



CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda 09_08_2015

Tuesday, September 08, 2015 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Tuesday, September 08, 2015 at 07:00 PM

MEETING PLACE: Westfield City Hall- Assembly Room

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

OPENING OF MEETING

Note the Presence of a Quorum

Approval of Minutes - August 17, 2015

Documents: [August 17, 2015 APC Minutes](#)

Review APC Rules & Procedures

ITEMS OF BUSINESS

1508-PUD-15 [PUBLIC HEARING]

Spring Mill Station Northeast Quadrant PUD Amendment

Kroger Limited Partnership by EMH&T requests an amendment to allow a curb-side pick-up use, to establish development standards for the curb-side pick-up use, to establish sign standards for the PUD District, and to incorporate an additional 0.589 acre +/- into the Spring Mill Station Northeast Quadrant PUD District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Amendment Ordinance](#) | [Exhibit 5: Character Exhibit](#) | [Exhibit 6: Overall Site Plan](#) | [Exhibit 7: Signage Plan](#) | [Exhibit 8: Neighborhood Meeting Summary](#) | [Exhibit 9: Public Comment](#)

1508-DDP-14

Kroger Curbside Pick-up

150 West 161st Street

Kroger Limited Partnership by EMH&T requests Detailed Development Plan review for a curbside pick-up canopy adjacent to the existing Kroger store on approximately 0.529 acre +/-, located in the Spring Mill Station Northeast Quadrant PUD District.

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

[Development Plan](#) | [Exhibit 4: Elevations](#) | [Exhibit 5: Landscape Plan](#) | [Exhibit 6: Overall Site Plan](#) | [Exhibit 7: Signage Plan](#) | [Exhibit 8: Proposed Lighting](#) | [Exhibit 9: Conditions](#)

1509-ODP-19, 1509-SPP-19 & 1509-DDP-16 [PUBLIC HEARING]

Bridgewater Pointe Shoppes

NWC of Gray Road and 146th Street

KRG Bridgewater, LLC by American Structurepoint requests Overall Development Plan and Primary Plat review of 2 commercial lots on approximately 7.633 acres +/- and Detailed Development Plan review for a new 14,400 square-foot retail building on Outlot 2 of the Bridgewater Marketplace, Section 4, located in the Bridgewater PUD District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Primary Plat](#) | [Exhibit 4: Overall Development Plan](#) | [Exhibit 5: Site Plan](#) | [Exhibit 6: Detailed Development Plan](#) | [Exhibit 7: Building Elevations](#) | [Exhibit 8: Open Space Improvement](#)

1509-PUD-18 [PUBLIC HEARING]

The Trails PUD

East side of Oak Ridge Road, south of State Road 32

EdgeRock Development requests a change in zoning of approximately 13.75 acres +/- from the AG-SF1: Agriculture / Single-Family Rural District to The Trails PUD District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Conceptual Site Plans](#) | [Exhibit 4: Building Character Exhibit](#) | [Exhibit 5: The Trails PUD Ordinance 15-27](#)

1509-PUD-17 [PUBLIC HEARING]

Grand Park Indoor Sports and Recreation Facility PUD District Amendment

City of Westfield requests an amendment to the Grand Park Indoor Sports and Recreation Facility PUD Ordinance to incorporate additional real estate into the PUD District to allow for the development of a hotel / lodging use.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plans](#) | [Exhibit 4: Character Exhibit](#) | [Exhibit 5: Grand Park PUD Ordinance 14-35](#) | [Exhibit 6: Amendment Ordinance 15-26](#) | [Exhibit 7: Public Comment](#)

1509-CPA-01 [PUBLIC HEARING]

Grand Junction Sub-District Addendum

City of Westfield requests an amendment to the Westfield-Washington Township Comprehensive Plan to incorporate detailed design policies for the Gateway Sub-District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Grand Junction Sub-District Addendum](#) | [Reference Only: Grand Junction Implementation Plan](#) | [Reference Only: Grand Junction Master Plan](#)

1506-ZC-02 [CONTINUED]

Bent Creek Commitment Modification

Langston Residential Development, LLC by Nelson & Frankenberger requests a modification to the commitments associated with the rezoning of property from the

AG-SF1: Agriculture/Single-Family Rural District to the SF2: Single-Family Low Density District, as approved by Ordinance 04-43, for Bent Creek.

1506-ODP-16 & 1506-SPP-15 [CONTINUED]

Bent Creek

Northwest corner of 159th Street and Towne Road

Langston Residential Development, LLC by Nelson & Frankenberger requests Overall Development Plan and Primary Plat approval of 158 single-family lots on approximately 129.74 acres +/-, located in the SF2: Single-Family Low Density District with Zoning Commitments.

REPORTS/COMMENTS

APC Members

City Council Liaison

BZA Liaison

ECD Staff

ADJOURNMENT



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

September 8, 2015
1508-DDP-14

Petition Number: 1508-DDP-14

Subject Site Address: Northeast corner of 161st Street and Spring Mill Road

Petitioner: Paula Gartner, EMH&T on behalf of Kroger Limited Partnership

Request: Petitioner requests Detailed Development Plan review for a Curbside Pickup Canopy on a 0.529 acre site directly north of the existing store in the Spring Mill Station Northeast Quadrant PUD.

Current Zoning: Spring Mill Station NE Quadrant PUD

Current Land Use: Commercial/Vacant

Approximate Acreage: 0.529 acres+/-

Exhibits:

1. Staff Report
2. Location Map
3. Detailed Development Plan
4. Elevations
5. Landscape Plan
6. Overall Site Plan
7. Signage Plan
8. Proposed Lighting
9. Conditions

Property History:

1405-PUD-06, Rezoning to Spring Mill Station NE Quadrant PUD
1409-DP-28 & 1409-SIT-13, Fuel Station Development Plan
1410-DP-31 & 1410-SIT-14, Grocery Store Expansion Development Plan
1508-PUD-15, PUD Amendment (Pending)

Staff Reviewer: Pam Howard, Associate 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

The 0.529 acre+/- site is located on the northeast corner of 161st Street and Spring Mill Road (see **Exhibit 2**). The request is for approval of a Detailed Development Plan (see **Exhibit 3**) for a Curbside Pickup Canopy directly north of the existing store in the Spring Mill Station NE Quadrant PUD.

The petition was reviewed by the Technical Advisory Committee at its July 21, 2015, meeting. This petition was properly noticed and received a public hearing at the Plan Commission's August 3, 2015, meeting.



The applicable zoning district is the Spring Mill Station NE Quadrant PUD (the "PUD"). The petitioner has also filed a request to amend the PUD (see Petition No. 1508-PUD-15) (the "PUD Amendment") with respect to incorporating the subject real estate into the PUD District, permitting the proposed use, and then establishing the applicable development and design standards. The PUD Amendment was introduced at the July 2, 2015, City Council meeting, and also received a public hearing at the Plan Commission's August 3, 2015, meeting.

As a result, the review comments herein include the proposed PUD Amendment standards. To the extent provisions established within the UDO conflict with the provisions of the PUD, then the provisions of the PUD shall supersede and apply.

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

The plans comply except for those items identified as outstanding below:

- 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):

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

Spring Mill Station NE Quadrant (1405-PUD-06) – underlying General Business (GB) zoning. The plans comply, as applicable to a Detailed Development Plan, except for those items identified as outstanding below, that need addressed prior to approval:

- 22) Conceptual Plan
 - a) The Real Estate shall be developed in substantial compliance with the Conceptual Plans. 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.

Comment: Plans comply pending approval of 1508-PUD-15.

- 23) Permitted Uses



- a) The permitted use in "Area A.4" shall be a Curb Side Pickup Station.

Comment: Plans comply pending approval of 1508-PUD-15.

24) Setbacks/Building Separation

- a) The following shall apply to "Area A.4":
 - i) The separation between the Curbside Pickup Station and the existing grocery store shall be at least thirty (30) feet.
 - ii) Side and Rear yards that abut existing residential shall be at least forty (40) feet.

Comment: Plans comply pending approval of 1508-PUD-15.

25) Parking

- a) Article 6.14 of the UDO shall apply; however, Article 6.14(E), Stacking Requirements for Drive-Through Facilities, shall not apply.

Comment: Plans comply pending approval of 1508-PUD-15.

26) Landscaping and Screening

- a) Article 6.8 of the UDO shall not apply; rather, landscaping and screening shall be installed in substantial compliance with Exhibit B.

Comment: Plans comply pending approval of 1508-PUD-15.

27) Sign Standards

Comment: Any proposed sign(s) will require a sign permit and will be reviewed by the Department for compliance at that time.

28) Lighting Standards

- a) The District's lighting shall comply with the Zoning Ordinance (UDO Chapter 6.9).

29) Architectural and Streetscape Design Standards

- a) Article 6.3 of the UDO shall not apply; however, buildings shall be developed in substantial compliance with Exhibit C.

Comment: Plans comply pending approval of 1508-PUD-15.

30) Underlying Zoning, GB: General Business

- a) Minimum Lot Frontage: 80'
- b) Minimum Building Setback Lines: Superseded by the PUD
- c) Maximum Building Height: 60'

DEVELOPMENT STANDARDS (Chapter 6 of UDO)

The plans comply, as applicable to a Detailed Development Plan, except for those items identified as outstanding below, that need addressed prior to approval:

31) Accessory Use and Building Standards (Article 6.1)



32) Architectural Standards (Article 6.3)

- a) Accessory Buildings: All Accessory Buildings shall be architecturally compatible with the Principal Building(s) with which they are associated.

33) Building Standards (Article 6.4)

34) Fence Standards (Article 6.5)

35) Height Standards (Article 6.6)

36) Landscaping Standards (Article 6.8)

37) Lighting Standards (Article 6.9)

38) Lot Standards (Article 6.10)

39) Outside Storage and Display (Article 6.12)

40) Outdoor Café and Eating Areas (Article 6.13)

41) Parking and Loading Standards (Article 6.14)

42) Setback Standards (Article 6.16)

43) Sign Standards (Article 6.17)

Comment: Any proposed sign(s) will require a sign permit and will be reviewed by the Department for compliance at that time.

44) Vision Clearance Standards (Article 6.19)

45) Yard Standards (Article 6.21)

DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply except for those items identified as outstanding below, that need addressed prior to approval:

46) Easement Standards (Article 8.3)

47) Pedestrian Network Standards (Article 8.7)

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

49) Surety Standards (Article 8.12)

50) Utility Standards (Article 8.13)



DEPARTMENT COMMENTS

- 1) The Detailed Development complies with the proposed PUD Amendment. If the Amendment is not approved, then the plans do not comply with the applicable zoning ordinance.

Recommendation:

- 2) Staff recommends approving the petition with the following conditions:
 - a) Approval shall be contingent upon the approval of 1508-PUD-15 (the Amendment) by Council.
 - b) 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.
- 3) 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.



