria in Article 6.8(E)(6).
- C. Lot Landscaping Article 6.8(K) - Area 2: Minimum Lot Landscaping Requirements shall apply except as modified and enhanced below:
 - i. At minimum, all Established Front Yards shall be sodded, and the remainder of the Lot shall be seeded.
 - ii. A minimum of two (2) Shade Trees, two (2) Ornamental Trees and eight (8) Shrubs shall be required on each Lot.
- D. Foundation Planting (Article 6.8(L)) – Area 2: Shall not apply.
- E. Buffer Yard Requirements (Article 6.8(N)) – Area 1 and Area 2: Shall not apply.
- F. Buffer Yard Requirements (Article 6.8(N)) – Area 3: A minimum 30’ wide bufferyard is to be provided between the existing residential

development to the west and development to the north. Three (3) Evergreen Trees, Two (2) Shade Trees, and Ten (10) Shrubs will be required per 100 ln ft. of site boundary. Plantings may be located anywhere between the overall development boundary and the proposed residential lots to be constructed.

Section 8. **Infrastructure Standards.** The District’s infrastructure shall comply with the UDO and the City’s Construction Standards (see Chapter 7: Subdivision Regulations), unless otherwise approved by the Plan Commission or Department of Public Works.

Section 9. **Design Standards.** The standards of Chapter 8 Design Standards of the UDO shall apply to the development of the Real Estate, except as otherwise modified below.

9.1 Open Space and Amenity Standards (Article 8.6): Shall not apply to the District, except that there shall be a minimum of Twenty Percent (20%) of the Real Estate as open space, as generally shown on the Concept Plan and Exhibit E.

Section 10. **Duration, Processes & Permits.** Failure to obtain the first Improvement Location Permit in the District by July 1, 2026 (unless otherwise extended by the Director) shall automatically void this Ordinance and cause the zoning classification of the Real Estate to revert to the prior zoning classification of the Real Estate. Notwithstanding anything contained herein to the contrary, the standards of Chapter 10 Processes & Permits of the UDO shall apply. Notwithstanding anything contained herein to the contrary, the improvements to Area 1 and Area 3 (the private park, pickleball courts and pond overlook) as shown in the Concept Plan shall be substantially complete no later than the issuance of fifty percent (50%) of the Improvement Location Permits on the Real Estate.

Section 11. **Garden Homes Community Standard.** Notwithstanding anything contained herein to the contrary, the Garden Homes in Area 3 shall be a Fifty-Five (55) years of age or older community that is subject to the rules and regulations of Title VIII of the Civil Rights Act of 1968 (the Federal Fair Housing Act) as amended by the Fair Housing Amendments Act of 1988 and the Housing for Older Persons Act of 1995.

[Remainder of page intentionally left blank; signature page follows.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS _____ DAY OF _____, 2021.
WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Scott Willis

Scott Willis

Scott Willis

Jake Gilbert

Jake Gilbert

Jake Gilbert

James J. Edwards

James J. Edwards

James J. Edwards

Scott Frei

Scott Frei

Scott Frei

Mike Johns

Mike Johns

Mike Johns

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Troy Patton

Troy Patton

Troy Patton

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 21-02** was delivered to the Mayor of Westfield on the _____ day of _____, 2021, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 21-02**

this _____ day of _____, 2021

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 21-02**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

This document prepared by: Andrew S. Greenwood/Patrick Chittenden
Patch Development LLC
400 Alpha Drive, Westfield, IN 46074

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: Andrew S. Greenwood

SCHEDULE OF EXHIBITS

Exhibit A: Real Estate (Legal Description)

Exhibit B: District Map

Exhibit C: Concept Plan

Exhibit D: Area 1 Character Exhibits

Exhibit E: Area 2 Character Exhibits

Exhibit F: Area 3 Character Exhibits

Exhibit G: Landscape Plan

EXHIBIT A

REAL ESTATE

PARCEL I: A part of the Northwest Quarter of Section 6, Township 18 North, Range 4 East, in Washington Township, Hamilton County, Indiana, being more particularly described as follows, to wit: Beginning on the East line of said tract at a point 421.95 feet North of the Southeast corner thereof; thence continuing North on said East line, 860.2 feet to the South right-of-way line of the Central Indiana Railway Company; thence West along the South right-of-way line of said Railway, 350.7 feet; thence South parallel with the East line of the Northwest Quarter of said Section 6, a distance of 859.4 feet to an existing fence line; thence East along said fence line, 350.7 feet to the place of beginning, containing 6.923 acres, more or less.

PARCEL II: A part of the Northwest Quarter of Section 6, Township 18 North, Range 4 East, Hamilton County, Indiana, and being more particularly described as follows: Beginning at a point on the South line of said Quarter Section, being North 90°00'00" West (assumed basis of bearing) 50.009 feet from the Southeast corner thereof; thence continue North 90°00'00" West along said South line, 221.74 feet; thence North 00°10'07" East parallel with the East line of said Quarter Section, 422.00 feet; thence South 89°59'24" East, 221.74 feet; thence South 00°10'07" West parallel with said East line, 421.96 feet to the point of beginning and containing 2.148 acres, more or less.

PARCEL III: A part of the Northwest Quarter of Section 6, Township 18 North, Range 4 East, in Hamilton County, Indiana, being more particularly described as follows: Beginning on the South line of the Northwest Quarter of Section 6, Township 18 North, Range 4 East, at a point 50 feet West of the Southeast corner thereof; thence North parallel with the East line of said Northwest Quarter Section, a distance of 422 feet, more or less, to an existing fence line; thence East, 50 feet along said fence line to the East line of said Northwest Quarter Section; thence South, 422 feet, more or less, to the Southeast corner of said Quarter Section; thence West, 501 feet to the place of beginning.

EXHIBIT B

DISTRICT MAP

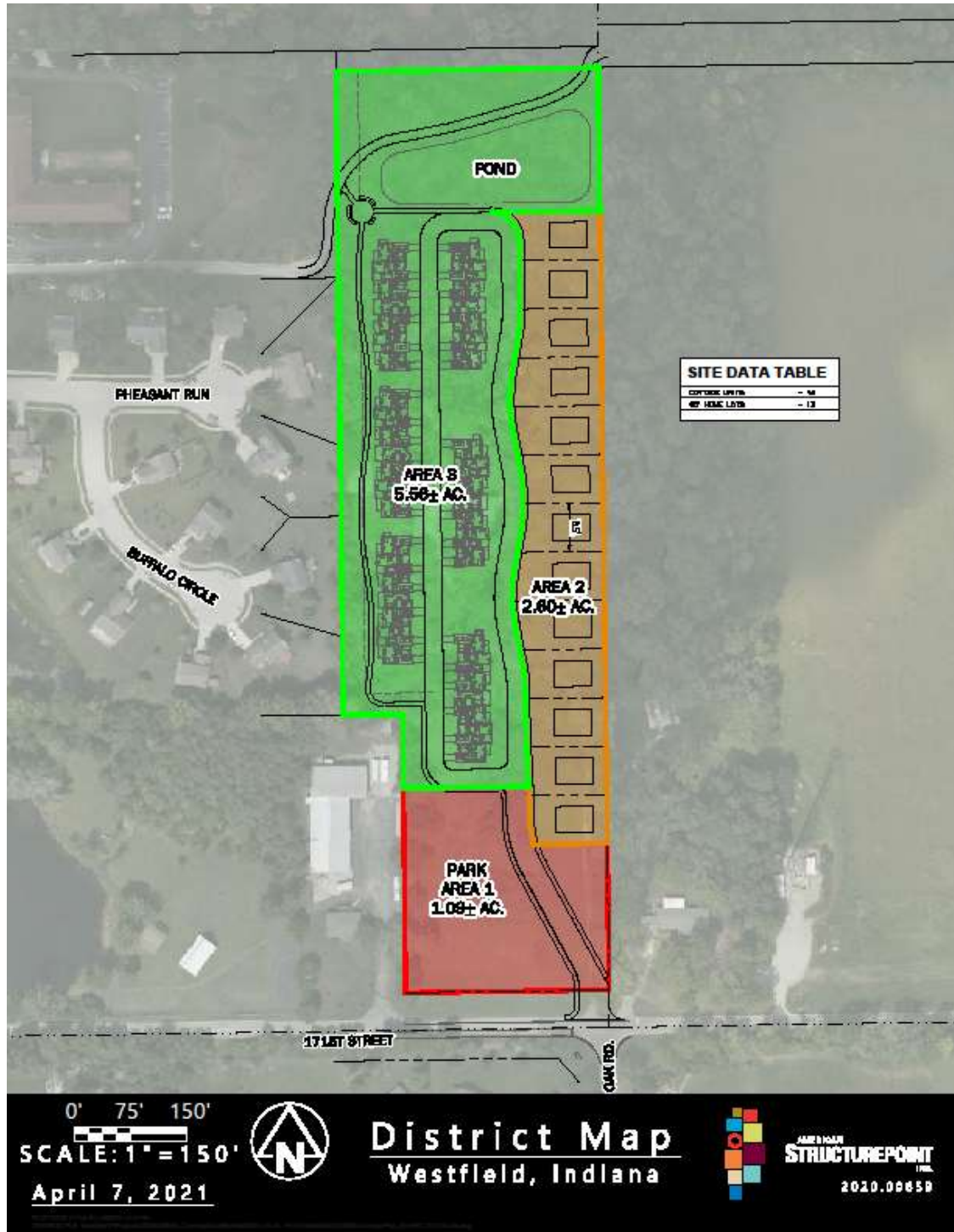


EXHIBIT C

CONCEPT PLAN (Page 1 of 3)



SANDERS GLEN

Concept Plan | March 2021

EXHIBIT C

CONCEPT PLAN
(Page 2 of 3)

AREA 2 LOT LAYOUT

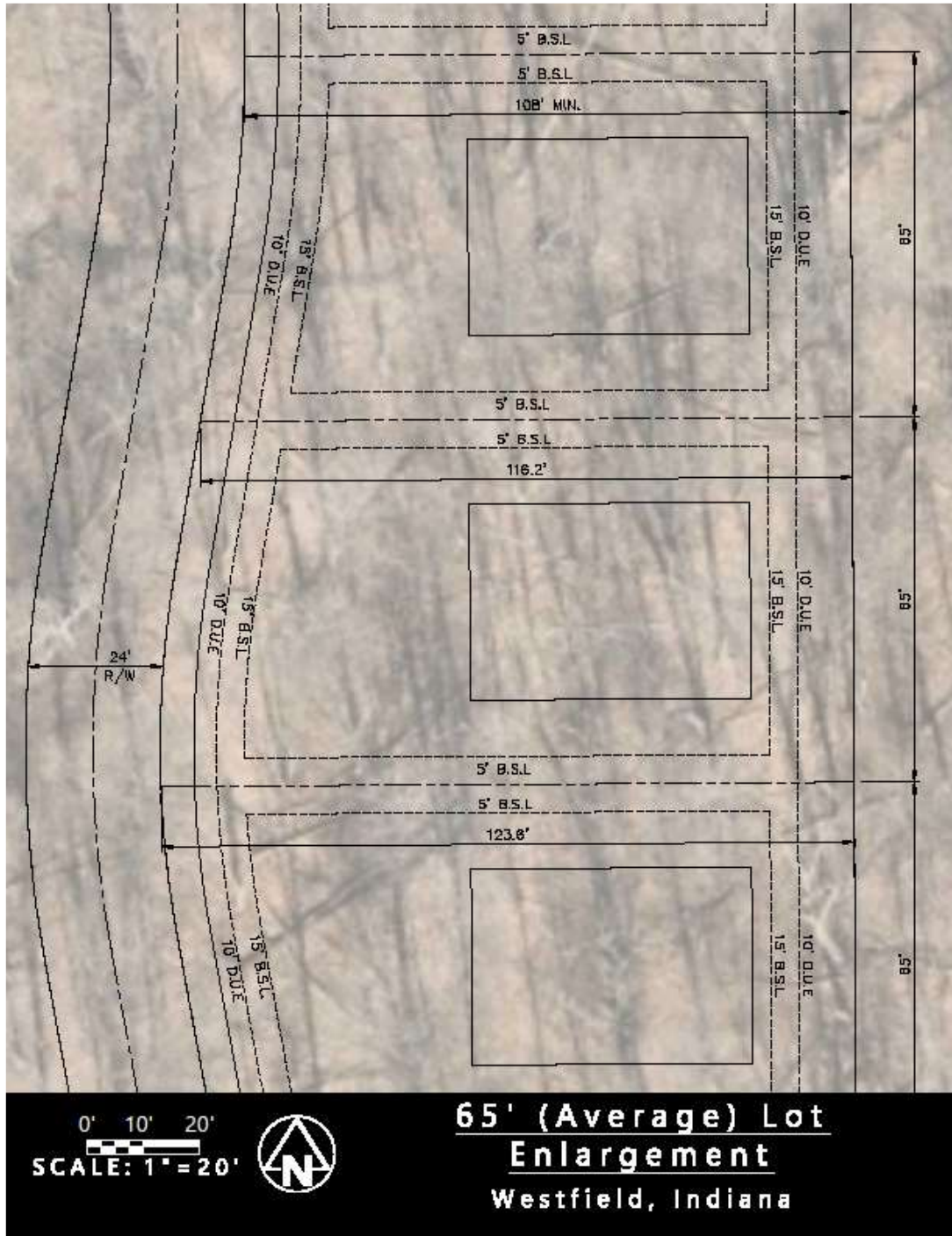
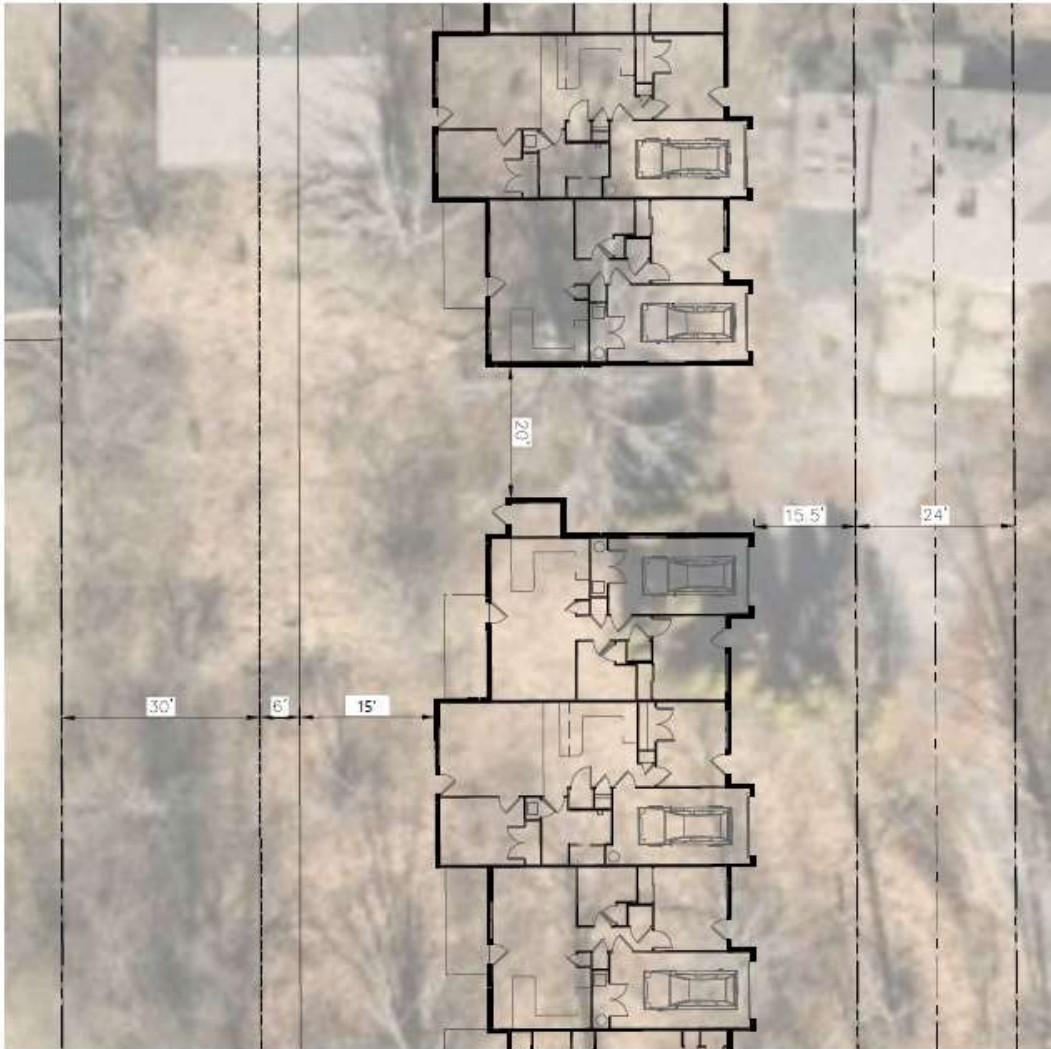


EXHIBIT C

CONCEPT PLAN
(Page 3 of 3)

AREA 3 BUILDING LAYOUT



0' 10' 20'
SCALE: 1" = 20'



Cottages Enlargement
Westfield, Indiana

EXHIBIT D

AREA 1 CHARACTER EXHIBITS



EXHIBIT E

AREA 2 CHARACTER EXHIBITS



EXHIBIT F

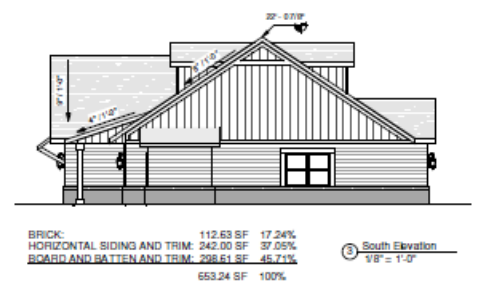
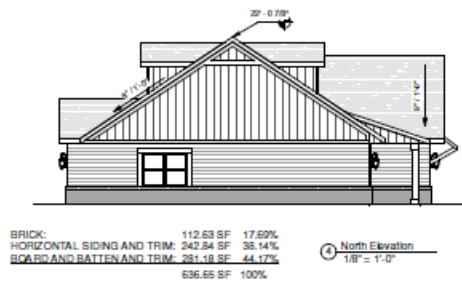
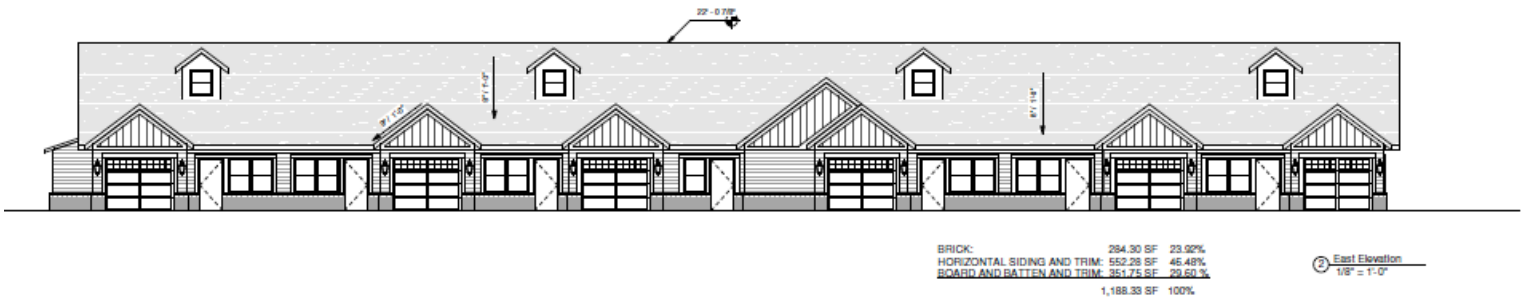
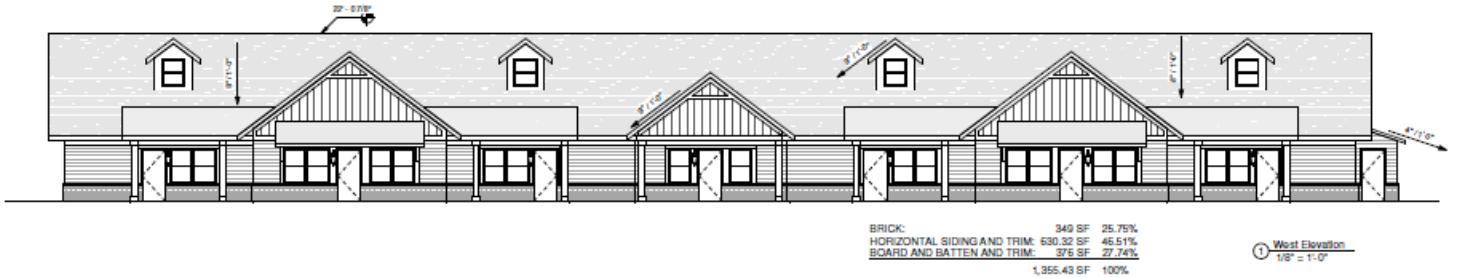
AREA 3 CHARACTER EXHIBITS (Page 1 of 2)



EXHIBIT F

AREA 3 CHARACTER EXHIBITS (Page 2 of 2)

AREA 3 FAÇADE REQUIREMENTS



TOTALS:

BRICK:	858.56 SF	22.40%
HORIZONTAL SIDING AND TRIM:	1,667.50 SF	43.50%
BOARD AND BATTEN AND TRIM:	1,307.54 SF	34.10%
	3,833.60 SF	100%

EXHIBIT G

LANDSCAPE & OPEN SPACE EXHIBIT (Page 1 of 3)



EXHIBIT G

LANDSCAPE & OPEN SPACE EXHIBIT (Page 2 of 3)



LANDSCAPE & OPEN SPACE EXHIBIT
(Page 3 of 3)

FREEB	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
AE	12	Asian acacia/Banyan / Banyan Sugar Maple	250	7" Cal.	As Shown
AE	12	Amelanchier / Shadblow / Redveined Angeliety Sarcocolla	250	7" Cal.	As Shown
CC	16	Carya canescens / Eastern Redbud	250	7" Cal.	As Shown
GP	5	Ginkgo biloba / Ginkgo Tree / Redwood Ginkgo Malabarica Tree	250	7" Cal.	As Shown
LR	7	Quercus lyrata/laevis / Nuttall's Oak / House-Lobed Sweet Gum	600	7" Cal.	As Shown
LR	7	Ardisia ciliata / Tili / Caribbeian Sweet Gum	600	7" Cal.	As Shown
GP	10	Quercus palustris / Pin Oak	250	7" Cal.	As Shown
SI	10	Fraxino-tilloidea / Ivory Oak / Ivory Japanese Tree Like	250	7" Cal.	As Shown
SI	10	Juniperus / Yew-Horizon / Yew Horizon Oak	250	7" Cal.	As Shown
POG/GREENS					
POG	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
PO	11	Black currant / Black Currant	600	7" Cal.	As Shown
PG	11	Poa glauca / Demeter / Black milk spore	600	6" Height	As Shown
TC	5	Toupa-landensis / Canadian hemlock	250	6" Height	As Shown
COMB					
COMB	QTY	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING
AA	22	Artemisia arbuscula / Autumn Magic / Autumn Magic Black Chastity	CONT	1 GAL	6" O.C.
AA	22	Artemisia arbuscula / Autumn Magic / Autumn Magic Black Chastity	CONT	1 GAL	6" O.C.
TC	32	Taxus media / Mossy / Autumn Magic Tree	CONT	3 GAL	6" O.C.

	STREET TREES	14
	2" Caliper, 8-12' Street Trees to be spaced approx. 50' O.C.	
	SHORT PRUNING MAX	15, 121 of
	Native short canopy plantings to create a natural setting. Install over season control matting.	

DECIDUOUS SHADE TREE
10' DIAMETER DIA.
ALL TREES TO BE PROVIDED
ACCORDING TO AVOID STREET
TREE APPROVED SPECIES LIST

SPRING BLOSSOM
SEE DETAIL SHEET'S
BLOSSOM COLOR, TEXTURAL

ORDINANCE NOTES:

- 1. ALL LANDSCAPE BUFFER (LAND TO BE PROVIDED BETWEEN COMMERCIAL DEVELOPMENT AND NEIGHBORHOOD RESIDENTIAL USE)
- 2. PLANTINGS ARE TO OBTAIN A MIN. 9" TALL CONTINUOUS SCREEN TO FILLOUT WITHIN 6" (FEET) OF PLANTING

[illegible][illegible]

LANDSCAPE REQUIREMENTS:

PLANT SPECIES:

- SHADE TREES: 8 FT. 2-CALIPER
- EVERGREEN TREES: 8 INCH HT.
- ORNAMENTAL TREES: 2-CALIPER
- SHRUBS: 18 IN. HT.

DETENTION AND RETENTION AREAS:

SHALL BE LANDSCAPED IN A MANNER THAT
REPLICATES NATURAL FORM AND SHALL INCLUDE
PLANTINGS AS SHOWN.

PROVIDED: (1) 2 SHADE TREES + 100 GRN TREES

STREET TREES: (2) PROVIDED:

SHALL BE PROVIDED WITHIN MULTI-FAMILY
DEVELOPMENT AND ALONG PARK DRIVE. TREES ARE
TO BE CLIPPED TO FEASIBLE A NATURAL
SETTING.

- PLANTINGS ARE TO BE PROVIDED PER CITY
APPROVED STREET TREE SPECIES.

PARK AREA + REQUIREMENTS:

- OPEN SPACE SHALL MEET (5) SHADE TREES PER
ACRE OF LAND. AS SHOWN ON DRAWINGS.
- STREET TREES TO BE PROVIDED IN ADDITION TO
OPEN SPACE PLANTINGS.

PARK AREA 1:

TOTAL AREA: 1.08 ACRES

TREES PROVIDED: 500 SHADE TREES

AREA 1 REQUIREMENTS:

TYPICAL LOT PLANTINGS SHALL BE PROVIDED WITH
APPR. SINGLE-FAMILY DEVELOPMENT PER
LANDSCAPE REQUIREMENTS.

AREA 3 REQUIREMENTS:

TYPICAL LAND REQUIREMENTS:

- PER PUD, THE WESTERN BUFFERED AREA SHALL
INCLUDE (3) EVERGREEN TREES AND (2) SHADE
TREES PER 1/2 U. LOT. AN ADDITIONAL (1)
ORNAMENTAL TREE + (2) SHRUBS SHALL BE
PROVIDED PER 1/2 U. LOT.
- WHERE EXISTING TREES ARE BEING PRESERVED, NO
ADDITIONAL PLANTINGS ARE TO BE REQUIRED.

WEST BUFFER YARD (75) (1) FT:

REQUIRED: (2) (2) EVERGREENS + (2) (2) SHADE TREES
+ (1) (1) GRN TREES + (7) (7) SHRUBS

PROVIDED: (2) (2) EVERGREENS + (2) (2) SHADE TREES
+ (1) (1) GRN TREES + (2) (2) SHRUBS

ORDINANCE NUMBER 20-02

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO THE UNIFIED DEVELOPMENT ORDINANCE

This is a Planned Unit Development District Ordinance (to be known as the **SANDERS GLEN PUD DISTRICT**) to amend 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;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 2102-PUD-01**), 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** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2102-PUD-01** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (_____) 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 Common Council on _____ 2021;

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 Unified Development Ordinance and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 The Unified Development Ordinance and Zoning Map are hereby changed to designate the Real Estate as a Planned Unit Development District to be known as the **"Sanders Glen PUD District"** (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance (the "UDO"), 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.

- 1.3 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance 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 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 UDO.

- 2.1 District Map: The map as illustrated on what is attached hereto as **Exhibit B** and incorporated herein, which outlines the three (3) individual Areas in the District.
- 2.2 Park Area: Area 1 shall be a recreational park area. ~~Single-Family Residential Lots: For the purposes of this Ordinance, the lots consisting of detached for-sale Single-Family homes in Area 1 and Area 2.~~
- 2.3 Single-Family Residential Lots: For the purposes of this Ordinance, the lots consisting of detached for-sale Single-Family homes in Area 2. ~~Senior Dwellings: The building(s) located in Area 3 consisting of attached dwelling units that are a for rent and targeted for Seniors. May also be referred to as “Garden Homes”.~~
- 2.4 Senior Dwellings: The building(s) located in Area 3 consisting of attached dwelling units that are a for-rent and targeted for Seniors over the age of Fifty Five (55) years old. May also be referred to as “Garden Homes”.
- 2.5 Area 1: The part of the Real Estate depicted on the District Map as Area 1.
- 2.56 Area 2: The part of the Real Estate depicted on the District Map as Area 2.
- 2.76 Area 3: The part of the Real Estate depicted on the District Map as Area 3.

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Section 3. Concept Plan. 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 compliance with the Concept Plan which delineates three (3) distinct sections to be known each as “Area 1”, “Area 2” and “Area 3” and collectively as the “Area(s)”.

Section 4. Underlying Zoning District(s). The Underlying Zoning District shall be set forth below as illustrated on the attached Concept Plan:

- 4.1 ~~Areas 1 and 2: SF5: Single-family High Density~~
- ~~4.2~~ Area 2: SF3: Single-family Medium Density District

4.2 **Area 3: MF2: Multi-Family Medium Density District**

Section 5. Permitted Uses. The permitted uses shall be as set forth below:

5.1 The only permitted uses in Area 1 shall be as a private recreational park as set forth in Chapters 4 and 13 of the UDO.

5.2 All uses permitted in the Underlying Zoning District, as set forth in Chapters 4 and 13 of the UDO, shall be permitted in Areas ~~1 and~~ 2.

5.23 The only permitted uses in Area 3 shall be Senior Dwellings in substantial compliance with **Exhibit E**, Home Businesses, and Temporary Use and Events.

5.24 The Maximum Dwelling permitted in each Area shall be set forth below:

Area 1 (12.117 Acres)	Area 2 (1.65 Acres)	Area 3 (5.75 Acres)
Park 26 Single Family Dwelling Units	134 Single Family Dwelling Units	4250 Senior Dwelling Units

5.53 **Maximum Dwellings:** The total number of Dwelling Units permitted in the District shall not exceed ninety (~~9055~~).

Section 6. General Regulations. The standards of Chapter 4 Zoning Districts, as applicable to the Underlying Zoning District, shall apply to the development of the Real Estate, except as otherwise modified below.

6.1 Common Areas shall not be subject to the Minimum Lot Frontage provisions of the Underlying Zoning District; however, Article 8.6(C) shall apply.

6.2 The following standards for ~~Area 1 and~~ Area 2 shall be applied to the Areas as depicted on the District Map:

Standard	Area 1	Area 2
Minimum Lot Area	2,100 SF	5,000 SF
Minimum Lot Frontage	30'	5650'
Minimum Building Setback		
Front Yard	8'	15'
Side Yard	3'	5'
Rear Yard	10'	15'
Minimum Lot Width	30'	6550'
Maximum Building Height	2 ½ Stories	2 ½ Stories

6.3 The following standards for Area 3 shall be applied as depicted on the District Map:

Standard	Area 3
----------	--------

Maximum Dwelling Units per Structure	8
Maximum Number of Dwelling Units	4250
Minimum Living Area	735 SF
Minimum Building Setback lines	
Front Yard	1520'
Side Yard	10'
Rear Yard	1520'

Section 7. **Development Standards.** The standards of Chapter 6 Development Standards in the UDO shall apply to the development of the Real Estate, except as otherwise modified below.

7.1 **Architectural Standards (Article 6.3 of UDO):** Shall apply; except as otherwise modified below.

A. **Character Exhibits:** The “Character Exhibits”, attached hereto as **Exhibits D through F**, are hereby incorporated as a compilation of images designed to capture the intended quality and architecture of structures to be constructed in the District. It is not the intent to limit the architecture shown in the Character Exhibit, but to encourage diversity in architecture of Dwellings within the District and does hereby establish a benchmark for the variation, quality and appearance of Buildings permitted to be constructed and that contribute to the District’s intent and vision. The Department shall determine whether a structure is consistent with the established benchmark and complies with the standards of this Ordinance. The Department’s decision may be appealed to the Plan Commission.

B. **Additional Architectural Standards –~~Area 1 and~~ Area 2:** Article 6.3(C)(3) shall apply except as modified below:

- i. **Building Materials:** Vinyl aluminum siding shall not be permitted as an exterior building material with the exception of gutters, soffits, soffit trim and other similar building components.
- ii. **Garages:**
 - a. All Dwellings shall have a minimum two car attached garage with a variety of garage door designs permitted. Design elements shall include windows and/or hardware to vary the appearance of the garage doors based on the architectural style of the dwelling.
 - b. A minimum of two (2) distinct garage door styles shall be utilized. Different window size/placement and/or door hardware shall not be considered a different style.

C. **Additional Architectural Standards – Area 3:** Article 6.3(E) shall apply except as modified below:

- i. Permitted Materials (Article 6.3(E)(2)(A)): Vinyl aluminum siding shall not be permitted as an exterior building material with the exception of gutters, soffits, soffit trim and other similar building components.
- ii. Masonry Materials (Article 6.3(E)(2)(B)): A Masonry Material knee wall shall be required. Each Building shall contain no less than twenty percent (20%) Masonry Material on each Building Façade. The remaining eighty percent (80%) shall be fiber cement and/or hardie trim siding product as depicted in the Character Exhibits on page 4 of **Exhibit F**.
- iii. Streetscape Variety (Article 6.3(E)(5)(A)): Shall not apply due to the architectural breaks in each Dwelling Building.

7.3 Landscaping Standards (Article 6.8): Shall apply, except as modified below.

- A. Landscaping Plan Standard: Landscaping shall be required and installed in substantial compliance with the Landscape Plan except as defined below, attached hereto as **Exhibit G**. If a provision of Article 6.8 of the UDO is in conflict with the Landscape Plan, then the Landscape Plan shall control. Relocation of plant materials shall be permitted as part of the Development Plan approval.
- B. Tree Preservation Credits: Existing trees within the site may be preserved in an effort to minimize disturbance within the site and shall follow all measures required in Article 6.8(E)
 - i. In addition to the existing Tree Preservation Incentives, trees over 24" (DBH) shall be credited based on the ratio of two (2) tree credits per one (1) tree preserved if the tree meets all required criteria in Article 6.8(E)(6).
- C. Lot Landscaping Article 6.8(K) - ~~Area 1 and~~ Area 2: Minimum Lot Landscaping Requirements shall apply except as modified and enhanced below:
 - i. At minimum, all Established Front Yards shall be sodded, and the remainder of the Lot shall be seeded.
 - ii. A minimum of two (2) Shade Trees, two (2) Ornamental Trees and eight (8) Shrubs shall be required on each Lot.
 - iii. Lots that are adjacent to the South Street Right of Way in Area 1 shall have a minimum of two (2) Evergreens and one (1) Shade Tree in the Rear Yard.

- apply.
- D. Foundation Planting (Article 6.8(L)) – ~~Area 1 and~~ Area 2: Shall not apply.
- E. Buffer Yard Requirements (Article 6.8(N)) – Area 1 and Area 2: Shall not apply.
- F. Buffer Yard Requirements (Article 6.8(N)) – Area 3: A minimum 30' wide bufferyard is to be provided between the existing residential development to the west and development to the north. (3) Evergreen Trees, (2) Shade Trees, and (10) Shrubs will be required per 100 ln ft. of site boundary. Plantings may be located anywhere between the overall development boundary and the proposed residential lots to be constructed.

Section 8. **Infrastructure Standards.** The District's infrastructure shall comply with the UDO and the City's Construction Standards (see Chapter 7: Subdivision Regulations), unless otherwise approved by the Plan Commission or Department of Public Works.

Section 9. **Design Standards.** The standards of Chapter 8 Design Standards of the UDO shall apply to the development of the Real Estate, except as otherwise modified below.

- 9.1 Open Space and Amenity Standards (Article 8.6): Shall not apply to the District, except that there shall be a minimum of Twenty Percent (20%) of the Real Estate as open space, as generally shown on the Concept Plan and Exhibit E.

Section 10. **Duration, Processes & Permits.** Failure to obtain the first Improvement Location Permit in the District by July 1, 2026 (unless otherwise extended by the Director) shall automatically void this Ordinance and cause the zoning classification of the Real Estate to revert to the prior zoning classification of the Real Estate. Notwithstanding anything contained herein to the contrary, the standards of Chapter 10 Processes & Permits of the UDO shall apply.

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Section 11. **Garden Homes Community Standard.** Notwithstanding anything contained herein to the contrary, the Garden Homes in Area 3 shall be a Fifty-Five (55) years of age or older community that is subject to the rules and regulations of Title VIII of the Civil Rights Act of 1968 (the Federal Fair Housing Act) as amended by the Fair Housing Amendments Act of 1988 and the Housing for Older Persons Act of 1995.

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ALL OF WHICH IS ORDAINED/RESOLVED THIS _____ DAY OF _____, 2021.
WESTFIELD CITY COUNCIL

Voting For	Voting Against	Abstain
_____ Scott Willis	_____ Scott Willis	_____ Scott Willis
_____ Jake Gilbert	_____ Jake Gilbert	_____ Jake Gilbert
_____ James J. Edwards	_____ James J. Edwards	_____ James J. Edwards

_____ Scott Frei	_____ Scott Frei	_____ Scott Frei
_____ Mike Johns	_____ Mike Johns	_____ Mike Johns
_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric
_____ Troy Patton	_____ Troy Patton	_____ Troy Patton

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 21-02** was delivered to the Mayor of Westfield on the _____ day of _____, 2021, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 21-02**

this _____ day of _____, 2021

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 21-02**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

This document prepared by: Andrew S. Greenwood/Patrick Chittenden
Patch Development LLC
400 Alpha Drive, Westfield, IN 46074

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: Andrew S. Greenwood

SCHEDULE OF EXHIBITS

Exhibit A: Real Estate (Legal Description)

Exhibit B: District Map

Exhibit C: Concept Plan

Exhibit D: Area 1 Character Exhibits

Exhibit E: Area 2 Character Exhibits

Exhibit F: Area 3 Character Exhibits

Exhibit G: Landscape Plan

EXHIBIT A

REAL ESTATE

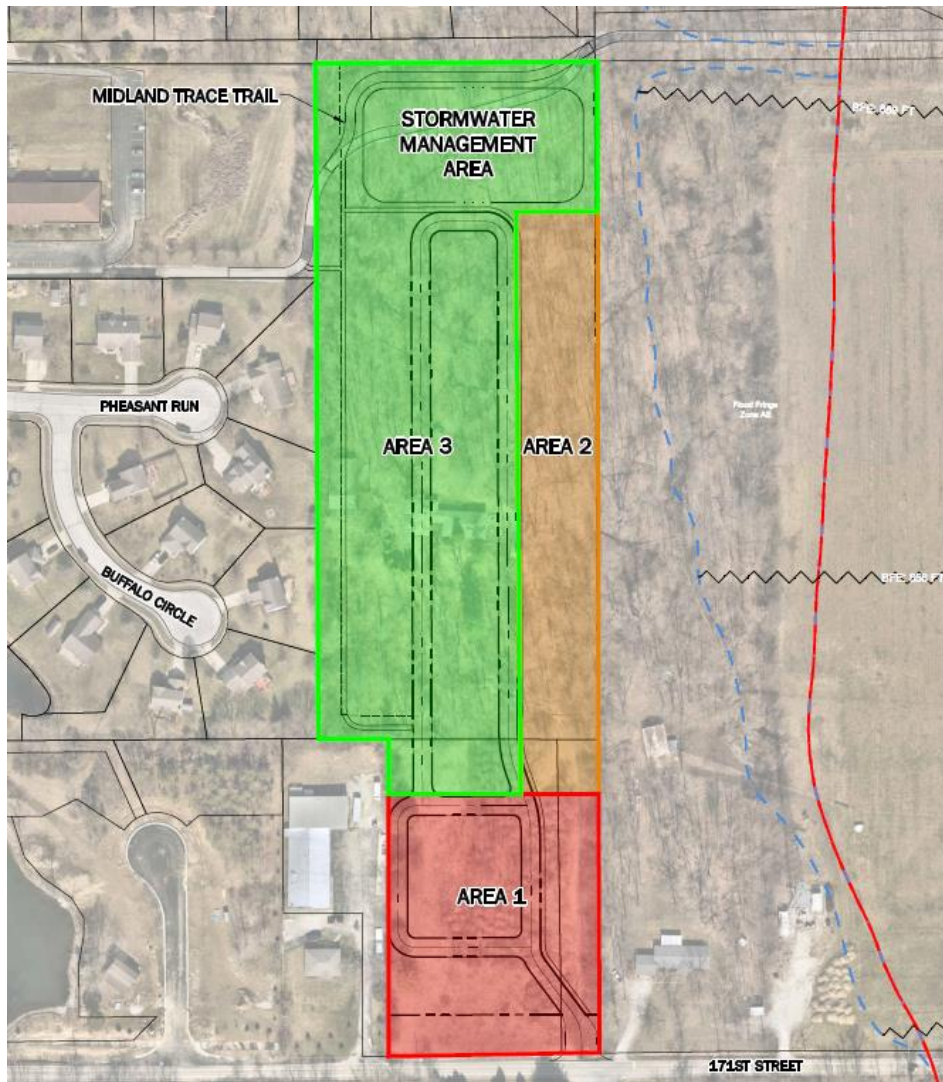
PARCEL I: A part of the Northwest Quarter of Section 6, Township 18 North, Range 4 East, in Washington Township, Hamilton County, Indiana, being more particularly described as follows, to wit: Beginning on the East line of said tract at a point 421.95 feet North of the Southeast corner thereof; thence continuing North on said East line, 860.2 feet to the South right-of-way line of the Central Indiana Railway Company; thence West along the South right-of-way line of said Railway, 350.7 feet; thence South parallel with the East line of the Northwest Quarter of said Section 6, a distance of 859.4 feet to an existing fence line; thence East along said fence line, 350.7 feet to the place of beginning, containing 6.923 acres, more or less.

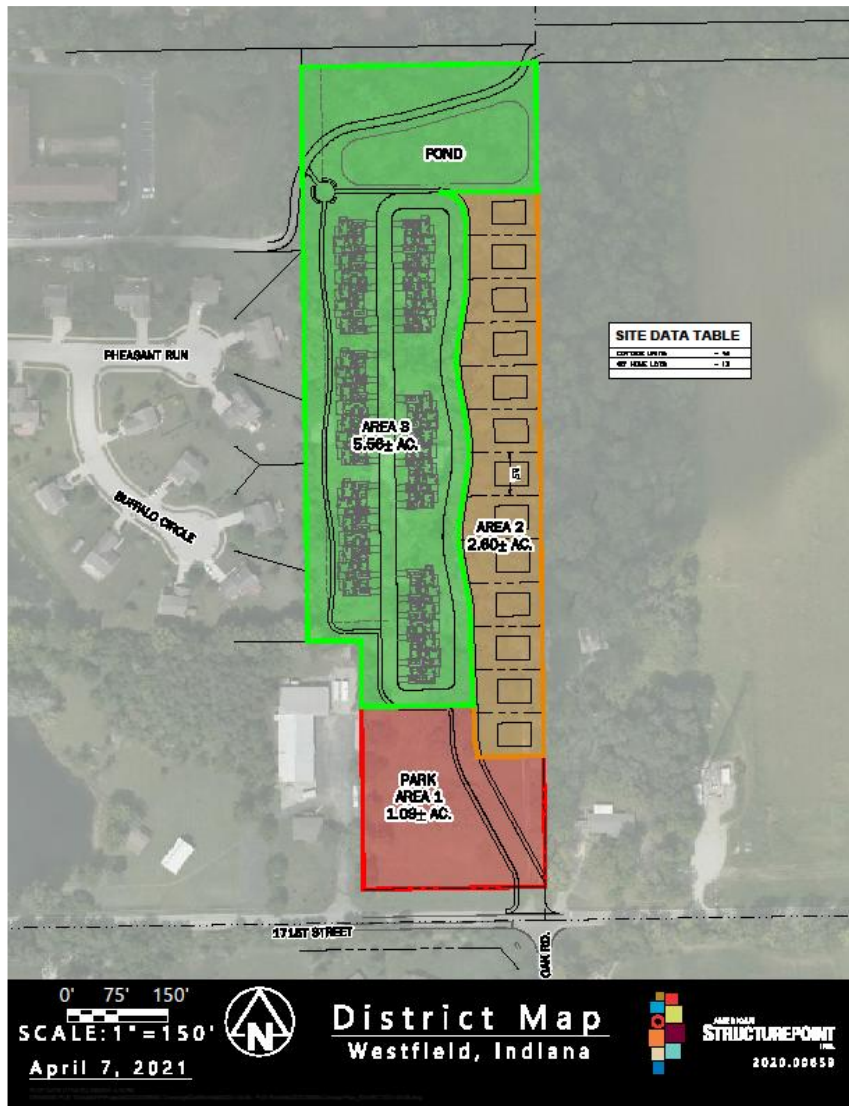
PARCEL II: A part of the Northwest Quarter of Section 6, Township 18 North, Range 4 East, Hamilton County, Indiana, and being more particularly described as follows: Beginning at a point on the South line of said Quarter Section, being North 90°00'00" West (assumed basis of bearing) 50.009 feet from the Southeast corner thereof; thence continue North 90°00'00" West along said South line, 221.74 feet; thence North 00°10'07" East parallel with the East line of said Quarter Section, 422.00 feet; thence South 89°59'24" East, 221.74 feet; thence South 00°10'07" West parallel with said East line, 421.96 feet to the point of beginning and containing 2.148 acres, more or less.

PARCEL III: A part of the Northwest Quarter of Section 6, Township 18 North, Range 4 East, in Hamilton County, Indiana, being more particularly described as follows: Beginning on the South line of the Northwest Quarter of Section 6, Township 18 North, Range 4 East, at a point 50 feet West of the Southeast corner thereof; thence North parallel with the East line of said Northwest Quarter Section, a distance of 422 feet, more or less, to an existing fence line; thence East, 50 feet along said fence line to the East line of said Northwest Quarter Section; thence South, 422 feet, more or less, to the Southeast corner of said Quarter Section; thence West, 501 feet to the place of beginning.

EXHIBIT B

DISTRICT MAP



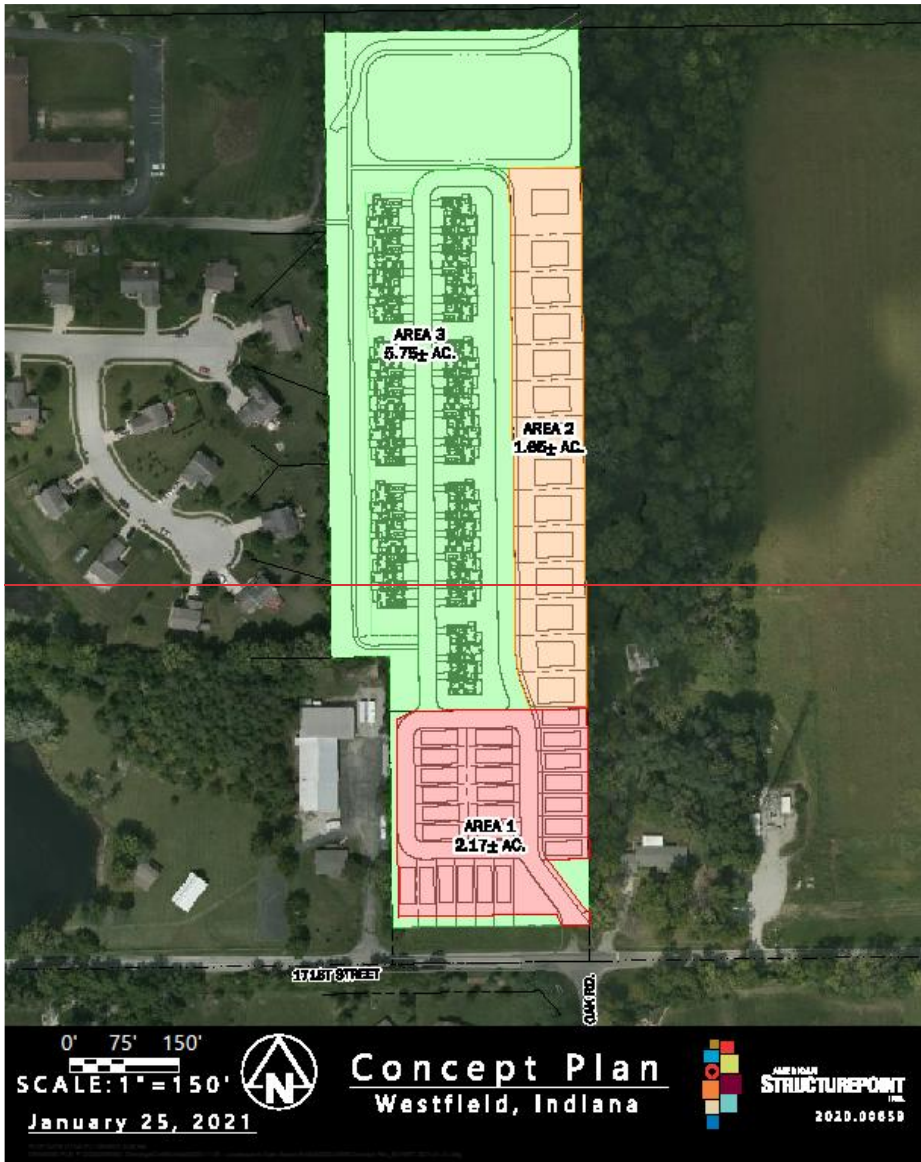


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EXHIBIT C

CONCEPT PLAN

| (Page 1 of 43)



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patch development

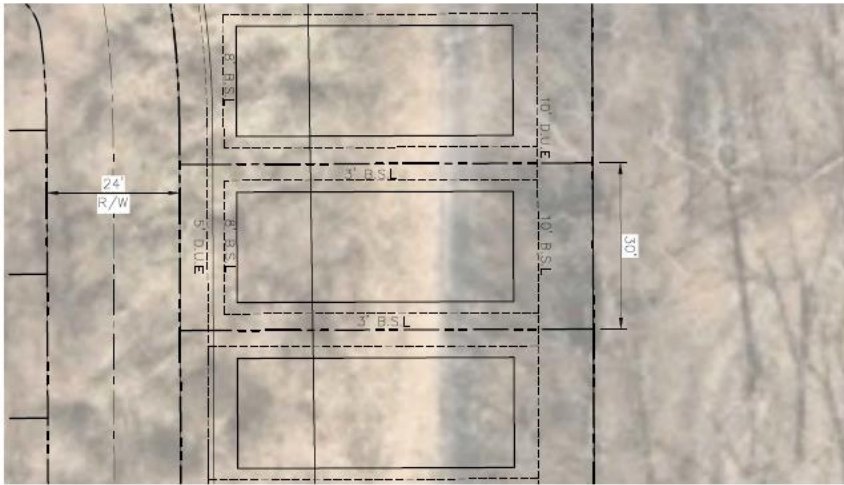
SANDERS GLEN

Concept Plan | March 2021

EXHIBIT C

CONCEPT PLAN
(Page 2 of 4)

AREA 1 LOT LAYOUT



0' 10' 20'
SCALE: 1" = 20'



30' Lot Enlargement
Westfield, Indiana

EXHIBIT C

CONCEPT PLAN
(Page ~~23~~ of ~~34~~)

AREA 2 LOT LAYOUT



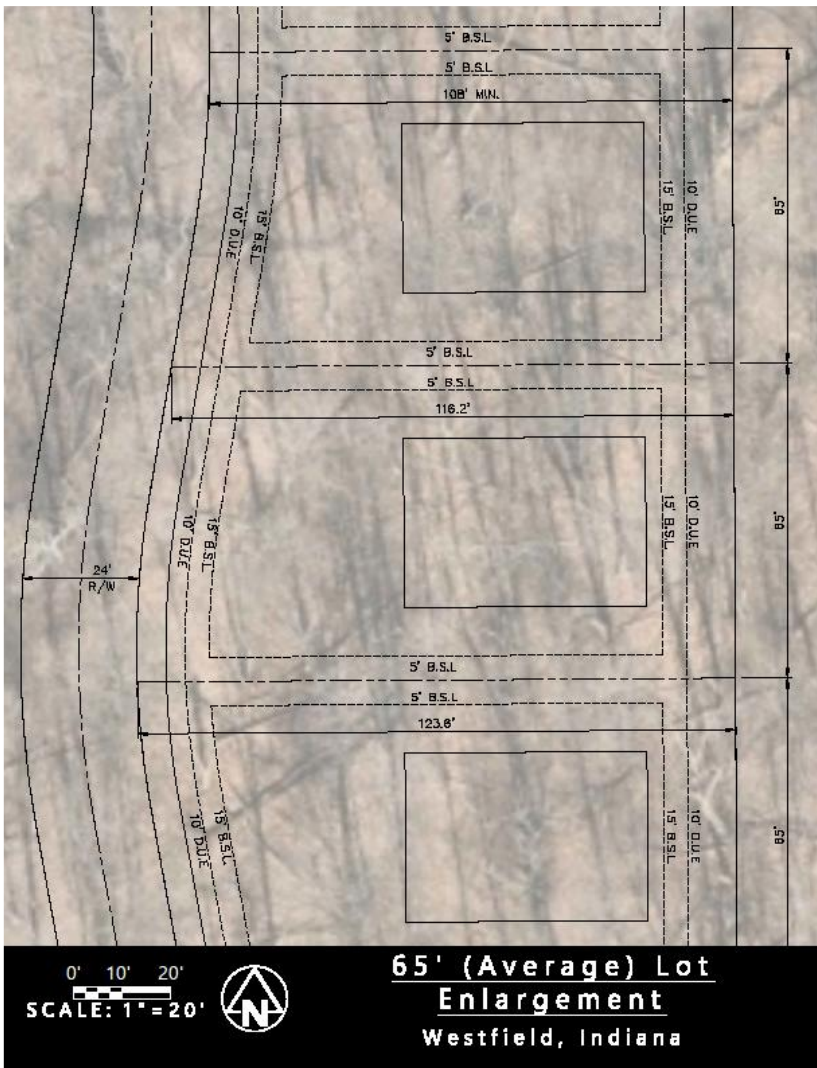
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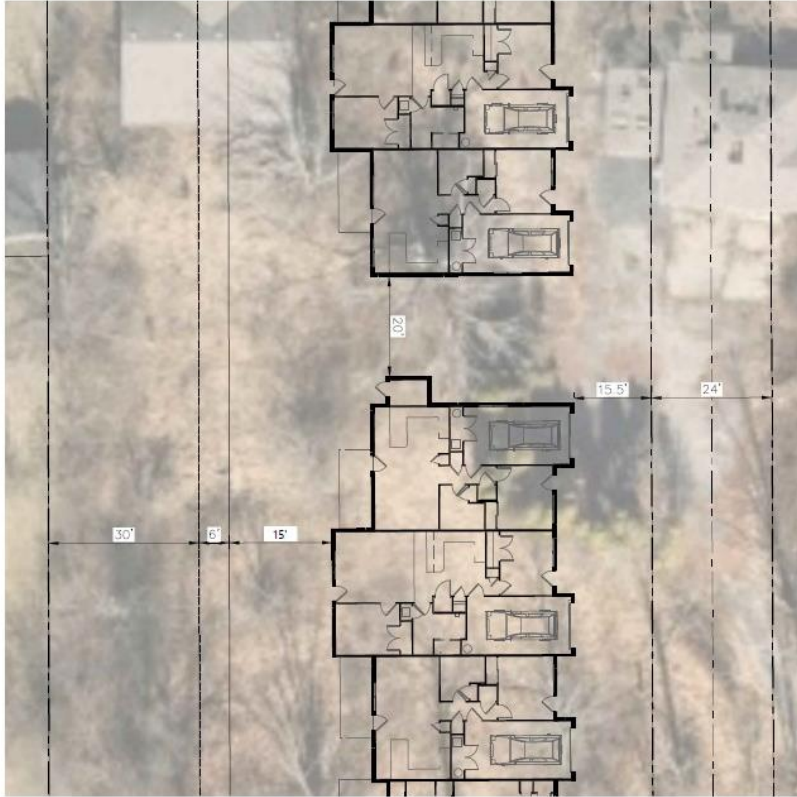
SCALE: 1"=20'



50' Lot Enlargement

Westfield, Indiana





0' 10' 20'

SCALE: 1"=20'

Cottages Enlargement

Westfield, Indiana

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0' 10' 20'
SCALE: 1" = 20'



Cottages Enlargement
Westfield, Indiana

EXHIBIT D

AREA 1 CHARACTER EXHIBITS



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patch development **SANDERS GLEN**
Concept Plan | March 2021 **context**
DESIGN

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EXHIBIT E

AREA 2 CHARACTER EXHIBITS



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EXHIBIT F

AREA 3 CHARACTER EXHIBITS
(Page 1 of 2)





AREA 3 CHARACTER EXHIBITS
(Page 2 of 2)

AREA 3
FAÇADE REQUIREMENTS

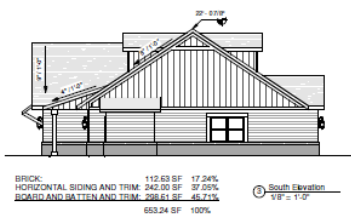
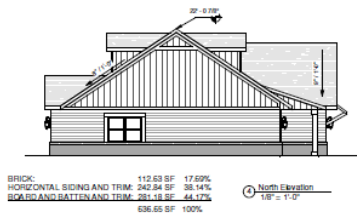
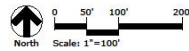


EXHIBIT G

LANDSCAPE & OPEN SPACE EXHIBIT
(Page 1 of 3)

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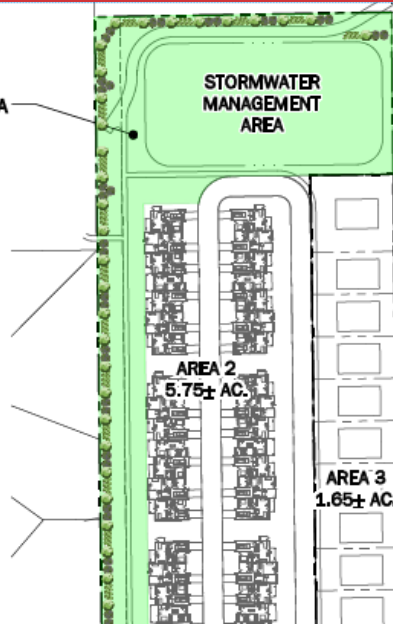


patch development

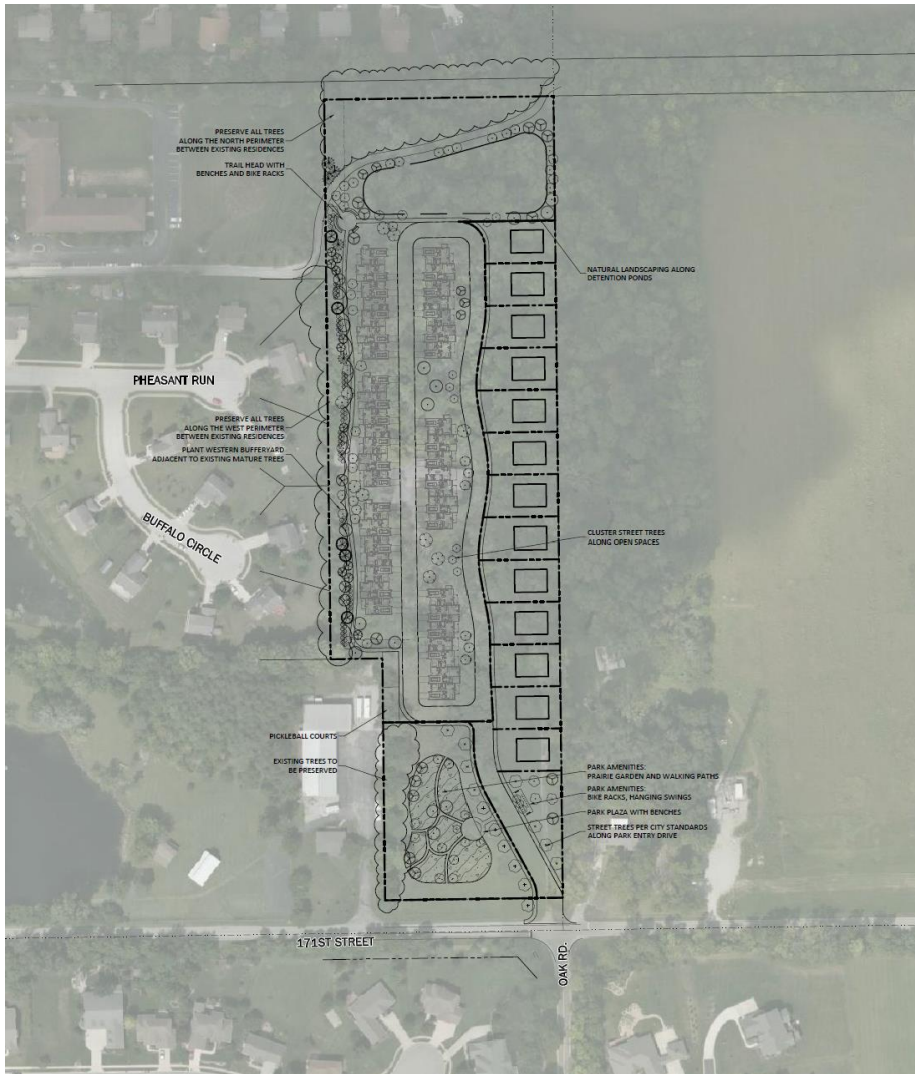
SANDERS GLEN
Concept Plan | March 2021

context
DESIGN

OPEN SPACE AREA
2.75± ACRES



LANDSCAPE & OPEN SPACE EXHIBIT
(Page 2 of 3)



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LANDSCAPE & OPEN SPACE EXHIBIT (Page 3 of 3)

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
AB	12	Aster laevis 'Society' / Society Sugar Maple	8B&B	2" Cal	As Shown
AS	15	American Laurel / Snowdown / Snowdown Allegheny Serviceberry	8B&B	2" Cal	As Shown
CC	16	Cercis canadensis / Eastern Redbud	8B&B	2" Cal	As Shown
GP	5	Ginkgo biloba / Princeton Sentry / Princeton Sentry Mattembark Tree	8B&B	2" Cal	As Shown
LR	7	Liquidambar styraciflua / Redbarked TM / Round-Lobed Sweet Gum	8B&B	2" Cal	As Shown
MC	13	Makia x coccinea TM / Certification Crabapple	8B&B	2" Cal	As Shown
GP	15	Quercus prinus / Pin Oak	8B&B	2" Cal	As Shown
SI	19	Syringa reticulata Ivory Silk / Ivory Silk Japanese Tree Lilac	8B&B	2" Cal	As Shown
UP	19	Ulmus x New Horizon / New Horizon Elm	8B&B	2" Cal	As Shown
EVERGREENS	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
AC	5	Abies concolor / White Fir	8B&B	6" Height	As Shown
PD	11	Picea glauca Densata / Black Hills Spruce	8B&B	6" Height	As Shown
TC	5	Taxus canadensis / Canadian Hemlock	8B&B	6" Height	As Shown
SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING
XA	22	Xenia melanocarpa Autumn Magic / Autumn Magic Black Chokeberry	3 GAL	6" O.C.	
CS	24	Cornus sericea Cinnamon / Cinnamon Red Yew Dogwood	5 GAL	6" O.C.	
TA	32	Taxus x media Brownie / Brown Hybrid Yew	5 GAL	6" O.C.	

CONCEPT PLANT SCHEDULE

	STREET TREES	14
	2" Caliper, 8B&B Street Trees to be spaced approx. 50' O.C.	
	SHORT PRUNING MIX	16,191 sf
	Native short pruned plantings to create a natural setting, install over erosion control matting.	

LANDSCAPE LEGEND



ORDINANCE NOTES:

- A 30' LANDSCAPE BUFFER VARD IS TO BE PROVIDED BETWEEN COMMERCIAL DEVELOPMENT AND NEIGHBORING RESIDENTIAL USE
- PLANTINGS ARE TO CREATE A MIN. 8' TALL CONTINUOUS SCREEN TO FULLY WITHIN 8' SEARS OF PLANTING

PUD NOTES:

LANDSCAPING STANDARDS (ARTICLE 8.8): SHALL APPLY, EXCEPT AS MODIFIED BELOW:

- LANDSCAPING PLAN STANDARD: LANDSCAPING SHALL BE REQUIRED AND NOTED IN SUBSTANTIAL COMPLIANCE WITH THE LANDSCAPE PLAN EXCEPT AS DEFINED IN THIS SUPPLEMENT. A PROVISION OF ARTICLE 8.8 OF THE UDO IS IN CONFLICT WITH THE LANDSCAPE PLAN, THEN THE LANDSCAPE PLAN SHALL BE PERMITTED AS PART OF THE DEVELOPMENT PLAN APPROVAL.
- TREE PRESERVATION CRITERIA: EXISTING TREES WITHIN THE SITE MUST BE PRESERVED IN AN EFFORT TO MINIMIZE DISTURBANCE WITHIN THE SITE AND SHALL FOLLOW ALL MEASURES REQUIRED IN ARTICLE 8.8(B).

- IN ADDITION TO THE EXISTING TREE PRESERVATION CRITERIA, TREES OVER 24" DBH SHALL BE CREDITED BASED ON THE RATIO OF TWO (2) TREE CREDITS PER ONE (1) TREE PRESERVED IF THE TREE MEETS ALL ADDITIONAL REQUIRED CRITERIA IN ARTICLE 8.8(B)(6).
- AS MUCH AS POSSIBLE, ALL EXISTING CANOPY TREES WILL BE PRESERVED ALONG THE WESTERN AND NORTHERN BOUNDARY OF THE SITE.

- LOT LANDSCAPING ARTICLE 8.8(B)(1) - AREA 2 AND AREA 3: MINIMUM LOT LANDSCAPING REQUIREMENTS SHALL APPLY EXCEPT AS MODIFIED AND ENHANCED BELOW:

- AT MINIMUM, ALL ESTABLISHED FRONT YARDS SHALL BE SOODED AND THE REMAINDER OF THE LOT SHALL BE SOODED.
- A MINIMUM OF TWO (2) SHADE TREES, TWO (2) ORNAMENTAL TREES AND EIGHT (8) SHRUBS SHALL BE REQUIRED ON EACH LOT.

- FOUNDATION PLANTING ARTICLE 8.8(B)(1) - AREA 2 AND AREA 3: SHALL NOT APPLY.

- BUFFER VARD REQUIREMENTS (ARTICLE 8.8(B)(1) - AREA 2 AND AREA 3): SHALL NOT APPLY.

- BUFFER VARD REQUIREMENTS (ARTICLE 8.8(B)(1) - AREA 3): A MINIMUM 30' BUFFER VARD IS TO BE PROVIDED BETWEEN THE EXISTING RESIDENTIAL DEVELOPMENT TO THE WEST AND DEVELOPMENT TO THE NORTH. (3) EVERGREEN TREES, (3) SHADY TREES, (3) ORNAMENTAL TREES AND (11) SHRUBS WILL BE REQUIRED PER 100 LN FT. OF IMPACTED SITE BOUNDARY.

- PLANTINGS MAY BE LOCATED ANYWHERE BETWEEN THE DEVELOPMENT BOUNDARY AND THE PROPOSED RESIDENTIAL LOTS TO BE CONSTRUCTED.

GENERAL NOTES:

- CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS IN THE FIELD PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR ANY CHANGE TO UTILITIES ASSOCIATED WITH WORK. UTILITIES SHALL BE MARKED TO SATISFACTION OF THE UTILITY OWNER AND/OR OPERATING AUTHORITY AT NO ADDITIONAL COST.
- A MINIMUM OF 4" OF TOPSOIL (4" TOPSOIL) MULCH AND SOIL. CONTRACTOR SHALL BE PROVIDED ON ALL AREAS TO BE SEEDS, SOODED AND PLANTED. PLANTING SOIL MULCH SHALL BE PROVIDED IN A BOX, VESSEL, TUBS OR ANY EXTENSIBLE OR COLLapsible MATERIALS LARGER THAN 1". REMOVE ANY UNDESIRABLE AND EXCESS TOPSOIL AS DETERMINED BY SOIL ENGINEER. FROM THE SITE, FURNISH ANY ADDITIONAL TOPSOIL NEEDED AT NO ADDITIONAL COST. ADDED TOPSOIL SHALL BE INCORPORATED INTO EXISTING SOIL.
- IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE PLAN SHALL PREVAIL. IF IN QUESTION, CONTACT THE LANDSCAPE ARCHITECT.
- ALL PLANTING BEDS SHALL HAVE A 2" THICK LAYER OF SHREDED HARDWOOD BARK MULCH. NO UTILITY MULCH OR PROPOSED TREE TRUNKS WILL BE ALLOWED. ALL PLANTING BEDS SHALL HAVE FREE EMERGENT HERBICIDE APPLIED AS PER MAINTENANCE RECOMMENDATION. AFTER INSTALLATION IS COMPLETE, MULCH COLORED, SUEDE.
- FINAL PLACEMENT OF PLANT MATERIALS, ETC. SHALL BE APPROVED BY LANDSCAPE ARCHITECT BEFORE PLANTING OPERATIONS ARE TO PROCEED. ALL TREE LOCATIONS SHALL BE MARKED WITH A WOODEN STAKE INDICATING VARIETY AND SIZE OF TREE.
- NO SUBSTITUTIONS OF PLANT MATERIAL WILL BE ALLOWED. PLANTING SHALL BE DONE BY THE LANDSCAPE ARCHITECT PRIOR TO THE DATE THE PLANTING SHALL BE INSPECTED AND TAGGED WITH PROJECT IDENTIFICATION AT HURSTBY OR PROPOSED TREE TRUNKS WILL BE ALLOWED. ALL PLANTS MAY ALSO BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE.
- ALL PLANTS ARE TO MEET OR EXCEED AMERICAN STANDARDS FOR HURSTBY STOCK, CURRENT EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF HURSTBYMEN.
- PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT COMPLY WITH CONSTRUCTION AND AS DIRECTED BY OWNER.
- ALL NEW LANDSCAPE PLANTINGS SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE ARCHITECT. AT END OF THIS PERIOD, PLANT MATERIAL, TERMED DEAD OR UNSATISFACTORY BY LANDSCAPE ARCHITECT SHALL BE REMOVED AT NO ADDITIONAL CHARGE BY THE LANDSCAPE CONTRACTOR.
- ALL DETAINED LAWN AREAS SHALL BE HYDROSEEDED OR SOODED AS SHOWN PER THE LANDSCAPE AND EROSION CONTROL PLAN.
- LAWN AND SOO AREAS ARE TO BE GRADED UNIFORMLY WITHOUT ANY UNDULATIONS OR IRREGULARITIES IN THE SURFACE PRIOR TO ANY HYDROSEED OR SOO WORK.
- ALL LAWN IS TO BE A BLEND PER THE PLANT SCHEDULE. HYDROSEED AREAS ARE TO HAVE ON NOXIOUS WEED AND FREE OF DISEASE.
- PROTECT LAWN SEEDS AREAS WITH STRAW MULCH. SPRINKLE MULCH UNIFORMLY AT A MINIMUM RATE OF 2 TONS PER ACRE TO FORM A CONTINUOUS BLANKET 1 1/2 INCHES IN THICKNESS OVER SEEDS AREAS.
- ANY CHANGES TO THE APPROVED SET OF LANDSCAPING PLANS MUST BE SUBMITTED TO THE HOLESVILLE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO CHANGING OR ORDERING ANY NEW PLANT MATERIALS.
- WHERE TREES ARE TO BE INSTALLED BETWEEN SIDEWALKS AND ROADWAYS, ALL TREES SHALL BE CROWNED IN TUB BEDS AND OVERLAP A MIN. OF 30" SOIL, BACKFILLED AS DETAILED. AREAS WHERE EXCESS GRAVEL AND CONSTRUCTION DEBRIS ARE PRESENT, ADDITIONAL MEASURES SHALL BE TAKEN TO REMOVE DELETERIOUS MATERIALS THAT WILL PREVENT HEALTHY PLANT GROWTH.

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PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
AB	5	Acer glabrum 'Borffs' / Borffs Sugar Maple	885	2" Cal.	As Shown
GP	5	Ginkgo biloba 'Princeton Sentry' / Princeton Sentry Ginkgo	885	2" Cal.	As Shown
LR	5	Liquidambar styraciflua 'Rotundifolia TM' / Sweet Gum	885	2" Cal.	As Shown
OP	5	Quercus palustris / Pin Oak	885	2" Cal.	As Shown
UP	7	Ulmus x 'New Horizon' / New Horizon Elm	885	2" Cal.	As Shown
EVERGREENS	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
AC	10	Abies concolor / White Fir	885	6" Height	As Shown
PD	19	Picea glauca 'Densata' / Black Hills Spruce	885	6" Height	As Shown
TN	9	Thuja occidentalis 'Nigra' / Black Arborvitae	885	6" Height	As Shown
TC	11	Taxus canadensis / Canadian Hemlock	885	6" Height	As Shown
SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING
AA	25	Astralis 'Autumn Magic' / Autumn Magic Chokeberry	3 GAL	8" O.C.	
CS	37	Cornus sericea 'Cardinal' / Cardinal Red Twig Dogwood	5 GAL	6" O.C.	
TM	56	Taxus x media 'Brownii' / Brown Hybrid Yew	5 GAL	6" O.C.	

CONCEPT PLANT SCHEDULE

	STREET TREES	85
	2" Caliber, 885	
	Street Trees to be spaced approx. 50' O.C.	

LANDSCAPE LEGEND



ORDINANCE NOTES:
 1. ALL LANDSCAPE PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
 2. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
 3. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.

PUD NOTES:

1. ALL PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.

GENERAL NOTES:

1. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
2. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
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20. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.

PLANTING REQUIREMENTS:

- Planting Requirements:**
- 1. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
 - 2. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
 - 3. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
 - 4. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
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 - 9. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
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 - 17. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
 - 18. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
 - 19. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.
 - 20. PLANTS MUST BE PLANTED IN ACCORDANCE WITH THE CITY OF CHICAGO PLANTING ORDINANCES.

EXHIBIT B

DISTRICT MAP

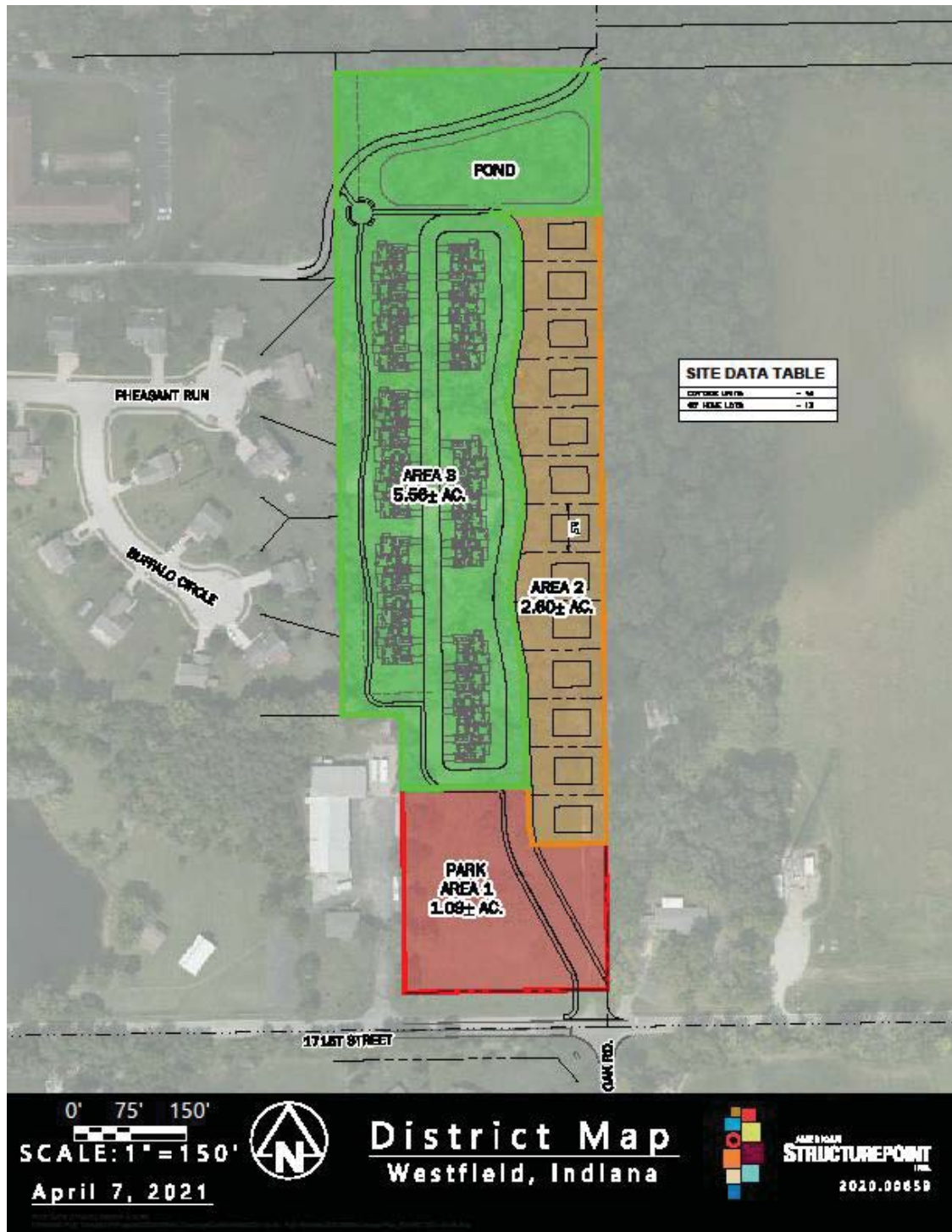
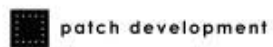


EXHIBIT C

CONCEPT PLAN (Page 1 of 3)



SANDERS GLEN

Concept Plan | March 2021

EXHIBIT D

AREA 1 CHARACTER EXHIBITS



patch development

SANDERS GLEN
Concept Plan | March 2021

context
DESIGN

EXHIBIT E

AREA 2 CHARACTER EXHIBITS



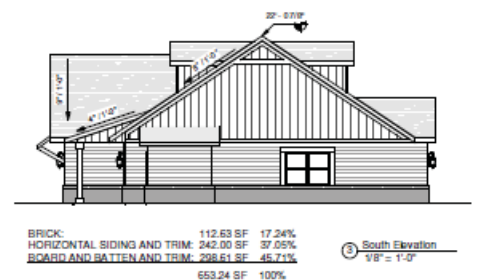
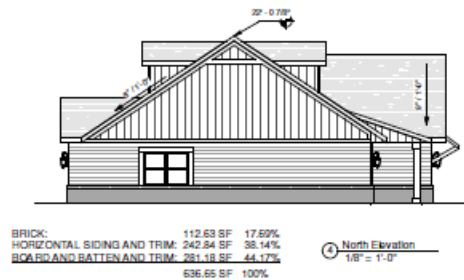
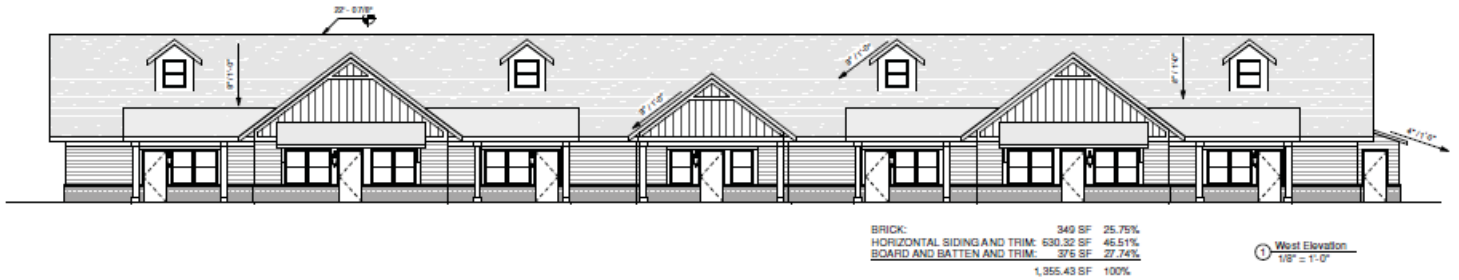
EXHIBIT F

AREA 3 CHARACTER EXHIBITS (Page 1 of 2)



AREA 3 CHARACTER EXHIBITS (Page 2 of 2)

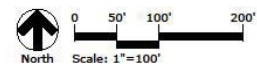
AREA 3 FAÇADE REQUIREMENTS



TOTALS:

BRICK:	858.55 SF	22.40%
HORIZONTAL SIDING AND TRIM:	1,627.50 SF	43.50%
BOARD AND BATTEN AND TRIM:	1,307.54 SF	34.10%
	3,833.60 SF	100%

LANDSCAPE & OPEN SPACE EXHIBIT (Page 1 of 3)

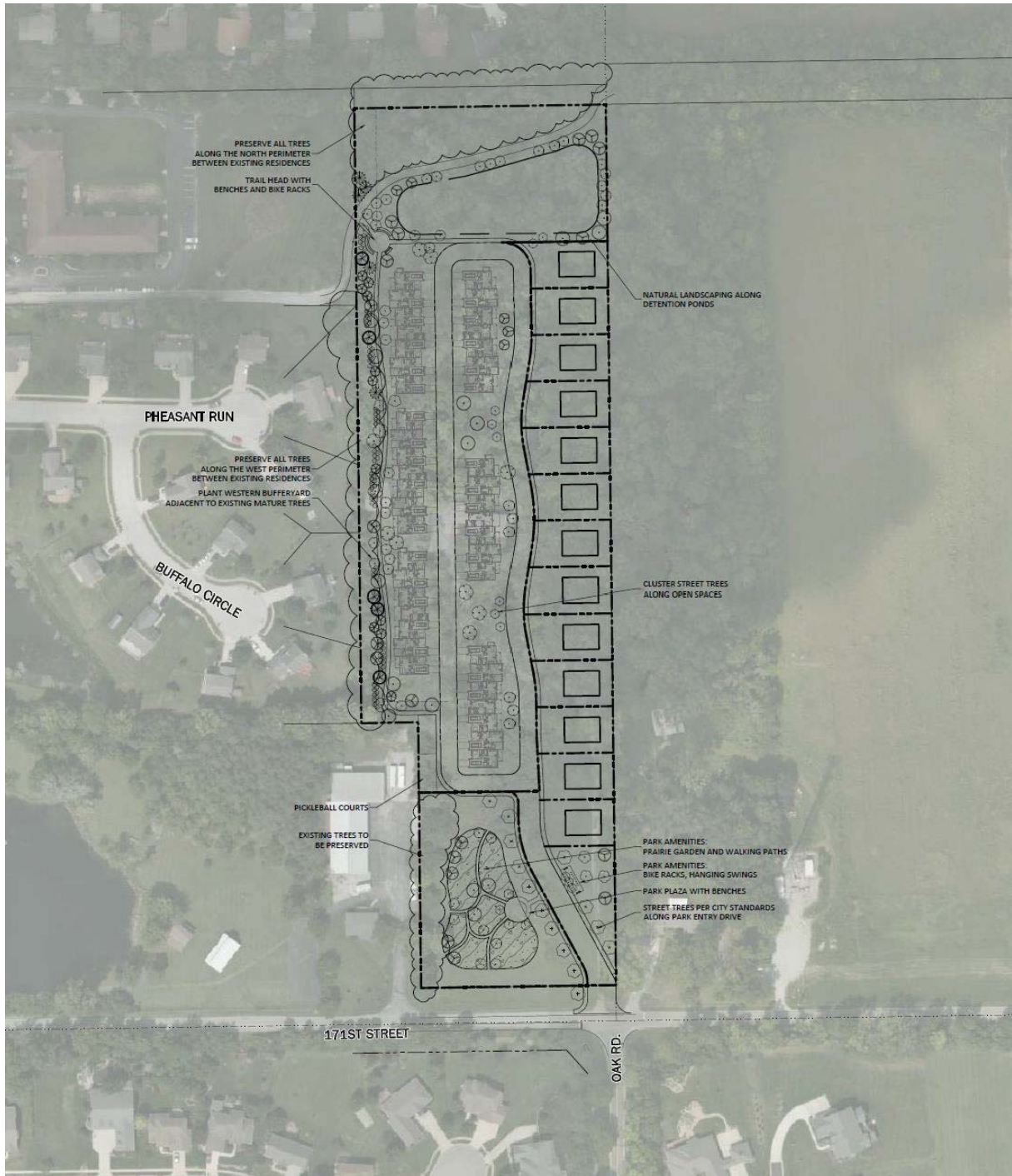


patch development

SANDERS GLEN
Concept Plan | March 2021

context
DESIGN

LANDSCAPE & OPEN SPACE EXHIBIT (Page 2 of 3)



LANDSCAPE & OPEN SPACE EXHIBIT

(Page 3 of 3)

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
AB	12	Acer saccharum / Bonfire / Bonfire Sugar Maple	B&B	2" Cal.	As Shown
AS	15	Amelanchier laevis / Snowcloud / Snowcloud Allegheny Serviceberry	B&B	2" Cal.	As Shown
CC	16	Cercis canadensis / Eastern Redbud	B&B	2" Cal.	As Shown
GP	5	Ginkgo biloba / Princeton Sentry / Princeton Sentry Maidenhair Tree	B&B	2" Cal.	As Shown
LR	7	Liquidambar styraciflua / Roundleaved / Round-Lobed Sweet Gum	B&B	2" Cal.	As Shown
MC	13	Malus x 'Centzam' TM / Centurion Crabapple	B&B	2" Cal.	As Shown
QP	15	Quercus palustris / Pin Oak	B&B	2" Cal.	As Shown
SI	18	Syringa reticulata / Ivory Silk / Ivory Silk Japanese Tree Lilac	B&B	2" Cal.	As Shown
UP	19	Ulmus x 'New Horizon' / New Horizon Elm	B&B	2" Cal.	As Shown
EVERGREENS	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
AC	5	Abies concolor / White Fir	B&B	6" Height	As Shown
PD	11	Picea glauca / Densesta / Black Hills Spruce	B&B	6" Height	As Shown
TC	5	Tsuga canadensis / Canadian Hemlock	B&B	6" Height	As Shown
SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING
AA	22	Aronia melanocarpa / Autumn Magic / Autumn Magic Black Chokeberry	CONT	3 GAL	6" O.C.
CS	24	Cornus sericea / Cardinal / Cardinal Red Twig Dogwood	CONT	5 GAL	6" O.C.
TM	32	Taxus x media / Brownii / Brown Hybrid Yew	CONT	5 GAL	6" O.C.

CONCEPT PLANT SCHEDULE

	STREET TREES 14
	2" Caliper, B&B: Street Trees to be spaced approx. 50' O.C.
	SHORT PRAIRIE MIX 16,191 sf
	Native short prairie plantings to create a natural setting. Install over erosion control matting.

LANDSCAPE LEGEND



DECIDUOUS SHADE TREE
2" TO 4" CALIPER, B&B
ALL TREES TO BE PROVIDED
ACCORDING TO AVOID STREET
TREE APPROVED SPECIES LIST

SPADE EDGE
SEE DETAIL 02, SHEET 5
MULCH COLOR: NATURAL

ORDINANCE NOTES:

- A 50' LANDSCAPE BUFFER YARD IS TO BE PROVIDED BETWEEN COMMERCIAL DEVELOPMENT AND RESIDENTIAL USE.
- PLANTINGS ARE TO BE PLANTED WITHIN A MIN. 8' TALL CONTINUOUS SCREEN TO FILL IN WITHIN 5 YEARS OF PLANTING.

PUD NOTES:

LANDSCAPING STANDARDS (ARTICLE 6.8); SHALL APPLY, EXCEPT AS MODIFIED BELOW.

A. LANDSCAPING PLAN STANDARD: LANDSCAPING SHALL BE REQUIRED AND INSTALLED IN SUBSTANTIAL COMPLIANCE WITH THE LANDSCAPE PLAN EXCEPT AS DEFINED IN THIS DRAWING. IF A PROVISION OF ARTICLE 6.8 OF THE UDO IS IN CONFLICT WITH THE LANDSCAPE PLAN, THEN THE LANDSCAPE PLAN SHALL CONTROL. RELOCATION OF PLANT MATERIALS SHALL BE PERMITTED AS PART OF THE DEVELOPMENT PLAN APPROVAL.

B. TREE PRESERVATION CREDITS: EXISTING TREES WITHIN THE SITE MAY BE PRESERVED IN AN EFFORT TO MINIMIZE DISTURBANCE WITHIN THE SITE AND SHALL FOLLOW ALL MEASURES REQUIRED IN ARTICLE 6.8(E).

- IN ADDITION TO THE EXISTING TREE PRESERVATION INCENTIVES, TREES OVER 24" DBH SHALL BE CREDITED BASED ON THE RATIO OF TWO (2) TREE CREDITS PER ONE (1) TREE PRESERVED IF THE TREE MEETS ALL ADDITIONAL REQUIRED CRITERIA IN ARTICLE 6.8(E)(I).
- AS MUCH AS POSSIBLE, ALL EXISTING CANOPY TREES WILL BE PRESERVED ALONG THE WESTERN AND NORTHERN BOUNDARY OF THE SITE.

C. LOT LANDSCAPING ARTICLE 6.8(I) - AREA 2 AND AREA 3: MINIMUM LOT LANDSCAPING REQUIREMENTS SHALL APPLY EXCEPT AS MODIFIED AND ENHANCED BELOW:

- AT MINIMUM, ALL ESTABLISHED FRONT YARDS SHALL BE SODDED, AND THE REMAINDER OF THE LOT SHALL BE SODDED.
- A MINIMUM OF TWO (2) SHADE TREES, TWO (2) ORNAMENTAL TREES AND EIGHT (8) SHRUBS SHALL BE REQUIRED ON EACH LOT.

D. FOUNDATION PLANTING (ARTICLE 6.8(J)) - AREA 2 AND AREA 3: SHALL NOT APPLY.

E. BUFFER YARD REQUIREMENTS (ARTICLE 6.8(N)) - AREA 2 AND AREA 3: SHALL NOT APPLY.

F. BUFFER YARD REQUIREMENTS (ARTICLE 6.8(N)) - AREA 3: A MINIMUM 40' WIDE BUFFER YARD IS TO BE PROVIDED BETWEEN THE EXISTING RESIDENTIAL DEVELOPMENT TO THE WEST AND DEVELOPMENT TO THE NORTH. (3) EVERGREEN TREES, (2) SHADE TREES, (2) ORNAMENTAL TREES AND (11) SHRUBS WILL BE REQUIRED PER 100 LN FT. OF IMPACTED SITE BOUNDARY.