Location Map

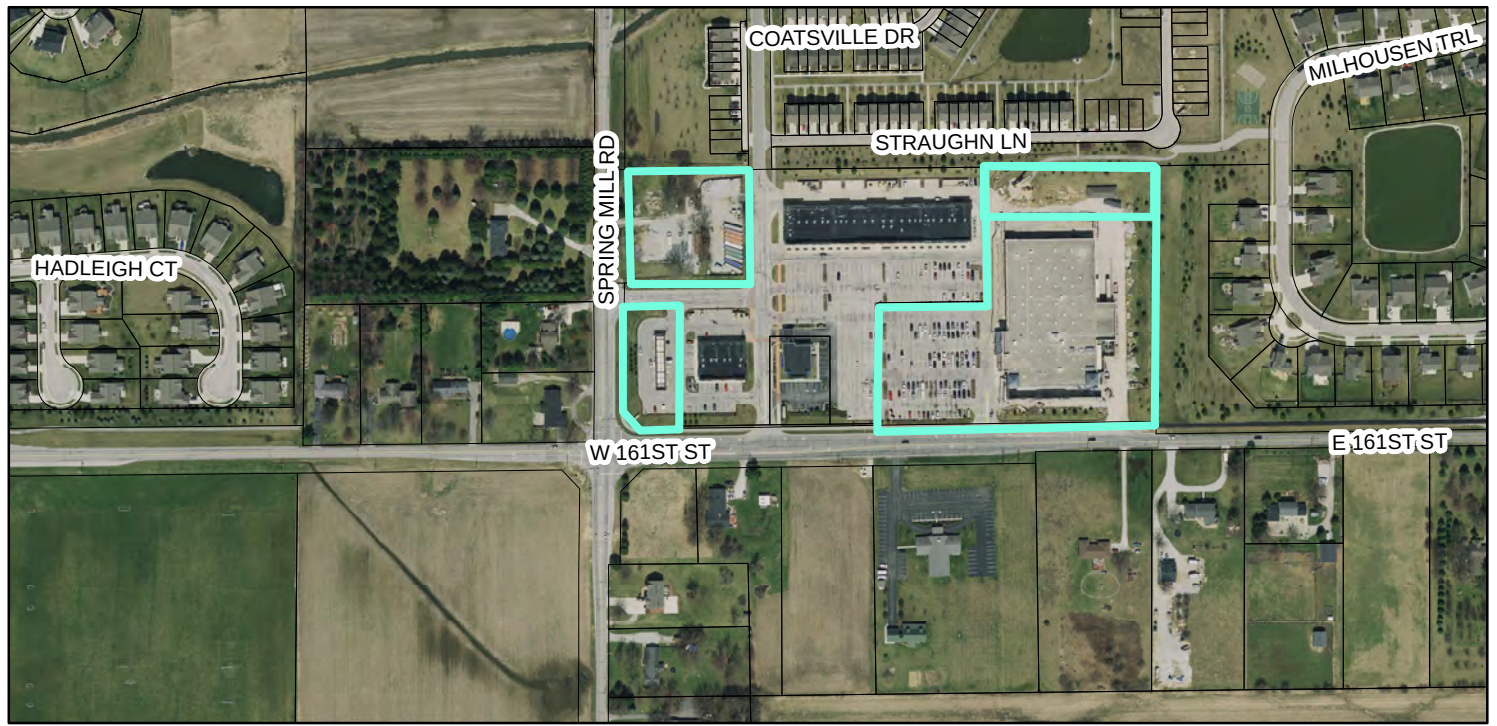
Spring Mill Station Northeast Quadrant

PUD Amendment

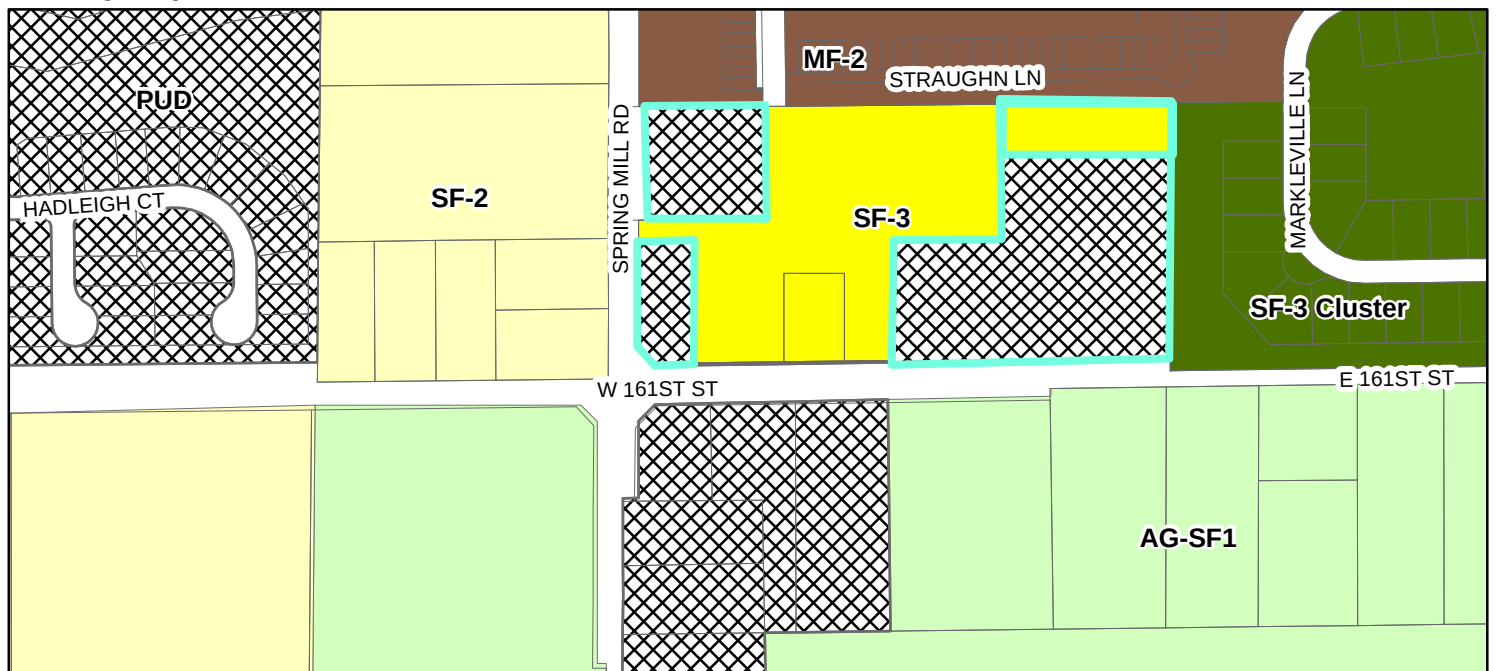
1508-PUD-15



Aerial Location Map



Zoning Map

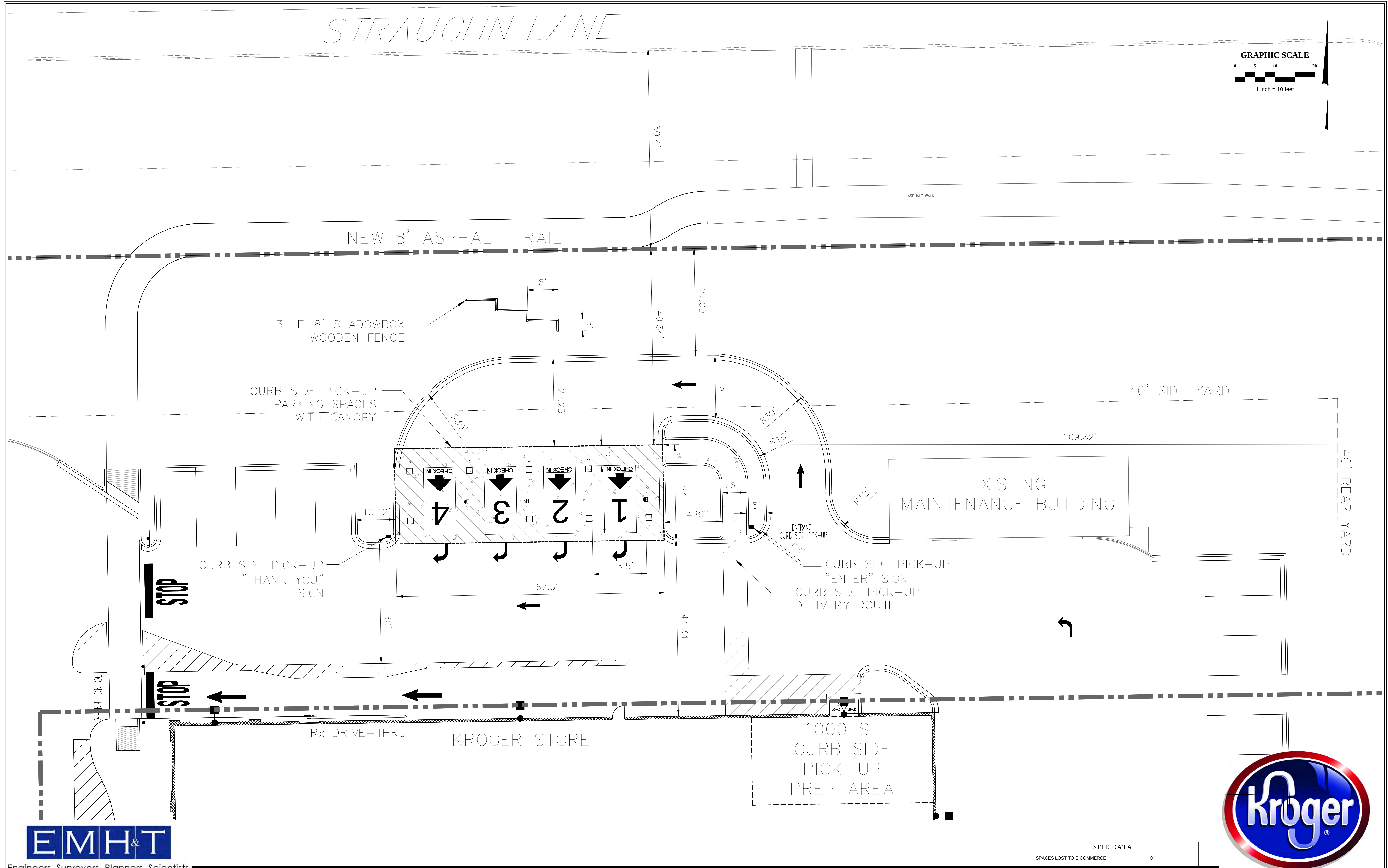
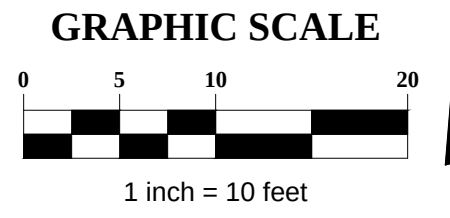


ReferenceLayers.DBO.ParcelsWPWDServAreaMVPmibor

Zoning

- AG-SF1 (Agriculture - Single Family - 1)
- MF-2 (Multiple Family - 2)