- PLANTINGS MAY BE LOCATED ANYWHERE BETWEEN THE DEVELOPMENT BOUNDARY AND THE PROPOSED RESIDENTIAL LOTS TO BE CONSTRUCTED.

GENERAL NOTES:

- CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS IN THE FIELD PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES ASSOCIATED WITH WORK. UTILITIES SHALL BE REPAIRED TO SATISFACTION OF THE UTILITY OWNER AND/OR OPERATING AUTHORITY AT NO ADDITIONAL COST.
- A MINIMUM OF 4" OF TOPSOIL (2" TOPSOIL, 2" MULCH AND SOIL CONDITIONER) SHALL BE PLACED ON ALL AREAS TO BE SEEDS, SODDED AND PLANTED. PLANTING SOIL MIX SHALL BE FREE FROM SUBSOIL, VEGETATION, WEEDS OR ANY EXTRANEUS OR DESTRUCTIVE MATERIALS LARGER THAN 1". REMOVE ANY UNSUITABLE AND EXCESS TOPSOIL, AS DETERMINED BY SOILS ENGINEER, FROM THE SITE. FURNISH ANY ADDITIONAL TOPSOIL NEEDED AT NO ADDITIONAL COST. ADDED TOPSOIL SHALL BE INCORPORATED INTO EXISTING SOIL.
- IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE PLAN SHALL GOVERN. IF IN QUESTION, CONTACT THE LANDSCAPE ARCHITECT.
- ALL PLANTING BEDS SHALL HAVE A 2" THICK LAYER OF SHREDED, HARDWOOD BARK MULCH. NO UTILITY MULCH OR PROCESSED TREE TRIMMINGS WILL BE ALLOWED. ALL PLANTING BEDS SHALL HAVE PRE-EMERGENT HERBICIDE APPLIED AS PER MANUFACTURER'S RECOMMENDATION. AFTER INSTALLATION IS COMPLETE, MULCH COLOR: NATURAL.
- FINAL PLACEMENT OF PLANT MATERIALS, ETC. SHALL BE APPROVED BY LANDSCAPE ARCHITECT BEFORE PLANTING OPERATIONS ARE TO PROCEED. ALL TREE LOCATIONS SHALL BE MARKED WITH A WOODEN STAKE INDICATING VARIETY AND SIZE OF TREE.
- NO SUBSTITUTIONS OF PLANT MATERIAL WILL BE ALLOWED. IF PLANTS ARE SHOWN TO BE UNAVAILABLE, THE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT PRIOR TO 60 DAYS IN WRITING. ALL PLANTS SHALL BE INSPECTED AND TAGGED WITH PROJECT IDENTIFICATION AT NURSERY OR CONTRACTOR'S OPERATION PRIOR TO MOVING TO JOB SITE. PLANTS MAY ALSO BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE.
- ALL PLANTS ARE TO MEET OR EXCEED AMERICAN STANDARDS FOR NURSERY STOCK, CURRENT EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF NURSERMEN.
- PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION AND AS DIRECTED BY OWNER.
- ALL NEW LANDSCAPE PLANTINGS SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE ARCHITECT. AT END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY BY LANDSCAPE ARCHITECT SHALL BE REPLACED AT NO ADDITIONAL CHARGE BY THE LANDSCAPE CONTRACTOR.
- ALL DISTURBED LAWN AREAS SHALL BE HYDRO-SEEDED OR SODDED AS SHOWN PER THE LANDSCAPE AND EROSION CONTROL PLAN.
- LAWN AND SOO AREAS ARE TO BE GRADED UNIFORMLY WITHOUT ANY UNDULATIONS OR IRREGULARITIES IN THE SURFACE PRIOR TO ANY HYDRO-SEED OR SOO WORK.
- ALL LAWN IS TO BE A BLEND PER THE PLANT SCHEDULE. HYDRO-SEED AREAS ARE TO HAVE AN EXISTING SEED AND FREE OF DISEASE.
- PROTECT LAWN SEEDING AREAS WITH STRAW MULCH. SPREAD MULCH UNIFORMLY AT A MINIMUM RATE OF 2 TONS PER ACRE TO FORM A CONTINUOUS BLANKET 1 1/2 INCHES IN LOOSE THICKNESS OVER SEEDING AREAS.
- ANY CHANGES TO THE APPROVED SET OF LANDSCAPING PLANS MUST BE SUBMITTED TO THE HOBBLEVILLE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO CHANGING OR ORDERING ANY NEW PLANT MATERIALS.
- WHERE TREES ARE TO BE INSTALLED BETWEEN SIDEWALKS AND ROADWAYS, ALL TREES SHALL BE CENTERED IN TURF BEDS AND OVERLAP TO A MIN. OF 8" SOIL, BACKFILLED AS DETAILED. AREAS WHERE EXCESS GRASS, AND CONSTRUCTION DEBRIS ARE PRESENT, ADDITIONAL MEASURES SHALL BE TAKEN TO REMOVE DESTRUCTIVE MATERIALS THAT WILL PREVENT HEALTHY PLANT GROWTH.

PLANTING REQUIREMENTS:

LANDSCAPE REQUIREMENTS:

PLANT SIZES:
- SHADE TREES: 8' HT, 2" CALIPER
- EVERGREEN TREES: 6' MIN. HT
- ORNAMENTAL TREES: 2" CALIPER
- SHRUBS: MIN. 18" HT.

DETENTION AND RETENTION AREAS:

- SHALL BE LANDSCAPED IN A MANNER THAT REPLICATES NATURAL FORM AND SHALL INCLUDE PLANTINGS AS DRAWN.

PROVIDED: (13) SHADE TREES + (20) ORN. TREES

STREET TREES: (26 PROVIDED)

- SHALL BE PROVIDED WITHIN MULTI-FAMILY DEVELOPMENT AND ALONG PARK DRIVE. TREES ARE TO BE CLUSTERED TO RESEMBLE A NATURAL SETTING.
- PLANTINGS ARE TO BE PROVIDED PER CITY'S APPROVED STREET TREE SPECIES.

PARK AREA 1 REQUIREMENTS:

- OPEN SPACE SHALL HAVE (20) SHADE TREES PER ACRE OF LAND, AS SHOWN ON DRAWINGS.
- STREET TREES TO BE PROVIDED IN ADDITION TO OPEN SPACE PLANTINGS.

PARK AREA 1:
TOTAL AREA: 1.03 ACRES
TREES PROVIDED: (20) SHADE TREES

AREA 2 REQUIREMENTS:

- TYPICAL LOT PLANTINGS WILL BE PROVIDED WITH NEW, SINGLE-FAMILY DEVELOPMENT PER ORDINANCE REQUIREMENTS.

AREA 3 REQUIREMENTS:

- BUFFER YARD REQUIREMENTS:
- PER PUD, THE WESTERN BUFFER YARD SHALL INCLUDE (2) EVERGREEN TREES AND (2) SHADE TREES PER 75 LN FT. AN ADDITIONAL (1) ORNAMENTAL TREE + (5) SHRUBS SHALL BE PROVIDED PER 50 LN FT.
- WHERE EXISTING TREES ARE BEING PRESERVED, NO ADDITIONAL PLANTINGS ARE TO BE REQUIRED.

WEST BUFFER YARD (75 LN FT)

REQUIRED: (20) EVERGREENS + (20) SHADE TREES + (15) ORN. TREES + (75) SHRUBS
PROVIDED: (21) EVERGREENS + (2) SHADE TREES + (16) ORN. TREES + (78) SHRUBS



Petition Number: 2103-DDP-11

Project Name: Wheeler Landing Apartments

Subject Site Address: Southwest corner of Virginia Rose Ave and Wheeler Rd

Petitioner: JC Hart Company, Inc.

Representative: JC Hart Company, Inc.

Request: Detailed Development Plan review of 7 multi-story multi-family buildings on 7.65 acres +/- in the Wheeler Landing Planned Unit Development (PUD) District.

Current Zoning: Wheeler Landing PUD

Current Land Use: Vacant

Approximate Acreage: 7.65 +/-

Property History: Wheeler Landing PUD District (Ord. 18-04, 09/24/2018)
Wheeler Landing PUD Amendment IV (Ord. 21-05, *pending*)
Overall Development Plan & Primary Plat (1909-ODP-16 & 1909-SPP-16, 09/16/2019)
Secondary Plat (*pending*) (1909-SFP-53)
Secondary Plat (*pending*) (2103-SFP-20)

Staff Reviewer: Caleb Ernest, Associate Planner

PROCEDURAL

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.

REVIEW COMMENTS

- 1) Please provide copies or copy this Department on any correspondence you receive from Technical Advisory Committee members and your correspondence to them.

- 2) Additional comments may be forthcoming following review by the Technical Advisory Committee and after the revised primary plat and overall development plan have been submitted and reviewed.
 - 3) The comments contained herein identify those items that are determined by this Department to be outstanding that need addressed prior to approval of the Primary Plat and Overall Development Plan. **Please note some of the standards noted herein are reviewed by the Public Works Department.** The Public Works Department may identify outstanding items accordingly that need addressed prior to approval.
 - 4) ***The Unified Development Ordinance, as amended (Ord. 17-10), no longer requires a public hearing for Development Plan review approval. Once plans have been determined to be in compliance with the applicable ordinances, the petition will be placed on the next scheduled Plan Commission meeting agenda.***
 - 5) Abbreviations:
 - a) WPWD: Westfield Public Works Department
 - b) HCSO: Hamilton County Surveyor's Office
-

DEVELOPMENT PLAN (Article 10.7(G) of the UDO):

The plans comply.

- 6) 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.
- 7) Address and legal description of the property.
- 8) Boundary lines of the property including all dimensions.
- 9) 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.
- 10) 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.
- 11) 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.

- 12) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 13) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.
- 14) Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.
- 15) Location and dimensions of all existing structures and paved areas.
- 16) Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).
- 17) Location of all Floodplain areas within the boundaries of the property.
- 18) Names of legal ditches and streams on or adjacent to the site.
- 19) 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.
- 20) Identify buildings proposed for demolition.
- 21) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- 22) 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).

DEVELOPMENT PLAN REVIEW (Article 10.7(E) of the UDO):

The plans comply.

Development Plans shall comply with and be reviewed by the Plan Commission upon finding that the Development Plan is in compliance with the following requirements:

- 23) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.

- 24) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- 25) 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.
- 26) 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

The plans comply with Article 4.16 (GB District) and Wheeler Landing PUD District (Ord. 18-04.

27) Area I Development Standards

- a) Minimum Front Yard Setback: 0 feet
- b) Minimum Side Yard Setback (internal to District): 0 feet
- c) Minimum Side Yard Setback (abutting District Perimeter): 10 feet
- d) Maximum Building Height: 75 feet
- e) Minimum Distance Between Buildings: 0 feet
- f) Minimum Lot Frontage: 20 feet

28) GB: General Business District

- | | |
|-------------------------------|------------|
| a) Minimum Lot Area: | No minimum |
| b) Minimum Rear Yard Setback: | 20 feet |
| c) Minimum Lot Width: | No minimum |
| d) Minimum Building Size: | No minimum |

29) Multi-family Residential:

- a) Maximum Density: Fifty (50) Dwelling Units per gross acre
- b) Minimum Density: Ten (10) Dwelling Units per gross acre
- c) Maximum Dwelling Units per Structure: One hundred (100)
- d) Maximum Number of Dwelling Units in the District: Seven hundred and fifty (750)
- e) Minimum Building Setback Lines:
 - i) Area 1:

(1) Front Yard:	zero (0) feet
(2) Side Yard:	zero (0) feet
(3) Rear Yard:	zero (0) feet
- f) Maximum Building Height: Seventy-five (75) feet
- g) Minimum Distance Between Buildings: zero (0) feet

30) Overlay Districts

- a) Article 5.3 State Highway 32 Overlay District shall not apply to the development of Areas I, III and IV.

DEVELOPMENT STANDARDS (Chapter 6 of UDO and Wheeler Landing PUD District Ord. 18-04)

The plans comply, as applicable to a Detailed Development Plan.

31) Accessory use and Building Standards (Article 6.1):

a) Accessory Buildings (Wheeler Landing PUD, Ord. 18-04, Section 8.1):

- i) Shall apply; however, Article 6.1(H)(2) Screening of Receptacles and Loading Areas shall be modified to permit enclosures within Area I and Area II to be located within the Established Front Yard along Tournament Trail or any parcel in any Area with three (3) or more Front Yards.

b) Screening of Receptacles and Loading Areas:

- i) 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.
- ii) 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.
- iii) Enclosures shall be constructed of a Masonry Material that matches or complements the Principal Building, as illustrated in FIGURE 6.1(2): DUMPSTER ENCLOSURES.
- iv) Enclosures shall have separate pedestrian access openings that are configured to conceal the dumpster from view for daily access to dumpsters for waste disposal. Pedestrian access openings shall be substantially similar to those illustrated in FIGURE 6.1(3): DUMPSTER MAN-DOORS.
- v) Enclosures, which include swinging, moveable doors, shall be kept closed at all times when said doors are not in active use.
- vi) Landscaping shall be provided around enclosures in accordance with *Article 6.8 Landscaping Standards*.

32) Architectural Standards (Article 6.3)

a) Architectural Standards (Wheeler Landing PUD, Ord. 18-04, Section 8.2):

i) The Architectural Design Requirements of the 32 Overlay shall apply to all other uses in the District. Architectural character examples are attached hereto as Exhibit C and are intended to generally and conceptually illustrate an application of the development requirements and elements of the anticipated character of the District. Architectural character examples are general and preliminary in nature and are not intended to delineate exactly what will be built and developed. The architectural character examples establish a benchmark for the architecture and design of the buildings.

b) Multi-family Districts (Ord. 20-05, Section 5.1):

i) Building Design: Shall not apply. Instead, substantial compliance with the Character Exhibit, attached hereto as Exhibit D, shall control.

ii) Building Materials: Shall not apply. Instead, substantial compliance with the Character Exhibit, attached hereto as Exhibit D, shall control.

iii) Windows: A Building Façade shall incorporate a minimum of one (1) window (a minimum size of fifteen (15) square feet) or door (with a minimum of fifteen (15) square feet of glass) per Dwelling Unit located along that Building Façade, as architecturally appropriate. All windows shall have treatment consisting of either: (i) shutters (that match the size of the window); or (ii) casing (a minimum of three and one-half (3.5) inches in dimension).

(1) For windows in a Building Façade consisting of a Masonry Material, then the treatment shall be of natural or Masonry Material and shall be applied to at least the window sill.

(2) For windows in a Building Façade consisting of a non Masonry Material, then the windows shall be trimmed to match the architectural style of the building.

iv) Roof Design: Shall not apply. Instead, substantial compliance with the Character Exhibit, attached hereto as Exhibit D, shall control.

v) Streetscape Variety: Shall not apply. Instead, substantial compliance with the Character Exhibit, attached hereto as Exhibit D, shall control.

33) Building Standards (Article 6.4)

a) Multi-family Residential Uses: More than one (1) Principal Building used for residential purposes, and its Accessory Buildings, shall be permitted on a Lot in a Multi-family District.

34) Fence Standards (Article 6.5)

35) Height Standards (Article 6.6)

36) Home Business Standards (Article 6.7)

37) Landscaping Standards (Article 6.8)

a) Detention and Retention Areas (Wheeler Landing PUD, Ord. 18-04, Section 8.3 A.)

i) Shall apply to regional detention or retention basins unless otherwise approved by the Director or Public Works.

b) Minimum Lot Landscaping (Ord. 20-05, Section 5.2 A).

i) Requirements shall be reduced to 50% of the required plant materials and as consistent with the Landscape Plan (Exhibit C).

c) Foundation Plantings:

i) Plant materials shall be required intermittently (approximately every forty (40) feet) against long expanses (over eighty (80) feet) of Building Facades, fences, and other barriers to create a softening effect.

ii) Plant materials shall also be required along the Front Building Façade of all Buildings at a minimum ratio of one (1) shrub or ornamental tree per twelve (12) lineal feet (Single-family Dwelling and Duplex Dwelling buildings are exempt from this requirement).

iii) Plantings shall be located within fifteen (15) feet of the Building Facade, fence or other barrier being softened, and shall occur within planting beds at least eight (8) in width.

d) External Street Frontage Landscaping Requirements (Wheeler Landing PUD, Ord. 18-04, Section 8.3 B.)

i) Shall not apply to the portion of the District abutting Wheeler Road/the Monon Trail. Hardscapes, planters, tree wells, and pedestrian furniture shall be utilized to integrate the development with the Monon Trail and Wheeler Road. If a Building is Setback fifty (50) feet or less from the Wheeler Road/Monon Trail Right-of-way, then this Section (Section 8.3.B) applies. If a Building is Setback greater than fifty (50) feet from the Wheeler Road/Monon Trail Right-of-way, then Article 6.8(M) External Street Frontage Landscaping Requirements shall apply.

- ii) Plantings along the perimeter streets shall be counted towards meeting this requirement. (Ord. 20-05, Section 5.2 B).
- e) Buffer Yard Requirements:
- f) General Landscape Design Standards
 - i) Placement:
 - (1) Minimum Distance from Sidewalk and Curb: Trees shall be planted a minimum distance of four (4) feet from the edge of a Street curb or pedestrian pathway or sidewalk.
 - (2) Easements: Required landscaping should be located in landscape easements or designated common areas that are exclusive of utility or drainage easements that would otherwise prohibit the required landscaping.
- g) Street Trees
- h) Parking Area Landscaping (Wheeler Landing PUD, Ord. 18-04, Section 8.3 C.)
 - i) If adjacent Lots have vehicular cross-access and/or shared parking, in accordance with Article 6.14(G)(1), then the shared Lot Line shall not require Perimeter Parking Area Landscaping (Article 6.8(O)(2)).
 - ii) Screening of Gas, Electric and Other Utility Services (Wheeler Landing PUD, Ord. 18-04, Section 8.3 D.)
 - iii) Utility services on Buildings shall be screened by means of landscaping, fencing, or other architectural methods so as to obstruct the view of such services from public areas.
 - iv) Interior Parking Area Landscaping:
 - (1) Minimum Area Required: A minimum landscape area of Parking Areas shall be set aside for Parking Area islands in accordance with the following:

Number of Parking Spaces	% of Parking Area to be Islands
0 to 4	0%
5 to 24	5%
25 to 49	7.5%
50 or more	10%

(2) Interior Parking Area Islands:

- (a) Location: Parking Area islands shall be dispersed throughout Parking Areas in a design and configuration that aesthetically corresponds to the size and shape of Parking Areas. Combining or placing Parking Area islands together such that more than one (1) tree may be planted in the island shall be considered when possible. Parking Area islands shall be dispersed so as to define aisles and limit unbroken rows of parking spaces to a maximum of two hundred (200) feet in length.
- (b) Design: Parking Area islands shall be: (a) constructed at least six (6) inches above the surface of Parking Areas and curbed in a manner that restricts vehicles from driving over landscaped areas; (b) a minimum area of one hundred twenty (120) square feet; and (c) a minimum of seven (7) feet in width, measured from back of curb to back of curb.
- (c) Plantings: Parking Area islands shall include at least one (1) tree and four (4) shrubs per island. One hundred (100) percent of every island shall be covered with permitted Groundcover material to achieve complete coverage.

v) Perimeter Parking Area Landscaping:

- (1) Design: Perimeter Parking Area landscaping shall be a minimum of five (5) feet wide and shall extend along the perimeter of Parking Areas and include:
 - (a) A minimum of one (1) tree per thirty (30) linear feet of Parking Area length. Trees may be clustered in an aesthetically pleasing manner.
 - (b) A minimum of one (1) shrub per three (3) feet of Parking Area length. Shrubs may be clustered in an aesthetically pleasing manner.
 - (c) Grass or other permitted Groundcover for areas not planted with trees or shrubs.

38) Lighting Standards (Article 6.9)

- a) 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.]

39) Lot Standards (Article 6.10)

40) Outside Storage and Display (Article 6.12)

41) Outdoor Café and Eating Areas (Article 6.13)

42) Parking and Loading Standards (Article 6.14)

a) Off-street Parking:

- i) 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.
- ii) Access: 45 degree angle of parking space requires 14 feet aisle width and 60 degree angle of parking space requires 18 feet aisle width.

iii) Required Spaces (Ord. 20-05, Section 5.3):

(1) Shall be reduced to 1.8 spaces per Dwelling Unit.

b) Bicycle Parking:

- i) Number of Spaces: A minimum of one (1) bicycle parking space (or parking position) shall be provided per thirty (30) vehicular parking spaces. No more than fifteen (15) bicycle parking spaces shall be required for any Principal Building.
- ii) Proximity to Principal Building: The bicycle parking spaces shall be located in close proximity to the main entryway into the Principal Building or be located inside the Principal Building.
- iii) Rack Requirement: A bicycle rack, which may contain multiple bicycle parking spaces, shall be installed on a hard dustless surface that allows the parking structure to be securely fastened to the ground and that secures the bicycles.
- iv) Pedestrian Ways: Bicycle Parking Areas shall be designed such that when in use, the bicycles (and trailers), shall not obstruct an adjacent sidewalk, path, or other pedestrian

way and located to provide a minimum of five (5) feet of clearance behind the bicycle to allow for room to maneuver.

43) Performance Standards (Article 6.15)

44) Setback Standards (Article 6.16)

45) Sign Standards (Article 6.17)

46) Vision Clearance Standards (Article 6.19)

a) No Sign, fence, wall, landscaping, Public Utility Installation or other Improvement which obstructs sight lines between three (3) and nine (9) feet above a Street shall be permitted on a Corner Lot, unless otherwise approved in writing by the Public Works Department, within the triangular area formed by the Right-of-way line and a line connecting points:

i) Forty (40) feet from intersections of Collectors or Local Streets.

ii) Seventy-five (75) feet from intersections of Expressways or Arterials.

iii) Twenty-five (25) feet from intersections of Private Streets.

47) Yard Standards (Article 6.21)

48) Public Art (Wheeler Landing PUD, Ord. 18-04, Section 12)

a) Public Art shall be permitted and may be included as part of a Development Plan. Public Art shall be displayed in a location that is visually accessible to the public and shall not be a sign as regulated under the Ordinance or the Unified Development Ordinance. Any Development Plan encompassing an area larger than ten (10) acres is required to have a public art component. Public Art components may be murals, mosaics, sculptures, fountains or water features, or any other variety.

DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply.

49) Easement Standards (Article 8.3)

50) Monument and Marker Standards (Article 8.5)

51) Open Space and Amenity Standards (Article 8.6)

52) Pedestrian Network Standards (Article 8.7)

a) Internal Pedestrian Network Standards:

- i) The minimum sidewalk width shall be as indicated in the Thoroughfare Plan or five (5) feet (six (6) feet if immediately abutting the curb), whichever is greater.
- ii) Sidewalks shall be required on both sides of internal Streets and internal Private Streets in all developments.
- iii) When a proposed development lies between or adjacent to existing developments which have been provided with sidewalks, connecting sidewalks or pathways (which are extensions of the existing sidewalks) shall be constructed.
- iv) Connector sidewalks shall be provided from the sidewalk or path adjacent to the Street to the front entrance of all non-residential structures. Where the sidewalk intersects driving lanes or parking aisles within the Parking Area, then crosswalks and ramps shall be installed in accordance with ADA requirements and such areas shall be delineated (e.g., pavers, stamped, bricked), as determined by the Plan Commission or Director, to reinforce pedestrian safety.

b) Perimeter/External Pedestrian Network Standards: All developments shall participate in the establishment or improvement to the pedestrian network along Streets adjacent to its perimeter in accordance with the following:

- i) Where a proposed Development Plan or Subdivision abuts an existing Right-of-way, then pedestrian paths, jogging paths, and bicycle paths shall be provided along the perimeter Street(s) or Private Street(s) in accordance with the Thoroughfare Plan. The type of pedestrian facility required shall be as set forth in the Thoroughfare Plan. The County or Public Works Department, as applicable, may waive the requirement for a path along perimeter streets for a Minor Subdivision.
- ii) Generally, all required pedestrian facility improvements shall be located within the Right-of-way. Required improvements located outside of the Right-of-way shall be located within an easement approved by the Director or Public Works Department.
- iii) The Plan Commission or Director may require Developers, at their expense, to construct off-site pedestrian facilities adjacent to the proposed development to respond to the proposed development's impact and infrastructure demands (see also Article 8.9 Street and Right-of- Way Standards as it may apply).

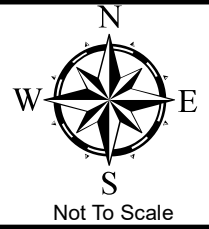
- 53) Storm Water Standards (Article 8.8)
- 54) Street and Right-of-Way Standards (Article 8.9)
- 55) Surety Standards (Article 8.12)
- 56) Utility Standards (Article 8.13)

DEPARTMENT COMMENTS

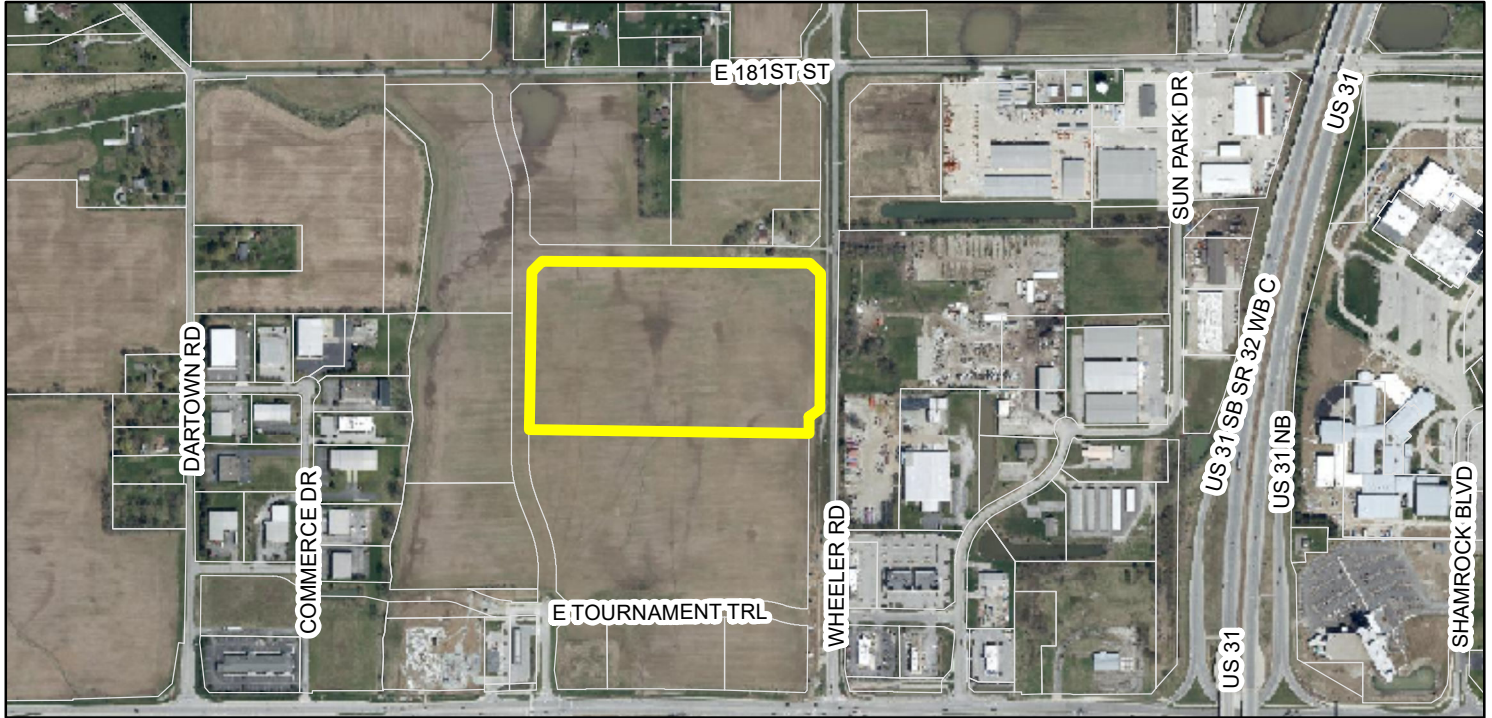
- 1) **The Detailed Development Plan complies with the applicable zoning ordinances.**
- 2) **ACTION: Approve Detailed Development Plan (2103-DDP-11) with the following condition:**
 - a. **All necessary approvals be obtained from the Westfield Public Works Department and Hamilton County Surveyor's Office prior to the issuance of an Improvement Location Permit.**
- 3) If any APC member has questions prior to the meeting, then please contact Caleb Ernest at 317.519.8630 or cernest@westfield.in.gov.



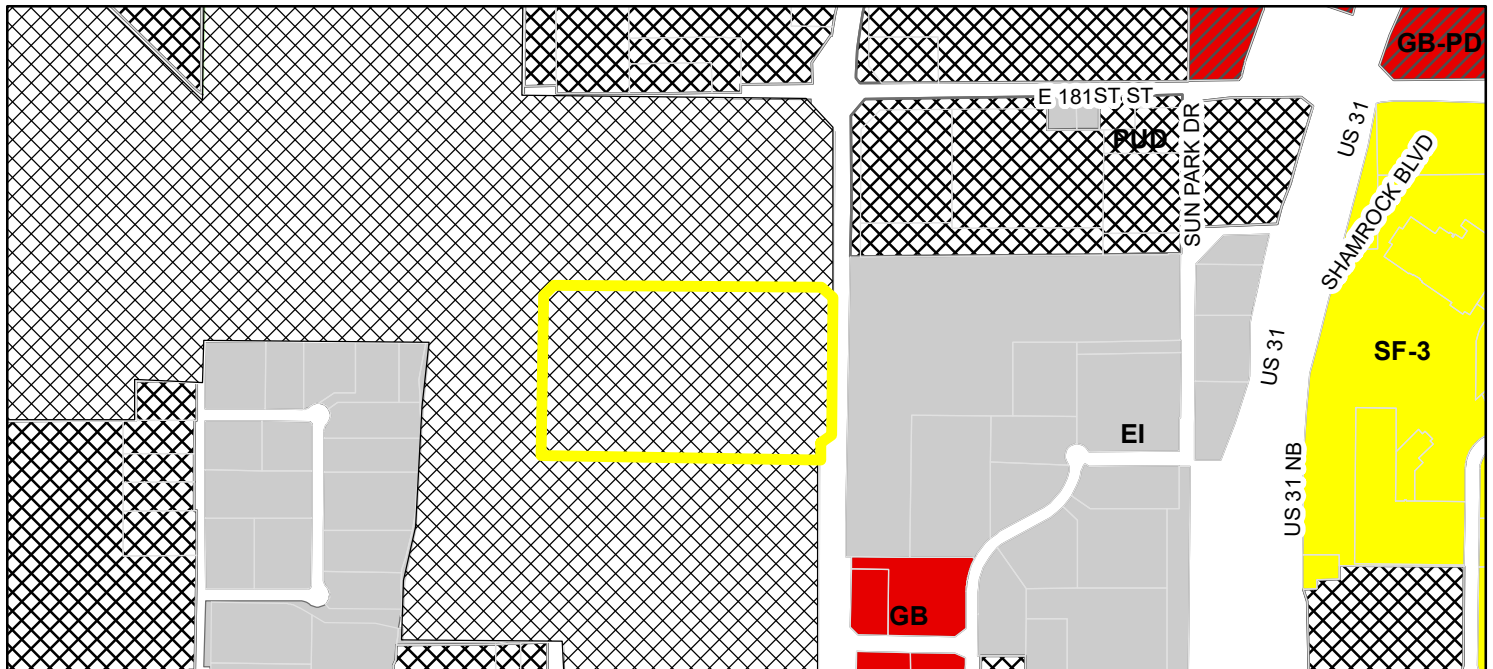
Property Location Map
Wheeler Landings Apartments
Detailed Development Plan
2103-DDP-11



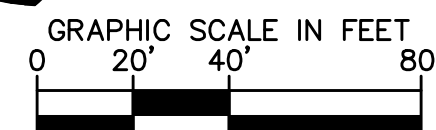
Aerial Location Map



Zoning Map



- Parcel
- Zoning - All**
- Zoning**
- AG-SF1 (Agriculture - Single Family - 1)
 - EI (Enclosed Industrial)
 - GB (General Business)
 - GB-PD (General Business - Planned Development)
 - PUD (Planned Unit Development)
 - SF-3 (Single Family - 3)



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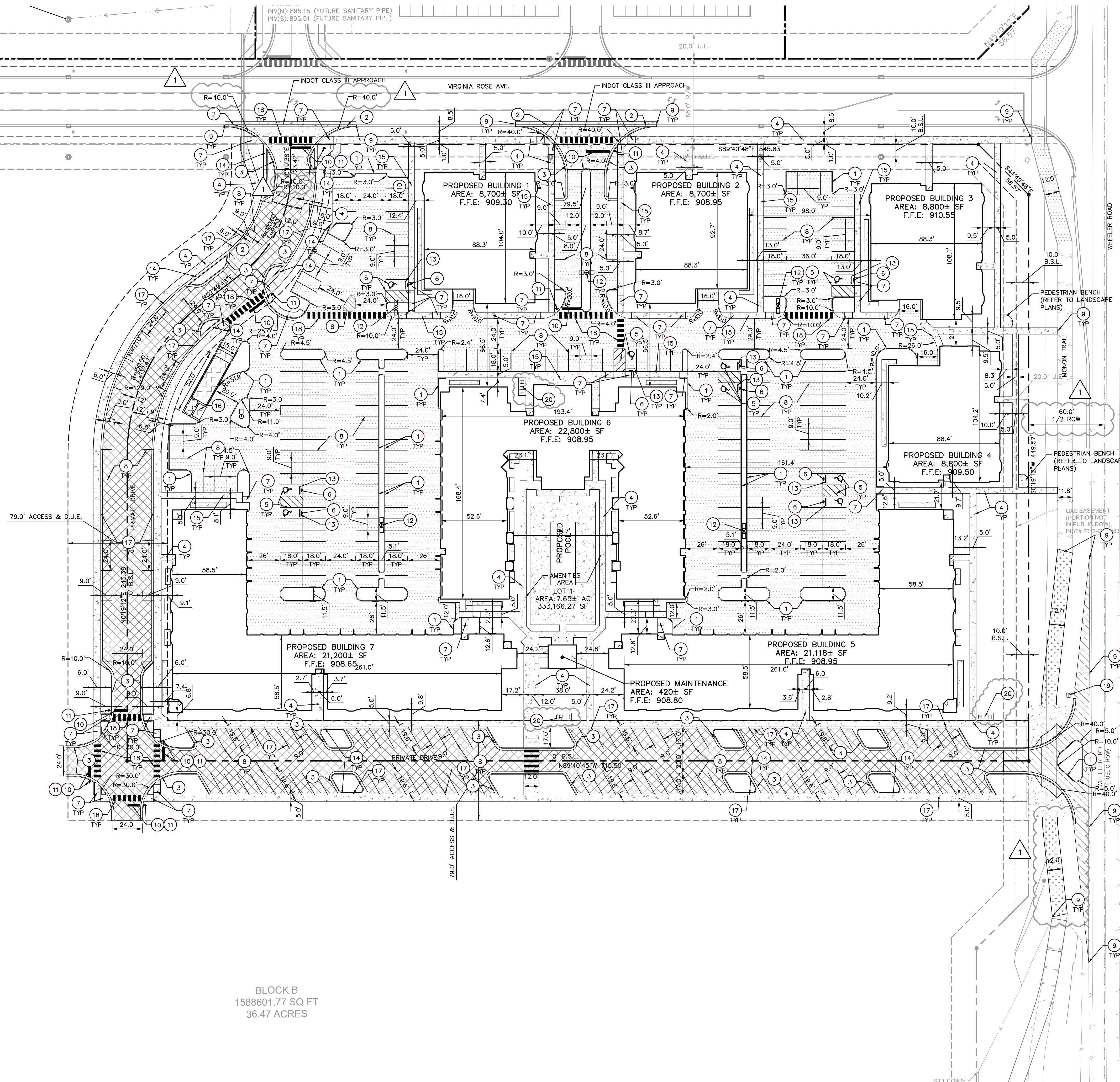
JC HART
Builders | Developers | Managers

SITE PLAN

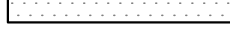
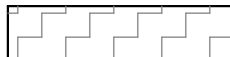
WHEELER LANDING APARTMENTS

ORIGINAL ISSUE: 01/29/2020
KHA PROJECT NO. 170077003
SHEET NUMBER

C3.0



PAVING & CURB LEGEND

	STANDARD DUTY ASPHALT PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	HEAVY DUTY ASPHALT PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	RIGHT OF WAY PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	CONCRETE SIDEWALK SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	HEAVY DUTY CONCRETE PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	ASPHALT TRAIL SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	STANDARD CONCRETE CURB

NOTE: ALL MANHOLES, VALVES, AND INLETS WITHIN PAVEMENT TO BE INSTALLED WITH A CONCRETE COLLAR.

KEY NOTES

1. CONCRETE CURB, TYP. (SEE DETAILS)
2. DEPRESSIONED CURB (SEE DETAILS)
3. CONCRETE CURB & GUTTER (SEE DETAILS)
4. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
5. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
6. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
7. ACCESSIBLE RAMP (SEE DETAILS)
8. 4" WIDE PAINTED WHITE SOLID LINE, TYP.
9. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
10. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
11. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
12. LIGHT POLE (FOR COORDINATION ONLY, REFER TO PHOTOMETRIC PLAN)
13. PRECAST CONCRETE WHEEL STOP (SEE DETAILS)
14. CURB CHANNEL
15. COMBINED CURB AND WALK (SEE DETAILS)
16. DUMPSTER ENCLOSURE (REFER TO ARCH PLANS)
17. COMBINED CURB & GUTTER WITH WALK (SEE DETAILS)
18. CROSSWALK STRIPING, TYP. (REFER TO MUTCD FOR DETAILS)
19. RELOCATED UTILITY PEDESTAL
20. BIKE RACK (5 SPACES)

SITE NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS, DOOR LOCATIONS, PRIOR TO ORDERING MATERIALS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 5'-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.
7. ALL CASTINGS WITHIN PAVEMENT TO BE EQUIPPED WITH A CONCRETE COLLAR. (SEE DETAILS)

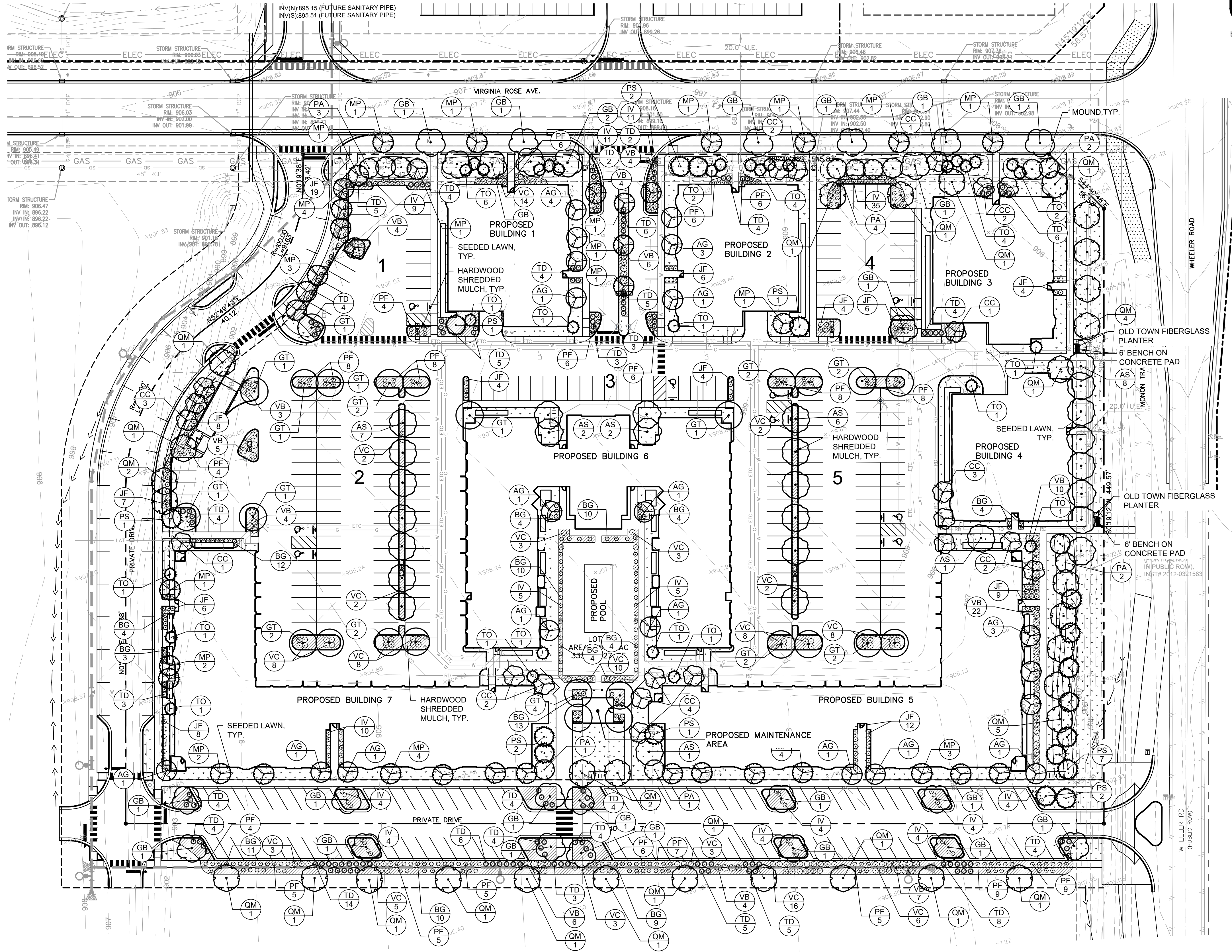
SITE SUMMARY

SITE ZONING	=	PUD
SITE ACREAGE	=	7.65 AC±
UNIT COUNT	=	214 UNITS
PARKING SPACES (STANDARD) PROVIDED	=	223 SPACES
PARKING SPACES (ACCESSIBLE) PROVIDED	=	9 SPACES
PARKING SPACES (STREET) PROVIDED (ON-SITE)	=	62 SPACES
PARKING SPACES (STREET) PROVIDED (OFF-SITE)	=	3 SPACES
PARKING SPACES (GARAGE) PROVIDED	=	104 SPACES
PARKING SPACES (ACCESSIBLE GARAGE) PROVIDED	=	8 SPACES
TOTAL PARKING SPACES PROVIDED	=	469 SPACES
PARKING RATIO (ONSITE ONLY)	=	1.90
PARKING RATIO (TOTAL)	=	2.19
BIKE SPACES REQUIRED	=	15 SPACES
BIKE SPACES PROVIDED	=	15 SPACES

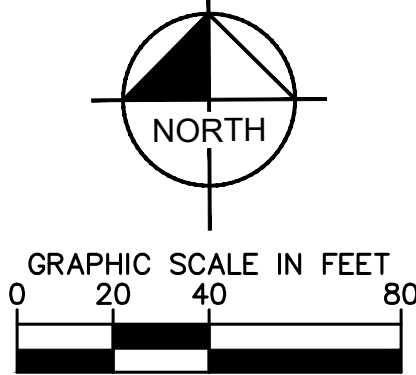
GENERAL PLAN NOTES

REFER TO GENERAL NOTES SHEET FOR MORE INFORMATION INCLUDING THE FOLLOWING: (EXISTING LEGEND, BENCHMARK INFORMATION, AND SPECIFIC GENERAL PLAN NOTES.)

Drawing name: K:\IND_DEV\170077003_JC Hart_Wheeler Landing Apartments Westfield, IN\2 Design\CADD\PlanSheets\L1.0 - LANDSCAPE PLAN.dwg L1.0 Apr 14, 2021 9:47am by: MicheleDyer
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Indiana Utilities Protection Service



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	DESIGNED BY:	CVS
	DRAWN BY:	CVS
	CHECKED BY:	ART
	PLANNING COMMENTS 04/12/21	
	TAC/DPW COMMENTS 03/12/21	
JC HART Builders Developers Managers	REVISIONS	
	DATE BY	
WHEELER LANDING APARTMENTS	LANDSCAPE PLAN	
	ORIGINAL ISSUE: 01/29/2020 KHA PROJECT NO. 170077003 SHEET NUMBER L1.0	

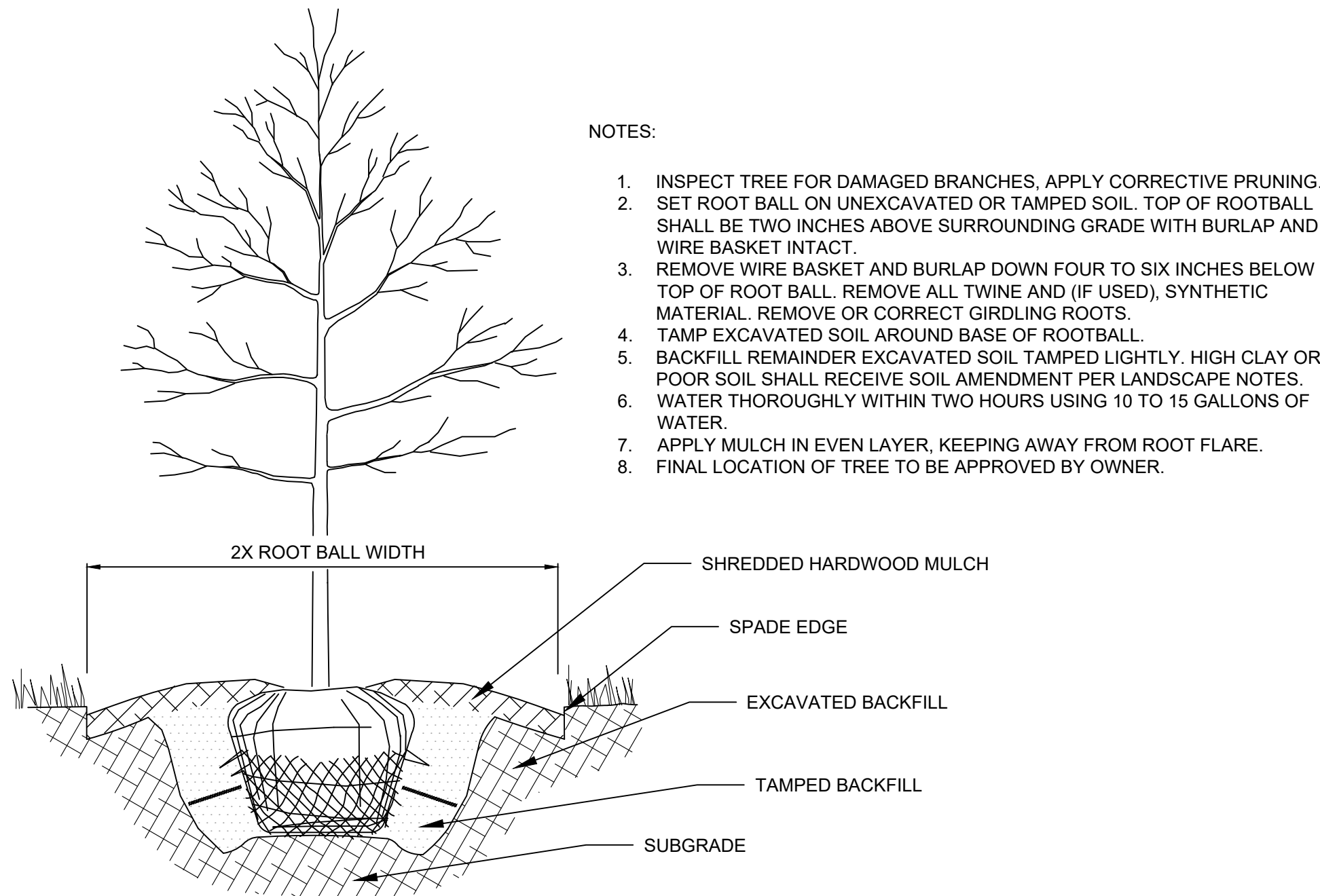
Drawing name: K:\IND_LDEV\170077003_JC_Horn_Wheeler Landing Apartments_Westfield,IN_V2 Design\CADD\PlanSheets\L1.0 - LANDSCAPE PLAN.dwg L1.1 Apr 14, 2021 9:42am by: Michee.Dyer
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ORDINANCE CHART		
ZONING: WHEELER LANDING PUD DISTRICT		
REQUIREMENT	REQUIRED	PROVIDED
MINIMUM LOT REQUIREMENTS: 1 shade tree, 1 ornamental or evergreen trees, and 4 shrubs / dwelling unit - Requirement shall be reduced to 50% of the required materials	214 dwelling units 214'1 = 214*.5 = 107 shade trees 214'1 = 214*.5 = 107 ornamental or evergreen trees 214'4 = 856*.5 = 478 shrubs	113 shade trees 134 ornamental or evergreen trees 551 shrubs
FOUNDATION PLANTING: 1 shrub or ornamental tree / 12 LF of the Front Building Facade - Plantings shall be located within 15' of the building and at least 8' in width	NORTH - Virginia Road: 20 evergreen trees 15 shade trees 15 ornamental trees 119 shrubs trees EAST - Wheeler Road: 7 evergreen trees 5 shade trees 5 ornamental trees 41 shrubs**	NORTH - Virginia Road: 20 evergreen trees 15 shade trees 15 ornamental trees 119 shrubs trees EAST - Wheeler Road: 7 evergreen trees 5 shade trees 5 ornamental trees 41 shrubs
EXTERNAL STREET FRONTAGE - NON-RESIDENTIAL USE: 4 evergreen trees, 3 shade trees 3 ornamental trees and 25 shrubs / 100 LF - Requirement may be credited toward Parking Area Landscaping Requirement if the Parking Area Landscaping is located within 20 feet of the ROW 3' Tall Undulating mound	NORTH 545 LF / 100 = 5.5 5.5'4 = 22 evergreen trees 5.5'3= 16 shade trees 5.5'3= 16 ornamental trees 5.5'25= 137 shrubs 3' Tall Undulating mound EAST 3' Tall Undulating mound **	NORTH 22 evergreen trees 16 shade trees 16 ornamental trees 137 shrubs Ornamental trees were arranged on the plan to accommodate placing large shade and evergreen where feasible. 3' Tall Undulating mound EAST 3' Tall Undulating mound
INTERIOR PARKING AREA: 10% minimum interior landscape in lots with 50 or more parking spaces 1 tree and 4 shrubs / island 100% of every island shall be covered with permitted groundcover material	29 Interior Islands * 1 trees = 29 trees 29*4 shrubs = 116 shrubs Lot 1: 8193 SF*.1 = 819.3 Lot 2: 37190 SF*.1 = 3719 Lot 3: 3549 SF*.1 = 354.9 Lot 4: 7638 SF*.1 = 763.8 Lot 5: 34466 SF*.1 = 3446.6 Total: 9,103.6 SF	18,021 SF > 9,783 SF 29 islands = 29 trees and 116 shrubs*
PERIMETER PARKING AREA: 1 shade tree / 30 LF 1 shrub / 3 LF - Planting may be clustered	NORTH 2 trees 14 shrubs WEST 6 shade trees 48 shrubs SOUTH 21 Trees 195 Shrubs **	NORTH 2 trees 14 shrubs WEST 6 shade trees 48 shrubs SOUTH 21 Trees 195 Shrubs

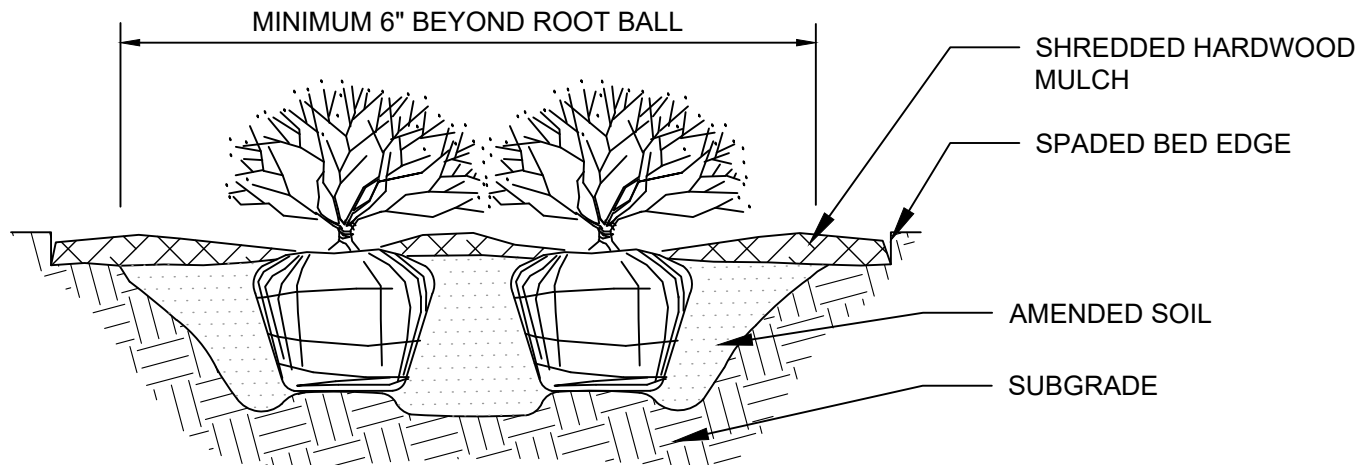
*WHERE UTILITIES AND EASEMENTS CONFLICT WITH INTERIOR PARKING ISLAND LANDSCAPE PLACEMENT, REQUIRED TREES AND SHRUBS ARE RELOCATED WITHIN OTHER INTERIOR PARKING LOT AREAS.

**SEE NOTES FROM WESTFIELD-WASHINGTON, TECHNICAL ADVISORY COMMITTEE



NOTES:

- INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
- SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
- REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
- TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
- BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
- WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
- APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
- FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



NOTES:

- APPLY CORRECTIVE PRUNING.
- SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
- REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
- REMOVE OR CORRECT GIRDLING ROOTS.
- PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
- APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

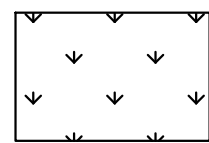
PLANT SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	HT
AS	27	ACER SACCHARUM	SUGAR MAPLE	B & B	2" CAL MIN	8' HT MIN
GB	25	GINKGO BILOBA 'AUTUMN GOLD' TM	AUTUMN GOLD GINKGO	B & B	2" CAL MIN	8' HT MIN
GT	26	GLEDITSIA TRIACANTHOS INERMIS 'IMPCOLE'	IMPERIAL HONEY LOCUST	B & B	2" CAL MIN	8' HT MIN
QM	31	QUERCUS MUEHLENBERGII	CHINKAPIN OAK	B & B	2" CAL MIN	8' HT MIN
EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	HT
PA	13	PICEA ABIES	NORWAY SPRUCE	B & B	---	6' HT MIN
PS	17	PINUS STROBUS	WHITE PINE	B & B	---	6' HT MIN
TO	31	THUJA OCCIDENTALIS 'NIGRA'	DARK GREEN ARBORVITAE	B & B	---	6' HT MIN
ORNAMENTAL TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	HT
AG	22	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	B & B	2" CAL MIN	---
CC	21	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	B & B	2" CAL MIN	---
MP	35	MALUS X 'PRAIRIFIRE'	PRAIRIFIRE CRABAPPLE	B & B	2" CAL MIN	---
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE
BG	102	BUXUS X 'GREEN VELVET'	GREEN VELVET BOXWOOD	B & B	SEE PLAN	18" HT MIN
IV	114	ITEA VIRGINICA 'LITTLE HENRY' TM	LITTLE HENRY VIRGINIA SWEETSPIRE	B & B	SEE PLAN	18" HT MIN
JF	97	JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER	B & B	SEE PLAN	18" HT MIN
PF	125	POTENTILLA FRUTICOSA 'ABBOTSWOOD'	ABBOTSWOOD POTENTILLA	B & B	EXISTING	18" HT MIN
TD	133	TAXUS X MEDIA 'DENSIFORMIS'	DENSE YEW	B & B	SEE PLAN	18" HT MIN
VB	79	VIBURNUM X 'BURKWOODII'	BURKWOOD VIBURNUM	B & B	SEE PLAN	24" HT MIN
VC	106	VIBURNUM CARLESII	KOREAN SPICE VIBURNUM	B & B	SEE PLAN	24" HT MIN

LANDSCAPE NOTES

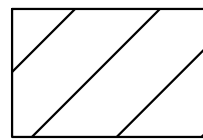
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION AND PLANTING.
- THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
- ALL NURSERY STOCK SHALL BE WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. DECIDUOUS TREES SHALL BE FREE OF FRESH SCARS. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS A PART OF THIS CONTRACT.
- ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION.
- AMENDED SOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO A 6" DEPTH BELOW FINISHED GRADE IN TURF AREAS AND A 12" DEPTH IN PLANTING AREAS.
- PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 65% PULVERIZED SOIL FOR ALL SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS. AMENDED TURF AREA SOIL SHALL BE STANDARD TOPSOIL.
- SEED LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED MIXES.
- CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
- DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
- PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
- THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
- THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED BY LANDSCAPE CONTRACTOR DURING WARRANTY PERIOD IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

SEEDING LEGEND



PERMANENT SEEDING
AMERITURF FRONTRUNNER BLEND TALL
FESCUE; APPLY AT A RATE OF 350 LBS/ACRE
(8LBS/1000 SQFT)

HARDWOOD SHREDDED MULCH, TYP.



PRODUCT: EVA BENCH
SIZE: 6' LENGTH
FINISH: GREY POWDERCOAT
MANUFACTURER: VICTOR STANLEY

3 BENCH

NTS



PRODUCT: STANDARD RECTANGLE PLANTER
SIZE: 72"X24"X36", 2 QTY
48"X36"X36", 2 QTY
FINISH: DARK WINE, SAND TEXTURE
MANUFACTURER: OLD TOWN FIBERGLASS

4 PLANTER

NTS

Kimley»Horn

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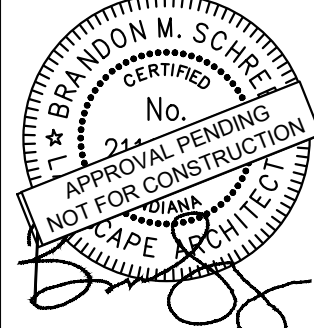
SCALE:

AS NOTED

DESIGNED BY: CYS

DRAWN BY: CYS

CHECKED BY: ART



LANDSCAPE
DETAILS

WHEELER LANDING
APARTMENTS

ORIGINAL ISSUE:
01/29/2020
KHA PROJECT NO.
170077003

SHEET NUMBER

L1.1

- EXTERIOR MATERIALS KEY:
- 1 QUEEN SIZE BRICK VENEER
 - 2 BRICK VENEER SOLDIER HEADER COURSE
 - 3 BRICK ROLLOCK SILL
 - 4 CUT LESTONE OR CAST STONE TRIM
 - 5 CUT LESTONE OR CAST STONE SILL
 - 6 SMOOTH CUT LESTONE OR CAST STONE VENEER AT ENTRY
 - 7 MANUFACTURED STONE VENEER
 - 8 PAINTED FIBER CEMENT SIDING PANEL (SMOOTH FINISH)
 - 9 PAINTED 1x TRIM (SMOOTH FINISH)
 - 10 FIBER CEMENT 6" EXPOSURE LAP SIDING
 - 11 FIBER CEMENT CEDAR SHAKE SIDING
 - 12 PAINTED 2x2 GAP OVER 5/4x8 BASE TRIM (SMOOTH FINISH)
 - 13 PAINTED GARAGE DOOR JAMB & HEAD TRIM
 - 14 PAINTED DECK OR PORCH COLUMN - SIZE AS NOTED
 - 15 PAINTED METAL JULIET BALCONY
 - 16 SCREENED DECK OR SCREENED PATIO
 - 17 ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLES
 - 18 PRE-FINISHED ALUMINUM K-STYLE GUTTER
 - 19 ROOF RIDGE VENT - REFER TO ROOF PLAN
 - 20 PRE-FINISHED ALUMINUM FLASHING AT VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
 - 21 VINYL WINDOW
 - 22 PAINTED FIBERGLASS OR STEEL DOOR
 - 23 PAINTED ENTRY DOOR w/ TEMPERED GLAZING
 - 24 OVERHEAD GARAGE DOOR - PROVIDE LITES WHERE INDICATED ON BUILDING ELEVATION DRAWINGS
 - 25 LIGHT FIXTURE - REFER TO ELECT. DRAWINGS
 - 26 KNOX BOX MODEL NO. AS DIRECTED BY LOCAL FIRE DEPARTMENT. PROVIDE RECESSED MODEL AT MASONRY & SURFACE-MOUNT MODEL AT OTHER AREAS. CONFIRM EXACT PLACEMENT & LOCATION OF KNOX BOX PRIOR TO INSTALLATION ON BUILDING
 - 27 PAINTED WOOD FINIAL AT GABLE
 - 28 DRYER VENT
 - 29 PAINTED DECORATIVE (NON-FUNCTIONAL) GABLE VENT
 - 30 PAINTED WOOD BRACKET
 - 31 STANDING SEAM METAL ROOF
 - 32 METAL GUARDRAIL



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REVISIONS

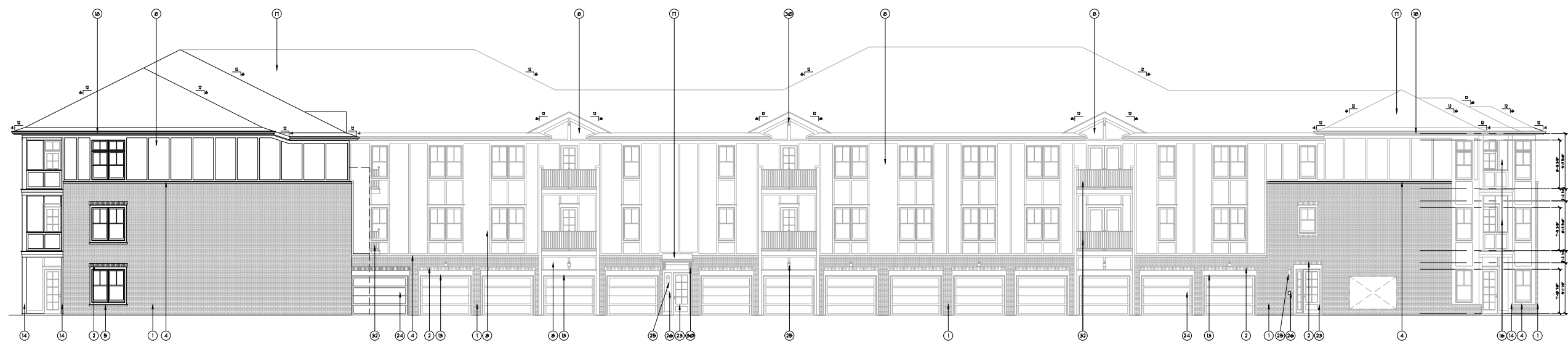
WHEELER LANDING
BUILDING TYPE 'A'
BUILDING ELEVATIONS

DATE: 12/22/20
SHEET NO.
A301

- EXTERIOR MATERIALS KEY:
- 1 QUEEN SIZE BRICK VENEER
 - 2 BRICK VENEER BOLDER HEADER COURSE
 - 3 BRICK ROULOCK SILL
 - 4 CUT LIMESTONE OR CAST STONE TRIM
 - 5 CUT LIMESTONE OR CAST STONE SILL
 - 6 SMOOTH CUT LIMESTONE OR CAST STONE VENEER AT ENTRY
 - 7 MANUFACTURED STONE VENEER
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 - 18 PRE-FINISHED ALUMINUM K-STYLE GUTTER
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 - 20 PRE-FINISHED ALUMINUM FLASHING AT VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
 - 21 VINYL WINDOW
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 - 23 PAINTED ENTRY DOOR w/ TEMPERED GLAZING
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2 LEFT SIDE ELEVATION
SCALE: 3/32"=1'-0" (24X36 SH-T) 3/64"=1'-0" (11X17 SH-T)



1 REAR ELEVATION
SCALE: 3/32"=1'-0" (24X36 SH-T) 3/64"=1'-0" (11X17 SH-T)

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email office@weaversherman.com

REVISIONS

WHEELER LANDING
BUILDING TYPE 'A'
BUILDING ELEVATIONS

DATE: 12/22/20
SHEET NO.
A302

- EXTERIOR MATERIALS KEY:
- 1 QUEEN SIZE BRICK VENEER
 - 2 BRICK VENEER SOLDIER HEADER COURSE
 - 3 BRICK ROULOCK SILL
 - 4 CUT LIMESTONE OR CAST STONE TRIM
 - 5 CUT LIMESTONE OR CAST STONE SILL
 - 6 SMOOTH CUT LIMESTONE OR CAST STONE VENEER AT ENTRY
 - 7 MANUFACTURED STONE VENEER
 - 8 PAINTED FIBER CEMENT SIDING PANEL (SMOOTH FINISH)
 - 9 PAINTED 1x TRIM (SMOOTH FINISH)
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 - 20 PRE-FINISHED ALUMINUM FLASHING AT VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
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 - 32 METAL GUARDRAIL



1 FRONT ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)



2 REAR ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)

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REVISIONS

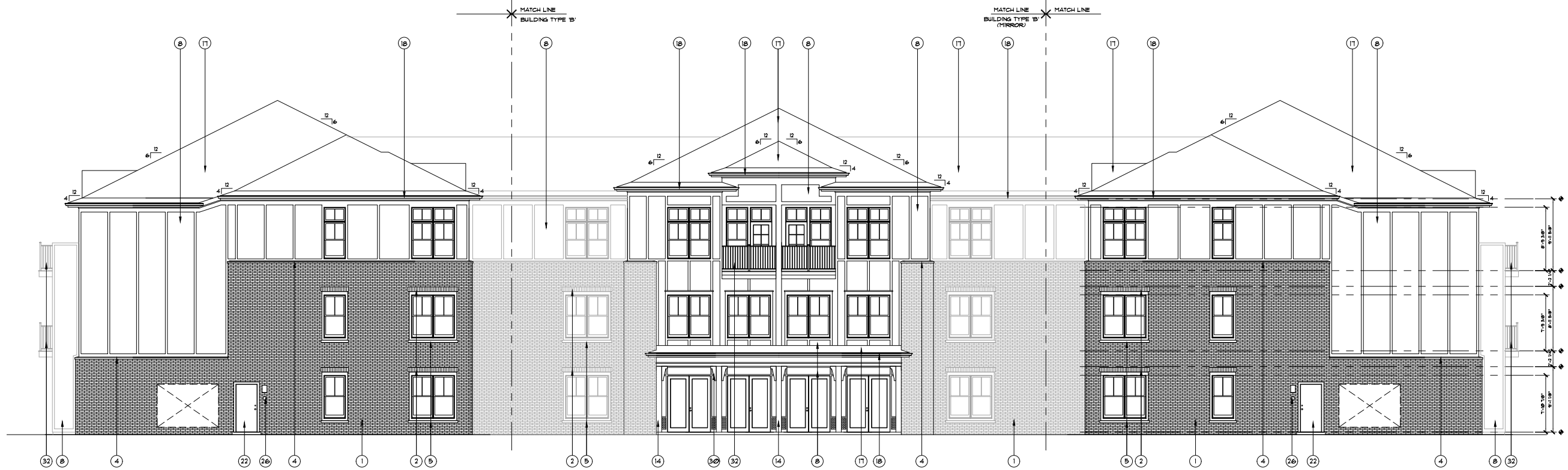
WHEELER LANDING
BUILDING TYPE 'B'
BUILDING ELEVATIONS

DATE: 12/22/20
SHEET NO.
A304

- EXTERIOR MATERIALS KEY:
- 1 QUEEN SIZE BRICK VENEER
 - 2 BRICK VENEER SOLDIER HEAD COURSE
 - 3 BRICK ROULOCK SILL
 - 4 CUT LIMESTONE OR CAST STONE TRIM
 - 5 CUT LIMESTONE OR CAST STONE SILL
 - 6 SMOOTH CUT LIMESTONE OR CAST STONE VENEER AT ENTRY
 - 7 MANUFACTURED STONE VENEER
 - 8 PAINTED FIBER CEMENT SIDING PANEL (SMOOTH FINISH)
 - 9 PAINTED 1x TRIM (SMOOTH FINISH)
 - 10 FIBER CEMENT 6" EXPOSURE LAP SIDING
 - 11 FIBER CEMENT CEDAR SHAKE SIDING
 - 12 PAINTED 2x2 CAP OVER 5/4x8 BASE TRIM (SMOOTH FINISH)
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 - 14 PAINTED DECK OR PORCH COLUMN - SIZE AS NOTED
 - 15 PAINTED METAL JULIET BALCONY
 - 16 SCREENED DECK OR SCREENED PATIO
 - 17 ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLES
 - 18 PRE-FINISHED ALUMINUM K-STYLE GUTTER
 - 19 ROOF RIDGE VENT - REFER TO ROOF PLAN
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 - 21 VINYL WINDOW
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 - 24 OVER-HEAD GARAGE DOOR - PROVIDE LITES WHERE INDICATED ON BUILDING ELEVATION DRAWINGS
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 - 32 METAL GUARDRAIL



2 FRONT ELEVATION (CLUBHOUSE)
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)



1 REAR ELEVATION @ POOL
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)

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REVISIONS

WHEELER LANDING
CLUBHOUSE
BUILDING ELEVATIONS

DATE: 12/22/20
SHEET NO.
A306

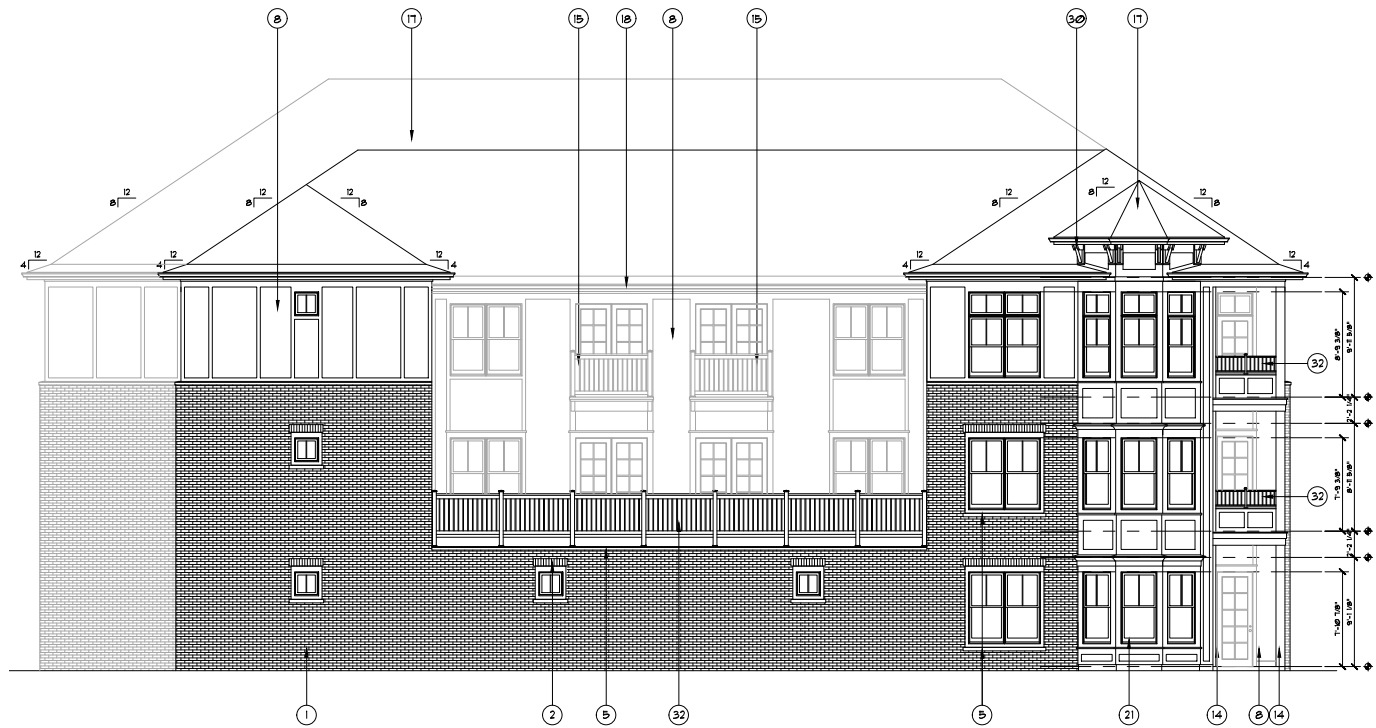
- EXTERIOR MATERIALS KEY:
- 1 QUEEN SIZE BRICK VENEER
 - 2 BRICK VENEER SOLDIER HEADER COURSE
 - 3 BRICK ROOLLOCK SILL
 - 4 CUT LIMESTONE OR CAST STONE TRIM
 - 5 CUT LIMESTONE OR CAST STONE SILL
 - 6 SMOOTH CUT LIMESTONE OR CAST STONE VENEER AT ENTRY
 - 7 MANUFACTURED STONE VENEER
 - 8 PAINTED FIBER CEMENT SIDING PANEL (SMOOTH FINISH)
 - 9 PAINTED 1/2" TRIM (SMOOTH FINISH)
 - 10 FIBER CEMENT 6" EXPOSURE LAP SIDING
 - 11 FIBER CEMENT CEDAR SHAKE SIDING
 - 12 PAINTED 2x2 CAP OVER 3/4x8 BASE TRIM (SMOOTH FINISH)
 - 13 PAINTED GARAGE DOOR JAMB 4 HEAD TRIM
 - 14 PAINTED DECK OR PORCH COLUMN - SIZE AS NOTED
 - 15 PAINTED METAL JULIET BALCONY
 - 16 SCREENED DECK OR SCREENED PATIO
 - 17 ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLES
 - 18 FIRE-FINISHED ALUMINUM K-STYLE GUTTER
 - 19 ROOF RIDGE VENT - REFER TO ROOF PLAN
 - 20 FIRE-FINISHED ALUMINUM FLASHING AT VERTICAL INTERSECTIONS w/ ROOF LINES, VALLEY FLASH ALL VALLEYS
 - 21 VINYL WINDOW
 - 22 PAINTED FIBERGLASS OR STEEL DOOR
 - 23 PAINTED ENTRY DOOR w/ TEMPERED GLAZING
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 - 30 PAINTED WOOD BRACKET
 - 31 STANDING SEAM METAL ROOF
 - 32 METAL GUARDRAIL



4 LEFT SIDE ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)



2 RIGHT SIDE ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)



3 REAR ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)



1 FRONT ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)

weaver sherman design
architects and land planners
6201 carrollton avenue
Indianapolis, In 46220
phone 317 202 0661
fax 317 202 0662
email office@weaversherman.com

REVISIONS

WHEELER LANDING
BUILDING TYPE 'C'
BUILDING ELEVATIONS

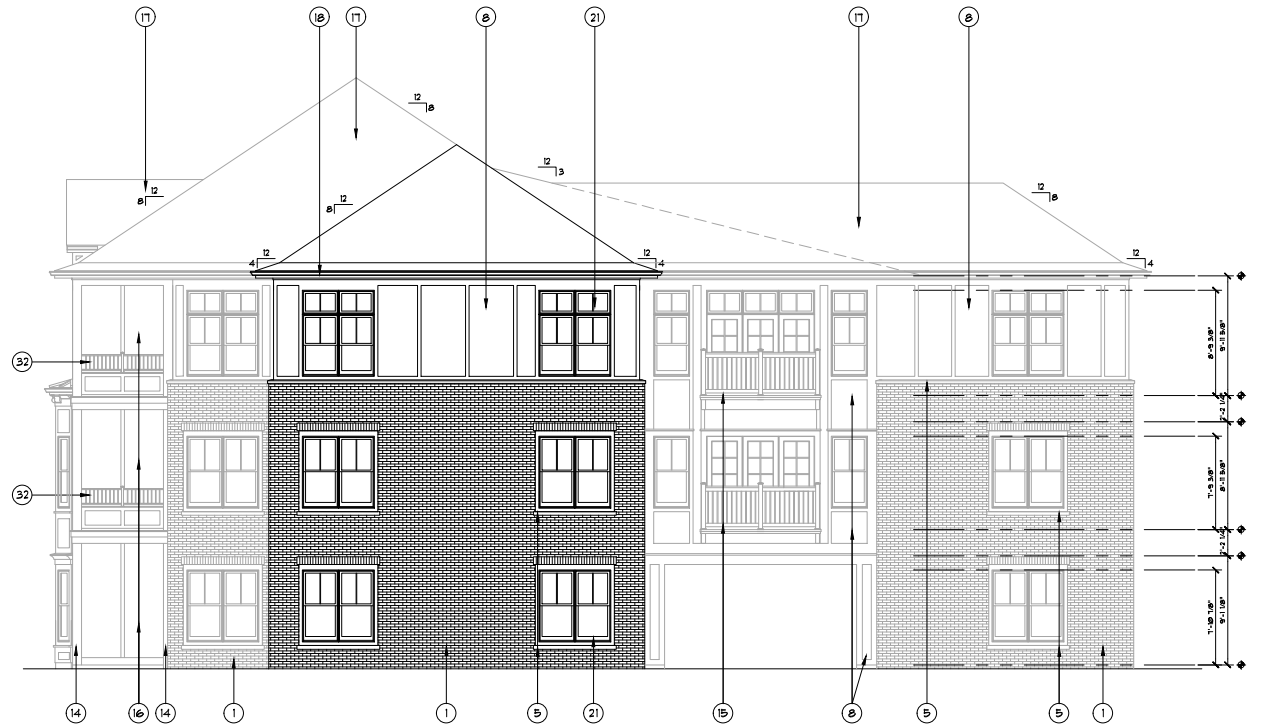
DATE: 12/22/20

SHEET NO.
A305

- EXTERIOR MATERIALS KEY:
- 1 QUEEN SIZE BRICK VENEER
 - 2 BRICK VENEER SOLDIER HEADER COURSE
 - 3 BRICK ROOLLOCK SILL
 - 4 CUT LIMESTONE OR CAST STONE TRIM
 - 5 CUT LIMESTONE OR CAST STONE SILL
 - 6 SMOOTH CUT LIMESTONE OR CAST STONE VENEER AT ENTRY
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 - 32 METAL GUARDRAIL



4 LEFT SIDE ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHIT) 1/16"=1'-0" (11X17 SHIT)



2 RIGHT SIDE ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHIT) 1/16"=1'-0" (11X17 SHIT)



3 REAR ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHIT) 1/16"=1'-0" (11X17 SHIT)



1 FRONT ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHIT) 1/16"=1'-0" (11X17 SHIT)

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REVISIONS

WHEELER LANDING
BUILDING TYPE 'C2' (MONON)
BUILDING ELEVATIONS

DATE: 12/22/20

SHEET NO.
A305A

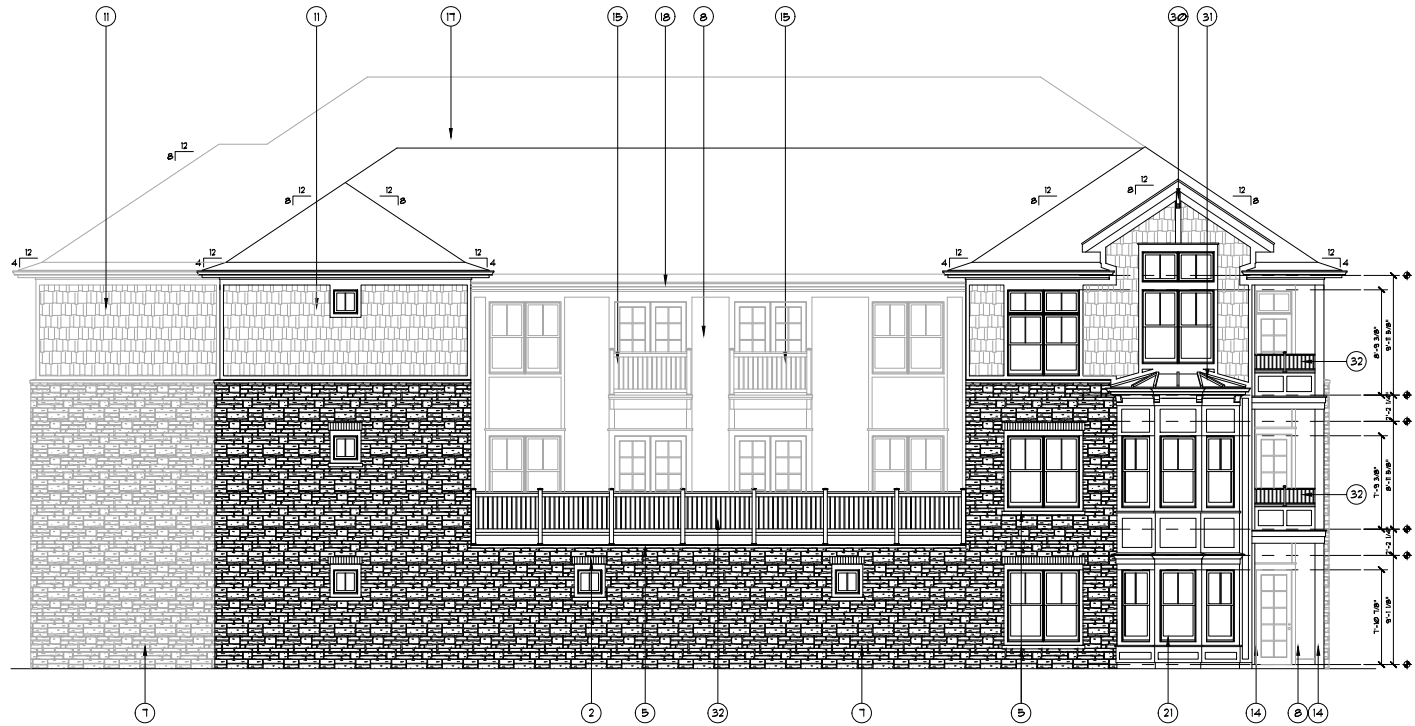
- EXTERIOR MATERIALS KEY:
- 1 QUEEN SIZE BRICK VENEER
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2 RIGHT SIDE ELEVATION
SCALE: 1/8"=1'-0" (24X36 SHT) 1/16"=1'-0" (11X17 SHT)



3 REAR ELEVATION
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1 FRONT ELEVATION
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REVISIONS

WHEELER LANDING

BUILDING TYPE 'C2' (MONON - ALT)

BUILDING ELEVATIONS

DATE: 12/22/20

SHEET NO.

A305B



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

April 19, 2021
2103-PUD-07
Exhibit 1

Docket Number: 2103-PUD-07

Project Name: Midland South PUD

Subject Site Address: South of the Midland Trail, near northeast intersection of S Union Street and Roosevelt Street (the "Property")

Petitioner: Old Town Companies, LLC

Request: A change in zoning for 3.67 acres +/- from the SF4: Single-family High Density District to the Midland South Planned Unit Development (PUD) District.

Current Zoning: SF4: Single-family High Density District

Current Land Use: Residential

Acreage: 3.67 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Proposed Ordinance 21-07
4. Concept Plan
5. Concept Plan Comparison
6. Character Exhibits
7. Issue List
8. Issue List – Petitioner’s Responses
9. Statement of Intent
10. Junction Sub-District Addendum
11. Neighborhood Meeting Summary
12. Public Comment
13. Grand Junction Task Group Endorsement

Staff Reviewer: Caleb Ernest, Associate Planner

PETITION HISTORY

The petition was introduced at the February 8, 2021, City Council meeting. The petitioner hosted a virtual neighbor meeting on February 24, 2021. A summary of that meeting has been provided

by the petitioner and is included as **Exhibit 11**. The petition received a public hearing at the March 1, 2021, Advisory Plan Commission (the “Plan Commission”) meeting.

PROJECT OVERVIEW

Location: The Property is located generally at the northwest intersection of South Union Street and Roosevelt Street, south of the Midland Trace Trail (see **Exhibit 2**).

Project Description: The Property is zoned the SF4 District. The petitioner is requesting a change in zoning from the SF4 District to the Midland South PUD District to accommodate a townhouse development, as described in the Statement of Intent (see **Exhibit 9**).

Concept Plan: The proposed ordinance incorporates a Concept Plan (see **Exhibit 4**) and requires the Property to be developed in compliance with said plan.

Permitted Uses: As proposed, the PUD Ordinance defaults to the permitted uses of the underlying zoning district while adding Townhouse Dwellings as a permitted use. Additionally, special exception uses would not be permitted. A maximum of fifty-six (56) dwellings is proposed for the PUD Ordinance.

General Regulations: The proposed ordinance includes general regulations specific to the proposed PUD District, which includes no minimum or maximum standards with the exception of Building Setbacks and Maximum Building Height of thirty-five (35) feet.

Development Standards: As proposed, the PUD Ordinance establishes alternative development standards from the UDO. The development standards of note are briefly highlighted below:

Architectural Standards: The proposed ordinance exempts the Property from the standards of Article 6.3 and instead includes a Character Exhibit (see **Exhibit 6**) to establish a benchmark for quality, vision, and appearance of architecture within the District. Additionally, the proposed ordinance includes standards for Streetscape diversity, Building Materials and garages.

Landscaping Standards: As proposed, no landscaping standards would apply to the District except for Street Trees and Minimum Lot Landscaping.

Parking and Loading Standards: The proposed ordinance defaults to the Parking and Loading Standards of the UDO with a few modifications. These modifications include exempting the Loading Berth standards, reducing the total parking spaces required for shared parking to 70% of the cumulative total from the 80% required by the UDO, reducing the required space for multi-family to 1.5 spaces per dwelling unit from the 2 required by the UDO, and prohibiting off-street parking in Established Front Yards.

Design Standards: The proposed ordinance defaults to the Design Standards of the UDO with the exception of exempting the District from the Open Space and Amenity Standards and modifying the Street and Right-of-Way Standards.

MODIFICATIONS SINCE PUBLIC HEARING

Since the March 1, 2021, public hearing, the petitioner has revised the proposed ordinance to incorporate comments as a result of the Department's review. The following briefly highlights those revisions, which will be further presented by the petitioner at the April 19, 2021, Plan Commission meeting:

- Updated the Concept Plan.
- Addressed **Exhibit 7 Issue List** with responses (see **Exhibit 8**).

COMPREHENSIVE PLAN

The Westfield-Washington Township Comprehensive Plan identifies this Property within the "Downtown" land use classification. The "Downtown" area was further studied in 2008 after the formation of the Grand Junction Task Group (the "GJTG"). The study resulted in an amendment to the Comprehensive Plan known as the Grand Junction Master Plan and Addendum, adopted in 2009, and then subsequently the adoption of the Grand Junction Implementation Plan (the "Implementation Plan"), an amendment to the Comprehensive Plan adopted in 2013. The studied land use component of the Implementation Plan identified several sub-districts.

In 2015, the Grand Junction Addendum: Sub-Districts of the Grand Junction was adopted, and then amended in May 2016, to include the Junction Sub-District (the "Sub-District Addendum"). The subject property is located within the Junction Sub-District. The Sub-District Addendum further identifies this property as primarily located within the Grassy Branch Quadrant (see **Exhibit 10**, page 19). The Sub-District Addendum provides a detailed vision for the Junction Sub-District as established by the Implementation Plan.

The vision for the Junction Sub-District is to accommodate future mixed-use development and redevelopment with the core of downtown by balancing the historic charm and character with contemporary, place for visitors and residents to connect, shop, eat, live, work and be entertained. The Junction Sub-District is intended to serve as a focal point for the community, and is where a complete range of goods, services and entertainment are located.

The desired character for the "Grassy Branch Quadrant" is characterized as follows within the Sub-District Addendum (page 23):

The Grassy Branch Quadrant includes the southeast quadrant of the Junction Sub-District and is traversed through the center by the Anna Kendall drain / Grassy Branch Creek and anchored along the south edge by the Midland Trace Trail. A large portion of this subarea is floodplain and contains mature vegetation.

The overarching vision for this sub-area is a desire to preserve the riparian corridor as an amenity greenway with trails that connect new development opportunities along its banks. As such, development should be aesthetically sensitive through building and site design to the Anna Kendall drain / Grassy Branch Creek and the Midland Trace Trail.

Appropriate land uses throughout this sub-area primarily include higher density residential uses (e.g., apartments, townhouses) with three or more stories in height, and the potential for municipal uses.

The north side of the Grassy Branch Creek is a transitional area that could also blend with and be influenced by the Main Street Corridor by including retail or restaurant uses, as supported by the market.

Development south of the Grassy Branch Creek should be sensitive to the existing single-family neighborhood to the east (Timberbrook Run) with respect to buffering and transitioning (e.g., uses, design).

The Sub-District Addendum further establishes recommended design requirements (e.g., multi-family uses, mixed-use buildings and retail/restaurant uses) for development within each sub-area (see page 64 of the Sub-District Addendum). The multi-family design requirements default to the UDO, the Main Street Corridor design requirements apply to mixed-use buildings and the Park Street Corridor design requirements apply to retail/restaurant uses.

The complete Sub-District Addendum has been included with this report for reference (see **Exhibit 10**).

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.

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 March 1, 2021, 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.

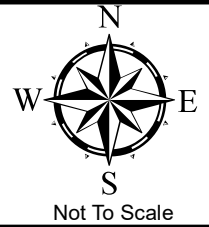
Council Introduction: The petition was introduced at the February 8, 2021, City Council meeting.

DEPARTMENT COMMENTS

1. **Action:** If the APC is otherwise satisfied with the proposal, then forward a recommendation to the City Council for Docket No. 2103-PUD-09.
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.