STRAUGHN LANE



Engineers, Surveyors, Planners, Scientists
Job Number: 2015-0601

CURB SIDE PICK-UP DIMENSION PLAN

September 03, 2015

SITE DATA	
SPACES LOST TO E-COMMERCE	0



J970 Westfield, Indiana



NORTH/SOUTH ELEVATION



EAST/WEST ELEVATION

ALL MATERIALS ON PROPOSED CANOPY TO
MATCH MATERIALS ON FUEL CENTER CANOPY



proposed canopy

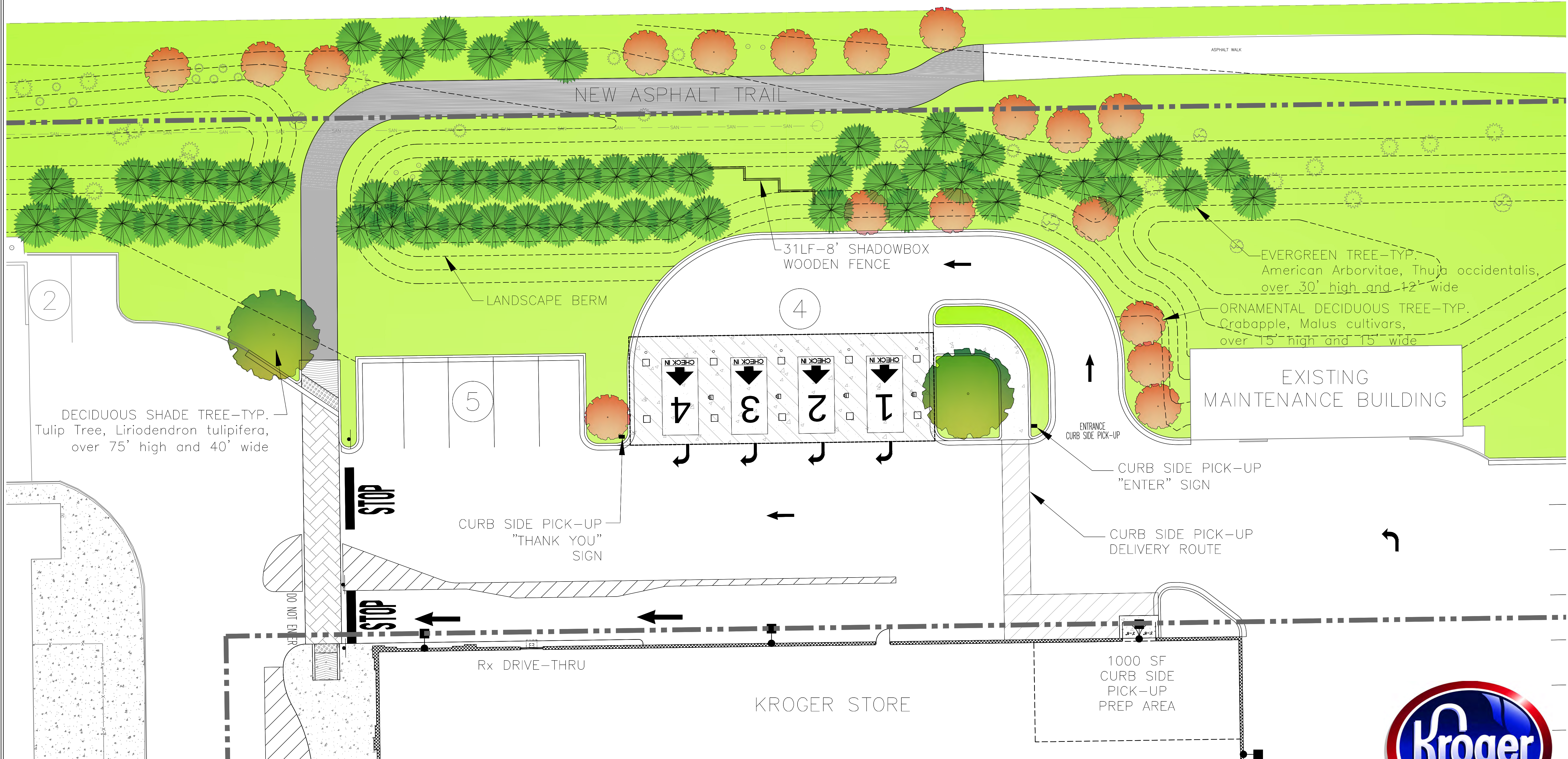
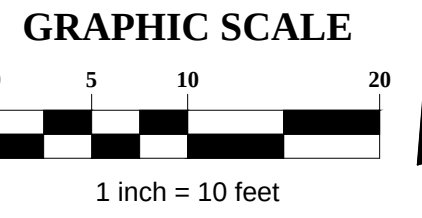
July 21, 2015

Kroger J970

Westfield, IN
51311



STRAUGHN LANE



Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

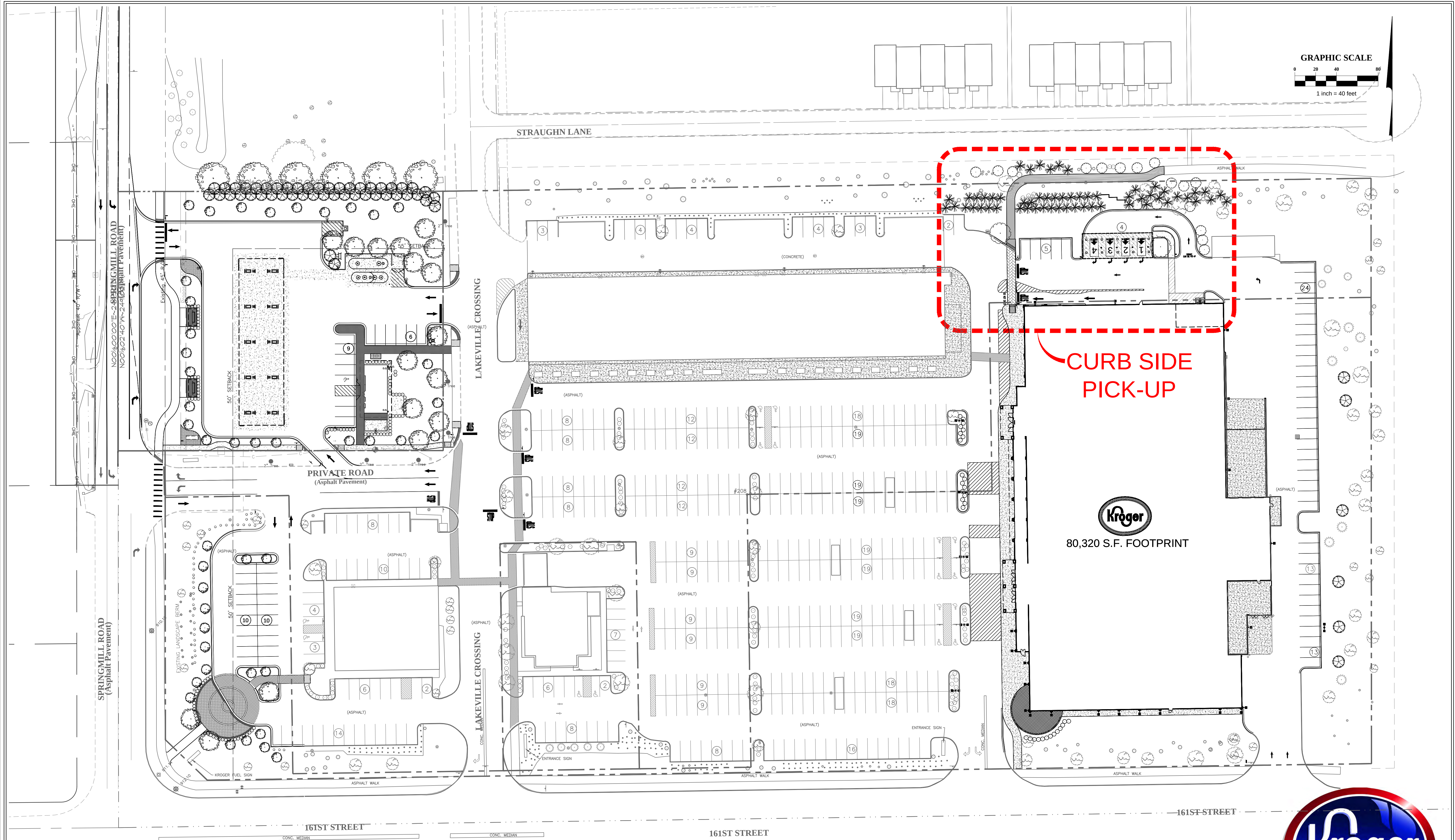
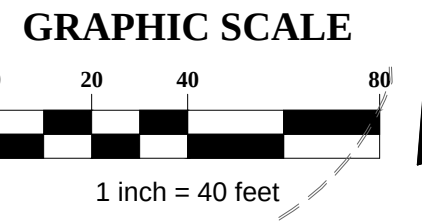
CURB SIDE PICK-UP PLAN

September 03, 2015

SITE DATA	
SPACES LOST TO E-COMMERCE	0



J970 Westfield, Indiana



Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

CURB SIDE PICK-UP OVERALL PLAN

September 03, 2015

SITE DATA	
SPACES LOST TO E-COMMERCE	0



J970 Westfield, Indiana

EXHIBIT C



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

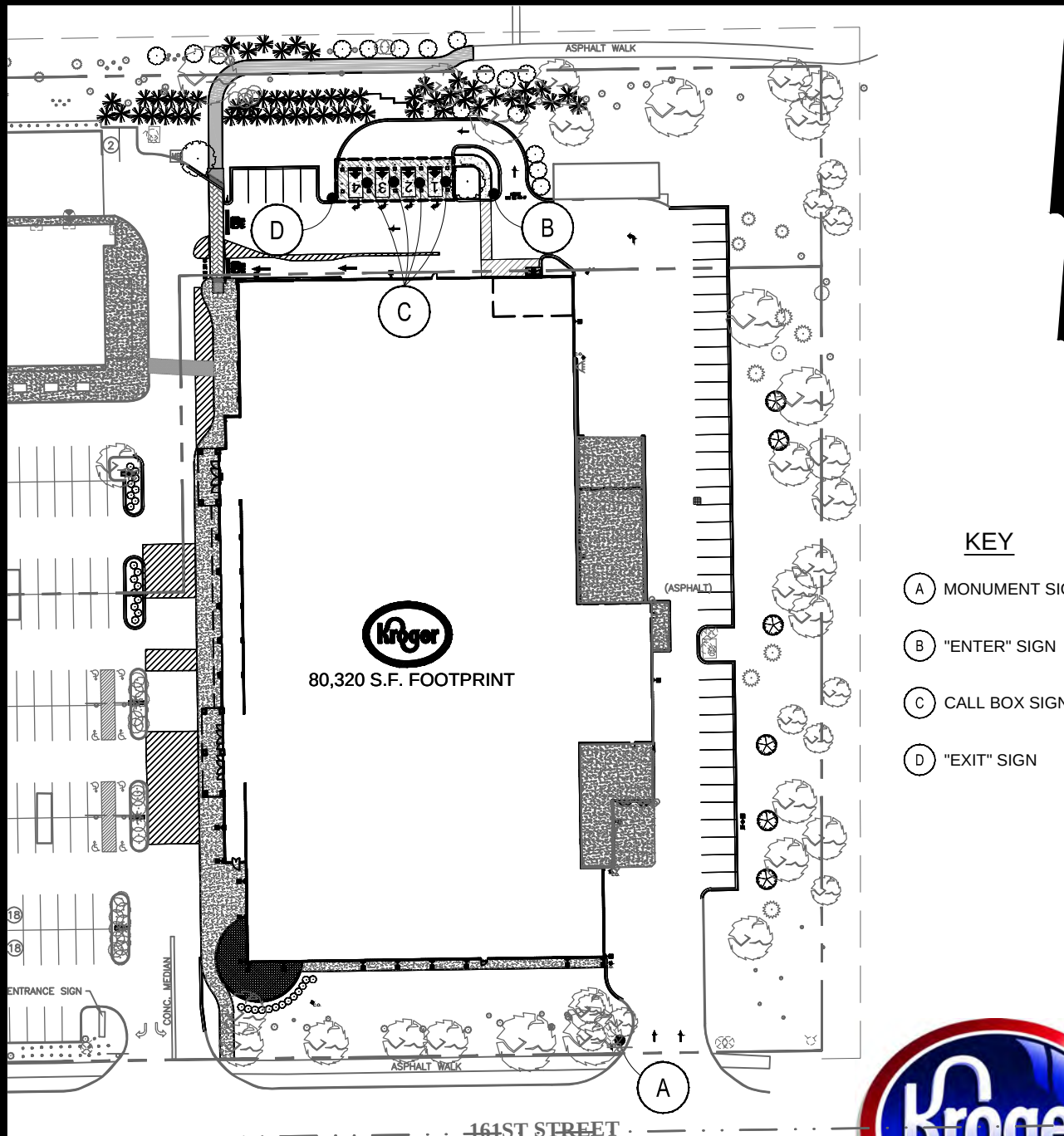
FOR

KROGER J-970 CURB SIDE PICK-UP SIGNAGE PLAN

DATE: ASEPTEMBER 03, 2015

JOB NO. 2015-0601

SCALE: None



KEY

- (A) MONUMENT SIGN
- (B) "ENTER" SIGN
- (C) CALL BOX SIGN
- (D) "EXIT" SIGN



Engineers, Surveyors, Planners, Scientists



EXHIBIT D



Evans, Mechwart, Hambleton & Tilton, Inc.
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emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

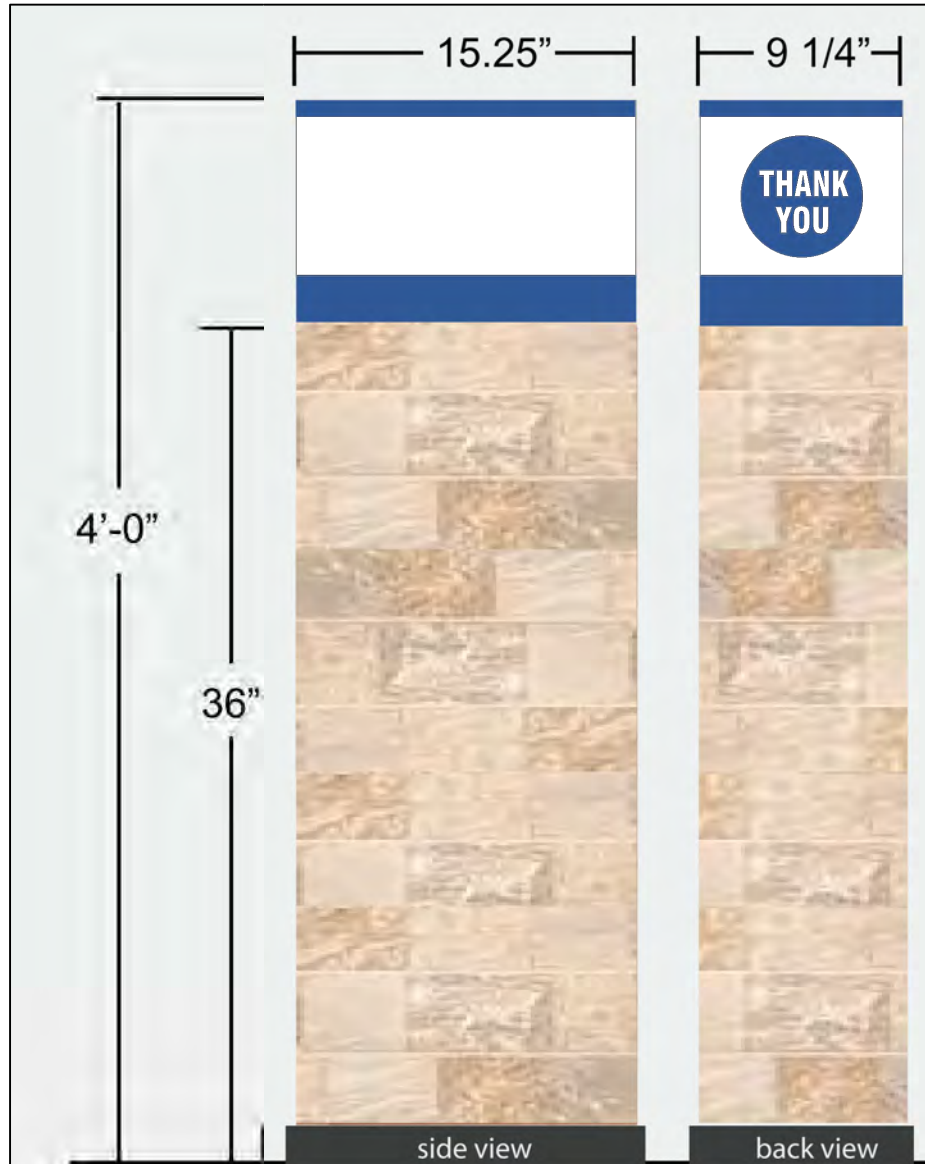
FOR

KROGER J-970 CURB SIDE PICK-UP "THANK YOU" SIGN - DETAIL D

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



"THANK YOU" SIGN (NON-ILLUMINATED)

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.
Directional copy to be 1st surface white reflective vinyl decoration.
PMS 293U Blue circle on a white background.

Quarry Stone:
Color: Desert Slate

COLOR KEY

PMS 293U

WHITE

EXHIBIT E



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
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Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

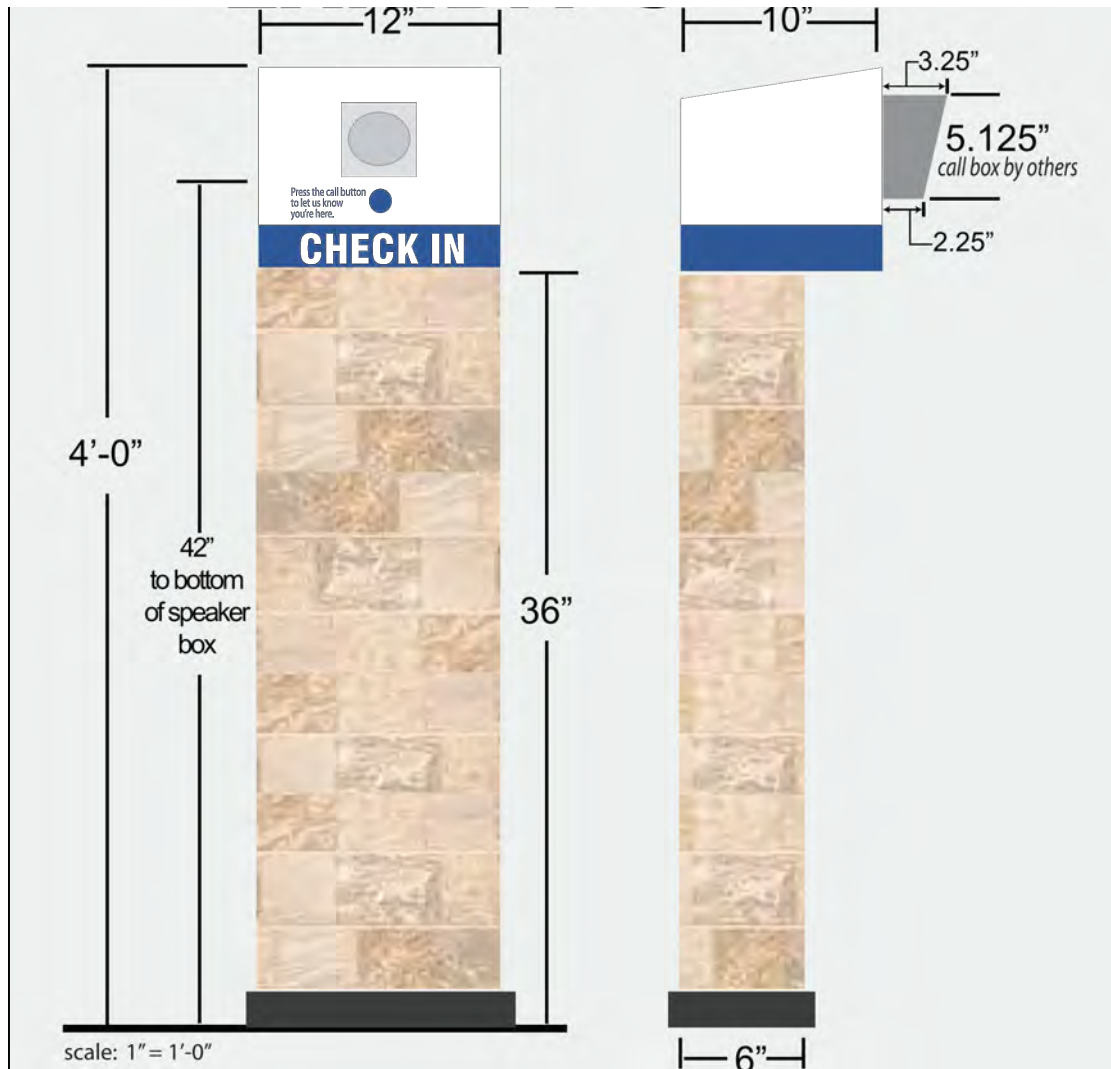
FOR

KROGER J-970 CURB SIDE PICK-UP CALL BOXES - DETAIL C

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



CALL BOXES

Speaker mechanism by others.

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.

Copy to be 1st surface vinyl decoration.

PMS 293U Blue background with white copy for "Check In".

PMS 293U Blue copy for call button instruction.

Open bottom for conduit.

Quarry Stone:
Color: Desert Slate

COLOR KEY
PMS 293U
WHITE

EXHIBIT F



Evans, Mechwart, Hambleton & Tilton, Inc.
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Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

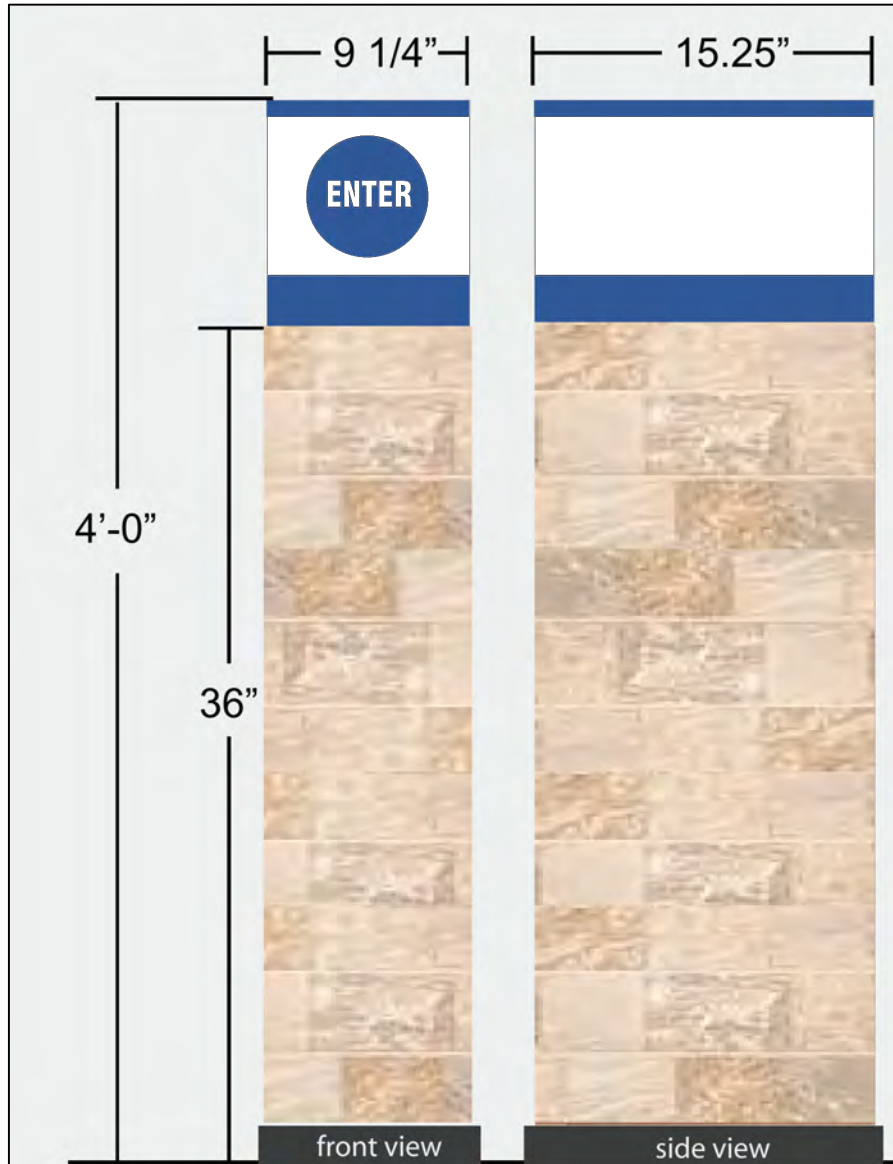
FOR

KROGER J-970 CURB SIDE PICK-UP "ENTER" SIGN - DETAIL B

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



"ENTER" SIGN (NON-ILLUMINATED)

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.
Directional copy to be 1st surface white reflective vinyl decoration.
PMS 293U Blue circle on a white background.