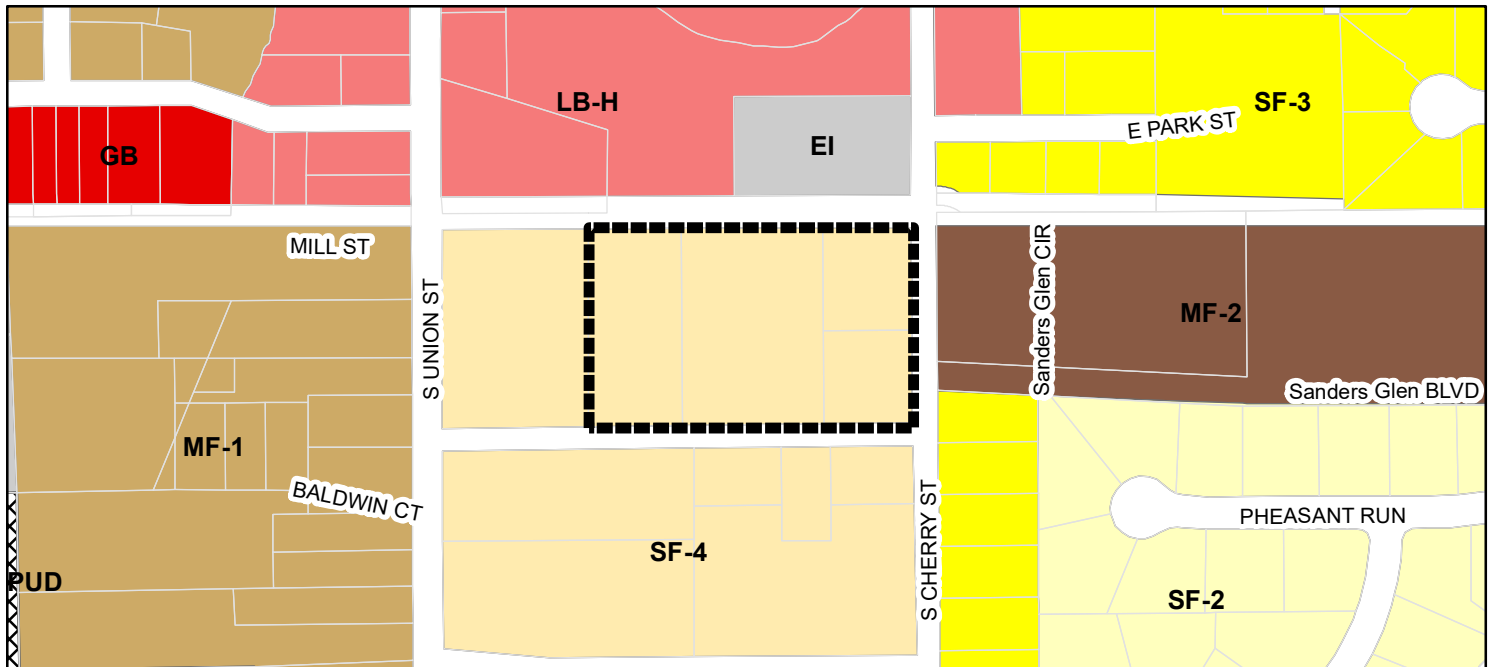
Property Location Map
Midland South PUD
Planned Unit Development
2103-PUD-07



Aerial Location Map



Zoning Map



Parcel	MF-1 (Multiple Family - 1)
Zoning - All	MF-2 (Multiple Family - 2)
Zoning	PUD (Planned Unit Development)
EI (Enclosed Industrial)	SF-2 (Single Family - 2)
GB (General Business)	SF-3 (Single Family - 3)
LB-H (Local Business - Historical)	SF-4 (Single Family - 4)

ORDINANCE NUMBER 2103-PUD-07

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO
THE UNIFIED DEVELOPMENT ORDINANCE**

This is a Planned Unit Development District Ordinance (to be known as "**MIDLAND SOUTH**") to amend 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;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 2103-PUD-07**) requesting an amendment to the Unified Development Ordinance and the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2103-PUD-07** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ **recommendation** (___ - ___) 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 Common Council on _____, 2021;

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 Unified Development Ordinance and Zoning Map are hereby amended as follows:

Section 1. **Applicability of Ordinance.**

- 1.1 The Unified Development Ordinance and Zoning Map are hereby changed to designate the Real Estate as a Planned Unit Development District to be known as the "**Midland South PUD District**" (the "District").

- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) 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.
- 1.3 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.
- 1.4 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.

Section 3. Concept Plan. The Concept Plan, attached hereto as **Exhibit B**, 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 compliance with Article 10.9(F) Planned Unit Development Districts; PUD District Ordinance Requirements.

Section 4. Underlying Zoning District. The Underlying Zoning District shall be SFA: Single-family Attached.

Section 5. Permitted Uses.

- 5.1 All Special Exception Uses and Prohibited Uses shall be prohibited.
- 5.2 The following additional uses shall be permitted in the District:
 - A. Townhouse Dwellings.
- 5.3 Maximum Dwellings. The total number of Dwellings permitted in the District shall not exceed fifty-six (56).

Section 6. General Regulations. The standards of Chapter 4: Zoning Districts, as applicable to the Underlying Zoning District, shall apply to the development of the District except as modified below:

- 6.1 Maximum Density (Article 4.9E): Sixteen (16) Dwelling Units per acre.

- 6.2 Article 4.7(C) shall not apply; rather, the following standards shall apply to the Real Estate:

Standard	Midland South PUD
Minimum Lot Area	No Minimum
Minimum Lot Width	No Minimum
Maximum Lot Coverage	No Maximum
Minimum Tract Requirement	No Minimum
Minimum Lot Frontage	Minimum, however, all lots shall have vehicular access to a street (via, public street, private street, alley, or a shared ingress/egress easement)
Minimum Building Setbacks	
Front Yard	5'
Side Yard / Building Separation	5'/10'
Rear Yard	5'
Project Perimeter Setback (4.9J)	Shall Not Apply
Front Setback Stagger (4.9.H.2)	Shall Not Apply
Minimum Building Height	N/A
Maximum Building Height	35'
Minimum Living Area	1,600 SF

Section 7. Development Standards. The standards of Chapter 6: Development Standards shall apply to the development of the District except as otherwise modified below.

- 7.1 Article 6.3 Architectural Standards: Shall apply; except as modified below:

- A. Character Exhibit: The “Character Exhibit”, attached hereto as **Exhibit C**, is hereby incorporated to capture the intended architecture of townhouses to be constructed. It is not the intent to limit the architecture shown in the Character Exhibit, but to establish a benchmark for quality, vision, and appearance of architecture within the development. The Department shall determine whether a structure is consistent with the established benchmark and complies with the standards of this Ordinance. The Department’s decision may be appealed to the Plan Commission.
- B. Streetscape Diversity (Article 6.3(C)(2): Shall Not Apply.
- C. Building Material (Article 6.3(C)(3): Shall apply, however, vinyl and aluminum siding shall not be a permitted exterior building material, except gutters, soffits, soffit trim, and other similar building components.

- D. Garage in the SFA District (Article 6.3(C)(4): All Dwelling Units shall have a minimum two (2) car attached garage.

7.2 Article 6.8 Landscaping Standards: Shall apply, except as modified below.

- A. Street Trees (Article 6.8 (J): Shall apply, unless otherwise approved by the Director or Department of Public Works.
- B. Foundation Plantings (Article 6.8 (L)(1): Shall not apply.
- C. External Street Frontage Landscaping Requirements (Article 6.8(M): Shall not apply.
- D. Buffer yard Requirements (Article) 6.8 (N): Shall not apply.

7.3 Vision Clearance (Article 6.19 (A)(1) and (4): Ten (10) feet from intersections of Collectors, Private, or Local Streets.

Section 8. Infrastructure Standards. The District's infrastructure shall comply with the Unified Development Ordinance and the City's Construction Standards (see Chapter 7: Subdivision Regulations), unless otherwise approve by the Department of Public Works.

Section 9. Design Standards. The standards of Chapter 8: Design Standards shall apply to the development of the Real Estate, except as otherwise modified below:

9.1 Article 8.6 Open Space and Amenity Standards: Shall not apply.

9.2 Article 8.9 Street and Right-of-Way Standards: The District shall comply with the requirements of the Thoroughfare Plan unless otherwise agreed to by the Department of Public Works.

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ALL OF WHICH IS ORDAINED/RESOLVED THIS__ DAY OF_____, 2021.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Scott Willis

Scott Willis

Scott Willis

James J. Edwards

James J. Edwards

James J. Edwards

Jake Gilbert

Jake Gilbert

Jake Gilbert

Scott Frei

Scott Frei

Scott Frei

Mike Johns

Mike Johns

Mike Johns

Troy Patton

Troy Patton

Troy Patton

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk Treasurer

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: Rebecca McGuckin, Old Town Companies, Community Collaborator

I hereby certify that **ORDINANCE 21-07** was delivered to the Mayor of Westfield
on the _____ day of _____, 2021, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 21-07**
this _____ day of _____, 2021.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 21-07**
this _____ day of _____, 2021.

J. Andrew Cook, Mayor

This document prepared by: Rebecca McGuckin, Old Town Companies, 31 1st St , Carmel, IN 46032
(317) 496-7160

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate
Exhibit B	Concept Plan
Exhibit C	Character Exhibit

EXHIBIT A
REAL ESTATE



SFA

EXHIBIT B

MIDLAND SOUTH CONCEPT PLAN

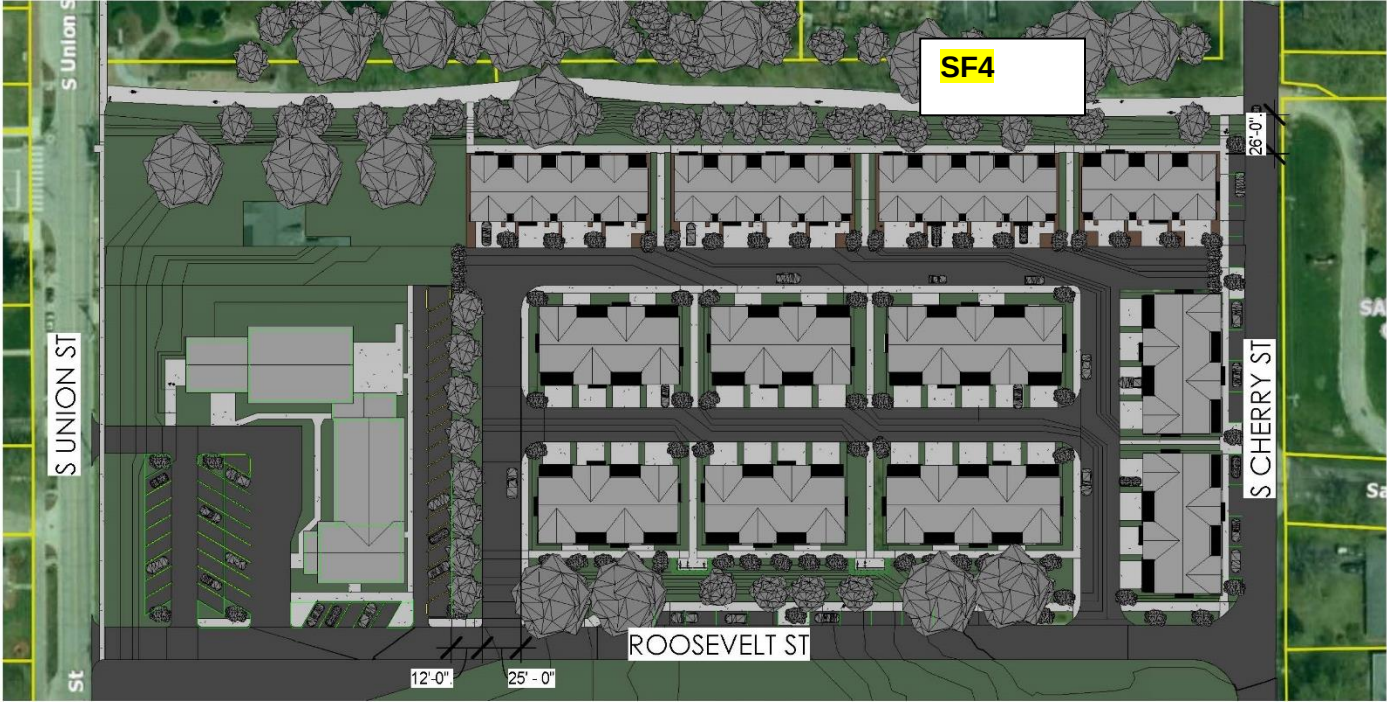
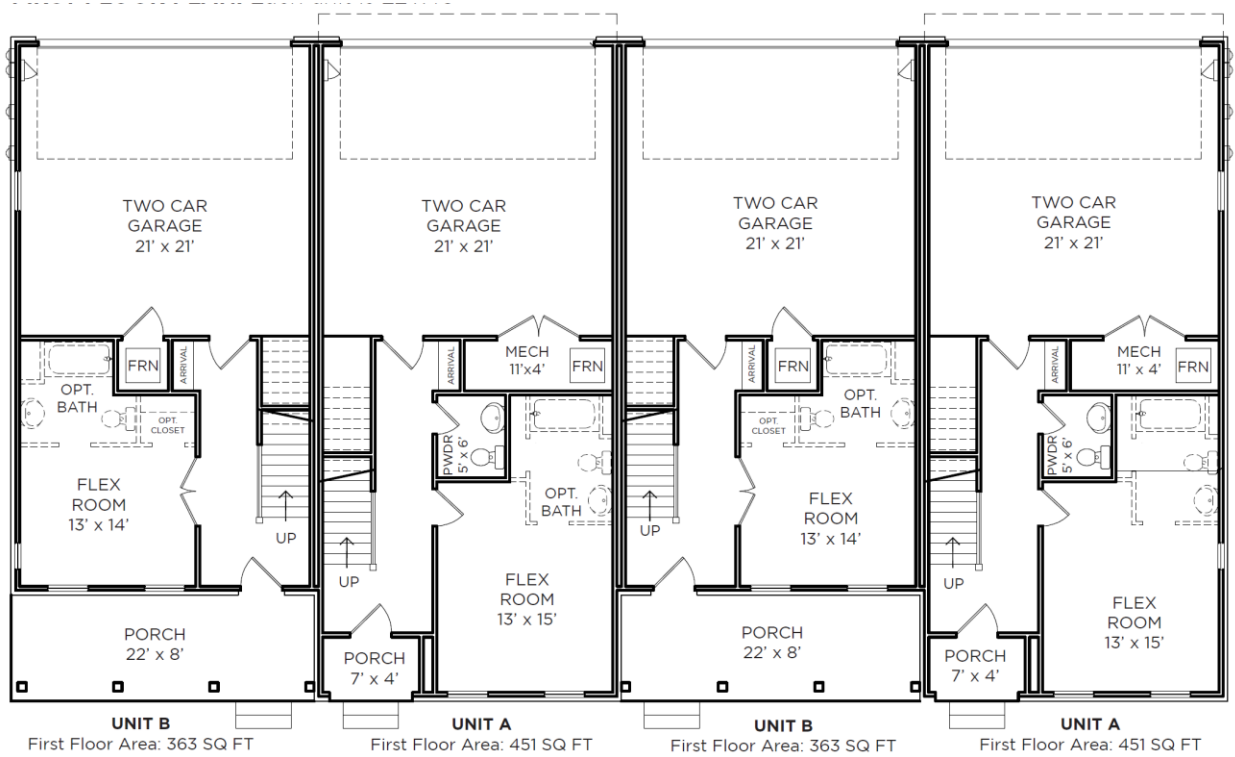
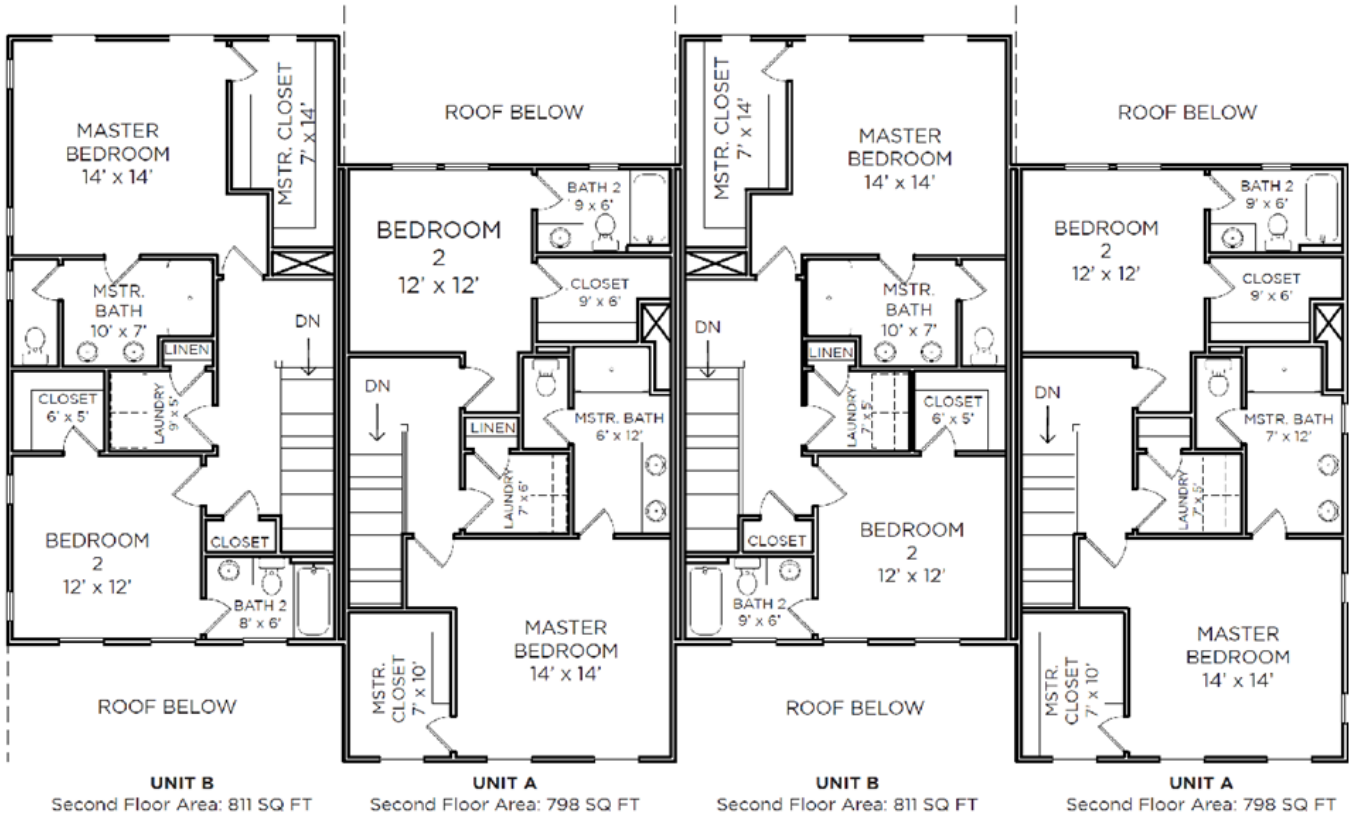
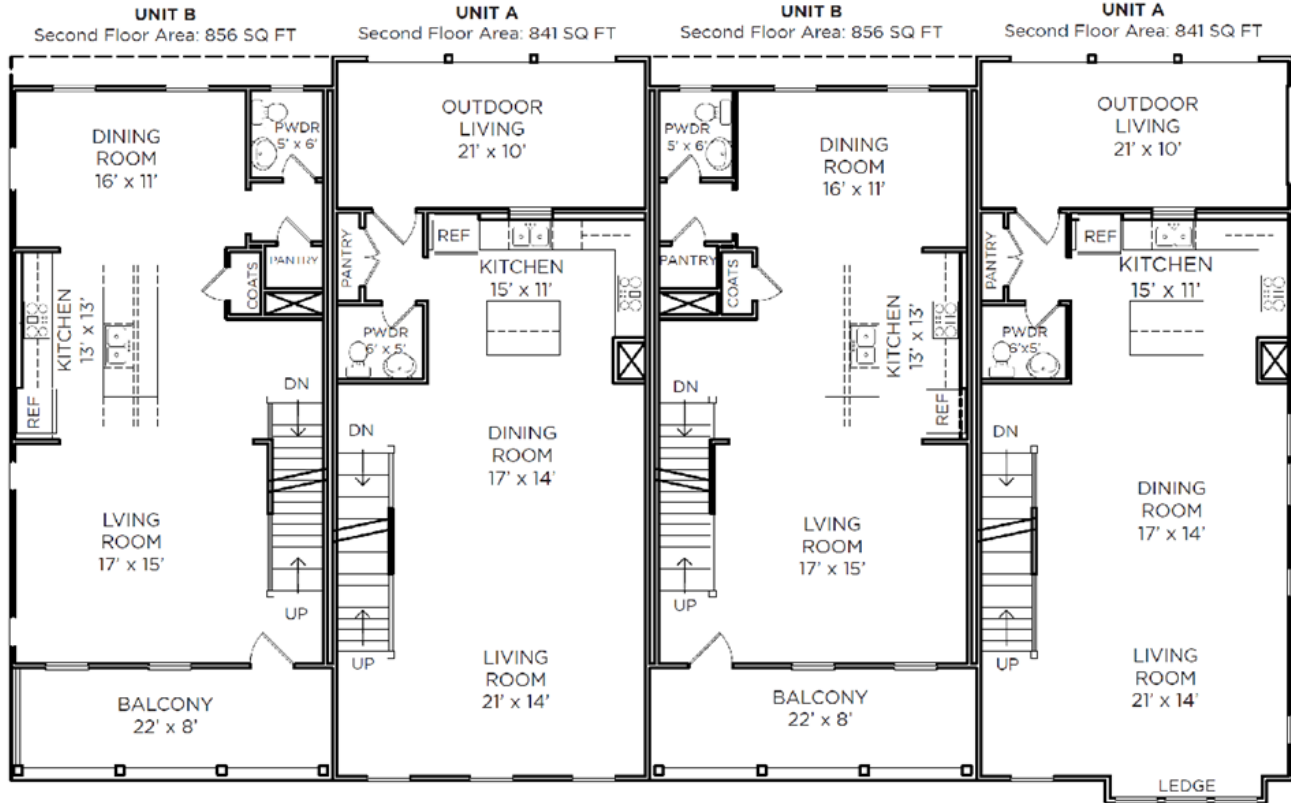


EXHIBIT C

MIDLAND SOUTH CHARACTER EXHIBITS







NEW ADDED PARALLEL PARKING COUNT: 24
TOTAL TOWNHOME UNITS: 49



SITE PLAN B

- ① 1 - SITE PLAN B- PRESENTATION
1" = 100'-0"

03/19/21



Cooler Design

ARCHITECTURE • PLANNING • INTERIOR DESIGN

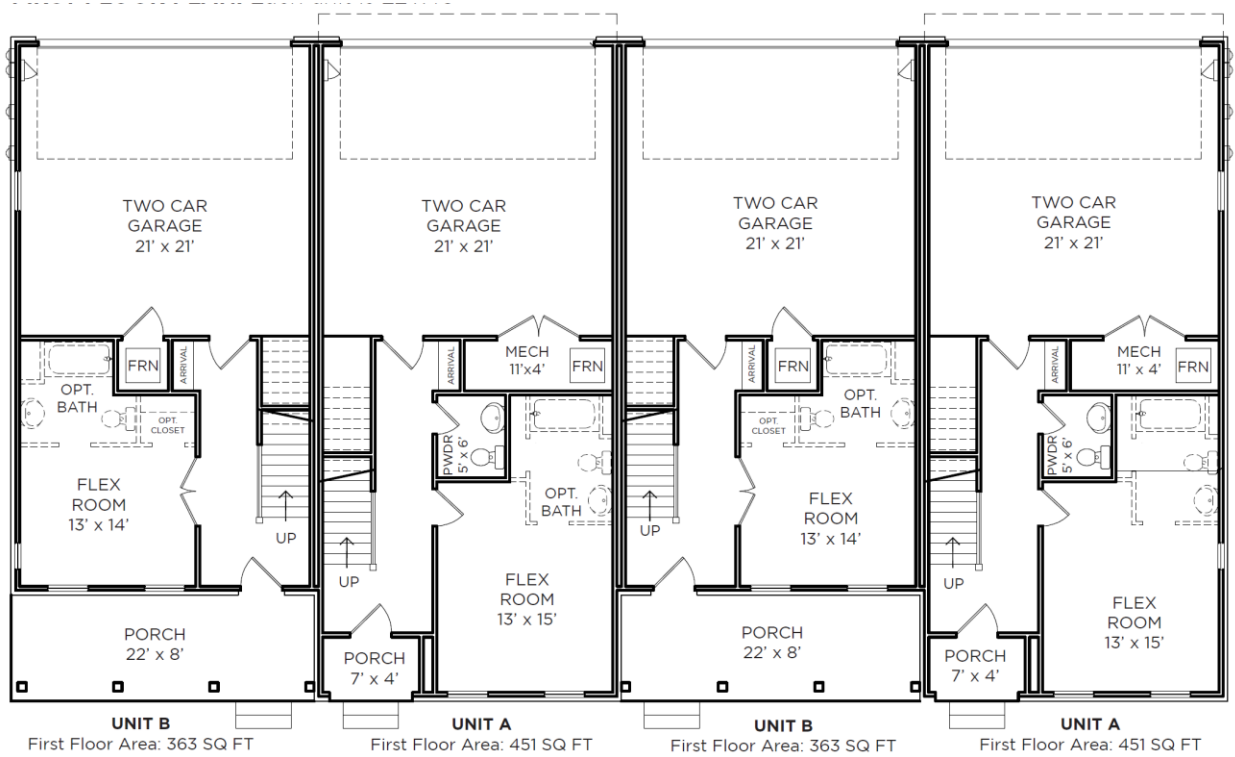
MIDLAND SOUTH CONCEPT PLAN

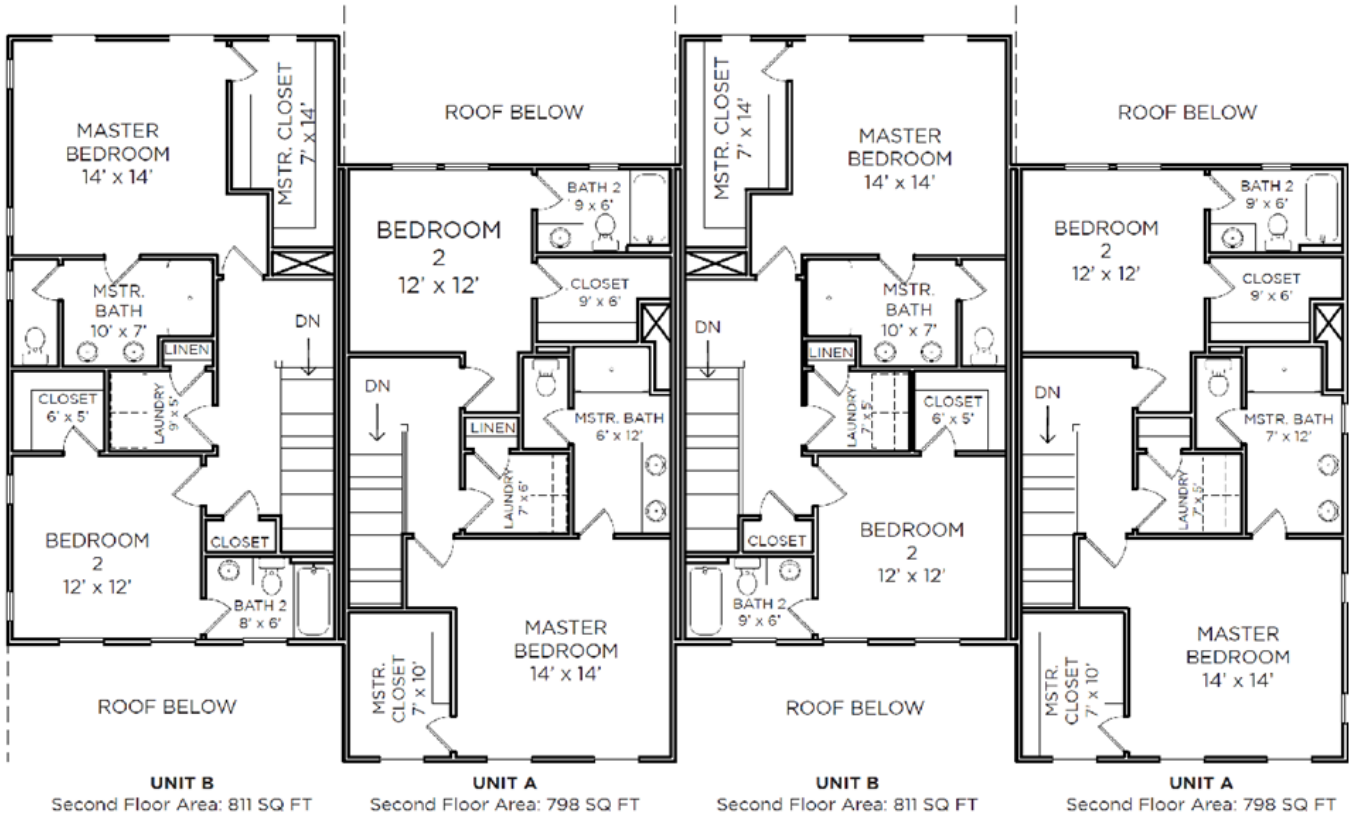
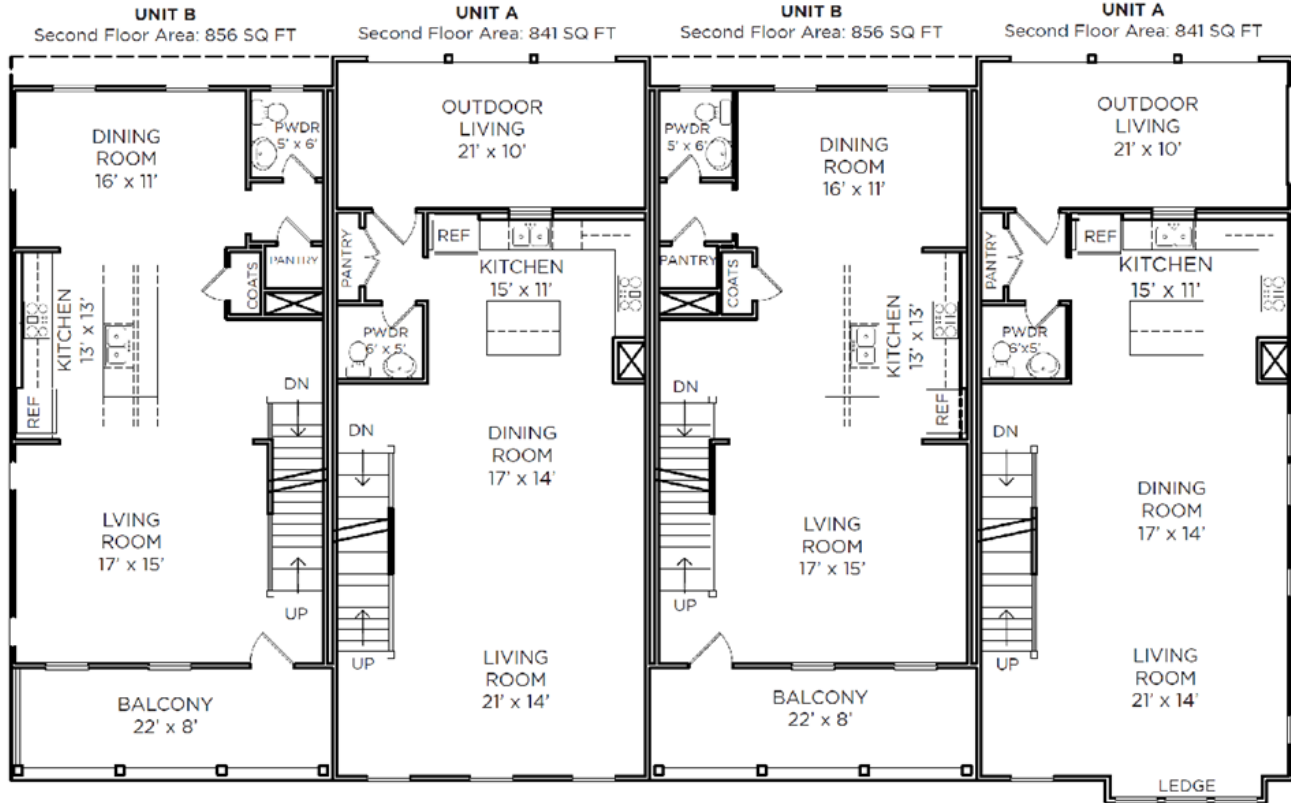


EXHIBIT C

MIDLAND SOUTH CHARACTER EXHIBITS







Issues/Comments in Response to the Proposed
Midland South Planned Unit Development (PUD) District

The list below includes issues that were raised in the written and verbal comments submitted to the Community Development Department in advance of the March 1, 2021, Plan Commission public hearing, and issues presented during the public hearing, as compiled by the Community Development Department. Duplicate or similar issues have been consolidated and simplified for purposes of this list.

- 1. How will the portion of the Midland Trail abutting this project be supplemented with landscape buffering and screening? Such as significant tree canopies, understory trees, shrubs, planters, plantings along the entirety of the trail and treating the trail as a separate park entity?**
- 2. Will Cherry and Roosevelt street, the existing infrastructure, be improved to accommodate:**
 - a) Two (2) lane traffic;**
 - b) Pedestrian sidewalks on both sides of the street(s);**
 - c) Full street widths;**
 - d) Right-of-Way dedication; and**
 - e) Capacity for increased residents, visitors and workers?**
- 3. Does this PUD address meeting the Open Space requirements typically seen in other PUD projects?**
- 4. Can you explain the appropriateness of the proposed density for this site?**
- 5. Will the proposed buildings be in the way of sight lines? Specifically, at the intersection of Cherry and Roosevelt Street?**
- 6. How do you plan on addressing storm drains and flooding in this area?**
- 7. Can the end units of the proposed buildings, especially along the Midland Trail, include improved architecture or architectural elements?**
- 8. Will there be an adequate buffer between Westfield Friends Church and the proposal?**

Issues/Comments in Response to the Proposed
Midland South Planned Unit Development (PUD) District

The list below includes issues that were raised in the written and verbal comments submitted to the Community Development Department in advance of the March 1, 2021, Plan Commission public hearing, and issues presented during the public hearing, as compiled by the Community Development Department. Duplicate or similar issues have been consolidated and simplified for purposes of this list.

- 1. How will the portion of the Midland Trail abutting this project be supplemented with landscape buffering and screening? Such as significant tree canopies, understory trees, shrubs, planters, plantings along the entirety of the trail and treating the trail as a separate park entity?**

The site plan allows for a 15' tree preservation zone running parallel with the Midland Trail. The developer will commit to saving any healthy trees within this area and add in new trees as desired by the city. The APC and/or city parks department will need to determine whether or not this area should be treated as a naturalistic zone or have a manicured landscape design.

- 2. Will Cherry and Roosevelt street, the existing infrastructure, be improved to accommodate:**
 - a) Two (2) lane traffic;**
 - b) Pedestrian sidewalks on both sides of the street(s);**
 - c) Full street widths;**
 - d) Right-of-Way dedication; and**
 - e) Capacity for increased residents, visitors and workers?**

Old Town is working with the department of engineering on an improvement plan and timeline for Cherry and Roosevelt Streets. The proposed development allows for the required right-of-way dedication and developer will partner with the city to install the necessary infrastructure and/or contribute to the cost of improvements through road impact fees.

- 3. Does this PUD address meeting the Open Space requirements typically seen in other PUD projects?**

Section 9.1 of the PUD acknowledges that Open Space standards do not apply. The objective of the Grand Junction Amendment to the Westfield Comprehensive Plan is for high quality, new developments be built in walkable proximity to the community open spaces being created within the downtown area, such as Grand Junction Plaza.

- 4. Can you explain the appropriateness of the proposed density for this site?**

Chapter 2.E. Grassy Branch Quadrant of the Junction Subdistrict of the Grand Junction Addendum to the Westfield Comprehensive Plan states, "E. Residential: Higher-density housing of all types is encouraged throughout the sub-district, subject to the vision established for the form within each sub-area. Residential uses are important to support a vibrant downtown for live, work and play opportunities."

5. Will the proposed buildings be in the way of sight lines? Specifically, at the intersection of Cherry and Roosevelt Street?

Section 7.3 of the Midland South PUD requires that we receive approval from the department of engineering prior to final construction plan approval for Vision Clearance at all intersections.

6. How do you plan on addressing storm drains and flooding in this area?

Managing storm water is a requirement of construction permitting for all new development within the city of Westfield. Old Town will be unable to obtain permits without proving that we are able to successfully manage storm water from the proposed development.

7. Can the end units of the proposed buildings, especially along the Midland Trail, include improved architecture or architectural elements?

Old Town will commit to architectural enhancements at building ends.

8. Will there be an adequate buffer between Westfield Friends Church and the proposal?

The proposed site plan allows for a 10' tree lawn as a buffer between properties. This is in excess of the requirement within the zoning ordinance.

Midland South is a proposed townhome development designed to complement Union Square at Grand Junction and Grand Junction Plaza.

The nearby boutique restaurants, stores, and public gathering spaces to be constructed within the Plaza encourage a variety of housing options for urban dwellers. Old Town is expanding the residential opportunities here by proposing a PUD that will bring townhomes along Midland Trace Trail and to the northwest corner of Roosevelt Street and Cherry Street.

Once completed, Midland South, will further the Grand Junction Addendum's (2016) intent of concentrating residential uses with stand-alone luxury townhomes that embrace adjacency to the trail and Grand Junction plaza, providing an additional housing choice at an exceptional location.

Midland South is yet another element of expanding the exciting offerings of downtown Westfield.

**Old Town Companies is an award-winning central Indiana-based real estate development company that pursues community-focused development projects that enrich the lives and well-being of its residents. Old Town's sister company, Old Town Design Group, is the leading custom homebuilder in the northern Indianapolis suburbs of Carmel, Westfield and Zionsville specializing in creating timeless custom home designs.*

GRAND JUNCTION ADDENDUM

SUB-DISTRICTS OF THE GRAND JUNCTION



GRAND JUNCTION SUB-DISTRICT ADDENDUM, RESOLUTION 15-119 (EXECUTIVE SUMMARY, GATEWAY SUB-DISTRICT, ADOPTED OCTOBER 12, 2015), RESOLUTION 16-106 (JUNCTION SUB-DISTRICT, ADOPTED MAY 9, 2016).

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- Melody Jones, Parks and Recreation
- Christopher Larson, Informatics
- Joel Rush, Chief of Police
- Joe Lyons, Fire Chief
- Erin Verplank, Communications

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TASK GROUP REVIEW

- ▶ Gateway Sub-District
- ▶ Junction Sub-District
- ▶ Union Sub-District
- ▶ Kendall Sub-District
- ▶ Neighborhood Sub-District

The listed land uses, site and architectural design expectations within this addendum shall serve as a guide for constructing each Grand Junction-related ordinance.

LEGEND

- Gateway Tower Location
- Grand Junction District Boundary
- Existing Street Network
- Future Roundabout Location
- - - Proposed Street Network
- Junction Sub-District
- Gateway Sub-District
- Union Sub-District
- Kendall Sub-District
- Neighborhood Sub-District

5

CHAPTER 1:

GATEWAY SUB-DISTRICT

CHAPTER CONTENTS

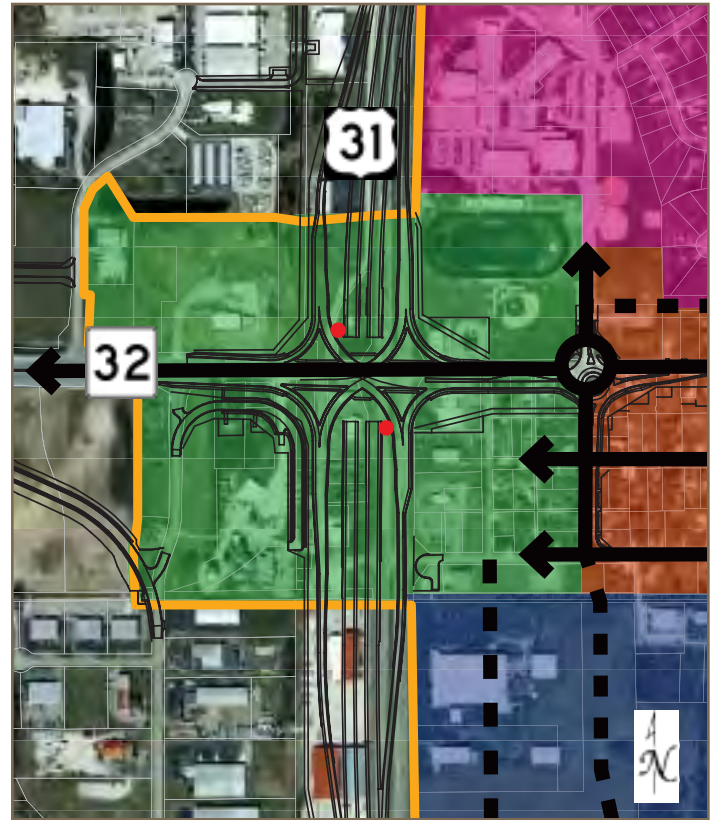
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INTRODUCTION

The purpose of this Gateway Sub-District addendum (this “chapter”) is to ensure high-quality development and redevelopment, preserve and enhance property values, and create a positive public perception of property near the interchange of U.S. Highway 31 and State Road 32. This chapter establishes a vision for appropriate land uses and various design and aesthetic features of development that will result in an increase in the quality of life for residents, businesses, and visitors of the City of Westfield, thus creating a credible reputation and ensuring economic success in tourism.

As shown in [Figure 1.1: Gateway Sub-District \(green area\)](#), this sub-district is identified as the four (4) quadrants of the interchange of U.S. Highway 31 and State Road 32. As the name implies, this highway interchange is the primary gateway into Westfield from U.S. Highway 31. Motorists on U.S. Highway 31 will be able to access both Grand Junction and Grand Park by using the State Road 32 interchange. This sub-district is the front door of Westfield and plays a critical role in the City of Westfield’s economic development strategy.

Figure 1.1: Gateway Sub-District (green area)
(Source: Grand Junction Implementation Plan 2013)



The intent of this chapter to provide a detailed vision for this sub-district. It is the City’s goal for each new project to implement this detailed vision. However, the City recognizes that there may be creative ideas that accomplish the overall vision, but may not meet some of the detailed criteria established in this chapter.

VISION

The vision for this sub-district is that each of the four quadrants redevelop in such a manner that provides signature, multi-story, landmark-quality buildings to Westfield’s front door. The buildings and spaces should be memorable, leaving lasting and favorable impressions on those that see and use them. The massing and height of the buildings should be dynamic and define the skyline, and they should be highly visible in all directions (ideally, visible from at least a mile away). The vision is to create quality, architecturally-significant urban development at a key focal point of the community (the interchange of U.S. Highway 31 and State Road 32) which demonstrates that this is an important, interesting, and vibrant place.

WEST AND EAST SIDES OF U.S. HIGHWAY 31

Within this sub-district, the east and west sides of U.S. Highway 31 are inherently different from one another. Both areas serve as gateways to Westfield from U.S. Highway 31: the west side welcomes people to Grand Park, while the east side welcomes people to Downtown Westfield (a.k.a., Grand Junction).

A. West Side: The west side of U.S. Highway 31 is more auto-oriented than the east side. Visitors to Grand Park will exit U.S. Highway 31 at the State Road 32 interchange and be in need of places to eat, get gas, stay the night, and find entertainment. The traditional uses that are found along interstate interchanges throughout the country (such as hotels, fast food, and gas stations) are expected to locate along both sides of State Road 32, from Wheeler Road to Springmill Road.

It is expected that the form of development along State Road 32 on the west side of U.S. Highway 31 will be of high-quality, while being friendly for both vehicular and pedestrian users alike. The form, function, and uses of the west side of this sub-district should complement the anticipated hospitality uses to its west.

This side of this sub-district serves an important role: 1) it will be part of the City's skyline and have identifiable, landmark-quality buildings; 2) it will be the front door to Westfield and Grand Park for many visitors, so it will need to be a place that they will find welcoming, safe, and comfortable.

This gateway area will be the place where many first impressions of Westfield are made. The area needs to be impressive and easy to navigate. This part of this sub-district should be considered for Grand Park-related theming and branding.

B. East Side: As the gateway to Grand Junction, the east side of U.S. Highway 31 should be very friendly to pedestrians. Like their counterparts on the west side of U.S. Highway 31, the buildings in this part of this sub-district will be part of Westfield's skyline, and will also need to be landmark-quality buildings.

It is anticipated that buildings in these quadrants will be located closer to the streets and sidewalks and will cater heavily to pedestrian users. The east side of this sub-district should be fully integrated into the rest of the downtown's branding, themes, and programming. Likewise, it should be fully integrated into the plans for vehicular and pedestrian circulation and parking within Grand Junction. The buildings may be taller and the list of appropriate uses may be fewer, but this area should look, feel, and function like a part of the Grand Junction District. The buildings and public spaces that are created need to be impressive.

Outside of Grand Park and the hospitality areas around Grand Park, Grand Junction is likely to be one of the first places tourists will visit in Westfield. A dynamic first-impression as people enter into Downtown Westfield is important to the sustained economic success of Westfield as a tourism destination. The east side of this sub-district needs to be welcoming, safe, comfortable, and vibrant with activity.

LAND USES

As the primary gateway into Westfield, the City has a high interest in limiting the land uses that are allowed within this sub-district. Land use can dictate the form of development, which is why it is important to focus on allowing certain uses that can help achieve the overall vision of this sub-district.

A. Hotels: As the southern gateway entrance to Grand Park and western gateway to Grand Junction, hotels and hotels with conference centers are critical to the overall success of this sub-district. It is especially desirable and encouraged that the southeastern quadrant contain a large, signature hotel with a conference center. The southeastern quadrant is desirable for a significant hotel with a conference center because of its close proximity to the easily-accessible Grand Junction Plaza. Further, a hotel in this quadrant would anchor this area of the Grand Junction District.

B. Office: Professional, medical, or general office uses (including a visitor's center) are also desirable within this sub-district. These could be developed as stand-alone buildings or as part of a multi-story, mixed-use building.

1. gateway sub-district

C. Multi-family Residential: Multi-family uses are also desirable within this sub-district as long as the street-level of the building is dedicated to non-residential and non-parking uses (i.e., multi-family is only allowed on the second-floor or higher; and any integrated parking structures would not have a visible presence on the building's first floor, aside from access points). It is desirable for the street-level of all buildings within this sub-district be welcoming to visitors and patrons of the City.

D. Parking Structures: Multi-Story parking structures are going to be needed within the Grand Junction District. They may be located within this sub-district as long as they are architecturally consistent and compatible with nearby and adjacent buildings; and as long as the street-level does not contain visible parking areas (aside from access points), security grills, or other parking security methods. It is strongly encouraged that non-parking uses (i.e. any of the other listed commercial land uses in this chapter) are visible and have a street-level presence on multi-story parking structures. Parking structures may be incorporated into hotel, office, or multi-family buildings or they may be stand-alone buildings as long as the street-level expectations are met.

Figure 1.2: Parking Garage Massing, Design & Architecture
Figure 1.2.A (Source: Department Photo)



Figure 1.2B (Source: www.timhaahs.com)



Figure 1.2.C (Source: www.butlercollegian.com)



Figure 1.2.D (Source: www.watry.com)



E. Ancillary Uses: Ancillary retail, restaurant, cultural, institutional, entertainment, or recreational use (as defined by the City's Unified Development Ordinance) would be welcomed if incorporated within a mixed-use building, located on the first floor of a multi-family building, and/or located on the first floor of a multi-story parking structure. Stand-alone uses in this land use category are not envisioned, but may be considered on a case-by-case basis. Gasoline service stations and any business with a drive-thru window should not be allowed in this sub-district.

DESIGN REQUIREMENTS

All designs should pay special attention to the street-level of the building by providing elements that are pedestrian-scaled. Building details, transparent windows, awnings, benches, outdoor cafes, planters, pedestrian-scale signage, streetlights, fountains, and street trees are examples of urban design details that can help make a development friendly and inviting for pedestrians. See

“Figure 1.3: Building Massing, Design & Architecture” on page 10, for examples of the vision stated herein.

A. Minimum Tract Size: The City’s strong preference is that each quadrant be master planned and developed in its entirety. However, it is acknowledged that all land necessary to complete a quadrant may not be able to be reasonably assembled. In those instances, the developed area(s) should be planned in a way that is consistent with this Comprehensive Plan Addendum and provide ways for the remainder of the quadrant to connect to and feel like a part of the overall quadrant development when they redevelop in the future.

B. Building Height: As stated in the vision section herein, the massing and height of the buildings within this sub-district should define the Westfield skyline, and as such should offer significant height.

1. **All Quadrants - Buildings Adjacent to U.S. Highway 31:** It is strongly encouraged and desirable that buildings closest to U.S. Highway 31 have a minimum height of seventy-five (75) feet and have at least five (5) stories¹. It is highly desirable that at least one (1) signature building within each quadrant meet this height expectation. A maximum building height requirement should not be established for these buildings.

Buildings shorter than what is described above will be considered on a case-by-case basis, but only if significant attention and detail is given to the following:

- ▶ Increased and enhanced building entrance design and detail;
- ▶ Increased and enhanced architectural details;
- ▶ Increased and enhanced architectural features (i.e., columns, ornamental brackets, ribs, piers, pilasters, quoins, colonnades; cornices; cresting; turrets; and /or tourelles);
- ▶ Increased and enhanced window treatment,

as appropriate for the architectural style of the building (i.e., shutters, corbels, keystones, lintels, masonry arches, awnings, decorative stone frames, masonry rowlock frames, or other such trim or design element); and/or

- ▶ Significant, decorative public spaces which are highly visible from U.S. Highway 31 and/or State Road 32 and include the use of public seating elements, decorative fountain(s), public art, and/or enhanced, manicured landscaping treatment.

Because U.S. Highway 31 is elevated to nearly thirty (30) feet above State Road 32 in this area, under no circumstance should a building adjacent to U.S. Highway 31 be shorter than forty (40) feet in height. The City’s desire is for motorists on U.S. Highway 31 to see the facades of these buildings, not the tops of their roofs and associated mechanical equipment.

2. **Eastern Quadrants - Buildings Adjacent to State Road 32:** For buildings on the east side of U.S. Highway 31 that have frontage on State Road 32 but do not have frontage on U.S. Highway 31, the desirable minimum building height is twenty-eight (28) feet. This preferred minimum building height is consistent with traditional Midwestern downtown development. When placed properly next to the street, buildings that are at least two-stories in height help create the desirable effect for a comfortable pedestrian-friendly downtown street. Because of the pedestrian-friendly, pedestrian-scale nature of these buildings, a maximum building height of fifty (50) feet is appropriate for buildings on these lots.
3. **All Quadrants - Buildings Adjacent to Existing Single-Family Residential Uses:** In order to protect existing single-family homes from being overcome by tall buildings, new buildings in this sub-district which are adjacent to single-family residential buildings should not exceed forty (40) feet in height.

¹ The top floor of buildings five (5) stories or shorter should substantially have the same footprint/square-footage as that of the first floor. Buildings taller than five (5) stories are encouraged to step-back the façade on the higher stories in order to: create visual and architectural interest in the building; keep the street-view of the building at a pedestrian-scale; and maintain access to natural light for pedestrians at the street-level.

1. gateway sub-district

- 4. All Quadrants - Minimum Building Height for all other Lots:** Because the vision of this sub-district is to create a cluster of significant, landmark-quality buildings that will define Westfield's skyline, all new buildings in this area should be at least twenty-eight (28) feet in height – or at least have the appearance of a two-story building, in which case only the first floor would be required to be useable. A maximum building height should not be established for these lots. Single-story buildings should not be allowed in this sub-district.

Figure 1.3: Building Massing, Design & Architecture
Figure 1.3.A (Source: www.buffalonews.com)



Figure 1.3.B (Source: www.tkhinc.com)



Figure 1.3.C (Source: Department Photo)



Figure 1.3.D (Source: www.bizjournals.com)



Figure 1.3.E (Source: www.nreionline.com)



Figure 1.3.F (Source: www.arkansasbusiness.com)



- C. Building Size:** In order to achieve a certain massing of buildings, it is desirable for each building within this sub-district to have a minimum building footprint of 10,000 square feet. It is anticipated that some buildings, especially those nearest to U.S. Highway 31 will be taller than they are wide.

Figure 1.3.G (Source: www.mede8.com)



D. Building Setbacks:

1. Western Quadrants: It anticipated that buildings on the west-side of U.S. Highway 31 will follow the same setback requirements that are found in Article 5.3 (G) (State Highway 32 Overlay District) of the Unified Development Ordinance, with the requirements also applying in the same way to lots abutting U.S. Highway 31.
2. Eastern Quadrants: It anticipated that buildings on the east-side of U.S. Highway 31 will be set on or very close to the right-of-way/property lines – the exception being that buildings adjacent to U.S. Highway 31 may use similar setbacks to those found in Article 5.3 (G) (State Highway 32 Overlay District) of the Unified Development Ordinance. Additionally, buildings in the eastern quadrants may have a slight setback away from the right-of-way line/property line in order to allow for an outdoor public space.

In order to accommodate structures being located closer to the street, certain design criteria may need to be modified through the zoning process and/or by the Westfield Public Works Department (or other applicable utility companies or agencies). The design criteria to review include (but are

not limited to) the following: Vision Clearance Standards (found in Article 6.19 of the Unified Development Ordinance and in the Westfield Construction Standards); driveway separation from intersection requirements (found in the Westfield Construction Standards); and easement requirements (found in Article 8.3 of the Unified Development Ordinance).

3. All Quadrants – Buildings Adjacent to Existing Single-Family Residential Uses: Buildings adjacent to existing single-family residential uses should be setback a reasonable and respectful distance from the residential use. In these circumstances, it is suggested that similar setback requirements to those found in Article 4.16 (E) (GB: General Business District) of the Unified Development Ordinance be considered.
4. Accessory Structures: No accessory structure should be erected between the U.S. Highway 31 or State Road 32 rights-of-way lines and the established building setback. Structures associated with a public space should not be considered as an accessory structure for the purpose of this design concept.

E. Landscaping: It is anticipated that some of the City's suburban-based Landscaping Standards will not work very well in an urban setting, especially in the eastern quadrants. Depending on the uses and design of each quadrant, some of the following Landscaping Standards will likely need to be altered.

1. Detention and Retention Areas: Depending on the location, use, and full functionality of a detention or retention area within this sub-district, a meandering design of the pond and natural planting scheme may or may not be a reasonable requirement. This topic should be reviewed on a case-by-case basis for each project within this sub-district. It is anticipated that much of the storm water storage systems for developments in this sub-district will be underground.
2. Street Trees: Street trees are a desirable part of creating a pedestrian-friendly urban environment. Developments in each quadrant should include street trees in their design, where physically

possible.

3. Minimum Lot Landscaping Requirements:

The requirements for Business Uses and Multi-Family Residential uses, especially, may be excessive in an urban environment like this sub-district. These requirements may need to be reduced, depending on the site layout.

4. Foundation Plantings: The Foundation Planting requirements for all uses may be excessive or impractical for urban development within this sub-district. These requirements may need to be reduced, depending on the site layout. Planter boxes may be considered as an alternative method of achieving the goal of foundation plantings.

5. External Street Frontage Landscaping Requirements: The External Street Frontage Landscaping requirements may not be appropriate within this sub-district. Within this area, all U.S. Highway 31, State Road 32, and Poplar Street frontages would typically require the external street frontage landscaping treatment. These requirements may need to be reduced or eliminated, depending on the site layout.

6. Buffer Yards: The buffer yard requirements should only apply to appropriate places around the perimeter of this sub-district as a whole. There should not be a need for any buffer yard applications internal to this sub-district. Where buffer yards would normally apply, however, the required yard width, planting counts, and mounding requirements may be excessive in an urban environment. At the least, reducing all Gateway Sub-District Buffer Yard requirements to comply with the “Buffer A” (as outlined in Article 6.8(N)(4) of the Unified Development Ordinance) may be appropriate – and even further reducing the “Buffer A” requirements may also be appropriate, depending on the site layout and adjacent uses. This topic should be reviewed on a case-by-case basis for each project within this sub-district.

7. Interior Parking Area Landscaping: All surface parking lots within this sub-district

should be able to comply with the existing Interior Parking Area Landscaping requirements. These requirements, however, should not apply to multi-story parking structures.

8. Perimeter Parking Area Landscaping:

Depending on the site layout, the Perimeter Parking Area Landscaping requirements may be excessive for an urban environment. It is suggested that the planting requirements either be reduced or supplemented with the option of allowing certain hardscape (i.e. decorative fencing or masonry walls) in addition to or in lieu of plants. This topic should be reviewed on a case-by-case basis for each project within this sub-district.

F. Signage: The City’s Sign Standards address signage for multi-story buildings and other commercial centers. It is believed that with the few exceptions listed below, the existing Sign Standards adequately satisfy the vision for signage in this sub-district. The exceptions include the following: prohibit Monument Signs in this sub-district; increase (i.e., double) the minimum size for Entrance Signs; reduce (to a 1:1 ratio instead of the current 2:1 ratio) the front façade wall sign area calculation for ground-floor tenants; and prohibit panel signs. Reverse-channel letters and channel letters are strongly preferred, in that order.

In addition to auto-oriented signage that is addressed by the City’s Sign Standards, pedestrian-scale signage (for both, building-mounted and ground-mounted) is very important at the street-level of an urban area. Allocation for street-level, pedestrian-scale signage should be considered.

G. Lighting: It is strongly encouraged that decorative lighting fixtures be used throughout Gateway Sub-District. It is also anticipated that all light fixtures and poles will be consistent in style, color, size, height and design throughout a given quadrant. Light fixtures should be compatible with the architectural style of the area in which they are located.

H. Off-Street Parking & Loading: Surface parking is discouraged and should be minimized within this sub-district – especially in the eastern quadrants. If surface parking is provided, then it should not be allowed to be located between a structure and the

U.S. 31 right-of-way. It should also not be allowed to be located between a structure and the State Road 32 right-of-way. Sites should be designed in a way that minimizes or eliminates visibility of surface parking lots from both, the U.S. 31 and State Road 32 highways. All surface parking lots should be paved or equivalent (e.g. porous pavers).

Each Principal Building within the sub-district should include a minimum of ten (10) bicycle parking spaces/ racks in order to accommodate and encourage bicycle use within the Grand Junction District.

Loading berths should be oriented in a manner so that they are not visible from either U.S. Highway 31 or State Road 32. Materials such as opaque walls or fences should be consistent with the architecture and materials of the associated building, and they should be used to screen loading berths from view and minimize their visibility from all rights-of-way and adjacent properties. If appropriate to the context of the site, landscaping should be considered to help soften the visual impact of a screen wall or fence.

- I. Outdoor Storage and Display:** It is expected that there will not be any outdoor storage and/or display of equipment, merchandise, inventory, etc. within this sub-district. Exceptions may be considered for temporary sidewalk sales and other similar events.
- J. Dumpsters:** It is expected that the City's standards for screening garbage containers, trash receptacles, pallet storage areas, trash compactors, recycling areas and other similar facilities (Article 6.1 (H) of the Unified Development Ordinance) be followed within this sub-district. In addition, a roof which is architecturally-consistent with the architecture of the associated building should be required for all such structures/areas.

Figure 1.4: Architecturally-Consistent Dumpsters
Figure 1.4.A (Source: www.thebuildingcodeforum.com)



Figure 1.4.B (Source: www.securetechfence.com)



Figure 1.4.C (Source: www.a-gradeps.com)

AMENITIES

A. Outdoor Public Space: Successful pedestrian-friendly urban areas are full of comfortable, usable outdoor public and semi-public spaces ("Public Spaces"). Public Spaces help give a community its identity. They help bring a downtown area to life. There are economic, social, cultural, and environmental benefits to having great places for people 'to see and be seen'. Great public spaces enhance the health of a community. The City is investing in the Grand Junction Plaza for this very reason. But a successful Downtown Westfield will need more Public Spaces than Grand Junction Plaza alone. Businesses, institutions, multi-family developers, and civic uses should also consider creating their own areas for public engagement, gathering, and recreation. The spaces do not have to be the very large to be successful. Examples of Public Spaces include but are not limited to: courtyards, plazas, gardens, public squares, fountains, marketplaces, public commons, or promenades. Public Spaces, such as lobbies, concourses, or lounges could even be located indoors as long as they were truly open to the public.

According to the [American Planning Association](http://www.planning.org), there are eight (8) characteristics of a great Public Space (source: www.planning.org):

- ▶ Promotes human contact and social activities;
- ▶ Safe, welcoming, and accommodating for all users;
- ▶ Has design and architectural features that are visually interesting;

1. gateway sub-district

- ▶ Promotes community involvement;
- ▶ Reflects the local culture or history;
- ▶ Relates well to bordering uses;
- ▶ Well maintained; and
- ▶ Unique or special character.

It is highly desirable that each quadrant of this sub-district be designed with at least one great public space and include as many characteristics listed above as possible.

B. Public Art: Much like Public Spaces, public art helps form the identity and culture of a community. There are also demonstrated economic, social, and cultural benefits to places that have great public art. Downtown Westfield already has a few pieces of public art, but it is highly desirable for the list to expand. Public art may be located within a Public Space, though it is not required.

Each quadrant of this sub-district is encouraged to include at least one (1) sizable piece of public art. Ideally, the art would be visually accessible to the public from either U.S. Highway 31 or State Road 32 and located within a Public Space. However, if it makes more sense for the piece to be someplace that is not visible from either highway, that would be acceptable as well. Connecting to the City's past is also important, so it is encouraged that some of the art pieces within this sub-district include references to Westfield's history. All public art pieces should be coordinated with the Westfield Arts Council.

Figure 1.5: Public Art Examples

Figure 1.5.A (Sources: Department Photos)



Figure 1.5.B (Source: Department Photo)



Figure 1.5.C (Source: Department Photo)



Figure 1.5.D (Sources: Department Photos)



Figure 1.5.E (Sources: Department Photos)



SITE ACCESS & CIRCULATION

A. Vehicular Access: Direct vehicular access from State Road 32 will not be allowed. Access to Gateway Sub-District developments should come from the following intersecting streets: Sun Park Drive (NW Quadrant); Shamrock Boulevard (NE Quadrant); Westfield Business Park Court (SW Quadrant); and Poplar Street (potentially renamed “Westfield Boulevard” in the future) (SE Quadrant). All street design shall be in accordance with the Westfield Construction Standards.

B. Parallel Access Roads:

1. **Western Quadrants:** Depending on the users and ultimate site layout, it may be desirable for the State Highway Access Road Requirements, as described in Article 5.3(F) of the Unified Development Ordinance, to be included in developments in the western quadrants of this sub-district.
2. **Eastern Quadrants:** It is not desirable for the State Highway 32 Access Road Requirements, as described in Article 5.3(F) of the Unified Development Ordinance, to be extended into the eastern quadrants of this sub-district.

C. Existing Right-of-Way and Alleys: If necessary, the City will entertain vacating existing rights-of-way or alleys (especially in the SE Quadrant) in order to make a proposed project design viable. Otherwise, it is anticipated that all road rights-of-way will be dedicated to the City pursuant to the [Westfield Thoroughfare Plan](#).

D. Pedestrian Connectivity: Safe and efficient pedestrian connectivity into and within a Gateway Sub-District site is very important. Perimeter pathways or sidewalks along Sun Park Drive, Shamrock Boulevard, Westfield Business Park Court, and Poplar/Westfield Boulevard are expected to comply with the Westfield Construction Standards. Pathway and sidewalk widths should match what is used in the Junction Sub-District to the east.

Internal sidewalk connections between perimeter pathways/sidewalks, parking areas, Public Spaces, buildings, and other areas needing pedestrian access

are strongly encouraged. All pedestrian pathways that cross vehicular ways (i.e. drive lanes and parking lots) should be delineated and distinguished from driving surfaces through a change of color or material.

E. State Highway 32 Trail Corridor:

1. **Western Quadrants:** It is desirable for the State Highway 32 Trail Corridor, as described in Article 5.3(L) of the Unified Development Ordinance, to be included in developments in the western quadrants of this sub-district.
2. **Eastern Quadrants:** It is not desirable for the State Highway 32 Trail Corridor, as described in Article 5.3(L) of the Unified Development Ordinance, to be extended into the eastern quadrants of this sub-district.

ARCHITECTURAL DESIGN

As mentioned in the vision statement herein, the buildings in this sub-district need to be designed and finished in a manner that is of the highest quality and visual appeal. These buildings will be landmarks in Westfield and should be given special care and attention when being designed. The buildings need to be impressive. It is anticipated that desirable buildings would utilize multiple materials, textures, colors, and architectural breaks. Symmetrical architecture may not be the most desirable design approach. Box-shaped buildings are not desirable. Architectural variation is strongly encouraged, and franchise or formula business architecture is not welcome within this sub-district. With that in mind, the following architectural guidelines establish the City's expectations and design parameters, while maintaining flexibility for creativity and uniqueness.

A. General Architectural Design: It is anticipated that each building will have a defined base, middle, and top element, which are typically defined by a change of building material or texture. Creative building designs which do not include these three elements may be considered, but should have increased architectural features and/or ornamentation.

All buildings should be designed so that the same degree of building materials, architectural details, and architectural treatments are maintained on all sides of the structure. Building facades visible from

1. gateway sub-district

U.S. Highway 31 and State Road 32 should receive increased and enhanced use of architectural features.

All building facades should incorporate offsets (projections or recessions) in a manner that creates architectural interest and visual appeal.

B. Building Orientation:

1. Eastern Quadrants: The City desires each building that fronts State Highway 32 to have at least one (1) public entrance that faces State Highway 32.

C. Building Materials: It is expected that high-quality materials will be used on all buildings within this sub-district. The primary building material(s) used on any façade should be the substantial majority of all external material(s) used on the building. Appropriate primary materials in this sub-district include brick, stone, pre-cast or architectural concrete that simulates brick or stone, architectural metal panels, or glass (if used, reflective glass should only be allowed on the second story or higher). Secondary building materials could include materials such as stucco, EIFS, wood siding, fiber cement siding, and ornamental metal. Vinyl siding, aluminum/metal siding, and concrete masonry units/split-face block should not be allowed in this sub-district.

D. Building Entrances: All main building entrances should be clearly defined and articulated by using multiple architectural elements such as additional associated windows, lintels, pediments, pilasters, columns, awnings, porticos, or stairs leading to the entrance.

E. Windows: Windows and other openings (such as doors, loading berths, faux windows, etc.) should be organized in a manner that align horizontally and vertically. They should also be arranged in a balanced, relatively uniform fashion. An exception would be to arrange windows and other openings in an aesthetically-pleasing manner that is artistically and architecturally-compatible with the character and style of the building.

Window grids and trim elements such as shutters, corbels, keystones, lintels, masonry arches, awnings, decorative stone frames, masonry rowlock frames, or

other such trim or design elements are expected on all windows, when architecturally appropriate.

In order to create a more pedestrian-friendly streetscape, transparent windows are encouraged on the first floor of pedestrian-scaled buildings.

F. Roofs: Landmark-quality rooflines are strongly encouraged because the buildings in this sub-district will establish the City's new skyline, creative, unique. Roofs should be architecturally compatible with the rest of the building design. Box-shaped buildings are strongly discouraged. If a building's roof is pitched, there should be multiple roof lines in order to create architectural interest. If a roof is flat, it should be edged by a three-dimensional, articulated parapet wall that is fully integrated into the architectural design of the building. A building with a flat roof should also include multiple modulations of the roof line. Under no circumstance should the top of any flat roof be visible from any part of the elevated U.S. Highway 31 and associated ramps.

1. Mechanical Equipment: All roof-mounted mechanical equipment, satellite dishes, and other similar improvements should be fully and permanently screened from all rights-of-way (including the elevated U.S. Highway 31 and associated ramps).

G. Walls and Fencing: Walls or fencing being used for screening, landscaping hardscapes, or other purposes should be decorative and consistent with the architectural style and materials of the associated building. Chain-link fences and other non-decorative fences should not be allowed in this sub-district.

H. Accessory Buildings: Accessory buildings should be architecturally compatible with the principal building with which they are associated.

ALTERNATIVE TRANSPORTATION

As of the publishing of this chapter, Indy Connect (a partnership between the Indianapolis Metropolitan Planning Organization, Central Indiana Regional Transportation Authority, and IndyGo) is in the process of designing a Bus Rapid Transit route (called the Red Line)

that will run from Westfield to Greenwood, connecting key destinations such as: Grand Park, Grand Junction, Carmel, Broad Ripple, Butler University, the Children's Museum of Indianapolis, the IU Health Hospital Complex, Eli Lilly, the University of Indianapolis, and Greenwood.

A Bus Rapid Transit station is currently being contemplated within the southeastern quadrant of this sub-district. The redevelopment of this quadrant should incorporate design concepts that embrace and a Bus Rapid Transit station in this area. The area will need to be well-lit, appropriately-signed, and welcoming to visitors. Ideally, special attractions such as a hotel with a conference center, high-quality restaurants, and unique shopping opportunities will locate near this transit stop.

TEMPLATE ORDINANCE

The template PUD District Ordinance found in "Exhibit A" on page 71 should be used for all new PUD District Ordinances.

A. PUD Naming Convention: Because there will likely be multiple PUD District Ordinances created for projects within this sub-district, it is highly desirable that a common and consistent naming convention be used for all projects within this sub-district. The following naming convention is suggested: "Gateway (Insert geographic quadrant name) PUD District". For example, the PUD district in the southeast quadrant could be called the "Gateway Southeast PUD District".

B. Underlying Zoning: As is true with every Planned Unit Development ("PUD") ordinance in the City of Westfield, any new PUD Ordinance within this sub-district will need to establish a base, underlying zoning district to serve as the foundation of the ordinance. Unless otherwise listed in the PUD Ordinance, the standards in a PUD District default to the Unified Development Ordinance. It is suggested that PUDs within this sub-district use the GB: General Business District (Article 4.16) as their underlying zoning district.

C. State Highway 32 Overlay District: It is suggested that the State Highway 32 Overlay District regulations apply to the Gateway quadrants on the west side of U.S. 31 and not apply to the Gateway quadrants on the east side of U.S. 31. The contents

of this Comprehensive Plan Addendum are intended to address all important Gateway Sub-District-related issues that are regulated by the State Highway 32 Overlay District.

D. U.S. Highway 31 Overlay District: It is suggested that the U.S. Highway 31 Overlay District regulations that are in place at the time of the adoption of this chapter not apply to any project within this sub-district. The contents of this Comprehensive Plan Addendum are intended to address all important Gateway Sub-District-related issues that are regulated by the U.S. Highway 31 Overlay District. When the U.S. Highway 31 Overlay District standards are updated in the future, it may be appropriate for the City to re-visit this section of this Comprehensive Plan addendum.

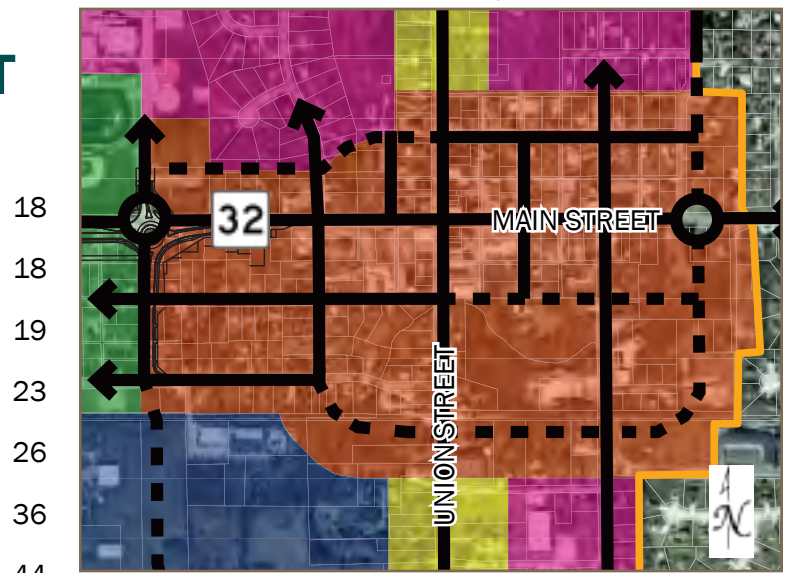
CHAPTER 2:

JUNCTION SUB-DISTRICT

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Figure 2.1: Junction Sub-District (orange area)
(Source: Grand Junction Implementation Plan 2013)



INTRODUCTION

The purpose of this Junction Sub-District addendum (this “chapter”) is to ensure quality development and redevelopment, preserve and enhance property values, and create a positive public perception of property within the core of downtown Westfield.

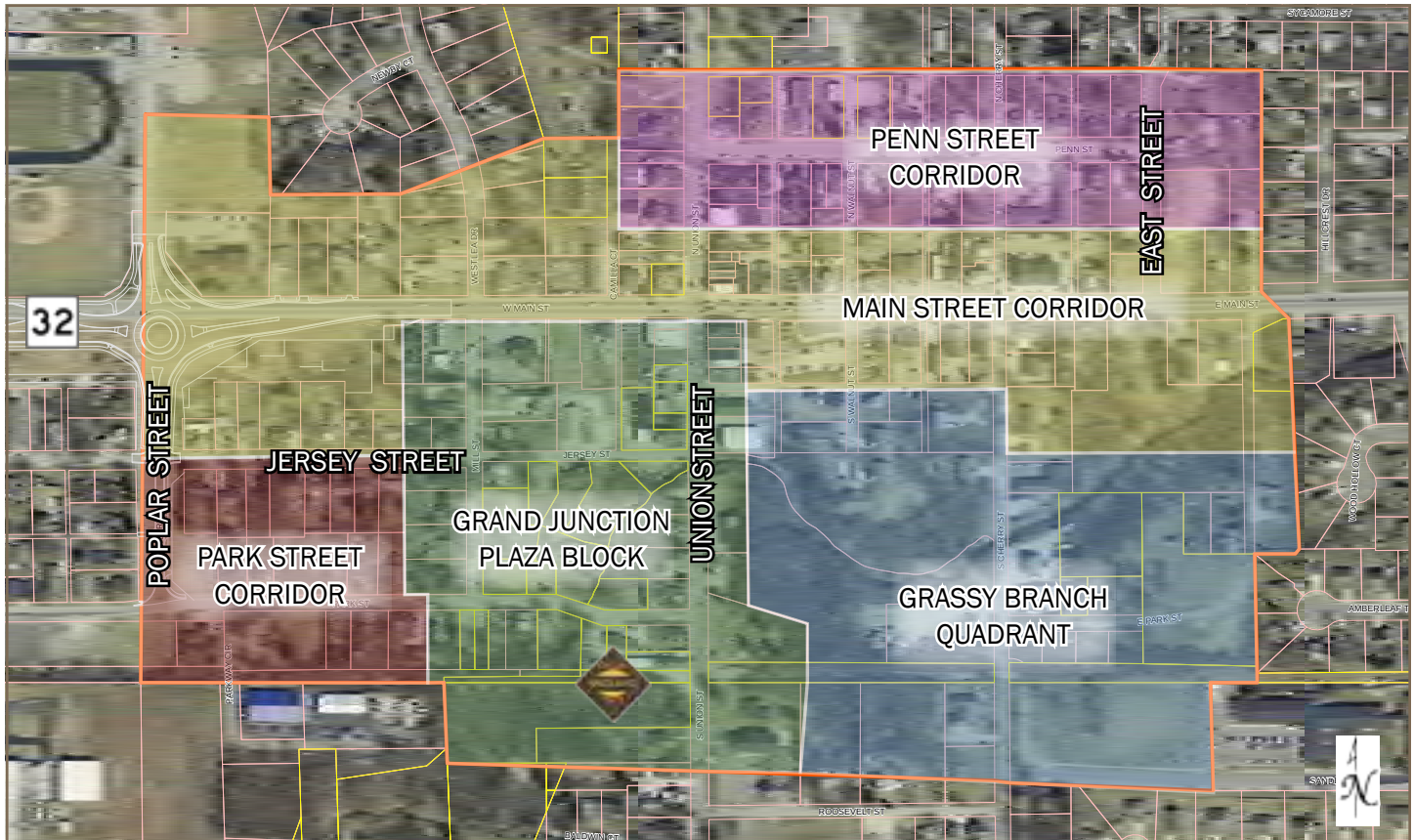
The intent of this chapter is to provide a detailed vision for the Junction Sub-District to serve as a guide for each new development, new use or reuse, or redevelopment as it pertains to changes of zoning, development plans, and/or variance considerations. The City recognizes that there may be creative ideas that accomplish the overall vision, but may not meet some of the detailed criteria established in this chapter.

As shown in [Figure 2.1: Junction Sub-District \(orange area\)](#), the Junction Sub-District centers on Union Street and Main Street. The sub-district extends from just north of Penn Street to just south of the future Mill Street extension and Midland Trace Trail; and then extends from Poplar Street/Shamrock Boulevard to just east of East Street.

SUB-DISTRICT VISION

The vision for the Junction Sub-District (this “sub-district”) is to accommodate future mixed-use development and redevelopment within the core of downtown by balancing the historic charm and character with contemporary, new

Figure 2.2: Junction Sub-District Sub-Areas



places for visitors and residents to connect, shop, eat, live, work and be entertained, as contemplated in the 2009 Grand Junction Addendum of the Westfield-Washington Township Comprehensive Plan. The Junction Sub-District is intended to serve as a focal point for the community, and is where a complete range of goods, services, and entertainment are located.

The regulating of land uses and various design and aesthetic features of development will influence growth and investment in downtown that will increase the quality of life for residents, visitors, and businesses.

SUB-AREA VISION

Within the Junction Sub-District, there are inherently different sub-areas that currently do and will continue to vary from each other both in form and function. This section outlines the basic vision for each sub-area, whereas the specific development and design criteria are further outlined throughout this chapter. [Figure 2.2: Junction Sub-District Sub-Areas](#) depicts the sub-areas within the Junction Sub-District.

Subject to available land and market conditions, it is recognized that the Main Street Corridor may overlap to the south into the Park Street Corridor and/or the Grassy Branch Quadrant.

A. Park Street Corridor (red sub-area): The Park Street Corridor extends from the Gateway Sub-District at Poplar Street east to the Grand Junction Plaza Block. The south edge of the corridor includes the Midland Trace Trail. As a result, this corridor provides a unique opportunity to connect and enhance visitor and resident experiences.

Due to its separation from Main Street (SR32), this corridor is anticipated to have less vehicular traffic than Jersey Street to the north, which lends itself to a more pedestrian-oriented design and streetscape that embraces the Midland Trace Trail and related land uses.

The overarching vision for this sub-area is a village character that includes the adaptive reuse of existing structures (see [Figure 2.3: Existing Adaptively Reused Buildings](#)) while encouraging new construction on individual lots that is contextually appropriate.

Figure 2.3: Existing Adaptively Reused Buildings
Figure 2.3.A (Source: Department Photo)



Figure 2.3.B (Source: www.railepicureanmarket.com)



Figure 2.3.C (Source: Department Photo)



Appropriate land uses primarily include restaurants, specialty shops, and uses that otherwise complement the Midland Trace Trail. Sites should be designed to provide opportunities for outdoor experiences that connect with the public realm of the Park Street streetscape and/or that embrace and are aesthetically sensitive to the Midland Trace Trail.

The village character includes smaller lots, minimal building setbacks, one or two story eclectic buildings, and front porches and entryways that are oriented towards the street. The north edge of the corridor near Jersey Street and the Main Street Corridor may provide for shared parking opportunities for uses within this sub-area.

B. Main Street Corridor (yellow sub-area):

With the exception of the Grand Junction Plaza Block sub-area, the Main Street Corridor generally includes a block north and a block south of State Highway 32 extending from Poplar Street to east of East Street.

Main Street serves as the backbone through Grand Junction and should focus on form over function. New buildings should be located along a build-to-line on the adjacent right-of-way line to frame the public space. New buildings shall be a minimum of two usable stories, with three plus stories encouraged. First floor building facades should be designed for a pedestrian-scale and contribute to the public realm to which it abuts.

Land uses are encouraged to be a mix of uses typically associated with central business and entertainment districts. Residential uses should generally be restricted from the first floor within this sub-area.

Figure 2.4: Existing Main Street Buildings

Figure 2.4.A (Source: Department Photo)



Figure 2.4.B (Source: Department Photo)



C. Penn Street Corridor (purple sub-area):

The Penn Street Corridor extends a half block north and south of Penn Street, bound on the west by Asa Bales Park and extending to a block east of East Street. This corridor includes the existing City Hall and predominantly structures that were originally built as single-family homes. Many of these structures have since been converted to low intensity non-residential uses. This area of the Junction Sub-District could be identified as most closely resembling Westfield's "old town".

Figure 2.5: Existing Penn Street Corridor Examples

Figure 2.5.A (Source: Department Photo)



Figure 2.5.B (Source: Department Photo)



Figure 2.5.C (Source: Department Photo)



The overarching vision for this corridor is a transition area between the Main Street Corridor to its south and the predominantly residential areas to the north. The built environment should continue to mirror the "old town" character that includes: small lots and house sizes; narrow two-story house fronts; detached or rear load garages; access from alleys; front porches; and minimum setbacks.

Special attention and consideration should be given to the intersection of Union Street and Penn Street to preserve and enhance the character that currently exists on the west and southeast corners for all four corners (see [Figure 2.6: Union & Penn Intersection](#)).

Figure 2.6: Union & Penn Intersection

Figure 2.6.A (Source: Department Photo)



Figure 2.6.B (Source: Department Photo)



Figure 2.6.C (Source: Department Photo)



Appropriate land uses primarily include residential and low intensity non-residential uses such as office or bed and breakfast uses. The expectation is for non-residential buildings to look and feel from the exterior of an old town single family dwelling (see also [Figure 2.13: Example Detached Residential](#)). Some on-site parking is anticipated for individual uses; however, this corridor may also provide for central parking opportunities for uses on the north side of Main Street.

D. Grand Junction Plaza Block (green sub-area): Grand Junction Plaza is located in the heart of Grand Junction and the Junction Sub-District. Grand Junction Plaza, as illustrated in Land Collective's Design (see [Figure 2.9: Plaza Perspective Exhibit](#) and [Figure 2.16: Grand Junction Plaza](#)), not only represents the geographic center of downtown, but also the activity center of downtown.

The plaza provides key connections with intersecting trail systems and is designed to engage within the plaza while also embracing its surroundings (see [Figure 2.7: Plaza Site Framework](#)). As a result, the block surrounding the plaza warrants special attention to ensure the redeveloped built environment is done in harmony with the plaza.

Even though this sub-area may overlap other sub-areas, the Grand Junction Plaza Block takes precedence and should have a more urban form than the village or old town form of other sub-areas.

Figure 2.7: Plaza Site Framework
(Source: Land Collective)



Figure 2.8: Existing Union Street Buildings
(Source: Department Photo)



All buildings should be a minimum of three stories in height, with three to six stories encouraged. First floor facades should be designed for a pedestrian-scale and contribute to the public realm to which it abuts. The public realm between buildings and the plaza should engage the plaza with: pedestrian scale details (furniture, signs, awnings); outdoor dining areas; front doors open towards the plaza; transparent storefront glass for most of the first floor; and, parking in the rear or sides of buildings.

Land uses are encouraged to be a mix of uses typically associated with central business and entertainment districts. Residential uses should be restricted from the first floor within this sub-area.

Figure 2.9: Plaza Perspective Exhibit
(Source: Land Collective)



E. Grassy Branch Quadrant (blue sub-area):

The Grassy Branch Quadrant includes the southeast quadrant of the Junction Sub-District and is traversed through the center by the Anna Kendall drain / Grassy Branch Creek and anchored along the south edge by the Midland Trace Trail. A large portion of this sub-area is floodplain and contains mature vegetation.

*Figure 2.10: Grassy Branch Creek at Cherry Street
(Source: Department Photo)*



The overarching vision for this sub-area is a desire to preserve the riparian corridor as an amenity greenway with trails that connect new development opportunities along its banks. As such, development should be aesthetically sensitive through building and site design to the Anna Kendall drain / Grassy Branch Creek and the Midland Trace Trail.

Appropriate land uses throughout this sub-area primarily include higher density residential uses (e.g., apartments, townhouses) with three or more stories in height, and the potential for municipal uses.

The north side of the Grassy Branch Creek is a transitional area that could also blend with and be influenced by the Main Street Corridor by including retail or restaurant uses, as supported by the market.

Development south of the Grassy Branch Creek should be sensitive to the existing single-family neighborhood to the east (Timberbrook Run) with respect to buffering and transitioning (e.g., uses, design).

LAND USES

As the heart and soul of Westfield, this sub-district should include an eclectic mix of uses to accommodate both the community's residents and visitors. A primary goal of this sub-district is to attract people. The description of the sub-areas briefly summarize the intended character of the sub-area and the intended uses. The following is a broader focus on specific uses that can help achieve the overall vision for the Junction Sub-District.

A balanced mix of land uses within the sub-district will contribute to a more vibrant, diverse and sustainable downtown, both socially and economically.

A. Office Uses: Professional, medical, or general office uses (including a visitor's center) are desirable throughout the sub-district and are primarily anticipated along Main Street, Poplar Street and Jersey Street within mixed-use or multi-tenant buildings. Office uses that fit the intended character in the Penn Street Corridor are also appropriate.

B. Trail-Oriented Uses: Grand Junction Plaza provides key connections with intersecting trail systems that include the Midland Trace Trail on the sub-districts southern boundary. Land uses that complement the trail and are trail-oriented (e.g., bike shop, coffee shop), both in site design and targeted market, are encouraged throughout the sub-district, especially within proximity of the Midland Trace Trail.

C. Neighborhood Uses: The sub-district is intended to serve both residents and visitors. The sub-district and surrounding sub-districts will also include a concentration of residential uses. As a result, neighborhood uses (e.g., market, dry cleaner, coffee shop, beauty salon) that cater to both the visitor and resident of the community is encouraged throughout the sub-district where retail and service uses are otherwise appropriate.

D. Cultural and Entertainment Uses: Retail (e.g., specialty or boutique shops), restaurants, cultural, institutional, entertainment, or recreational uses (as defined by the City's Unified Development Ordinance) are anticipated throughout the sub-district as stand alone uses, or within larger mixed-use buildings.

E. Residential: Higher-density housing of all types is encouraged throughout the sub-district, subject to the vision established for the form within each sub-area. Residential uses are important to support a vibrant downtown for live, work and play opportunities.

- 1. Multi-Family:** Multi-family residential uses are desirable on the second floor and above in the Main Street Corridor and the Grand Junction Plaza Block (see [Figure 2.11: Example Mixed-Use with Residential](#)). The street-level for buildings with multi-family uses in these sub-areas should be dedicated to non-residential and non-parking uses. Any integrated parking structures would not have a visible presence on the building's first floor, aside from access points.

Figure 2.11: Example Mixed-Use with Residential
(Source: Department Photo)



Figure 2.12: Example Attached Residential
Figure 2.12.A (Source: Department Photo)



Within the Grassy Branch Quadrant, multi-family uses could be stand alone uses that may include apartments, townhouses or condominiums. This sub-area provides opportunities adjacent to trails and natural features where units could overlook

and embrace unique site characteristics. Multi-family uses in this sub-area could also serve as a buffer from the downtown business area to the surrounding neighborhoods.

Figure 2.12.B

(Source: www.mycobblecreekapartments.com)



- 2. Single-Family Detached:** Single-family detached residential uses are encouraged within the Penn Street Corridor (see [Figure 2.13: Example Detached Residential](#)). This sub-area is starting to experience some redevelopment of new housing stock. The built environment should continue to mirror the “old town” character that includes: small lots and house sizes; narrow two-story house fronts; detached or rear load garages; access from alleys; front porches; and minimal setbacks.

Figure 2.13: Example Detached Residential
Figure 2.13.A (Source: www.funcityfinder.com)



Figure 2.13.B (Source: Department Photo)



Figure 2.13.C (Source: Department Photo)



Figure 2.13.D (Source: Department Photo)



Figure 2.13.E (Source: Department Photo)



Figure 2.13.F (Source: Department Photo)



Figure 2.13.G (Source: Department Photo)



Duplexes would also be permitted, but only in instances where the development was consistent in architecture to the surrounding single family homes and with the “old town” character.

F. Municipal Complex: One of the opportunities identified in the 2009 Grand Junction Addendum was to incorporate a new City Hall and Library into Grand Junction, which went on to further state:

Civic buildings are classic downtown destinations that generate high levels of activity throughout the year. They are usually among a community’s most significant landmarks and sources of civic pride. Due in part to its rapid rate of growth, the community of Westfield is at a point where decisions about future civic facilities have become critical.

Increased demand for services due to growth represents an opportunity that can best be described as “win-win” for both the future of the Grand Junction and the institutions themselves. In the case of the Westfield Washington Library,

a downtown location will provide easy access via the City's most important roadways (U.S. 31 and SR 32) and significant exposure facilitated by a signature location within a short walking distance of other key downtown destinations.

For City Hall, relocation would place this important symbolic civic use in the heart of the community and provide space that meets the contemporary needs of a growing community. Finally, for the Grand Junction itself, these institutional uses would help bring prominence, activity and connections to other downtown uses, which will help to define and differentiate the new Grand Junction brand in the marketplace.

In an effort to combine and reduce the amount of non-taxable property downtown, this opportunity should be broadened to potentially include a larger municipal complex. This complex could also include school administration offices and other civic or not-for-profit uses currently located in or near downtown.

*Figure 2.14: Existing City Hall
(Source: Department Photo)*



As a result, the City should initiate a study to develop a long term facilities plan to identify: (i) interested parties and partners; (ii) scope of community needs for such facilities; (iii) design (and cost estimates) of such facilities; and (iv) potential alternative locations for such facilities, particularly whether potential locations are appropriate in this sub-district.

G. Parking: Parking in the sub-district will be provided with a combination of on and off-street parking areas that include both surface and structure parking (see

page 44). The design parameters for surface and parking structures are further detailed in this chapter.

H. Automobile-Oriented Uses: New automobile-dominated uses such as gasoline service stations, automobile service stations, businesses with a drive-through window (e.g., fast food) are incompatible with the vision of the sub-district and should not be permitted. Special consideration could be given for financial institutions or pharmacies if the drive-through is: (i) integrated into a multi-story structure; (ii) not otherwise visible from the street; and, (iii) designed to minimize any negative impact on vehicular and pedestrian circulation.

AMENITIES

A. Public Spaces: The built environment in the various sub-areas will range in character from “village” to “old town” to “urban”. Although the sub-areas are slightly different in character, a constant is an enhanced focus on the pedestrian scale and pedestrian experience, with the goal of attracting people. Successful pedestrian-friendly areas are full of comfortable, usable outdoor public and semi-public spaces (“Public Spaces”).

Public Spaces contribute to the identity of a community. They help bring a downtown area to life. There are economic, social, cultural, and environmental benefits to having great places for people ‘to see and be seen’. Great Public Spaces enhance the health of a community. The City is investing in the Grand Junction Plaza (see [page 29](#)) for this very reason, but a successful downtown will need more Public Spaces than Grand Junction Plaza alone.

Businesses, institutions, multi-family developers, and civic uses should consider creating their own areas for public engagement, gathering, and recreation. The spaces do not have to be large to be successful. Examples of Public Spaces (see [Figure 2.15: Example Public Spaces](#)) include but are not limited to: courtyards, plazas, gardens, public squares, fountains, marketplaces, public commons, or promenades. Public Spaces, such as lobbies, concourses, or lounges could even be located indoors as long as they were truly open to the public.

According to the [American Planning Association](http://www.planning.org), there are eight (8) characteristics of a great Public Space (source: www.planning.org):

- ▶ Promotes human contact and social activities;
- ▶ Safe, welcoming, and accommodating for all users;
- ▶ Has design and architectural features that are visually interesting;
- ▶ Promotes community involvement;
- ▶ Reflects the local culture or history;
- ▶ Relates well to bordering uses;
- ▶ Well maintained; and
- ▶ Unique or special character.

Figure 2.15: Example Public Spaces

Figure 2.15.A (Source: Department Photo)



Figure 2.15.B (Source: Department Photo)



Figure 2.15.C (Source: Department Photo)



Figure 2.15.D (Source: Department Photo)



Figure 2.15.E (Source: Department Photo)



Figure 2.16: Grand Junction Plaza

(Source: Land Collective)

Figure 2.16.A: Site Plan



Figure 2.16.B: Wetland Amphitheater



Figure 2.16.C: Aerial View Looking Northwest

Each development in this sub-district should be designed to embrace Public Spaces, and incorporate design aspects (e.g., building treatment, street furniture, plazas, promenades, landscaping) and uses (e.g., outdoor dining, parks, display areas, courtyards), where appropriate, that complement the Public Space and attracts people.

- B. Grand Junction Plaza:** Grand Junction Plaza encompasses approximately eight (8) acres bound by Jersey Street, Mill Street (as extended), and Union Street. The design for the plaza is depicted in [Figure 2.16: Grand Junction Plaza](#).

Figure 2.16.C: Jersey Street + Plaza



Grand Junction Plaza is planned to include: an amphitheater and lawn gathering place for festivals, concerts and special events; a water feature; an arts garden; a full size ice skating rink in the winter months; a hardscape festival boulevard; and a play in nature area. The plaza will provide programmable space throughout all seasons and will be the connecting point of the Grassy Branch and Midland Trace Trails, allowing for access to Westfield's complete trail system and other points of interest throughout the community. Surrounding pedestrian-friendly streets will invite visitors and residents alike to explore both the plaza and area restaurants and shops.

As of the adoption of this chapter, the phasing for the construction of the plaza had not been determined. The improvement and restoration of the riparian corridor through the plaza from Union Street to the newly extended Mill Street will be completed as part of the first phase of the City's larger detention improvements (see [Figure 2.21: Detention Area & Phasing](#)).

- C. Public Art:** In addition to the demonstrated economic and social benefits, public art will be an important component to identify and share the culture of our community and shape the built environment of this sub-district.

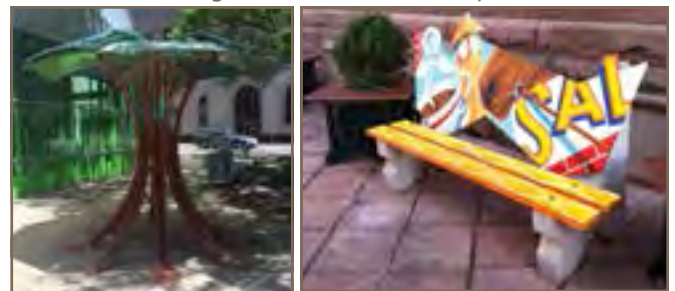
Public art integrated into public and private spaces will create a distinct and unique character that is welcoming and safe for pedestrians, including residents and first time visitors of our community. Additionally, public art encourages pedestrians to explore the downtown environment. The theme for public art should be modern, yet historic, by offering educational and story-telling opportunities.

Figure 2.17: Example Public Art

Figure 2.17.A (Source: Department Photo)



Figure 2.17.B (Source: Department Photo)



Although no specific requirement for public art is identified herein, public art should be incorporated throughout the sub-district to create focal points, places to gather and character. Public art could be simple, yet understated, recognizing that several little pieces of pocket art have a collective impact on the character of the sub-district. Signature or more significant pieces of public art should be provided at nodes or specific focal or gathering points.

Figure 2.17.C (Source: Department Photo)



Figure 2.17.D (Source: Department Photo)



Opportunities for public art to be incorporated as street furniture or public realm improvements (e.g., planters, bicycle racks, seating, lighting, trash cans) or into public infrastructure (e.g., manhole covers) are encouraged (see [Figure 2.18: Public Infrastructure Examples](#)).

Figure 2.18: Public Infrastructure Examples

Figure 2.18.A (Source: Department Photo)



Figure 2.18.B (Source: Department Photo)



The Westfield Arts Alliance, a working committee of the Downtown Westfield Association, has created a plan to begin engaging with the community to develop arts as a community place-maker.



The goals of this plan are to:

- ▶ Develop a vibrant arts culture by establishing a supportive environment for awareness of the arts.
- ▶ Encourage community connections through all forms of art.
- ▶ Use the arts as an economic driver by establishing standards and purpose.
- ▶ Develop sustainable practices designed to increase participation in arts programming.

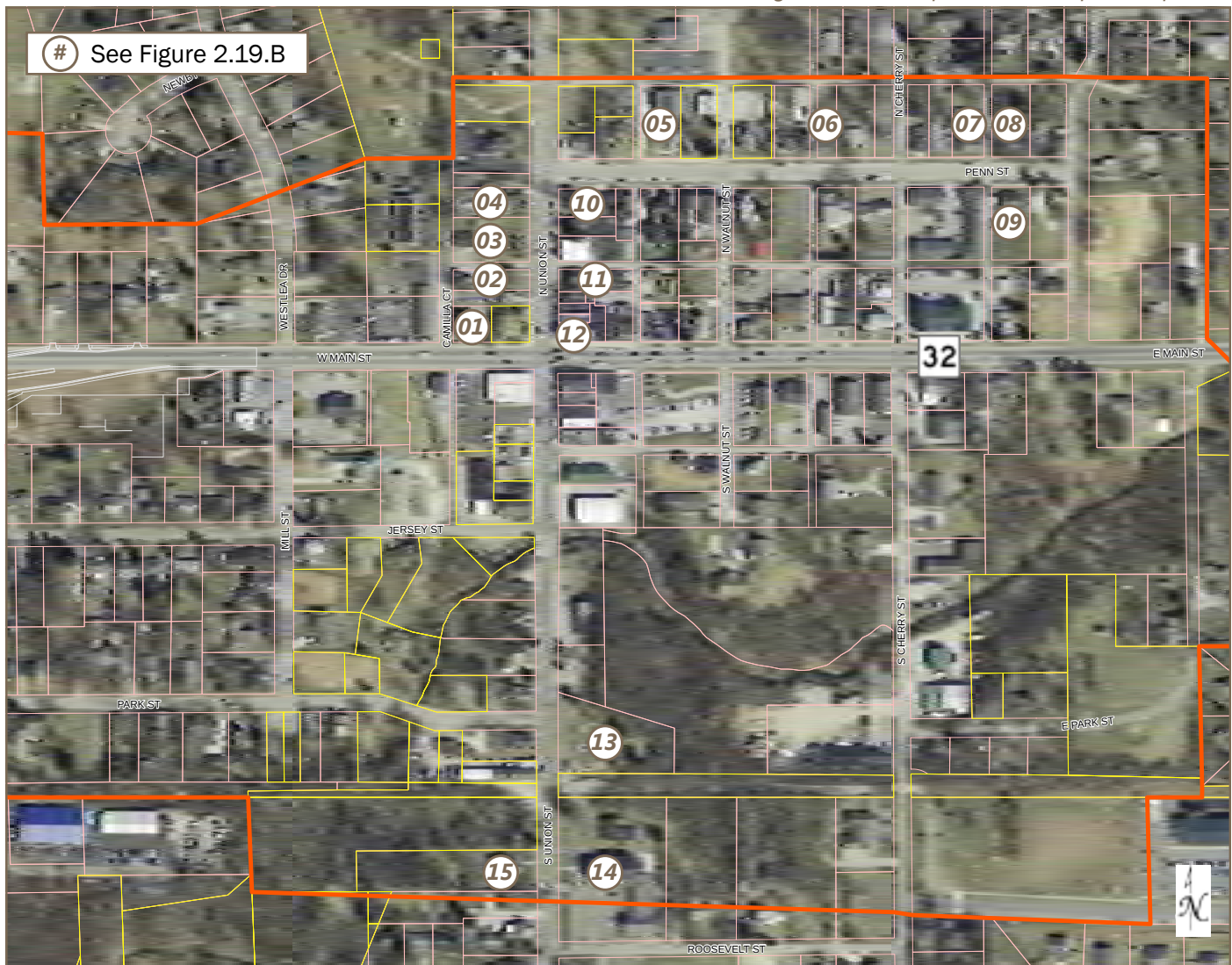
All public art pieces should be coordinated with the Westfield Arts Alliance.

D. Historical Assets: Much of the community's existing architecture is modest, reflecting our strong Quaker heritage. As such, new development and adaptive re-use of existing structures should bridge the gap for future development with the community's history.

As further detailed herein, several sub-areas of this sub-district emphasize the community's "village" or "old town" areas. Even if buildings don't have a historical significance, in the traditional sense, a priority should still be given to emphasize that new and maintained existing buildings are authentic to the intended architectural style and are eclectic. Furthermore, in some instances it may be appropriate to preserve a building's facade rather than preserving the building itself.

Several smaller blocks are noted within this addendum as a priority to maintain the existing character (e.g., north side of Main Street, east of Union Street). In addition, the Hamilton County Interim Report, as amended, published March 1992 by the Historic Landmarks Foundation of Indiana, provides an

Figure 2.19: Existing Interim Report Properties within Sub-District
Figure 2.19.A: Map of Interim Report Properties



inventory of buildings and sites that were surveyed in Hamilton County. The survey and subsequent report was intended as a resource for governmental agencies and organizations in evaluating the potential historical significance in planning and development efforts, as well as serve to boost citizen-awareness of the cultural heritage of a community. A list of the existing buildings and sites that were inventoried and within this sub-district are depicted in [Figure 2.19: Existing Interim Report Properties within Sub-District](#) (an “Interim Report Building”).

Most of the buildings surveyed were rated as “contributing”, which was given to buildings meeting the basic criteria of being pre-1940, but that are not necessarily important enough to stand on their own

as individually significant; rather, such buildings generally contribute to the larger density or continuity of the area’s historic fabric. Two (2) structures were rated as “notable”, meaning further research may reveal that the property could be eligible for National Register listing.

This addendum recommends the development of review criteria to be applied to any potential demolition activities of an Interim Report Building. The intent of this review criteria would be to determine what, if any, level of preservation may be desirable with respect to that building. Such review criteria may include coordination with the Indiana Historical Society or other organizations to further determine the historical significance of the building.

Figure 2.19.B: Photos of Interim Report Buildings
(Source: Department Photos, 2015-2016)

(01) Westfield Carnegie Library (Notable), 104 W Main Street. Craftsman, 1910/1918; Architecture, Social History (Interim Report No. 024).



(02) House (Contributing), 115 N Union Street. I-house, c. 1870; Vernacular/Construction (Interim Report No. 020).



(03) House (Contributing), 119-123 N Union Street. I-house, c. 1855/c. 1880; Vernacular/Construction (Interim Report No. 019).



(04) House (Contributing), 135 N Union Street. Free Classic, c. 1910; Architecture (Interim Report No. 009).



(05) Congregational Church (Contributing), 132 Penn Street. Gable-front/Greek Revival, 1861; Architecture, Religion, Vernacular/Construction (Interim Report No. 010).



(06) House (Contributing), 216 Penn Street. Hall-and-parlor, c. 1845; Vernacular/Construction (Interim Report No. 011).



(07) House (Notable), 312-314 Penn Street. Double-pen/Greek Revival, c. 1845; Architecture, Vernacular/Construction (Interim Report No. 012).



(08) House (Contributing), 320 Penn Street. Central-passage/
Greek Revival, 1845; Architecture, Vernacular/Construction
(Interim Report No. 013).



(09) House (Contributing), Penn Street. Double-pen, c. 1863;
Vernacular/Construction (Interim Report No. 016).



(10) Oscar Brown House (Contributing), 136 N Union Street.
Italianate, c. 1879; Architecture (Interim Report No. 018).



(11) House (Contributing), 116 N Union Street. Gable-front/
Greek Revival, c. 1855; Architecture, Vernacular/Construction
(Interim Report No. 021).



(12) State Bank of Westfield (Contributing), 100 N Union Street. Commercial Vernacular, 1899; Vernacular/Construction
(Interim Report No. 022).



(13) Cemetery (Contributing), S Union Street. c. 1851-c. 1872;
Exploration/Settlement, Religion (Interim Report No. 023).



(14) Westfield Friends Meetinghouse (Contributing), 322 S Union Street. Gable-front, 1888; Religion, Vernacular/
Construction Architecture, Education, Religion (Interim Report
No. 029).



(15) House (Contributing), 323 S Union Street. Gable-front/
Gothic Revival, c. 1860; Architecture, Vernacular/Construction
(Interim Report No. 028).



In order to encourage preservation, the Council established The Westfield Facade Improvement Grant Program in 2011. The program is designed to enhance the development of downtown and increase economic development by assisting owners in making quality real estate improvements fostering a sense of place. The program is intended to increase the overall beauty of downtown by:

- ▶ Increasing pedestrian traffic;
- ▶ Increasing tourism;
- ▶ Promoting an attractive environment for new investment and business activity;
- ▶ Preserving and increasing the quality of life of Westfield residents and visitors; and
- ▶ Providing Downtown businesses and property owners with a higher return on their investment.

Where appropriate in the various sub-areas, adaptive re-use of existing buildings is encouraged and new buildings should be contextually sensitive.

The community's history is as much about Westfield's role in history as it is in the community's existing buildings. As such, a priority is placed on public art that is educational and provides story-telling opportunities of our history (see [Figure 2.20: Historical Story-Telling Examples](#)). This type of public art engages residents and visitors and provides a complementary historical asset differently than preserved buildings.

Figure 2.20: Historical Story-Telling Examples

Figure 2.20.A (Source: Department Photo)



Figure 2.20.B (Source: www.associationforpublicart.org)



E. Detention Design and Planning: A significant amount of land within the downtown area, particularly with the Grand Junction Plaza and the Grassy Branch Quadrant, falls within the floodplain of the Grassy Branch Creek and Thompson waterways. Additionally, storm water detention requirements make development challenging on small parcels of land which primarily exist within the Grand Junction.

In an effort to free up land for development and address existing drainage issues, the City has started work on a larger detention system that impacts the Junction Sub-District west of Union Street and south of Main Street. [Figure 2.21: Detention Area & Phasing](#) depicts the geographic extent of the larger detention area and phasing. Upon completion of the detention improvements, the City anticipates submitting a Letter of Map Revision (LOMR) to reflect the modified floodplain as a result of these improvements.

In addition, the improvements will position for the corridor to be enhanced pursuant to the [City's Parks and Recreation Master Plan](#) with the Monon/Midland Loop and Grassy Branch Trails, which furthers the goals of the Grand Junction Implementation Plan.

1. Phase One (blue): Phase one has been designed and received regulatory approval. This phase will be constructed with the extension of Mill Street (yellow), which is anticipated to start in Spring 2016 and completed in Fall 2016. Phase One includes a pedestrian tunnel/culvert under Mill Street for pedestrian connectivity of the Midland Trace Trail and plaza. Phase

one will accommodate drainage for property encompassed by Jersey Street, Union Street and Mill Street.

2. **Phase Two (red):** Phase two will accommodate drainage within the Junction Sub-District for property west of Mill Street and south of Main Street. Phase two will potentially be constructed as part of the southern extension of Poplar Street, which is currently anticipated for Spring 2018. The extent and location of phase two will be determined at the time of design.

Figure 2.21: Detention Area & Phasing



Drainage in other areas of the sub-district are expected to be managed with on-site or coordinated at a larger scale, if appropriate or necessary, to increase the capacity of existing drainage infrastructure.

- F. **Trails & Greenways:** As depicted in [Figure 2.22: Trails & Greenways Exhibit](#) and the [City's Parks and Recreation Master Plan](#), several trail systems intersect within the Junction Sub-District including the Natalie Wheeler Trail/Grand Junction Trail, Midland Trace Trail, Grassy Branch Trail, and Monon/Midland Loop. The vision established by this chapter is intended to draw on and enhance these trail systems.

An objective of the Grand Junction Implementation Plan 2013 was to “connect Grand Junction Trail to Asa Bales Park by installing a tunnel under State Highway 32.” After further consideration of the existing conditions at the potential tunnel crossing and anticipated improvements, it has been determined a more likely route to connect Grand Junction Trail to Asa Bales Park is to route the Grand Junction Trail along the west side of Union Street and cross State Road 32 at grade with an enhanced pedestrian crossing. The trail would then extend north to the entrance of Asa Bales Park (see page 42 for further details).

Figure 2.22: Trails & Greenways Exhibit

Figure 2.22.A: Midland Trace Trail

(Source: dwna.org)

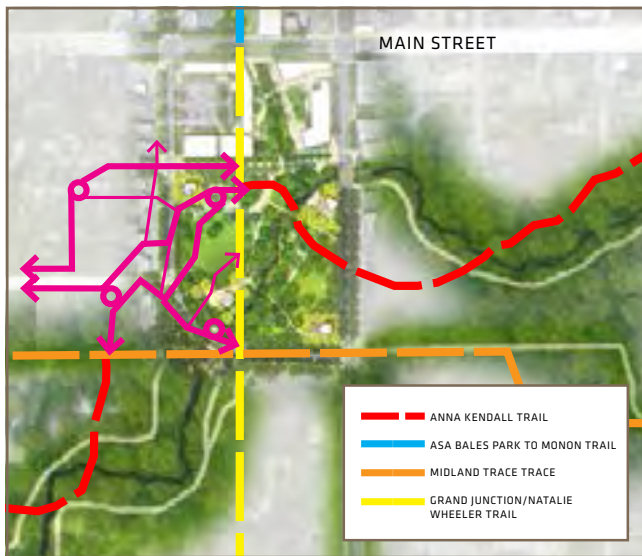


Figure 2.22.B: Grand Junction Trail

(Source: Department Photo)



Figure 2.22.C: Trail Connections
(Source: Land Collective)



ACCESS & CIRCULATION

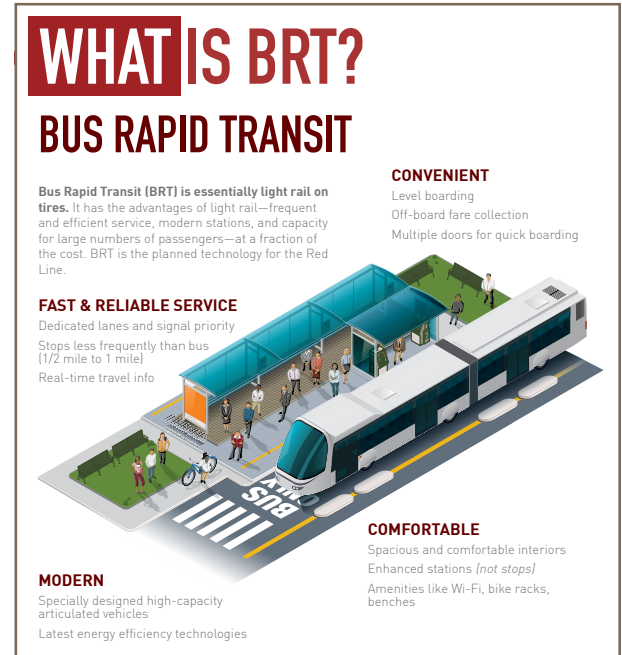
A. Mass Transit

1. **Indy Connect:** Since the adoption of the Grand Junction Implementation Plan in 2013, Westfield has cooperatively worked with Indy Connect (www.indyconnect.org) regarding the initial bus rapid transit plan for the “Red Line”. In 2014, refinements were made to the plan that result in the proposed north terminus for the Red Line at or near Grand Park (see [Figure 2.24: Indy Connect Red Line Recommendations](#)).

As shown, there are locations that have been preliminarily identified as possible stations for the Red Line within Westfield. Due to available land and routing efficiencies, the station that impacts the Junction Sub-District in downtown is anticipated to be located near the intersection of Poplar Street and Main Street (SR32).

As a result, development around the station will need to incorporate transit oriented design elements including walkability; parking; high density and high quality development within a ten (10) minute walk of the station; mixed land uses (residential, office, retail, government, and other employers); potential bike sharing station(s); and, other infrastructure related to a bus rapid transit station.

Figure 2.23: Bus Rapid Transit (Source: IndyConnect)



To the extent possible, the City encourages the consideration of a route stop within a parking garage to increase infrastructure efficiencies and maximize the investment while furthering the design goals and objectives of this chapter.

As of the adoption of this chapter, the Red Line is currently in the Project Development and Preliminary Engineering Phase. This continues to prepare the region to apply for Federal funding to construct the project through the Federal Transit Administration at the appropriate time.

2. **Hamilton County Transit Forum:** In addition to the Indianapolis metropolitan area’s transit efforts, leaders within Hamilton County have initiated the Hamilton County Transit Forum. The Hamilton County Transit Forum is a group consisting of business partners, nonprofit and local government staff, and elected officials that is planning for Indy Connect’s Central Indiana’s Transportation Initiative and the possibility of enhanced local bus service.

Enhanced local bus service includes the possibility of routing local bus service throughout the County that would complement the Red Line. Local bus service could potentially include multiple routes and stops within the Junction Sub-District.

Figure 2.24: Indy Connect Red Line Recommendations (July 2015)(Source: IndyConnect)

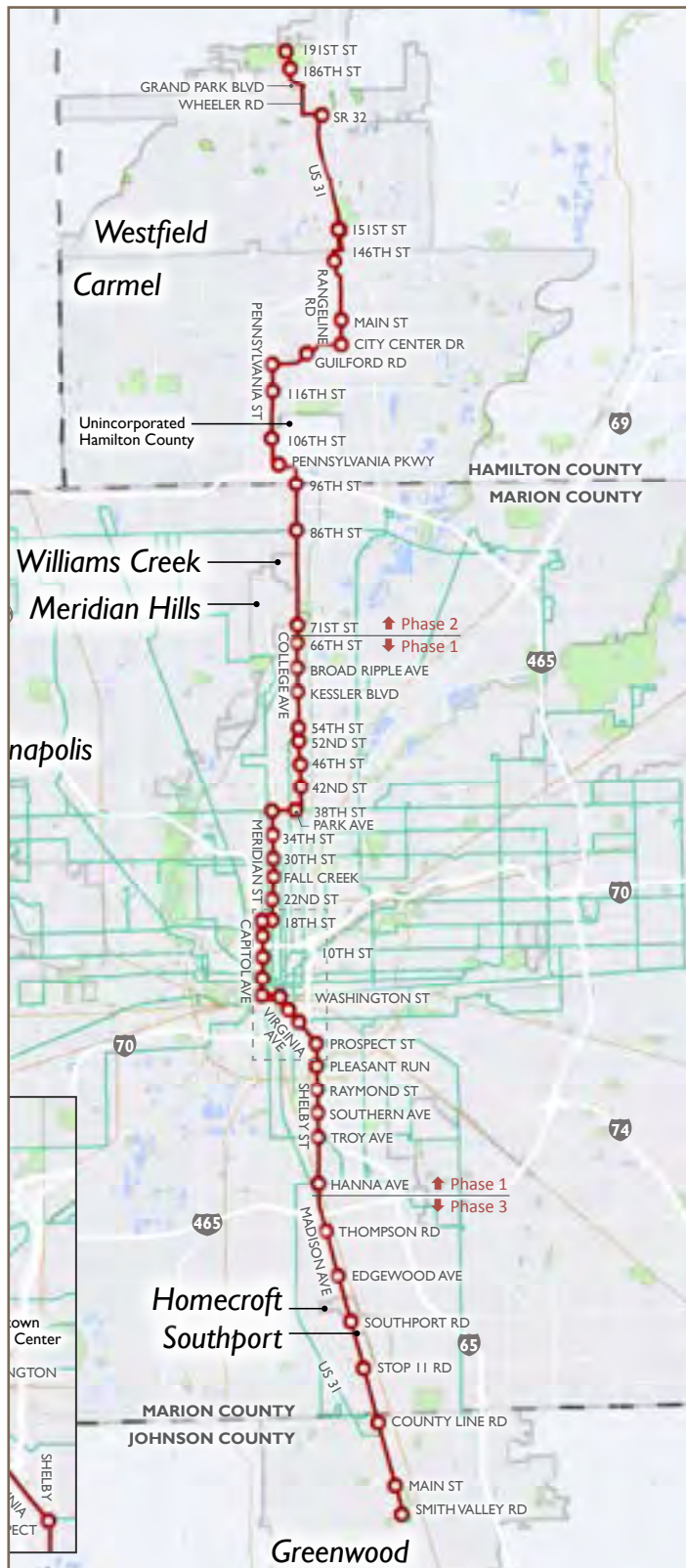


Figure 2.25: Examples of Local Bus Service



Although the potential for local bus service is still in early analysis and planning stages, the purpose of identifying its potential in this chapter is to ensure that as development occurs within the sub-district, consideration should be given to where and how that development embraces these potential bus stops in the future. Bus stops could be enhanced or incorporated within the public and private streetscape. Potential stops or stations should receive special consideration to the public spaces surrounding it and pedestrian safety.

B. Rights-of-Way & Alleys:

- 1. Alleys:** If necessary, the City will entertain vacating existing alleys in order to make a proposed project design viable; however, it is anticipated that existing alleys will need to be enhanced and new alleys will be proposed.

Alleys should primarily function as service corridors for abutting development (e.g., employee activity, deliveries, dumpster and trash service, mechanical equipment); however, enhanced alley ways for pedestrian corridors should also be considered as opportunities for mid-block connections as well as a human-scaled place for temporary special events.

Figure 2.26: Street Cross-Sections

Figure 2.26.A: Right-of-Way with Minimum Build-to-Line (e.g., Jersey Street, Walnut Street)

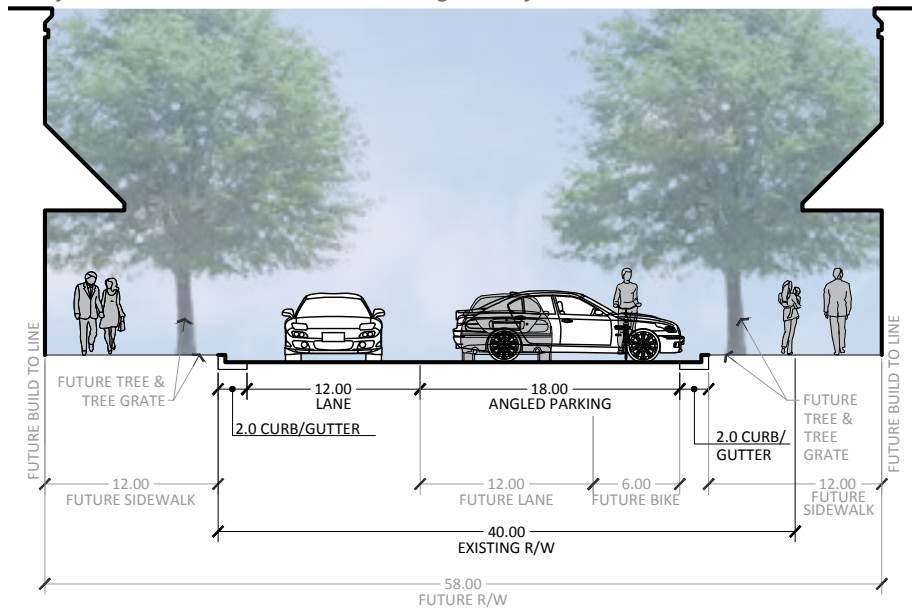


Figure 2.26.B: Right-of-Way with Existing Structures Setback (e.g., Park Street, Penn Street)

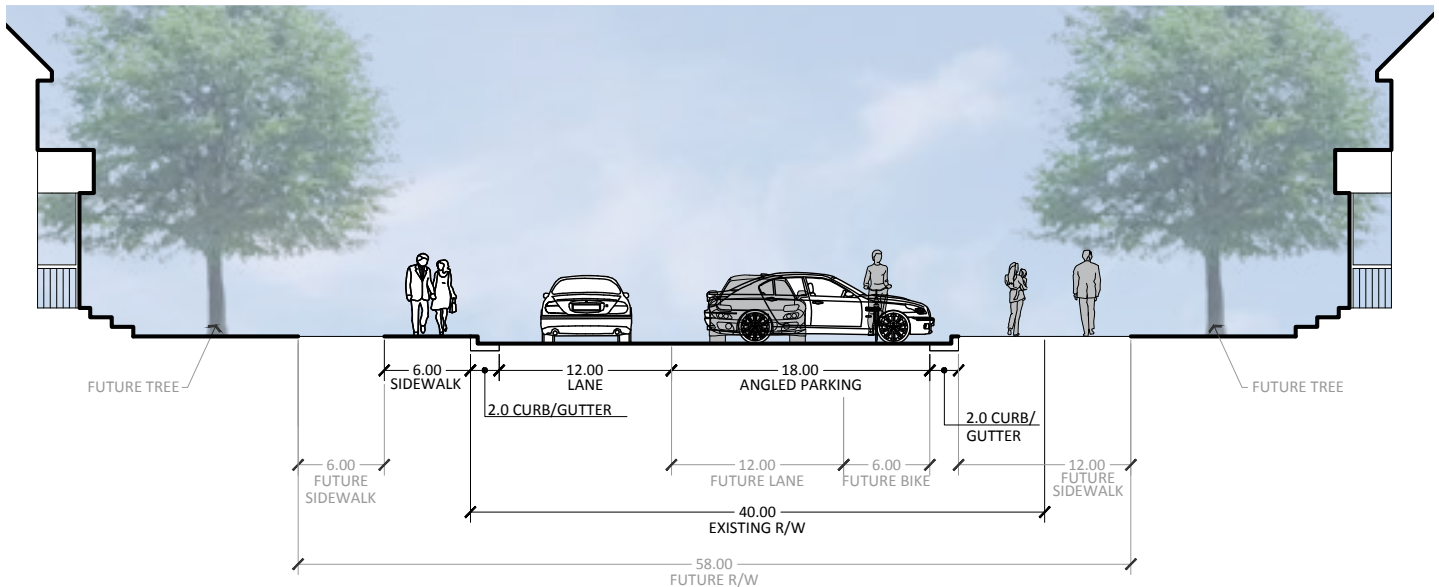


Figure 2.26.C: Jersey Street Right-of-Way Abutting Grand Junction Plaza

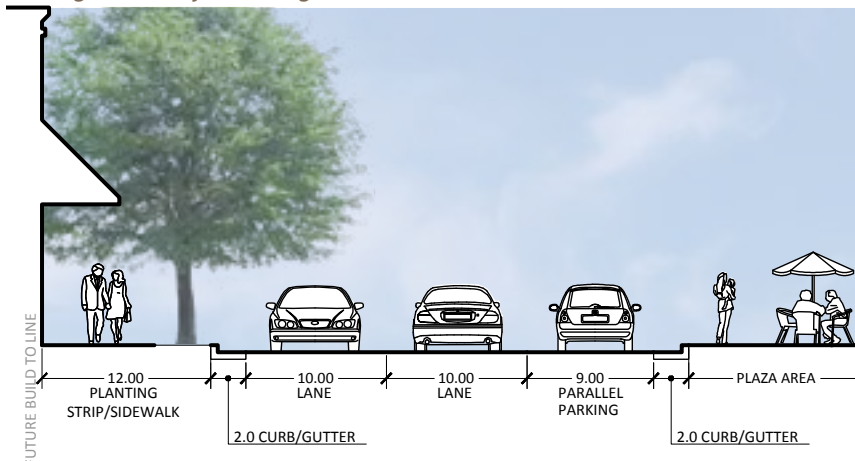
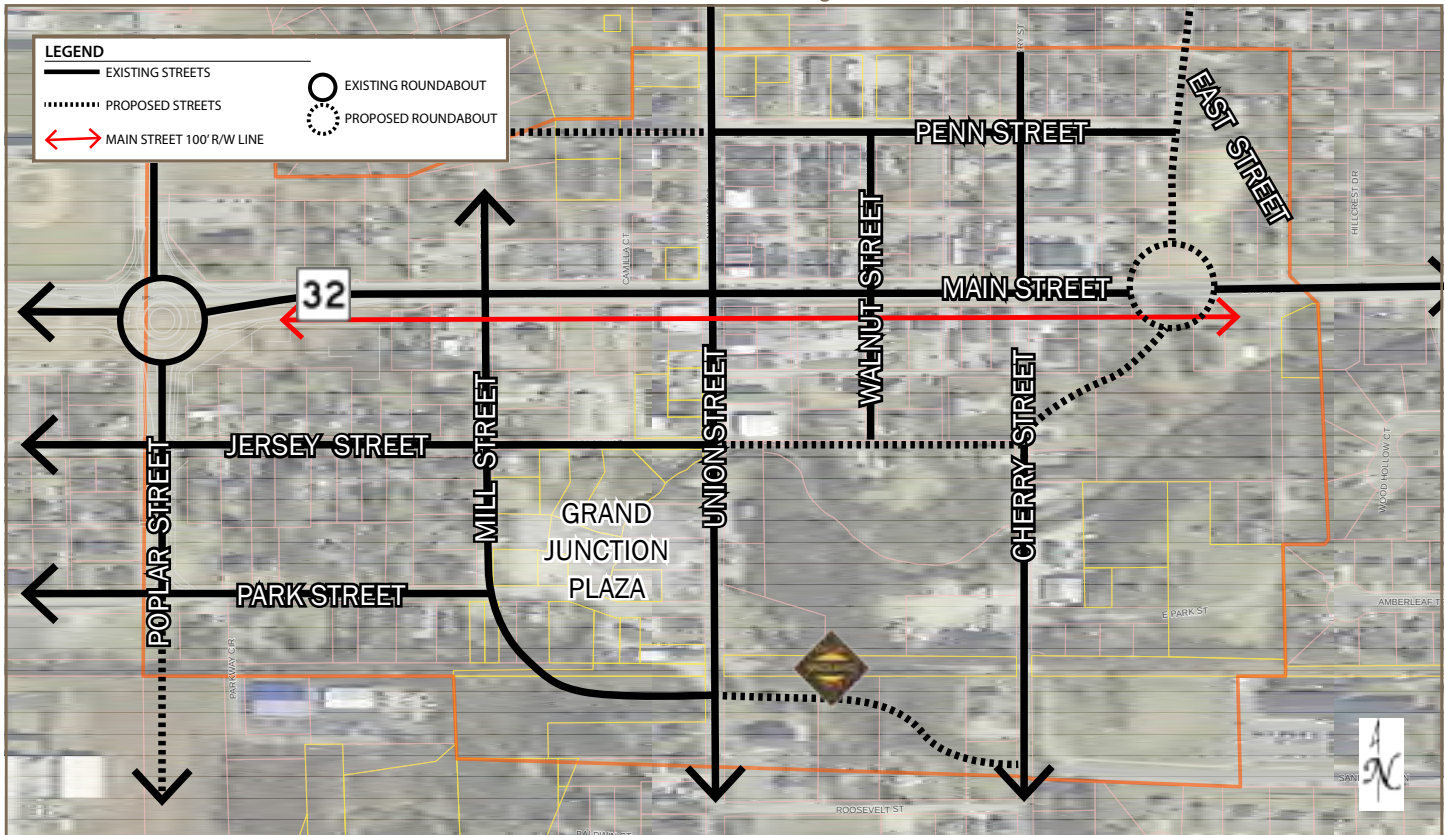


Figure 2.27: Junction Sub-District Street Network Exhibit



Alley cross-section designs will vary on a case-by-case basis; however, alleys are not intended to be designed or used to provide fire access.

2. **Existing Streets:** If necessary, the City will entertain vacating existing streets in order to make a proposed project design viable.

As the sub-district continues to transform, existing street rights-of-way will need to be enhanced to: (i) accommodate an increase in vehicular and pedestrian traffic; (ii) provide for on-street parking, as appropriate; and (iii) improve circulation and safety for both vehicles and pedestrians.

Improvements within the rights-of-way may be short or long term and the specific improvements for existing streets within the sub-district will vary in order to serve the needs of the community at that time. For example, on-street parking should be given a priority until more long term parking solutions become available. As a result, it is possible some existing rights-of-way may need to become one-way traffic only in order to facilitate angled or parallel on-street parking.

Pedestrian facilities are also a priority within the street right-of-way where they do not currently exist, and such pedestrian facilities should be wider in accordance with this chapter.

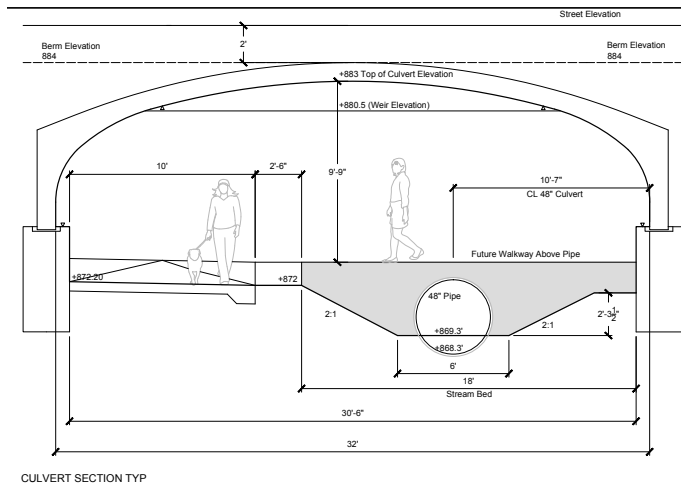
[Figure 2.26: Street Cross-Sections](#) is a series of cross-section scenarios that are appropriate for streets within this sub-district based on right-of-way widths that currently exist and that may need to be expanded.

2. **New Streets:** The Grand Junction Implementation Plan identified the existing and proposed street network within Grand Junction. With the exception of Mill Street, as summarized herein, the construction of new streets will be largely dependent on development in those areas. For purposes of this chapter, the proposed streets have been refined as depicted in [Figure 2.27: Junction Sub-District Street Network Exhibit](#).

All street rights-of-way shall be dedicated to the City pursuant to the Westfield Thoroughfare Plan and this addendum.

- 3. Mill Street:** As noted elsewhere in this chapter (see page 35), the Mill Street extension from Park Street to Union Street is anticipated to start Spring 2015 and be completed Fall 2016. The extension (see [Figure 2.28 Mill Street Pedestrian Tunnel](#)) includes the construction of the pedestrian tunnel/culvert under Mill Street for the Grassy Branch Trail and Midland Trace Trail (see [Figure 2.29: Mill Street Cross-Section](#)).

Figure 2.28 Mill Street Pedestrian Tunnel



Pedestrian connectivity includes increased pedestrian accessibility through the implementation of wider sidewalks, mid-block pedestrian crossings, intersection sidewalk bulb-outs, table speed bumps (where appropriate), bicycle parking amenities, shorter blocks and accessible ramps at crossings (see [Figure 2.30: Example Pedestrian Connectivity Amenities](#)).

Figure 2.30: Example Pedestrian Connectivity Amenities

Figure 2.30.A (Source: Department Photo)

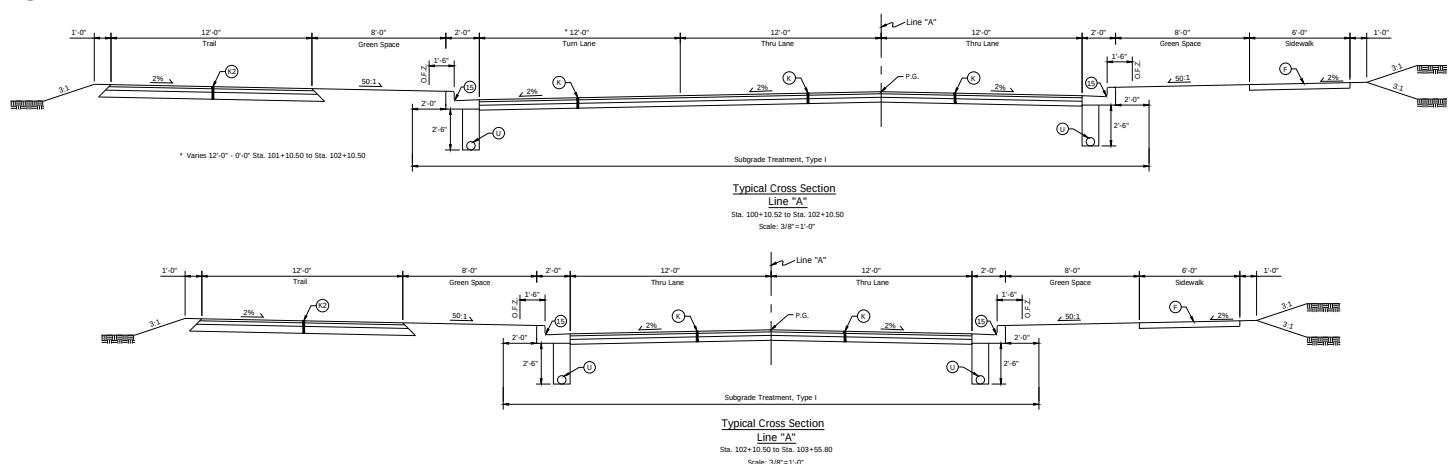


Figure 2.30.B (Source: www.nacto.org)



- C. Pedestrian Connectivity:** A priority within this sub-district is compactness, connectivity, and walkability with the intent to attract people. As a result, typical suburban prototypes of new buildings and site designs should not be permitted. Rather, features such as adjacent surface parking, drive-through lanes, lack of sidewalks, front entrances from parking areas rather than public realms, and the like are strongly discouraged.

Figure 2.29: Mill Street Cross-Section



Pedestrian pathways and crossings, whether public or private, shall be delineated (e.g., pavers, striping, edging, material) and distinguished from vehicular surfaces (see [Figure 2.31: Delineated Pedestrian / Raised Crossing](#)).

Additionally where appropriate, landscaping, street furniture, planters, walls, etc. should be used to further separate pedestrian spaces from vehicular spaces to create a safe environment for pedestrians.

Figure 2.31: Delineated Pedestrian / Raised Crossing

Figure 2.31.A (Source: www.nacto.org)



Figure 2.31.B (Source: Department Photo)



Public Spaces between buildings and the curb should generally include a wider pedestrian sidewalk (e.g., up to fifteen (15) feet wide on primary pedestrian streets and ten (10) feet wide on secondary pedestrian streets) that can accommodate: (i) a five (5) to six (6) foot wide unobstructed walking area; (ii) a two (2) to three (3) foot wide area for related street furniture and amenities (e.g., display space, outdoor dining)

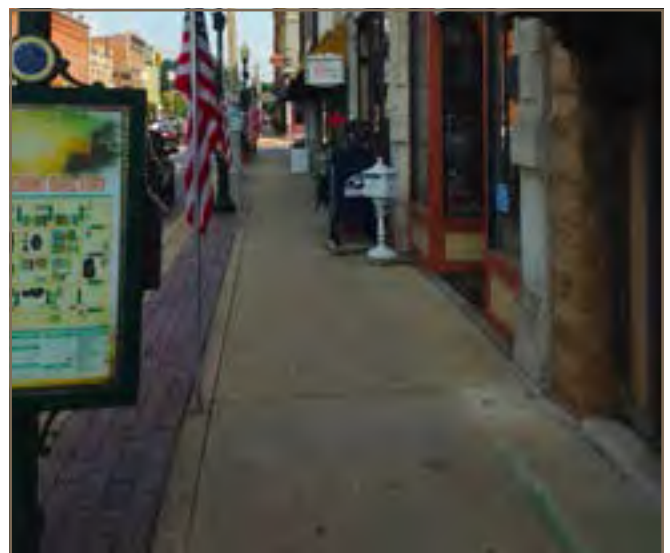
abutting the building; and (iii) a two (2) to three (3) foot area abutting the curb for trash, street lights, signs, and then street trees where sidewalk widens (see [Figure 2.32: Example Public Sidewalk Space](#) and also [Figure 2.26: Street Cross-Sections](#)).

Figure 2.32: Example Public Sidewalk Space

Figure 2.32.A (Source: Department Photo)



Figure 2.32.B (Source: Department Photo)



D. State Highway 32 Corridor: A priority action item of the Grand Junction Implementation Plan is to formalize a position with the Indiana Department of Transportation (INDOT) regarding a potential State Highway 32 expansion through Grand Junction. In addition to providing guidance to INDOT for the community's desired design, formalizing a position as a policy further provides guidance for future development that abuts the Main Street corridor (e.g., setbacks, design, building orientation). The following is intended to establish the community's position with regard to the State Highway 32 expansion through downtown.

1. **Preferred Alternative:** As summarized in the Grand Junction Implementation Plan, a Main Street Corridor Study was completed by American Structurepoint, Inc. in 2010, which recognized the required balance for Main Street to serve both regional and local needs. The vision of the community is a Grand Junction District that is a vibrant, walkable, mixed-use district where people can live, work, and shop, with much of the redevelopment effort anticipated to be concentrated along the Main Street corridor. As an integral part of the Grand Junction District, the Main Street corridor will have direct impacts on the success of this vision.

The purpose of the study was to identify and evaluate transportation improvement alternatives for the corridor as a regional thoroughfare, while also supporting the local redevelopment efforts, and the study concluded with a preferred alternative.

It is hereby established that the policy of the City is to generally adopt the recommended preferred alternative as depicted in [Figure 2.34: Preferred Alternative](#). Where possible, limiting left turns is desirable to increase efficiency of traffic moving through downtown, while also minimizing potential conflict points with pedestrians. In addition, a priority in the design of this corridor and other rights-of-way is for utility lines to be buried.

2. **Width and Location:** The preferred cross-section requires a right-of-way width of one hundred (100) feet (see [Figure 2.35: Preferred Alternative Cross-Sections](#)). The existing right-of-way width is approximately seventy (70) feet. As a result, consistent with the historic asset and character provisions herein, the recommendation is for the right-of-way to be expanded to the south, maintaining the existing north right-of-way line of Main Street. As such, new (re)development should dedicate this additional right-of-way and design building setbacks and public right-of-way improvements (sidewalks, lighting, street furniture) accordingly.
3. **On-Street Parking:** In addition, an emphasis that needs to be taken into consideration at the time of the final design and construction is for on-street parking and safe pedestrian crossings. On-street parking should be permitted on Main Street, even if only permitted during non-peak hours.
4. **Pedestrian Crossings:** Safe pedestrian crossings, particularly during community events and peak tourism seasons, is mandatory to ensure safe pedestrian crossing between the north and south sides of Main Street. Crossings should not only meet safety design criteria, but care should be given in the final design to ensure the crossing provides a welcome and aesthetically-sensitive environment (see [Figure 2.36: Enhanced Pedestrian Crossings](#)). Options to better facilitate pedestrian crossing could include increased pedestrian cycles, scramble (Barnes Dance) lights, or split phase.

The primary pedestrian crossing that has been identified is the crossing of a realigned Grand Junction Trail at Union Street (see page 35). As a result, pedestrian traffic should be channeled and re-directed to Union Street with a wider, at grade crossing.
5. **Curb Cuts:** No new curb cuts onto Main Street should be permitted. Existing curb cuts should be removed upon redevelopment with vehicular access to properties via other streets or alleys.

Figure 2.34: Preferred Alternative
(Source: Main Street Corridor Study)



Figure 2.35: Preferred Alternative Cross-Sections
Figure 2.35.A: Cross-Section with Median

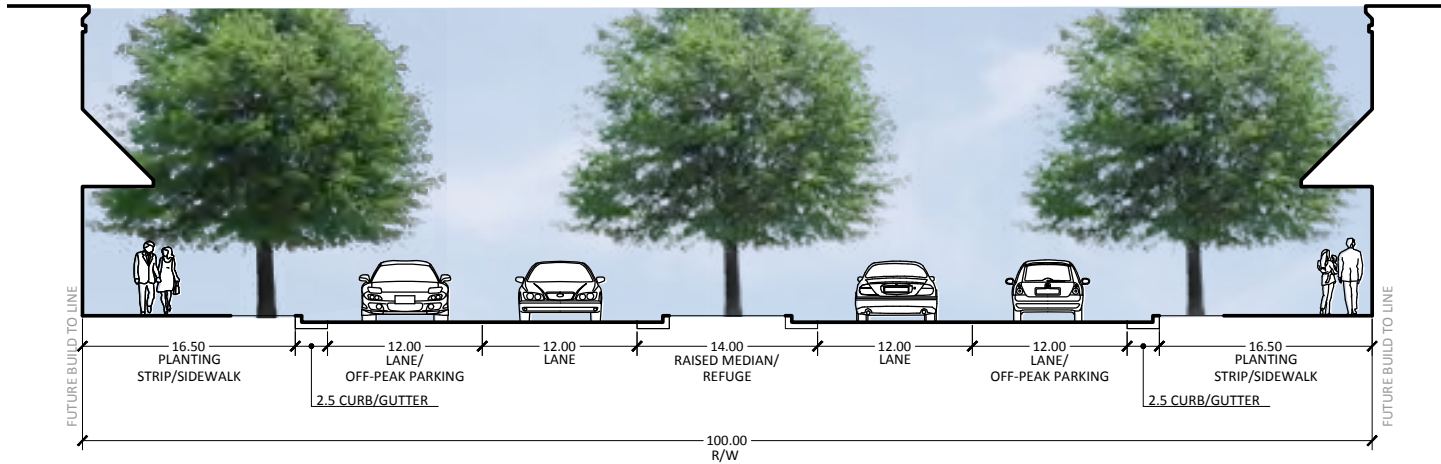


Figure 2.35.B: Cross-Section with Turn Lane

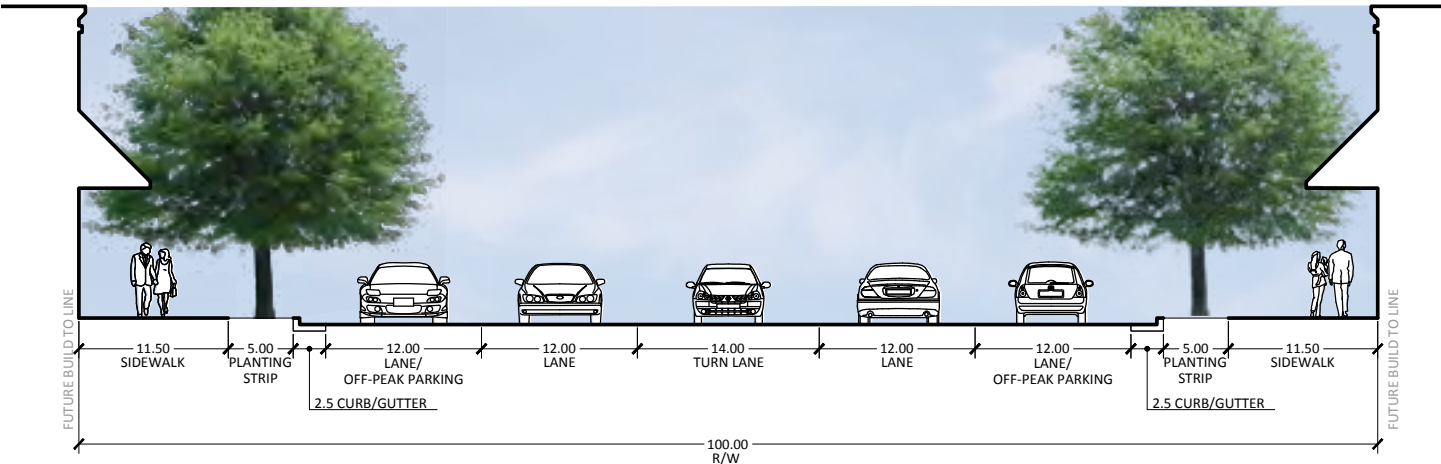


Figure 2.36: Enhanced Pedestrian Crossings
Figure 2.36.A (Source: www.nacto.org)



Figure 2.36.B (Source: www.urbanindy.com)



PARKING

The City's existing parking requirements are conventional for a suburban community and don't necessarily fit the needs of downtown. On-street parking is generally encouraged within the public right-of-way, while flexibility for off-street parking requirements within this sub-district should be provided. Parking requirements should be flexible, respond to market conditions, and address the intended mix of land uses, both short and long term, as development occurs within the sub-district.

In the more dense sub-areas (e.g., Main Street Corridor and Grand Junction Plaza Block) and in close proximity to public transportation hubs, on-site parking and parking structures should be required. In other sub-areas, parking requirements could allow for the ability to be waived or modified as parking is otherwise being provided within proximity of the site (e.g., parking located within four hundred (400) feet for patrons and seven hundred (700) feet for employees).

A. Overarching Parking Policies: The overarching parking policies for this sub-district include:

1. **Sharing Parking:** Minimize exclusive-use parking so that the value of public and private investment in surface and structure parking can be maximized.
2. **Convenient:** Ensure parking is conveniently located and accessible to encourage visitors and residents to be able to park once in downtown and be to walk to multiple destinations.
3. **Accessible:** Provide parking throughout the sub-district that supports mass transit and enhances pedestrian circulation.

B. Basic Parking Policies: The following sets forth the basic policies that should be considered as development and redevelopment is proposed within the sub-district:

1. **Park Street Corridor:** Off-street parking requirements should not be required, or at least should be minimal, for uses within this sub-area.
2. **Penn Street Corridor:** Some, but minimal, off-street parking should be required for uses within this sub-area.
3. **Other Sub-areas:** Off-street parking should be required within all other sub-areas. Off-street parking should be located to the rear and/or interior of buildings with minimal frontage along public streets; however, parking should be readily signed for ease of access and circulation.
4. **On-Street Parking:** On-street parking should not be counted toward individual site parking requirements, rather on-street parking is intended to supply needs for normal residential and visitor use while also offsetting lower parking standards for surrounding uses.
5. **Shared Parking:** On-site surface parking with more than ten (10) parking spaces should remain open for use of the public, as non-exclusive, at least during non-peak hours of the use.
6. **Structured Parking:** Structured parking may be available for exclusive or non-exclusive use.

C. Parking Strategy: In order to develop a broader parking plan for the sub-district, the City engaged a parking consultant in September 2015 to perform a parking study of the sub-district area to assist and complement the City’s planning efforts. As of the adoption of this chapter, that study was in progress; however, the scope of the study set forth its completion in a phased approach as follows:

1. **Phase One:** This phase is the initial parking supply and demand analysis, as well as shared parking analysis. The parking supply/demand inventory and analysis will be conducted, in addition to measuring the overall parking supply and occupancy during a typical day.

Potential shared-use opportunities will be identified and incorporated into the analysis. Current and future conditions will be projected which will pinpoint the actual parking issues and where potential issues will occur in the future as proposed future developments are brought on-line.

This analysis will provide the starting point and baseline from which to develop solutions for mitigating current and future parking issues.

2. **Phase Two:** This phase will be an analysis of alternatives that will build upon the knowledge developed in the first phase and include management strategies. This includes actual current parking conditions as well as projected future parking conditions.

Alternative solutions for mitigating current and future parking issues will be developed. The potential solutions will be evaluated and ranked using a weighted-value matrix that will be created mutually with the client. This way, the final selections of preferred alternatives will reflect community parking-related values.

3. **Phase Three:** This phase would be outside of the initial analysis, but is the next step to preliminarily plan for potential new parking facilities that would include potential sites, qualitative criteria, phasing, costs and funding mechanisms (such as development impact fee assessed on vehicle trips or a parking in lieu fee).

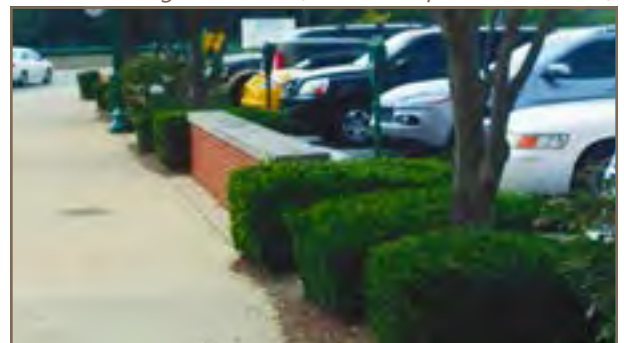
D. Parking Design: The design of parking areas is critical to the success of the sub-district, both for aesthetics and functionality. The parameters below are intended to promote efficient use of limited parking supply while ensuring that parking does not dominate or detract from the public spaces and is appropriately designed for pedestrian circulation.

1. **Parking Structures:** In general, multi-story, above ground parking structures should have a retail and service industry presence at the street level. Parking structures may be incorporated into mixed use buildings or they may be stand-alone buildings as long as the street-level expectations are met. Structures should be architecturally consistent and compatible with nearby and adjacent buildings and should not contain visible parking areas (aside from access points), security grills, or other parking security methods.
2. **Surface Parking:** Surface parking areas may provide for short or long term parking solutions; however, long term surface parking areas will require greater sensitivity to location (limited street frontage); design (softened with landscaping, walls and fences); and, separation from pedestrian activity (see [Figure 2.37: Surface Parking Treatment](#)).

*Figure 2.37: Surface Parking Treatment
Figure 2.37.A (Source: Department Photo)*



Figure 2.37.B (Source: Department Photo)



Surface parking areas should not be allowed to be located between a structure and the Main Street right-of-way nor between a structure and any right-of-way abutting Grand Junction Plaza.

All surface parking areas, even if temporary, should be paved or equivalent (e.g., porous pavers) and landscaped. Larger parking areas should be broken up into smaller areas to reduce the overall area of paving and promote a friendlier pedestrian environment.

3. **Bicycle Parking:** Each principal building within the sub-district should include bicycle parking spaces/racks in order to accommodate and encourage bicycle use within the Grand Junction District. To the extent reasonable, consideration should be given to incorporate creative bicycle racks to function as public art, or as part of public infrastructure improvements.

Figure 2.38: Bicycle Rack Examples

Figure 2.38.A (Source: Department Photo)



Figure 2.38.B (Source: columbusparksfoundation.org)



Figure 2.38.C (Source: Land Collective)



- E. **Service and Loading Areas:** Service and loading berths should be oriented in a manner so that they are not visible from streets or trails (hereinafter, “rights-of-way”), but rather from interior loading areas or alleys.

1. **Screening:** Screening should include opaque walls or fences and should be consistent with the architecture and materials of the associated building. Screening should be used to minimize visibility from all rights-of-way and adjacent properties. If appropriate to the context of the site, then landscaping should be considered to help soften the visual impact of a screen wall or fence.

Elements such as meter boxes, utility conduits, roof projections such as vent and exhaust pipes, and basement window enclosures should be designed and located so as to minimize their visibility and visual impact.

2. **Dumpster Enclosures:** The City’s zoning standards for screening trash receptacles and compactors, pallet storage and recycling areas, and other similar facilities should be applied within this sub-district. In addition, a roof which is architecturally-consistent with the architecture of the associated building should be considered when abutting structures in excess of two-stories (see [Figure 1.4: Architecturally-Consistent Dumpsters](#)).

Exceptions for dumpsters and other similar containers (e.g., walk-in freezers) may be appropriate if not visible from rights-of-way (e.g., located along alleys and/or within building recesses) (see [Figure 2.39 Example Alley](#)).

*Figure 2.39 Example Alley
(Source: Department Photo)*



OUTDOOR STORAGE, DISPLAY AND DINING

A. Outdoor Storage: The City's zoning standards for outdoor storage (Article 6.12 of the Unified Development Ordinance) should be applied within this sub-district. The temporary storage of material inherent to serving the business's needs of products and deliveries (e.g., pallets) should be restricted to within buildings or screened from adjacent properties (e.g., within an enclosure for dumpsters or other similar receptacles).

B. Outdoor Displays: Outdoor displays in the downtown can create an interesting shopping environment that engages pedestrians and supports the business. As summarized herein (see page 26), outdoor displays enhance Public Spaces and attract people; however, outdoor displays can also result in a cluttered and unattractive appearance and create obstructions for pedestrians. If deemed appropriate, then a permitting process should be considered to effectively regulate outdoor displays.

The following provides guidance for outdoor displays within this sub-district, which are encouraged and supported if the following criteria are implemented (see also [Figure 2.32: Example Public Sidewalk Space](#)):

- ▶ Items displayed are limited to the merchandise sold by the business.
- ▶ Displays are located within the business's frontage and immediately adjacent to the building.
- ▶ Displays located adjacent to or in a right-of-way should maintain a minimum unobstructed sidewalk width of five (5) to six (6) feet and be a maximum depth of two (2) feet. Display would be subject to the appropriate encroachment permits if located within the right-of-way.
- ▶ Unobstructed access shall be provided to all building entrances, curb ramps, and fire access, including at least a two-foot linear clearance on each side of a building entrance.
- ▶ Materials and colors used for shelves, racks, easels and similar supports for displayed items

shall complement the architectural style and colors used on the adjacent building façade.

- ▶ Displays must be maintained in an orderly appearance and displayed only during hours of operation for the associated business and shall be removed at the close of each business day.
- ▶ Outdoor displays shall be secured to prevent movement. However, they may not be permanently anchored to the right-of-way nor attached or affixed to any public tree, sign or similar fixture.
- ▶ In no case shall the location of the display occur within an area required for vehicular circulation, parking or loading, or emergency vehicle access.
- ▶ Maximum display area restrictions should be implemented based on a ratio of the business's street frontage.

Figure 2.40 Outdoor Display

Figure 2.40.A (Source: onemorefoldedsunset.com)



Figure 2.40.B (Source: Department Photo)



C. Outdoor Dining: As summarized herein (see page 26), outdoor dining spaces enhance Public Spaces and attract people. The City's zoning standards for Outdoor Cafe and Eating Areas (Article 6.13 of the Unified Development Ordinance) should be applied within this sub-district.

Figure 2.41 Outdoor Dining Spaces
Figure 2.41.A (Source: Department Photo)



Figure 2.41.B (Source: Department Photo)



Figure 2.41.C (Source: Department Photo)



In addition, the following guidelines should be considered:

- ▶ Outdoor dining areas abutting non-restaurant uses should consider barriers or screening to minimize the impact on adjoining properties.
- ▶ Furniture and fixtures relating to the outdoor dining area may not be stored on the public right of way and must be removed from the sidewalk when the restaurant is closed to the public every day and/or night.
- ▶ Outdoor dining areas permitted within the right-of-way are subject to the provisions herein (see also Article 6.13 of the Unified Development Ordinance), and would be subject to the appropriate encroachment permits.
- ▶ Outdoor dining areas located adjacent to or in a right-of-way should maintain a minimum unobstructed sidewalk width of five (5) to six (6) feet. Furniture and barriers should not be secured to trees, lamp posts, street signs, hydrants or any other right-of-way infrastructure.

LANDSCAPING STANDARDS

The City's existing landscaping standards are conventional for a suburban community and don't necessarily fit the needs of downtown. As downtown becomes more impervious, the "urban forest" becomes more important.

A. Purpose: According to the United States Department of Agriculture's "[Sustaining America's Urban Trees and Forests](#)" report (June 2010), urban forests enhance the physical, ecological, and cultural aspects of a community, including:

1. **Environmental:** Trees and landscaping make important contributions by reducing air pollution, ameliorating heat islands, improving hydrological conditions, sequestering carbon, and contributing to wildlife habitat. Use of drought-tolerant trees and landscaping can aide in water conservation.
2. **Economic:** Trees and landscaping can increase property values, increase commercial spending, and reduce maintenance costs of other streetscape elements.

3. **Aesthetic:** The visual characteristics of street trees and landscaping (form, color, texture) add greatly to the aesthetics of streets and can enhance the civic qualities of the public environment.
4. **Psychological:** People derive psychological benefits from symbolic and physical contact with nature provided by a green environment. A planted streetscape provides relief from an otherwise built out environment.
5. **Social:** Opportunities for new social contacts, community identity, and the opportunity to contribute to the establishment and care of a community feature are afforded by the presence of street trees and planting.
6. **Safety:** Consistent tree plantings along a street narrow the perceived width of a street, encouraging decreased vehicular speed and increased awareness of pedestrians.

B. Street Trees: Street trees are a critical element of the streetscape environment. Appropriate tree species selection, location and design will ensure the health of trees, enhance the character of the streetscape, and maximize public and private investment.

Street trees typically include trees planted within the public right-of-way; however, street trees could include trees planted in the front yard in corridors where space within the right-of-way is limited and building setbacks are greater (e.g., Jersey Street, Park Street). Street trees in rights-of-way should be planted in sidewalks with tree grates (minimum size of four (4) feet by (4) four feet) or other treatment, or between sidewalks and streets where planting strips of sufficient width exists.

Figure 2.42: Street Tree Streetscape Examples
Figure 2.42.A (Source: a2dda.org)



Figure 2.42.B (Source: permatill.com)



Figure 2.42.C (Source: www.terrafirmalandarch.com)



When designing a new or renovating an existing street, utilities and other elements should be relocated where feasible to establish regular tree spacing.

C. Abutting Street / Public Spaces: This landscaping area generally includes a space measured from the public right-of-way to the building facade. This area could include spaces identified as public spaces (see [Figure 2.15: Example Public Spaces](#)). General standards for lot or foundation plantings, as currently established by the City's zoning ordinance, do not address the nature of development envisioned in this sub-district (with the exception of single-family detached uses in the Penn Street Corridor).

The lack of yards and increase in impervious surfaces requires the primary focus for landscaping to be within the area immediately abutting the street, where the highest pedestrian activity will occur. This area should be landscaped with vegetation and/or hardscaped. If hardscaped, then window or ground planters should be considered to enhance the building's facade and soften the streetscape. The density of trees and flowers or shrubs will depend on the setback of the building from the street, as generally illustrated in the following exhibits.

Figure 2.43: Example Landscaping
for Buildings less than 10' from Right-of-Way
Figure 2.43.A (Source: destinationmainstreet.com)



Figure 2.43.B (Source: Department Photo)



Figure 2.43.C (Source: lotsafunmaps.com)



Figure 2.44: Example Landscaping
for Buildings 10' to 20' from Right-of-Way
Figure 2.44.A (Source: Department Photo)



Figure 2.44.B (Source: Department Photo)



Figure 2.45: Example Landscaping
for Buildings Greater than 20' from Right-of-Way
Figure 2.45.A (Source: Department Photo)



Figure 2.45.B (Source: Department Photo)



In general, these spaces abutting the right-of-way should be enhanced with natural vegetation to the reasonable extent possible to ensure best practices for the plantings health, while also maximizing the “curb appeal” and streetscape character of the various sub-areas. The building placement will dictate whether a lawn or hardscape is more appropriate.

- D. Off-Street Parking:** Surface parking areas require greater sensitivity when located along streets to aesthetically soften and to separate from pedestrian activity (see also [Figure 2.37: Surface Parking Treatment](#)).

Figure 2.46: Additional Surface Parking Treatment
Figure 2.46.A (Source: phila.gov)



Figure 2.46.B (Source: Department Photo)



The City's existing perimeter and interior parking area landscaping requirements should be applied. It may be appropriate to reduce interior parking area landscaping requirements for parking areas surrounded by buildings. It is also appropriate for perimeter parking area plantings to be enhanced and supplemented with fences or walls.

E. Landscape Buffers: In general, landscape buffers should not be required in this sub-district due to the nature of the intended mix of uses. There may, however, be instances where buffering is appropriate adjacent to existing neighborhoods (e.g., Grassy Branch Quadrant). Additionally, there may be instances where more intense aspects of a use (e.g., outdoor dining) may require screening (e.g., walls, fences, landscaping) to minimize its impact on adjacent uses.

F. Stormwater Management: The design of landscaped areas should consider including appropriate conditions for improved stormwater detention and infiltration and low impact development opportunities (see [Figure 2.47: Example Low Impact Design](#)).

Figure 2.47: Example Low Impact Design
Figure 2.47.A (Source: urbanlandscapes.info)



Figure 2.47.B (Source: Department Photo)



Figure 2.47.C (Source: www.seattle.gov)



Figure 2.47.D (Source: Department Photo)



SIGNAGE STANDARDS

The City's existing sign ordinance is generally conventional for a suburban community. The existing sign standards allow wall signs and ground signs in this sub-district (if the ground sign is located a minimum of five (5) feet from the right-of-way and setback the applicable zoning district's setback for the side and rear lot lines). In addition, the existing sign ordinance permits projecting signs in some areas of the sub-district.

The existing zoning ordinance sign standards for multi-story, mixed use or multi-tenant buildings primarily anticipate these buildings in corporate or business parks and shopping centers, not necessarily in downtown. In addition, the existing design standards in the zoning ordinance are not as restrictive as may be desired (e.g., lighting, materials) and the standards are primarily intended for vehicular traffic without an emphasis on pedestrian traffic (e.g., size and location restrictions).

This sub-district is intended to be an area of high pedestrian activity with buildings of pedestrian scale and architectural interest. This intent is important when considering the use of signs, both permanent and temporary, to ensure the pedestrian experience is enhanced and the need to identify a use is balanced with the character of the building's architecture and streetscape.

Signs that are uniquely designed and placed with respect to the pedestrian-orientation and building's architecture can positively contribute to the character of the streetscape and the pedestrian's experience in this sub-district.

As a result, the following should be considered when alternative sign standards are proposed (e.g., variance, PUD District) within this sub-district:

A. General Guidelines:

1. Signs should be primarily oriented and scaled to the pedestrian.
2. Sign colors, materials and lighting should be restrained and harmonious with the building architecture.
3. Signs should be compatible with adjacent signs and should not compete for attention (such as using excessively bright colors or disproportionately sized letters).

4. Businesses located in alleys, courtyards or arcades, and without a primary customer entrance from the street, should be permitted to be identified from the street.
5. Signs should be durable, well-designed and act as unique expressions of the business.
6. Street numbers should be prominently displayed at the main entrance to every business, and be clearly visible from the street or alley.
7. Electronic signs should be prohibited.

B. Wall Signs:

1. Due to the pedestrian nature, projecting raceways or pins that cause a wall sign to protrude from the wall should not be permitted. Channel letters may be flush-mounted to the building.
2. Wall sign sizes should be limited to allow for the permitted sign area to be distributed for awning or projecting/blade signs.
3. Sign heights and sign area should be limited to a pedestrian scale (e.g., 18" or 24").
4. Internally illuminated signs are not preferred; but rather externally lit with decorative (e.g., gooseneck) light fixtures.

Figure 2.48: Example Wall / Blade / Awning Signs

Figure 2.48.A (Source: hammerworks.com)



Figure 2.48.B (Source: Department Photo)



Figure 2.48.C (Source: Department Photo)



Figure 2.48.D (Source: viewpointsign.com)



Figure 2.48.E (Source: redirectionsigndesign.com)



C. Ground Signs: Ground signs should not be permitted within the Main Street Corridor or the Grand Junction Plaza Block. Ground signs within other sub-areas are not preferred, but should only be permitted with the following guidelines:

1. Ground signs should only be permitted for single-tenant buildings with a front yard setback in excess of twenty (20) feet.
2. The design of ground signs should be unique to the business and match the style and materials of the corresponding building.

3. Other alternative types of signs do not provide adequate identification from the street.
4. The scale and location of ground sign complements the building and adjacent properties.
5. Landscaping is integrated with the sign to soften its appearance and not create a site or visual obstruction.
6. Ground signs should not be internally illuminated or back lit.

Figure 2.49: Example Ground Signs

Figure 2.49.A (Source: Department Photos)



Figure 2.49.B (Source: Department Photos)



Figure 2.49.C (Source: Department Photo (left))



(Source: architectural-lighting-and-sign-ideas.blogspot.com (right))

D. Projecting Signs: Projecting or blade signs is the preferred sign type for this sub-district. Projecting signs should be positioned along the first floor level of the facade. Projecting signs may take on their own special shape, or create their own symbol within the overall facade design.

*Figure 2.50: Example Projecting Signs
(Source: Department Photo)*



E. Window Signs / Displays: Window signs and displays are an important aspect to engaging pedestrians along the streetscape; however, if done poorly can negatively contribute to the intended character. The following should apply.

1. Window graphics and displays should be tasteful and minimal, and designed to be pedestrian friendly.
2. Window graphics should use high quality, durable materials to prevent flaking and fading.
3. Window graphics should reinforce the identification of the store, and not compete with wall signs or distract from the business.
4. Illuminated window signs are discouraged. Signs such as “open” that are less than four (4) square feet in sign area are appropriate to allow.
5. Window graphics and displays should create an open and inviting appearance and express the nature or “personality” of the business without obscuring visibility.
6. Merchandise may be displayed but should not be stacked in the windows for storage, resulting in

visual clutter.

7. Flashing or moving signs visible from the street through or on windows should not be permitted.

*Figure 2.51: Example Window Signs / Displays
Figure 2.51.A (Source: archinect.net)*



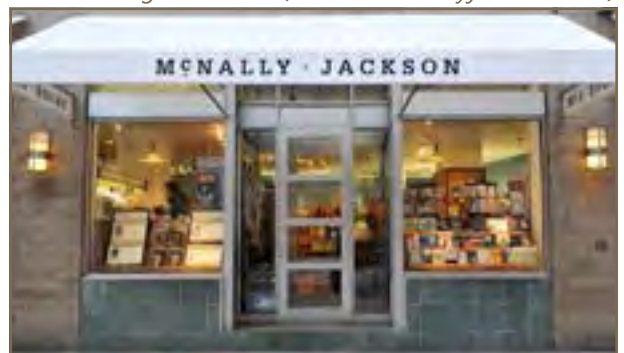
Figure 2.51.B (Source: shelf-awareness.com)



Figure 2.51.C (Source: designsalononline.com)



Figure 2.51.D (Source: mcnallyjackson.com)



LIGHTING STANDARDS

The City's zoning standards for lighting (Article 6.9 of the Unified Development Ordinance) should generally be applied within this sub-district, except as noted below.

Street lighting should be provided as part of all projects, on both sides of the street when possible, and spaced approximately one hundred (100) feet apart, and be of a decorative design as established by the City. Light poles should not obstruct pedestrian circulation.

Figure 2.52: Example Street Lights

Figure 2.52.A (Source: panaramio.com)(left)

(Source: valmontstructures.com)(right)



Lighting of the building or site should be designed so that light is not directed off the site and the light source is shielded from direct offsite viewing. It is anticipated that exterior lighting will overflow to adjacent properties and rights-of-way; however, for any use abutting single-family residential uses, illumination levels should not exceed 0.5 foot candles at the property line (in accordance with the Unified Development Ordinance). The minimum amount of light possible for lighting sidewalks should be used to not wash out building facades but still maintain a safe environment.

Decorative exterior lighting is encouraged, but fixtures should be architecturally integrated with the building style, material and color. Fixtures should not obscure any building ornamentation. Rooftop lighting should be prohibited. All exterior architectural, display, decorative and sign lighting should be generated from concealed, low level fixtures.

Figure 2.52.B (Source: Department Photo)



The maximum height of light poles in parking areas should not exceed twenty-five (25) feet, in accordance with the Unified Development Ordinance; however, when light poles abut or are within ninety (90) feet of single family residential uses, then the height should not exceed fifteen (15) feet.

Figure 2.53: Example Decorative Fixtures

Figure 2.53.A (Source: kiterealty.com)



Figure 2.53.B (Source: cornerbakerycafe.com)



GENERAL DESIGN REQUIREMENTS

The following guidelines apply to all Sub-District Sub-Areas.

A. Franchise and Prototype Architecture:

Buildings that are stylized in an attempt to use the building itself as advertising or is contractually required as a standardized or prototype building by a use as a formula from or for another location should be prohibited, particularly where the proposed architecture is the result of corporate or franchise architecture.

B. General Architecture:

1. Street Level Architecture: The street level of a building should be designed with architecture that engages the street/sidewalk in a contextually appropriate manner, and integrates the building and landscape architecture.

2. Pedestrian Scale:

- a. Pedestrian scale detailing should be incorporated on the front facade of all buildings.
- b. Particularly, the street level of building facades should incorporate a higher level of visual interest and richer architectural detailing.
- c. Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.

3. Building Composition:

- a. Building design elements should include an expression of a building base, a middle, and a top with articulated elements at the top of the first floor and the top of the building, as further described herein.
- b. The composition of all floors should be coordinated, which will usually be indicated by the alignment of upper floor windows and other features with openings and features of the first floor.

4. Mechanical and Electrical Elements:

Elements such as meter boxes, utility conduits, transformers, roof projections such as vent and exhaust pipes, basement window enclosures, and other mechanical systems should be designed and located so as to minimize their visibility and visual impact from rights-of-way and important view corridors.

C. Building Materials:

1. Existing Buildings: Existing buildings include a variety of shake shingles, clapboard siding, vinyl siding, brick and stone. Renovations of existing buildings should include materials that include and complement the existing building.

2. Permitted Materials: New buildings should be faced with authentic natural materials such as wood, brick, and stone. Highly reflective materials, exterior insulation finishing systems (EIFS), vinyl siding, and concrete block should not be permitted. Precast is not preferred, though with attention to finishes and jointing, it could be considered appropriate.

3. Alternate Materials: The limited use of alternate materials (e.g., synthetic materials, fiber cement siding, vinyl siding, or other modern materials) as a secondary exterior building material may be appropriate on a case by case basis if used in the same way as traditional materials, and is consistent with an intended historical architectural style (e.g., shape, size, profile, texture matching the historical practice when these elements were used).

4. Durability: Building materials should be selected for longterm durability and minimal maintenance requirements, particularly at pedestrian levels. Less durable materials (e.g., stucco, fiber cement siding) should only be used above the first story.

5. Material Variation: The building material selection for all building facades should be supplemented with multiple colors and multiple textures (e.g., rough, smooth, striated, etc.).

6. Material Transitions: If material changes are proposed, then they should generally occur

at corners, changes of exterior planes, or be delineated by a specific horizontal transitional detail such as pronounced belt course or substantial reveal. The heavier material should always be placed beneath the lighter material.

7. **Trim Details:** Close attention should be paid to trim details such as corner beads, window and door trim, soffits and eaves, and accent surfaces to ensure a correct match to traditional wood.

D. Four-sided Architecture: All building facades should be constructed with the same building material quality and level of architectural detail (e.g., window number, type, and placement; trim; ornamentation) on all building facades (e.g., 360 degree architecture). Exemptions could be considered for facades along alleys or when zero-lot lines exist.

E. Building Orientation:

1. All principal buildings should face a street, with a primary entrance readily apparent as a prominent architectural feature visible from the street.
2. The front facade should provide relief for windows and surrounds, storefronts, doors and features such as coursing, pilasters and lintels.
3. When applicable, retail storefronts should be oriented along the street facade of the first floor, except for pedestrian entrances to parking areas or trails, or small entrance lobbies for upper floors.
4. Buildings should be sited so that service activities (i.e. loading docks, garages and dumpster enclosures) are not adjacent to the street or a trail. When a lot configuration requires such activities from a street, these components should be architecturally integrated into the design of the façade and screened.

F. Building Entrances:

1. Entrances should include a functional overhead weather protection such as porches, awnings or building recesses.
2. Awnings should complement the building's architectural style, material, colors and details, and be of a non-reflective material (metal or

aluminum awnings should be prohibited). Awnings should not be internally illuminated.

3. Doors and entryways should follow a traditional storefront design (usually recessed) and should be compatible with the architectural style of the structure. Other traditional elements include bulkheads, window displays and transom windows.
4. Entrances should be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, and other design elements appropriate to the architectural style and details of the building as a whole.
5. Building entrances should be transparent and well lit at night for the pedestrian.

G. Foundations: Exposed foundations should be covered with masonry materials (e.g., limestone, granite, fieldstone) or architectural concrete that matches a color and texture that is historically consistent with the building's architectural style.

H. Windows:

1. General Design:

- a. All window designs should be compatible with the style, materials, color, details and proportion of the building and desired pedestrian scale.
- b. The number of window panes, the number of window openings, window trim and other architectural design elements designed to accent the windows should be consistent with and complementary to the architectural style of the building.
- c. When a window design has been selected for a building, then the same design should be used on all facades. Use of other window designs as accents may be appropriate if consistent with the architectural style of the building.

2. **Window Trim:** Window trim and other architectural design elements designed to accent the windows should be on all windows (e.g.,

shutters, keystones, masonry arches, awnings, decorative stone frames, masonry row-lock frames, or other such trim).

3. **Shutters:** When shutters are used, they do not necessarily need to be used on all elevations. Shutters should be solid-paneled or louvered and they should be sized and mounted in a way that gives the appearance of operability and full coverage of the window.
4. **Window Materials:** Window frames should be made of wood and may have either vinyl or aluminum cladding on the exterior.

I. Roof Design:

1. **Pitched Roofs:** Pitched roofs should have:
 - a. Minimum pitch of 5 (vertical units): 12 (horizontal units).
 - b. Three (3) or more roof slope planes.
 - c. High quality roofing materials such as natural clay tiles, slate, concrete tiles (with natural texture and color), wood shakes or shingles (with adequate fire protection), three-dimensional asphalt or fiberglass shingles.
2. **Flat Roofs:** Flat roofs should be:
 - a. Edged by a parapet wall with a distinct, three-dimensional cornice or molding.
 - b. Fully integrated into the architectural design of the building both below and above the roofline to create a seamless design transition (e.g., it should not be readily evident what portion of the wall extends above the roof line).
 - c. The rear of parapet walls should not be visible from the street level and should be designed with color, material and/or ornamentation that matches the front elevation.
3. **Pedestrian Weather Protection:** Roof design should incorporate measures to prevent falling snow or ice onto pedestrian areas.

- J. **Gutters and Downspouts:** Should be visually integrated with the architectural style of the structure. The color of gutters and downspouts should be selected to complement or to be consistent with the building materials.

K. Highly-Visible Buildings:

1. Corner buildings should have a strong corner presence by defining the street intersection with distinctive architectural features such as tower elements, rounded walls, recessed entries or other design features.
2. Building corners should be treated with distinct massing and materials to heighten the sense of pedestrian visual interest.
3. Entrances, large windows with transparency, balconies, terraces and special rooms should be incorporated to take advantage of the important corner views.
4. Buildings located at visual focal points should demonstrate a higher degree of architectural strength to emphasize their location and important view corridors.

L. Walls and Fences:

1. The design of fencing, sound walls, trash enclosures and similar site elements should replicate the architecture of the primary building in construction material and detailing.
2. Low, wrought iron fences and stone or brick walls no taller than thirty (30) inches should be permitted in the established front yard to further define the streetscape.
3. Wrought iron, shadow box wood fences, or other approved fence, or brick or stone walls up to six (6) feet tall should only be permitted in side and rear yards.
4. Chain link fencing should not be permitted.

- M. **Accessory Buildings:** If accessory buildings are necessary, then they should be architecturally compatible with the principal building and otherwise comply with the Unified Development Ordinance.

N. Adaptive Reuse:

1. **General:** The conversion of a building to a new use that is different from that which its original design reflects should be done in a way that enhances the existing building while minimizing the negative changes to the building's features.
2. **General Site Improvements:** A property proposed to be adaptively reused should be improved to ensure that any facade and/or yard that abuts a right-of-way enhances the streetscape and engages the pedestrian from the street. Such improvements should include, but are not limited to: installing a sidewalk; creating a prominent entrance; incorporating landscaping and hardscaped areas.
3. **Access:** No new driveways or curb cuts onto streets should be permitted. Driveways or curb cuts onto streets are deemed undesirable because driveways:
 - ▶ Increase the likelihood of pedestrian and bicycle accidents with automobiles.
 - ▶ Interrupt the continuity-frontage of buildings.
 - ▶ Decrease the ability to provide desired on-street parking.
 - ▶ Decrease the ability to provide desired streetscaping (e.g., sidewalks, landscaping, furniture).

In general, access to private property should be via an alley as opposed to a private curb cut. As properties are redeveloped, curb cuts should be eliminated unless otherwise deemed appropriate for vehicular circulation (e.g., access, parking, deliveries).

4. Rehabilitations / Additions:

- a. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize an existing structure should be preserved, enhanced and replicated as appropriate.
- b. Additions should be compatible in scale, materials, and character with the main building.
- c. Additions should not damage or obscure architectural details and materials of the main building.
- d. Alterations that remove porches, original windows or doors, or other notable features should be avoided.
5. **Yards:** Existing yards and setbacks which do not meet the current zoning requirements or the guidelines of this addendum should continue to be permitted, provided any proposed improvements do not further encroach into the regulated yards.
6. **Development Plan Review:** An administrative development plan review process should be required and implemented when residential structures are converted to non-residential uses to ensure compatibility and compliance with applicable standards.

- O. **Minimum Living Area:** Except as otherwise set forth herein, a general guideline for the minimum living area (as defined by the Unified Development Ordinance) of a residential dwelling unit within this sub-district should be seven hundred (700) square feet per dwelling unit.

PARK STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. **Frontage:** No minimum or maximum.
2. **Lot Size:** No minimum or maximum.
3. **Building Height:** Minimum of two stories. Maximum of three stories.
4. **Building Size:** No minimum or maximum size; however, to maintain and enhance the desired character of the corridor, a single use or tenant should not exceed two (2) tenants or five thousand (5,000) square feet per building.
5. **Front Setback / Build-to Line:** Minimum of twenty (20) feet, subject to recorded easements. Maximum of forty (40) feet. New buildings should be sited in consideration to adjacent lots.
6. **Side & Rear Setbacks:** Minimum building separation of twenty (20) feet. Minimum rear yard setback of ten (10) feet. Minimum twenty-five (25) feet abutting Midland Trace Trail.

B. Architectural Design:

1. **Roofs:** Flat roofs should not be permitted. Pitched, flat, gambrel or mansard roof are appropriate.
2. **Alternate Materials:** The use of alternate materials (i.e. synthetic materials, fiber cement siding, or other modern materials) is appropriate in this sub-area if consistent with existing buildings.
3. **Architectural Theme:**
 - a. The design of a new infill building or renovation/addition of an existing building should be designed to look appropriate and compatible with surrounding buildings.
 - b. Sensitivity should be given to the character of the building in relation to the corridor and adjacent buildings.

PENN STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. **Frontage:** Minimum lot frontage of forty (40) feet, or fifty (50) feet for corner lots.
2. **Lot Size:** Minimum four thousand (4,000) square feet.
3. **Building Height:** Minimum of two stories. Maximum of three stories.
4. **Building Size:** Buildings should have a minimum first floor footprint of one thousand (1,000) square feet. No maximum.
5. **Minimum Living Area:** One thousand and five hundred (1,500) square feet.
6. **Front Setback / Build-to Line:** Minimum of ten (10) feet, subject to recorded easements. Maximum of twenty (20) feet. New buildings should be sited in consideration to adjacent lots using the average of adjacent buildings. Porches may encroach into this setback, subject to recorded easements.
7. **Side & Rear Setbacks:** Minimum side yard setback of eight (8) feet. Minimum rear yard setback of ten (10) feet.

B. Architectural Design:

1. **Building Entrances:**
 - a. The front door of the main unit should face Penn Street with the front facade of the building parallel to Penn Street.
 - b. All buildings should incorporate a prominent front porch with a minimum depth of four (4) feet and size of thirty-six (36) square feet.
 - c. Porches on homes on corner lots should wrap around the corner facing the intersecting street and should extend a minimum of six (6) feet facing the intersecting street.

2. Roofs:

- a. Flat roofs should not be permitted. Pitched, flat, gambrel or mansard roof are appropriate.
- b. Minimum roof overhangs should be twelve (12) inches.
- c. Minimum roof pitch of the main roof structure of the primary building should be 7:12.

3. Driveways & Garages: Driveways and garages should be rear loaded (e.g., accessed from an alley) and should not be permitted to be located directly on or visible from Penn Street. If a lot is not accessible by an alley, then a front load garage may be appropriate if setback a minimum of twenty (20) feet behind the primary front elevation.

4. Preferred Materials: New buildings should primarily be faced with brick, stone or fiber cement siding and trimmed in stone, contrasting brick, stucco, wood, or wood composite. Exposed surfaces of chimneys should be masonry.

5. Alternate Materials: The use of alternate materials (i.e. synthetic materials, fiber cement siding, or other modern materials) is appropriate in this sub-area if consistent with existing buildings.

6. Windows: Each building should have a minimum of two (2) windows per floor per facade. Where architecturally appropriate, buildings should incorporate dormers, bay windows, or palladian or venetian style windows.

7. Example Character: [Figure 2.5: Existing Penn Street Corridor Examples](#) and [Figure 2.13: Example Detached Residential](#) includes examples of buildings that illustratively represent the intended quality and character of this sub-area.

MAIN STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. Building Frontage: A building should occupy a minimum of seventy percent (70%) of the lot's frontage. Exceptions may be appropriate for buildings on lots with one hundred and twenty (120) feet or less of frontage provided the building still occupies the maximum frontage possible exclusive of driveways, sidewalks and landscape areas.

2. Lot Size: No minimum or maximum; however, traditional suburban outlots (e.g., single use lot, single story structure, parking area between street and building) should not be permitted.

3. Building Height: The minimum building height should generally be three (3) stories in this sub-area. It is expected that buildings near the intersection of Main Street and Union Street or in the Grand Junction Plaza Block (collectively, the "core") will be a minimum of three (3) to six (6) stories. A minimum building height of two (2) usable stories and thirty-four (34) feet is appropriate for buildings away from the core or for secondary or tiered sections of a taller building.

4. Minimum Ground Floor Height: Minimum of sixteen (16) feet ground floor-to-second floor height at the sidewalk level in order to allow conversions of commercial, retail, or other active uses. Adequate ventilation, mechanical and electrical equipment should be provided, or allowance for future conversion/expansion to a variety of tenant uses, such as a retail store or restaurant.

5. Minimum Ground Floor Building Depth: Along streets where retail is permitted, a minimum building depth of fifty (50) feet (from storefront to back of tenant space) should be provided for commercial tenant space to ensure functional viability.

6. Building Size: Minimum building footprint should be eight thousand (8,000) square feet.

The third and higher floor(s) should be at least fifty percent (50%) the size of the building footprint and oriented to the front of the building such that its front facade is equal to that of the first floor.

7. **Front Setback / Build-to Line:** The minimum should be zero (0) feet, subject to recorded easements. The maximum should be ten (10) feet; however, up to seventy-percent (70%) of the front façade may be recessed for entrances and outdoor seating; however, no entrance should be recessed more than ten (10) feet.
8. **Side & Rear Setbacks:** There should be no minimum side or rear setbacks; however, walkways to rear parking should be a minimum of six (6) feet wide.