Quarry Stone:
Color: Desert Slate

COLOR KEY

PMS 293U

WHITE

EXHIBIT G



Evans, Mechwart, Hambleton & Tilton, Inc.
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emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA
EXHIBIT

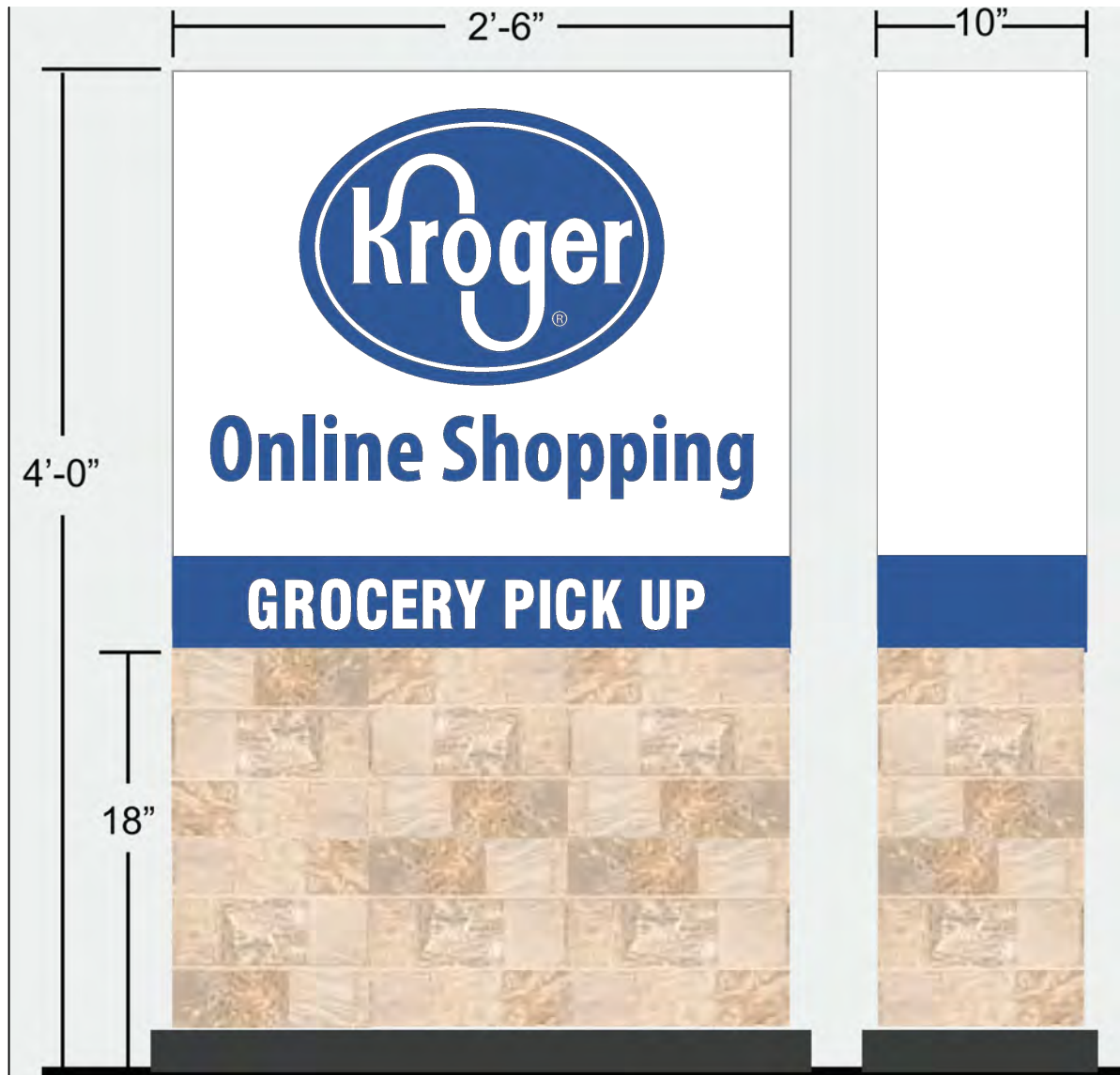
FOR

KROGER J-970 CURB SIDE PICK-UP MONUMENT SIGN @ 161ST - DETAIL A

DATE: August 3, 2015

JOB NO. 2015-0601

SCALE: None



MONUMENT SIGN (INTERNALLY ILLUMINATED)

Routed aluminum faces with push-thru, illuminated copy.
Base to be decorated with Desert Slate Quarry Stone.
Removeable base cover - aluminum painted dark grey.
Open bottom for conduit.
Fabricated white "topper" to be single piece,
removable via top fasteners.

Quarry Stone:
Color: Desert Slate

COLOR KEY
■ PMS 293U
□ WHITE



Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

CANOPY SIGN

August 3, 2015



J970 Westfield, Indiana

XSL2-S-LED-50-SS-CW-UE-WHT

LED SOFFIT LIGHT (XSL2)

Crossover®
LED LIGHTING TECHNOLOGY

TYPE RX



US patents D574994 & D595896 & 7828456 and US & Int'l. patents pending

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs. Cool White 5000°K color temperature, 69 CRI (nominal).

DRIVER CURRENT - Super saver (SS) - most economical and highest lumens per watt or High Output (HO) - highest output per initial dollar.

DISTRIBUTION/PERFORMANCE - Type S (Symmetric) or 5A (Type 5). Excellent uniformity with Bug rating of BU-UO-G1. Optional diffused lens available to reduce visibility of diodes

HOUSING/OPTICAL UNIT - Housing is die-formed aluminum with a gasketed clear tempered glass lens providing a water-resistant seal. Weather-tight aluminum enclosure contains factory prewired driver to ensure no water entry. Sealed optical unit containing LEDs rated IP67.

MOUNTING - Direct mounts with screws through the trim frame (standard). Optional channel bar kit available to suspend assembly from ceiling joists. 12" clearance required for ease of installation.

ELECTRICAL - Universal frequency power supply (50/60 Hz). Supply voltage must be specified for pre-wired thermal protectors.

DRIVER - State-of-the-art driver technology designed specifically for LSI LED light sources provides unsurpassed system efficiency. Driver will operate with input of 120/208/240/277V (50/60 Hz). Components are fully encased in potting material for moisture resistance. Driver complies with IEC and FCC standards.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F).

FINISH - Each fixture is finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling, and is guaranteed for five full years. Standard color is white.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Application layouts are available upon request. Contact LSI Applications Group at lighting.apps@lsi-industries.com

LISTING - Listed to U.S. and Canadian safety standards. Suitable for damp locations.

Crossover® LED Lighting

lighting facts^{CM}

A Program of the U.S. DOE

Light Output (Lumens)	4957
Watts	62.2
Lumens per Watt (Efficacy)	79

Color Accuracy	69
Color Rendering Index (CRI)	

Light Color
Correlated Color Temperature (CCT)

5100 (Daylight)

2700K 3000K 4500K 6500K

Warm White Bright White Daylight

All results are according to IESNA LM-79-2008: Approved Method for the Electrical and Photometric Testing of Solid-State Lighting. The U.S. Department of Energy (DOE) verifies product test data and results. Products qualified under the DOE ENERGY STAR® program have the ENERGY STAR mark on this label.

Visit www.lightingfacts.com for the Label Reference Guide.

Registration Number: KGGN-EDE2GE
Model Number: XSL2-S-LED-50-CW-UE
Type: Surface and pendant-mounted downlights

This "Lighting Facts Label" represents LSI's commitment, through participation in the Department of Energy's SSL Quality Advocates program, to accurately report performance criteria of our LED fixtures. **This label represents a single test of a single fixture. Input power below represents rated values for the family.** Color temperature and lumen output for each variation of this Crossover® fixture can be found in the ordering information below as well as at www.lightingfacts.com.

LIGHT OUTPUT - XSL2				
	Clear Lens	Lumens	Watts	LPW
Type S	SS - Super Saver	6,193	60	103
	HO - High Output	8,348	86	97
Type 5A	SS - Super Saver	5,158	60	86
	HO - High Output	6,959	86	81
Diffused Lens				
Type S	SS - Super Saver	5,752	60	96
	HO - High Output	6,751	87	78
Type 5A	SS - Super Saver	4,393	60	73
	HO - High Output	5,842	87	67

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



IP67



Suitable for damp locations



Project Name _____ Fixture Type _____
Catalog # _____

01/21/14
© 2014
LSI INDUSTRIES INC.

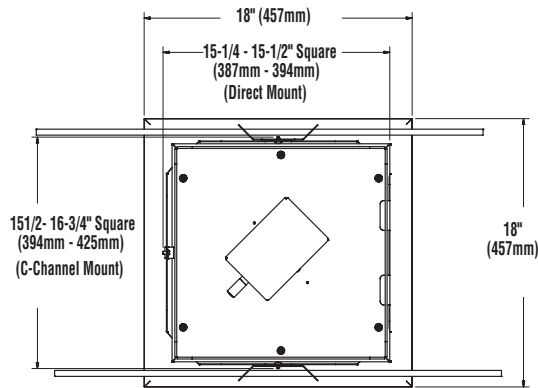
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

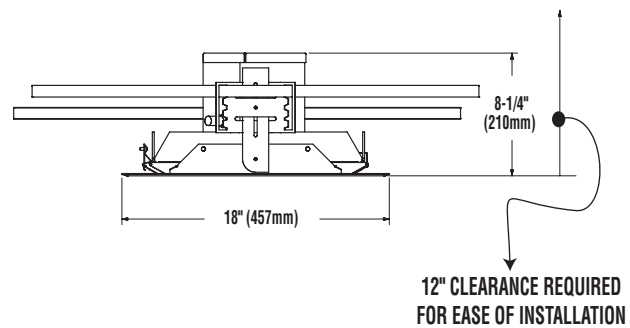
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
➔ XSL2 - Soffit Light	➔ S - Symmetric 5A - Type 5	➔ LED	➔ 50	➔ HO - High Output ➔ SS - Super Saver	➔ CW - Cool White (5000° K nom.)	120 208 240 277 347	➔ WHT - White	CMT - Channel Bar Mounting Kit DM - Direct Mount DFL - Diffused Lens
➔ UNV								

DIMENSIONS

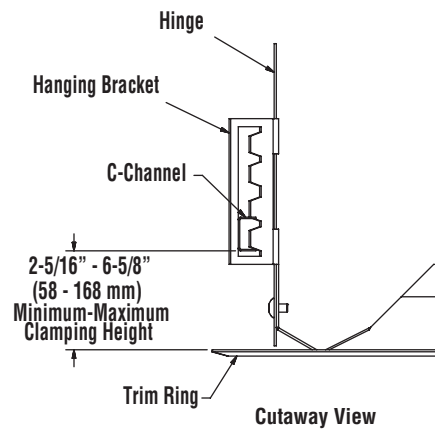


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View

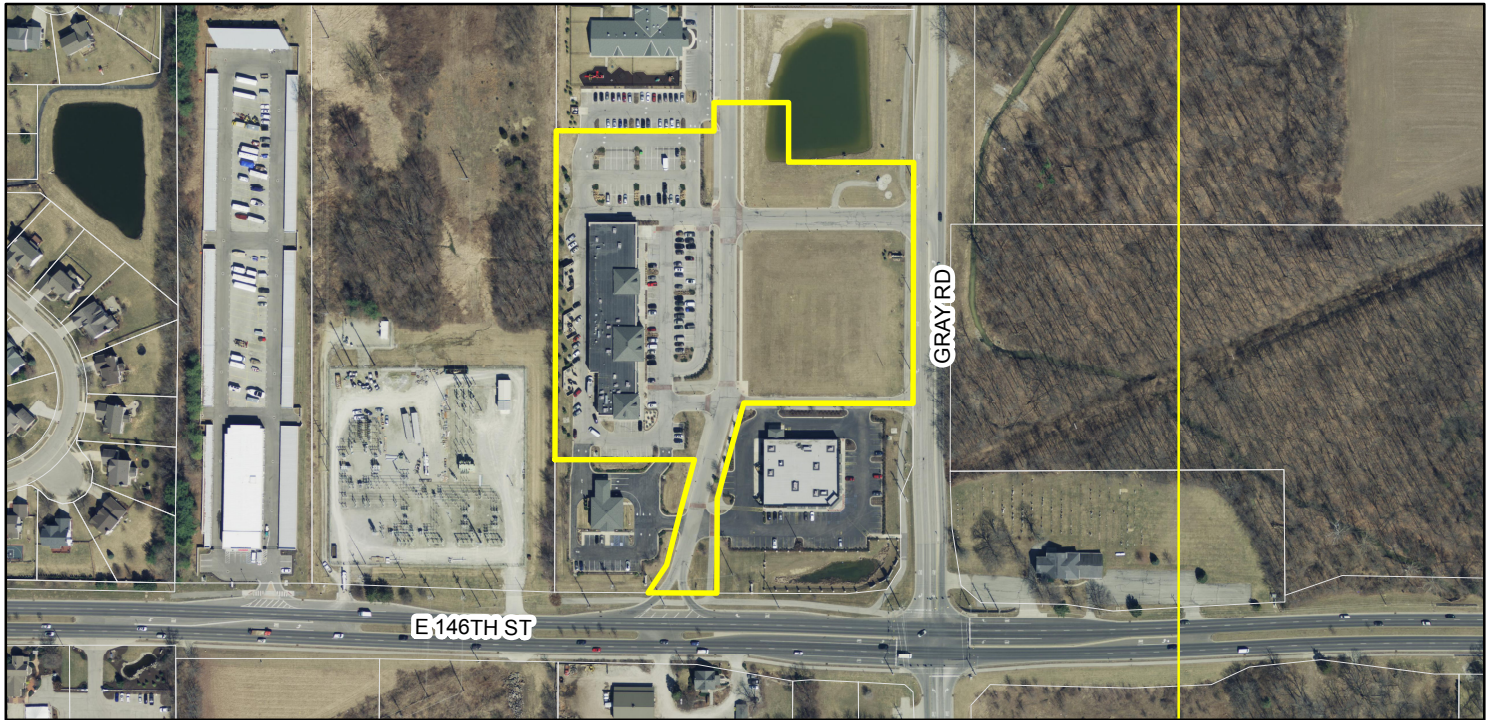


CONDITIONS

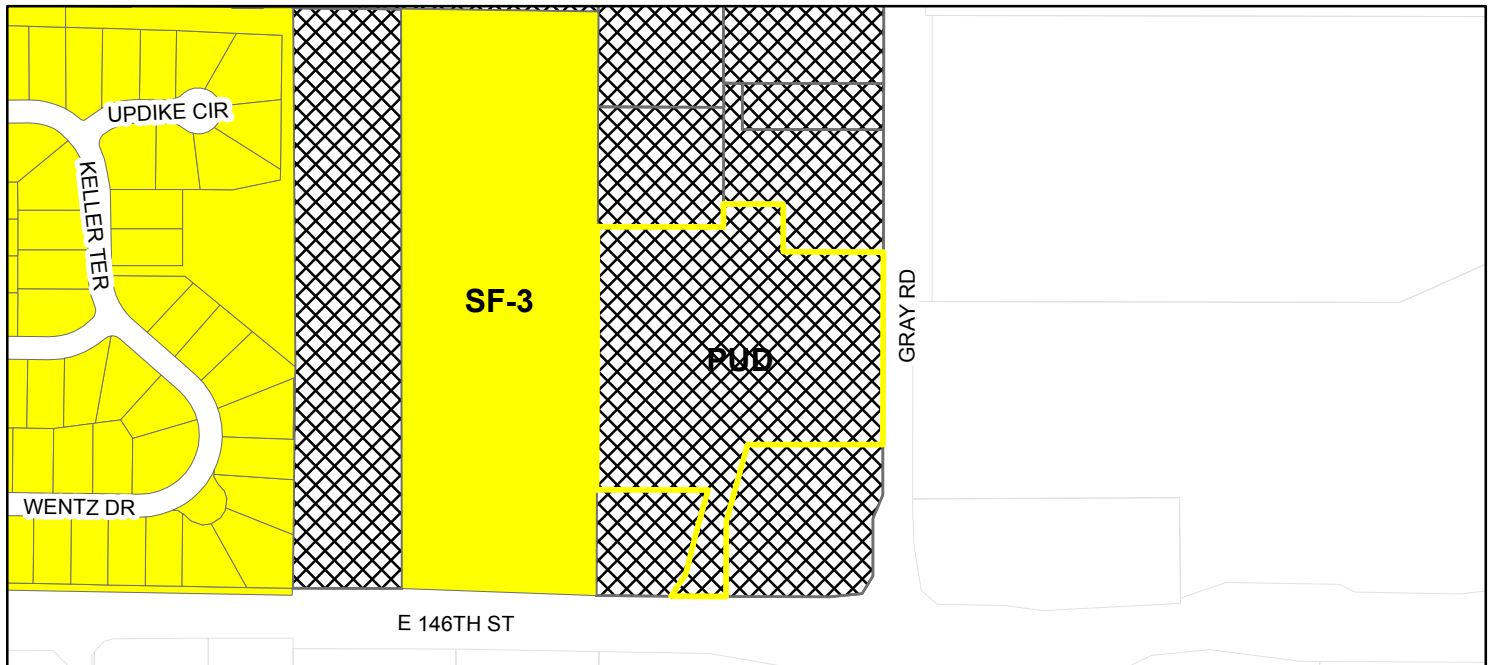
1. Approval shall be contingent upon the approval of 1508-PUD-15 (the Amendment).
2. All necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office prior to the issuance of an improvement location permit.

Aerial Location Map

 Site



Zoning Map



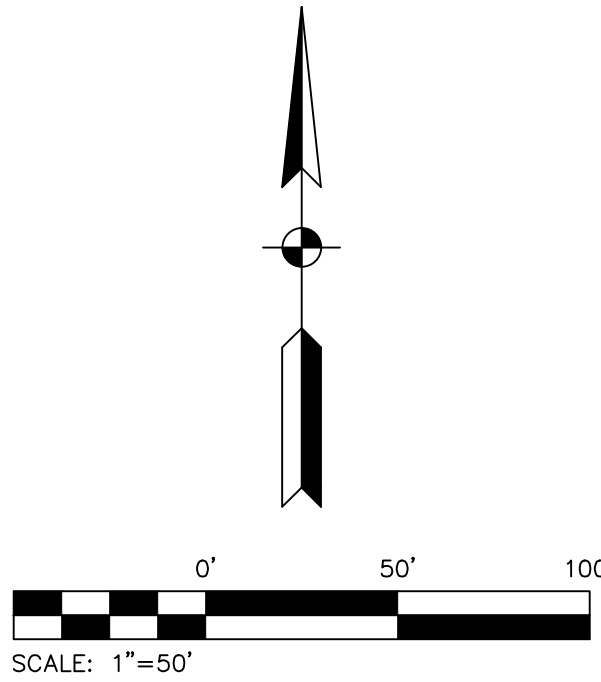
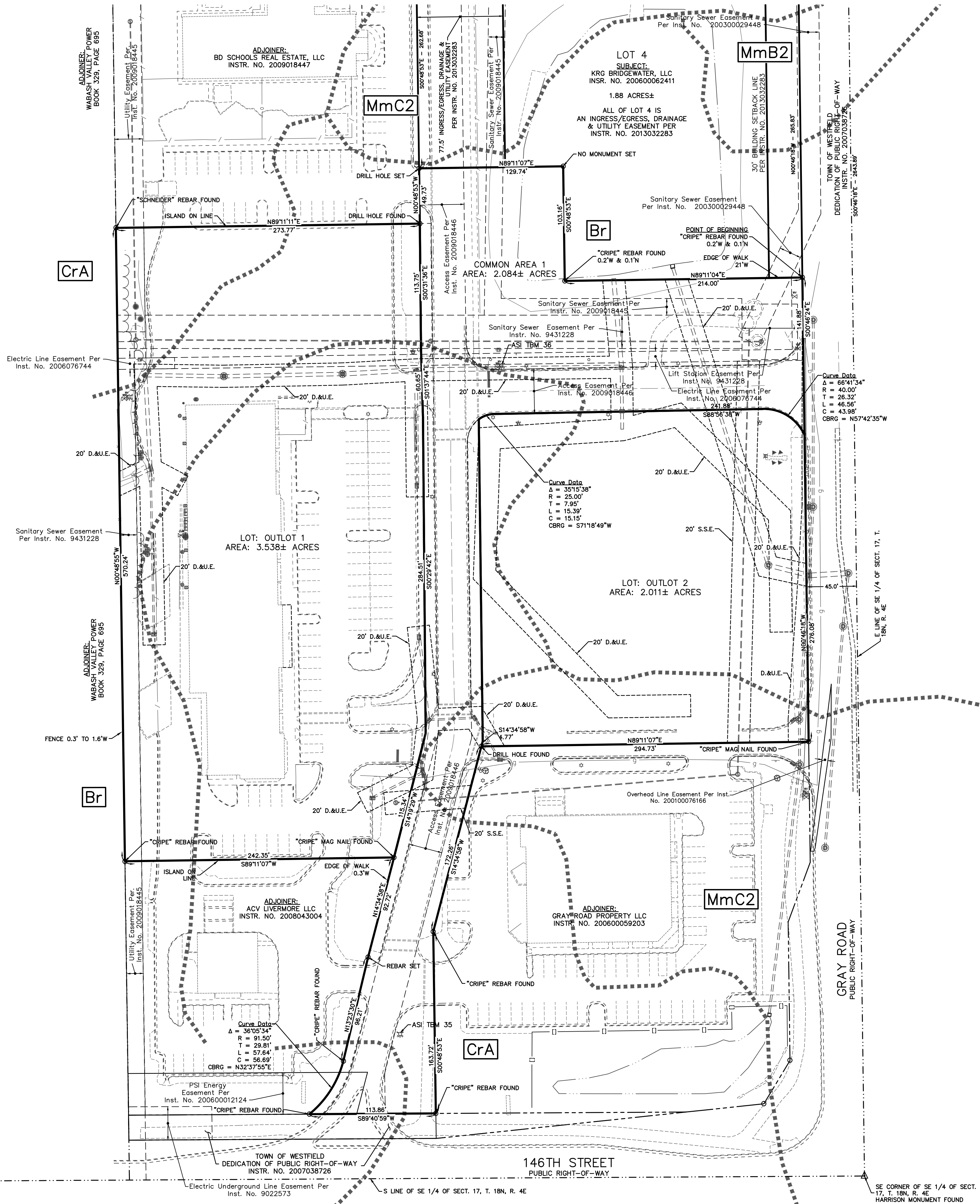
Zoning