B. Architectural Design: It is not the intent of this addendum to encourage one specific architectural theme or limit architectural styles. Variations in architectural designs, materials and textures are encouraged. As a result, other well executed quality materials and architectural styles that are not otherwise supported by this addendum may be considered.

1. **Preferred Materials:** New buildings should primarily be faced with brick or stone and trimmed (consisting of less than fifteen percent (15%) of the facade) in contrasting stone, brick, stucco, wood, metal, or precast concrete.
2. **Building Facades:** Building façades should provide relief by windows and surrounds, storefronts, doors, and features such as special brick coursing, pilasters and lintels.
3. **Building Massing:** Buildings in this sub-area are anticipated to occur in continuous rows, sharing party walls and with a continuous sequence of storefronts along the sidewalk; however, large massed blocks should be visually “broken up” into a series of smaller masses appropriate for the pedestrian-scale.

In general, continuous front façades more than fifty (50) feet in length should be designed with vertical offsets at intervals which evenly divide the façade into halves, thirds, or quarters, etc., or

designed at intervals not less than fifty (50) feet. Smaller massing could be accomplished with projections, recessions, or changes in building material or detailing.

4. **Pedestrian Passage:** Buildings with front facades, or facades that include multiple components sharing a common wall that create a single facade, greater than two hundred (200) feet in length should provide a pedestrian passage through the building with a minimum width of ten (10) feet.
5. **Building Base Design:** The base building facade is generally, depending on the overall height of the building, the lower facade from the ground to the beginning of the second story. It is approximately the lower twenty percent (20%) of the facade.
 - a. This portion of the facade is the most important part of the building as this is the facade that pedestrians will interact with at the ground level. As a result, this portion of building facade should be designed with architecture that engages the street/sidewalk in a contextually appropriate manner.
 - b. Pedestrian scale detailing should be incorporated along this portion of the facade by incorporating a higher level of visual interest and richer architectural detailing.
 - c. Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.
 - d. The overall fenestration pattern should be vertically proportioned with columns or window mullions creating a rhythm. Window frames should be recessed or not otherwise flush with the exterior wall.
 - e. Overall window glazing of this portion of the facade should be a minimum of fifty percent (50%) consisting of non-reflective glass. Window displays, as addressed elsewhere herein, are encouraged.

- f. Retail, service, and other active uses that face a street or public space should have a minimum of sixty percent (60%) of the first floor facade (between three and eight feet above grade) consisting of non-reflective glass.

6. Building Middle Design: The middle building facade is the main mid-section of the facade, situated between the top building facade and base building facade.

- a. Fenestration should be organized to create a rhythmic pattern for the streetscape.
- b. Window frames should be recessed or not otherwise flush with the exterior wall.
- c. Overall window glazing should comprise a minimum of thirty percent (30%) of the facade but should not exceed seventy-five percent (75%).
- d. For buildings with residential uses, the window patterns should be generally vertical in proportion. Continuous horizontal strip windows should not be permitted.
- e. This portion of the facade may be flush with the base building facade or could be stepped back to provide a clear definition along the street.
- f. The massing, materials and colors of this portion of the facade should vary from the base building facade to create visual interest.
- g. Projections like balconies, bay windows, and horizontal or vertical shading devices should be incorporated to provide visual interest.

7. Building Top Design: The top, or upper building facade, includes approximately the top twenty percent (20%) of the facade.

- a. This portion of the facade could be flush with the middle portion of the building or could have discretionary setbacks to provide distinct definition along the street at the upper levels.
- b. Overall window glazing should comprise a minimum of thirty percent (30%) of the facade

but should not exceed seventy-five percent (75%).

- c. This portion of the facade provides the opportunity for building identity and visual interest against the sky with a distinct profile, materials and/or colors.
- d. Roof elements, such as pergolas or penthouse balconies should be integrated into the design.
- e. The roof line should be distinguished, as further described herein, with a cornice/parapet design and/or roof elements to create interest.
- f. Elements like terraces, balconies and pergolas, should be used to create interesting massing and relief from the building's facade.

8. Windows: Every facade with frontage on a street should have openings for windows in a pattern that suggests habitation, generally with a minimum of one (1) window per structural bay per floor. Blank, windowless walls should not be permitted.

GRAND JUNCTION PLAZA BLOCK DESIGN REQUIREMENTS

The design requirements of the Main Street Corridor shall also apply to this sub-area.

GRASSY BRANCH QUADRANT DESIGN REQUIREMENTS

This chapter (see page 23) establishes that land uses within this sub-area could include: higher density residential uses (e.g., apartments, townhouses); potential municipal uses; and, transitional uses that could include a blend of retail or restaurant uses, as supported by the market.

As a result, the design requirements for this sub-area should vary depending on the use, but in general, the following should apply:

- A. Multi-family Uses:** The Unified Development Ordinance standards (development and architectural) applicable to multi-family uses should generally apply.
- B. Mixed-Use Buildings:** The guidelines applicable to the Main Street Corridor should generally apply to mixed-use buildings or non-residential buildings with multiple stories or multiple tenants.
- C. Retail/Restaurant Uses:** The guidelines applicable to the Park Street corridor generally apply for single or two story buildings with single tenants.

TEMPLATE ORDINANCE

The template PUD District Ordinance found in “Exhibit A” on page 71 should be used for all new PUD District Ordinances.

- A. PUD Naming Convention:** Because there will likely be multiple PUD District Ordinances created for projects within this sub-district, it is highly desirable that a common and consistent naming convention be used for all projects within this sub-district. The following naming convention is suggested: “[Project Name] in the Junction PUD District”.
- B. Underlying Zoning:** As is true with every Planned Unit Development (“PUD”) District ordinance in the City of Westfield, any new PUD Ordinance within this sub-district will need to establish a base, underlying zoning district to serve as the foundation of the ordinance. Unless otherwise listed in the PUD Ordinance, the standards in a PUD District default to the Unified Development Ordinance. It is suggested that PUDs within this sub-district use the GB: General Business District (Article 4.16) as the underlying zoning district.
- C. State Highway 32 Overlay District:** The State Highway 32 Overlay District regulations of the UDO do not currently apply to downtown. Although many of the architectural standards of the overlay may be appropriate for consideration, this chapter incorporates all important Junction Sub-District-related issues that are regulated by the State Highway 32 Overlay District. As such, the State Highway 32 Overlay District regulations should not apply to this sub-district.

CHAPTER 3:

UNION SUB-DISTRICT

RESERVED FOR FUTURE USE

[PAGE INTENTIONALLY LEFT BLANK.]

CHAPTER 4:

KENDALL SUB-DISTRICT

RESERVED FOR FUTURE USE

[PAGE INTENTIONALLY LEFT BLANK.]

CHAPTER 5:

NEIGHBORHOOD SUB-DISTRICT

RESERVED FOR FUTURE USE

[PAGE INTENTIONALLY LEFT BLANK.]

EXHIBIT A

TEMPLATE PUD DISTRICT ORDINANCE

SEE FOLLOWING PAGES.

Midland South PUD- Neighborhood Meeting Summary

Project: Proposed Union Square at Grand Junction PUD Amendment
Ordinance Number: 21-07
Docket Number: 2103-PUD-05
Date: February 24, 2021
Location: ZOOM invite.

Attendees: Justin Moffett, Old Town Companies, LLC

Rebecca McGuckin, Old Town Companies, LLC

Dawn Baatz

Forrest Hurst

Katheleen Engerich

Stan and Barbara Minks

Cheany Day joined 6:36 (checked in chat for any questions and offered to stay on after to address anything they may have missed)

Caleb Ernest, Westfield City Planner

Meeting began at 6:02pm. Rebecca McGuckin confirmed that all those in attendance are adjacent to the property. Justin Moffett provided an overview of the project and summarized the proposed amendment. (EXHIBIT A) and link to video

https://drive.google.com/file/d/1-1BVN-03wF1EwYKXW_CuRkc1_qWFMZMr/view?usp=sharing

Justin shared the location and explained “neighborhood farmhouse architecture” , “defined 4-sided architecture” and how location of the townhome shapes the look of the buildings (A vs B). Floor plan review and advertised public meeting this coming Monday. Restated Old Town’s intent to be good neighbors.

Neighbor Comments and Questions: (open at 6:16)

1. (Dawn) Ground breaking? (JM: Westfield processes first, if approved April to May then construction proposed to start early summer and completion will be units built as they sell. Will build 4-6 units to start and build as sell. Expect to sell 1.5 units per month, which equates to sell 18/year. Site shows 48 so could take three years to sell but all site work built up-front so heavy equipment and disruption done in a shorter window of time, so summer to fall with 3-4 months being the goal.
2. (Stan) Trees: (JM: setback from Roosevelt and some tree preservation & buffer along Midland trail). What about hill in Roosevelt. (JM: Will be slopes in the roads too since

there is a hill on Roosevelt, changes have to be internal to the site.)

3. (Stan) Are all the homes selling belong to UBC? (JM: only 1 of 4 from Union Bible College, but all joined together as a group and offered to Old Town Companies).
4. (Dawn) Any thought to expanding past this or is this it? (JM: Reluctant because we don't know the future but this group approached us and OTC's reading of Westfield zoning ordinance supports this use. Aggregating property to do a development is a lot of work. We would consider it if a group approaches.)

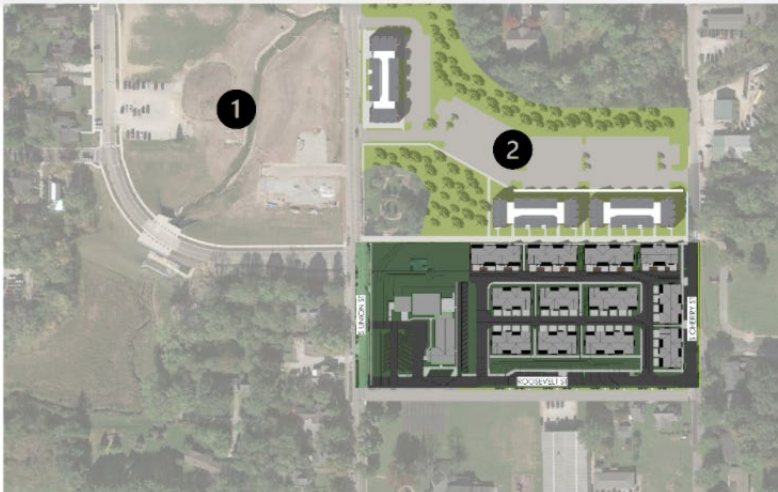
6:27 pm shared video fly through of townhomes and noted oversized 2 car garages and driveways with parking for guests for every house, which keeps congestion off of the perimeter streets. Note clause in neighborhood to require owners to park in the garages. Low maintenance community so landscaping done by association. Some units have front doors facing interior of street and some have front door facing interior street and one facing trail.

5. (Dawn) No through streets to Union because of Friends Church, extra traffic flow along Roosevelt and Cherry along with Sander's Glen? (JM: a lot of traffic studies done, road grades done and try to measure true impact of certain amount of housing units, if we did traffic study and grade was "B" for example, adding 48 units would not change it to a B; you will experience it but it won't change traffic flow to the extent that city engineer or municipality would make changes. Cherry St is not in great condition and OTC work will deteriorate road condition, so conversing with Westfield Friends, on if we need to add curbs and widen at Union, so conversation with city engineer and church. We curb internal and all sides where it fronts roads.)
6. (JM noted: modern stormwater management practices being apocalyptic scenarios of 100-year storm event. We are adding impervious surface but capturing, managing and cleaning it).
7. (Barbara) Questioned relationship with Union Bible College and their support of product types. (JM decided that the for sale product goes to the south of Midland and apartments to the north)
8. (Barbara) Maintenance fee for landscaping (JM: usually \$300-400 a month, so this allows HOA to escrow for improvements for years to come)

Meeting concluded at 6:44pm

See Packet Shared in call below:

MIDLAND SOUTH PUD, Ordinance 21-07
Midland Trail Townhome Development
Neighborhood Meeting
February 24, 2021



- 1 Grand Junction Plaza
- 2 Union Square
Expansion: Apartments
& light retail
- 3 Midland South:
Townhomes





5

OLD
TOWN
— FOX —



6

Unit Type A

OLD
TOWN
— FOX —



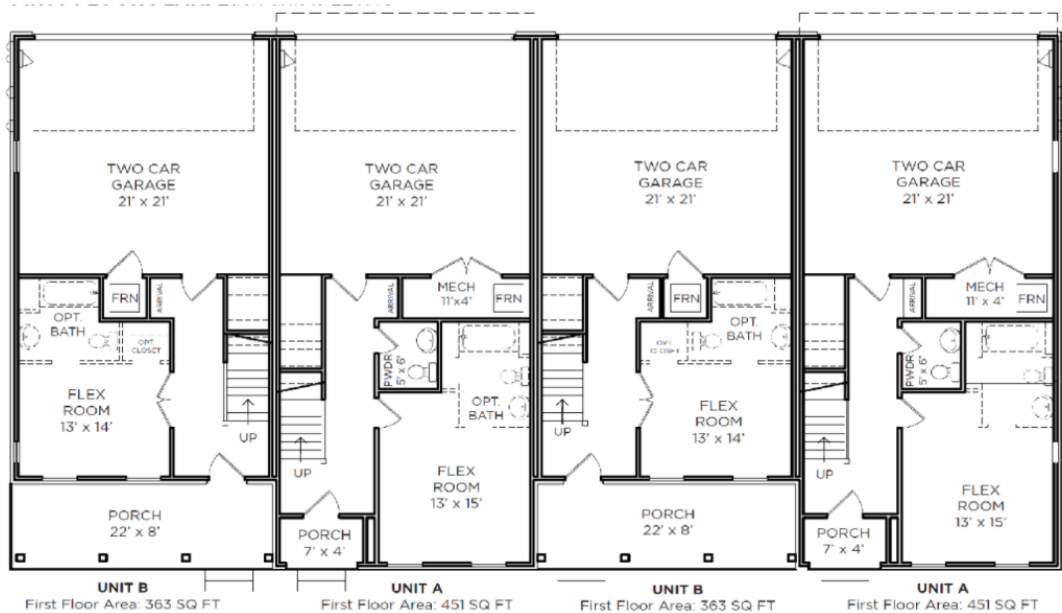
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OLD
TOWN
—CDS—

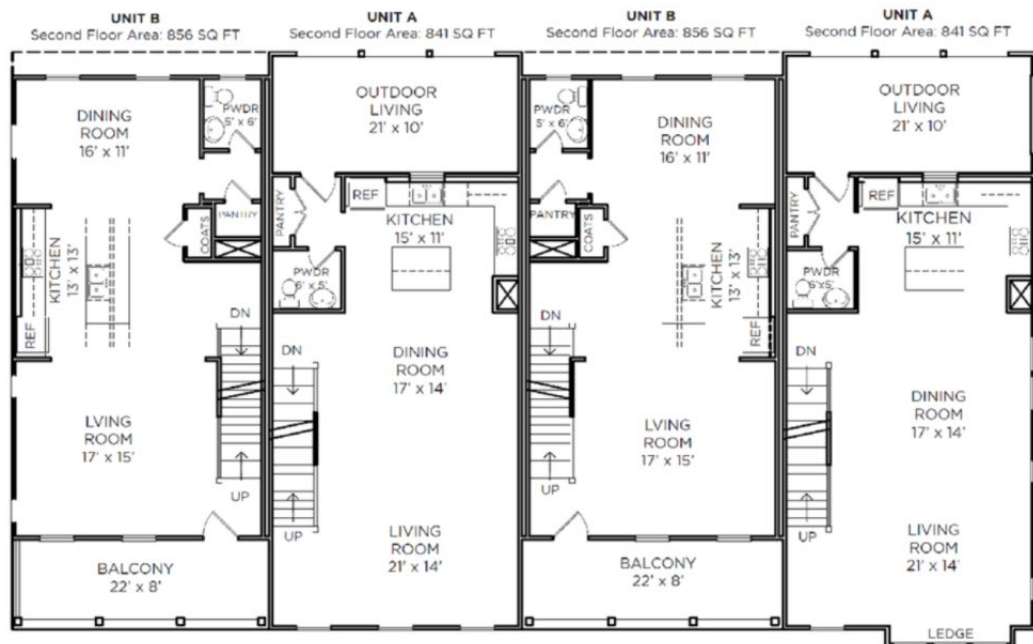


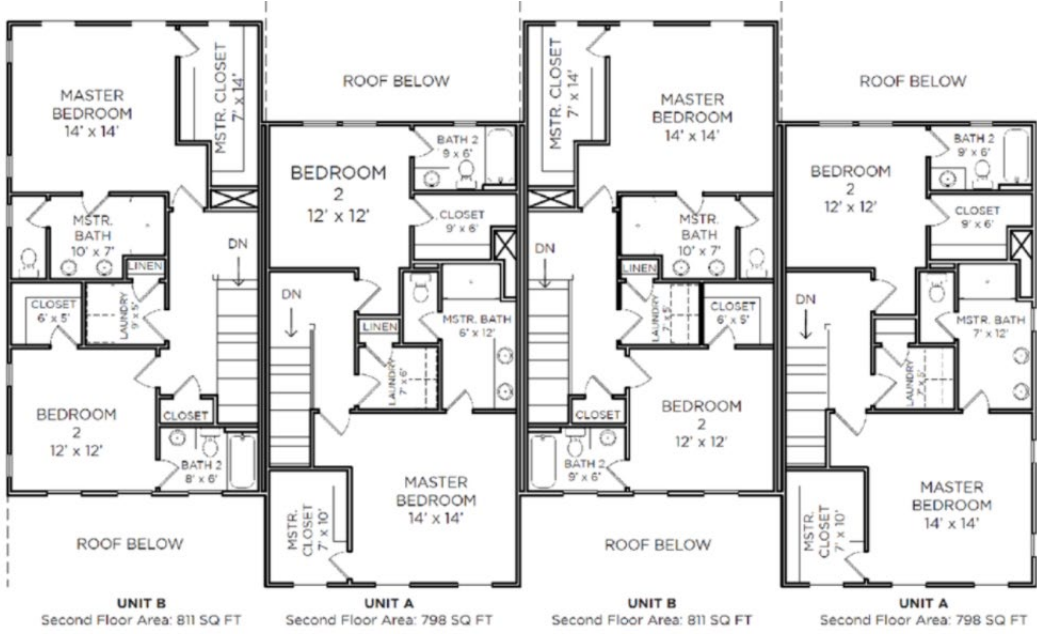
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Unit Type B



Townhomes – Main Level





Townhomes – Third Level



WRITTEN PUBLIC COMMENTS

Docket Number: 2103-PUD-07
Petitioner: Old Town Companies, LLC
Request: Petitioner requests a change in zoning for 3.67 acres +/- from the SF4: Single-family High Density District to the Midland South Planned Unit Development (PUD) District.

Enclosed Attachments:

March 01, 2021 Public Hearing

- | | | |
|--------------------|----------------------|------------|
| 1. Sobczak, Stacey | 216 Jersey St. | (02/25/21) |
| 2. Fish, Jeremey | | (03/01/21) |
| 3. Snow, Donald | 306 S. Cherry Street | (03/01/21) |
| 4. Steill, Justin | 4630 Lisborn Drive | (03/01/21) |
| 5. Buckler, Adam | | (03/01/21) |

April 19, 2021 Plan Commission Meeting

- | | | |
|-------------------------|-------------------------|------------|
| 6. Beauchamp, Robert C. | 16405 Westfield Blvd Rd | (03/05/21) |
|-------------------------|-------------------------|------------|

Hi Caleb, hope you are doing well.

Dave, Sam and I can't tell you how excited we are for this project and how valuable we feel it is to the success of downtown Westfield. We have personally invested over a million into our neighborhood, The Reserve on South and our offices in Westfield and would like to continue doing that. That's why we feel continued growth with reputable companies, such as Old Town and Justin Moffit is HUGE and will guarantee everyone's success and increase all of our values and bring more new residents to the area.

As an F.C. Tucker agent in the area, I know this will increase the values of the area and help encourage more downtown living and build the reputation that Westfield needs to compete with our surrounding communities.

Let us know if you need anything else at all! Stacey



Stacey Sobczak

317-650-6736

216 Jersey St.

Westfield, IN 46074

Please note that I do not send wiring instructions for real estate transactions via email. Please contact the title company handling your transaction by telephone or in person for the correct wiring instructions. Please do not convey your financial information via email to me, and contact me via telephone regarding any suspicious or inconsistent communications.

Westfield Area Plan Commission

I would like to voice my support in favor of the Midland South townhouse project. This is a project that I feel will definitely benefit the local town and businesses. Also I would like to add that Old Town Companies has a very good history with these types of projects. They have a keen eye and great staff that is dedicated to good quality. I would encourage you to vote in favor of this project. Thank You

Jeremey Fish

--

Jeremey Fish

President

Firm Foundation of IN, INC.

Phone: [317.867.3227](tel:317.867.3227)



The Midland South building site would increase property value in the area. This would also increase the use of the local businesses. This would help draw in new business to the area. This would also increase the tax base in the area.

Thank You
Donald Snow
306 S. Cherry Street
Westfield, Indiana 46074

Westfield Area Plan Commission:

I am writing in support of the Midland South townhouse project proposed by Old Town Design Group. This investment in downtown Westfield and addition of new for-sale residences will help to increase property values in the neighborhood, and contribute to the success of area businesses.

Thank you for your vote in favor of this exciting new project for Westfield.

Sincerely,

Justin Steill

Justin Steill | REALTOR®/ Partner ~ Homes With Steill | HALO

Berkshire Hathaway HomeServices Indiana Realty
4630 Lisborn Drive | Carmel, IN 46033
Mobile [317.538.5705](tel:317.538.5705) | Office 317.805.HOME

www.homeswithsteill.com



*My friend, the greatest compliment I could possibly receive is a referral from you.
If you know anyone that could benefit from my services in Real Estate,
I would appreciate the opportunity to assist in any way I can.*

FRAUD ALERT: With the increased risk of cyberattacks and email hacking, BHHSIN advises you to NEVER wire funds to any party in connection with the sale, purchase or lease of real estate without both written and verbal authorization and confirmation from your title company. BHHSIN will not suggest nor request that funds be wired to any party. NEVER rely on email communication for wiring instructions.

Westfield Area Plan Commission:

I am writing in support of the Midland South townhouse project proposed by Old Town Design Group. This investment in downtown Westfield and addition of new for-sale residences will help to increase property values in the neighborhood, and contribute to the success of area businesses. Old Town Design Group has worked faithfully with Union Bible College & Academy (UBCA) to ensure this area will be reserved for residences suitable for the continued function of UBCA and development of the city of Westfield.

Thank you for your vote in favor of this exciting new project for Westfield.

Sincerely,

Rev. C. Adam Buckler

President, UBCA

abuckler@ubca.org

Westfield Planning Commission,

I am writing in support of any and all of Old Town's development projects with the City of Westfield. My wife Michelle and I have invested in the Downtown area for the last 8 years. We own several commercial locations to include the Park Street restaurants, 3 commercial locations on Jersey street, as well as the YMCA studio on Union street.

We are very excited for the Grand Junction Plaza to be completed.

We feel as though the development proposed by Old Town is just what Westfield needs to take the next step to revitalize its ailing downtown. We are especially excited about the proposed parking.

Regards,

Robert C Beauchamp
16405 Westfield Blvd Road
Westfield, IN. 46074

Grand Junction Task Group

116 East Main Street, Westfield Indiana 46074-8924

March 1, 2021

Old Town Design Group
31 1st Street SW
Carmel, IN 46032
<https://www.oldtowncompanies.com/>

Re: **Midland South PUD Endorsement**

Dear Old Town Design Group,

The Grand Junction Task Group received a proposal from your company seeking an endorsement on the Midland South PUD project before the City of Westfield City Council.

An eleven-page PowerPoint was provided to the task group members for review over email. Unfortunately, time for an in-person meeting was not available.

The Task Group members reviewed your proposal over email and provided feedback that included questions about the project's cost¹ and preservation of Midland Trail². The Task Group appreciates your flexibility and willingness to consider its design questions to ensure that this new development adds stature to the downtown corridor.

Members of the Grand Junction Task Group **ENDORSE** this project.

The Task Group endorses the Midland South townhouse project proposed by Old Town Design Group. This investment in downtown Westfield addition of new for-sale residences will help increase property values in the neighborhood and contribute to area businesses' success.

Please direct questions about the endorsement to the Grand Junction Task Group administrator Steve Latour at slatour@westfield-chamber.org or by calling 317-804-3030.

Sincerely,

Endorsing Task Group Members:

Angie Frazier, Downtown Westfield Association Vice Chairperson
Melody Jones (FC Tucker Agent), Downtown Westfield Resident
John Schaaf (Schaaf CPA), Westfield Resident and Business Owner
Teresa Skelton, Downtown Westfield Association Board Member
Curt Whitesell (WKRP Indy), Downtown Westfield Association Secretary

¹ What are the costs for this project CW // Old Town Response: Price point for townhomes \$350,000-450,000 #48 drawn on the plans but ordinance goes up to #56 approx. \$16M in investment from Old Town.

² I do have a concern about maintaining the integrity of the Midland Trace Trail. I would like to see a larger buffer area included along the trail. Then after construction is completed a significant number of shade trees and understory trees will be planted to recreate the tree canopy that is lost. I believe the number of access points onto the trail needs to be limited. This is for trail user's safety. Signage should be included prior to these access points warning the trail user of such. Cyclists and others need to know a pedestrian or bike may be coming out onto the trail in front of them. MJ // Old Town Response: Old Town is just as concerned about the preservation of the tree canopy along the Midland Trail. We will work with the APC to make sure we have provided adequate setbacks and preservation areas along with replanting a significant quantity of new trees. This benefits the community at-large and the buyers of our new townhomes. Additionally, Old Town has experience with developing along rail/trails throughout the county and wholeheartedly agree that limiting access points to the trail is necessary to create a safe experience for pedestrian traffic.

Abstaining Task Group Members:

Patrick Chittenden (Patch Development)

Mike Johns, Westfield City Council

Dan Moyer (Moyer Jewelers), Downtown Westfield Association Chairperson

Cindy Spoljaric, Westfield City Council

Cc: Kevin Todd, Director of Community Development, City of Westfield
Caleb Ernest, Planning Coordinator, City of Westfield



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

April 19, 2021
2103-PUD-08
Exhibit 1

Docket Number: 2103-PUD-08

Project Name: Union Square at Grand Junction PUD Amendment

Subject Site Address: East of Grand Junction Plaza, north of Midland Trace Trail, generally near the southeast intersection of S Union Street and State Road 32 (the "Property")

Petitioner: Old Town Companies, LLC

Request: An amendment to the Union Square at Grand Junction Planned Unit Development (PUD) District modifying the concept plan, character exhibits, architectural and parking standards.

Current Zoning: Union Square at Grand Junction PUD
LB-H: Local Business / Historic District
EI: Enclosed Industrial District

Current Land Use: Residential / Commercial / Vacant

Acreage: 4.98 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Proposed Ordinance 21-08
4. Concept Plans
5. Character Exhibits
6. Issue List
7. Issue List – Petitioner’s Responses
8. Statement of Intent
9. Junction Sub-District Addendum
10. Neighborhood Meeting Summary
11. Public Comment
12. Grand Junction Task Group Endorsement

Staff Reviewer: Caleb Ernest, Associate Planner

PETITION HISTORY

The petition was introduced at the February 8, 2021, City Council meeting. The petitioner hosted a virtual neighbor meeting on February 23, 2021. A summary of that meeting has been provided by the petitioner and is included as **Exhibit 10**. The petition received a public hearing at the March 1, 2021, Advisory Plan Commission (the “Plan Commission”) meeting.

PROJECT OVERVIEW

Location: The Property is located generally at the southeast intersection of S Union Street and State Road 32, east of Grand Junction Plaza and north of the Midland Trace Trail (see **Exhibit 2**).

Project Description: The Property is zoned the Union Square at Grand Junction PUD, LB-H and EI Districts. The petitioner is requesting an amendment to the Union Square at Grand Junction PUD as well as rezoning the LB-H and EI Districts to the Union Square at Grand Junction PUD while modifying the concept plan, character exhibits, architectural and parking standards, as described in the Statement of Intent (see **Exhibit 8**). The concept plan and character exhibits are being updated to include a new concept plan and character exhibits for the original site as well as the additional Real Estate.

Concept Plan: The proposed ordinance incorporates Concept Plans (see **Exhibit 4**) and requires the Property to be developed in compliance with said plans.

Development Standards: As proposed, the PUD Ordinance establishes alternative development standards from the UDO. The development standards of note are briefly highlighted below:

Architectural Standards: The proposed ordinance exempts the Property from the standards of Article 6.3 and instead includes a Character Exhibit (see **Exhibit 5**) to establish a benchmark for quality, vision, and appearance of architecture within the District.

Parking and Loading Standards: The proposed ordinance defaults to the Parking and Loading Standards of the UDO except as modified below:

Shared Parking Spaces shall provide at least seventy percent (70%) of the cumulative total of Parking Spaces required for each use.

Off-street Parking Spaces shall be one (1) space per studio Multi-family Dwelling Unit and one and one half (1.5) spaces per Unit for all other Multi-family Dwelling Units.

Parking space requirements may be waived by the Plan Commission or Director if determined sufficient parking alternatives area available in the City’s downtown.

Off-Street Parking shall not be permitted in the Established Front Yard.

MODIFICATIONS SINCE PUBLIC HEARING

Since the March 1, 2021, public hearing, the petitioner has not made any changes to the proposed ordinance. The petitioner has addressed **Exhibit 6 Issue List** with responses (see **Exhibit 7**).

COMPREHENSIVE PLAN

The Westfield-Washington Township Comprehensive Plan identifies this Property within the “Downtown” land use classification. The “Downtown” area was further studied in 2008 after the formation of the Grand Junction Task Group (the “GJTG”). The study resulted in an amendment to the Comprehensive Plan known as the Grand Junction Master Plan and Addendum, adopted in 2009, and then subsequently the adoption of the Grand Junction Implementation Plan (the “Implementation Plan”), an amendment to the Comprehensive Plan adopted in 2013. The studied land use component of the Implementation Plan identified several sub-districts.

In 2015, the Grand Junction Addendum: Sub-Districts of the Grand Junction was adopted, and then amended in May 2016, to include the Junction Sub-District (the “Sub-District Addendum”). The subject property is located within the Junction Sub-District. The Sub-District Addendum further identifies this property as primarily located within the Grassy Branch Quadrant (see **Exhibit 9**, page 19). The Sub-District Addendum provides a detailed vision for the Junction Sub-District as established by the Implementation Plan.

The vision for the Junction Sub-District is to accommodate future mixed-use development and redevelopment with the core of downtown by balancing the historic charm and character with contemporary, place for visitors and residents to connect, shop, eat, live, work and be entertained. The Junction Sub-District is intended to serve as a focal point for the community, and is where a complete range of goods, services and entertainment are located.

The desired character for the “Grassy Branch Quadrant” is characterized as follows within the Sub-District Addendum (page 23):

The Grassy Branch Quadrant includes the southeast quadrant of the Junction Sub-District and is traversed through the center by the Anna Kendall drain / Grassy Branch Creek and anchored along the south edge by the Midland Trace Trail. A large portion of this subarea is floodplain and contains mature vegetation.

The overarching vision for this sub-area is a desire to preserve the riparian corridor as an amenity greenway with trails that connect new development opportunities along its banks. As such, development should be aesthetically sensitive through building and site design to the Anna Kendall drain / Grassy Branch Creek and the Midland Trace Trail.

Appropriate land uses throughout this sub-area primarily include higher density residential uses (e.g., apartments, townhouses) with three or more stories in height, and the potential for municipal uses.

The north side of the Grassy Branch Creek is a transitional area that could also blend with and be influenced by the Main Street Corridor by including retail or restaurant uses, as supported by the market.

Development south of the Grassy Branch Creek should be sensitive to the existing single-family neighborhood to the east (Timberbrook Run) with respect to buffering and transitioning (e.g., uses, design).

The Sub-District Addendum further establishes recommended design requirements (e.g., multi-family uses, mixed-use buildings and retail/restaurant uses) for development within each sub-area (see page 64 of the Sub-District Addendum). The multi-family design requirements default to the UDO, the Main Street Corridor design requirements apply to mixed-use buildings and the Park Street Corridor design requirements apply to retail/restaurant uses.

The complete Sub-District Addendum has been included with this report for reference (see **Exhibit 9**).

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.

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 March 1, 2021, 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.

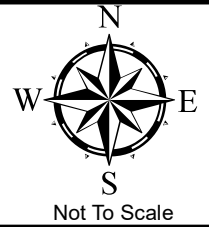
Council Introduction: The petition was introduced at the February 8, 2021, City Council meeting.

DEPARTMENT COMMENTS

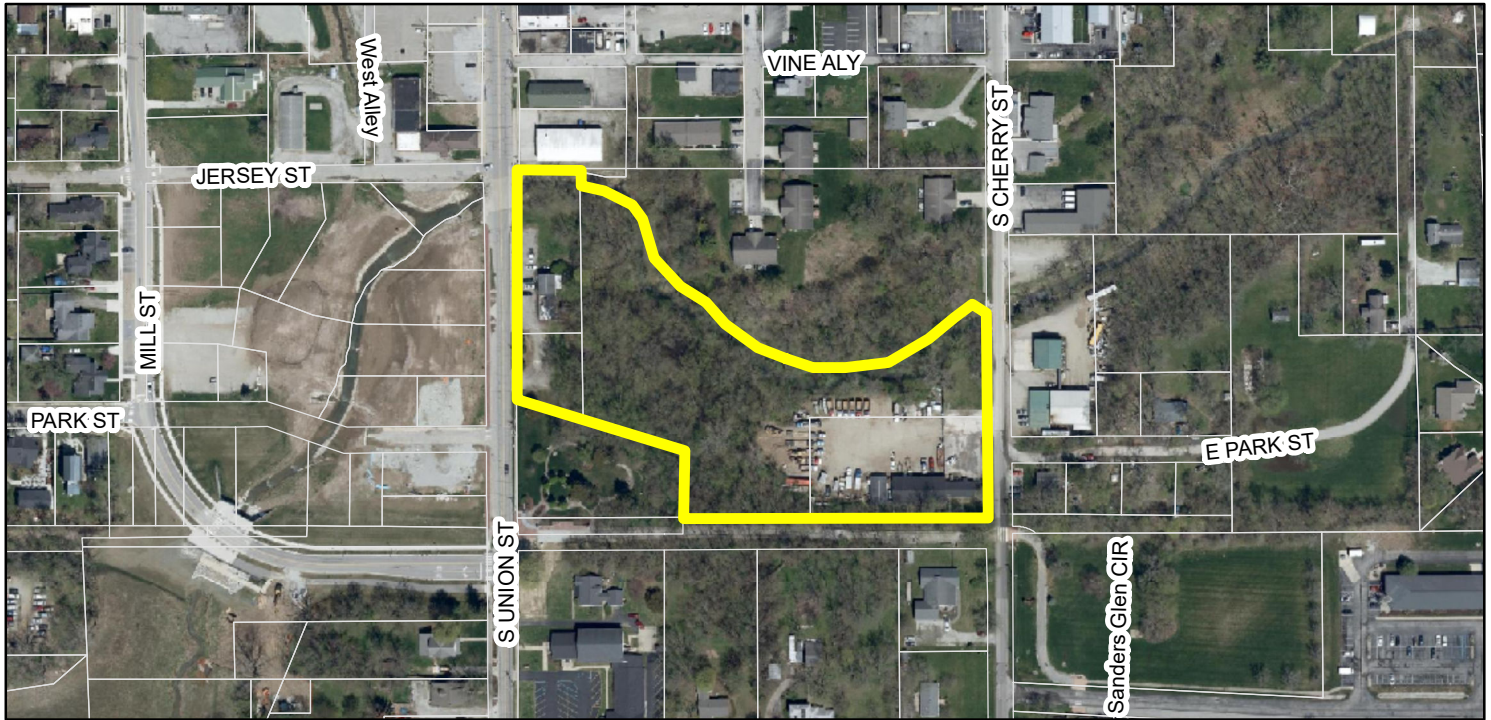
1. **Action:** If the APC is otherwise satisfied with the proposal, then forward a recommendation to the City Council for Docket No. 2103-PUD-08.
2. If any Plan Commission member has questions prior to the public hearing, then please contact Caleb Ernest at (317) 519-8630 or cernest@westfield.in.gov.



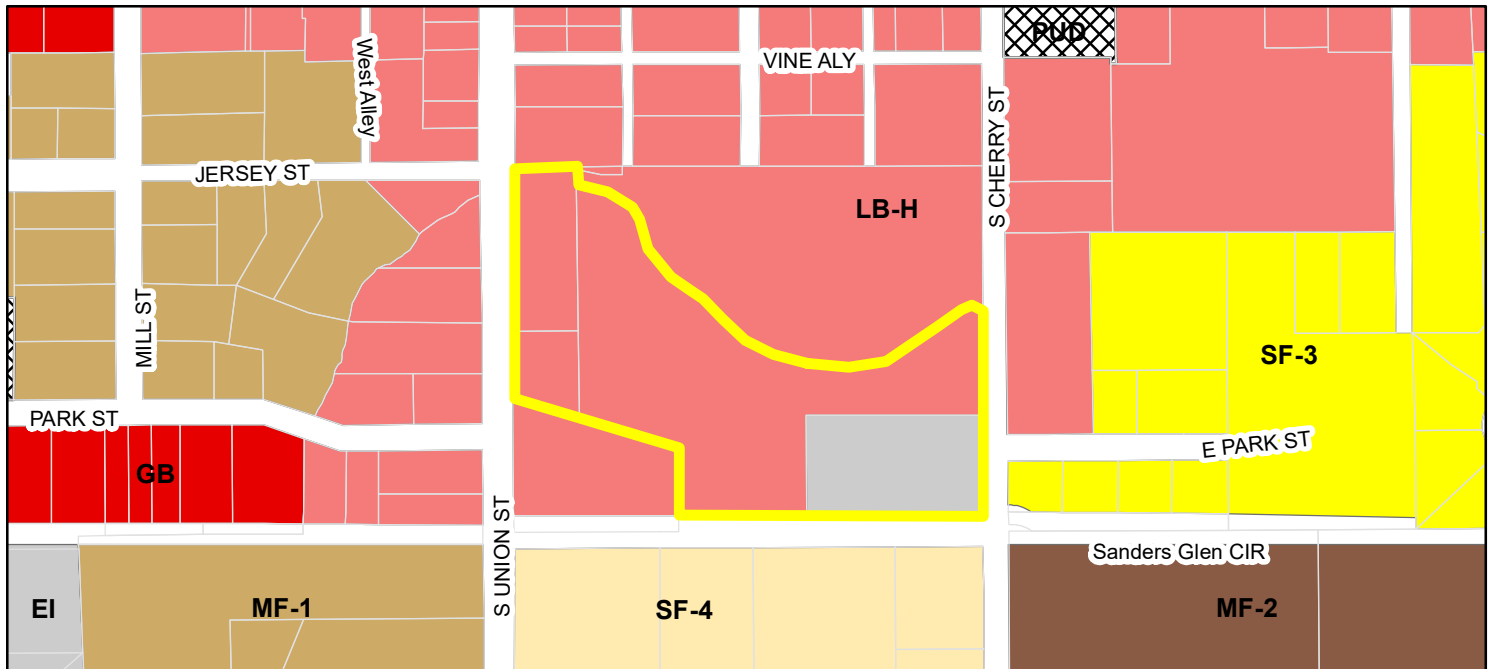
Property Location Map
Union Square at Grand Junction PUD Amendment
Planned Unit Development
2103-PUD-08



Aerial Location Map



Zoning Map



Parcel	MF-1 (Multiple Family - 1)
Zoning - All	MF-2 (Multiple Family - 2)
Zoning	PUD (Planned Unit Development)
EI (Enclosed Industrial)	SF-3 (Single Family - 3)
GB (General Business)	SF-4 (Single Family - 4)
LB-H (Local Business - Historical)	

ORDINANCE NUMBER 21-08

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO
THE UNIFIED DEVELOPMENT ORDINANCE**

This is an Ordinance adding 4.98 +/- acres to Ordinance Number 19-38, as amended (the "Union Square at Grand Junction Planned Unit Development District") amend 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;

WHEREAS, the Common Council enacted Ordinance No. 19-38, the Union Square at Grand Junction Planned Unit Development District (the “Union Square at Grand Junction PUD Ordinance”) on October 10, 2019. Ordinance No 19-38 was approved with a favorable recommendation (7-0) and recorded on October 18, 2019.

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 2103-PUD-08** requesting an amendment to the Union Square at Grand Junction PUD Ordinance with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2103-PUD-08** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a **recommendation** (____-____) 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 Common Council on _____, 2021;

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 Unified Development Ordinance and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance shall amend the Union Square at Grand Junction PUD Ordinance, as applicable to the Real Estate. The Unified Development Ordinance and Site/Zoning Map are hereby amended to designate the Real

Estate added to the existing Planned Unit Development District known as the "**Union Square at Grand Junction PUD District**" (the "District"). The Site Map accompanying and made a part of the Zoning Ordinance is amended to reclassify the Real Estate from LB-H and E1 to Planned Unit Development (PUD).

- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a or expressly made inapplicable by this Ordinance.
- 1.3 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.
- 1.4 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.

Section 3. Concept Plans. The Concept Plans, attached hereto as **Exhibit B**, are the most up to date Concept plans of those proposed in the Concept Plan of Ordinance 19-38 and are 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 compliance with Article 10.9(F) Planned Unit Development Districts; PUD District Ordinance Requirements.

Section 7. Development Standards. The standards of Chapter 6: Development Standards shall apply to the development of the District.

- 7.1 Article 6.3 Architectural Standards: Shall not apply; rather:
 - A. Character Exhibit: The "Character Exhibit" attached hereto as **Exhibit C**, is hereby incorporated as a compilation of images designed to capture the most recent intended architecture of structures to be constructed in the District. It is not the intent to limit the architecture shown in the Character Exhibit, but to establish a benchmark for quality, vision, and appearance of architecture within the District. In order to provide a unique architectural niche for downtown Westfield, the development of the Real Estate (site improvements and building elevations will be of a custom design for the Real Estate that will incorporate community feedback received through a public design process undertaken by Old Town Companies in advance of Development Plan Approval.

- 7.2 Article 6.14 Parking and Loading Standards: Shall apply except as modified or enhanced below:
- A. Article 6.14(G) Off-Street Parking: Article 6.14(G) shall apply except as modified below:
- i. Shared Parking: The shared Parking Spaces shall provide at least seventy percent (70%) of the cumulative total of Parking Spaces required for each use.
 - ii. Required Spaces: Off-street Parking Spaces shall be 1 space per studio Multi-Family Dwelling Unit and 1.5 spaces per Unit for all other Multi-Family Dwelling Units.
 - iii. Parking Space Requirements: Parking space requirements may be waived by the Plan Commission or Director if determined sufficient parking alternatives are available in the City's downtown. Parking Space requirements for other uses shall be determined by the Director based upon data supplied by the Applicant in response to traffic and parking data requested to be furnished with the application for an Improvement Location Permit.
 - iv. Off-Street Parking: Off-Street Parking shall not be permitted in the Established Front Yard.

[Remainder of page intentionally left blank, signature page follows]

ALL OF WHICH IS ORDAINED/RESOLVED THIS__ DAY OF_____, 2021.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Scott Willis

Scott Willis

Scott Willis

James J. Edwards

James J. Edwards

James J. Edwards

Jake Gilbert

Jake Gilbert

Jake Gilbert

Scott Frei

Scott Frei

Scott Frei

Mike Johns

Mike Johns

Mike Johns

Troy Patton

Troy Patton

Troy Patton

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk Treasurer

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: Rebecca McGuckin, Old Town Companies, Community Collaborator

I hereby certify that **ORDINANCE 21-08** was delivered to the Mayor of Westfield

on the _____ day of _____, 2021, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 21-08**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 21-08**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

This document prepared by: Rebecca McGuckin, Old Town Companies, 31 1st St. SW, Carmel, IN 46032, 317-496-7160

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Character Exhibit
Exhibit D	Ordinance 19-38

EXHIBIT A

REAL ESTATE

(Page 1 of 4)

Legal Description

Union Square, original site:

All of Lots 23, 24, 48 and 47 along with part of the 12-foot West Alley and the 16.5-foot Vine Alley adjoining said lots in the Original plat of the Town of Westfield as recorded in Book D, page 121 in the Office of the Recorder of Hamilton County; All of Lots 1, 9, 10, 15, and 16 and the 12 foot alley lying between said lots 1 and 9 in Roberts Addition to Westfield, the plat of which is recorded Book 39, page 433 and part of the Northeast quarter of Section 1, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana more particularly described as follows:

Beginning at the northeast corner of said Lot 23; thence South 0 degrees 27 minutes 48 seconds East 330.00 feet along the east line of Lots 23 and 47 to the southwest corner of said Lot 47; thence South 89 degrees 34 minutes 58 seconds West 178.67 feet along the south line Lots 47 and 48 to the east line of Lot 16 in said Roberts Addition; thence South 0 degrees 10 minutes 13 seconds West 4.95 feet along said east line to the southeast corner of said Lot 16; thence South 89 degrees 36 minutes 32 seconds West 324.73 feet along the south line of Lots 16 and 10 to the southwest corner of said Lot 10; thence North 0 degrees 16 minutes 17 seconds West 342.00 feet along the west line of Lots 10, 9 and 1 to the northwest corner of said Lot 1; thence North 89 degrees 36 minutes 32 seconds East 325.31 feet along the north line of said Lot 1 and the south boundary of State Road 32 to the east line of a tract of land described in Instrument 2009043356 in the office of said recorder; thence South 0 degrees 27 minutes 48 seconds East 7.05 feet along said east line to the prolonged north line of said Lot 24; thence North 89 degrees 34 minutes 58 seconds East 177.00 feet along the prolonged north line and the north line of Lots 24 and 23 to the point of beginning and containing 3.9 acres, more or less.

Midland North, expanded site:

A PART OF THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST IN HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS, TO-WIT: BEGIN AT A POINT IN THE CENTER OF COOL CREEK, SAID POINT BEING 399.0 FEET SOUTH AND 125.0 FEET EAST OF THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST IN WESTFIELD, HAMILTON COUNTY, STATE OF INDIANA; THENCE SOUTH PARALLEL TO THE WEST LINE OF SAID NORTHWEST QUARTER 360.17 FEET TO A POINT IN THE NORTH LINE OF AN OLD CEMETERY; THENCE SOUTHEASTERLY ON AND ALONG THE SAID NORTH LINE 158.3 FEET TO A CORNER POST, SAID POINT BEING 106.5 FEET NORTH OF THE NORTH RIGHT-OF-WAY LINE OF THE CENTRAL INDIANA R.R. AND THE NORTH RIGHT-OF-WAY LINE IS 22.3 FEET NORTH OF THE CENTER OF THE R.R. TRACK; THENCE SOUTH 106.5 FEET TO THE NORTH LINE OF SAID RAILROAD RIGHT-OF-WAY AND CORNER POST AND SAID POINT BEING 278.5 FEET EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE EASTERLY ON AND ALONG THE NORTH RIGHT-OF-WAY LINE 199.5 FEET TO A POINT, SAID POINT BEING 290.0 FEET WEST OF

(Page 2 of 4)

Legal Description

THE CENTER OF CHERRY STREET OR COUNTY ROAD RUNNING NORTH AND SOUTH IN THE SAID NORTHWEST QUARTER; THENCE NORTHERLY 150.0 FEET TO A POINT, SAID POINT BEING 172.3 FEET NORTH OF THE CENTER OF SAID R.R TRACT AND 290.0 FEET WEST OF THE CENTER OF CHERRY STREET OR COUNTY ROAD; THENCE EASTERLY 290.0 FEET TO A POINT, SAID POINT BEING 172.3 FEET NORTH OF THE CENTER OF SAID R.R. TRACT; THENCE NORTHERLY ON AND ALONG THE CENTER OF SAID ROAD 163.9 FEET TO THE INTERSECTION WITH THE CENTER OF COOL CREEK; THENCE RUN NORTHWESTERLY, WESTERLY AND NORTHWESTERLY ON AND ALONG THE CENTERLINE OF SAID COOL CREEK TO THE PLACE OF BEGINNING. CONTAINING 3.3 ACRES, MORE OR LESS.

ALSO:

A PART OF THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST, DESCRIBED AS FOLLOWS: BEGIN AT A POINT WHERE THE NORTH LINE OF THE RIGHT-OF-WAY OF THE CENTRAL INDIANA RAILROAD CROSSES THE COUNTY ROAD, RUN THENCE WEST 290 FEET, THENCE NORTH 150 FEET, THENCE EAST 290 FEET, THENCE SOUTH 150 FEET TO THE PLACE OF BEGINNING.

ALSO DESCRIBED:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST, RUN SOUTH 365 FEET ON AND ALONG THE WEST LINE OF SAID QUARTER SECTION; THENCE EAST 768 FEET TO A POINT ON THE SOUTH LINE OF THE ORIGINAL PLAT OF THE TOWN OF WESTFIELD; THENCE SOUTH ON AND ALONG THE CENTERLINE OF A COUNTY ROAD (CHERRY STREET) 565.6 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION AND WHICH IS WHERE THE NORTH LINE OF THE RIGHT-OF-WAY OF THE CENTRAL INDIANA RAILROAD CROSSES THE SAID COUNTY ROAD; THENCE WEST 290 FEET; THENCE NORTH 150 FEET; THENCE EAST 290 FEET; THENCE SOUTH 150 FEET TO THE PLACE OF BEGINNING. CONTAINING 1 ACRE, MORE OR LESS, IN THE TOWN OF WESTFIELD, HAMILTON COUNTY, INDIANA.

EXCEPTING THEREFROM THAT PART CONVEYED TO THE CITY OF WESTFIELD, INDIANA BY WARRANTY DEEDS RECORDED JUNE 3, 2010 AS DOCUMENTS 2010024355 AND 2010024356.

PARCEL 2:

A PART OF THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST, IN HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGIN AT A POINT 365 FEET SOUTH OF THE NORTHWEST CORNER OF SAID QUARTER SECTION; RUN THENCE EAST 125 FEET; THENCE SOUTH 400.5 FEET; THENCE NORTHWESTERLY 133.7 FEET TO A POINT WHICH IS 213 FEET NORTH OF THE NORTH RAIL OF THE CENTRAL INDIANA RAILROAD; THENCE NORTH 353 FEET TO THE PLACE OF BEGINNING, IN HAMILTON COUNTY, INDIANA.

EXCEPT: PART OF A TRACT OF LAND DESCRIBED IN INSTRUMENT #89-13713 IN THE PUBLIC RECORDS OF HAMILTON COUNTY, INDIANA, LOCATED IN THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER, SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST; THENCE SOUTH 00 DEGREES 45 MINUTES 28 SECONDS EAST 618.48 FEET (ASSUMED BEARING) TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 16 MINUTES 23 SECONDS EAST PARALLEL TO THE NORTH LINE OF SAID NORTHWEST QUARTER 125.00 FEET TO THE EAST LINE OF SAID TRACT AS DESCRIBED IN INSTRUMENT #89-13712; THENCE SOUTH 00 DEGREES 45 MINUTES 18 SECONDS EAST 147.02 FEET ON AND ALONG SAID

(Page 3 of 4)

Legal Description

EAST LINE TO A 5/8 INCH IRON ROD WITH YELLOW CAP STAMPED S0083 ON THE NORTH LINE OF A TRACT OF LAND DESCRIBED IN DEED RECORD 176, PAGE 219; THENCE NORTH 68 DEGREES 16 MINUTES 32 SECONDS WEST 135.28 FEET ON AND ALONG SAID NORTH LINE TO A P.K. NAIL IN THE WEST LINE OF SAID NORTHWEST QUARTER, SAID P.K. NAIL BEING 213.00 FEET NORTH OF THE NORTH RAIL OF THE CENTRAL INDIANA RAILROAD WHERE IT INTERSECTS THE WEST LINE OF THE SAID NORTHWEST QUARTER; THENCE NORTH 00 DEGREES 45 MINUTES 18 SECONDS WEST 95.36 FEET ON AND ALONG THE WEST LINE OF SAID NORTHWEST QUARTER TO THE POINT OF BEGINNING. PARCEL 3: PART OF A TRACT OF LAND DESCRIBED IN INSTRUMENT #8913712 IN THE PUBLIC RECORDS OF HAMILTON COUNTY, INDIANA, LOCATED IN THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER, SECTION 6, TOWNSHIP 18 NORTH, RANGE 4 EAST; THENCE SOUTH 00 DEGREES 45 MINUTES 28 SECONDS EAST 618.48 FEET (ASSUMED BEARING) TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 16 MINUTES 23 SECONDS EAST PARALLEL TO THE NORTH LINE OF SAID NORTHWEST QUARTER 125.00 FEET TO THE EAST LINE OF SAID TRACT AS DESCRIBED IN INSTRUMENT #8913712; THENCE SOUTH 00 DEGREES 45 MINUTES 18 SECONDS EAST 147.02 FEET ON AND ALONG SAID EAST LINE TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED S0083 ON THE NORTH LINE OF A TRACT OF LAND DESCRIBED IN DEED RECORD 176, PAGE 219; THENCE NORTH 68 DEGREES 16 MINUTES 32 SECONDS WEST 135.28 FEET ON AND ALONG SAID NORTH LINE TO A P.K. NAIL IN THE WEST LINE OF SAID NORTHWEST QUARTER, SAID P.K. NAIL BEING 213.00 FEET NORTH OF THE NORTH RAIL OF THE CENTRAL INDIANA RAILROAD WHERE IT INTERSECTS THE WEST LINE OF THE SAID NORTHWEST QUARTER; THENCE NORTH 00 DEGREES 45 MINUTES 18 SECONDS WEST 95.36 FEET ON AND ALONG THE WEST LINE OF SAID NORTHWEST QUARTER TO THE POINT OF BEGINNING. CONTAINING 15,148.59 SQUARE FEET OR 0.35 ACRE, MORE OR LESS.

EXHIBIT A

REAL ESTATE

(Page 4 of 4)

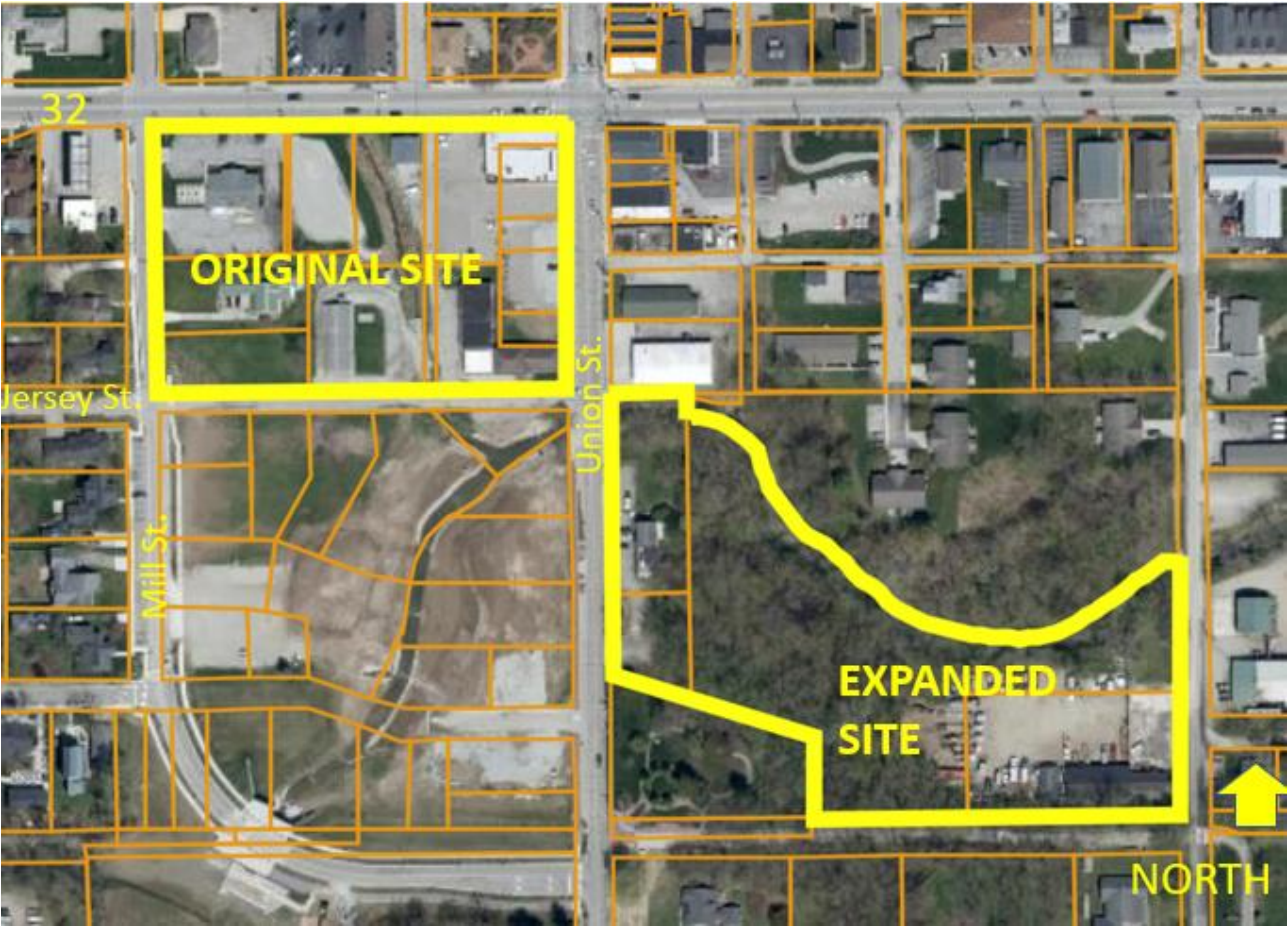


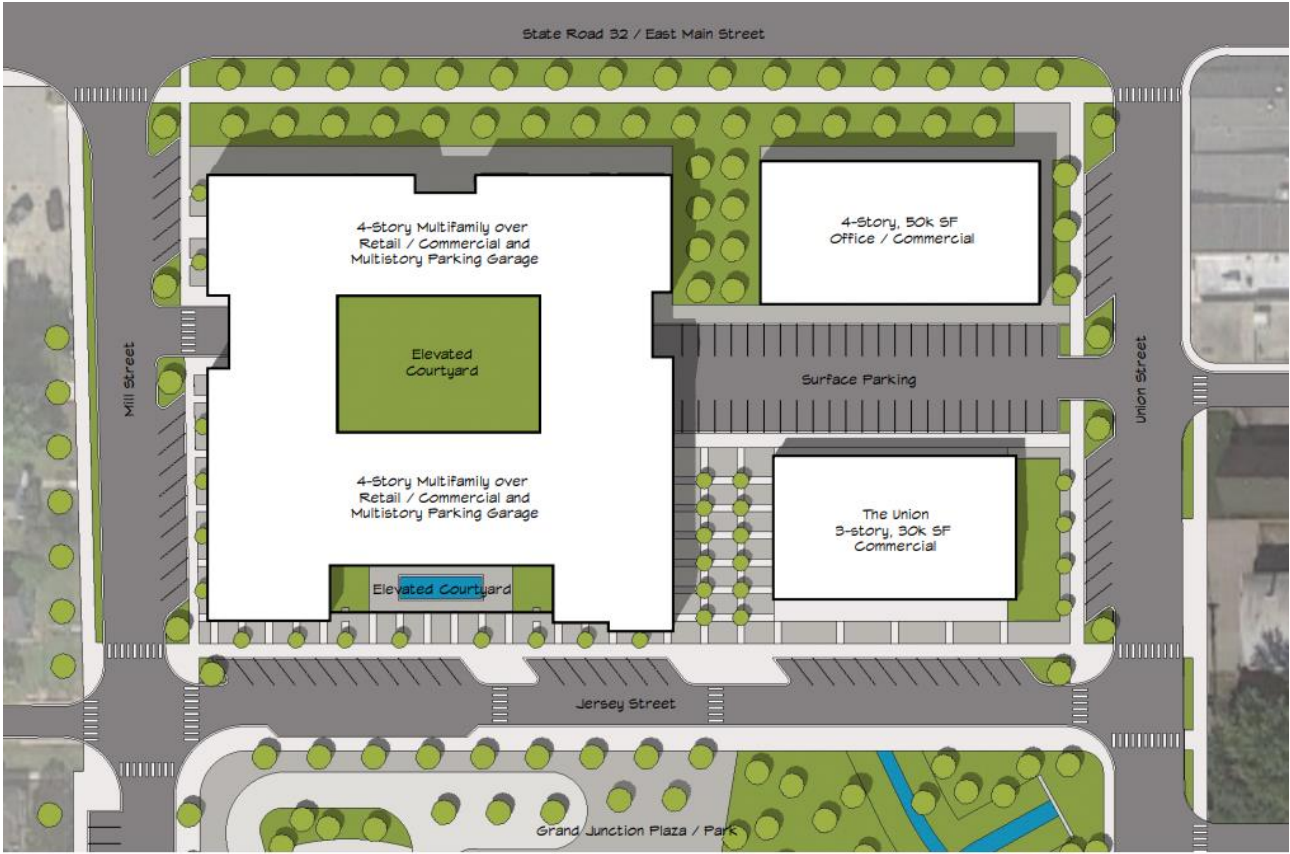
EXHIBIT B
CONCEPT PLAN
(Page 1 of 2)



Conceptual Site Plan - North Midland Site

Scale: 1" = 60' 0" 

EXHIBIT B
CONCEPT PLAN
(Page 2 of 2)



Conceptual Site Plan - Union Square Site
Scale: 1" = 50' 0"

EXHIBIT C
CHARACTER EXHIBIT
(Page 1 of 3)



Please note that the concept images shared here best represent scale of buildings and give one possibility for architectural look and feel.

EXHIBIT C
CHARACTER EXHIBIT
(Page 2 of 3)



EXHIBIT C
CHARACTER EXHIBIT
(Page 3 of 3)



EXHIBIT D
Ordinance 19-38

2019051859 ORDINANCE \$25.00
10/18/2019 10:33:05A 17 PGS
Jennifer Hayden
HAMILTON County Recorder IN
Recorded as Presented

ORDINANCE NUMBER 19-38

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO
THE UNIFIED DEVELOPMENT ORDINANCE**

This is a Planned Unit Development District Ordinance (to be known as the "**UNION SQUARE AT GRAND JUNCTION PUD DISTRICT**") to amend 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;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1909-PUD-28**), requesting an amendment to the Unified Development Ordinance and the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1909-PUD-28** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a **FAVORABLE** recommendation (9-0 vote) 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 Common Council on October 8, 2019;

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 Unified Development Ordinance and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 The Unified Development Ordinance and Zoning Map are hereby changed to designate the Real Estate as a Planned Unit Development District to be known as the "**Union Square at Grand Junction PUD District**" (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) 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

COPY

Minimum Lot Frontage	No Minimum, however, all lots shall have vehicular access to a street (via, public street, private street, alley, or a shared ingress/egress easement)
Minimum Building Setback	
Front Yard	0'
Side Yard / Building Separation	0'
Rear Yard	0'
Minimum Building Height	Two (2) Stories
Maximum Building Height	No Maximum

Section 7. Development Standards. The standards of Chapter 6: Development Standards shall apply to the development of the District.

7.1 Article 6.3 Architectural Standards: Shall not apply; rather:

- A. Character Exhibit: The "Character Exhibit" attached hereto as **Exhibit C**, is hereby incorporated as a compilation of images designed to capture the intended architecture of structures to be constructed in the District. It is not the intent to limit the architecture shown in the Character Exhibit, but to establish a benchmark for quality, vision, and appearance of architecture within the District. In order to provide a unique architectural niche for downtown Westfield, the development of the Real Estate (site improvements and building elevations) will be of a custom design for the Real Estate that will incorporate community feedback received through a public design process undertaken by Old Town Companies in advance of Development Plan Approval.
- B. Mechanical / Utility Meter Screening: All roof and wall mounted Mechanical Equipment shall be visually integrated into the overall design of the Building and shall not be located on the building's Front Façade. Clustering of Mechanical Equipment is encouraged.
- C. External Wall Protrusions: Gutters, downspouts, vents and other external wall protrusions shall be visually integrated with the architectural style of structure. The color shall be selected to complement or be consistent with the building materials.

7.2 Article 6.8 Landscaping Standards: Shall not apply, rather, the plantings will be as shown on the Detailed Development Plan and Overall Development Plan.

- A. Foundation Plantings: Article 6.8(L) Foundation Plantings shall apply; however, planters with flowers located at the base of a building or attached to a façade shall be counted to meet the requirement.

7.3 Article 6.14 Parking and Loading Standards: Shall apply except as modified or

enhanced below:

- A. On-Street parking: On-Street Parking is contemplated along Jersey Street, Mill Street, and Union Street; however, any on-street parking shall be subject to final engineering and approval by the Department of Public Works.
- B. Article 6.14(C) Loading Berths: Article 6.14(C) shall not apply.
- C. Article 6.14(G) Off-Street Parking: Article 6.14(G) shall apply except as modified below:
 - i. Shared Parking: The shared Parking Spaces shall provide at least seventy percent (70%) of the cumulative total of Parking Spaces required for each use.
 - ii. Required Spaces: Off-street Parking Spaces shall be 1.5 spaces per Multi-Family Dwelling Unit.
 - iii. Off-Street Parking: Off-Street Parking shall not be permitted in the Established Front Yard.

Section 8. **Design Standards.** The standards of Chapter 8: Design Standards shall apply to the development of the District.

- 8.1 Article 8.6 Open Space and Amenity Standards: Shall not apply.
- 8.2 Article 8.9 Street and Right-of-Way Standards: Shall apply, however, no dedication of Right-of-Way shall be required.

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Union Square at Grand Junction PUD District

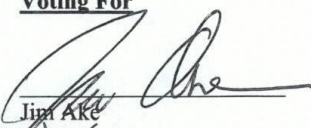
ALL OF WHICH IS ORDAINED/RESOLVED THIS 14th DAY OF Oct, 2019.

WESTFIELD CITY COUNCIL

Voting For

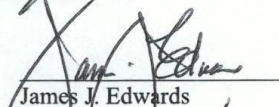
Voting Against

Abstain


Jim Ake

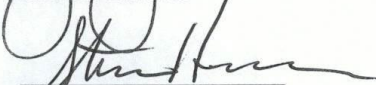
Jim Ake

Jim Ake


James J. Edwards

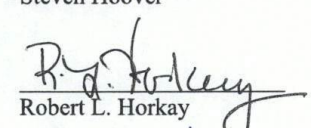
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James J. Edwards


Steven Hoover

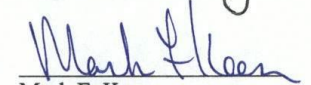
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Robert L. Horkay

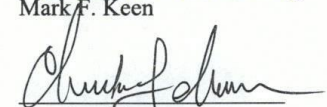
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Mark F. Keen

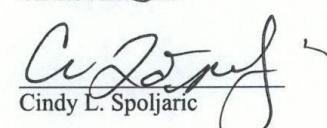
Mark F. Keen

Mark F. Keen


Charles Lehman

Charles Lehman

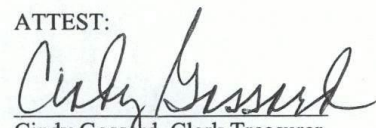
Charles Lehman


Cindy L. Spoljaric

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Cindy L. Spoljaric

ATTEST:

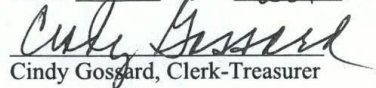

Cindy Gossard, Clerk Treasurer

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: Jon C. Dobosiewicz

Union Square at Grand Junction PUD District

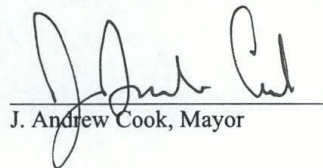
I hereby certify that **ORDINANCE 19-38** was delivered to the Mayor of Westfield

on the 15th day of Oct, 2019, at 10:30A m.


Cindy Gosgard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 19-38**

this 16th day of Oct, 2019.


J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 19-38**

this _____ day of _____, 2019.

J. Andrew Cook, Mayor

This document prepared by: James E. Shinaver and Jon C. Dobosiewicz;
Nelson & Frankenberger, LLC
550 Congressional Blvd, Suite 210, Carmel, IN 46032 (317) 844-0106

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Character Exhibit

EXHIBIT A
REAL ESTATE
Page 1 of 2
Legal Description

All of Lots 23, 24, 48 and 47 along with part of the 12-foot West Alley and the 16.5-foot Vine Alley adjoining said lots in the Original plat of the Town of Westfield as recorded in Book D, page 121 in the Office of the Recorder of Hamilton County; All of Lots 1, 9, 10, 15, and 16 and the 12 foot alley lying between said lots 1 and 9 in Roberts Addition to Westfield, the plat of which is recorded Book 39, page 433 and part of the Northeast quarter of Section 1, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana more particularly described as follows:

Beginning at the northeast corner of said Lot 23; thence South 0 degrees 27 minutes 48 seconds East 330.00 feet along the east line of Lots 23 and 47 to the southwest corner of said Lot 47; thence South 89 degrees 34 minutes 58 seconds West 178.67 feet along the south line Lots 47 and 48 to the east line of Lot 16 in said Roberts Addition; thence South 0 degrees 10 minutes 13 seconds West 4.95 feet along said east line to the southeast corner of said Lot 16; thence South 89 degrees 36 minutes 32 seconds West 324.73 feet along the south line of Lots 16 and 10 to the southwest corner of said Lot 10; thence North 0 degrees 16 minutes 17 seconds West 342.00 feet along the west line of Lots 10, 9 and 1 to the northwest corner of said Lot 1; thence North 89 degrees 36 minutes 32 seconds East 325.31 feet along the north line of said Lot 1 and the south boundary of State Road 32 to the east line of a tract of land described in Instrument 2009043356 in the office of said recorder; thence South 0 degrees 27 minutes 48 seconds East 7.05 feet along said east line to the prolonged north line of said Lot 24; thence North 89 degrees 34 minutes 58 seconds East 177.00 feet along the prolonged north line and the north line of Lots 24 and 23 to the point of beginning and containing 3.9 acres, more or less.

EXHIBIT A
REAL ESTATE
Page 2 of 2

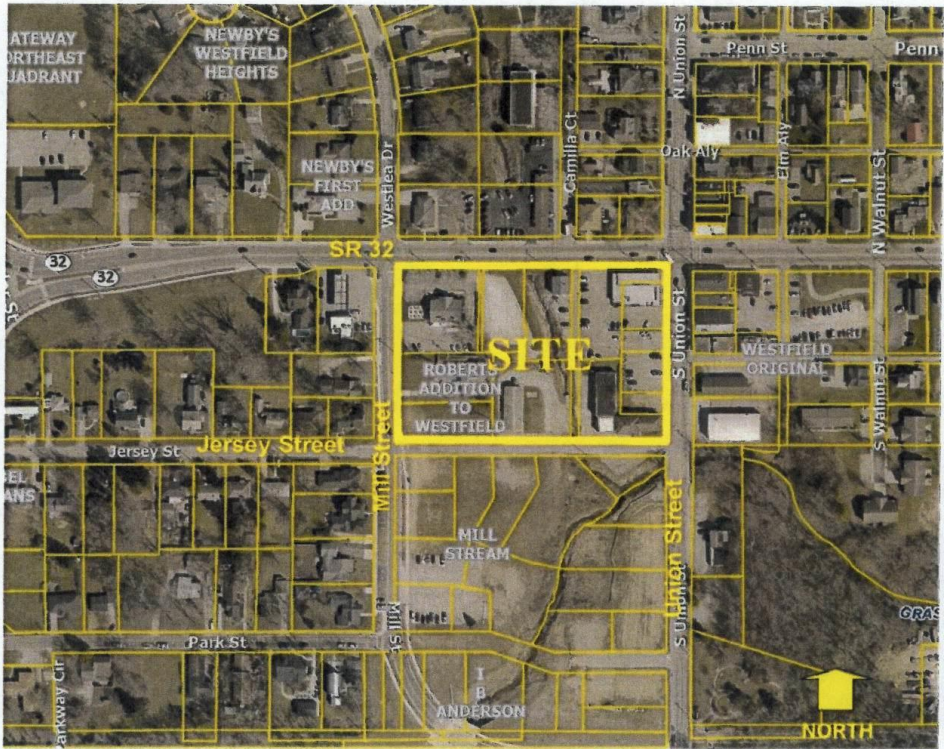


EXHIBIT B
CONCEPT PLAN
(Page 1 of 3)



Note: Larger scale paper and digital copies of the Concept Plan are on file with the Department of Community Development under Docket Number 1909-PUD-28.

EXHIBIT B
CONCEPT PLAN
(Page 2 of 3)

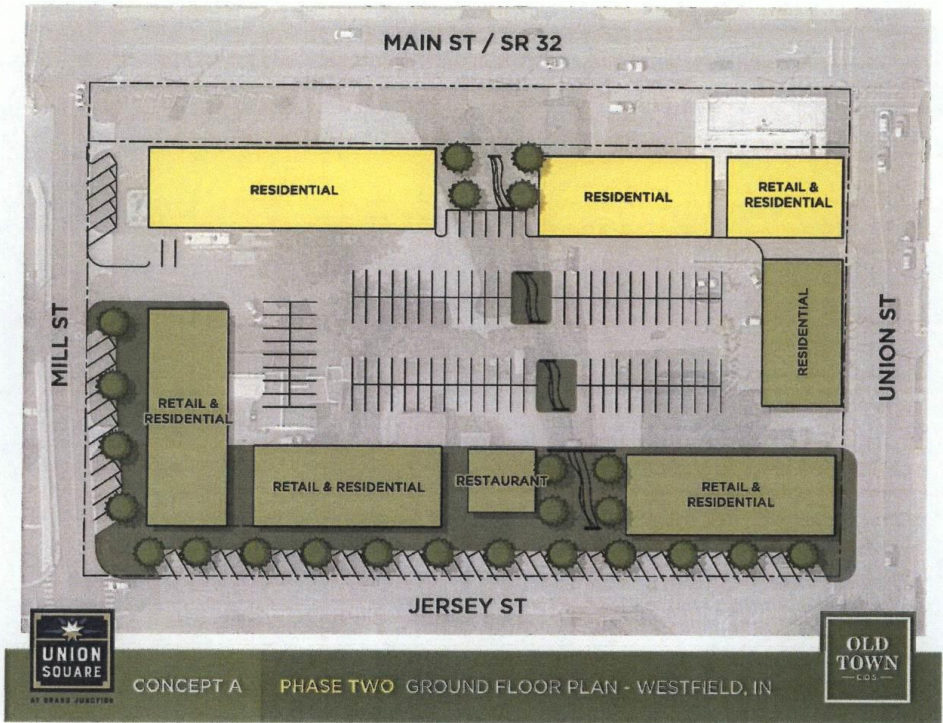


EXHIBIT B
CONCEPT PLAN
(Page 3 of 3)

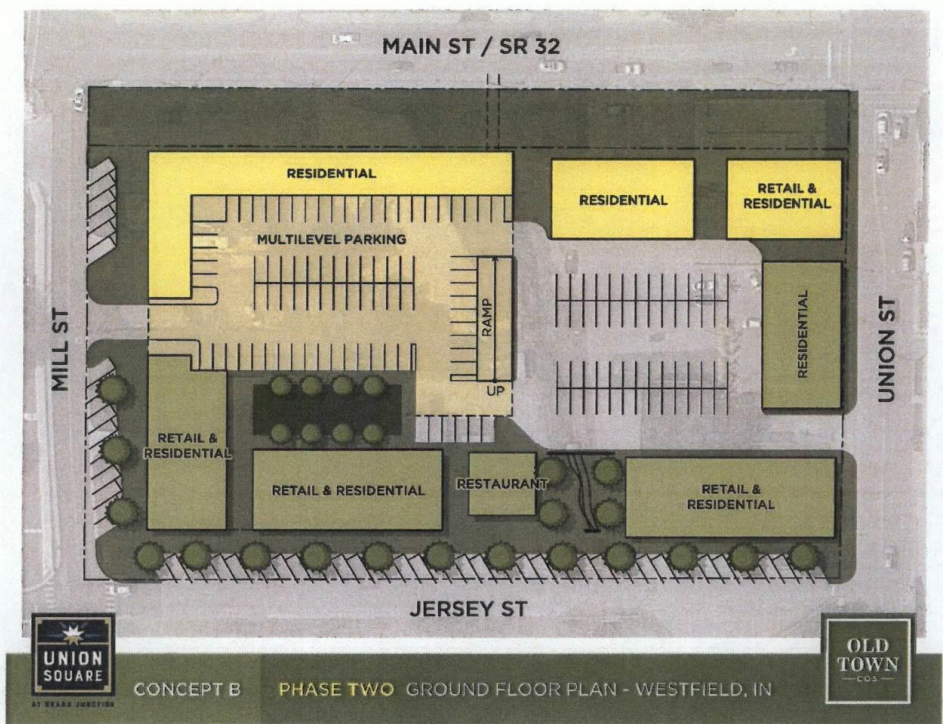
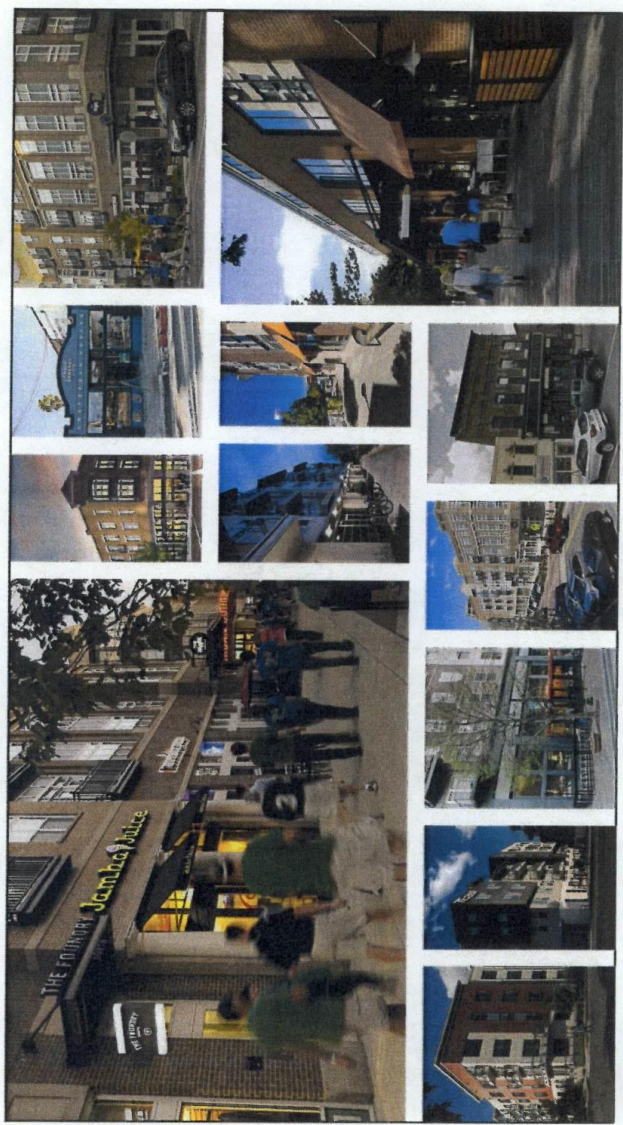


EXHIBIT C
CHARACTER EXHIBIT
(Page 1 of 5)



INSPIRATION IMAGES
UNION SQUARE AT GRAND JUNCTION
Westfield, Indiana
July 31, 2019

EXHIBIT C
CHARACTER EXHIBIT
(Page 2 of 5)



INSPIRATION IMAGES
UNION SQUARE AT GRAND JUNCTION
Westfield, Indiana
July 31, 2019

EXHIBIT C
CHARACTER EXHIBIT
(Page 3 of 5)

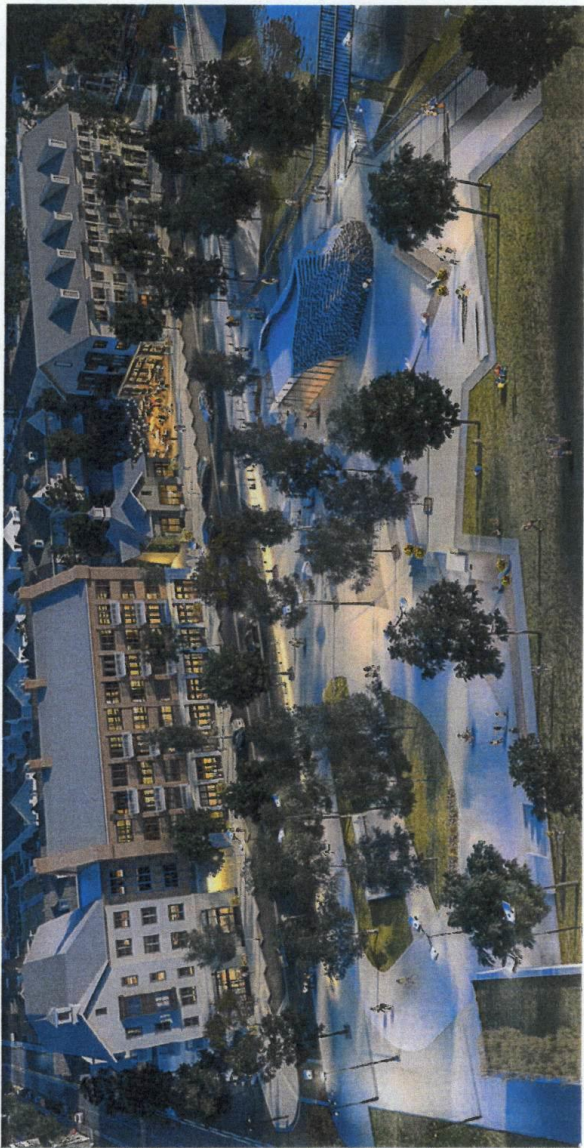


EXHIBIT C
CHARACTER EXHIBIT
(Page 4 of 5)



SITE MASSING

UNION SQUARE AT GRAND JUNCTION
Westfield, Indiana
July 31, 2019



SITE MASSING

UNION SQUARE AT GRAND JUNCTION
Westfield, Indiana
July 31, 2019



EXHIBIT C
CHARACTER EXHIBIT
(Page 5 of 5)



SITE MASSING
UNION SQUARE AT GRAND JUNCTION
Westfield, Indiana
July 31, 2019



SITE MASSING
UNION SQUARE AT GRAND JUNCTION
Westfield, Indiana
July 31, 2019



UNION SQUARE AT GRAND JUNCTION (Amended) CONCEPT PLAN



Conceptual Site Plan - North Midland Site
Scale: 1" = 60' 0"



Conceptual Site Plan - Union Square Site
Scale: 1" = 50' 0"

EXHIBIT C
CHARACTER EXHIBIT
(Page 1 of 3)



Please note that the concept images shared here best represent scale of buildings and give one possibility for architectural look and feel.

EXHIBIT C
CHARACTER EXHIBIT
(Page 2 of 3)



EXHIBIT C
CHARACTER EXHIBIT
(Page 3 of 3)



Issues/Comments in Response to the Proposed
Union Square at Grand Junction Planned Unit Development (PUD) Amendment

The list below includes issues that were raised in the written and verbal comments submitted to the Community Development Department in advance of the March 1, 2021, Plan Commission public hearing, and issues presented during the public hearing, as compiled by the Community Development Department. Duplicate or similar issues have been consolidated and simplified for purposes of this list.

1. Will you plan on giving significant attention to and incorporating trail and preservation amenities such as:

- a) The creation of the Anna Kendall Trail segment;**
- b) Preservation of green space;**
- c) Tree preservation; and**
- d) A trail connection to the Grand Junction Plaza?**

2. How will you accommodate historical details into the proposed project(s)? Such as integrating historical elements (the pharmacy and fire station) into the buildings' design, capturing the charm of Westfield's heritage and designing a unique identity for the downtown?

3. How will this project create a cohesive appeal to all of the downtown development that does not replicate neighboring cities? Will downtown's developments fit into the community?

4. Is there enough proposed parking to accommodate the proposed mixture of uses and future residents, employees and visitors?

5. What can be done to ensure the protection of public parking spaces vs. reserved parking spaces? Especially in regards to the parking garage?

6. Can you address creative wayfinding, navigation and pedestrian circulation in regards to the walkability of these projects to the downtown area?

Issues/Comments in Response to the Proposed
Union Square at Grand Junction Planned Unit Development (PUD) Amendment

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- a) The creation of the Anna Kendall Trail segment;**
- b) Preservation of green space;**
- c) Tree preservation; and**
- d) A trail connection to the Grand Junction Plaza?**

Old Town will commit to working with the APC and City of Westfield to preserve a greenbelt along the existing drainage way along the north property line of the Union Square amendment area. The design and function of the greenbelt will need to be influenced by various stakeholders including the APC, parks department, and city administration.

The Union Square amendment area is a phase two of the overall development. A final land plan and architectural approval will be developed in collaboration with stakeholders.

2. How will you accommodate historical details into the proposed project(s)? Such as integrating historical elements (the pharmacy and fire station) into the buildings' design, capturing the charm of Westfield's heritage and designing a unique identity for the downtown?

Old Town acknowledges that it cannot be solely responsible for preserving historic elements of the downtown. Additionally, various stakeholders share different opinions as to the value of individual structures. It is our intention to partner with relevant stakeholders in bridging the past with the future by incorporating materials and facades with true historic relevance into our landscape architecture for the development.

Additionally, Old Town would like to sponsor an initiative to create a historic & cultural trail network (Underground Railroad focused?) that honors the local history and repurposes materials from historic structures.

3. How will this project create a cohesive appeal to all of the downtown development that does not replicate neighboring cities? Will downtown's developments fit into the community?

There is no singular architectural identity in downtown Westfield. Many opinions have been shared over the last few years of conversation about an eclectic mix of building types and styles. It is our belief that each new project should be evaluated using the comprehensive plan as a guiding framework for use-type. Individual building architecture should be managed on a case-by-case basis to allow for creativity of the developer. Westfield's role as a city should be in holding a high bar for creativity and quality.

4. Is there enough proposed parking to accommodate the proposed mixture of uses and future residents, employees and visitors?

Yes. Old Town will work with city planning staff to make sure the use types of the project allow for sufficient parking for the private development projects and provide additional general public parking.

5. What can be done to ensure the protection of public parking spaces vs. reserved parking spaces? Especially in regards to the parking garage?

Old Town proposes to limit private reserved spaces to less than 40% of the total provided within the development area. This allows for a majority of spaces to be available on a first come, first served basis.

6. Can you address creative wayfinding, navigation and pedestrian circulation in regards to the walkability of these projects to the downtown area?

Old Town will develop a wayfinding/signage plan within the construction plans for the project that will have overlap with landscape architecture planning. The goal of creating a historic trail network will likely dovetail into this exercise and will require input from relevant stakeholders.

Union Square is a proposed mixed-use development designed to complement Grand Junction Plaza, Westfield's dynamic new civic space to the south.

The energy generated by nearby boutique restaurants, stores, and public gathering spaces to be constructed within the Plaza were the motivation for Old Town Companies to pursue working alongside community stakeholders to create the vision for Union Square. Old Town is expanding the residential opportunities here by proposing an amendment that will bring additional development to the southeast corner of Union Street and Jersey Street.

Once completed, Union Square, with the adjacency to Midland Trace Trail and Grand Junction Plaza will offer a concentration of residential uses with a variety of shops, restaurants, and offices along with apartments featuring contemporary floorplans and finishes. Union Square serves as the next, critical component in propelling the activation of a vibrant, downtown Westfield.

**Old Town Companies is an award-winning central Indiana-based real estate development company that pursues community-focused development projects that enrich the lives and well-being of its residents. Old Town's sister company, Old Town Design Group, is the leading custom homebuilder in the northern Indianapolis suburbs of Carmel, Westfield and Zionsville specializing in creating timeless custom home designs.*

Grand Junction Task Group

116 East Main Street, Westfield Indiana 46074-8924

March 1, 2021

Old Town Design Group
31 1st Street SW
Carmel, IN 46032
<https://www.oldtowncompanies.com/>

Re: **Union Square Extension PUD Endorsement**

Dear Old Design Group,

The Grand Junction Task Group received a proposal from your company seeking an endorsement on the Union Square Expansion project before the City of Westfield City Council.

A ten-page PowerPoint was provided to the task group members for review over email. Unfortunately, time for an in-person meeting was not available.

The Task Group members reviewed your proposal over email and provided feedback that included questions about the project's parking¹. The Task Group appreciates your flexibility and willingness to consider its design questions to ensure that this new development adds stature to the downtown corridor.

Members of the Grand Junction Task Group unanimously **ENDORSE** this project.

The Task Group endorses the Union Square Expansion project proposed by Old Town Design Group. This investment in downtown Westfield and the addition of surface parking will help increase property values in the neighborhood and contribute to area businesses' success.

Please direct questions about the endorsement to the Grand Junction Task Group administrator Steve Latour at slatour@westfield-chamber.org or by calling 317-804-3030.

Sincerely,

Endorsing Task Group Members:

Patrick Chittenden (Patch Development)
Angie Frazier, Downtown Westfield Association Vice Chairperson
Melody Jones (FC Tucker Agent), Downtown Westfield Resident
Dan Moyer (Moyer Jewelers), Downtown Westfield Association Chairperson
John Schaaf (Schaaf CPA), Westfield Resident and Business Owner
Teresa Skelton, Downtown Westfield Association Board Member
Curt Whitesell (WKRP Indy), Downtown Westfield Association Secretary

Abstaining Task Group Members:

Mike Johns, Westfield City Council
Cindy Spoljaric, Westfield City Council

Cc: Kevin Todd, Director of Community Development, City of Westfield
Caleb Ernest, Planning Coordinator, City of Westfield

¹ My only concern is parking. There is plenty of parking for residents and businesses in the development, but we are still not really addressing the park visitors. Glad to see something progressing. CW // Old Town Response: (Additional \$64M at Union Square, \$10M of which is the parking garage). Extending the parking garage is possible, but it comes down to cost.