 PUD (Planned Unit Development)

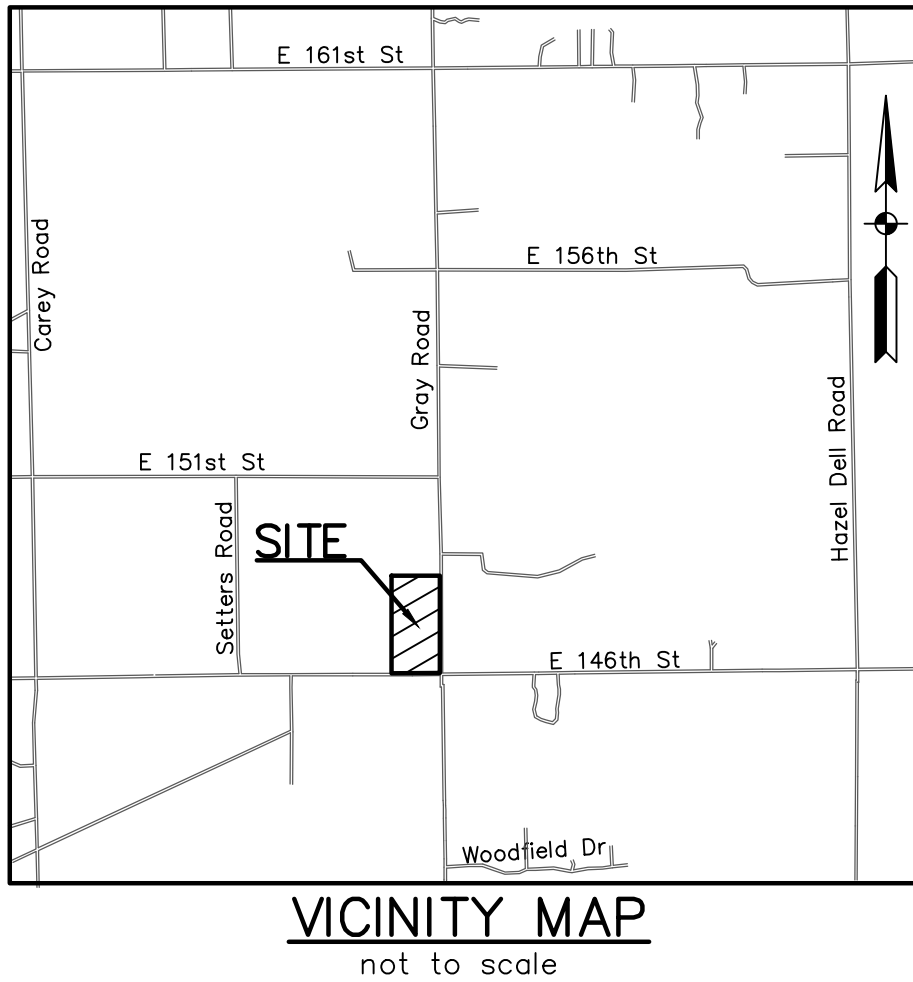
 SF-3 (Single Family - 3)

PRIMARY PLAT FOR BRIDGEWATER MARKETPLACE SECTION 4

PART OF THE S.E. 1/4 OF SECTION 17, T18N, R4E
HAMILTON COUNTY, INDIANA



- LEGEND:
- Section Corner Monument
 - 5/8" dia. Rebar set w/cap stamped "Structurepoint - 0094" unless otherwise noted
 - SOIL TYPE
 - SOIL BOUNDARY
 - A.E., D.U.&S.S.E. Access, Drainage, Utility & Sanitary Sewer Easement
 - D.U.&S.E. Drainage, Utility & Sewer Easement
 - D.&U.E. Drainage & Utility Easement
 - S.S.E. Sanitary Sewer Easement
 - D.E. Drainage Easement
 - B.S.L. Building Setback Line
 - V.W. Variable Width



SURVEYOR:
xxxxxxxxxx
AMERICAN STRUCTUREPOINT, INC.
7260 SHADELAND STATION
INDIANAPOLIS, IN 46256
317-547-5580

OWNER/SUBDIVIDER:
KRG BRIDGEWATER
30 SOUTH MERIDIAN STREET, SUITE 100
INDIANAPOLIS, IN 46204

UTILITY LOCATIONS:
SANITARY MAIN EXTENSION (8") ON THE WEST END OF THE SITE RUNNING NORTH/SOUTH.
WATER (8") MAIN ON THE WEST END OF THE SITE RUNNING NORTH/SOUTH.
GAS/ELECTRIC/TELEPHONE CONNECTIONS AT WEST END OF SITE.

SOURCE OF TITLE

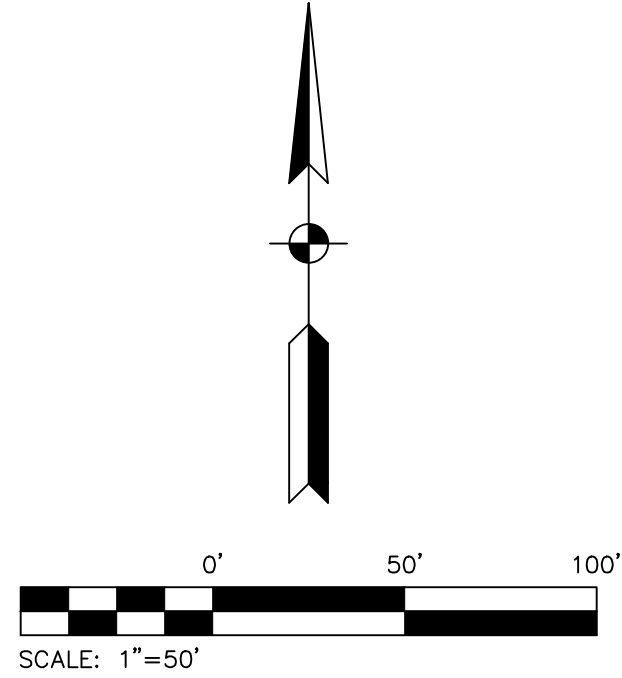
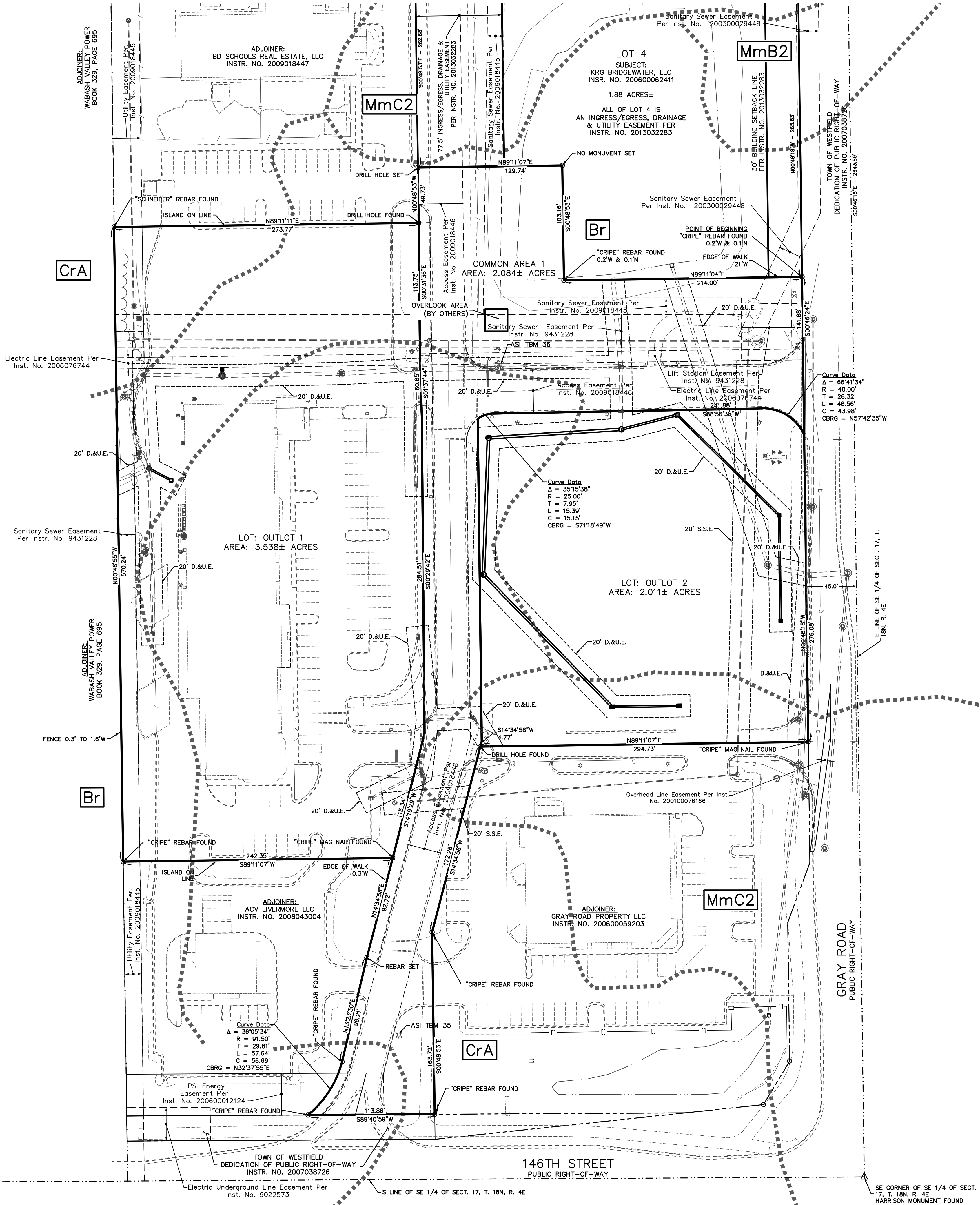
KRG Bridgewater LLC
Instrument Numbers: _____

PRIMARY PLAT FOR BRIDGEWATER MARKET PLACE SECTION 4		PREPARED FOR: KRG BRIDGEWATER, LLC			
I affirm, under penalties for perjury, that I have taken reasonable care to recheck each Social Security number in this document, unless required by law.					
		7260 SHADELAND STATION INDIANAPOLIS, IN 46256-3957 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com			
		SCALE: 1" = 50'	REVISIONS	DATE	SHEET NO.
		DATE: 08-04-2015			1
DRAWN BY: RCB					
CHECKED BY: JLW	JOB NO. 2015.01267	ARCHIVE NO.	OF 1		