2016

Grand Junction

Boundary

Existing Street Network

Future Roundabout Location

Proposed Street Network

Junction Sub-District

an Addendum to the Westfield-Washington Township Comprehensive Plan

an Addendum to the Westfield-Washington Township Comprehensive Plan

GRAND JUNCTION SUB-DISTRICT ADDENDUM, RESOLUTION 15-119 (EXECUTIVE SUMMARY, GATEWAY SUB-DISTRICT, ADOPTED OCTOBER 12, 2015), RESOLUTION 16-106 (JUNCTION SUB-DISTRICT, ADOPTED MAY 9, 2016).

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acknowledgements



MAYOR:

J Andrew Cook

CLERK TREASURER:

Cindy Gossard

CITY COUNCIL:

- Chuck Lehman, President
- Jim Ake, Vice-President
- James J. Edwards
- Steve Hoover
- Robert L Horkay
- Dr. Mark F. Keen
- Cindy L Spoljaric

PLAN COMMISSION:

- Randell Graham, President
- Andre Maue, Vice-President
- Nathan Day
- Steve Hoover
- Robert L Horkay
- David Schmitz
- Robert Smith, Esq.
- Tom Smith
- Chris Woodard

DEPARTMENT HEADS:

- Todd Burtron, Administration
- Matthew Skelton, Economic and Community Development Department
- Jeremy Lollar, Public Works
- Melody Jones, Parks and Recreation
- Christopher Larson, Informatics
- Joel Rush, Chief of Police
- Joe Lyons, Fire Chief
- Erin Verplank, Communications

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SUB-DISTRICTS

EXECUTIVE SUMMARY

INTRODUCTION

This addendum to the [Westfield-Washington Township Comprehensive Plan](#) is intended to further define the vision and expectations for each of the sub-districts of the Grand Junction District, as established in the [Grand Junction Implementation Plan 2013](#) (Resolution 13-112). This addendum will identify appropriate land use types as well as establish preferred site design and architectural expectations for each sub-district area. [Figure A: Grand Junction Sub-District Map](#) and ([Figure 1.1: Gateway Sub-District \(green area\)](#)) are excerpts from the 2013 Grand Junction Implementation Plan, which first established the sub-districts, and include:

- ▶ [Gateway Sub-District](#)
- ▶ [Junction Sub-District](#)
- ▶ [Union Sub-District](#)
- ▶ [Kendall Sub-District](#)
- ▶ [Neighborhood Sub-District](#)

PURPOSE

It is expected that all new (re)development projects within the Grand Junction District will be developed and designed with the details of this addendum serving as the primary guide. Further, it is anticipated the Grand Junction District will contain several new and separate Planned Unit Development (“PUD”) Districts. This addendum includes a template ordinance (see “Exhibit A” on page 71). The template creates a consistent structure and format to be utilized for new projects within the Grand Junction District.

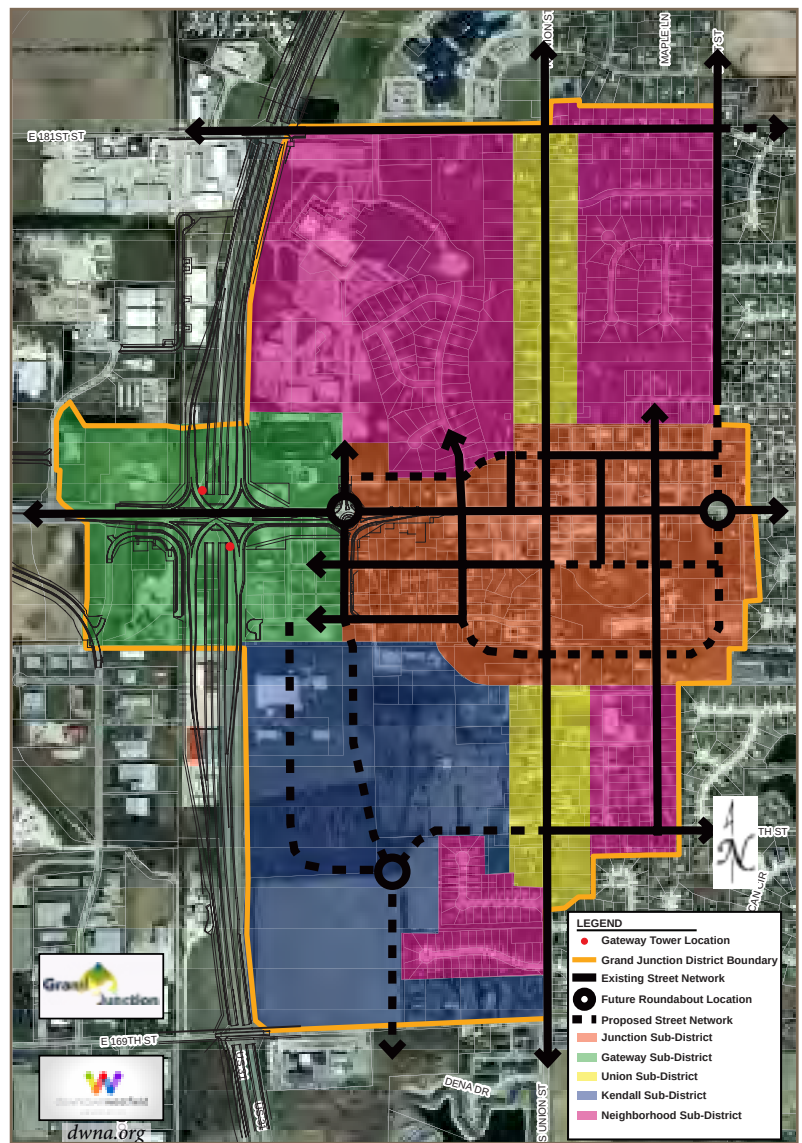
The listed land uses, site and architectural design expectations within this addendum shall serve as a guide for constructing each Grand Junction-related ordinance.

TASK GROUP REVIEW

Prior to City of Westfield approval of a project within the Grand Junction District, it is desirable that each proposed project be reviewed by the Grand Junction Task Group (or its designees, successors, or assigns).

The purpose of this review is to ensure compatibility of the project with the vision and direction of the Comprehensive Plan, specifically the Grand Junction Master Plan, the Grand Junction Implementation Plan 2013, and their subsequent amendments and addenda.

*Figure A: Grand Junction Sub-District Map
(Source: Grand Junction Implementation Plan 2013)*



NOTE: The identification of the “Gateway Tower Locations” (red dots) on this exhibit were only intended to identify the existing locations of two foundations constructed as part of the U.S. 31 Major Moves Project. This identification did not, and does not constitute any approval of potential towers, landmarks, or other gateway features.

CHAPTER 1:

GATEWAY SUB-DISTRICT

CHAPTER CONTENTS

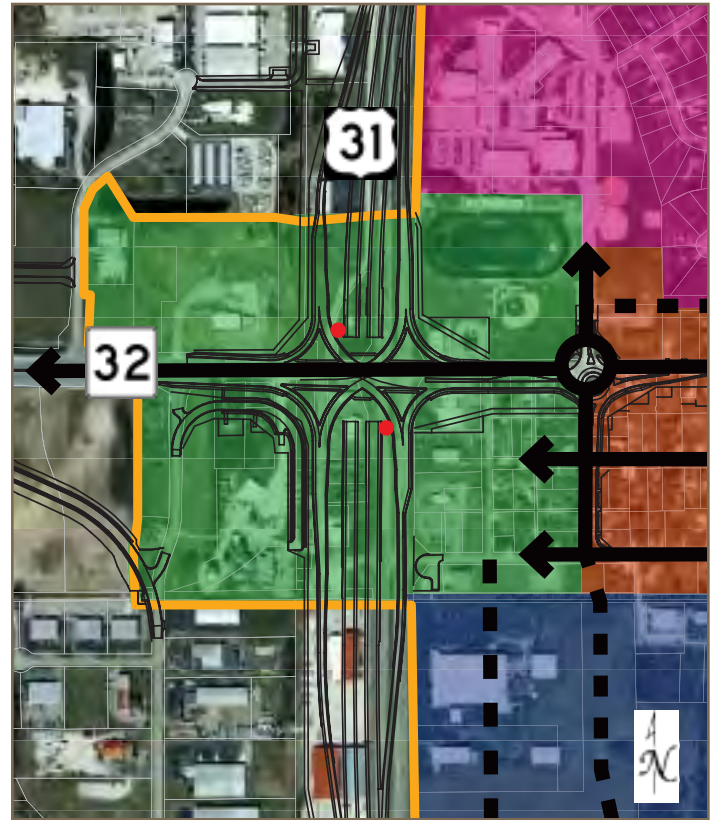
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Vision	6
West and East Sides of U.S. Highway 31	7
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Site Access & Circulation	15
Architectural Design	15
Alternative Transportation	16
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INTRODUCTION

The purpose of this Gateway Sub-District addendum (this “chapter”) is to ensure high-quality development and redevelopment, preserve and enhance property values, and create a positive public perception of property near the interchange of U.S. Highway 31 and State Road 32. This chapter establishes a vision for appropriate land uses and various design and aesthetic features of development that will result in an increase in the quality of life for residents, businesses, and visitors of the City of Westfield, thus creating a credible reputation and ensuring economic success in tourism.

As shown in [Figure 1.1: Gateway Sub-District \(green area\)](#), this sub-district is identified as the four (4) quadrants of the interchange of U.S. Highway 31 and State Road 32. As the name implies, this highway interchange is the primary gateway into Westfield from U.S. Highway 31. Motorists on U.S. Highway 31 will be able to access both Grand Junction and Grand Park by using the State Road 32 interchange. This sub-district is the front door of Westfield and plays a critical role in the City of Westfield’s economic development strategy.

Figure 1.1: Gateway Sub-District (green area)
(Source: Grand Junction Implementation Plan 2013)



The intent of this chapter to provide a detailed vision for this sub-district. It is the City’s goal for each new project to implement this detailed vision. However, the City recognizes that there may be creative ideas that accomplish the overall vision, but may not meet some of the detailed criteria established in this chapter.

VISION

The vision for this sub-district is that each of the four quadrants redevelop in such a manner that provides signature, multi-story, landmark-quality buildings to Westfield’s front door. The buildings and spaces should be memorable, leaving lasting and favorable impressions on those that see and use them. The massing and height of the buildings should be dynamic and define the skyline, and they should be highly visible in all directions (ideally, visible from at least a mile away). The vision is to create quality, architecturally-significant urban development at a key focal point of the community (the interchange of U.S. Highway 31 and State Road 32) which demonstrates that this is an important, interesting, and vibrant place.

WEST AND EAST SIDES OF U.S. HIGHWAY 31

Within this sub-district, the east and west sides of U.S. Highway 31 are inherently different from one another. Both areas serve as gateways to Westfield from U.S. Highway 31: the west side welcomes people to Grand Park, while the east side welcomes people to Downtown Westfield (a.k.a., Grand Junction).

A. West Side: The west side of U.S. Highway 31 is more auto-oriented than the east side. Visitors to Grand Park will exit U.S. Highway 31 at the State Road 32 interchange and be in need of places to eat, get gas, stay the night, and find entertainment. The traditional uses that are found along interstate interchanges throughout the country (such as hotels, fast food, and gas stations) are expected to locate along both sides of State Road 32, from Wheeler Road to Springmill Road.

It is expected that the form of development along State Road 32 on the west side of U.S. Highway 31 will be of high-quality, while being friendly for both vehicular and pedestrian users alike. The form, function, and uses of the west side of this sub-district should complement the anticipated hospitality uses to its west.

This side of this sub-district serves an important role: 1) it will be part of the City's skyline and have identifiable, landmark-quality buildings; 2) it will be the front door to Westfield and Grand Park for many visitors, so it will need to be a place that they will find welcoming, safe, and comfortable.

This gateway area will be the place where many first impressions of Westfield are made. The area needs to be impressive and easy to navigate. This part of this sub-district should be considered for Grand Park-related theming and branding.

B. East Side: As the gateway to Grand Junction, the east side of U.S. Highway 31 should be very friendly to pedestrians. Like their counterparts on the west side of U.S. Highway 31, the buildings in this part of this sub-district will be part of Westfield's skyline, and will also need to be landmark-quality buildings.

It is anticipated that buildings in these quadrants will be located closer to the streets and sidewalks and will cater heavily to pedestrian users. The east side of this sub-district should be fully integrated into the rest of the downtown's branding, themes, and programming. Likewise, it should be fully integrated into the plans for vehicular and pedestrian circulation and parking within Grand Junction. The buildings may be taller and the list of appropriate uses may be fewer, but this area should look, feel, and function like a part of the Grand Junction District. The buildings and public spaces that are created need to be impressive.

Outside of Grand Park and the hospitality areas around Grand Park, Grand Junction is likely to be one of the first places tourists will visit in Westfield. A dynamic first-impression as people enter into Downtown Westfield is important to the sustained economic success of Westfield as a tourism destination. The east side of this sub-district needs to be welcoming, safe, comfortable, and vibrant with activity.

LAND USES

As the primary gateway into Westfield, the City has a high interest in limiting the land uses that are allowed within this sub-district. Land use can dictate the form of development, which is why it is important to focus on allowing certain uses that can help achieve the overall vision of this sub-district.

A. Hotels: As the southern gateway entrance to Grand Park and western gateway to Grand Junction, hotels and hotels with conference centers are critical to the overall success of this sub-district. It is especially desirable and encouraged that the southeastern quadrant contain a large, signature hotel with a conference center. The southeastern quadrant is desirable for a significant hotel with a conference center because of its close proximity to the easily-accessible Grand Junction Plaza. Further, a hotel in this quadrant would anchor this area of the Grand Junction District.

B. Office: Professional, medical, or general office uses (including a visitor's center) are also desirable within this sub-district. These could be developed as stand-alone buildings or as part of a multi-story, mixed-use building.

1. gateway sub-district

C. Multi-family Residential: Multi-family uses are also desirable within this sub-district as long as the street-level of the building is dedicated to non-residential and non-parking uses (i.e., multi-family is only allowed on the second-floor or higher; and any integrated parking structures would not have a visible presence on the building's first floor, aside from access points). It is desirable for the street-level of all buildings within this sub-district be welcoming to visitors and patrons of the City.

D. Parking Structures: Multi-Story parking structures are going to be needed within the Grand Junction District. They may be located within this sub-district as long as they are architecturally consistent and compatible with nearby and adjacent buildings; and as long as the street-level does not contain visible parking areas (aside from access points), security grills, or other parking security methods. It is strongly encouraged that non-parking uses (i.e. any of the other listed commercial land uses in this chapter) are visible and have a street-level presence on multi-story parking structures. Parking structures may be incorporated into hotel, office, or multi-family buildings or they may be stand-alone buildings as long as the street-level expectations are met.

Figure 1.2: Parking Garage Massing, Design & Architecture
Figure 1.2.A (Source: Department Photo)



Figure 1.2B (Source: www.timhaahs.com)



Figure 1.2.C (Source: www.butlercollegian.com)



Figure 1.2.D (Source: www.watry.com)



E. Ancillary Uses: Ancillary retail, restaurant, cultural, institutional, entertainment, or recreational use (as defined by the City's Unified Development Ordinance) would be welcomed if incorporated within a mixed-use building, located on the first floor of a multi-family building, and/or located on the first floor of a multi-story parking structure. Stand-alone uses in this land use category are not envisioned, but may be considered on a case-by-case basis. Gasoline service stations and any business with a drive-thru window should not be allowed in this sub-district.

DESIGN REQUIREMENTS

All designs should pay special attention to the street-level of the building by providing elements that are pedestrian-scaled. Building details, transparent windows, awnings, benches, outdoor cafes, planters, pedestrian-scale signage, streetlights, fountains, and street trees are examples of urban design details that can help make a development friendly and inviting for pedestrians. See

“Figure 1.3: Building Massing, Design & Architecture” on page 10, for examples of the vision stated herein.

A. Minimum Tract Size: The City’s strong preference is that each quadrant be master planned and developed in its entirety. However, it is acknowledged that all land necessary to complete a quadrant may not be able to be reasonably assembled. In those instances, the developed area(s) should be planned in a way that is consistent with this Comprehensive Plan Addendum and provide ways for the remainder of the quadrant to connect to and feel like a part of the overall quadrant development when they redevelop in the future.

B. Building Height: As stated in the vision section herein, the massing and height of the buildings within this sub-district should define the Westfield skyline, and as such should offer significant height.

1. All Quadrants - Buildings Adjacent to U.S. Highway 31: It is strongly encouraged and desirable that buildings closest to U.S. Highway 31 have a minimum height of seventy-five (75) feet and have at least five (5) stories¹. It is highly desirable that at least one (1) signature building within each quadrant meet this height expectation. A maximum building height requirement should not be established for these buildings.

Buildings shorter than what is described above will be considered on a case-by-case basis, but only if significant attention and detail is given to the following:

- ▶ Increased and enhanced building entrance design and detail;
- ▶ Increased and enhanced architectural details;
- ▶ Increased and enhanced architectural features (i.e., columns, ornamental brackets, ribs, piers, pilasters, quoins, colonnades; cornices; cresting; turrets; and /or tourelles);
- ▶ Increased and enhanced window treatment,

as appropriate for the architectural style of the building (i.e., shutters, corbels, keystones, lintels, masonry arches, awnings, decorative stone frames, masonry rowlock frames, or other such trim or design element); and/or

- ▶ Significant, decorative public spaces which are highly visible from U.S. Highway 31 and/or State Road 32 and include the use of public seating elements, decorative fountain(s), public art, and/or enhanced, manicured landscaping treatment.

Because U.S. Highway 31 is elevated to nearly thirty (30) feet above State Road 32 in this area, under no circumstance should a building adjacent to U.S. Highway 31 be shorter than forty (40) feet in height. The City’s desire is for motorists on U.S. Highway 31 to see the facades of these buildings, not the tops of their roofs and associated mechanical equipment.

2. Eastern Quadrants - Buildings Adjacent to State Road 32: For buildings on the east side of U.S. Highway 31 that have frontage on State Road 32 but do not have frontage on U.S. Highway 31, the desirable minimum building height is twenty-eight (28) feet. This preferred minimum building height is consistent with traditional Midwestern downtown development. When placed properly next to the street, buildings that are at least two-stories in height help create the desirable effect for a comfortable pedestrian-friendly downtown street. Because of the pedestrian-friendly, pedestrian-scale nature of these buildings, a maximum building height of fifty (50) feet is appropriate for buildings on these lots.

3. All Quadrants - Buildings Adjacent to Existing Single-Family Residential Uses: In order to protect existing single-family homes from being overcome by tall buildings, new buildings in this sub-district which are adjacent to single-family residential buildings should not exceed forty (40) feet in height.

¹ The top floor of buildings five (5) stories or shorter should substantially have the same footprint/square-footage as that of the first floor. Buildings taller than five (5) stories are encouraged to step-back the façade on the higher stories in order to: create visual and architectural interest in the building; keep the street-view of the building at a pedestrian-scale; and maintain access to natural light for pedestrians at the street-level.

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- 4. All Quadrants - Minimum Building Height for all other Lots:** Because the vision of this sub-district is to create a cluster of significant, landmark-quality buildings that will define Westfield's skyline, all new buildings in this area should be at least twenty-eight (28) feet in height – or at least have the appearance of a two-story building, in which case only the first floor would be required to be useable. A maximum building height should not be established for these lots. Single-story buildings should not be allowed in this sub-district.

Figure 1.3: Building Massing, Design & Architecture
Figure 1.3.A (Source: www.buffalonews.com)



Figure 1.3.B (Source: www.tkhinc.com)



Figure 1.3.C (Source: Department Photo)



Figure 1.3.D (Source: www.bizjournals.com)



Figure 1.3.E (Source: www.nreionline.com)



Figure 1.3.F (Source: www.arkansasbusiness.com)



- C. Building Size:** In order to achieve a certain massing of buildings, it is desirable for each building within this sub-district to have a minimum building footprint of 10,000 square feet. It is anticipated that some buildings, especially those nearest to U.S. Highway 31 will be taller than they are wide.

Figure 1.3.G (Source: www.mede8.com)



D. Building Setbacks:

1. Western Quadrants: It anticipated that buildings on the west-side of U.S. Highway 31 will follow the same setback requirements that are found in Article 5.3 (G) (State Highway 32 Overlay District) of the Unified Development Ordinance, with the requirements also applying in the same way to lots abutting U.S. Highway 31.
2. Eastern Quadrants: It anticipated that buildings on the east-side of U.S. Highway 31 will be set on or very close to the right-of-way/property lines – the exception being that buildings adjacent to U.S. Highway 31 may use similar setbacks to those found in Article 5.3 (G) (State Highway 32 Overlay District) of the Unified Development Ordinance. Additionally, buildings in the eastern quadrants may have a slight setback away from the right-of-way line/property line in order to allow for an outdoor public space.

In order to accommodate structures being located closer to the street, certain design criteria may need to be modified through the zoning process and/or by the Westfield Public Works Department (or other applicable utility companies or agencies). The design criteria to review include (but are

not limited to) the following: Vision Clearance Standards (found in Article 6.19 of the Unified Development Ordinance and in the Westfield Construction Standards); driveway separation from intersection requirements (found in the Westfield Construction Standards); and easement requirements (found in Article 8.3 of the Unified Development Ordinance).

3. All Quadrants – Buildings Adjacent to Existing Single-Family Residential Uses: Buildings adjacent to existing single-family residential uses should be setback a reasonable and respectful distance from the residential use. In these circumstances, it is suggested that similar setback requirements to those found in Article 4.16 (E) (GB: General Business District) of the Unified Development Ordinance be considered.
4. Accessory Structures: No accessory structure should be erected between the U.S. Highway 31 or State Road 32 rights-of-way lines and the established building setback. Structures associated with a public space should not be considered as an accessory structure for the purpose of this design concept.

E. Landscaping: It is anticipated that some of the City's suburban-based Landscaping Standards will not work very well in an urban setting, especially in the eastern quadrants. Depending on the uses and design of each quadrant, some of the following Landscaping Standards will likely need to be altered.

1. Detention and Retention Areas: Depending on the location, use, and full functionality of a detention or retention area within this sub-district, a meandering design of the pond and natural planting scheme may or may not be a reasonable requirement. This topic should be reviewed on a case-by-case basis for each project within this sub-district. It is anticipated that much of the storm water storage systems for developments in this sub-district will be underground.
2. Street Trees: Street trees are a desirable part of creating a pedestrian-friendly urban environment. Developments in each quadrant should include street trees in their design, where physically

possible.

3. Minimum Lot Landscaping Requirements:

The requirements for Business Uses and Multi-Family Residential uses, especially, may be excessive in an urban environment like this sub-district. These requirements may need to be reduced, depending on the site layout.

4. Foundation Plantings: The Foundation Planting requirements for all uses may be excessive or impractical for urban development within this sub-district. These requirements may need to be reduced, depending on the site layout. Planter boxes may be considered as an alternative method of achieving the goal of foundation plantings.

5. External Street Frontage Landscaping Requirements: The External Street Frontage Landscaping requirements may not be appropriate within this sub-district. Within this area, all U.S. Highway 31, State Road 32, and Poplar Street frontages would typically require the external street frontage landscaping treatment. These requirements may need to be reduced or eliminated, depending on the site layout.

6. Buffer Yards: The buffer yard requirements should only apply to appropriate places around the perimeter of this sub-district as a whole. There should not be a need for any buffer yard applications internal to this sub-district. Where buffer yards would normally apply, however, the required yard width, planting counts, and mounding requirements may be excessive in an urban environment. At the least, reducing all Gateway Sub-District Buffer Yard requirements to comply with the “Buffer A” (as outlined in Article 6.8(N)(4) of the Unified Development Ordinance) may be appropriate – and even further reducing the “Buffer A” requirements may also be appropriate, depending on the site layout and adjacent uses. This topic should be reviewed on a case-by-case basis for each project within this sub-district.

7. Interior Parking Area Landscaping: All surface parking lots within this sub-district

should be able to comply with the existing Interior Parking Area Landscaping requirements. These requirements, however, should not apply to multi-story parking structures.

8. Perimeter Parking Area Landscaping:

Depending on the site layout, the Perimeter Parking Area Landscaping requirements may be excessive for an urban environment. It is suggested that the planting requirements either be reduced or supplemented with the option of allowing certain hardscape (i.e. decorative fencing or masonry walls) in addition to or in lieu of plants. This topic should be reviewed on a case-by-case basis for each project within this sub-district.

F. Signage: The City’s Sign Standards address signage for multi-story buildings and other commercial centers. It is believed that with the few exceptions listed below, the existing Sign Standards adequately satisfy the vision for signage in this sub-district. The exceptions include the following: prohibit Monument Signs in this sub-district; increase (i.e., double) the minimum size for Entrance Signs; reduce (to a 1:1 ratio instead of the current 2:1 ratio) the front façade wall sign area calculation for ground-floor tenants; and prohibit panel signs. Reverse-channel letters and channel letters are strongly preferred, in that order.

In addition to auto-oriented signage that is addressed by the City’s Sign Standards, pedestrian-scale signage (for both, building-mounted and ground-mounted) is very important at the street-level of an urban area. Allocation for street-level, pedestrian-scale signage should be considered.

G. Lighting: It is strongly encouraged that decorative lighting fixtures be used throughout Gateway Sub-District. It is also anticipated that all light fixtures and poles will be consistent in style, color, size, height and design throughout a given quadrant. Light fixtures should be compatible with the architectural style of the area in which they are located.

H. Off-Street Parking & Loading: Surface parking is discouraged and should be minimized within this sub-district – especially in the eastern quadrants. If surface parking is provided, then it should not be allowed to be located between a structure and the

U.S. 31 right-of-way. It should also not be allowed to be located between a structure and the State Road 32 right-of-way. Sites should be designed in a way that minimizes or eliminates visibility of surface parking lots from both, the U.S. 31 and State Road 32 highways. All surface parking lots should be paved or equivalent (e.g. porous pavers).

Each Principal Building within the sub-district should include a minimum of ten (10) bicycle parking spaces/ racks in order to accommodate and encourage bicycle use within the Grand Junction District.

Loading berths should be oriented in a manner so that they are not visible from either U.S. Highway 31 or State Road 32. Materials such as opaque walls or fences should be consistent with the architecture and materials of the associated building, and they should be used to screen loading berths from view and minimize their visibility from all rights-of-way and adjacent properties. If appropriate to the context of the site, landscaping should be considered to help soften the visual impact of a screen wall or fence.

- I. **Outdoor Storage and Display:** It is expected that there will not be any outdoor storage and/or display of equipment, merchandise, inventory, etc. within this sub-district. Exceptions may be considered for temporary sidewalk sales and other similar events.
- J. **Dumpsters:** It is expected that the City’s standards for screening garbage containers, trash receptacles, pallet storage areas, trash compactors, recycling areas and other similar facilities (Article 6.1 (H) of the Unified Development Ordinance) be followed within this sub-district. In addition, a roof which is architecturally-consistent with the architecture of the associated building should be required for all such structures/areas.

Figure 1.4: Architecturally-Consistent Dumpsters
Figure 1.4.A (Source: www.thebuildingcodeforum.com)



Figure 1.4.B (Source: www.securetechfence.com)



Figure 1.4.C (Source: www.a-gradeps.com)

AMENITIES

A. Outdoor Public Space: Successful pedestrian-friendly urban areas are full of comfortable, usable outdoor public and semi-public spaces (“Public Spaces”). Public Spaces help give a community its identity. They help bring a downtown area to life. There are economic, social, cultural, and environmental benefits to having great places for people ‘to see and be seen’. Great public spaces enhance the health of a community. The City is investing in the Grand Junction Plaza for this very reason. But a successful Downtown Westfield will need more Public Spaces than Grand Junction Plaza alone. Businesses, institutions, multi-family developers, and civic uses should also consider creating their own areas for public engagement, gathering, and recreation. The spaces do not have to be the very large to be successful. Examples of Public Spaces include but are not limited to: courtyards, plazas, gardens, public squares, fountains, marketplaces, public commons, or promenades. Public Spaces, such as lobbies, concourses, or lounges could even be located indoors as long as they were truly open to the public.

According to the [American Planning Association](http://www.planning.org), there are eight (8) characteristics of a great Public Space (source: www.planning.org):

- ▶ Promotes human contact and social activities;
- ▶ Safe, welcoming, and accommodating for all users;
- ▶ Has design and architectural features that are visually interesting;

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- ▶ Promotes community involvement;
- ▶ Reflects the local culture or history;
- ▶ Relates well to bordering uses;
- ▶ Well maintained; and
- ▶ Unique or special character.

It is highly desirable that each quadrant of this sub-district be designed with at least one great public space and include as many characteristics listed above as possible.

B. Public Art: Much like Public Spaces, public art helps form the identity and culture of a community. There are also demonstrated economic, social, and cultural benefits to places that have great public art. Downtown Westfield already has a few pieces of public art, but it is highly desirable for the list to expand. Public art may be located within a Public Space, though it is not required.

Each quadrant of this sub-district is encouraged to include at least one (1) sizable piece of public art. Ideally, the art would be visually accessible to the public from either U.S. Highway 31 or State Road 32 and located within a Public Space. However, if it makes more sense for the piece to be someplace that is not visible from either highway, that would be acceptable as well. Connecting to the City's past is also important, so it is encouraged that some of the art pieces within this sub-district include references to Westfield's history. All public art pieces should be coordinated with the Westfield Arts Council.

Figure 1.5: Public Art Examples

Figure 1.5.A (Sources: Department Photos)



Figure 1.5.B (Source: Department Photo)



Figure 1.5.C (Source: Department Photo)



Figure 1.5.D (Sources: Department Photos)



Figure 1.5.E (Sources: Department Photos)



SITE ACCESS & CIRCULATION

A. Vehicular Access: Direct vehicular access from State Road 32 will not be allowed. Access to Gateway Sub-District developments should come from the following intersecting streets: Sun Park Drive (NW Quadrant); Shamrock Boulevard (NE Quadrant); Westfield Business Park Court (SW Quadrant); and Poplar Street (potentially renamed “Westfield Boulevard” in the future) (SE Quadrant). All street design shall be in accordance with the Westfield Construction Standards.

B. Parallel Access Roads:

- 1. Western Quadrants:** Depending on the users and ultimate site layout, it may be desirable for the State Highway Access Road Requirements, as described in Article 5.3(F) of the Unified Development Ordinance, to be included in developments in the western quadrants of this sub-district.
- 2. Eastern Quadrants:** It is not desirable for the State Highway 32 Access Road Requirements, as described in Article 5.3(F) of the Unified Development Ordinance, to be extended into the eastern quadrants of this sub-district.

C. Existing Right-of-Way and Alleys: If necessary, the City will entertain vacating existing rights-of-way or alleys (especially in the SE Quadrant) in order to make a proposed project design viable. Otherwise, it is anticipated that all road rights-of-way will be dedicated to the City pursuant to the [Westfield Thoroughfare Plan](#).

D. Pedestrian Connectivity: Safe and efficient pedestrian connectivity into and within a Gateway Sub-District site is very important. Perimeter pathways or sidewalks along Sun Park Drive, Shamrock Boulevard, Westfield Business Park Court, and Poplar/Westfield Boulevard are expected to comply with the Westfield Construction Standards. Pathway and sidewalk widths should match what is used in the Junction Sub-District to the east.

Internal sidewalk connections between perimeter pathways/sidewalks, parking areas, Public Spaces, buildings, and other areas needing pedestrian access

are strongly encouraged. All pedestrian pathways that cross vehicular ways (i.e. drive lanes and parking lots) should be delineated and distinguished from driving surfaces through a change of color or material.

E. State Highway 32 Trail Corridor:

- 1. Western Quadrants:** It is desirable for the State Highway 32 Trail Corridor, as described in Article 5.3(L) of the Unified Development Ordinance, to be included in developments in the western quadrants of this sub-district.
- 2. Eastern Quadrants:** It is not desirable for the State Highway 32 Trail Corridor, as described in Article 5.3(L) of the Unified Development Ordinance, to be extended into the eastern quadrants of this sub-district.

ARCHITECTURAL DESIGN

As mentioned in the vision statement herein, the buildings in this sub-district need to be designed and finished in a manner that is of the highest quality and visual appeal. These buildings will be landmarks in Westfield and should be given special care and attention when being designed. The buildings need to be impressive. It is anticipated that desirable buildings would utilize multiple materials, textures, colors, and architectural breaks. Symmetrical architecture may not be the most desirable design approach. Box-shaped buildings are not desirable. Architectural variation is strongly encouraged, and franchise or formula business architecture is not welcome within this sub-district. With that in mind, the following architectural guidelines establish the City's expectations and design parameters, while maintaining flexibility for creativity and uniqueness.

A. General Architectural Design: It is anticipated that each building will have a defined base, middle, and top element, which are typically defined by a change of building material or texture. Creative building designs which do not include these three elements may be considered, but should have increased architectural features and/or ornamentation.

All buildings should be designed so that the same degree of building materials, architectural details, and architectural treatments are maintained on all sides of the structure. Building facades visible from

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U.S. Highway 31 and State Road 32 should receive increased and enhanced use of architectural features.

All building facades should incorporate offsets (projections or recessions) in a manner that creates architectural interest and visual appeal.

B. Building Orientation:

1. Eastern Quadrants: The City desires each building that fronts State Highway 32 to have at least one (1) public entrance that faces State Highway 32.

C. Building Materials: It is expected that high-quality materials will be used on all buildings within this sub-district. The primary building material(s) used on any façade should be the substantial majority of all external material(s) used on the building. Appropriate primary materials in this sub-district include brick, stone, pre-cast or architectural concrete that simulates brick or stone, architectural metal panels, or glass (if used, reflective glass should only be allowed on the second story or higher). Secondary building materials could include materials such as stucco, EIFS, wood siding, fiber cement siding, and ornamental metal. Vinyl siding, aluminum/metal siding, and concrete masonry units/split-face block should not be allowed in this sub-district.

D. Building Entrances: All main building entrances should be clearly defined and articulated by using multiple architectural elements such as additional associated windows, lintels, pediments, pilasters, columns, awnings, porticos, or stairs leading to the entrance.

E. Windows: Windows and other openings (such as doors, loading berths, faux windows, etc.) should be organized in a manner that align horizontally and vertically. They should also be arranged in a balanced, relatively uniform fashion. An exception would be to arrange windows and other openings in an aesthetically-pleasing manner that is artistically and architecturally-compatible with the character and style of the building.

Window grids and trim elements such as shutters, corbels, keystones, lintels, masonry arches, awnings, decorative stone frames, masonry rowlock frames, or

other such trim or design elements are expected on all windows, when architecturally appropriate.

In order to create a more pedestrian-friendly streetscape, transparent windows are encouraged on the first floor of pedestrian-scaled buildings.

F. Roofs: Landmark-quality rooflines are strongly encouraged because the buildings in this sub-district will establish the City's new skyline, creative, unique. Roofs should be architecturally compatible with the rest of the building design. Box-shaped buildings are strongly discouraged. If a building's roof is pitched, there should be multiple roof lines in order to create architectural interest. If a roof is flat, it should be edged by a three-dimensional, articulated parapet wall that is fully integrated into the architectural design of the building. A building with a flat roof should also include multiple modulations of the roof line. Under no circumstance should the top of any flat roof be visible from any part of the elevated U.S. Highway 31 and associated ramps.

1. Mechanical Equipment: All roof-mounted mechanical equipment, satellite dishes, and other similar improvements should be fully and permanently screened from all rights-of-way (including the elevated U.S. Highway 31 and associated ramps).

G. Walls and Fencing: Walls or fencing being used for screening, landscaping hardscapes, or other purposes should be decorative and consistent with the architectural style and materials of the associated building. Chain-link fences and other non-decorative fences should not be allowed in this sub-district.

H. Accessory Buildings: Accessory buildings should be architecturally compatible with the principal building with which they are associated.

ALTERNATIVE TRANSPORTATION

As of the publishing of this chapter, Indy Connect (a partnership between the Indianapolis Metropolitan Planning Organization, Central Indiana Regional Transportation Authority, and IndyGo) is in the process of designing a Bus Rapid Transit route (called the Red Line)

that will run from Westfield to Greenwood, connecting key destinations such as: Grand Park, Grand Junction, Carmel, Broad Ripple, Butler University, the Children's Museum of Indianapolis, the IU Health Hospital Complex, Eli Lilly, the University of Indianapolis, and Greenwood.

A Bus Rapid Transit station is currently being contemplated within the southeastern quadrant of this sub-district. The redevelopment of this quadrant should incorporate design concepts that embrace and a Bus Rapid Transit station in this area. The area will need to be well-lit, appropriately-signed, and welcoming to visitors. Ideally, special attractions such as a hotel with a conference center, high-quality restaurants, and unique shopping opportunities will locate near this transit stop.

TEMPLATE ORDINANCE

The template PUD District Ordinance found in "Exhibit A" on page 71 should be used for all new PUD District Ordinances.

A. PUD Naming Convention: Because there will likely be multiple PUD District Ordinances created for projects within this sub-district, it is highly desirable that a common and consistent naming convention be used for all projects within this sub-district. The following naming convention is suggested: "Gateway (Insert geographic quadrant name) PUD District". For example, the PUD district in the southeast quadrant could be called the "Gateway Southeast PUD District".

B. Underlying Zoning: As is true with every Planned Unit Development ("PUD") ordinance in the City of Westfield, any new PUD Ordinance within this sub-district will need to establish a base, underlying zoning district to serve as the foundation of the ordinance. Unless otherwise listed in the PUD Ordinance, the standards in a PUD District default to the Unified Development Ordinance. It is suggested that PUDs within this sub-district use the GB: General Business District (Article 4.16) as their underlying zoning district.

C. State Highway 32 Overlay District: It is suggested that the State Highway 32 Overlay District regulations apply to the Gateway quadrants on the west side of U.S. 31 and not apply to the Gateway quadrants on the east side of U.S. 31. The contents

of this Comprehensive Plan Addendum are intended to address all important Gateway Sub-District-related issues that are regulated by the State Highway 32 Overlay District.

D. U.S. Highway 31 Overlay District: It is suggested that the U.S. Highway 31 Overlay District regulations that are in place at the time of the adoption of this chapter not apply to any project within this sub-district. The contents of this Comprehensive Plan Addendum are intended to address all important Gateway Sub-District-related issues that are regulated by the U.S. Highway 31 Overlay District. When the U.S. Highway 31 Overlay District standards are updated in the future, it may be appropriate for the City to re-visit this section of this Comprehensive Plan addendum.

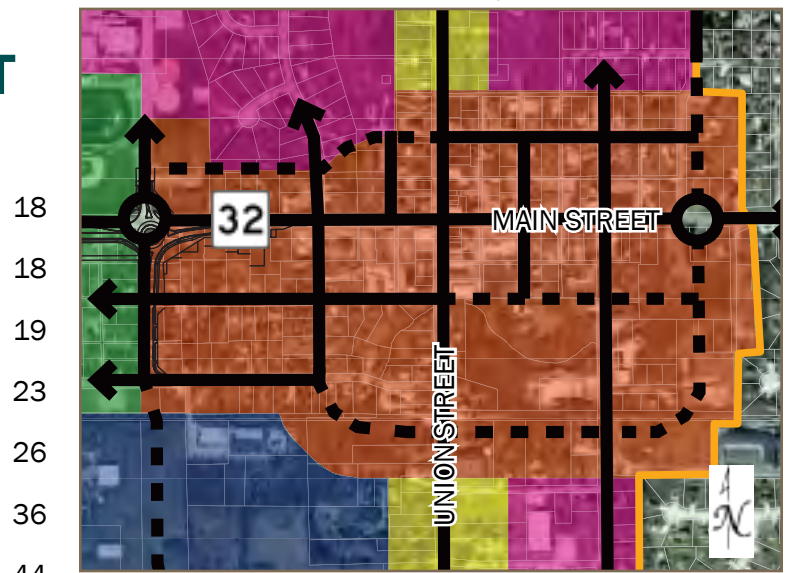
CHAPTER 2:

JUNCTION SUB-DISTRICT

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Figure 2.1: Junction Sub-District (orange area)
(Source: Grand Junction Implementation Plan 2013)



INTRODUCTION

The purpose of this Junction Sub-District addendum (this “chapter”) is to ensure quality development and redevelopment, preserve and enhance property values, and create a positive public perception of property within the core of downtown Westfield.

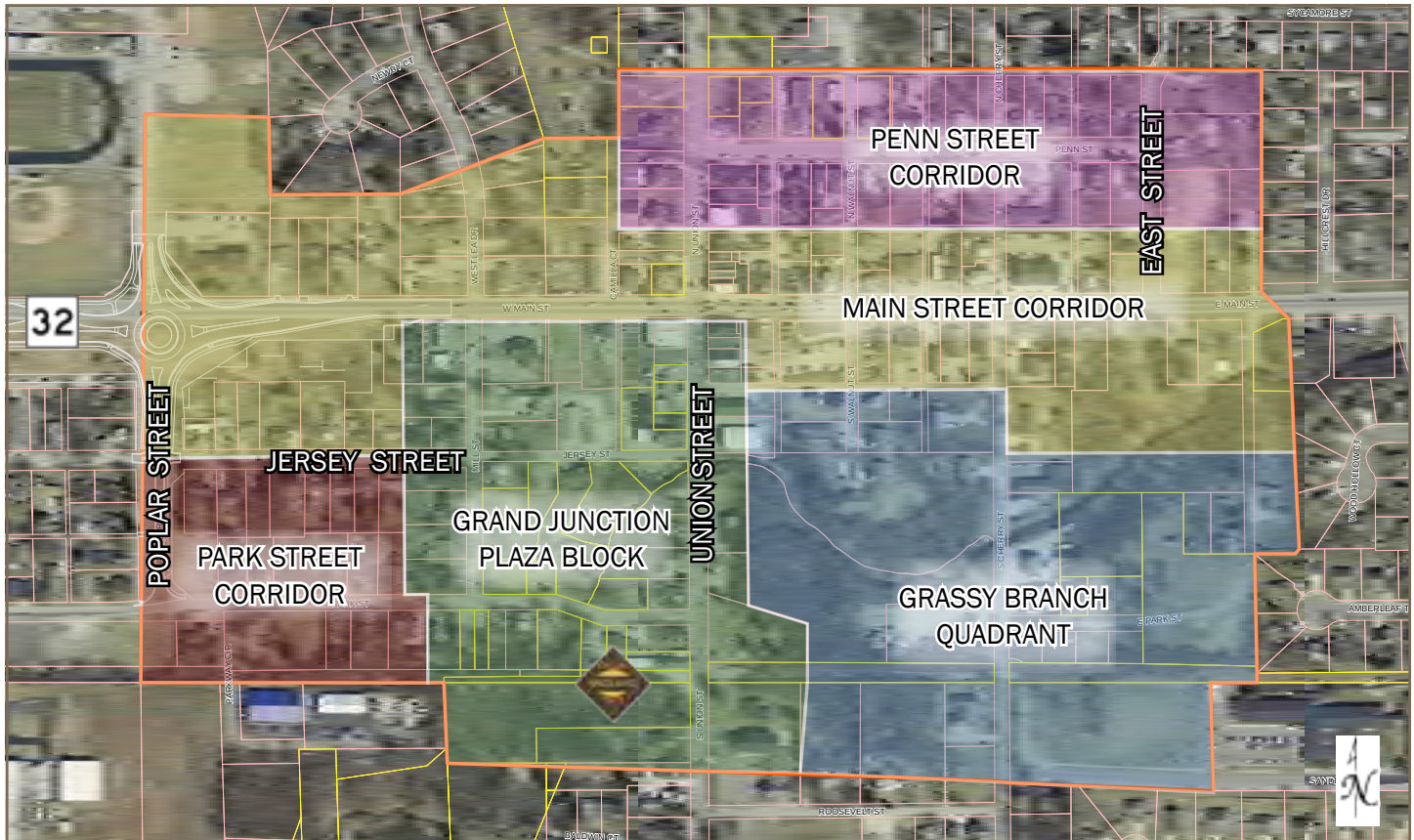
The intent of this chapter is to provide a detailed vision for the Junction Sub-District to serve as a guide for each new development, new use or reuse, or redevelopment as it pertains to changes of zoning, development plans, and/or variance considerations. The City recognizes that there may be creative ideas that accomplish the overall vision, but may not meet some of the detailed criteria established in this chapter.

As shown in [Figure 2.1: Junction Sub-District \(orange area\)](#), the Junction Sub-District centers on Union Street and Main Street. The sub-district extends from just north of Penn Street to just south of the future Mill Street extension and Midland Trace Trail; and then extends from Poplar Street/Shamrock Boulevard to just east of East Street.

SUB-DISTRICT VISION

The vision for the Junction Sub-District (this “sub-district”) is to accommodate future mixed-use development and redevelopment within the core of downtown by balancing the historic charm and character with contemporary, new

Figure 2.2: Junction Sub-District Sub-Areas



places for visitors and residents to connect, shop, eat, live, work and be entertained, as contemplated in the 2009 Grand Junction Addendum of the Westfield-Washington Township Comprehensive Plan. The Junction Sub-District is intended to serve as a focal point for the community, and is where a complete range of goods, services, and entertainment are located.

The regulating of land uses and various design and aesthetic features of development will influence growth and investment in downtown that will increase the quality of life for residents, visitors, and businesses.

SUB-AREA VISION

Within the Junction Sub-District, there are inherently different sub-areas that currently do and will continue to vary from each other both in form and function. This section outlines the basic vision for each sub-area, whereas the specific development and design criteria are further outlined throughout this chapter. [Figure 2.2: Junction Sub-District Sub-Areas](#) depicts the sub-areas within the Junction Sub-District.

Subject to available land and market conditions, it is recognized that the Main Street Corridor may overlap to the south into the Park Street Corridor and/or the Grassy Branch Quadrant.

A. Park Street Corridor (red sub-area): The Park Street Corridor extends from the Gateway Sub-District at Poplar Street east to the Grand Junction Plaza Block. The south edge of the corridor includes the Midland Trace Trail. As a result, this corridor provides a unique opportunity to connect and enhance visitor and resident experiences.

Due to its separation from Main Street (SR32), this corridor is anticipated to have less vehicular traffic than Jersey Street to the north, which lends itself to a more pedestrian-oriented design and streetscape that embraces the Midland Trace Trail and related land uses.

The overarching vision for this sub-area is a village character that includes the adaptive reuse of existing structures (see [Figure 2.3: Existing Adaptively Reused Buildings](#)) while encouraging new construction on individual lots that is contextually appropriate.

Figure 2.3: Existing Adaptively Reused Buildings
Figure 2.3.A (Source: Department Photo)



Figure 2.3.B (Source: www.railepicureanmarket.com)



Figure 2.3.C (Source: Department Photo)



Appropriate land uses primarily include restaurants, specialty shops, and uses that otherwise complement the Midland Trace Trail. Sites should be designed to provide opportunities for outdoor experiences that connect with the public realm of the Park Street streetscape and/or that embrace and are aesthetically sensitive to the Midland Trace Trail.

The village character includes smaller lots, minimal building setbacks, one or two story eclectic buildings, and front porches and entryways that are oriented towards the street. The north edge of the corridor near Jersey Street and the Main Street Corridor may provide for shared parking opportunities for uses within this sub-area.

B. Main Street Corridor (yellow sub-area):

With the exception of the Grand Junction Plaza Block sub-area, the Main Street Corridor generally includes a block north and a block south of State Highway 32 extending from Poplar Street to east of East Street.

Main Street serves as the backbone through Grand Junction and should focus on form over function. New buildings should be located along a build-to-line on the adjacent right-of-way line to frame the public space. New buildings shall be a minimum of two usable stories, with three plus stories encouraged. First floor building facades should be designed for a pedestrian-scale and contribute to the public realm to which it abuts.

Land uses are encouraged to be a mix of uses typically associated with central business and entertainment districts. Residential uses should generally be restricted from the first floor within this sub-area.

Figure 2.4: Existing Main Street Buildings

Figure 2.4.A (Source: Department Photo)



Figure 2.4.B (Source: Department Photo)



C. Penn Street Corridor (purple sub-area):

The Penn Street Corridor extends a half block north and south of Penn Street, bound on the west by Asa Bales Park and extending to a block east of East Street. This corridor includes the existing City Hall and predominantly structures that were originally built as single-family homes. Many of these structures have since been converted to low intensity non-residential uses. This area of the Junction Sub-District could be identified as most closely resembling Westfield's "old town".

Figure 2.5: Existing Penn Street Corridor Examples

Figure 2.5.A (Source: Department Photo)



Figure 2.5.B (Source: Department Photo)



Figure 2.5.C (Source: Department Photo)



The overarching vision for this corridor is a transition area between the Main Street Corridor to its south and the predominantly residential areas to the north. The built environment should continue to mirror the "old town" character that includes: small lots and house sizes; narrow two-story house fronts; detached or rear load garages; access from alleys; front porches; and minimum setbacks.

Special attention and consideration should be given to the intersection of Union Street and Penn Street to preserve and enhance the character that currently exists on the west and southeast corners for all four corners (see [Figure 2.6: Union & Penn Intersection](#)).

Figure 2.6: Union & Penn Intersection

Figure 2.6.A (Source: Department Photo)



Figure 2.6.B (Source: Department Photo)



Figure 2.6.C (Source: Department Photo)



Appropriate land uses primarily include residential and low intensity non-residential uses such as office or bed and breakfast uses. The expectation is for non-residential buildings to look and feel from the exterior of an old town single family dwelling (see also [Figure 2.13: Example Detached Residential](#)). Some on-site parking is anticipated for individual uses; however, this corridor may also provide for central parking opportunities for uses on the north side of Main Street.

D. Grand Junction Plaza Block (green sub-area): Grand Junction Plaza is located in the heart of Grand Junction and the Junction Sub-District. Grand Junction Plaza, as illustrated in Land Collective's Design (see [Figure 2.9: Plaza Perspective Exhibit](#) and [Figure 2.16: Grand Junction Plaza](#)), not only represents the geographic center of downtown, but also the activity center of downtown.

The plaza provides key connections with intersecting trail systems and is designed to engage within the plaza while also embracing its surroundings (see [Figure 2.7: Plaza Site Framework](#)). As a result, the block surrounding the plaza warrants special attention to ensure the redeveloped built environment is done in harmony with the plaza.

Even though this sub-area may overlap other sub-areas, the Grand Junction Plaza Block takes precedence and should have a more urban form than the village or old town form of other sub-areas.

Figure 2.7: Plaza Site Framework
(Source: Land Collective)



Figure 2.8: Existing Union Street Buildings
(Source: Department Photo)



All buildings should be a minimum of three stories in height, with three to six stories encouraged. First floor facades should be designed for a pedestrian-scale and contribute to the public realm to which it abuts. The public realm between buildings and the plaza should engage the plaza with: pedestrian scale details (furniture, signs, awnings); outdoor dining areas; front doors open towards the plaza; transparent storefront glass for most of the first floor; and, parking in the rear or sides of buildings.

Land uses are encouraged to be a mix of uses typically associated with central business and entertainment districts. Residential uses should be restricted from the first floor within this sub-area.

Figure 2.9: Plaza Perspective Exhibit
(Source: Land Collective)



E. Grassy Branch Quadrant (blue sub-area):

The Grassy Branch Quadrant includes the southeast quadrant of the Junction Sub-District and is traversed through the center by the Anna Kendall drain / Grassy Branch Creek and anchored along the south edge by the Midland Trace Trail. A large portion of this sub-area is floodplain and contains mature vegetation.

*Figure 2.10: Grassy Branch Creek at Cherry Street
(Source: Department Photo)*



The overarching vision for this sub-area is a desire to preserve the riparian corridor as an amenity greenway with trails that connect new development opportunities along its banks. As such, development should be aesthetically sensitive through building and site design to the Anna Kendall drain / Grassy Branch Creek and the Midland Trace Trail.

Appropriate land uses throughout this sub-area primarily include higher density residential uses (e.g., apartments, townhouses) with three or more stories in height, and the potential for municipal uses.

The north side of the Grassy Branch Creek is a transitional area that could also blend with and be influenced by the Main Street Corridor by including retail or restaurant uses, as supported by the market.

Development south of the Grassy Branch Creek should be sensitive to the existing single-family neighborhood to the east (Timberbrook Run) with respect to buffering and transitioning (e.g., uses, design).

LAND USES

As the heart and soul of Westfield, this sub-district should include an eclectic mix of uses to accommodate both the community's residents and visitors. A primary goal of this sub-district is to attract people. The description of the sub-areas briefly summarize the intended character of the sub-area and the intended uses. The following is a broader focus on specific uses that can help achieve the overall vision for the Junction Sub-District.

A balanced mix of land uses within the sub-district will contribute to a more vibrant, diverse and sustainable downtown, both socially and economically.

A. Office Uses: Professional, medical, or general office uses (including a visitor's center) are desirable throughout the sub-district and are primarily anticipated along Main Street, Poplar Street and Jersey Street within mixed-use or multi-tenant buildings. Office uses that fit the intended character in the Penn Street Corridor are also appropriate.

B. Trail-Oriented Uses: Grand Junction Plaza provides key connections with intersecting trail systems that include the Midland Trace Trail on the sub-districts southern boundary. Land uses that complement the trail and are trail-oriented (e.g., bike shop, coffee shop), both in site design and targeted market, are encouraged throughout the sub-district, especially within proximity of the Midland Trace Trail.

C. Neighborhood Uses: The sub-district is intended to serve both residents and visitors. The sub-district and surrounding sub-districts will also include a concentration of residential uses. As a result, neighborhood uses (e.g., market, dry cleaner, coffee shop, beauty salon) that cater to both the visitor and resident of the community is encouraged throughout the sub-district where retail and service uses are otherwise appropriate.

D. Cultural and Entertainment Uses: Retail (e.g., specialty or boutique shops), restaurants, cultural, institutional, entertainment, or recreational uses (as defined by the City's Unified Development Ordinance) are anticipated throughout the sub-district as stand alone uses, or within larger mixed-use buildings.

E. Residential: Higher-density housing of all types is encouraged throughout the sub-district, subject to the vision established for the form within each sub-area. Residential uses are important to support a vibrant downtown for live, work and play opportunities.

- 1. Multi-Family:** Multi-family residential uses are desirable on the second floor and above in the Main Street Corridor and the Grand Junction Plaza Block (see [Figure 2.11: Example Mixed-Use with Residential](#)). The street-level for buildings with multi-family uses in these sub-areas should be dedicated to non-residential and non-parking uses. Any integrated parking structures would not have a visible presence on the building's first floor, aside from access points.

Figure 2.11: Example Mixed-Use with Residential
(Source: Department Photo)



Figure 2.12: Example Attached Residential
Figure 2.12.A (Source: Department Photo)



Within the Grassy Branch Quadrant, multi-family uses could be stand alone uses that may include apartments, townhouses or condominiums. This sub-area provides opportunities adjacent to trails and natural features where units could overlook

and embrace unique site characteristics. Multi-family uses in this sub-area could also serve as a buffer from the downtown business area to the surrounding neighborhoods.

Figure 2.12.B

(Source: www.mycobblecreekapartments.com)



- 2. Single-Family Detached:** Single-family detached residential uses are encouraged within the Penn Street Corridor (see [Figure 2.13: Example Detached Residential](#)). This sub-area is starting to experience some redevelopment of new housing stock. The built environment should continue to mirror the “old town” character that includes: small lots and house sizes; narrow two-story house fronts; detached or rear load garages; access from alleys; front porches; and minimal setbacks.

Figure 2.13: Example Detached Residential
Figure 2.13.A (Source: www.funcityfinder.com)



Figure 2.13.B (Source: Department Photo)



Figure 2.13.C (Source: Department Photo)



Figure 2.13.D (Source: Department Photo)



Figure 2.13.E (Source: Department Photo)



Figure 2.13.F (Source: Department Photo)



Figure 2.13.G (Source: Department Photo)



Duplexes would also be permitted, but only in instances where the development was consistent in architecture to the surrounding single family homes and with the “old town” character.

F. Municipal Complex: One of the opportunities identified in the 2009 Grand Junction Addendum was to incorporate a new City Hall and Library into Grand Junction, which went on to further state:

Civic buildings are classic downtown destinations that generate high levels of activity throughout the year. They are usually among a community’s most significant landmarks and sources of civic pride. Due in part to its rapid rate of growth, the community of Westfield is at a point where decisions about future civic facilities have become critical.

Increased demand for services due to growth represents an opportunity that can best be described as “win-win” for both the future of the Grand Junction and the institutions themselves. In the case of the Westfield Washington Library,

a downtown location will provide easy access via the City's most important roadways (U.S. 31 and SR 32) and significant exposure facilitated by a signature location within a short walking distance of other key downtown destinations.

For City Hall, relocation would place this important symbolic civic use in the heart of the community and provide space that meets the contemporary needs of a growing community. Finally, for the Grand Junction itself, these institutional uses would help bring prominence, activity and connections to other downtown uses, which will help to define and differentiate the new Grand Junction brand in the marketplace.

In an effort to combine and reduce the amount of non-taxable property downtown, this opportunity should be broadened to potentially include a larger municipal complex. This complex could also include school administration offices and other civic or not-for-profit uses currently located in or near downtown.

*Figure 2.14: Existing City Hall
(Source: Department Photo)*



As a result, the City should initiate a study to develop a long term facilities plan to identify: (i) interested parties and partners; (ii) scope of community needs for such facilities; (iii) design (and cost estimates) of such facilities; and (iv) potential alternative locations for such facilities, particularly whether potential locations are appropriate in this sub-district.

G. Parking: Parking in the sub-district will be provided with a combination of on and off-street parking areas that include both surface and structure parking (see

page 44). The design parameters for surface and parking structures are further detailed in this chapter.

H. Automobile-Oriented Uses: New automobile-dominated uses such as gasoline service stations, automobile service stations, businesses with a drive-through window (e.g., fast food) are incompatible with the vision of the sub-district and should not be permitted. Special consideration could be given for financial institutions or pharmacies if the drive-through is: (i) integrated into a multi-story structure; (ii) not otherwise visible from the street; and, (iii) designed to minimize any negative impact on vehicular and pedestrian circulation.

AMENITIES

A. Public Spaces: The built environment in the various sub-areas will range in character from “village” to “old town” to “urban”. Although the sub-areas are slightly different in character, a constant is an enhanced focus on the pedestrian scale and pedestrian experience, with the goal of attracting people. Successful pedestrian-friendly areas are full of comfortable, usable outdoor public and semi-public spaces (“Public Spaces”).

Public Spaces contribute to the identity of a community. They help bring a downtown area to life. There are economic, social, cultural, and environmental benefits to having great places for people ‘to see and be seen’. Great Public Spaces enhance the health of a community. The City is investing in the Grand Junction Plaza (see [page 29](#)) for this very reason, but a successful downtown will need more Public Spaces than Grand Junction Plaza alone.

Businesses, institutions, multi-family developers, and civic uses should consider creating their own areas for public engagement, gathering, and recreation. The spaces do not have to be large to be successful. Examples of Public Spaces (see [Figure 2.15: Example Public Spaces](#)) include but are not limited to: courtyards, plazas, gardens, public squares, fountains, marketplaces, public commons, or promenades. Public Spaces, such as lobbies, concourses, or lounges could even be located indoors as long as they were truly open to the public.

According to the [American Planning Association](http://www.planning.org), there are eight (8) characteristics of a great Public Space (source: www.planning.org):

- ▶ Promotes human contact and social activities;
- ▶ Safe, welcoming, and accommodating for all users;
- ▶ Has design and architectural features that are visually interesting;
- ▶ Promotes community involvement;
- ▶ Reflects the local culture or history;
- ▶ Relates well to bordering uses;
- ▶ Well maintained; and
- ▶ Unique or special character.

Figure 2.15: Example Public Spaces

Figure 2.15.A (Source: Department Photo)



Figure 2.15.B (Source: Department Photo)



Figure 2.15.C (Source: Department Photo)



Figure 2.15.D (Source: Department Photo)



Figure 2.15.E (Source: Department Photo)



Figure 2.16: Grand Junction Plaza

(Source: Land Collective)

Figure 2.16.A: Site Plan



Figure 2.16.B: Wetland Amphitheater



Figure 2.16.C: Aerial View Looking Northwest

Each development in this sub-district should be designed to embrace Public Spaces, and incorporate design aspects (e.g., building treatment, street furniture, plazas, promenades, landscaping) and uses (e.g., outdoor dining, parks, display areas, courtyards), where appropriate, that complement the Public Space and attracts people.

- B. Grand Junction Plaza:** Grand Junction Plaza encompasses approximately eight (8) acres bound by Jersey Street, Mill Street (as extended), and Union Street. The design for the plaza is depicted in [Figure 2.16: Grand Junction Plaza](#).

Figure 2.16.C: Jersey Street + Plaza



Grand Junction Plaza is planned to include: an amphitheater and lawn gathering place for festivals, concerts and special events; a water feature; an arts garden; a full size ice skating rink in the winter months; a hardscape festival boulevard; and a play in nature area. The plaza will provide programmable space throughout all seasons and will be the connecting point of the Grassy Branch and Midland Trace Trails, allowing for access to Westfield's complete trail system and other points of interest throughout the community. Surrounding pedestrian-friendly streets will invite visitors and residents alike to explore both the plaza and area restaurants and shops.

As of the adoption of this chapter, the phasing for the construction of the plaza had not been determined. The improvement and restoration of the riparian corridor through the plaza from Union Street to the newly extended Mill Street will be completed as part of the first phase of the City's larger detention improvements (see [Figure 2.21: Detention Area & Phasing](#)).

- C. Public Art:** In addition to the demonstrated economic and social benefits, public art will be an important component to identify and share the culture of our community and shape the built environment of this sub-district.

Public art integrated into public and private spaces will create a distinct and unique character that is welcoming and safe for pedestrians, including residents and first time visitors of our community. Additionally, public art encourages pedestrians to explore the downtown environment. The theme for public art should be modern, yet historic, by offering educational and story-telling opportunities.

Figure 2.17: Example Public Art

Figure 2.17.A (Source: Department Photo)



Figure 2.17.B (Source: Department Photo)



Although no specific requirement for public art is identified herein, public art should be incorporated throughout the sub-district to create focal points, places to gather and character. Public art could be simple, yet understated, recognizing that several little pieces of pocket art have a collective impact on the character of the sub-district. Signature or more significant pieces of public art should be provided at nodes or specific focal or gathering points.

Figure 2.17.C (Source: Department Photo)



Figure 2.17.D (Source: Department Photo)



Opportunities for public art to be incorporated as street furniture or public realm improvements (e.g., planters, bicycle racks, seating, lighting, trash cans) or into public infrastructure (e.g., manhole covers) are encouraged (see [Figure 2.18: Public Infrastructure Examples](#)).

Figure 2.18: Public Infrastructure Examples

Figure 2.18.A (Source: Department Photo)



Figure 2.18.B (Source: Department Photo)



The Westfield Arts Alliance, a working committee of the Downtown Westfield Association, has created a plan to begin engaging with the community to develop arts as a community place-maker.



The goals of this plan are to:

- ▶ Develop a vibrant arts culture by establishing a supportive environment for awareness of the arts.
- ▶ Encourage community connections through all forms of art.
- ▶ Use the arts as an economic driver by establishing standards and purpose.
- ▶ Develop sustainable practices designed to increase participation in arts programming.

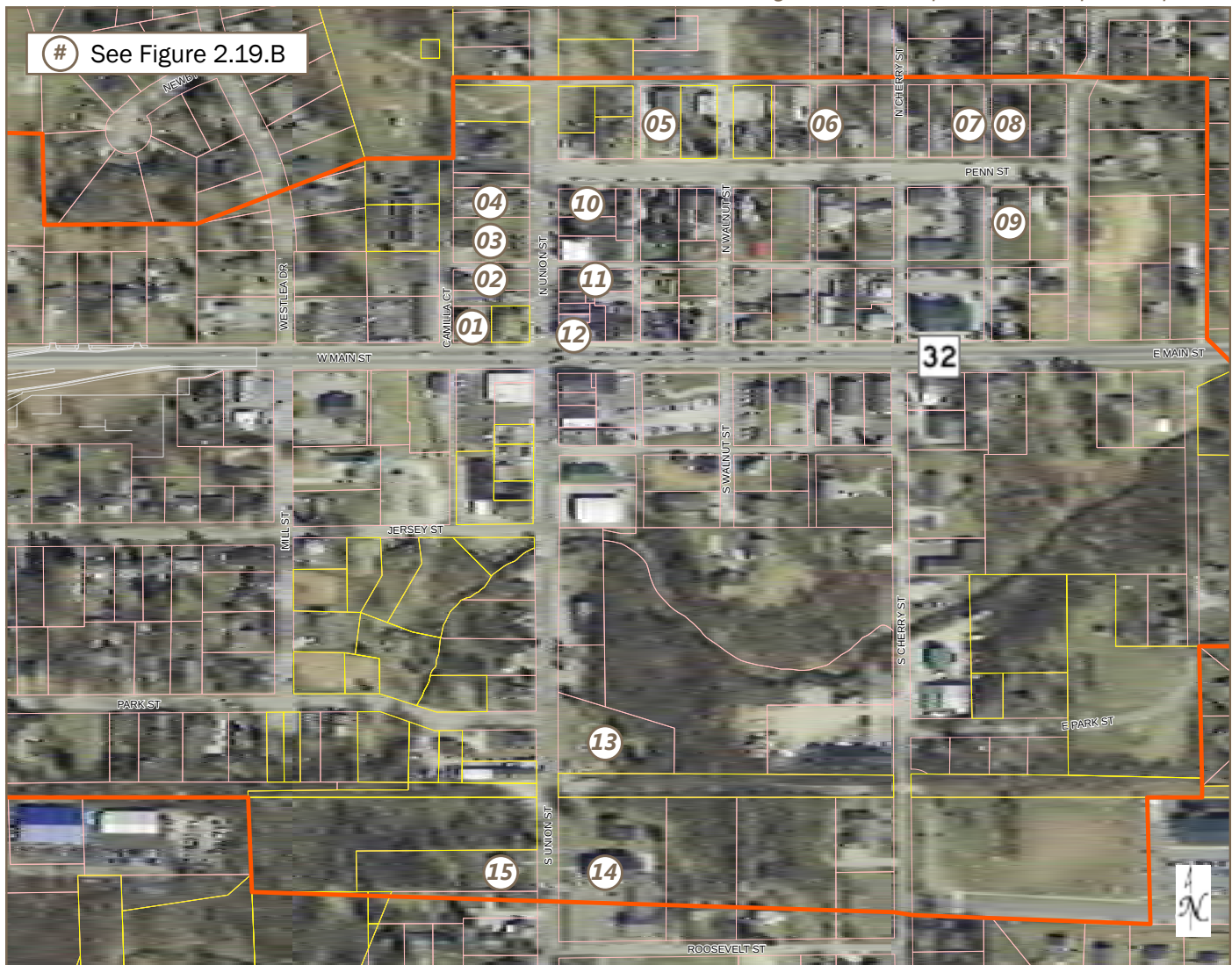
All public art pieces should be coordinated with the Westfield Arts Alliance.

D. Historical Assets: Much of the community's existing architecture is modest, reflecting our strong Quaker heritage. As such, new development and adaptive re-use of existing structures should bridge the gap for future development with the community's history.

As further detailed herein, several sub-areas of this sub-district emphasize the community's "village" or "old town" areas. Even if buildings don't have a historical significance, in the traditional sense, a priority should still be given to emphasize that new and maintained existing buildings are authentic to the intended architectural style and are eclectic. Furthermore, in some instances it may be appropriate to preserve a building's facade rather than preserving the building itself.

Several smaller blocks are noted within this addendum as a priority to maintain the existing character (e.g., north side of Main Street, east of Union Street). In addition, the Hamilton County Interim Report, as amended, published March 1992 by the Historic Landmarks Foundation of Indiana, provides an

Figure 2.19: Existing Interim Report Properties within Sub-District
Figure 2.19.A: Map of Interim Report Properties



inventory of buildings and sites that were surveyed in Hamilton County. The survey and subsequent report was intended as a resource for governmental agencies and organizations in evaluating the potential historical significance in planning and development efforts, as well as serve to boost citizen-awareness of the cultural heritage of a community. A list of the existing buildings and sites that were inventoried and within this sub-district are depicted in [Figure 2.19: Existing Interim Report Properties within Sub-District](#) (an “Interim Report Building”).

Most of the buildings surveyed were rated as “contributing”, which was given to buildings meeting the basic criteria of being pre-1940, but that are not necessarily important enough to stand on their own

as individually significant; rather, such buildings generally contribute to the larger density or continuity of the area’s historic fabric. Two (2) structures were rated as “notable”, meaning further research may reveal that the property could be eligible for National Register listing.

This addendum recommends the development of review criteria to be applied to any potential demolition activities of an Interim Report Building. The intent of this review criteria would be to determine what, if any, level of preservation may be desirable with respect to that building. Such review criteria may include coordination with the Indiana Historical Society or other organizations to further determine the historical significance of the building.

Figure 2.19.B: Photos of Interim Report Buildings
(Source: Department Photos, 2015-2016)

(01) Westfield Carnegie Library (Notable), 104 W Main Street. Craftsman, 1910/1918; Architecture, Social History (Interim Report No. 024).



(02) House (Contributing), 115 N Union Street. I-house, c. 1870; Vernacular/Construction (Interim Report No. 020).



(03) House (Contributing), 119-123 N Union Street. I-house, c. 1855/c. 1880; Vernacular/Construction (Interim Report No. 019).



(04) House (Contributing), 135 N Union Street. Free Classic, c. 1910; Architecture (Interim Report No. 009).



(05) Congregational Church (Contributing), 132 Penn Street. Gable-front/Greek Revival, 1861; Architecture, Religion, Vernacular/Construction (Interim Report No. 010).



(06) House (Contributing), 216 Penn Street. Hall-and-parlor, c. 1845; Vernacular/Construction (Interim Report No. 011).



(07) House (Notable), 312-314 Penn Street. Double-pen/Greek Revival, c. 1845; Architecture, Vernacular/Construction (Interim Report No. 012).



(08) House (Contributing), 320 Penn Street. Central-passage/
Greek Revival, 1845; Architecture, Vernacular/Construction
(Interim Report No. 013).



(09) House (Contributing), Penn Street. Double-pen, c. 1863;
Vernacular/Construction (Interim Report No. 016).



(10) Oscar Brown House (Contributing), 136 N Union Street.
Italianate, c. 1879; Architecture (Interim Report No. 018).



(11) House (Contributing), 116 N Union Street. Gable-front/
Greek Revival, c. 1855; Architecture, Vernacular/Construction
(Interim Report No. 021).



(12) State Bank of Westfield (Contributing), 100 N Union Street. Commercial Vernacular, 1899; Vernacular/Construction
(Interim Report No. 022).



(13) Cemetery (Contributing), S Union Street. c. 1851-c. 1872;
Exploration/Settlement, Religion (Interim Report No. 023).



(14) Westfield Friends Meetinghouse (Contributing), 322 S Union Street. Gable-front, 1888; Religion, Vernacular/
Construction Architecture, Education, Religion (Interim Report
No. 029).



(15) House (Contributing), 323 S Union Street. Gable-front/
Gothic Revival, c. 1860; Architecture, Vernacular/Construction
(Interim Report No. 028).



In order to encourage preservation, the Council established The Westfield Facade Improvement Grant Program in 2011. The program is designed to enhance the development of downtown and increase economic development by assisting owners in making quality real estate improvements fostering a sense of place. The program is intended to increase the overall beauty of downtown by:

- ▶ Increasing pedestrian traffic;
- ▶ Increasing tourism;
- ▶ Promoting an attractive environment for new investment and business activity;
- ▶ Preserving and increasing the quality of life of Westfield residents and visitors; and
- ▶ Providing Downtown businesses and property owners with a higher return on their investment.

Where appropriate in the various sub-areas, adaptive re-use of existing buildings is encouraged and new buildings should be contextually sensitive.

The community's history is as much about Westfield's role in history as it is in the community's existing buildings. As such, a priority is placed on public art that is educational and provides story-telling opportunities of our history (see [Figure 2.20: Historical Story-Telling Examples](#)). This type of public art engages residents and visitors and provides a complementary historical asset differently than preserved buildings.

Figure 2.20: Historical Story-Telling Examples

Figure 2.20.A (Source: Department Photo)



Figure 2.20.B (Source: www.associationforpublicart.org)



E. Detention Design and Planning: A significant amount of land within the downtown area, particularly with the Grand Junction Plaza and the Grassy Branch Quadrant, falls within the floodplain of the Grassy Branch Creek and Thompson waterways. Additionally, storm water detention requirements make development challenging on small parcels of land which primarily exist within the Grand Junction.

In an effort to free up land for development and address existing drainage issues, the City has started work on a larger detention system that impacts the Junction Sub-District west of Union Street and south of Main Street. [Figure 2.21: Detention Area & Phasing](#) depicts the geographic extent of the larger detention area and phasing. Upon completion of the detention improvements, the City anticipates submitting a Letter of Map Revision (LOMR) to reflect the modified floodplain as a result of these improvements.

In addition, the improvements will position for the corridor to be enhanced pursuant to the [City's Parks and Recreation Master Plan](#) with the Monon/Midland Loop and Grassy Branch Trails, which furthers the goals of the Grand Junction Implementation Plan.

1. Phase One (blue): Phase one has been designed and received regulatory approval. This phase will be constructed with the extension of Mill Street (yellow), which is anticipated to start in Spring 2016 and completed in Fall 2016. Phase One includes a pedestrian tunnel/culvert under Mill Street for pedestrian connectivity of the Midland Trace Trail and plaza. Phase

one will accommodate drainage for property encompassed by Jersey Street, Union Street and Mill Street.

2. **Phase Two (red):** Phase two will accommodate drainage within the Junction Sub-District for property west of Mill Street and south of Main Street. Phase two will potentially be constructed as part of the southern extension of Poplar Street, which is currently anticipated for Spring 2018. The extent and location of phase two will be determined at the time of design.

Figure 2.21: Detention Area & Phasing



Drainage in other areas of the sub-district are expected to be managed with on-site or coordinated at a larger scale, if appropriate or necessary, to increase the capacity of existing drainage infrastructure.

- F. **Trails & Greenways:** As depicted in [Figure 2.22: Trails & Greenways Exhibit](#) and the [City's Parks and Recreation Master Plan](#), several trail systems intersect within the Junction Sub-District including the Natalie Wheeler Trail/Grand Junction Trail, Midland Trace Trail, Grassy Branch Trail, and Monon/Midland Loop. The vision established by this chapter is intended to draw on and enhance these trail systems.

An objective of the Grand Junction Implementation Plan 2013 was to “connect Grand Junction Trail to Asa Bales Park by installing a tunnel under State Highway 32.” After further consideration of the existing conditions at the potential tunnel crossing and anticipated improvements, it has been determined a more likely route to connect Grand Junction Trail to Asa Bales Park is to route the Grand Junction Trail along the west side of Union Street and cross State Road 32 at grade with an enhanced pedestrian crossing. The trail would then extend north to the entrance of Asa Bales Park (see page 42 for further details).

Figure 2.22: Trails & Greenways Exhibit

Figure 2.22.A: Midland Trace Trail

(Source: dwna.org)

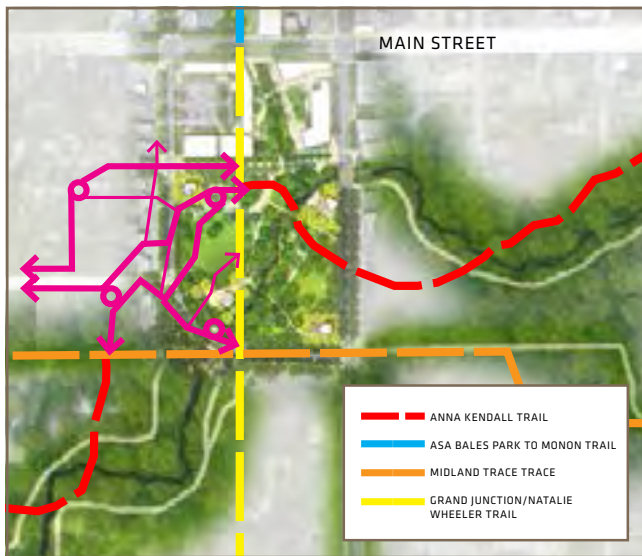


Figure 2.22.B: Grand Junction Trail

(Source: Department Photo)



Figure 2.22.C: Trail Connections
(Source: Land Collective)



ACCESS & CIRCULATION

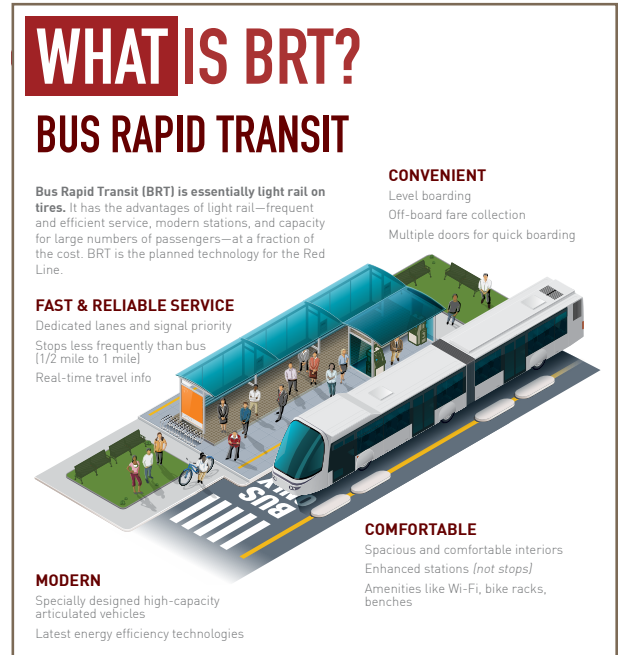
A. Mass Transit

1. **Indy Connect:** Since the adoption of the Grand Junction Implementation Plan in 2013, Westfield has cooperatively worked with Indy Connect (www.indyconnect.org) regarding the initial bus rapid transit plan for the “Red Line”. In 2014, refinements were made to the plan that result in the proposed north terminus for the Red Line at or near Grand Park (see [Figure 2.24: Indy Connect Red Line Recommendations](#)).

As shown, there are locations that have been preliminarily identified as possible stations for the Red Line within Westfield. Due to available land and routing efficiencies, the station that impacts the Junction Sub-District in downtown is anticipated to be located near the intersection of Poplar Street and Main Street (SR32).

As a result, development around the station will need to incorporate transit oriented design elements including walkability; parking; high density and high quality development within a ten (10) minute walk of the station; mixed land uses (residential, office, retail, government, and other employers); potential bike sharing station(s); and, other infrastructure related to a bus rapid transit station.

Figure 2.23: Bus Rapid Transit (Source: IndyConnect)



To the extent possible, the City encourages the consideration of a route stop within a parking garage to increase infrastructure efficiencies and maximize the investment while furthering the design goals and objectives of this chapter.

As of the adoption of this chapter, the Red Line is currently in the Project Development and Preliminary Engineering Phase. This continues to prepare the region to apply for Federal funding to construct the project through the Federal Transit Administration at the appropriate time.

2. **Hamilton County Transit Forum:** In addition to the Indianapolis metropolitan area’s transit efforts, leaders within Hamilton County have initiated the Hamilton County Transit Forum. The Hamilton County Transit Forum is a group consisting of business partners, nonprofit and local government staff, and elected officials that is planning for Indy Connect’s Central Indiana’s Transportation Initiative and the possibility of enhanced local bus service.

Enhanced local bus service includes the possibility of routing local bus service throughout the County that would complement the Red Line. Local bus service could potentially include multiple routes and stops within the Junction Sub-District.

Figure 2.24: Indy Connect Red Line Recommendations (July 2015)(Source: IndyConnect)

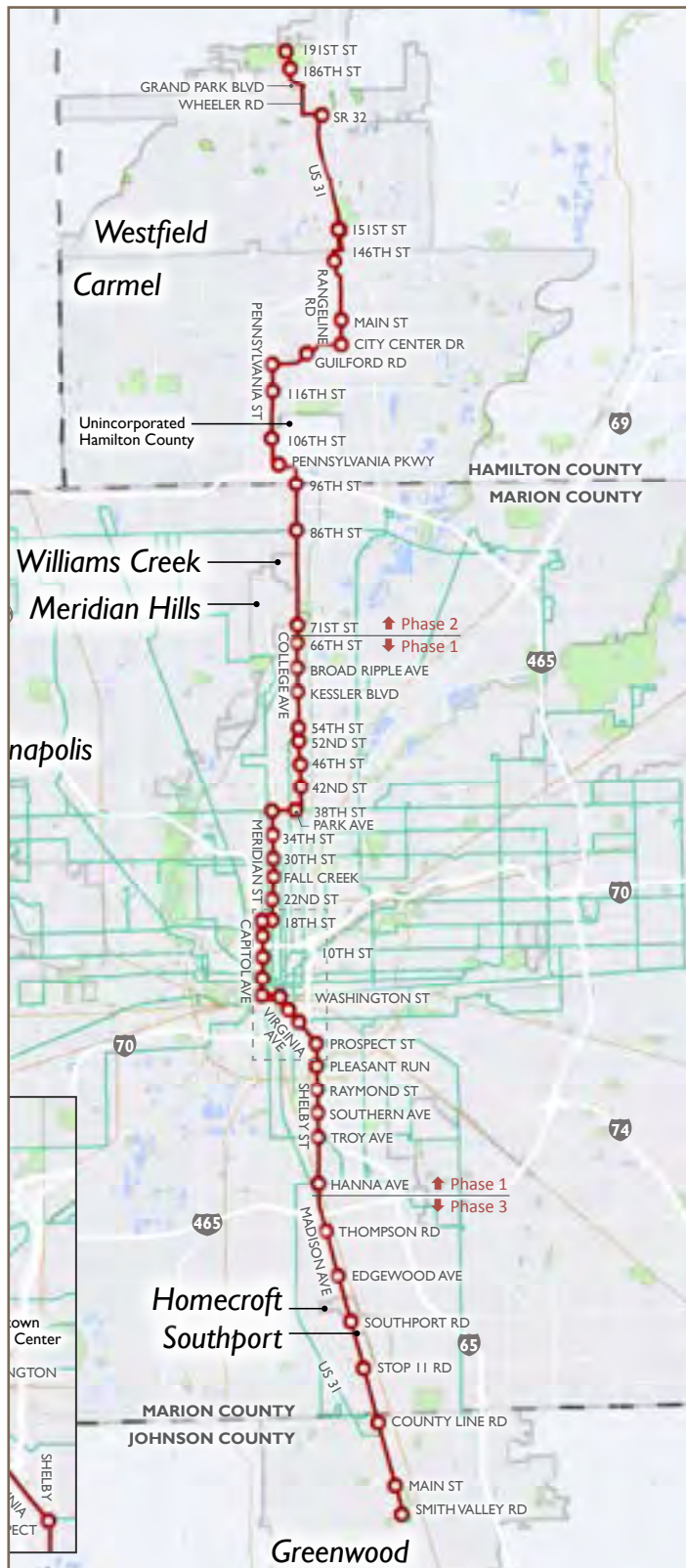


Figure 2.25: Examples of Local Bus Service



Although the potential for local bus service is still in early analysis and planning stages, the purpose of identifying its potential in this chapter is to ensure that as development occurs within the sub-district, consideration should be given to where and how that development embraces these potential bus stops in the future. Bus stops could be enhanced or incorporated within the public and private streetscape. Potential stops or stations should receive special consideration to the public spaces surrounding it and pedestrian safety.

B. Rights-of-Way & Alleys:

- 1. Alleys:** If necessary, the City will entertain vacating existing alleys in order to make a proposed project design viable; however, it is anticipated that existing alleys will need to be enhanced and new alleys will be proposed.

Alleys should primarily function as service corridors for abutting development (e.g., employee activity, deliveries, dumpster and trash service, mechanical equipment); however, enhanced alley ways for pedestrian corridors should also be considered as opportunities for mid-block connections as well as a human-scaled place for temporary special events.

Figure 2.26: Street Cross-Sections

Figure 2.26.A: Right-of-Way with Minimum Build-to-Line (e.g., Jersey Street, Walnut Street)

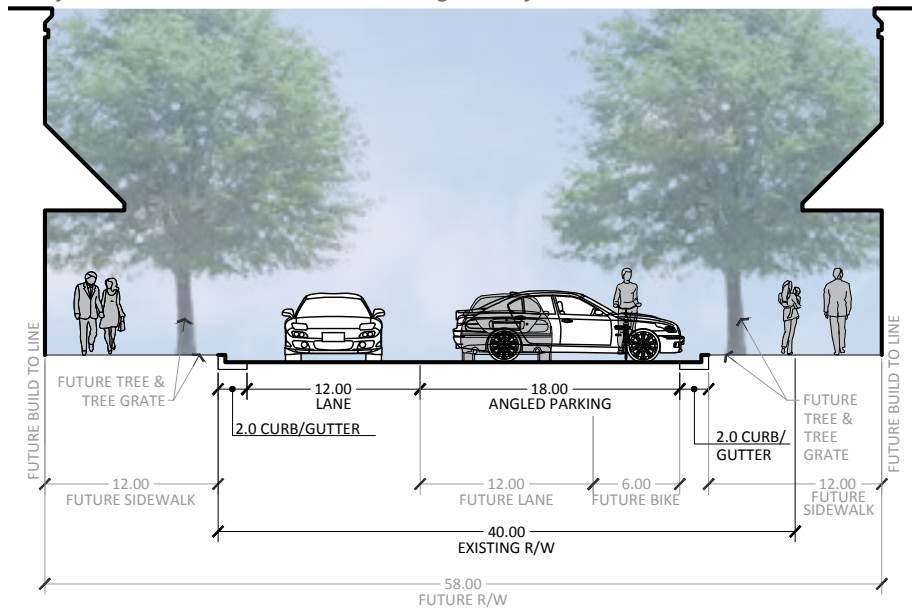


Figure 2.26.B: Right-of-Way with Existing Structures Setback (e.g., Park Street, Penn Street)

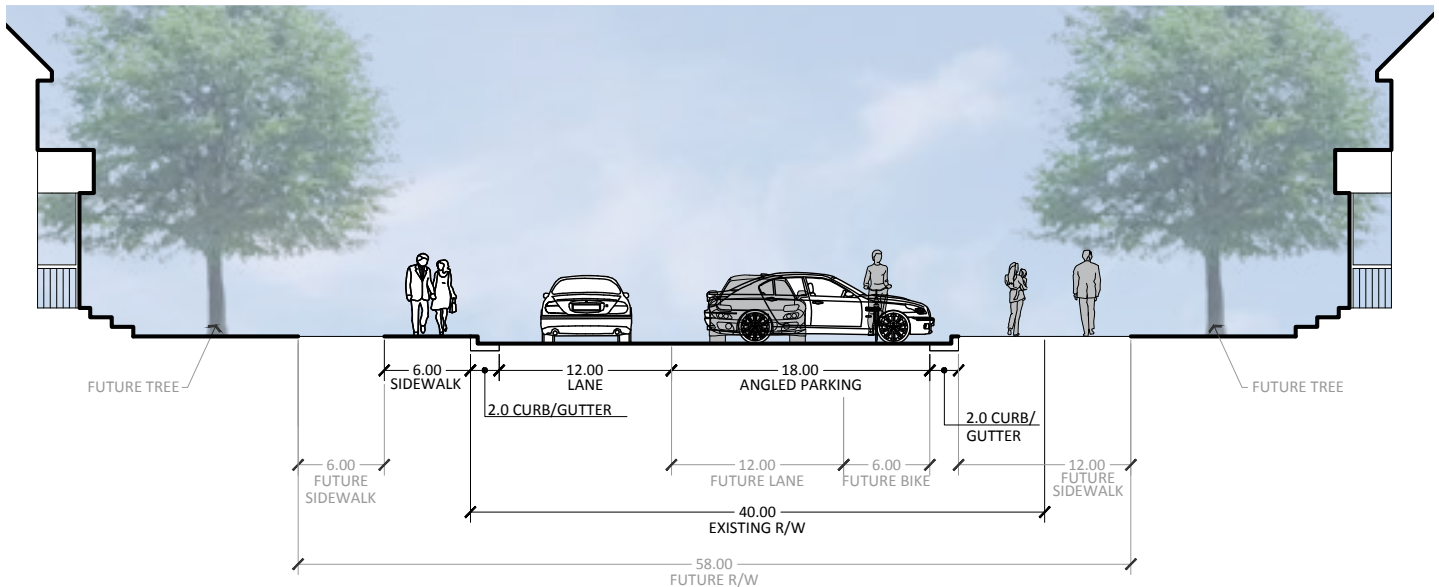


Figure 2.26.C: Jersey Street Right-of-Way Abutting Grand Junction Plaza

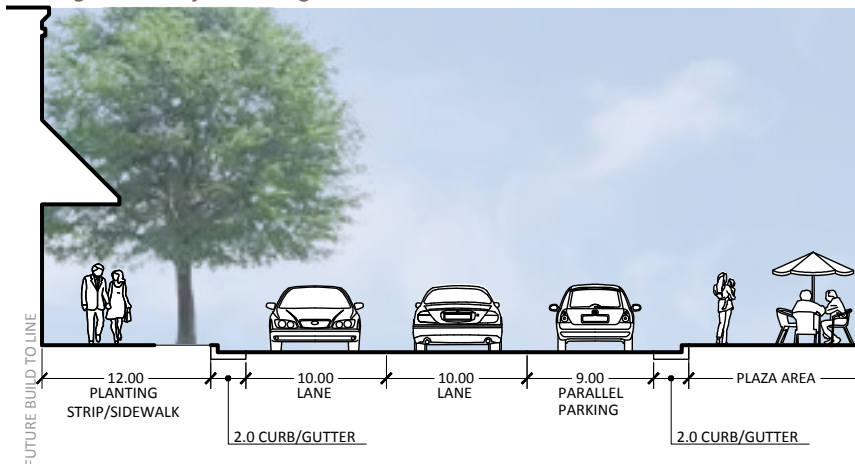
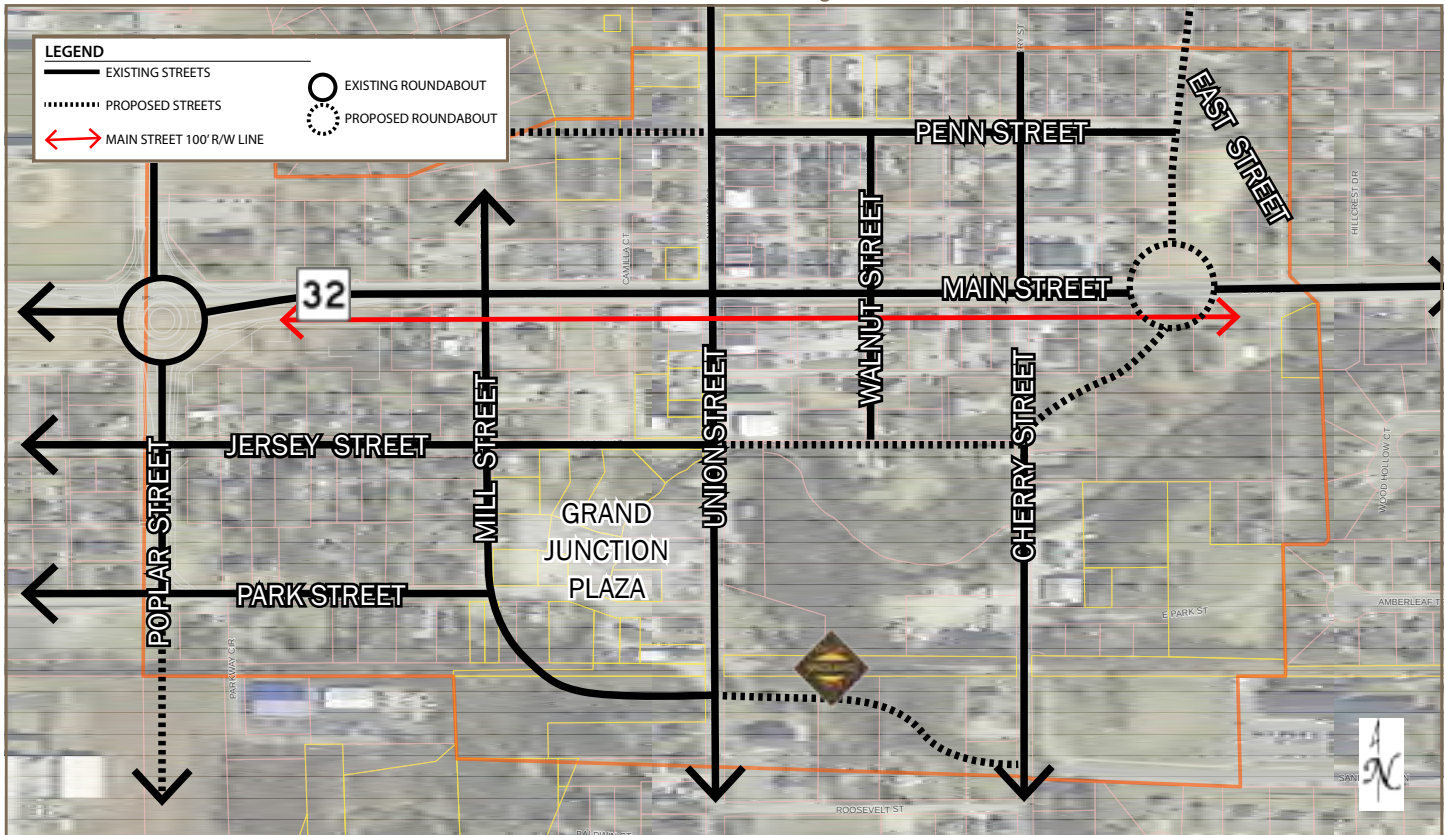


Figure 2.27: Junction Sub-District Street Network Exhibit



Alley cross-section designs will vary on a case-by-case basis; however, alleys are not intended to be designed or used to provide fire access.

2. **Existing Streets:** If necessary, the City will entertain vacating existing streets in order to make a proposed project design viable.

As the sub-district continues to transform, existing street rights-of-way will need to be enhanced to: (i) accommodate an increase in vehicular and pedestrian traffic; (ii) provide for on-street parking, as appropriate; and (iii) improve circulation and safety for both vehicles and pedestrians.

Improvements within the rights-of-way may be short or long term and the specific improvements for existing streets within the sub-district will vary in order to serve the needs of the community at that time. For example, on-street parking should be given a priority until more long term parking solutions become available. As a result, it is possible some existing rights-of-way may need to become one-way traffic only in order to facilitate angled or parallel on-street parking.

Pedestrian facilities are also a priority within the street right-of-way where they do not currently exist, and such pedestrian facilities should be wider in accordance with this chapter.

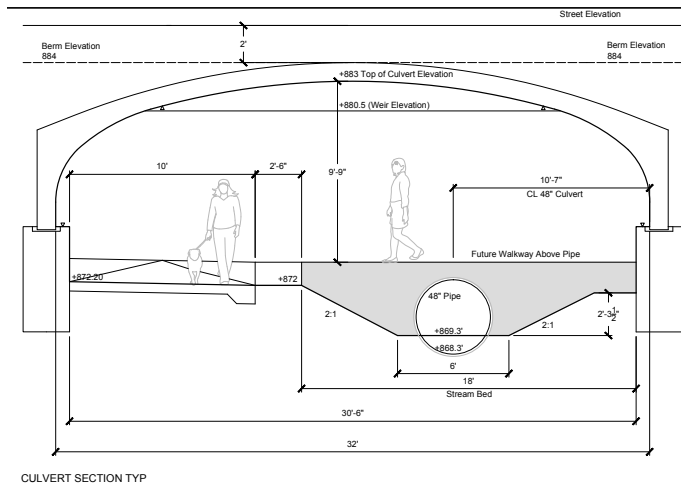
[Figure 2.26: Street Cross-Sections](#) is a series of cross-section scenarios that are appropriate for streets within this sub-district based on right-of-way widths that currently exist and that may need to be expanded.

2. **New Streets:** The Grand Junction Implementation Plan identified the existing and proposed street network within Grand Junction. With the exception of Mill Street, as summarized herein, the construction of new streets will be largely dependent on development in those areas. For purposes of this chapter, the proposed streets have been refined as depicted in [Figure 2.27: Junction Sub-District Street Network Exhibit](#).

All street rights-of-way shall be dedicated to the City pursuant to the Westfield Thoroughfare Plan and this addendum.

- 3. Mill Street:** As noted elsewhere in this chapter (see page 35), the Mill Street extension from Park Street to Union Street is anticipated to start Spring 2015 and be completed Fall 2016. The extension (see [Figure 2.28 Mill Street Pedestrian Tunnel](#)) includes the construction of the pedestrian tunnel/culvert under Mill Street for the Grassy Branch Trail and Midland Trace Trail (see [Figure 2.29: Mill Street Cross-Section](#)).

Figure 2.28 Mill Street Pedestrian Tunnel



Pedestrian connectivity includes increased pedestrian accessibility through the implementation of wider sidewalks, mid-block pedestrian crossings, intersection sidewalk bulb-outs, table speed bumps (where appropriate), bicycle parking amenities, shorter blocks and accessible ramps at crossings (see [Figure 2.30: Example Pedestrian Connectivity Amenities](#)).

Figure 2.30: Example Pedestrian Connectivity Amenities

Figure 2.30.A (Source: Department Photo)

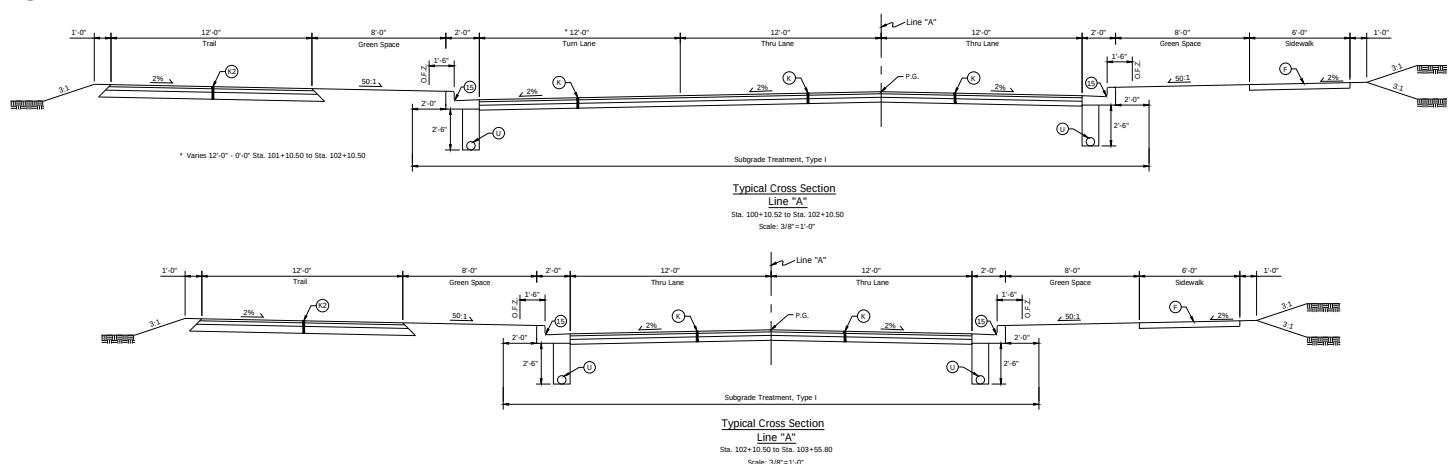


Figure 2.30.B (Source: www.nacto.org)



- C. Pedestrian Connectivity:** A priority within this sub-district is compactness, connectivity, and walkability with the intent to attract people. As a result, typical suburban prototypes of new buildings and site designs should not be permitted. Rather, features such as adjacent surface parking, drive-through lanes, lack of sidewalks, front entrances from parking areas rather than public realms, and the like are strongly discouraged.

Figure 2.29: Mill Street Cross-Section



Pedestrian pathways and crossings, whether public or private, shall be delineated (e.g., pavers, striping, edging, material) and distinguished from vehicular surfaces (see [Figure 2.31: Delineated Pedestrian / Raised Crossing](#)).

Additionally where appropriate, landscaping, street furniture, planters, walls, etc. should be used to further separate pedestrian spaces from vehicular spaces to create a safe environment for pedestrians.

Figure 2.31: Delineated Pedestrian / Raised Crossing

Figure 2.31.A (Source: www.nacto.org)



Figure 2.31.B (Source: Department Photo)



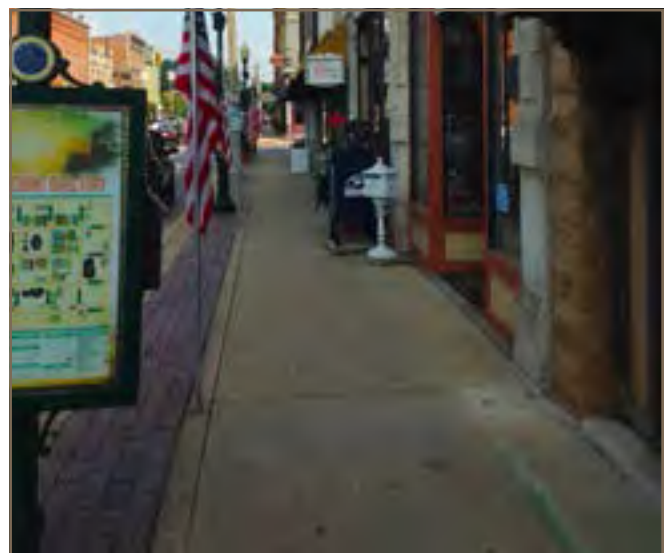
abutting the building; and (iii) a two (2) to three (3) foot area abutting the curb for trash, street lights, signs, and then street trees where sidewalk widens (see [Figure 2.32: Example Public Sidewalk Space](#) and also [Figure 2.26: Street Cross-Sections](#)).

Figure 2.32: Example Public Sidewalk Space

Figure 2.32.A (Source: Department Photo)



Figure 2.32.B (Source: Department Photo)



Public Spaces between buildings and the curb should generally include a wider pedestrian sidewalk (e.g., up to fifteen (15) feet wide on primary pedestrian streets and ten (10) feet wide on secondary pedestrian streets) that can accommodate: (i) a five (5) to six (6) foot wide unobstructed walking area; (ii) a two (2) to three (3) foot wide area for related street furniture and amenities (e.g., display space, outdoor dining)

D. State Highway 32 Corridor: A priority action item of the Grand Junction Implementation Plan is to formalize a position with the Indiana Department of Transportation (INDOT) regarding a potential State Highway 32 expansion through Grand Junction. In addition to providing guidance to INDOT for the community's desired design, formalizing a position as a policy further provides guidance for future development that abuts the Main Street corridor (e.g., setbacks, design, building orientation). The following is intended to establish the community's position with regard to the State Highway 32 expansion through downtown.

1. **Preferred Alternative:** As summarized in the Grand Junction Implementation Plan, a Main Street Corridor Study was completed by American Structurepoint, Inc. in 2010, which recognized the required balance for Main Street to serve both regional and local needs. The vision of the community is a Grand Junction District that is a vibrant, walkable, mixed-use district where people can live, work, and shop, with much of the redevelopment effort anticipated to be concentrated along the Main Street corridor. As an integral part of the Grand Junction District, the Main Street corridor will have direct impacts on the success of this vision.

The purpose of the study was to identify and evaluate transportation improvement alternatives for the corridor as a regional thoroughfare, while also supporting the local redevelopment efforts, and the study concluded with a preferred alternative.

It is hereby established that the policy of the City is to generally adopt the recommended preferred alternative as depicted in [Figure 2.34: Preferred Alternative](#). Where possible, limiting left turns is desirable to increase efficiency of traffic moving through downtown, while also minimizing potential conflict points with pedestrians. In addition, a priority in the design of this corridor and other rights-of-way is for utility lines to be buried.

2. **Width and Location:** The preferred cross-section requires a right-of-way width of one hundred (100) feet (see [Figure 2.35: Preferred Alternative Cross-Sections](#)). The existing right-of-way width is approximately seventy (70) feet. As a result, consistent with the historic asset and character provisions herein, the recommendation is for the right-of-way to be expanded to the south, maintaining the existing north right-of-way line of Main Street. As such, new (re)development should dedicate this additional right-of-way and design building setbacks and public right-of-way improvements (sidewalks, lighting, street furniture) accordingly.
3. **On-Street Parking:** In addition, an emphasis that needs to be taken into consideration at the time of the final design and construction is for on-street parking and safe pedestrian crossings. On-street parking should be permitted on Main Street, even if only permitted during non-peak hours.
4. **Pedestrian Crossings:** Safe pedestrian crossings, particularly during community events and peak tourism seasons, is mandatory to ensure safe pedestrian crossing between the north and south sides of Main Street. Crossings should not only meet safety design criteria, but care should be given in the final design to ensure the crossing provides a welcome and aesthetically-sensitive environment (see [Figure 2.36: Enhanced Pedestrian Crossings](#)). Options to better facilitate pedestrian crossing could include increased pedestrian cycles, scramble (Barnes Dance) lights, or split phase.

The primary pedestrian crossing that has been identified is the crossing of a realigned Grand Junction Trail at Union Street (see page 35). As a result, pedestrian traffic should be channeled and re-directed to Union Street with a wider, at grade crossing.
5. **Curb Cuts:** No new curb cuts onto Main Street should be permitted. Existing curb cuts should be removed upon redevelopment with vehicular access to properties via other streets or alleys.

Figure 2.34: Preferred Alternative
(Source: Main Street Corridor Study)



Figure 2.35: Preferred Alternative Cross-Sections
Figure 2.35.A: Cross-Section with Median

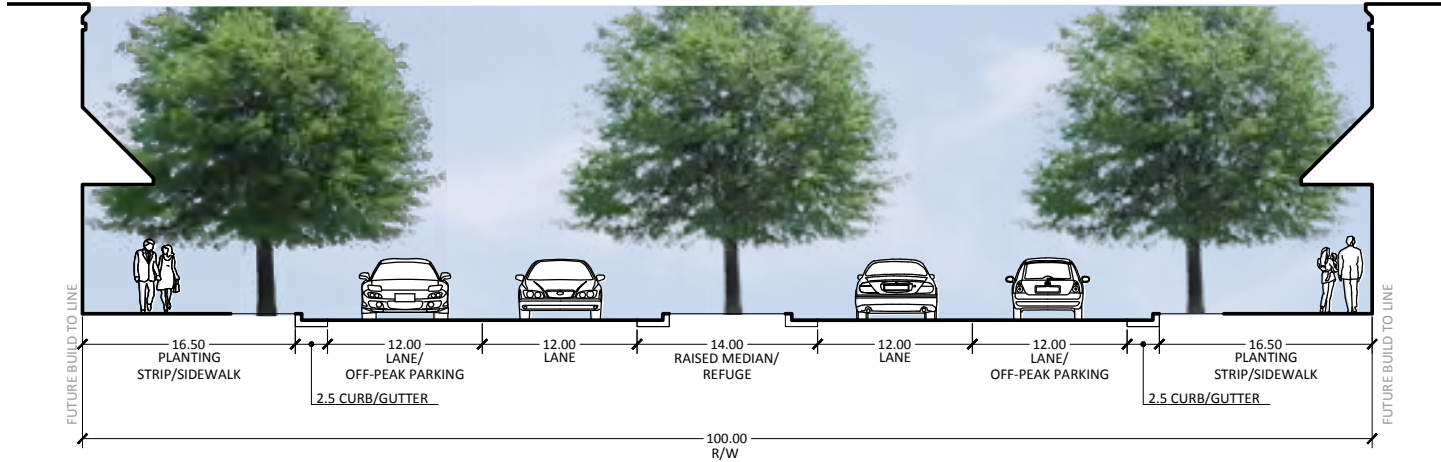


Figure 2.35.B: Cross-Section with Turn Lane

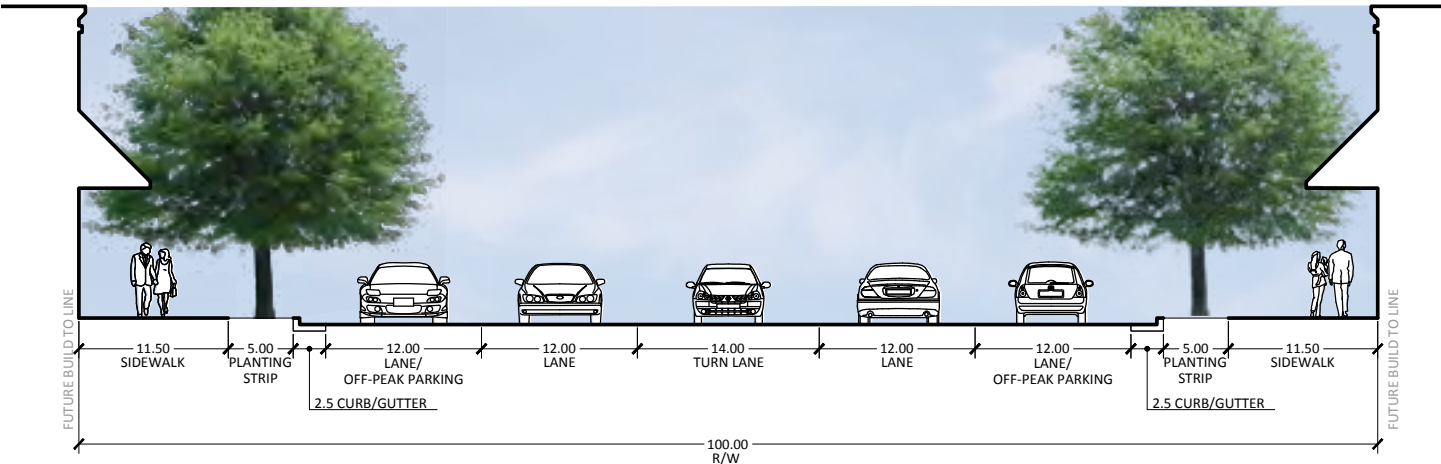


Figure 2.36: Enhanced Pedestrian Crossings
Figure 2.36.A (Source: www.nacto.org)



Figure 2.36.B (Source: www.urbanindy.com)



PARKING

The City's existing parking requirements are conventional for a suburban community and don't necessarily fit the needs of downtown. On-street parking is generally encouraged within the public right-of-way, while flexibility for off-street parking requirements within this sub-district should be provided. Parking requirements should be flexible, respond to market conditions, and address the intended mix of land uses, both short and long term, as development occurs within the sub-district.

In the more dense sub-areas (e.g., Main Street Corridor and Grand Junction Plaza Block) and in close proximity to public transportation hubs, on-site parking and parking structures should be required. In other sub-areas, parking requirements could allow for the ability to be waived or modified as parking is otherwise being provided within proximity of the site (e.g., parking located within four hundred (400) feet for patrons and seven hundred (700) feet for employees).

A. Overarching Parking Policies: The overarching parking policies for this sub-district include:

1. **Sharing Parking:** Minimize exclusive-use parking so that the value of public and private investment in surface and structure parking can be maximized.
2. **Convenient:** Ensure parking is conveniently located and accessible to encourage visitors and residents to be able to park once in downtown and be to walk to multiple destinations.
3. **Accessible:** Provide parking throughout the sub-district that supports mass transit and enhances pedestrian circulation.

B. Basic Parking Policies: The following sets forth the basic policies that should be considered as development and redevelopment is proposed within the sub-district:

1. **Park Street Corridor:** Off-street parking requirements should not be required, or at least should be minimal, for uses within this sub-area.
2. **Penn Street Corridor:** Some, but minimal, off-street parking should be required for uses within this sub-area.
3. **Other Sub-areas:** Off-street parking should be required within all other sub-areas. Off-street parking should be located to the rear and/or interior of buildings with minimal frontage along public streets; however, parking should be readily signed for ease of access and circulation.
4. **On-Street Parking:** On-street parking should not be counted toward individual site parking requirements, rather on-street parking is intended to supply needs for normal residential and visitor use while also offsetting lower parking standards for surrounding uses.
5. **Shared Parking:** On-site surface parking with more than ten (10) parking spaces should remain open for use of the public, as non-exclusive, at least during non-peak hours of the use.
6. **Structured Parking:** Structured parking may be available for exclusive or non-exclusive use.

C. Parking Strategy: In order to develop a broader parking plan for the sub-district, the City engaged a parking consultant in September 2015 to perform a parking study of the sub-district area to assist and complement the City’s planning efforts. As of the adoption of this chapter, that study was in progress; however, the scope of the study set forth its completion in a phased approach as follows:

1. **Phase One:** This phase is the initial parking supply and demand analysis, as well as shared parking analysis. The parking supply/demand inventory and analysis will be conducted, in addition to measuring the overall parking supply and occupancy during a typical day.

Potential shared-use opportunities will be identified and incorporated into the analysis. Current and future conditions will be projected which will pinpoint the actual parking issues and where potential issues will occur in the future as proposed future developments are brought on-line.

This analysis will provide the starting point and baseline from which to develop solutions for mitigating current and future parking issues.

2. **Phase Two:** This phase will be an analysis of alternatives that will build upon the knowledge developed in the first phase and include management strategies. This includes actual current parking conditions as well as projected future parking conditions.

Alternative solutions for mitigating current and future parking issues will be developed. The potential solutions will be evaluated and ranked using a weighted-value matrix that will be created mutually with the client. This way, the final selections of preferred alternatives will reflect community parking-related values.

3. **Phase Three:** This phase would be outside of the initial analysis, but is the next step to preliminarily plan for potential new parking facilities that would include potential sites, qualitative criteria, phasing, costs and funding mechanisms (such as development impact fee assessed on vehicle trips or a parking in lieu fee).

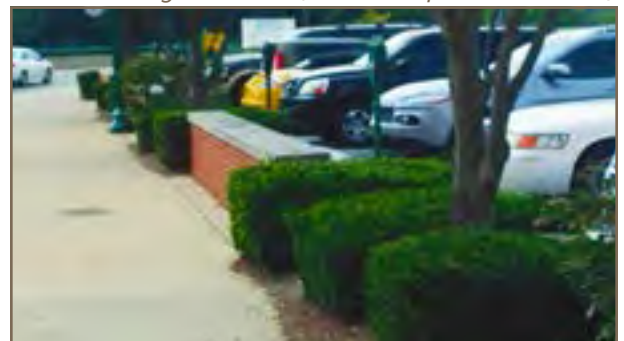
D. Parking Design: The design of parking areas is critical to the success of the sub-district, both for aesthetics and functionality. The parameters below are intended to promote efficient use of limited parking supply while ensuring that parking does not dominate or detract from the public spaces and is appropriately designed for pedestrian circulation.

1. **Parking Structures:** In general, multi-story, above ground parking structures should have a retail and service industry presence at the street level. Parking structures may be incorporated into mixed use buildings or they may be stand-alone buildings as long as the street-level expectations are met. Structures should be architecturally consistent and compatible with nearby and adjacent buildings and should not contain visible parking areas (aside from access points), security grills, or other parking security methods.
2. **Surface Parking:** Surface parking areas may provide for short or long term parking solutions; however, long term surface parking areas will require greater sensitivity to location (limited street frontage); design (softened with landscaping, walls and fences); and, separation from pedestrian activity (see [Figure 2.37: Surface Parking Treatment](#)).

*Figure 2.37: Surface Parking Treatment
Figure 2.37.A (Source: Department Photo)*



Figure 2.37.B (Source: Department Photo)



Surface parking areas should not be allowed to be located between a structure and the Main Street right-of-way nor between a structure and any right-of-way abutting Grand Junction Plaza.

All surface parking areas, even if temporary, should be paved or equivalent (e.g., porous pavers) and landscaped. Larger parking areas should be broken up into smaller areas to reduce the overall area of paving and promote a friendlier pedestrian environment.

3. **Bicycle Parking:** Each principal building within the sub-district should include bicycle parking spaces/racks in order to accommodate and encourage bicycle use within the Grand Junction District. To the extent reasonable, consideration should be given to incorporate creative bicycle racks to function as public art, or as part of public infrastructure improvements.

Figure 2.38: Bicycle Rack Examples

Figure 2.38.A (Source: Department Photo)



Figure 2.38.B (Source: columbusparksfoundation.org)



Figure 2.38.C (Source: Land Collective)



- E. **Service and Loading Areas:** Service and loading berths should be oriented in a manner so that they are not visible from streets or trails (hereinafter, “rights-of-way”), but rather from interior loading areas or alleys.

1. **Screening:** Screening should include opaque walls or fences and should be consistent with the architecture and materials of the associated building. Screening should be used to minimize visibility from all rights-of-way and adjacent properties. If appropriate to the context of the site, then landscaping should be considered to help soften the visual impact of a screen wall or fence.

Elements such as meter boxes, utility conduits, roof projections such as vent and exhaust pipes, and basement window enclosures should be designed and located so as to minimize their visibility and visual impact.

2. **Dumpster Enclosures:** The City’s zoning standards for screening trash receptacles and compactors, pallet storage and recycling areas, and other similar facilities should be applied within this sub-district. In addition, a roof which is architecturally-consistent with the architecture of the associated building should be considered when abutting structures in excess of two-stories (see [Figure 1.4: Architecturally-Consistent Dumpsters](#)).

Exceptions for dumpsters and other similar containers (e.g., walk-in freezers) may be appropriate if not visible from rights-of-way (e.g., located along alleys and/or within building recesses) (see [Figure 2.39 Example Alley](#)).

*Figure 2.39 Example Alley
(Source: Department Photo)*



OUTDOOR STORAGE, DISPLAY AND DINING

A. Outdoor Storage: The City's zoning standards for outdoor storage (Article 6.12 of the Unified Development Ordinance) should be applied within this sub-district. The temporary storage of material inherent to serving the business's needs of products and deliveries (e.g., pallets) should be restricted to within buildings or screened from adjacent properties (e.g., within an enclosure for dumpsters or other similar receptacles).

B. Outdoor Displays: Outdoor displays in the downtown can create an interesting shopping environment that engages pedestrians and supports the business. As summarized herein (see page 26), outdoor displays enhance Public Spaces and attract people; however, outdoor displays can also result in a cluttered and unattractive appearance and create obstructions for pedestrians. If deemed appropriate, then a permitting process should be considered to effectively regulate outdoor displays.

The following provides guidance for outdoor displays within this sub-district, which are encouraged and supported if the following criteria are implemented (see also [Figure 2.32: Example Public Sidewalk Space](#)):

- ▶ Items displayed are limited to the merchandise sold by the business.
- ▶ Displays are located within the business's frontage and immediately adjacent to the building.
- ▶ Displays located adjacent to or in a right-of-way should maintain a minimum unobstructed sidewalk width of five (5) to six (6) feet and be a maximum depth of two (2) feet. Display would be subject to the appropriate encroachment permits if located within the right-of-way.
- ▶ Unobstructed access shall be provided to all building entrances, curb ramps, and fire access, including at least a two-foot linear clearance on each side of a building entrance.
- ▶ Materials and colors used for shelves, racks, easels and similar supports for displayed items

shall complement the architectural style and colors used on the adjacent building façade.

- ▶ Displays must be maintained in an orderly appearance and displayed only during hours of operation for the associated business and shall be removed at the close of each business day.
- ▶ Outdoor displays shall be secured to prevent movement. However, they may not be permanently anchored to the right-of-way nor attached or affixed to any public tree, sign or similar fixture.
- ▶ In no case shall the location of the display occur within an area required for vehicular circulation, parking or loading, or emergency vehicle access.
- ▶ Maximum display area restrictions should be implemented based on a ratio of the business's street frontage.

Figure 2.40 Outdoor Display

Figure 2.40.A (Source: onemorefoldedsunset.com)



Figure 2.40.B (Source: Department Photo)



C. Outdoor Dining: As summarized herein (see page 26), outdoor dining spaces enhance Public Spaces and attract people. The City's zoning standards for Outdoor Cafe and Eating Areas (Article 6.13 of the Unified Development Ordinance) should be applied within this sub-district.

Figure 2.41 Outdoor Dining Spaces
Figure 2.41.A (Source: Department Photo)



Figure 2.41.B (Source: Department Photo)



Figure 2.41.C (Source: Department Photo)



In addition, the following guidelines should be considered:

- ▶ Outdoor dining areas abutting non-restaurant uses should consider barriers or screening to minimize the impact on adjoining properties.
- ▶ Furniture and fixtures relating to the outdoor dining area may not be stored on the public right of way and must be removed from the sidewalk when the restaurant is closed to the public every day and/or night.
- ▶ Outdoor dining areas permitted within the right-of-way are subject to the provisions herein (see also Article 6.13 of the Unified Development Ordinance), and would be subject to the appropriate encroachment permits.
- ▶ Outdoor dining areas located adjacent to or in a right-of-way should maintain a minimum unobstructed sidewalk width of five (5) to six (6) feet. Furniture and barriers should not be secured to trees, lamp posts, street signs, hydrants or any other right-of-way infrastructure.

LANDSCAPING STANDARDS

The City's existing landscaping standards are conventional for a suburban community and don't necessarily fit the needs of downtown. As downtown becomes more impervious, the "urban forest" becomes more important.

A. Purpose: According to the United States Department of Agriculture's "[Sustaining America's Urban Trees and Forests](#)" report (June 2010), urban forests enhance the physical, ecological, and cultural aspects of a community, including:

1. **Environmental:** Trees and landscaping make important contributions by reducing air pollution, ameliorating heat islands, improving hydrological conditions, sequestering carbon, and contributing to wildlife habitat. Use of drought-tolerant trees and landscaping can aide in water conservation.
2. **Economic:** Trees and landscaping can increase property values, increase commercial spending, and reduce maintenance costs of other streetscape elements.

3. **Aesthetic:** The visual characteristics of street trees and landscaping (form, color, texture) add greatly to the aesthetics of streets and can enhance the civic qualities of the public environment.
4. **Psychological:** People derive psychological benefits from symbolic and physical contact with nature provided by a green environment. A planted streetscape provides relief from an otherwise built out environment.
5. **Social:** Opportunities for new social contacts, community identity, and the opportunity to contribute to the establishment and care of a community feature are afforded by the presence of street trees and planting.
6. **Safety:** Consistent tree plantings along a street narrow the perceived width of a street, encouraging decreased vehicular speed and increased awareness of pedestrians.

B. Street Trees: Street trees are a critical element of the streetscape environment. Appropriate tree species selection, location and design will ensure the health of trees, enhance the character of the streetscape, and maximize public and private investment.

Street trees typically include trees planted within the public right-of-way; however, street trees could include trees planted in the front yard in corridors where space within the right-of-way is limited and building setbacks are greater (e.g., Jersey Street, Park Street). Street trees in rights-of-way should be planted in sidewalks with tree grates (minimum size of four (4) feet by (4) four feet) or other treatment, or between sidewalks and streets where planting strips of sufficient width exists.

Figure 2.42: Street Tree Streetscape Examples
Figure 2.42.A (Source: a2dda.org)



Figure 2.42.B (Source: permatill.com)



Figure 2.42.C (Source: www.terrafirmalandarch.com)



When designing a new or renovating an existing street, utilities and other elements should be relocated where feasible to establish regular tree spacing.

C. Abutting Street / Public Spaces: This landscaping area generally includes a space measured from the public right-of-way to the building facade. This area could include spaces identified as public spaces (see [Figure 2.15: Example Public Spaces](#)). General standards for lot or foundation plantings, as currently established by the City's zoning ordinance, do not address the nature of development envisioned in this sub-district (with the exception of single-family detached uses in the Penn Street Corridor).

The lack of yards and increase in impervious surfaces requires the primary focus for landscaping to be within the area immediately abutting the street, where the highest pedestrian activity will occur. This area should be landscaped with vegetation and/or hardscaped. If hardscaped, then window or ground planters should be considered to enhance the building's facade and soften the streetscape. The density of trees and flowers or shrubs will depend on the setback of the building from the street, as generally illustrated in the following exhibits.

Figure 2.43: Example Landscaping
for Buildings less than 10' from Right-of-Way
Figure 2.43.A (Source: destinationmainstreet.com)



Figure 2.43.B (Source: Department Photo)



Figure 2.43.C (Source: lotsafunmaps.com)



Figure 2.44: Example Landscaping
for Buildings 10' to 20' from Right-of-Way
Figure 2.44.A (Source: Department Photo)



Figure 2.44.B (Source: Department Photo)



Figure 2.45: Example Landscaping
for Buildings Greater than 20' from Right-of-Way
Figure 2.45.A (Source: Department Photo)



Figure 2.45.B (Source: Department Photo)



In general, these spaces abutting the right-of-way should be enhanced with natural vegetation to the reasonable extent possible to ensure best practices for the plantings health, while also maximizing the “curb appeal” and streetscape character of the various sub-areas. The building placement will dictate whether a lawn or hardscape is more appropriate.

- D. Off-Street Parking:** Surface parking areas require greater sensitivity when located along streets to aesthetically soften and to separate from pedestrian activity (see also [Figure 2.37: Surface Parking Treatment](#)).

Figure 2.46: Additional Surface Parking Treatment
Figure 2.46.A (Source: phila.gov)



Figure 2.46.B (Source: Department Photo)



The City's existing perimeter and interior parking area landscaping requirements should be applied. It may be appropriate to reduce interior parking area landscaping requirements for parking areas surrounded by buildings. It is also appropriate for perimeter parking area plantings to be enhanced and supplemented with fences or walls.

E. Landscape Buffers: In general, landscape buffers should not be required in this sub-district due to the nature of the intended mix of uses. There may, however, be instances where buffering is appropriate adjacent to existing neighborhoods (e.g., Grassy Branch Quadrant). Additionally, there may be instances where more intense aspects of a use (e.g., outdoor dining) may require screening (e.g., walls, fences, landscaping) to minimize its impact on adjacent uses.

F. Stormwater Management: The design of landscaped areas should consider including appropriate conditions for improved stormwater detention and infiltration and low impact development opportunities (see [Figure 2.47: Example Low Impact Design](#)).

Figure 2.47: Example Low Impact Design
Figure 2.47.A (Source: urbanlandscapes.info)



Figure 2.47.B (Source: Department Photo)



Figure 2.47.C (Source: www.seattle.gov)



Figure 2.47.D (Source: Department Photo)



SIGNAGE STANDARDS

The City's existing sign ordinance is generally conventional for a suburban community. The existing sign standards allow wall signs and ground signs in this sub-district (if the ground sign is located a minimum of five (5) feet from the right-of-way and setback the applicable zoning district's setback for the side and rear lot lines). In addition, the existing sign ordinance permits projecting signs in some areas of the sub-district.

The existing zoning ordinance sign standards for multi-story, mixed use or multi-tenant buildings primarily anticipate these buildings in corporate or business parks and shopping centers, not necessarily in downtown. In addition, the existing design standards in the zoning ordinance are not as restrictive as may be desired (e.g., lighting, materials) and the standards are primarily intended for vehicular traffic without an emphasis on pedestrian traffic (e.g., size and location restrictions).

This sub-district is intended to be an area of high pedestrian activity with buildings of pedestrian scale and architectural interest. This intent is important when considering the use of signs, both permanent and temporary, to ensure the pedestrian experience is enhanced and the need to identify a use is balanced with the character of the building's architecture and streetscape.

Signs that are uniquely designed and placed with respect to the pedestrian-orientation and building's architecture can positively contribute to the character of the streetscape and the pedestrian's experience in this sub-district.

As a result, the following should be considered when alternative sign standards are proposed (e.g., variance, PUD District) within this sub-district:

A. General Guidelines:

1. Signs should be primarily oriented and scaled to the pedestrian.
2. Sign colors, materials and lighting should be restrained and harmonious with the building architecture.
3. Signs should be compatible with adjacent signs and should not compete for attention (such as using excessively bright colors or disproportionately sized letters).

4. Businesses located in alleys, courtyards or arcades, and without a primary customer entrance from the street, should be permitted to be identified from the street.
5. Signs should be durable, well-designed and act as unique expressions of the business.
6. Street numbers should be prominently displayed at the main entrance to every business, and be clearly visible from the street or alley.
7. Electronic signs should be prohibited.

B. Wall Signs:

1. Due to the pedestrian nature, projecting raceways or pins that cause a wall sign to protrude from the wall should not be permitted. Channel letters may be flush-mounted to the building.
2. Wall sign sizes should be limited to allow for the permitted sign area to be distributed for awning or projecting/blade signs.
3. Sign heights and sign area should be limited to a pedestrian scale (e.g., 18" or 24").
4. Internally illuminated signs are not preferred; but rather externally lit with decorative (e.g., gooseneck) light fixtures.

Figure 2.48: Example Wall / Blade / Awning Signs

Figure 2.48.A (Source: hammerworks.com)



Figure 2.48.B (Source: Department Photo)



Figure 2.48.C (Source: Department Photo)



Figure 2.48.D (Source: viewpointsign.com)



Figure 2.48.E (Source: redirectionsigndesign.com)



C. Ground Signs: Ground signs should not be permitted within the Main Street Corridor or the Grand Junction Plaza Block. Ground signs within other sub-areas are not preferred, but should only be permitted with the following guidelines:

1. Ground signs should only be permitted for single-tenant buildings with a front yard setback in excess of twenty (20) feet.
2. The design of ground signs should be unique to the business and match the style and materials of the corresponding building.

3. Other alternative types of signs do not provide adequate identification from the street.
4. The scale and location of ground sign complements the building and adjacent properties.
5. Landscaping is integrated with the sign to soften its appearance and not create a site or visual obstruction.
6. Ground signs should not be internally illuminated or back lit.

Figure 2.49: Example Ground Signs

Figure 2.49.A (Source: Department Photos)



Figure 2.49.B (Source: Department Photos)



Figure 2.49.C (Source: Department Photo (left))



(Source: architectural-lighting-and-sign-ideas.blogspot.com (right))

D. Projecting Signs: Projecting or blade signs is the preferred sign type for this sub-district. Projecting signs should be positioned along the first floor level of the facade. Projecting signs may take on their own special shape, or create their own symbol within the overall facade design.

*Figure 2.50: Example Projecting Signs
(Source: Department Photo)*



E. Window Signs / Displays: Window signs and displays are an important aspect to engaging pedestrians along the streetscape; however, if done poorly can negatively contribute to the intended character. The following should apply.

1. Window graphics and displays should be tasteful and minimal, and designed to be pedestrian friendly.
2. Window graphics should use high quality, durable materials to prevent flaking and fading.
3. Window graphics should reinforce the identification of the store, and not compete with wall signs or distract from the business.
4. Illuminated window signs are discouraged. Signs such as “open” that are less than four (4) square feet in sign area are appropriate to allow.
5. Window graphics and displays should create an open and inviting appearance and express the nature or “personality” of the business without obscuring visibility.
6. Merchandise may be displayed but should not be stacked in the windows for storage, resulting in

visual clutter.

7. Flashing or moving signs visible from the street through or on windows should not be permitted.

*Figure 2.51: Example Window Signs / Displays
Figure 2.51.A (Source: archinect.net)*



Figure 2.51.B (Source: shelf-awareness.com)



Figure 2.51.C (Source: designsalononline.com)



Figure 2.51.D (Source: mcnallyjackson.com)



LIGHTING STANDARDS

The City's zoning standards for lighting (Article 6.9 of the Unified Development Ordinance) should generally be applied within this sub-district, except as noted below.

Street lighting should be provided as part of all projects, on both sides of the street when possible, and spaced approximately one hundred (100) feet apart, and be of a decorative design as established by the City. Light poles should not obstruct pedestrian circulation.

Figure 2.52: Example Street Lights

Figure 2.52.A (Source: panaramio.com)(left)

(Source: valmontstructures.com)(right)



Lighting of the building or site should be designed so that light is not directed off the site and the light source is shielded from direct offsite viewing. It is anticipated that exterior lighting will overflow to adjacent properties and rights-of-way; however, for any use abutting single-family residential uses, illumination levels should not exceed 0.5 foot candles at the property line (in accordance with the Unified Development Ordinance). The minimum amount of light possible for lighting sidewalks should be used to not wash out building facades but still maintain a safe environment.

Decorative exterior lighting is encouraged, but fixtures should be architecturally integrated with the building style, material and color. Fixtures should not obscure any building ornamentation. Rooftop lighting should be prohibited. All exterior architectural, display, decorative and sign lighting should be generated from concealed, low level fixtures.

Figure 2.52.B (Source: Department Photo)



The maximum height of light poles in parking areas should not exceed twenty-five (25) feet, in accordance with the Unified Development Ordinance; however, when light poles abut or are within ninety (90) feet of single family residential uses, then the height should not exceed fifteen (15) feet.

Figure 2.53: Example Decorative Fixtures

Figure 2.53.A (Source: kiterealty.com)



Figure 2.53.B (Source: cornerbakerycafe.com)



GENERAL DESIGN REQUIREMENTS

The following guidelines apply to all Sub-District Sub-Areas.

A. Franchise and Prototype Architecture:

Buildings that are stylized in an attempt to use the building itself as advertising or is contractually required as a standardized or prototype building by a use as a formula from or for another location should be prohibited, particularly where the proposed architecture is the result of corporate or franchise architecture.

B. General Architecture:

1. Street Level Architecture: The street level of a building should be designed with architecture that engages the street/sidewalk in a contextually appropriate manner, and integrates the building and landscape architecture.

2. Pedestrian Scale:

- a. Pedestrian scale detailing should be incorporated on the front facade of all buildings.
- b. Particularly, the street level of building facades should incorporate a higher level of visual interest and richer architectural detailing.
- c. Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.

3. Building Composition:

- a. Building design elements should include an expression of a building base, a middle, and a top with articulated elements at the top of the first floor and the top of the building, as further described herein.
- b. The composition of all floors should be coordinated, which will usually be indicated by the alignment of upper floor windows and other features with openings and features of the first floor.

4. Mechanical and Electrical Elements:

Elements such as meter boxes, utility conduits, transformers, roof projections such as vent and exhaust pipes, basement window enclosures, and other mechanical systems should be designed and located so as to minimize their visibility and visual impact from rights-of-way and important view corridors.

C. Building Materials:

1. Existing Buildings: Existing buildings include a variety of shake shingles, clapboard siding, vinyl siding, brick and stone. Renovations of existing buildings should include materials that include and complement the existing building.

2. Permitted Materials: New buildings should be faced with authentic natural materials such as wood, brick, and stone. Highly reflective materials, exterior insulation finishing systems (EIFS), vinyl siding, and concrete block should not be permitted. Precast is not preferred, though with attention to finishes and jointing, it could be considered appropriate.

3. Alternate Materials: The limited use of alternate materials (e.g., synthetic materials, fiber cement siding, vinyl siding, or other modern materials) as a secondary exterior building material may be appropriate on a case by case basis if used in the same way as traditional materials, and is consistent with an intended historical architectural style (e.g., shape, size, profile, texture matching the historical practice when these elements were used).

4. Durability: Building materials should be selected for longterm durability and minimal maintenance requirements, particularly at pedestrian levels. Less durable materials (e.g., stucco, fiber cement siding) should only be used above the first story.

5. Material Variation: The building material selection for all building facades should be supplemented with multiple colors and multiple textures (e.g., rough, smooth, striated, etc.).

6. Material Transitions: If material changes are proposed, then they should generally occur

at corners, changes of exterior planes, or be delineated by a specific horizontal transitional detail such as pronounced belt course or substantial reveal. The heavier material should always be placed beneath the lighter material.

7. **Trim Details:** Close attention should be paid to trim details such as corner beads, window and door trim, soffits and eaves, and accent surfaces to ensure a correct match to traditional wood.

D. Four-sided Architecture: All building facades should be constructed with the same building material quality and level of architectural detail (e.g., window number, type, and placement; trim; ornamentation) on all building facades (e.g., 360 degree architecture). Exemptions could be considered for facades along alleys or when zero-lot lines exist.

E. Building Orientation:

1. All principal buildings should face a street, with a primary entrance readily apparent as a prominent architectural feature visible from the street.
2. The front facade should provide relief for windows and surrounds, storefronts, doors and features such as coursing, pilasters and lintels.
3. When applicable, retail storefronts should be oriented along the street facade of the first floor, except for pedestrian entrances to parking areas or trails, or small entrance lobbies for upper floors.
4. Buildings should be sited so that service activities (i.e. loading docks, garages and dumpster enclosures) are not adjacent to the street or a trail. When a lot configuration requires such activities from a street, these components should be architecturally integrated into the design of the façade and screened.

F. Building Entrances:

1. Entrances should include a functional overhead weather protection such as porches, awnings or building recesses.
2. Awnings should complement the building's architectural style, material, colors and details, and be of a non-reflective material (metal or

aluminum awnings should be prohibited). Awnings should not be internally illuminated.

3. Doors and entryways should follow a traditional storefront design (usually recessed) and should be compatible with the architectural style of the structure. Other traditional elements include bulkheads, window displays and transom windows.
4. Entrances should be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, and other design elements appropriate to the architectural style and details of the building as a whole.
5. Building entrances should be transparent and well lit at night for the pedestrian.

G. Foundations: Exposed foundations should be covered with masonry materials (e.g., limestone, granite, fieldstone) or architectural concrete that matches a color and texture that is historically consistent with the building's architectural style.

H. Windows:

1. General Design:

- a. All window designs should be compatible with the style, materials, color, details and proportion of the building and desired pedestrian scale.
- b. The number of window panes, the number of window openings, window trim and other architectural design elements designed to accent the windows should be consistent with and complementary to the architectural style of the building.
- c. When a window design has been selected for a building, then the same design should be used on all facades. Use of other window designs as accents may be appropriate if consistent with the architectural style of the building.

2. **Window Trim:** Window trim and other architectural design elements designed to accent the windows should be on all windows (e.g.,

shutters, keystones, masonry arches, awnings, decorative stone frames, masonry row-lock frames, or other such trim).

3. **Shutters:** When shutters are used, they do not necessarily need to be used on all elevations. Shutters should be solid-paneled or louvered and they should be sized and mounted in a way that gives the appearance of operability and full coverage of the window.
4. **Window Materials:** Window frames should be made of wood and may have either vinyl or aluminum cladding on the exterior.

I. **Roof Design:**

1. **Pitched Roofs:** Pitched roofs should have:
 - a. Minimum pitch of 5 (vertical units): 12 (horizontal units).
 - b. Three (3) or more roof slope planes.
 - c. High quality roofing materials such as natural clay tiles, slate, concrete tiles (with natural texture and color), wood shakes or shingles (with adequate fire protection), three-dimensional asphalt or fiberglass shingles.
2. **Flat Roofs:** Flat roofs should be:
 - a. Edged by a parapet wall with a distinct, three-dimensional cornice or molding.
 - b. Fully integrated into the architectural design of the building both below and above the roofline to create a seamless design transition (e.g., it should not be readily evident what portion of the wall extends above the roof line).
 - c. The rear of parapet walls should not be visible from the street level and should be designed with color, material and/or ornamentation that matches the front elevation.
3. **Pedestrian Weather Protection:** Roof design should incorporate measures to prevent falling snow or ice onto pedestrian areas.

- J. **Gutters and Downspouts:** Should be visually integrated with the architectural style of the structure. The color of gutters and downspouts should be selected to complement or to be consistent with the building materials.

K. **Highly-Visible Buildings:**

1. Corner buildings should have a strong corner presence by defining the street intersection with distinctive architectural features such as tower elements, rounded walls, recessed entries or other design features.
2. Building corners should be treated with distinct massing and materials to heighten the sense of pedestrian visual interest.
3. Entrances, large windows with transparency, balconies, terraces and special rooms should be incorporated to take advantage of the important corner views.
4. Buildings located at visual focal points should demonstrate a higher degree of architectural strength to emphasize their location and important view corridors.

L. **Walls and Fences:**

1. The design of fencing, sound walls, trash enclosures and similar site elements should replicate the architecture of the primary building in construction material and detailing.
2. Low, wrought iron fences and stone or brick walls no taller than thirty (30) inches should be permitted in the established front yard to further define the streetscape.
3. Wrought iron, shadow box wood fences, or other approved fence, or brick or stone walls up to six (6) feet tall should only be permitted in side and rear yards.
4. Chain link fencing should not be permitted.

- M. **Accessory Buildings:** If accessory buildings are necessary, then they should be architecturally compatible with the principal building and otherwise comply with the Unified Development Ordinance.

N. Adaptive Reuse:

1. **General:** The conversion of a building to a new use that is different from that which its original design reflects should be done in a way that enhances the existing building while minimizing the negative changes to the building's features.
2. **General Site Improvements:** A property proposed to be adaptively reused should be improved to ensure that any facade and/or yard that abuts a right-of-way enhances the streetscape and engages the pedestrian from the street. Such improvements should include, but are not limited to: installing a sidewalk; creating a prominent entrance; incorporating landscaping and hardscaped areas.
3. **Access:** No new driveways or curb cuts onto streets should be permitted. Driveways or curb cuts onto streets are deemed undesirable because driveways:
 - ▶ Increase the likelihood of pedestrian and bicycle accidents with automobiles.
 - ▶ Interrupt the continuity-frontage of buildings.
 - ▶ Decrease the ability to provide desired on-street parking.
 - ▶ Decrease the ability to provide desired streetscaping (e.g., sidewalks, landscaping, furniture).

In general, access to private property should be via an alley as opposed to a private curb cut. As properties are redeveloped, curb cuts should be eliminated unless otherwise deemed appropriate for vehicular circulation (e.g., access, parking, deliveries).

4. Rehabilitations / Additions:

- a. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize an existing structure should be preserved, enhanced and replicated as appropriate.
 - b. Additions should be compatible in scale, materials, and character with the main building.
 - c. Additions should not damage or obscure architectural details and materials of the main building.
 - d. Alterations that remove porches, original windows or doors, or other notable features should be avoided.
5. **Yards:** Existing yards and setbacks which do not meet the current zoning requirements or the guidelines of this addendum should continue to be permitted, provided any proposed improvements do not further encroach into the regulated yards.
 6. **Development Plan Review:** An administrative development plan review process should be required and implemented when residential structures are converted to non-residential uses to ensure compatibility and compliance with applicable standards.

- O. **Minimum Living Area:** Except as otherwise set forth herein, a general guideline for the minimum living area (as defined by the Unified Development Ordinance) of a residential dwelling unit within this sub-district should be seven hundred (700) square feet per dwelling unit.

PARK STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. **Frontage:** No minimum or maximum.
2. **Lot Size:** No minimum or maximum.
3. **Building Height:** Minimum of two stories. Maximum of three stories.
4. **Building Size:** No minimum or maximum size; however, to maintain and enhance the desired character of the corridor, a single use or tenant should not exceed two (2) tenants or five thousand (5,000) square feet per building.
5. **Front Setback / Build-to Line:** Minimum of twenty (20) feet, subject to recorded easements. Maximum of forty (40) feet. New buildings should be sited in consideration to adjacent lots.
6. **Side & Rear Setbacks:** Minimum building separation of twenty (20) feet. Minimum rear yard setback of ten (10) feet. Minimum twenty-five (25) feet abutting Midland Trace Trail.

B. Architectural Design:

1. **Roofs:** Flat roofs should not be permitted. Pitched, flat, gambrel or mansard roof are appropriate.
2. **Alternate Materials:** The use of alternate materials (i.e. synthetic materials, fiber cement siding, or other modern materials) is appropriate in this sub-area if consistent with existing buildings.
3. **Architectural Theme:**
 - a. The design of a new infill building or renovation/addition of an existing building should be designed to look appropriate and compatible with surrounding buildings.
 - b. Sensitivity should be given to the character of the building in relation to the corridor and adjacent buildings.

PENN STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. **Frontage:** Minimum lot frontage of forty (40) feet, or fifty (50) feet for corner lots.
2. **Lot Size:** Minimum four thousand (4,000) square feet.
3. **Building Height:** Minimum of two stories. Maximum of three stories.
4. **Building Size:** Buildings should have a minimum first floor footprint of one thousand (1,000) square feet. No maximum.
5. **Minimum Living Area:** One thousand and five hundred (1,500) square feet.
6. **Front Setback / Build-to Line:** Minimum of ten (10) feet, subject to recorded easements. Maximum of twenty (20) feet. New buildings should be sited in consideration to adjacent lots using the average of adjacent buildings. Porches may encroach into this setback, subject to recorded easements.
7. **Side & Rear Setbacks:** Minimum side yard setback of eight (8) feet. Minimum rear yard setback of ten (10) feet.

B. Architectural Design:

1. **Building Entrances:**
 - a. The front door of the main unit should face Penn Street with the front facade of the building parallel to Penn Street.
 - b. All buildings should incorporate a prominent front porch with a minimum depth of four (4) feet and size of thirty-six (36) square feet.
 - c. Porches on homes on corner lots should wrap around the corner facing the intersecting street and should extend a minimum of six (6) feet facing the intersecting street.

2. Roofs:

- a. Flat roofs should not be permitted. Pitched, flat, gambrel or mansard roof are appropriate.
- b. Minimum roof overhangs should be twelve (12) inches.
- c. Minimum roof pitch of the main roof structure of the primary building should be 7:12.

3. Driveways & Garages: Driveways and garages should be rear loaded (e.g., accessed from an alley) and should not be permitted to be located directly on or visible from Penn Street. If a lot is not accessible by an alley, then a front load garage may be appropriate if setback a minimum of twenty (20) feet behind the primary front elevation.

4. Preferred Materials: New buildings should primarily be faced with brick, stone or fiber cement siding and trimmed in stone, contrasting brick, stucco, wood, or wood composite. Exposed surfaces of chimneys should be masonry.

5. Alternate Materials: The use of alternate materials (i.e. synthetic materials, fiber cement siding, or other modern materials) is appropriate in this sub-area if consistent with existing buildings.

6. Windows: Each building should have a minimum of two (2) windows per floor per facade. Where architecturally appropriate, buildings should incorporate dormers, bay windows, or palladian or venetian style windows.

7. Example Character: [Figure 2.5: Existing Penn Street Corridor Examples](#) and [Figure 2.13: Example Detached Residential](#) includes examples of buildings that illustratively represent the intended quality and character of this sub-area.

MAIN STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. Building Frontage: A building should occupy a minimum of seventy percent (70%) of the lot's frontage. Exceptions may be appropriate for buildings on lots with one hundred and twenty (120) feet or less of frontage provided the building still occupies the maximum frontage possible exclusive of driveways, sidewalks and landscape areas.

2. Lot Size: No minimum or maximum; however, traditional suburban outlots (e.g., single use lot, single story structure, parking area between street and building) should not be permitted.

3. Building Height: The minimum building height should generally be three (3) stories in this sub-area. It is expected that buildings near the intersection of Main Street and Union Street or in the Grand Junction Plaza Block (collectively, the "core") will be a minimum of three (3) to six (6) stories. A minimum building height of two (2) usable stories and thirty-four (34) feet is appropriate for buildings away from the core or for secondary or tiered sections of a taller building.

4. Minimum Ground Floor Height: Minimum of sixteen (16) feet ground floor-to-second floor height at the sidewalk level in order to allow conversions of commercial, retail, or other active uses. Adequate ventilation, mechanical and electrical equipment should be provided, or allowance for future conversion/expansion to a variety of tenant uses, such as a retail store or restaurant.

5. Minimum Ground Floor Building Depth: Along streets where retail is permitted, a minimum building depth of fifty (50) feet (from storefront to back of tenant space) should be provided for commercial tenant space to ensure functional viability.

6. Building Size: Minimum building footprint should be eight thousand (8,000) square feet.

The third and higher floor(s) should be at least fifty percent (50%) the size of the building footprint and oriented to the front of the building such that its front facade is equal to that of the first floor.

7. **Front Setback / Build-to Line:** The minimum should be zero (0) feet, subject to recorded easements. The maximum should be ten (10) feet; however, up to seventy-percent (70%) of the front façade may be recessed for entrances and outdoor seating; however, no entrance should be recessed more than ten (10) feet.
8. **Side & Rear Setbacks:** There should be no minimum side or rear setbacks; however, walkways to rear parking should be a minimum of six (6) feet wide.

B. Architectural Design: It is not the intent of this addendum to encourage one specific architectural theme or limit architectural styles. Variations in architectural designs, materials and textures are encouraged. As a result, other well executed quality materials and architectural styles that are not otherwise supported by this addendum may be considered.

1. **Preferred Materials:** New buildings should primarily be faced with brick or stone and trimmed (consisting of less than fifteen percent (15%) of the facade) in contrasting stone, brick, stucco, wood, metal, or precast concrete.
2. **Building Facades:** Building façades should provide relief by windows and surrounds, storefronts, doors, and features such as special brick coursing, pilasters and lintels.
3. **Building Massing:** Buildings in this sub-area are anticipated to occur in continuous rows, sharing party walls and with a continuous sequence of storefronts along the sidewalk; however, large massed blocks should be visually “broken up” into a series of smaller masses appropriate for the pedestrian-scale.

In general, continuous front façades more than fifty (50) feet in length should be designed with vertical offsets at intervals which evenly divide the façade into halves, thirds, or quarters, etc., or

designed at intervals not less than fifty (50) feet. Smaller massing could be accomplished with projections, recessions, or changes in building material or detailing.

4. **Pedestrian Passage:** Buildings with front facades, or facades that include multiple components sharing a common wall that create a single facade, greater than two hundred (200) feet in length should provide a pedestrian passage through the building with a minimum width of ten (10) feet.
5. **Building Base Design:** The base building facade is generally, depending on the overall height of the building, the lower facade from the ground to the beginning of the second story. It is approximately the lower twenty percent (20%) of the facade.
 - a. This portion of the facade is the most important part of the building as this is the facade that pedestrians will interact with at the ground level. As a result, this portion of building facade should be designed with architecture that engages the street/sidewalk in a contextually appropriate manner.
 - b. Pedestrian scale detailing should be incorporated along this portion of the facade by incorporating a higher level of visual interest and richer architectural detailing.
 - c. Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.
 - d. The overall fenestration pattern should be vertically proportioned with columns or window mullions creating a rhythm. Window frames should be recessed or not otherwise flush with the exterior wall.
 - e. Overall window glazing of this portion of the facade should be a minimum of fifty percent (50%) consisting of non-reflective glass. Window displays, as addressed elsewhere herein, are encouraged.

- f. Retail, service, and other active uses that face a street or public space should have a minimum of sixty percent (60%) of the first floor facade (between three and eight feet above grade) consisting of non-reflective glass.

6. Building Middle Design: The middle building facade is the main mid-section of the facade, situated between the top building facade and base building facade.

- a. Fenestration should be organized to create a rhythmic pattern for the streetscape.
- b. Window frames should be recessed or not otherwise flush with the exterior wall.
- c. Overall window glazing should comprise a minimum of thirty percent (30%) of the facade but should not exceed seventy-five percent (75%).
- d. For buildings with residential uses, the window patterns should be generally vertical in proportion. Continuous horizontal strip windows should not be permitted.
- e. This portion of the facade may be flush with the base building facade or could be stepped back to provide a clear definition along the street.
- f. The massing, materials and colors of this portion of the facade should vary from the base building facade to create visual interest.
- g. Projections like balconies, bay windows, and horizontal or vertical shading devices should be incorporated to provide visual interest.

7. Building Top Design: The top, or upper building facade, includes approximately the top twenty percent (20%) of the facade.

- a. This portion of the facade could be flush with the middle portion of the building or could have discretionary setbacks to provide distinct definition along the street at the upper levels.
- b. Overall window glazing should comprise a minimum of thirty percent (30%) of the facade

but should not exceed seventy-five percent (75%).

- c. This portion of the facade provides the opportunity for building identity and visual interest against the sky with a distinct profile, materials and/or colors.
- d. Roof elements, such as pergolas or penthouse balconies should be integrated into the design.
- e. The roof line should be distinguished, as further described herein, with a cornice/parapet design and/or roof elements to create interest.
- f. Elements like terraces, balconies and pergolas, should be used to create interesting massing and relief from the building's facade.

8. Windows: Every facade with frontage on a street should have openings for windows in a pattern that suggests habitation, generally with a minimum of one (1) window per structural bay per floor. Blank, windowless walls should not be permitted.

GRAND JUNCTION PLAZA BLOCK DESIGN REQUIREMENTS

The design requirements of the Main Street Corridor shall also apply to this sub-area.

GRASSY BRANCH QUADRANT DESIGN REQUIREMENTS

This chapter (see page 23) establishes that land uses within this sub-area could include: higher density residential uses (e.g., apartments, townhouses); potential municipal uses; and, transitional uses that could include a blend of retail or restaurant uses, as supported by the market.

As a result, the design requirements for this sub-area should vary depending on the use, but in general, the following should apply:

- A. Multi-family Uses:** The Unified Development Ordinance standards (development and architectural) applicable to multi-family uses should generally apply.
- B. Mixed-Use Buildings:** The guidelines applicable to the Main Street Corridor should generally apply to mixed-use buildings or non-residential buildings with multiple stories or multiple tenants.
- C. Retail/Restaurant Uses:** The guidelines applicable to the Park Street corridor generally apply for single or two story buildings with single tenants.

TEMPLATE ORDINANCE

The template PUD District Ordinance found in “Exhibit A” on page 71 should be used for all new PUD District Ordinances.

- A. PUD Naming Convention:** Because there will likely be multiple PUD District Ordinances created for projects within this sub-district, it is highly desirable that a common and consistent naming convention be used for all projects within this sub-district. The following naming convention is suggested: “[Project Name] in the Junction PUD District”.
- B. Underlying Zoning:** As is true with every Planned Unit Development (“PUD”) District ordinance in the City of Westfield, any new PUD Ordinance within this sub-district will need to establish a base, underlying zoning district to serve as the foundation of the ordinance. Unless otherwise listed in the PUD Ordinance, the standards in a PUD District default to the Unified Development Ordinance. It is suggested that PUDs within this sub-district use the GB: General Business District (Article 4.16) as the underlying zoning district.
- C. State Highway 32 Overlay District:** The State Highway 32 Overlay District regulations of the UDO do not currently apply to downtown. Although many of the architectural standards of the overlay may be appropriate for consideration, this chapter incorporates all important Junction Sub-District-related issues that are regulated by the State Highway 32 Overlay District. As such, the State Highway 32 Overlay District regulations should not apply to this sub-district.

CHAPTER 3:

UNION SUB-DISTRICT

RESERVED FOR FUTURE USE

[PAGE INTENTIONALLY LEFT BLANK.]

CHAPTER 4:

KENDALL SUB-DISTRICT

RESERVED FOR FUTURE USE

[PAGE INTENTIONALLY LEFT BLANK.]

CHAPTER 5:

NEIGHBORHOOD SUB-DISTRICT

RESERVED FOR FUTURE USE

[PAGE INTENTIONALLY LEFT BLANK.]

EXHIBIT A

TEMPLATE PUD DISTRICT ORDINANCE

SEE FOLLOWING PAGES.

Union Square at Grand Junction PUD AMENDMENT- Neighborhood Meeting Summary

Project: Proposed Union Square at Grand Junction PUD Amendment
Ordinance Number: 21-XX
Docket Number: 21XX-PUD-XX
Date: February 24, 2021
Location: ZOOM invite.

Attendees: Justin Moffett, Old Town Companies, LLC

Rebecca McGuckin, Old Town Companies, LLC

Steve Latour, DWA & Westfield Chamber

Bob and Michelle Beauchamp, local business owner and landlord

Caleb Ernest, Westfield City Planner, joined 6:31pm

Meeting began at 6:05pm Justin Moffett provided an overview of the project and summarized the proposed amendment. (EXHIBIT A)

Neighbor Comments and Questions:

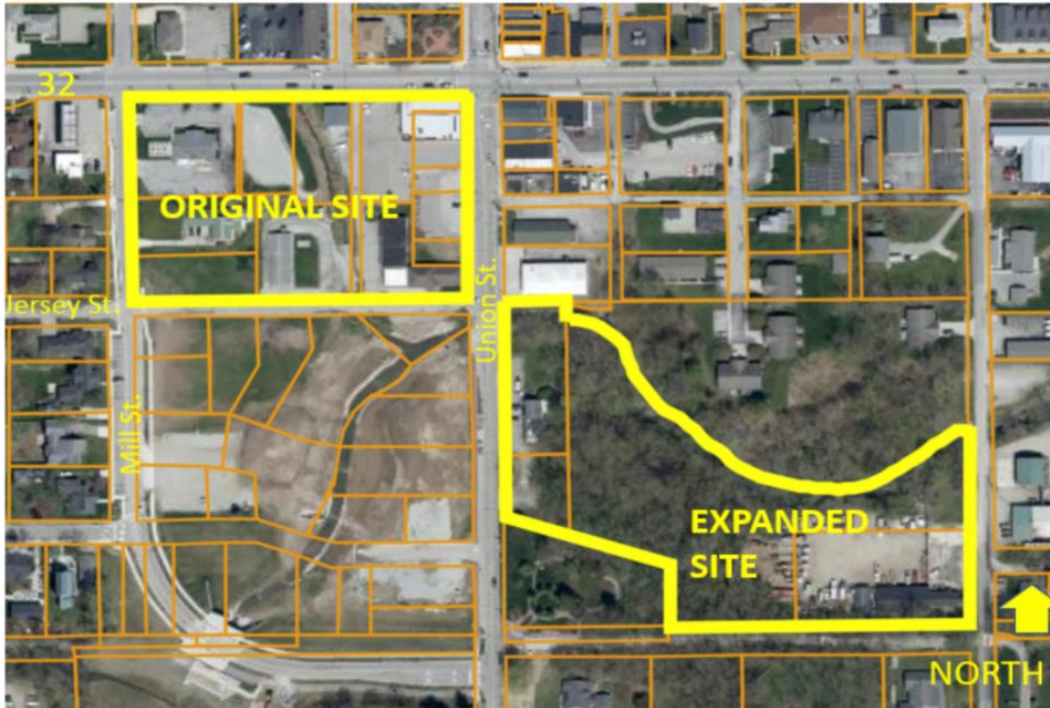
- 1. Tell me more about parking.**
- 2. Appreciated distinction between surface and structure parking**
- 3. What will Pedestrian Main access look like to get over to park? (Intend to have some cement block cuts in addition to the trail.)**
- 4. Clarify what bldgs. labeled one and two will be, note scale of structure on Slide 9 (three story version along Midland Trail and For Rent Apartments, with retail on main level of building along Union Street.**
- 5. More insight offered on current renter demographics**

Formal Meeting concluded at 6:24pm, Beauchamps left call; conversation continued with Steve Latour and Caleb Ernest joined 6:31pm, more preliminary conversation around Midland South Neighborhood Meeting for tomorrow, 6:37 an additional iPhone number joined the meeting with no response, only background conversation, 6:39pm meeting adjourned.

See Packet Shared in call below:

Exhibit A:





3



4







7

OLD
TOWN
— FOX —



8

Union Square Amendment:

- 1 Retail/Office
10k SF
- 2 Residential
100 +/- Units

OLD
TOWN
— FOX —



Before & After – Union Square Expansion Area

9

OLD
TOWN
FOX



10

OLD
TOWN
FOX

WRITTEN PUBLIC COMMENTS

Docket Number: 2103-PUD-08
Petitioner: Old Town Companies, LLC
Request: Petitioner requests an amendment to the Union Square at Grand Junction Planned Unit Development (PUD) District modifying the concept plan, character exhibits, architectural and parking standards.

Enclosed Attachments:

March 01, 2021 Public Hearing

1. Taylor, Brandon		(02/26/21)
2. Sobczak, David S.		(02/26/21)
3. Garcia, Joe		(02/26/21)
4. Plesniak, Karen	300 Chatham Hills Blvd	(02/26/21)
5. Leonard, Tim	121 Penn Street	(02/26/21)
6. Butcher, Sue		(03/01/21)
7. Birk, Michael and Kathy	2526 Live Oak Lane	(03/01/21)
8. Sanburn, George	320 Parkway Circle	(03/01/21)

April 19, 2021 Plan Commission Meeting

9. Beauchamp, Robert C.	16405 Westfield Blvd Rd	(03/05/21)
10. Jones, Melody	211 Mill Street	(03/31/21)

Westfield City Council & Plan Commission:

I am writing in support of the proposed zoning ordinance and associated bond funding for the Union Square project expansion. The addition of public parking in downtown Westfield is necessary for the continued success of local businesses.

Please vote in favor of this much needed project that will help Westfield continue moving in a positive direction.

Sincerely,

Westfield resident

Brandon Taylor

Good Afternoon Westfield Plan Commission and members of the City Council,

I understand that a new development proposed by Old Town will be introduced to Council at the Monday (3/1) meeting. I am writing in support of the proposed zoning ordinance and associated bond funding for the Union Square project expansion.

As a business and property owner in downtown Westfield where our family has a lot invested, I consider this very necessary for the continued success for ALL of the local business and residents alike. I continue to brag about the great things that are coming to our area and consider all of the current and upcoming developments great assets for my neighborhood and all of our Westfield area.

Please vote in favor of this much needed project. It will help keep Westfield moving in the positive direction it has been going! Keep up the great work.

Sincerely,

David S. Sobczak
Sobczak Construction Services, Inc.
(317) 844-9576
visit us on the web at www.scscustomhomes.com
or www.sobczakconstruction.com



Westfield City Council & Plan Commission:

I am writing in support of the proposed zoning ordinance and associated bond funding for the Union Square project expansion. The addition of public parking in downtown Westfield is necessary for the continued success of local businesses.

Please vote in favor of this much needed project that will help Westfield continue moving in a positive direction.

Sincerely,

Thanks,
Joe I Garcia
G&G Custom Homes, Inc
317-418-7665

Westfield City Council & Plan Commission:

I am writing in support of the proposed zoning ordinance and associated bond funding for the Union Square project expansion. The addition of public parking in downtown Westfield is necessary for the continued success of local businesses. My husband and I love to support our local shops and restaurants but too often parking us a real challenge.

Please vote in favor of this much needed project that will help Westfield continue moving in a positive direction.

Sincerely,

Karen Plesniak
[300 Chatham Hills Blvd](#)
[Westfield, IN 46074](#)

Sent from my iPad

Westfield City Council & Plan Commission:

I am writing in support of the proposed zoning ordinance and associated bond funding for the Union Square project expansion. The addition of public parking in downtown Westfield is necessary for the continued success of local businesses.

Please vote in favor of this much needed project that will help Westfield continue moving in a positive direction.

Sincerely,

--

Tim Leonard, MS, OTR / Administrator
Select Home Health Services, Inc.
121 Penn Street
Westfield, IN 46074-9544
(P) 317 804-8996
(M) 317 281-3797
(F) 317 804-7837

CONFIDENTIALITY NOTICE:

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Westfield City Council & Plan Commission:

I am writing in support of the proposed zoning ordinance and associated bond funding for the Union Square project expansion. The addition of public parking in downtown Westfield is necessary for the continued success of local businesses.

Please vote in favor of this much needed project that will help Westfield continue moving in a positive direction.

Sincerely, Sue Butcher

Westfield City Council & Plan Commission:

I am writing in support of the proposed zoning ordinance and associated bond funding for the Union Square project expansion. The addition of public parking in downtown Westfield is necessary for the continued success of local businesses.

Please vote in favor of this much needed project that will help Westfield continue moving in a positive direction.

Sincerely,

Michael and Kathy Birk
2526 Live Oak Lane
Westfield, IN 46074

Hello Westfield City Council & Plan Commission,

I am a local business owner and live downtown Westfield.

I have lived here since 2001 and have seen the amazing growth and total dedication to the growth of the city

we definitely desperately need a lot of parking to make the park and downtown click and prosper.

To help out, I have donated my parking lot here at LOGO USA for the valet parking at Italian House for last 2 years.

Plus I have donated land so that the midland trail can come thru to poplar street.

So, I am writing [in support](#) of the proposed zoning ordinance and associated bond funding for the Union Square project expansion.

The addition of public parking in downtown Westfield [is necessary](#) for the continued success of local businesses.

Please vote in favor of this much needed project that will help Westfield continue moving in a positive direction.

Sincerely,



GEORGE SANBURN

ph. 317.867.8518 | toll free. 800.844.5348

address. 320 Parkway Crl. | Westfield, IN | 46074

[web](#) | [email](#) | [get a quote](#) | [browse catalog](#)

Westfield Planning Commission,

I am writing in support of any and all of Old Town's development projects with the City of Westfield. My wife Michelle and I have invested in the Downtown area for the last 8 years. We own several commercial locations to include the Park Street restaurants, 3 commercial locations on Jersey street, as well as the YMCA studio on Union street.

We are very excited for the Grand Junction Plaza to be completed.

We feel as though the development proposed by Old Town is just what Westfield needs to take the next step to revitalize its ailing downtown. We are especially excited about the proposed parking.

Regards,

Robert C Beauchamp
16405 Westfield Blvd Road
Westfield, IN. 46074

To the Westfield Plan Commission Advisory Board

3.31.2021

Please add my comments to the public record on Old Town's Union Square project along the Midland Trace Trail in Downtown Westfield.

At the public hearing on this project, I raised the question about the landscaping along the trail. Today I met with Justin Moffit and we talked about what I thought this should look like. Prior to leaving the city I was the City Park Director and developed the standards for the trail system.

The trail width includes a 12' paved section and 2' stoned section on each side, for a combined width of 16 feet. To allow for sustainable trees and understory growth a minimum of 16 feet should be set aside for the landscape buffer from the townhomes and apartments. I know Old Town is not far enough along in the planning process to have a landscaping plan developed but I feel confident that they understand the importance of maintaining the tree canopy, if possible. And replanting the area to provide a tree canopy in the future, if necessary. Justin and I will walk this section of trail in the future to look at the condition of the existing trees and will more than like have an arborist join us.

I completely support Old Town's projects both along the Midland Trace Trail, Union Street and Union Square block. I welcome their high level of quality and professionalism in helping to set the standard for Westfield's future.

Melody Jones

211 Mill Street

Westfield, IN 46074

Meljones1102@gmail.com

317-420-5816



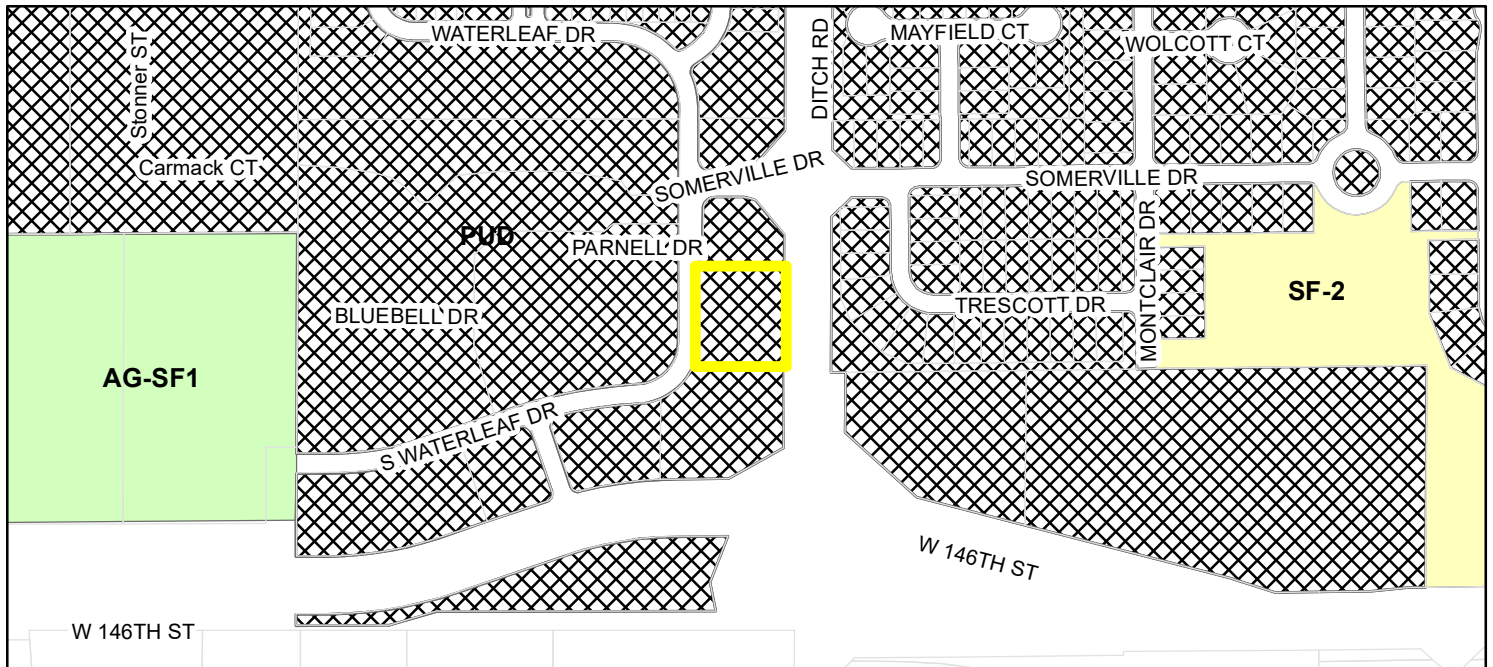
Property Location Map
1367 S. Waterleaf Drive
Planned Unit Development Amendment
2103-PUD-09



Aerial Location Map



Zoning Map



- Parcel Zoning
- Zoning - All
- AG-SF1 (Agriculture - Single Family - 1)
 - PUD (Planned Unit Development)
 - SF-2 (Single Family - 2)

ORDINANCE NUMBER 21-09

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO THE UNIFIED DEVELOPMENT ORDINANCE

This is an ordinance to amend 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;

WHEREAS, the Common Council enacted Ordinance No. 12-14, The Harmony Planned Unit Development District (the "Harmony PUD Ordinance") on January 14, 2013;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 2103-PUD-09**), requesting an amendment to the Harmony PUD Ordinance with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2103-PUD-09** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (___-___) 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 Common Council on _____ 2021;

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 Unified Development Ordinance and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance shall amend the Harmony PUD Ordinance, as applicable to the Real Estate. Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, (ii) the Harmony PUD Ordinance; and (iii) the provisions of the UDO, 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 or the Harmony PUD Ordinance, as amended.

- 1.2 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the UDO.
- 1.3 All provisions and representations of the (i) UDO or (ii) the Harmony PUD 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 or the Harmony PUD shall have the meanings ascribed to them in the UDO.

- 2.1 Signage Exhibit – Kiddie Academy: The signage plan attached hereto as **Exhibit B.**

Section 8. **Sign Standards** The standards of the Harmony PUD Ordinance shall apply to the development of the Real Estate, except as otherwise modified below.

- A. Lot 2A of the Harmony Mixed Use District as described in Exhibit A shall be permitted a Monument Sign in accordance with the Individual Non-Residential Use and in substantial compliance with the included Exhibit B.

[Remainder of page intentionally left blank; signature page follows.]

**ALL OF WHICH IS ORDAINED/RESOLVED THIS _____ DAY OF _____, 2021.
WESTFIELD CITY COUNCIL**

Voting For

Voting Against

Abstain

Scott Willis

Scott Willis

Scott Willis

Jake Gilbert

Jake Gilbert

Jake Gilbert

James J. Edwards

James J. Edwards

James J. Edwards

Scott Frei

Scott Frei

Scott Frei

Mike Johns

Mike Johns

Mike Johns

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Troy Patton

Troy Patton

Troy Patton

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 21-09** was delivered to the Mayor of Westfield on the
_____ day of _____, 2021, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 21-09**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 21-09**

this _____ day of _____, 2021.

J. Andrew Cook, Mayor

This document prepared by: Josh Rodgers
American Structurepoint, Inc.
9025 River Road, Suite 250, Indianapolis, IN 46240

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: Josh Rodgers

SCHEDULE OF EXHIBITS

Exhibit A Real Estate (Legal Description)

Exhibit B Signage Exhibit

EXHIBIT A

REAL ESTATE

Lot 2A of the Secondary Plat for Harmony Mixed Use District recorded the 16th Day of September 2020 in the Office of the Recorder of Hamilton County.

EXHIBIT B

Signage Exhibit

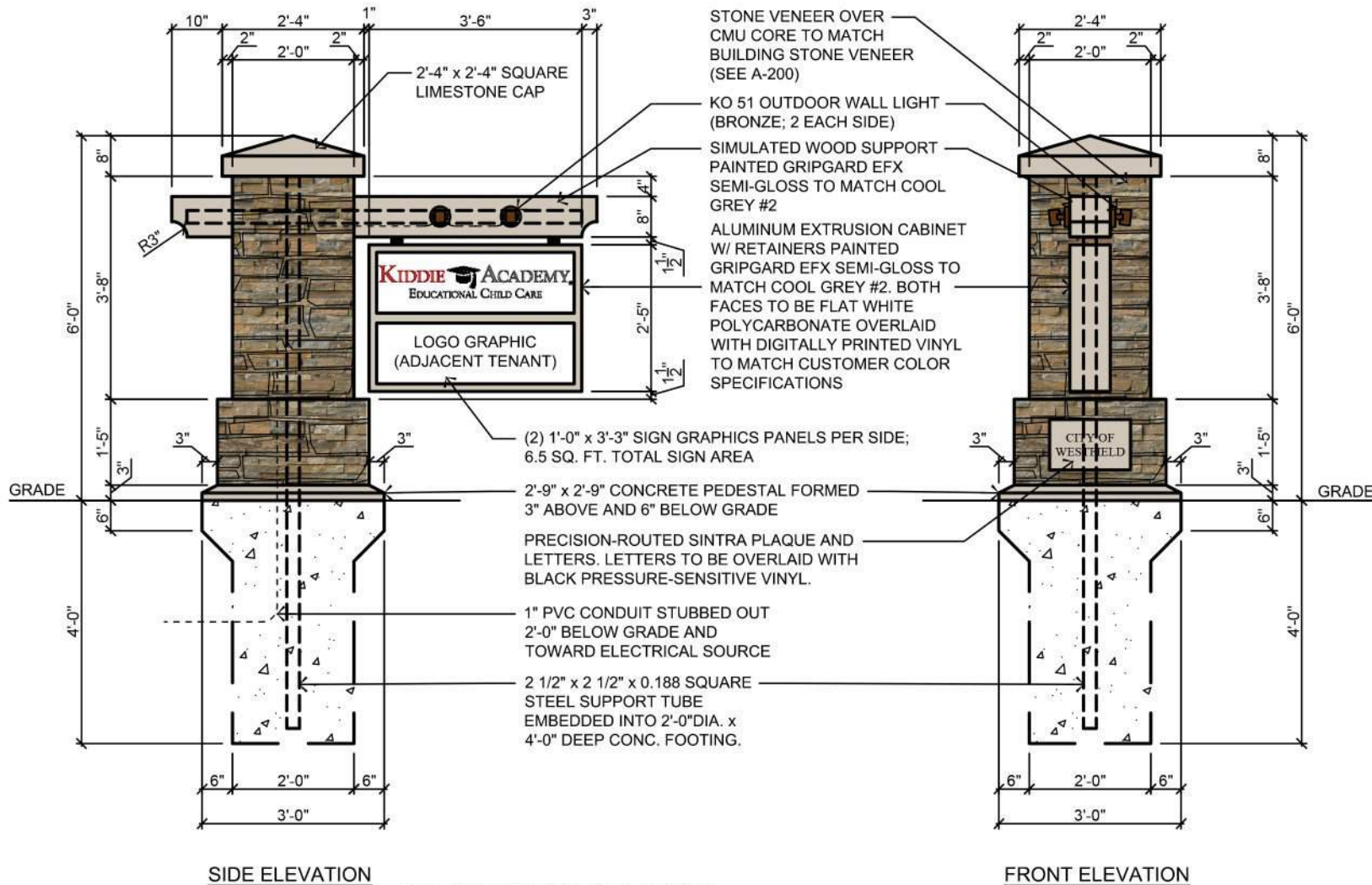
SHADE COLOR CLEAR
 BODY FINISH BRONZE
 LAMP 1xMR16/GU10/5W/120V LED
 WATTAGE 5W
 DIMMER DIMMABLE
 DIMENSIONS 4"W x 4"H x 6"D

LUMINOUS FLUX 346 LUMENS
 LUMENS / WATT 69.20
 LAMP COLOR 3000 K
 COLOR RENDERING 80 CRI



2 MONUMENT SIGN - LIGHT FIXTURE

SCALE: N.T.S.



1 MONUMENT SIGN

SCALE: 3/8" = 1'-0"

Jarmel Kizel
 ARCHITECTS AND ENGINEERS INC.
 42 OKNER PARKWAY
 LIVINGSTON, NEW JERSEY 07039
 TEL: 973-994-9669
 FAX: 973-994-4069
 www.jarmelkizel.com

Architecture
 Engineering
 Interior Design
 Implementation Services

ISSUE			
NO.	DATE	DESCRIPTION	INT.
1	4/1/21	PUD AMENDMENT	JLE

PRINCIPALS	
MATTHEW S. JARMEL, AIA, MBA	NY: EC-66127887 AZ: EC-48131 CO: EC-48131 CT: EC-48131 DC: EC-48131 DE: EC-48131 FL: EC-48131 GA: EC-48131 IL: EC-48131 IN: EC-48131 MD: EC-48131 MA: EC-48131 MI: EC-48131 MN: EC-48131 MO: EC-48131 NC: EC-48131 ND: EC-48131 OH: EC-48131 OK: EC-48131 OR: EC-48131 PA: EC-48131 RI: EC-48131 SC: EC-48131 SD: EC-48131 TN: EC-48131 TX: EC-48131 VA: EC-48131 VT: EC-48131 WA: EC-48131 WI: EC-48131 WY: EC-48131
ASSOCIATES	
RONALD A. BROCKENSHAW, PE	NY: EC-48131 AZ: EC-48131 CO: EC-48131 CT: EC-48131 DC: EC-48131 DE: EC-48131 FL: EC-48131 GA: EC-48131 IL: EC-48131 IN: EC-48131 MD: EC-48131 MA: EC-48131 MI: EC-48131 MN: EC-48131 MO: EC-48131 NC: EC-48131 ND: EC-48131 OH: EC-48131 OK: EC-48131 OR: EC-48131 PA: EC-48131 RI: EC-48131 SC: EC-48131 SD: EC-48131 TN: EC-48131 TX: EC-48131 VA: EC-48131 VT: EC-48131 WA: EC-48131 WI: EC-48131 WY: EC-48131

Project: **THE KIDDIE ACADEMY
S. WATERLEAF DR.
WESTFIELD, IN**

Project Number: **KAIN19-143** Scale: **AS NOTED**

Drawn By: **JDB** Approved By: **JLE**

Drawing Name: **MONUMENT SIGN
DETAILS**

Drawing Number: **SK-A1**

Initial Date: **04/01/21**

ORDINANCE NUMBER ~~201-09XX~~

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO
THE UNIFIED DEVELOPMENT ORDINANCE**

This is an ordinance to amend 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;

WHEREAS, the Common Council enacted Ordinance No. 12-14, The Harmony Planned Unit Development District (the "Harmony PUD Ordinance") on January 14, 2013;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. ~~21030XX-PUD-XX09~~**), requesting an amendment to the Harmony PUD Ordinance with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. ~~21030XX-PUD-XX09~~** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (_____) 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 Common Council on _____ 2021;

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 Unified Development Ordinance and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance shall amend the Harmony PUD Ordinance, as applicable to the Real Estate. Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, (ii) the Harmony PUD Ordinance; and (~~iii~~) the provisions of the UDO, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as

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modified, revised, supplemented or expressly made inapplicable by this Ordinance or the Harmony PUD Ordinance, as amended.

- 1.2 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the UDO.
- 1.3 All provisions and representations of the (i) UDO or (ii) the Harmony PUD 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 or the Harmony PUD shall have the meanings ascribed to them in the UDO.

- 2.1 Signage Exhibit – Kiddie Academy: The signage plan attached hereto as **Exhibit B.**

Section 8. **Sign Standards** The standards of the Harmony PUD Ordinance shall apply to the development of the Real Estate, except as otherwise modified below.

A. Kiddie Lot 2A of the Harmony Mixed Use District as described in Exhibit A Academy:

a.A. The Kiddie Academy shall be permitted signs a Monument Sign in accordance with the Individual Non-Residential Use and in general-substantial conformance-compliance with the included Exhibit B.

[Remainder of page intentionally left blank; signature page follows.]

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ALL OF WHICH IS ORDAINED/RESOLVED THIS _____ DAY OF _____,
2020~~1~~.
WESTFIELD CITY COUNCIL

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

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE ~~21XX-XX09~~** was delivered to the Mayor of Westfield on the _____ day of _____, 202~~0~~1, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE ~~201-409~~**

I hereby VETO **ORDINANCE ~~201-~~**

this _____ day of _____, 202~~0~~1.
_____, 202~~0~~1.

this _____ day of

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This document prepared by: ~~Bradley Schrage~~Josh Rodgers
American Structurepoint, Inc.
9025 River Road, Suite 250, Indianapolis, IN 46240

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: ~~Bradley Schrage~~Josh Rodgers

SCHEDULE OF EXHIBITS

Exhibit A Real Estate (Legal Description)

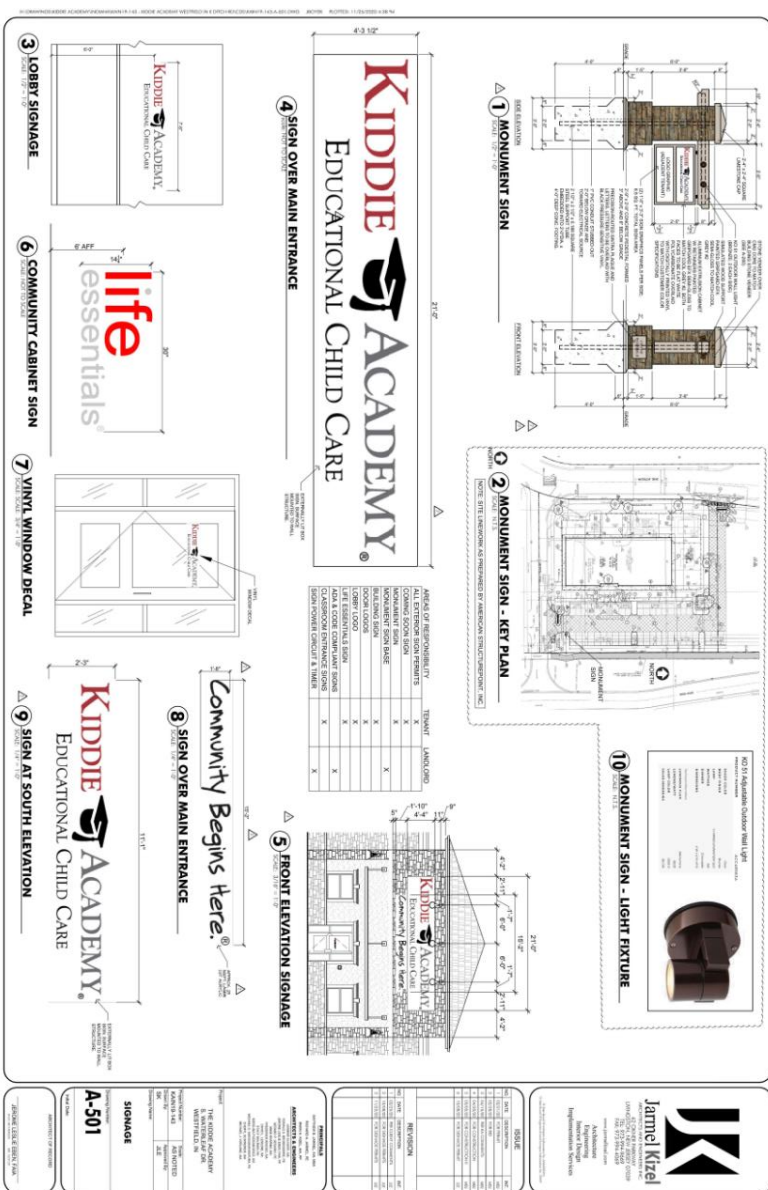
Exhibit B Signage Exhibit

EXHIBIT A

REAL ESTATE

Lot 2A of the Secondary Plat for Harmony Mixed Use District recorded the 16th Day of September 2020 in the Office of the Recorder of Hamilton County.

Signage Exhibit



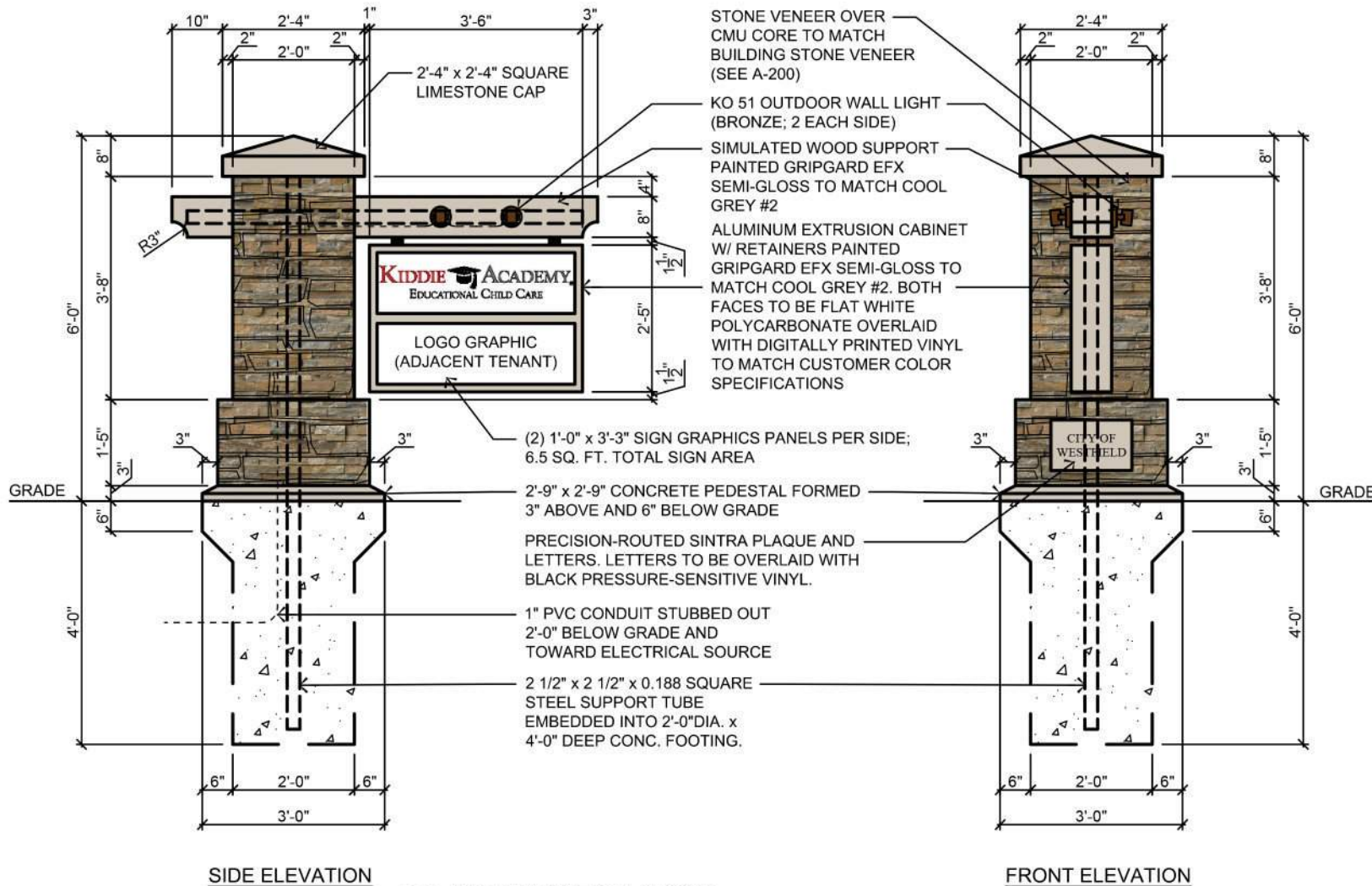
SHADE COLOR CLEAR
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 WATTAGE 5W
 DIMMER DIMMABLE
 DIMENSIONS 4"W x 4"H x 6"D

LUMINOUS FLUX 346 LUMENS
 LUMENS / WATT 69.20
 LAMP COLOR 3000 K
 COLOR RENDERING 80 CRI



2 MONUMENT SIGN - LIGHT FIXTURE

SCALE: N.T.S.



1 MONUMENT SIGN

SCALE: 3/8" = 1'-0"

Jarmel Kizel
 ARCHITECTS AND ENGINEERS INC.
 42 OKNER PARKWAY
 LIVINGSTON, NEW JERSEY 07039
 TEL: 973-994-9669
 FAX: 973-994-4069
 www.jarmelkizel.com

Architecture
 Engineering
 Interior Design
 Implementation Services

ISSUE			
NO.	DATE	DESCRIPTION	INT.
1	4/1/21	PUD AMENDMENT	JLE

PRINCIPALS	
MATTHEW S. JARMEL, AIA, MBA	NY: EC-660-12787 AZ: EC-40131 CO: EC-40131 CT: EC-40131 DC: EC-40131 DE: EC-40131 FL: EC-40131 GA: EC-40131 IL: EC-40131 IN: EC-40131 MD: EC-40131 MA: EC-40131 MI: EC-40131 MN: EC-40131 MO: EC-40131 NC: EC-40131 ND: EC-40131 OH: EC-40131 OK: EC-40131 OR: EC-40131 PA: EC-40131 RI: EC-40131 SC: EC-40131 SD: EC-40131 TN: EC-40131 TX: EC-40131 VA: EC-40131 VT: EC-40131 WA: EC-40131 WI: EC-40131 WY: EC-40131
ASSOCIATES	
RONALD A. BROCKENSHAW, PE	NY: EC-40131 AZ: EC-40131 CO: EC-40131 CT: EC-40131 DC: EC-40131 DE: EC-40131 FL: EC-40131 GA: EC-40131 IL: EC-40131 IN: EC-40131 MD: EC-40131 MA: EC-40131 MI: EC-40131 MN: EC-40131 MO: EC-40131 NC: EC-40131 ND: EC-40131 OH: EC-40131 OK: EC-40131 OR: EC-40131 PA: EC-40131 RI: EC-40131 SC: EC-40131 SD: EC-40131 TN: EC-40131 TX: EC-40131 VA: EC-40131 VT: EC-40131 WA: EC-40131 WI: EC-40131 WY: EC-40131

Project: **THE KIDDIE ACADEMY
S. WATERLEAF DR.
WESTFIELD, IN**

Project Number: **KAIN19-143** Scale: **AS NOTED**

Drawn By: **JDB** Approved By: **JLE**

Drawing Name: **MONUMENT SIGN
DETAILS**

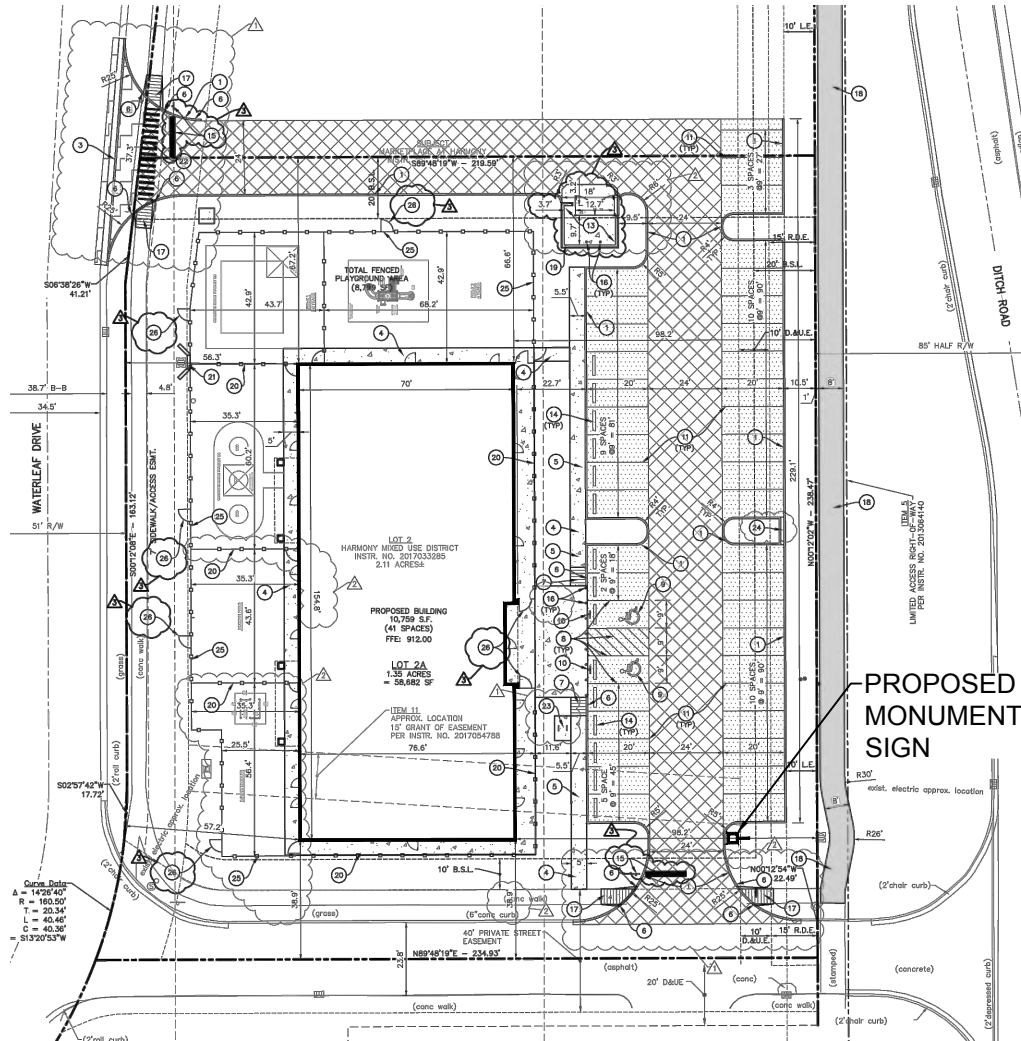
Drawing Number: **SK-A1**

Initial Date: **04/01/21**



2 EXISTING SIGN

SCALE: N.T.S.



1 MONUMENT SIGN - KEY PLAN

SCALE: N.T.S.

NOTE: SITE LINEWORK AS PREPARED BY AMERICAN STRUCTUREPOINT, INC.



Jarmel Kizel
ARCHITECTS AND ENGINEERS INC.

42 OKNER PARKWAY
LIVINGSTON, NEW JERSEY 07039
TEL: 973-994-9669
FAX: 973-994-4069

www.jarmelkizel.com

Architecture
Engineering
Interior Design
Implementation Services

ISSUE

NO.	DATE	DESCRIPTION	INT.
1	4/1/21	PUD AMENDMENT	JLE

PRINCIPALS

MATTHEW B. JARMEL, AIA, MBA	NJ: JC 48-12757
AZ: JC 48-159	NH: JC 48-159
CO: JC 48-159	NC: JC 101-26
CT: JC 48-159	NH: JC 3501
DC: JC 48-159	NH: JC 3501
DE: JC 48-159	NH: JC 3501
GA: JC 48-159	NH: JC 3501
IL: JC 48-159	NH: JC 3501
IN: JC 48-159	NH: JC 3501
MD: JC 48-159	NH: JC 3501
MA: JC 48-159	NH: JC 3501
ME: JC 48-159	NH: JC 3501
MI: JC 48-159	NH: JC 3501
MO: JC 48-159	NH: JC 3501
NE: JC 48-159	NH: JC 3501
NH: JC 48-159	NH: JC 3501
NJ: JC 48-159	NH: JC 3501
NM: JC 48-159	NH: JC 3501
NY: JC 48-159	NH: JC 3501
OH: JC 48-159	NH: JC 3501
OK: JC 48-159	NH: JC 3501
OR: JC 48-159	NH: JC 3501
PA: JC 48-159	NH: JC 3501
RI: JC 48-159	NH: JC 3501
SC: JC 48-159	NH: JC 3501
SD: JC 48-159	NH: JC 3501
TX: JC 48-159	NH: JC 3501
VA: JC 48-159	NH: JC 3501
VT: JC 48-159	NH: JC 3501
WA: JC 48-159	NH: JC 3501
WI: JC 48-159	NH: JC 3501
WY: JC 48-159	NH: JC 3501

ASSOCIATES

RONALD A. BROKENSHIRE, PE	NJ: JC 48-159
DAVID L. LESSENE, BA	NH: JC 48-159
MICHAEL J. VOGLAND, BA	NH: JC 48-159
GERARD P. GESSARD, PE	NH: JC 48-159
FREDERICK BRIGAND, BA	NH: JC 48-159
JEROME LESLIE BREN, PAIA, PP	NH: JC 48-159
CHEERY SCHWENKER, AM	NH: JC 48-159

NJ State Board of Architects Registration No. 143
NJ State Board of Engineers & Land Surveyors Registration No. 246242803-2000

Project: THE KIDDIE ACADEMY
S. WATERLEAF DR.
WESTFIELD, IN

Project Number: KAIN19-143 Scale: AS NOTED

Drawn By: JDB Approved By: JLE

Drawing Name: MONUMENT SIGN KEY PLAN

Drawing Number: SK-A2

Initial Date: 04/01/21

PROJECT NARRATIVE STATEMENT

The project is located in the City of Westfield in Hamilton County, Indiana. The proposed project site is 1.35 acres located northwest of the intersection of 146th Street and Ditch Road within the Harmony PUD just north of the previously developed CVS parcel. The PUD Amendment addresses signage for the Kiddie Academy Parcel located on Lot 2B. It will allow for a standalone monument sign located just north of the access drive between the CVS and Kiddie Academy.

Issues/Comments in Response to the Proposed
Harmony Planned Unit Development (PUD) Amendment

The list below includes issues that were raised in the written and verbal comments submitted to the Community Development Department in advance of the April 5, 2021, Plan Commission public hearing, and issues presented during the public hearing, as compiled by the Community Development Department. Duplicate or similar issues have been consolidated and simplified for purposes of this list.

- 1. What is the need for additional lighting on the proposed monument sign?**

- 2. Existing monument signs to the north and south do not have lighting. How will the lighting on the proposed monument sign be consistent with the existing monument signs to the north and south?**

Issues/Comments in Response to the Proposed
Harmony Planned Unit Development (PUD) Amendment

The list below includes issues that were raised in the written and verbal comments submitted to the Community Development Department in advance of the April 5, 2021, Plan Commission public hearing, and issues presented during the public hearing, as compiled by the Community Development Department. Duplicate or similar issues have been consolidated and simplified for purposes of this list.

1. What is the need for additional lighting on the proposed monument sign?

The lighting on the building currently serves to illuminate the building for safety reasons and to illuminate the Kiddie Academy building sign. The proposed monument sign is located away from the building and is intended to serve not only as signage for Kiddie Academy but directional signage for the adjacent development parcel and thus for traffic concerns in low lighting we are requesting the limited downlight only on the monument sign.

2. Existing monument signs to the north and south do not have lighting. How will the lighting on the proposed monument sign be consistent with the existing monument signs to the north and south?

The sign is identical to the existing Harmony sign save and except the sign is for way finding for specific end users rather than the overall development and thus the need for the lighting to also serve as directional signage and avoid traffic confusion.

WRITTEN PUBLIC COMMENTS

Docket Number: 2103-PUD-09
Petitioner: Woodmont Westfield Ditch Academy, LLC
Request: Petitioner requests an amendment to the Harmony Planned Unit Development (PUD) District modifying the sign standards.

Enclosed Attachments:

April 05, 2021 Public Hearing

- | | | |
|----------------------------|---------------------|------------|
| 1. Renshaw, Julie | 1373 Trescott Drive | (03/29/21) |
| 2. Kissling, Richard | 1361 Trescott Drive | (03/29/21) |
| 3. VanRyckeghem, Christina | | (04/02/21) |

April 15, 2021 Plan Commission Meeting

- | | | |
|----------------------|---------------------|------------|
| 4. Kissling, Richard | 1361 Trescott Drive | (04/07/21) |
| 5. Kissling, Richard | 1361 Trescott Drive | (04/09/21) |

March 29, 2021

RE: Additional Signage at Kiddie Academy

I am a resident in the Centennial Neighborhood and I would like to formally object to any additional signage for the Kiddie Academy. The facility faces the road directly and there is no difficulty in locating this establishment. No additional signage is necessary. I do not feel there should need to be any further discussion on this matter as there is no gray area regarding the visibility of this building and the large size and illumination of the current signage.

Respectfully yours,

Julie Renshaw
1373 Trescott Drive
Westfield, IN 46074
317-213-6982

Dear Sirs:

I would like to comment on the proposed variance for a monument sign for Carmel-Westfield Kiddie Academy. The back of my property faces the Academy. There is currently a large lighted sign over the door shown in elevation 5 and one attached to the building shown in elevation 11. Anyone driving on Ditch Road can very easily see and identify the building with existing signage. There is no need for an additional monument sign as proposed in elevations 1 and 2.

I am attaching photos of the existing signage listed in elevation 5 already in place as taken from my back door. I hope you will see the validity of my argument.

Thank you for your consideration of this opinion.

Richard Kissling
1361 Trescott Dr
Westfield, IN 46074
317-414-7529







Dear Sirs,

I live in the Centennial subdivision on the east side of Ditch Rd and 146 St. I have been in contact with Brandon Oliver regarding light pollution from the Kiddie Academy on this corner that comes from the excessive signage and dwelling lights.

It has now come to my attention that they are petitioning for additional signage. I am in strong opposition to this, and feel it is totally unnecessary. The Kiddie Academy is at a major intersection and is easily visible from 146th St and Ditch Rd. In daylight and in darkness. There is already excessive signage, and an additional sign will only contribute to further light pollution at this location.

I have attached several photos showing the light pollution and how easily visible the structure is.





Dear Sirs:

I was able to watch the YouTube video of the April 5, 2021 meeting regarding this agenda item. What a great benefit to have this service available.

I want to thank the committee for its response to our concerns as neighbors directly affected by the lighting at the Kiddie Academy. I wanted to advise you that Tuesday night, April 6, 2021 all the lights on the outside of the building were turned off. The result is very satisfactory if this will be the adopted permanent practice. . I understand that lights will need to be on when the Academy is open and it is dark out, but I greatly appreciate the emphasis of turning lights off when closed.

Realizing there are different security issues involved, I wish there was a way to get the CVS to adopt this same standard of reduced lighting when the business is closed. Because of its prominent location on an open corner, the CVS can be easily seen 1/2 mile away with lights blazing away all night. It actually creates more light pollution than the Kiddie Academy.

I would also recommend monitoring light pollution issues at any future construction in this PUD

Again, thank you for your consideration of our concerns.

Richard Kissling
1361 Trescott Dr
Westfield, IN 46074
317-414-7529

Dear Sirs:

Apparently I was too optimistic regarding the Kiddie Day Care turning off their lights after hours voluntarily. The lights illuminating the large sign over the doors on the front of the building were only off for one night. The lights on either side of the front door have been turned off but not removed or altered to avoid light from shining across Ditch Road if they were turned back on.. This is still a great improvement from what was referenced in our initial comments but may not yet meet the preference of the Committee in the April 5 meeting.

Just thought you should be made aware of the current status of the issue from our vantage point.

Richard Kissling
1361 Trescott Dr
317-414-7529



Petition Number: 2103-PUD-09

Project Name: Harmony PUD Amendment (Kiddie Academy – Monument Sign)

Subject Site Address: 1367 S. Waterleaf Drive (the “Property”)

Petitioner: Woodmont Westfield Ditch Academy LLC

Representative: American Structurepoint, Inc.

Request: Requests an amendment to the Harmony Planned Unit Development (PUD) District modifying the sign standards.

Current Zoning: Harmony PUD

Current Land Use: Vacant

Approximate Acreage: 1.35 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Proposed Ordinance 21-09 – Clean
4. Proposed Ordinance 21-09 – Redline
5. Proposed Monument Sign
6. Proposed Sign Location
7. Project Narrative
8. Issue List
9. Issue List – Petitioner’s Responses
10. Public Comment

Staff Reviewer: Caleb Ernest, Associate Planner

PETITION HISTORY

The petition was introduced at the February 8, 2021, City Council meeting. The petition received a public hearing at the April 5, 2021, Advisory Plan Commission (the “Plan Commission”) meeting.



PROJECT OVERVIEW

Location: The Property is located at 1367 S. Waterleaf Drive, northwest of the intersection at 146th Street and Ditch Road (see **Exhibit 2**).

Property Description: The Property is zoned the Harmony PUD District ([Ordinance 12-14](#)). Council approved a PUD Amendment ([Ord. 16-12](#), 1606-PUD-07) for the Property at its meeting on October 10, 2016. The Property is currently going through a PUD amendment (Ord. 21-09, *pending*).

Definitions: Signage Exhibit – Kiddie Academy: The signage plan attached hereto as Exhibit B (see **Exhibit 5**).

Sign Standards: The standards of the Harmony PUD Ordinance shall apply to the development of the Real Estate, except as otherwise modified below.

- Kiddie Academy:
 - o Lot 2A of the Harmony Mixed Use District as described in Exhibit A shall be permitted a Monument Sign in accordance with the Individual Non-Residential Use and in substantial compliance with the included Exhibit B (**Exhibit 5**).

MODIFICATIONS SINCE PUBLIC HEARING

Since the April 5, 2021, public hearing, the petitioner has revised the proposed ordinance to incorporate comments as a result of the Department's review. The following briefly highlights those revisions, which will be further presented by the petitioner at the April 19, 2021, Plan Commission meeting:

- Reworded the Sign Standards to reflect the specific Lot within the Harmony Mixed Use District.
- Updated Exhibit B to only show the Monument Sign being requested.

COMPREHENSIVE PLAN

The Property falls within the New Suburban land use area of the Westfield-Washington Township Comprehensive Plan (the "Comprehensive Plan"). Detached dwellings, attached dwellings, institutional uses, recreational uses, artisan farms and equestrian uses are contemplated as appropriate uses within the New Suburban area. This area has already been zoned the Harmony PUD District and is located within the Mixed Use area of the PUD. 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.



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 April 5, 2021, 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 February 8, 2021, 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. 2103-PUD-09.
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.



Westfield–Washington Township Advisory Plan Commission (APC)
Minutes of the April 5, 2021 APC Meeting
Presented for approval: April 19, 2021

Westfield-Washington Advisory Plan Commission (APC) held a meeting on Monday, April 5, 2021 scheduled for 7:00 p.m. in person and online.

ROLL CALL: Noted presence of a quorum.

Present: Kristen Burkman, Randy Graham, Robert Horkay, Mike Johns, Ginny Kelleher, Andre Maue, Victor McCarty, and Cindy Spoljaric.

Members Absent: Dave Schmitz.

City Staff Present: Kevin Todd, Director; Pam Howard, Senior Planner; and Caleb Ernest, Associate Planner.

Legal Counsel Present: Beth Copeland with Taft Stettinius & Hollister LLP.

APPROVAL OF MINUTES

- March 1, 2021 and March 15, 2021 minutes
 - Motion: Graham motioned to approve both sets of meeting minutes as written.
 - Kelleher seconded. Motion passed. Vote 8-0.

REVIEW OF RULES AND PROCEDURES

Howard reviewed the modified public meeting rules and procedures.

MISCELLANEOUS BUSINESS

Request to suspend APC Rule of Procedure Woodmont Westfield Ditch Academy LLC by American Structurepoint, Inc. requests suspension of Article VII(1)(b) of the Westfield / Washington Planning Commission Rules of Procedure as it relates to the required Yard Signs.
(Planner: Caleb Ernest - cernest@westfield.in.gov)

Ernest overviewed this request regarding public noticing.

Motion: Kelleher motioned to approve the suspension of the APC Rule of Procedure.
Maue seconded. Motion passed. Vote 8-0.

CONSENT AGENDA ITEMS

2103-DDP-09 Menards DDP Amendment
2150 E. Greyhound Pass
Menard, Inc. requests an amendment to a previously approved Detailed Development Plan for an 8,145 SF building addition and a 35,177 SF accessory building on 15.76 acres +/- in the SB-PD: Special Business / Planned Development District.
(Planner: Pam Howard - phoward@westfield.in.gov)

2104-DDP-12

Panda Express

Southeast corner of State Road 32 and Spring Mill Road

Panda Express by PEA Group requests Detailed Development Plan review of a 2,572 square foot restaurant on 1.13 acres +/- in the Maple Knoll Planned Unit Development (PUD) District.

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

Motion: McCarty motioned to approve the Consent Agenda as presented in the associated Staff Reports. Graham seconded. Motion passed. Vote 8-0.

ITEMS OF BUSINESS

2102-PUD-04

Lantern Commons PUD

NWC of 161st Street and Westfield Boulevard

Front Street Partners, LLC by Church, Church, Hittle + Antrim requests a change of zoning for 60.74 acres +/- from the GB-PD: General Business/Planned Development District to Lantern Commons PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

Howard overviewed this request for a change of zoning. She said that since its Public Hearing, several changes had been made to the ordinance.

Matt Skelton with Church Church Hittle + Antrim, representing the Petitioner, summarized the changes, modifications, and enhancements made to this PUD ordinance. He said that some of the updates addressed setbacks, building heights, the number of proposed apartments, buffering and mounding, and removal of the multi-story parking structure. He said the Petitioner was willing to remove the hospital and heliport and additionally was willing to eliminate the tavern/nightclub use. He added that the Petitioner was also willing to remove the open space reduction to exceed 20% and commit to 60-foot height limit in Area D.

Kelleher said she appreciated the changes that were made. She asked if the areas shown in blue, on either side of the pond, were water features.

- Skelton replied yes.

Maue said he liked the changes and thought it looked good

McCarty said agreed with Maue and that he also liked the modification to Area B.

Spoljaric said she appreciated the changes. She said was concerned about the lack of character exhibits for some of the Areas. She voiced concerns about lack of detail regarding the fence. She said she would like to wait to vote on this until additional character exhibits and details were presented.

Burkman said she thought that this was an exciting project. She said she appreciated the removal of the hospital and heliport use. She said she also appreciated the preserving of trees. She said she had concerns about religious institutions being permitted as the City needs tax revenue from this parcel.

- Skelton replied that, with the area designated as an EDA, a tax-exempt use would not be permitted without Council approval and then usually would incorporate payments in lieu of taxes.

Graham said he liked the changes that were made and thought the item was ready for a vote.

Johns said he liked the changes that were made and would like to see more details on the surface parking and structures. He said he was concerned about the way Union Street would intersect with Westfield Boulevard and said he understood that was a city engineer issue.

Horkay said he was impressed with the changes. He said he was curious about the possibility of increasing apartment with the acquisition of additional land. He said he wasn't comfortable with the 60-foot height limit in Area D as it could restrict a potentially good design.

Skelton explained the standard related to additional land. He said a fence was added on north side of Westfield Boulevard to keep those walking along that road from getting close to properties. He said Areas A and D did not have character exhibits because the specific architecture would be dictated by the user and that he could add exhibits but not with substantial compliance.

Kelleher asked about the Natalie Wheeler Trail's setback for Areas A & C. She asked what the architecture would be like on the facades facing the trail.

- Skelton said that uses proposed in those areas are trail destinations such as senior living and neighborhood business. He replied to the architecture question by stating that the 32-Overlay Zone Architectural Standards require 360-degree architecture.

Horkay asked about a memory care facility being in the area against the trail.

- Skelton said it would be a multi-use facility that likely would include memory care.

Spoljaric said she had concerns about the architecture of the apartments.

Johns voiced concerns about what the garages would look like. He said he liked the design of the apartments.

- Skelton and the project's architect discussed the proposed architecture of the apartments.

Maue asked if the Petitioner was willing to make verbal commitments regarding the discussed changes.

- Skelton replied yes.

McCarty said he appreciated the Petitioner's work with the neighbors. He said he thought that the apartments would be good at this location and he liked the look. He asked how many units be per structure.

- Skelton replied 24 units in the rental range of \$1150 to \$1550.

Motion: McCarty motioned to send 2102-PUD-04 to the City Council with a favorable recommendation with the verbal commitments discussed:

1. Removal of Hospital (major) and Heliports as permitted uses for Area D;
2. Removal of Tavern (or Nightclub) as a permitted use in Area C;
3. Remove the open space reduction (Section 8.5(A));
4. Incorporate additional illustrative exhibits for the commercial areas;
5. Incorporate elevations for the garage structures in the multi-family area.

Johns seconded. Motion passed. Vote 8-0.

PUBLIC HEARING ITEMS

2007-PUD-07

[PUBLIC HEARING]

Bridgewater PUD Amendment (Culver's)

14631 North Gray Road

K&J Acquisitions, LLC by Church, Church, Hittle, + Antrim requests an amendment to the Bridgewater PUD to accommodate a new Fast Food Restaurant.

(Planner: Pam Howard - phoward@westfield.in.gov)

Howard overviewed this request for an amendment to the Bridgewater PUD. She said this item had a Public Hearing earlier but, as it was continued for longer six months, a second Public Hearing was scheduled for this meeting.

Matt Skelton with Church Church Hittle + Antrim, representing the Petitioner, summarized this request and addressed updates made based working with the Bridgewater Club and on comments and feedback received. He also addressed landscaping, outdoor seating, the reasoning behind two drive through lanes, the increased use of masonry, Bridgewater type lighting, and the addition of a park area. He said that Bridgewater had reviewed and approved the plans.

Public Hearing for 2007-PUD-07 opened at 8:03 p.m.

There were no public comments from City Hall and no public comments received by email.

Public Hearing for 2007-PUD-07 closed at 8:05 p.m.

Maue said he was glad to see that changes were made based on the demand during the pandemic. He said he would like to see a better design for pedestrian crossings.

McCarty said he was glad to see they had considered pedestrians.

Spoljaric said she agreed with others. She said she was concerned about the roof-line parapets being more 2-dimensional than she would like to see. She said she was also concerned about the size of the monument sign being 15-feet long and said she thought its size was going to be reduced. She said she would like to see golf cart parking incorporated.

Burkman said she agreed with others' comments.

Graham said he was glad to see this project come back.

Johns agreed with the need for a pedestrian walkways and golf cart parking.

Kelleher agreed with others' comments.

Horkay agreed with others and said golf cart parking was needed.

Motion: Kelleher motioned to send 2007-PUD-07 to the City Council with a positive recommendation. McCarty seconded. Motion passed. Vote 8-0.

2103-PUD-09
[PUBLIC HEARING]

Harmony PUD Amendment (Signage)

1367 S. Waterleaf Drive

Woodmont Westfield Ditch Academy LLC by American Structurepoint, Inc. requests an amendment to the Harmony PUD District modifying the sign standards.

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

Ernest overviewed this request for an amendment to the Harmony PUD District. He said that Staff had received public comments on this item.

Josh Rodgers, with American Structurepoint, thanked the Commission for suspending the APC Rule of Procedure regarding public noticing. He summarized the request for a brand-standard monument sign.

Grant Gary, with the Woodmont Westfield Ditch Academy LLC, detailed need for brand-standard signage.

Public Hearing for 2103-PUD-09 opened at 8:17 p.m.

There were no public comments from City Hall and no public comments received by email. Three comments received earlier were added as an exhibit to the agenda.

Public Hearing for 2103-PUD-09 closed at 8:19 p.m.

McCarty asked about the need for lighting on the monument sign.

Burkman agreed that lighting isn't needed on the monument sign.

Kelleher agreed that the existing signage was very bright and that she thought there was plenty of lighting and that lights were not necessary on the monument sign.

Horkay agreed that the lighting should be turned off at night.

The Petitioner responded that the building lighting issue was separate from this issue. He said they would be looking at putting timers on lights. He said that some of the lighting complaints were related to other lighting that will be replaced. He said that they were only proposing downlit lights on the sign.

Kelleher said she could not approve any more lights on the site.

**2104-ODP-07 &
2104-SPP-07
[PUBLIC HEARING]**

The Courtyards of Westfield

Southwest corner of Towne Road and 151st Street

Epcon Westfield, LLC by Kimley-Horn & Associates, Inc. requests Primary Plat and Overall Development Plan approval for 89 Single-family residential lots on 37.03 acres +/- in The Courtyards of Westfield PUD District.

(Planner: Daine Crabtree - dcrabtree@westfield.in.gov)

Crabtree overviewed this request for an Overall Development Plan and Primary Plat approval. He said that Staff had received one public comment on this item that was added to the agenda.

Jason Coffee, with Epcon Communities, stated that they are continuing to work with Staff and were present to take any questions or comments.

Public Hearing for 2104-ODP-07 & 2104-SPP-07 opened at 8:26 p.m.

There were no public comments from City Hall and no public comments received by email. One comment received earlier was added as an exhibit to the agenda.

Public Hearing for 2104-ODP-07 & 2104-SPP-07 closed at 8:29 p.m.

Burkman asked about the buffer and lot lines.

- The Petitioner replied that the buffer was located on the individual lots.

Kelleher said she thought this was a great project. She asked the Petitioner for confirmation that the buffer wasn't usable by owners as it was outside of fence.

- The Petitioner replied that was correct, that it would be a passive yard and not usable.

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2104-ODP-08
[PUBLIC HEARING]

West Fork Whiskey

NEC of 191st St. and Horton Road

West Fork Whiskey by Cripe requests Overall Development Plan review of 1 lot on 12.83 acres +/- in the Osborne Trails PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

Howard overviewed this request for an Overall Development Plan review. She said that Staff had received no public comments on this item.

No Petitioner presentation.

Public Hearing for 2104-ODP-08 opened at 8:33 p.m.

There were no public comments from City Hall and no public comments received by email.

Public Hearing for 2104-ODP-08 closed at 8:35 p.m.

No Commission comments.

**2104-ODP-09 &
2104-SPP-09**
[PUBLIC HEARING]

Northpoint Plat Amendment

Southeast corner of 202nd Street and East Street

Holladay Properties by Stoeppelwerth & Associates, Inc. requests a Primary Plat and Overall Development Plan amendment for 1 lot on 21.25 acres +/- in Northpoint PUD District.

(Reviewing Planner: Corrie Meyer - cmeyer@westfield.in.gov)

(Presenting Planner: Pam Howard - phoward@westfield.in.gov)

Howard overviewed this request for an Overall Development Plan and Primary Plat amendment. She said that Staff had received no public comments on this item.

No Petitioner presentation.

Public Hearing for 2104-ODP-09 & 2104-SPP-09 opened at 8:37 p.m.

There were no public comments from City Hall and no public comments received by email.

Public Hearing for 2104-ODP-09 & 2104-SPP-09 closed at 8:39 p.m.

No Commission comments.

2104-PUD-12
[PUBLIC HEARING]

Northpoint PUD Amendment IV

South side of SR 38, east and west of Grassy Branch Road

Northpoint Owners, LLC by Clark Quinn Moses Scott & Grahn, LLP requests and amendment to the Architectural Standards of the Northpoint PUD.

(Planner: Pam Howard - phoward@westfield.in.gov)

Howard overviewed this requests and amendment to the Architectural Standards of the Northpoint PUD. She said that Staff had received one public comment on this item that was added to the agenda.

Russell Brown with Clark, Quinn, Moses, Scott & Grahn, on behalf of the Petitioner, summarized the request which included larger façade changes.

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Public Hearing for 2104-PUD-12 opened at 8:44 p.m.

There were no public comments from City Hall and no public comments received by email.

Public Hearing for 2104-PUD-12 closed at 8:46 p.m.

Johns said he understood the issue and was fine with that.

Kelleher asked for clarification on the intent of the ordinance. She asked if this did not replace the bump out requirement, but moved them further apart if other interesting materials were used.

- The Petitioner replied that was correct, the elevation does include bump outs as well as the color changes and elevation.

Maue said he thought the material changes and paint color changes were not equivalent and voiced concerned that the colors could be very close but would still be a change.

- The Petitioner said that they would work with Staff to clarify that in the ordinance.

Spoljaric said that this was being done on primary facades which were visible to East Street Corridor and Grassy Branch Road Corridor. She said she understood the intent, but didn't think that it was equivalent. She said she also thought that the standard as written eliminated the standards.

Burkman agreed with Spoljaric regarding the street visibility.

Horkay said he thought that they were eliminating the bump outs, and thought that the height change shown in the image was also important to include.

2104-PUD-11
[PUBLIC HEARING]

Bonterra PUD

South side of State Road 32, 1/4 mile west of Gray Road

M/I Homes of Indiana, LP by Church Church Hittle + Antrim request a Change of Zoning for 28.22 acres +/- from the GO: General Office District to the Bonterra PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

Howard overviewed this request for a change of zoning. She said a neighborhood meeting was held on March 24, 2021. She said that Staff had received one public comment since the meeting started and that it would be forwarded to the to the Commission members once the Public Hearing was opened.

Matt Skelton with Church Church Hittle + Antrim, representing the Petitioner, summarized this request. He said they had good input along the way and that the project fits with the Comprehensive Plan. He said that this project ties into the Midland Trace Trail and that the Petitioner had been in communication with the City's Park Director who was very supportive of the concept. He said that easements on the property made it a hard parcel to develop with something other than what is presented in this proposal. He spoke about preserving a stand of trees and vegetation on the parcel and along the trail. He said that at the neighborhood meeting the attending neighbors were receptive to the proposal.

Public Hearing for 2104-PUD-11 opened at 9:02 p.m.

There were no public comments from City Hall and no public comments received by email. One comment received at the beginning of the meeting was forwarded to the APC members and will be uploaded to the agenda.

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Public Hearing for 2104-PUD-11 closed at 9:05 p.m.

Johns asked how many units would be in the proposal and what was breakdown between 2-story and 3-story units.

- Skelton replied 150 units was the cap per the ordinance, and the number of units was still be worked out but currently the breakdown was 48 3-story with the balance being 2-story.

Johns mentioned the pipelines and how the Petitioner positively dealt with that situation.

Kelleher said that this was what the APC wanted to see along State Road 32. She asked about the rear architectural facades, and also asked about the removal of the asphalt path requirement. She said she thought the site was arranged well, given constraints. She asked if the townhomes along State Road 32 could be commercial instead, filling the City's desire for a commercial corridor.

McCarty said he would like to see some commercial examples and also to make sure all construction debris was removed after construction was completed.

Spoljaric said she would prefer if they could connect to the road by IMCU as a shared access instead of having 2 new entrances. She said State Road 32 will be widened there eventually. She said she would like to see rear elevations along State Road 32 and that she would like to see townhomes limited to interior.

Burkman said she agreed with Spoljaric and Kelleher on needing more commercial. She said she liked the townhomes as a transition. She said did not think that the 2-story and 3-story architecture went together. She liked the greenspace and trail connections.

Horkay said he felt that the homes designs did not go well together. He said he would like to see more commercial, and that he would like to see something worked out with the entrances.

Skelton clarified that the asphalt path would eventually be constructed, but not until it would connect somewhere.

John Nail, city engineer, said he would prefer that the asphalt path not be constructed if it goes nowhere as then the road impact fees could be used elsewhere within the City.

Skelton stated that the entrance at Sanibel Circle is a fixed aspect and that was the reason they put the townhomes there. He said that the commercial area was already zoned GO and that the 32-overlay would apply.

McCarty said he understood since they did not have a commercial user and is the reason why they couldn't show character exhibit.

Kelleher asked about requesting a waiver should no asphalt path was initially required.

Horkay said he remembered some history regarding a north-south connection being required along the IMCU area and asked if that was correct.

- Kevin Todd said that did sounded familiar and that Staff would look into that.

2104-PUD-13
[PUBLIC HEARING]

Sycamore Glen PUD
South of and adjacent to 159th Street and west of Towne Road

Coronado Development Corporation by Nelson & Frankenger, LLC requests a change in zoning for 28.5 acres +/- from the AG-SF1: Agriculture / Single-family Rural District to the Sycamore Glen PUD District.
(Planner: Caleb Ernest - cernest@westfield.in.gov)

Ernest overviewed this request for a change of zoning. He said that this project had a neighborhood meeting on March 24, 2021 and that Staff had received public comments on this item.

Jon Dobosiewicz, with Nelson & Frankenger, on behalf of the Petitioner summarized this request. He said the proposal would include 55 lots with pedestrian paths, tree preservation and buffering. A neighborhood meeting was held on March 24, 2021 which resulted in comments regarding drainage and tree preservation along shared property lines.

Public Hearing for 2104-PUD-13 opened at 9:29 p.m.

Comments that were previously received prior to the meeting were forwarded to the APC members and uploaded to the agenda. Kelleher specifically asked that during the public hearing, the APC members read the last email comment.

There were no public comments from City Hall and no public comments received by email.

Public Hearing for 2104-PUD-13 closed at 9:32 p.m.

Dobosiewicz responded to the comment stating that the majority of the area was in the New Suburban SW Area of the Comprehensive Plan. He said that the Del Web community was south of there and had more land in the Rural Southwest Area. He discussed the density of nearby neighborhoods. He said he thought that the Plan Commission had done a good job of protecting that area. He said that tree preservation on the west property line was preferable to removing trees and adding a mound and new trees.

Kelleher mentioned that an earlier Epcon project had a 60-foot buffer. She said she didn't think that the density reductions that had occurred were adequate and provide enough of a transition. She disagreed with the Petitioner about the Plan Commission protecting the Rural Southwest Area.

Maue agreed with the Petitioner that preservation was preferable to removing trees and adding a mound.

McCarty agreed with Maue's points and also agreed that the area had not seen a lot of high density.

Spoljaric said she liked that this wasn't another production neighborhood. She said she didn't think 3-acre lots would be reasonable given the surrounding neighborhoods, but that she would rather see SF2 lots rather than the SF3 lots that were proposed.

Burkman said she liked that these were custom homes, and that she would like to see that aspect get locked down in the ordinance. However, she said that the density was too high. She said that this was the densest neighborhood proposed in the middle section (166 Street-156 Street). She said she would like to know the open space percentage at Bent Creek. She said that the proposed adjacent neighbors have large animals that could create issues for new residents in this proposal.

- Dobosiewicz asked if there was a certain density she would like to see.
 - Burkman said she would think about that and send her thoughts to Staff.

Johns said he thought Coronado Homes were a quality, high-end builder; however, he voiced concerns about the density. He said he would be more comfortable if lots were at least half (0.5) an acre.

Horkay shared others' concerns about density. He said he thought the Comprehensive Plan's boundaries should be blended and not hard lines. He said he was not exactly sure what the right number was density-wise.

Kelleher said she wanted to remind everyone that Bent Creek was supposed to be a custom neighborhood, and it's not. She said that there was no way to guarantee that this proposed project would remain custom. She said not to forget the adjacent and surrounding non-subdivision lots when looking at the density.

Dobosiewicz asked that commission members send additional comments to Staff should they think of additional points.

Kelleher said that she would not be okay with anything smaller than the Bent Creek development.

- Dobosiewicz asked if half (1/2) acre lots meant 22,000 SF or half (1/2) acre density which would be smaller lots.
- Kelleher said lots wouldn't need to all be the same size, that there could be an average home size.

McCarty asked how many homes per acre.

- Dobosiewicz replied that it would be 1.93 homes per acre.

McCarty said he would like to see this same discussion about density on the north side of the community.

- Kevin responded that different areas of the Comprehensive Plan have different recommendations.

Burkman said she wanted to remind people that other areas discussed were already zoned whereas this area was AG-SF1. She discussed road concerns regarding 159th Street.

- Kevin responded that that street was on the Thoroughfare Plan and would be improved like other external streets.

Horkay further discussed density.

Kelleher said she would like to see the trails connect to other subdivisions instead of the perimeter sidewalks.

2104-PUD-14
[PUBLIC HEARING]

Davis PUD Amendment II

West side of Ditch Road between 156th and 161st Street

Estridge Homes by 11th Street Development requests an amendment to the Davis PUD District modifying the Architectural Standards.

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

Ernest overviewed this request for an amendment to the Davis PUD District. He said that this project had a neighborhood meeting on March 29, 2021. He said that Staff had received public comments on this item which had been included on the agenda.

Bryan Stumpf with 11th Street Development, on behalf of the Petitioner, summarized the details of this proposal. He spoke specifically to architectural standards and the preference of the buyers.

Public Hearing for 2104-PUD-14 opened at 10:04 p.m.

There were no public comments from City Hall and no public comments received by email.

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Public Hearing for 2104-PUD-14 closed at 10:06 p.m.

Maue said he felt that generally more masonry is better, but thought that this looked good and created a consistent look even if that resulted in reducing masonry.

McCarty and Spoljaric concurred with Maue.

Burkman said she also agreed. She also said she thought the homes were beautiful and she thanked the Petitioner.

Graham said that he was not a big fan of reducing masonry; however, everyone else seemed to like it.

Johns said he was okay with the change.

Kelleher said she understood the need for the change, but that she was not a fan of decreasing masonry. She said she would like to see an example included in the PUD of types/styles of homes where this could be used.

Horkay said he thought if masonry was used, it needs to be a lot. He said that now that the change had been better explained he understood and was okay with the change.

Burkman asked if new images would be added into the PUD.

- The Petitioner replied no, this was a text change only and they were not asking to build any new designs.

Motion: McCarty motioned to approve 2104-PUD-14.

Kelleher seconded. Motion passed. Vote 8-0.

ITEMS CONTINUED TO A FUTURE MEETING

2008-PUD-09

[CONTINUED]

Northpoint II PUD

North side of SR 38 between Anthony Road and Hinkle Road

Northpoint Owners, LLC by Clark, Quinn, Moses, Scott & Grahn, LLP

requests a change of zoning for 183.5 acres +/- from the AG-SF1:

Agriculture/Single-Family Rural District to the Northpoint II PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

2102-PUD-01

[CONTINUED]

Sanders Glen PUD

2432 South Street

Patch Development, LLC requests a change of zoning for approximately

9.07 acres +/- from the Kalorama Park PUD to the Sanders Glen PUD

District.

(Planner: Daine Crabtree – dcrabtree@westfield.in.gov)

2101-ZOA-01

[CONTINUED]

Unified Development Ordinance Amendment

Westfield City Council requests approval of an ordinance to amend Article

10.9 of the Westfield-Washington Township Unified Development

Ordinance.

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

2103-PUD-07

Midland South PUD

Agendas for all City meetings are updated and available at our website.

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

[CONTINUED]

Generally near 321 South Cherry Street

Old Town Companies requests a change in zoning of 3.67 acres +/- from the SFA: Single-family Attached District to the Midland South PUD District.
(Planner: Caleb Ernest - cernest@westfield.in.gov)

2103-PUD-08

[CONTINUED]

Union Square at Grand Junction PUD Text Amendment

Generally near 305 South Cherry Street

Old Town Companies requests an amendment to add an additional 5 acres/- and modify the concept plan, character exhibits, development and design standards of the Union Square at Grand Junction Planned Unit Development (PUD) District.

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

2104-ODP-06 &

2104-SPP-06

[CONTINUED]

Ackerson Farms

West Side of Ditch Road between State Road 32 and 166th Street

Estridge Development Management, LLC by Innovative Engineering requests Primary Plat and Overall Development Plan approval for 423 residential lots on 236.78 acres +/- in the Ackerson Farms PUD District.

(Planner: Daine Crabtree - dcrabtree@westfield.in.gov)

REPORTS/COMMENTS

- Plan Commission Members
- City Council Liaison
- Board of Zoning Appeals Liaison
- Community Development Department

ADJOURNMENT

Motion: Adjourn Meeting.

Motion: Graham; Second: McCarty.

Motion passed. Vote: 8-0.

Meeting adjourned at 10:00 p.m.

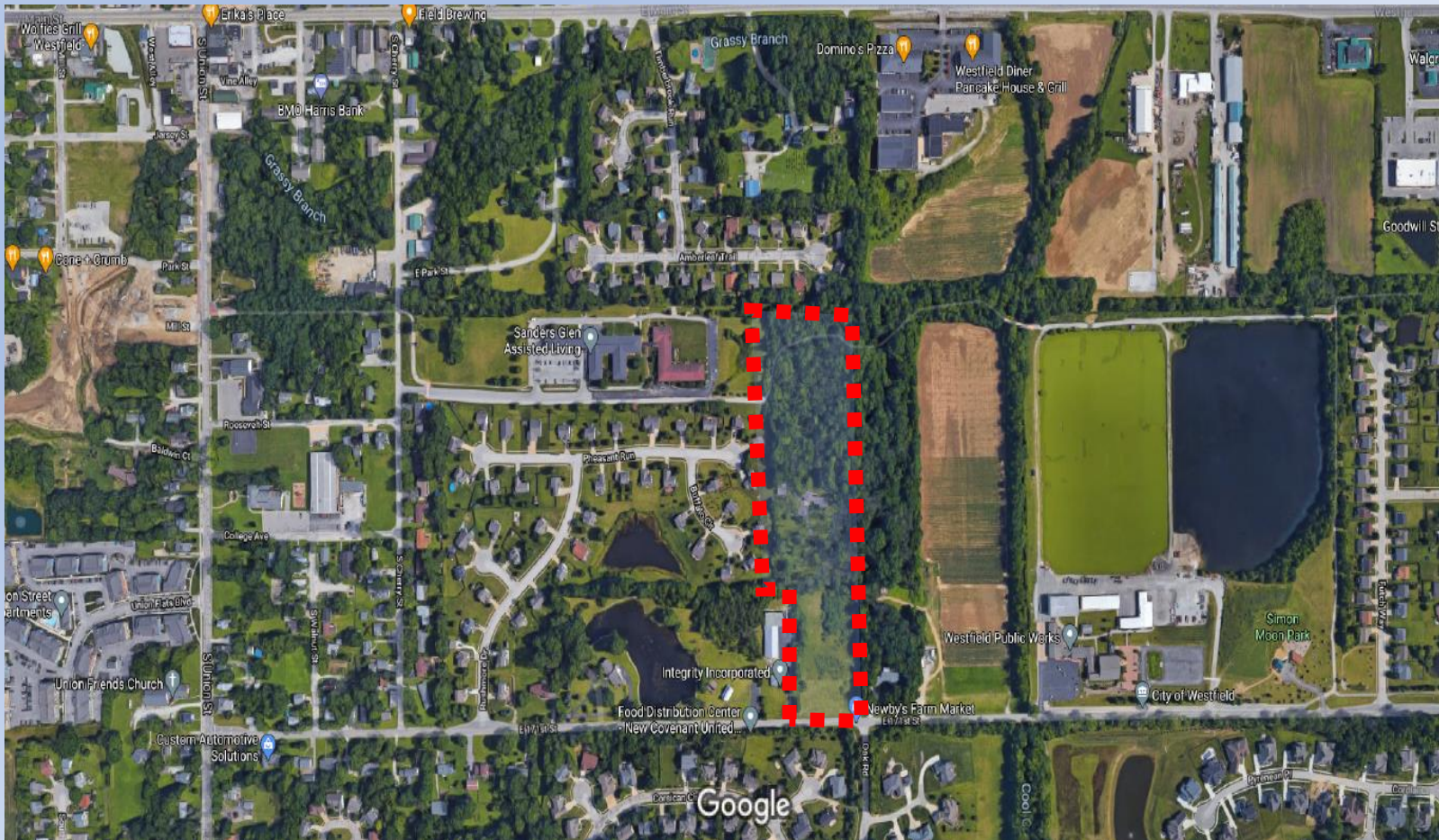
Robert Horkay, President

Ginny Kelleher, Vice President

Kevin M. Todd, Secretary

SANDERS GLEN PUD
Ordinance No. 2102-PUD-01
WESTFIELD INDIANA
applicant:
Patch Development, LLC

est
Glen







③



④



⑤



patch development

SANDERS GLEN

Concept Plan | March 2021





patch development

SANDERS GLEN

Concept Plan | March 2021






The Cottages
AT SANDERS GLEN





patch development

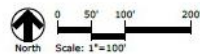
SANDERS GLEN

Concept Plan | March 2021

**The Cottages**
AT SANDERS GLEN



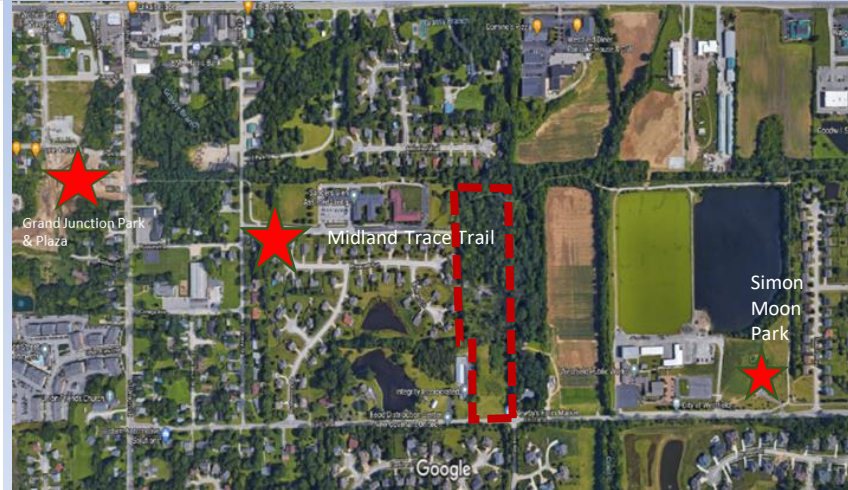
patch development



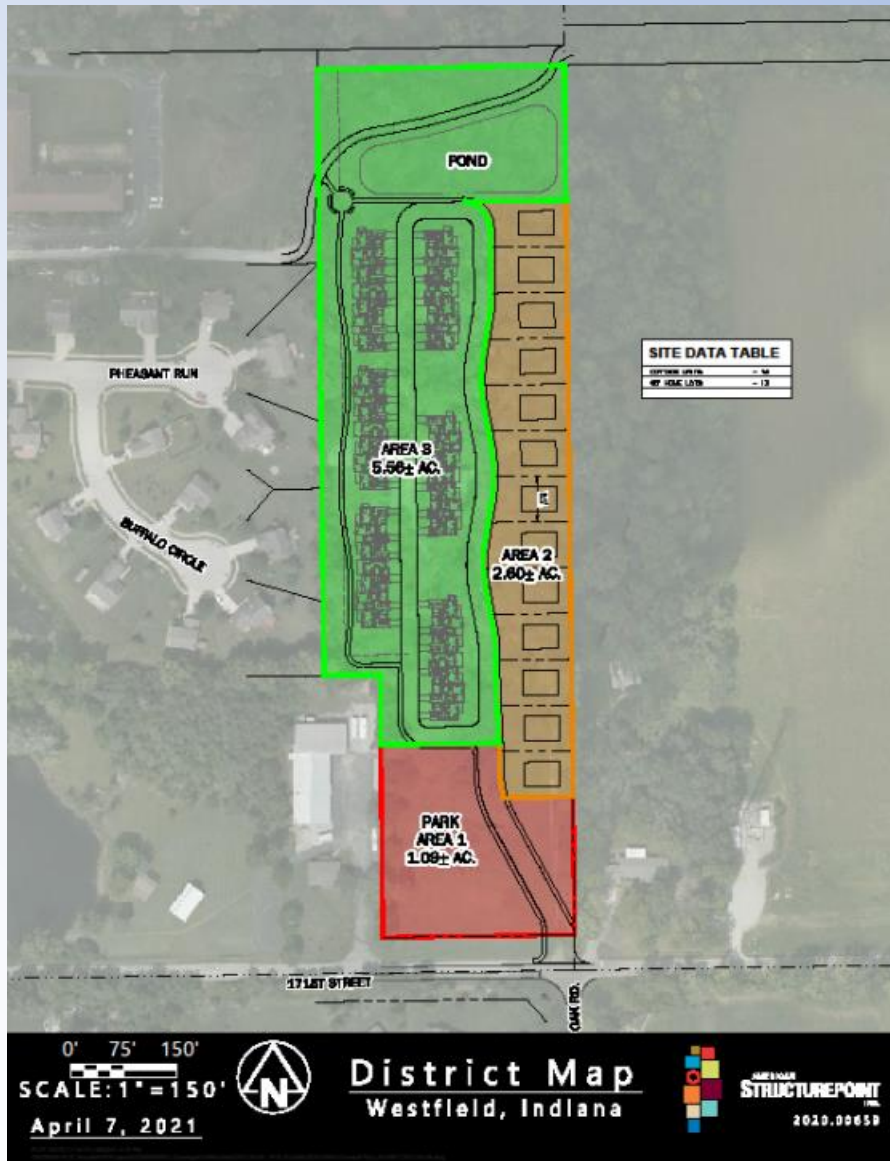
patch development

SANDERS GLEN
Concept Plan | March 2021

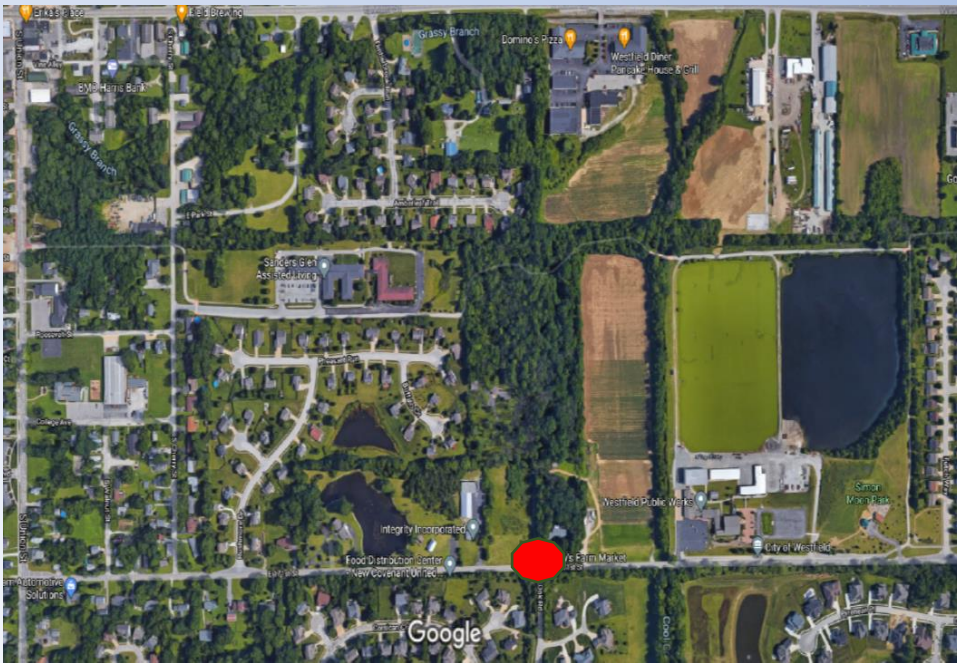
context
DESIGN



- Along with the Sanders Glen Park Area there will be an enhanced trailhead to the Midland Trace Trail that will increase safety and visibility and allow for a trail connection from the Midland Trace Trail thru the property to 171st Street
- Sanders Glen PUD **is less than 1500 feet** to Simon Moon Park
- Sanders Glen PUD **is 2500 feet from** Grand Junction Park & Plaza



SANDERS GLEN PUD 2102-PUD-01



Johnathon Nail <jnail@westfield.in.gov>
 To: "Schrage, Brad" <BSchrage@structurepoint.com>
 Cc: Andrew Greenwood <andrew@patch-development.com>

Tue, Jan 19, 2021 at 5:22 PM

I know Council mentioned traffic concerns in the introduction, but I'm not worried about it. If I recall you guys are tying in to the Oak/171st intersection with your entrance. This will be a four way stop and I don't have any concerns about traffic at this intersection.

Thanks,
 John

Johnathon Nail | City Engineer
 Public Works | 2728 East 171st Street | Westfield, IN 46074
jnail@westfield.in.gov | 317-430-6750



patch development

SANDERS GLEN

Concept Plan | March 2021

Traffic Exhibit

SANDERS GLEN PUD
Ordinance No. 2102-PUD-01
WESTFIELD INDIANA
applicant:
Patch Development LLC.

est
Glen

Union Square Expansion, Ordinance 21-08
Area Plan Commission,
April 19, 2021



OLD
TOWN
— COS. —



To U.S. 31 & Grand Park

Downtown Westfield

S.R. 32

Grand Junction Park
(under construction)

SITE AERIAL LOOKING NORTH

OLD
TOWN
— COS. —

Architectural Creativity





- Trail/Greenbelt along northern property line of expanded Union Square
- Expanded setbacks for Midland Trace Trail to the south

PUD Text Commitments:

- 25' Building Setback along Midland Trail
- 15' Landscape Buffer Parallel to Midland Trail (Not TPA)





PUD Text Commitments:

- Four (4) story maximum building height within Union Square expansion area.
- Five Year Sunset Clause on PUD



Before & After – Union Square Expansion Area









1

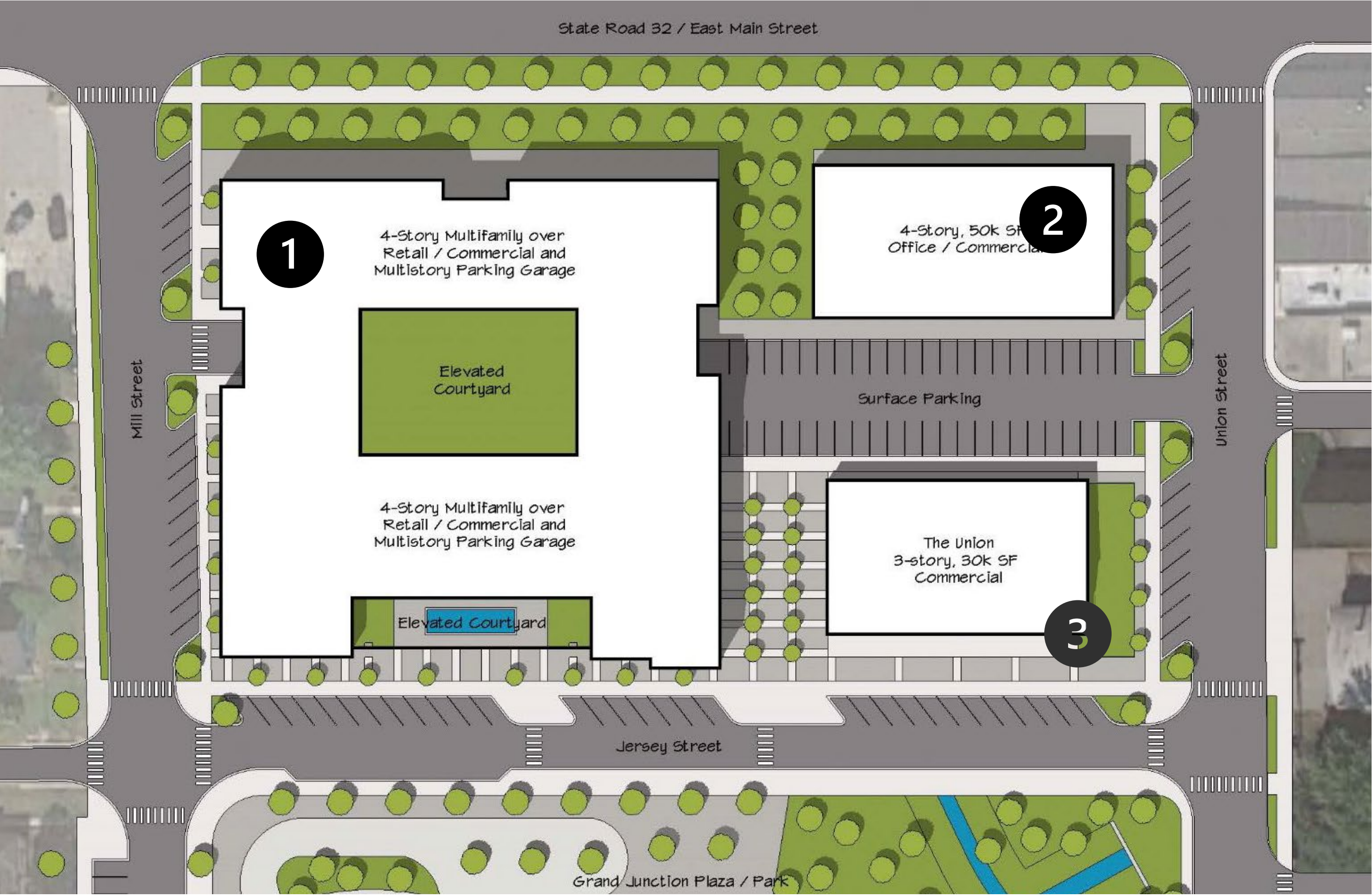
Integrated
Parking
Retail
Multi-family

2

Office /
Commercial

3

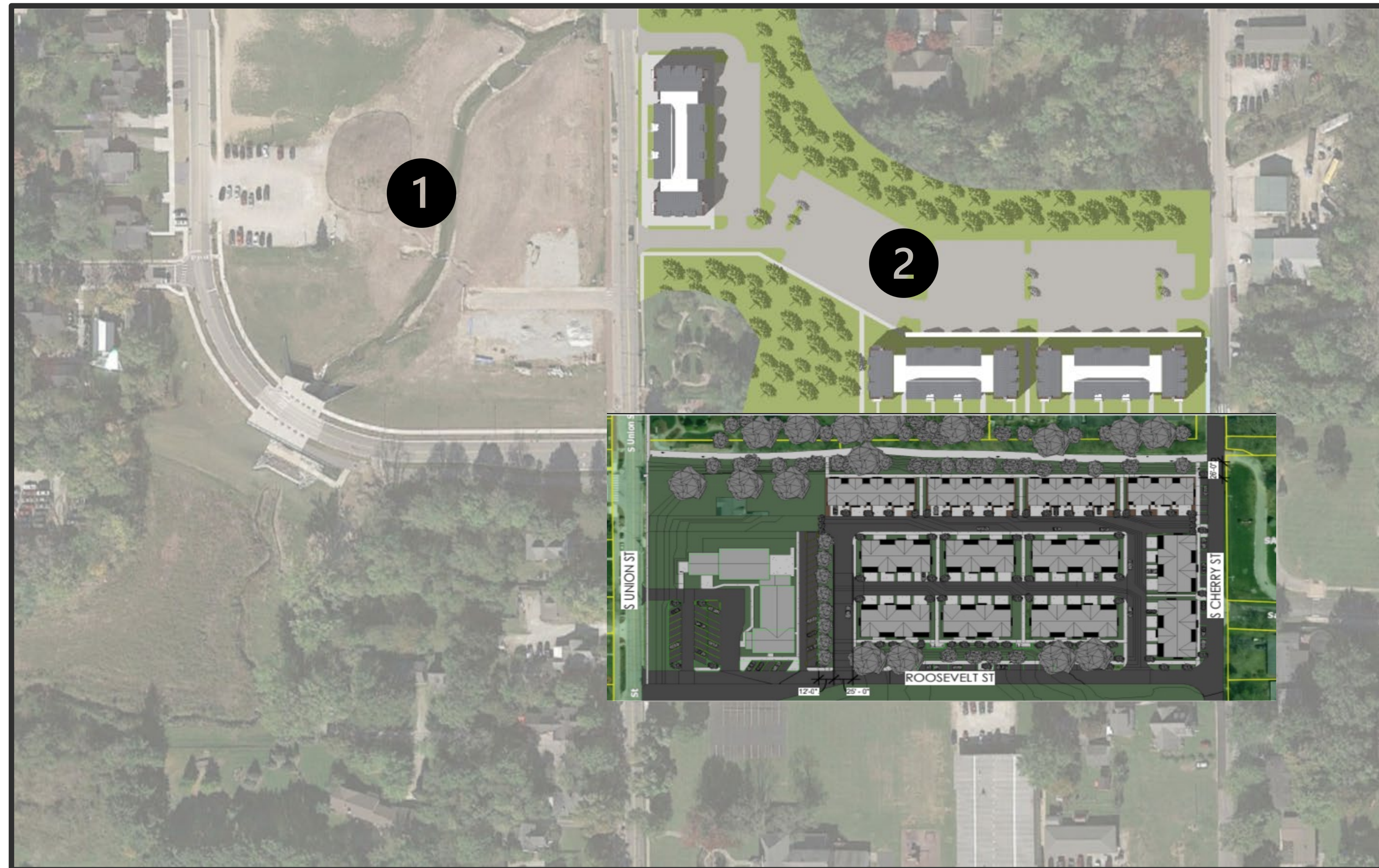
Food &
Beverage



An architectural rendering of a townhome development. The image shows a row of modern, multi-story townhomes with light-colored siding and dark window frames. A person is walking a bicycle on a paved path in the foreground. The scene is lush with green trees and grass. A large green diagonal overlay covers the left side of the image, where the title text is located. The right side of the image shows a continuation of the path and trees under a blue sky with clouds.

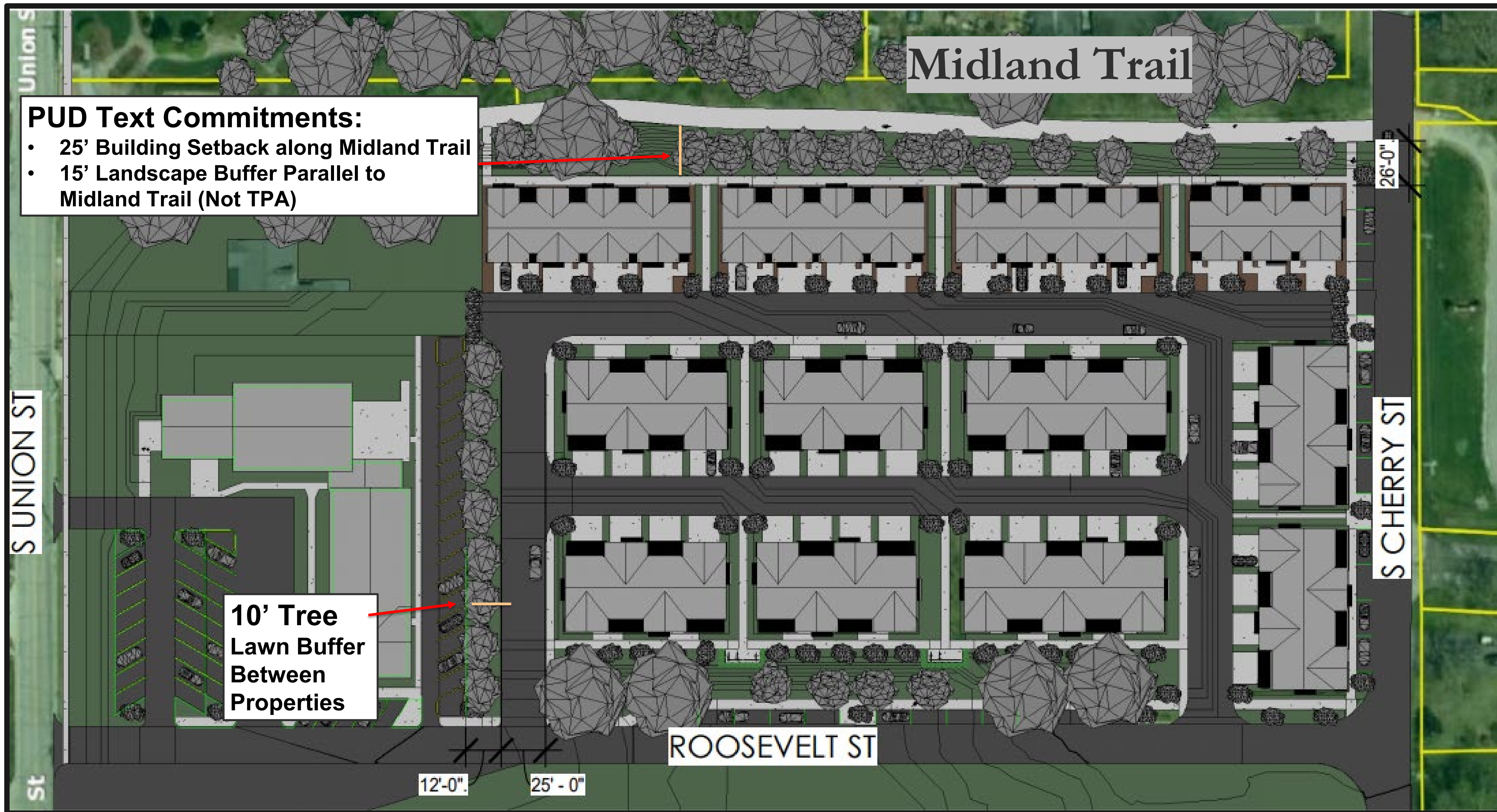
MIDLAND SOUTH PUD, Ordinance 21-07
Midland Trail Townhome Development
Area Plan Commission
April 19, 2021

**OLD
TOWN**
— COS. —



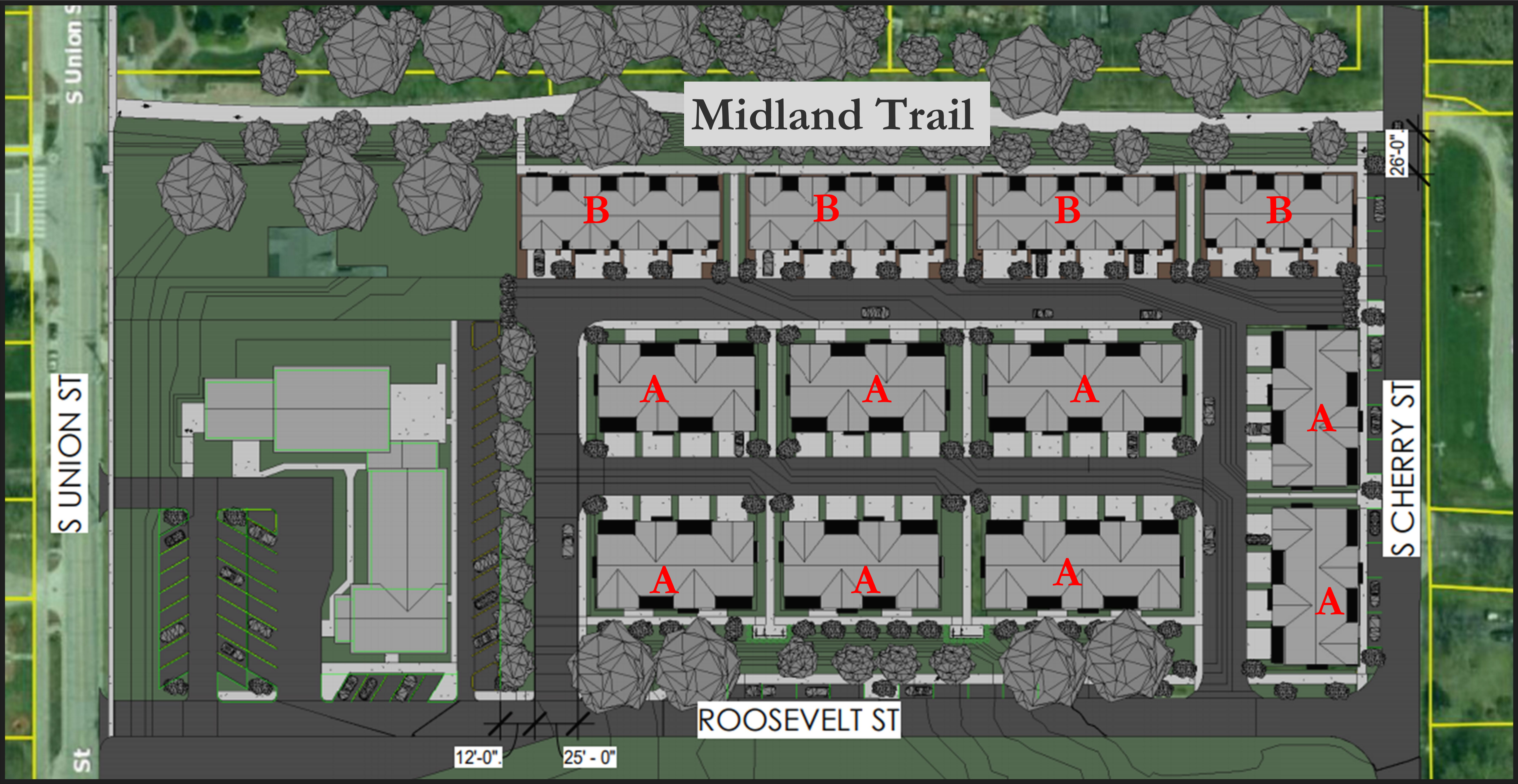
- 1 Grand Junction Plaza
- 2 Union Square
Expansion: Apartments
& light retail
- 3 Midland South:
Townhomes







Tree Buffer



SITE & INFRASTRUCTURE INQUIRIES



Unit Type A



Unit Type B



Midland Trace Trail and Cherry Street



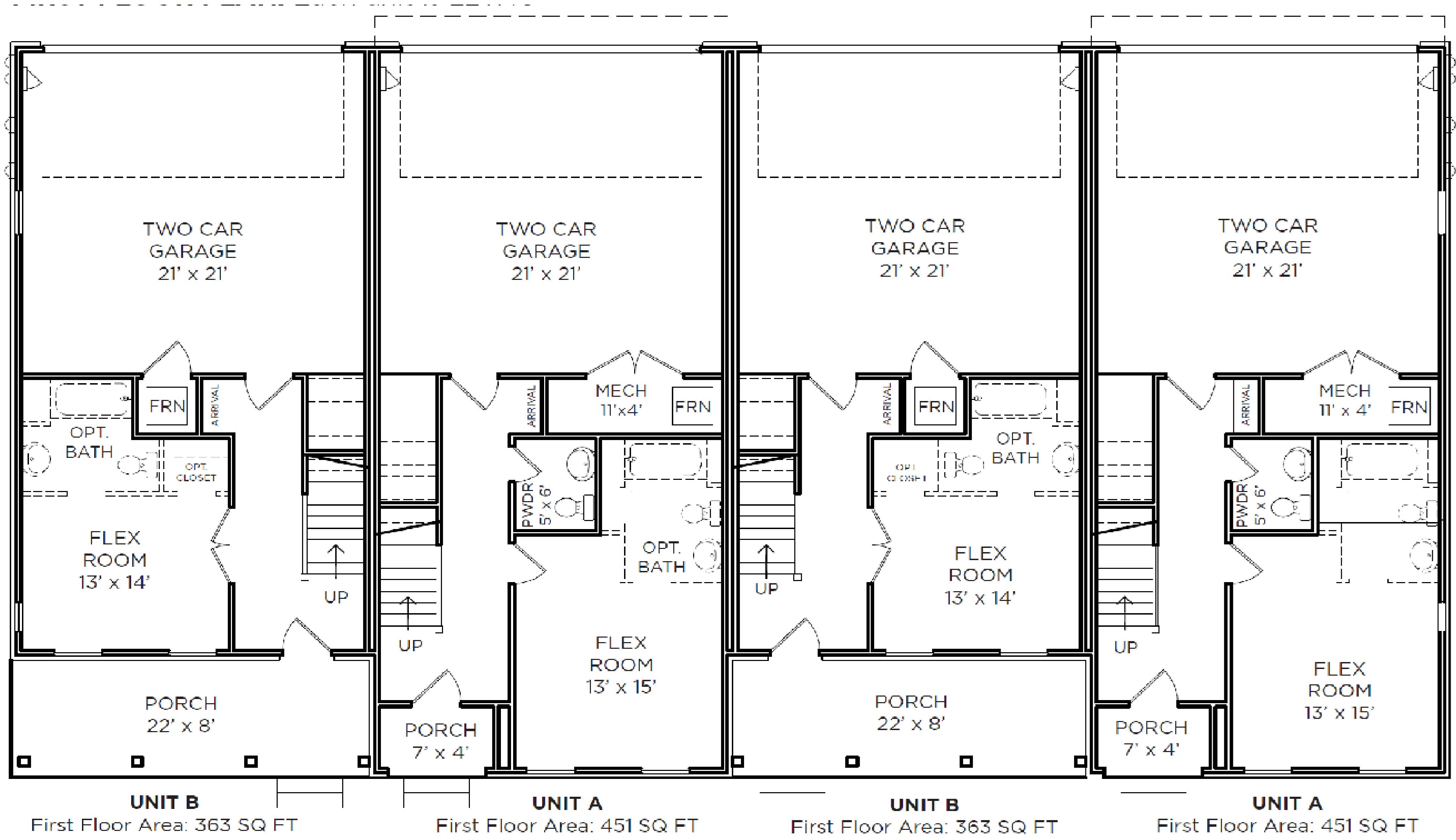
View from Cherry Street :



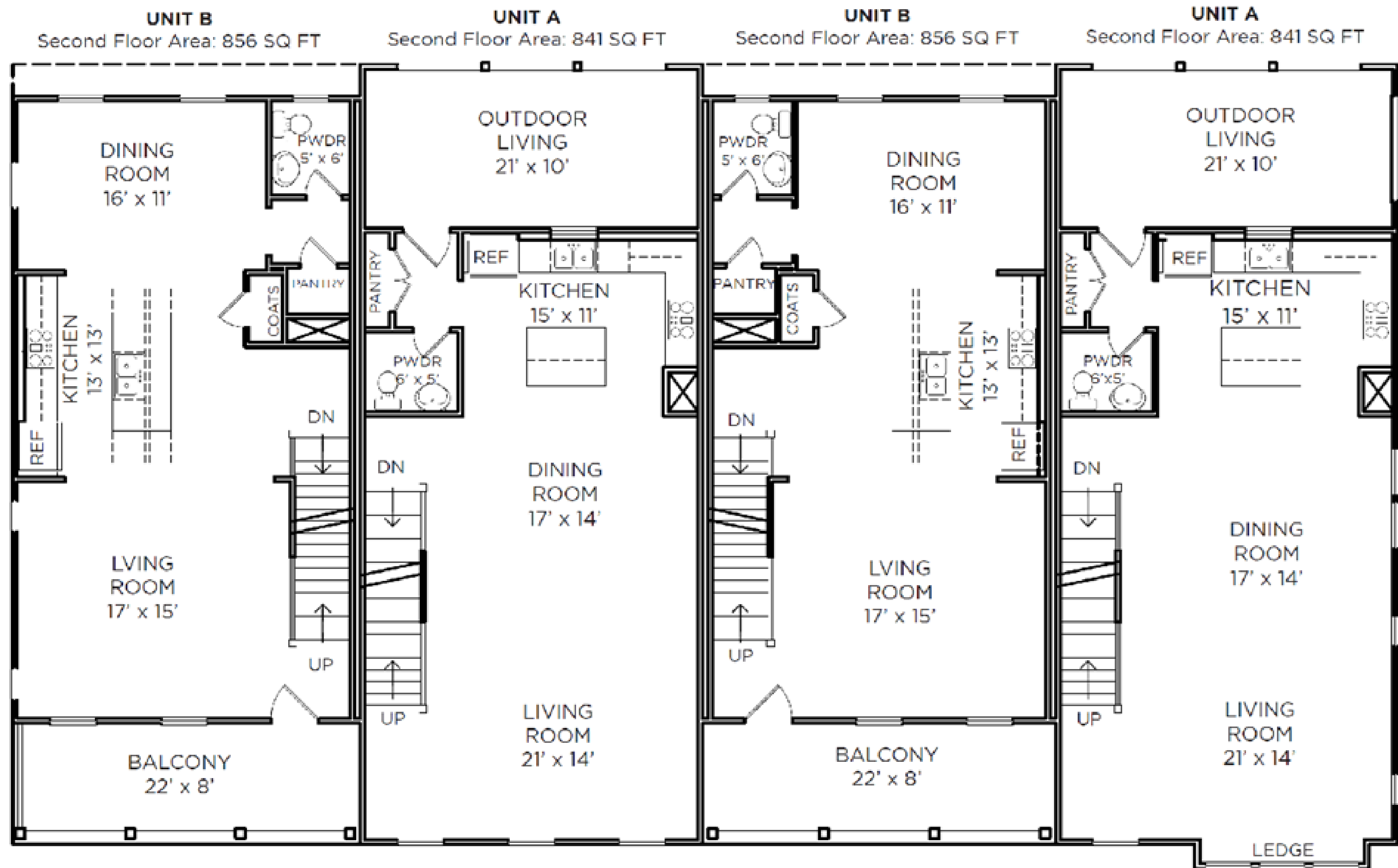
Brown area: Representative of a Planting Strip along Midland Trace Trail



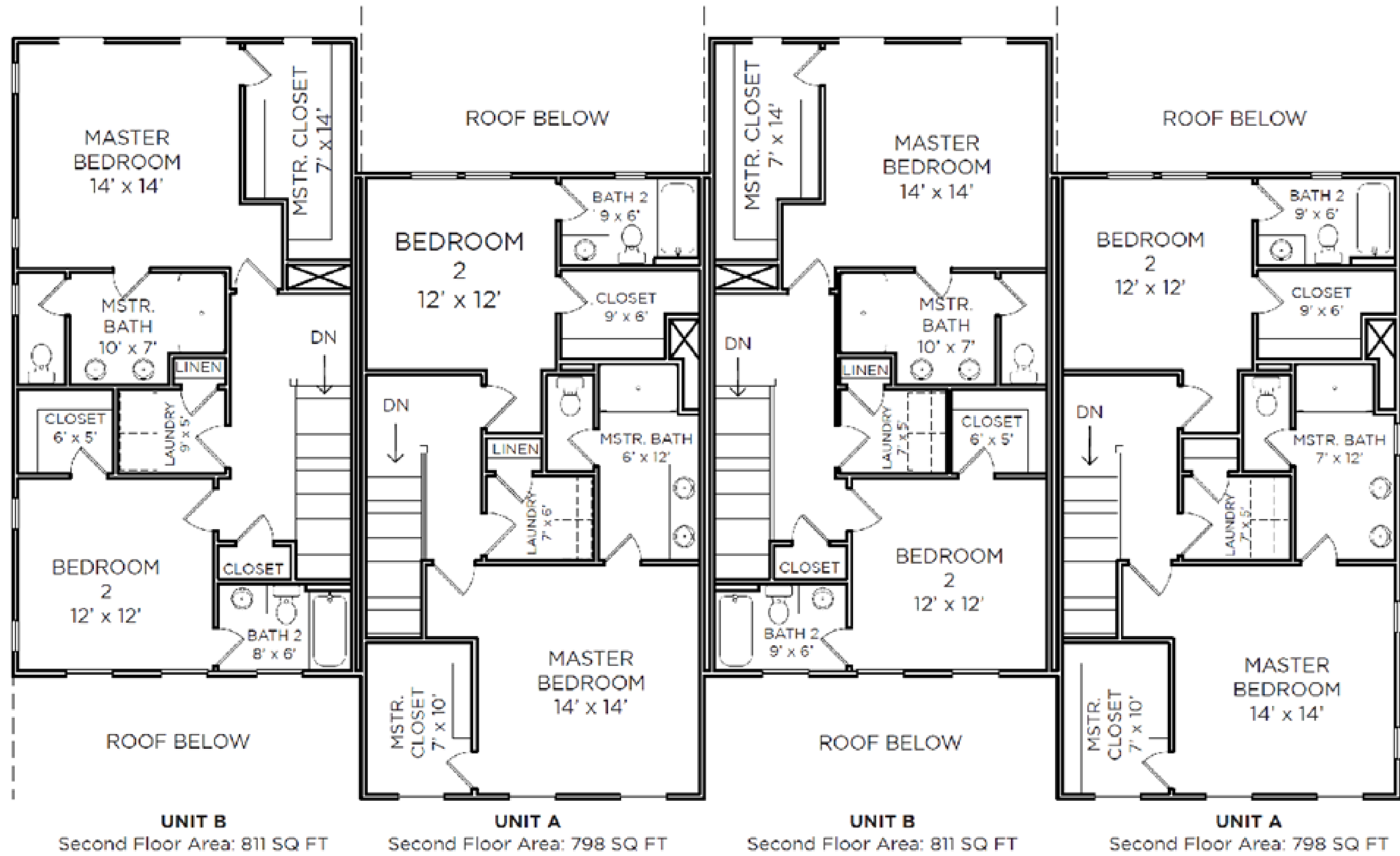
Midland Trace Trail



Townhomes – Main Level



Townhomes – Second Level



Townhomes – Third Level