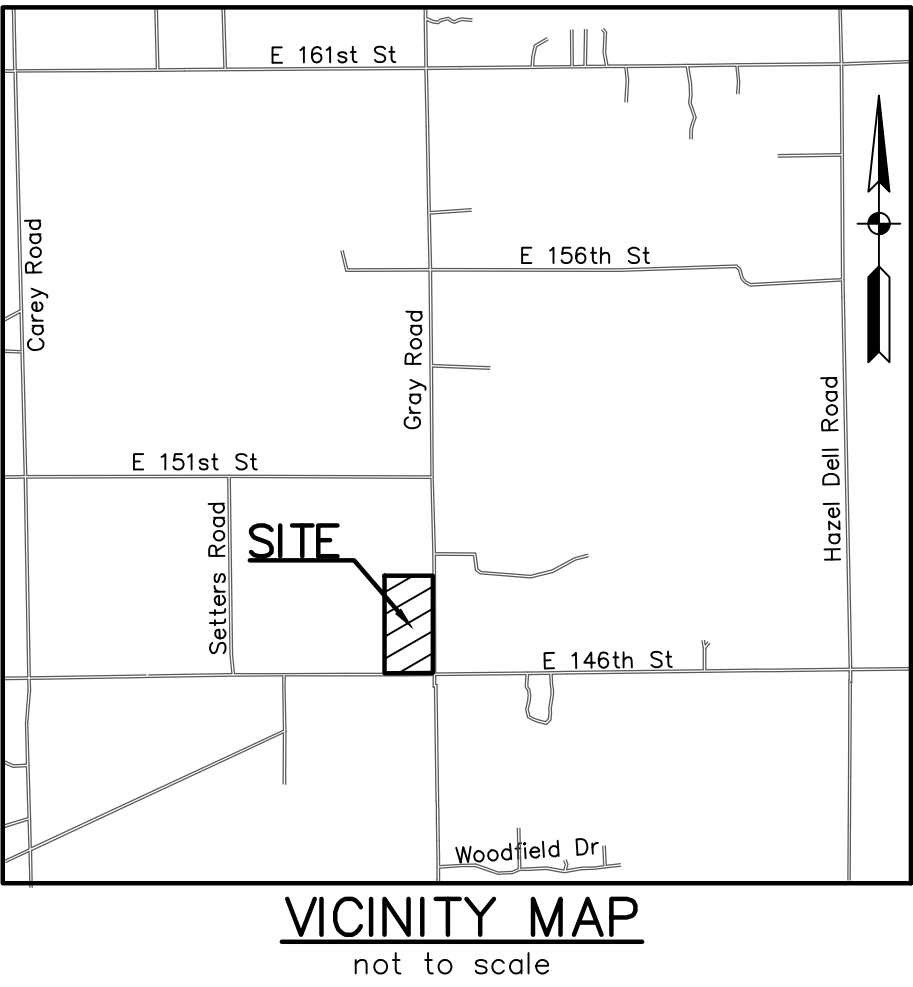
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OVERALL DEVELOPMENT PLAN FOR BRIDGEWATER MARKETPLACE SECTION 4

PART OF THE S.E. 1/4 OF SECTION 17, T18N, R4E
HAMILTON COUNTY, INDIANA



- LEGEND:
- Section Corner Monument
 - 5/8" dia. Rebar set w/cap stamped
 - "Structurepoint - 0094" unless otherwise noted
 - SOIL TYPE
 - SOIL BOUNDARY
 - A.E., D.U.&S.S.E.
 - D.U.&S.E.
 - D.&U.E.
 - S.S.E.
 - D.E.
 - B.S.L.
 - V.W.
 - Access, Drainage, Utility & Sanitary Sewer Easement
 - Drainage, Utility & Sewer Easement
 - Drainage & Utility Easement
 - Sanitary Sewer Easement
 - Drainage Easement
 - Building Setback Line
 - Variable Width



SURVEYOR:
xxxxxxxxxx
AMERICAN STRUCTUREPOINT, INC.
7260 SHADELAND STATION
INDIANAPOLIS, IN 46256
317-547-5580

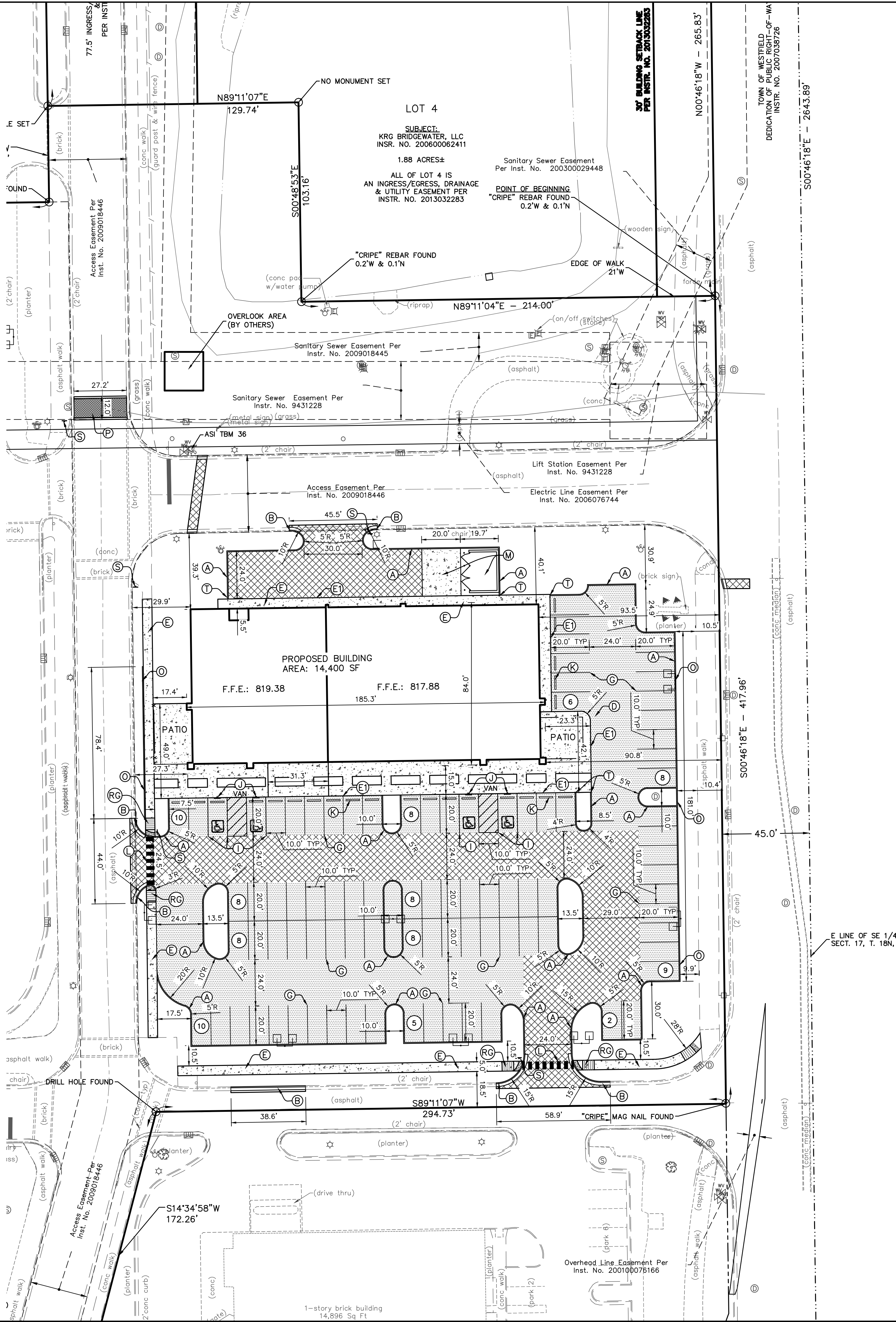
OWNER/SUBDIVIDER:
KRG BRIDGEWATER, LLC
30 SOUTH MERIDIAN STREET, SUITE 100
INDIANAPOLIS, IN 46204

UTILITY LOCATIONS:
SANITARY MAIN EXTENSION (8") ON THE
WEST END OF THE SITE RUNNING
NORTH/SOUTH.
WATER (8") MAIN ON THE WEST END OF
THE SITE RUNNING NORTH/SOUTH.
GAS/ELECTRIC/TELEPHONE CONNECTIONS
AT WEST END OF SITE.

SOURCE OF TITLE

KRG Bridgewater LLC
Instrument Numbers:

OVERALL DEVELOPMENT PLAN FOR BRIDGEWATER MARKET PLACE SECTION 4		PREPARED FOR: KRG BRIDGEWATER, LLC	
I affirm, under penalties for perjury, that I have taken reasonable care to recheck each Social Security number in this document, unless required by law.		7260 SHADELAND STATION INDIANAPOLIS, IN 46256-3957 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com	
SCALE: 1" = 50'	DATE: 08-04-2015	REVISIONS	DATE
DRAWN BY: RCB	CHECKED BY: JLV	DATE	DATE
JOB NO. 2015.01267		ARCHIVE NO.	OF 1



0' 30' 60'
 SCALE: 1"=30'
EXISTING LEGEND

AIR CONDITIONER BEEHIVE INLET CURB INLET CLEAN OUT DRAINAGE MANHOLE ELECTRIC METER BOX ELECTRIC CROSS BOX FLAG POLE FIRE HYDRANT FIRE VALVE SHUT OFF GROUND LIGHT GAS METER GAS MARKER SIGN GAS VALVE GUY WIRE HOSE BIB INLET LID LIGHT POLE MAILBOX MANHOLE	POST POWER POLE SPRINKLER CONTROL VALVE SIGN SANITARY MANHOLE STAND PIPE TELEPHONE HANDHOLE TELEPHONE MANHOLE TELEPHONE MARKER SIGN TELEPHONE PEDESTAL TRANSFORMER TRAFFIC POLE TELEPHONE CROSS BOX VENT WELL WATER METER WATER VALVE CONCRETE END SECTION OVERHEAD ELECTRIC LINE OVERHEAD TELEPHONE LINE REINFORCED CONCRETE PIPE REBAR SET = 5/8" DIA. REBAR W/CAP STAMPED "STRUCTUREPOINT - 0094" SET
--	---

PROPOSED SITE LEGEND

 	LIGHT DUTY PAVEMENT HEAVY DUTY PAVEMENT CONCRETE
----------	--

(P) (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (R) (S) (T) (U) (V) (W) (X) (Y) (Z) (AA) (AB) (AC) (AD) (AE) (AF) (AG) (AH) (AI) (AJ) (AK) (AL) (AM) (AN) (AO) (AP) (AQ) (AR) (AS) (AT) (AU) (AV) (AW) (AX) (AY) (AZ) (BA) (BB) (BC) (BD) (BE) (BF) (BG) (BH) (BI) (BJ) (BK) (BL) (BM) (BN) (BO) (BP) (BQ) (BR) (BS) (BT) (BU) (BV) (BW) (BX) (BY) (BZ) (CA) (CB) (CC) (CD) (CE) (CF) (CG) (CH) (CI) (CJ) (CK) (CL) (CM) (CN) (CO) (CP) (CQ) (CR) (CS) (CT) (CU) (CV) (CW) (CX) (CY) (CZ) (DA) (DB) (DC) (DD) (DE) (DF) (DG) (DH) (DI) (DJ) (DK) (DL) (DM) (DN) (DO) (DP) (DQ) (DR) (DS) (DT) (DU) (DV) (DW) (DX) (DY) (DZ) (EA) (EB) (EC) (ED) (EE) (EF) (EG) (EH) (EI) (EJ) (EK) (EL) (EM) (EN) (EO) (EP) (EQ) (ER) (ES) (ET) (EU) (EV) (EW) (EX) (EY) (EZ) (FA) (FB) (FC) (FD) (FE) (FF) (FG) (FH) (FI) (FJ) (FK) (FL) (FM) (FN) (FO) (FP) (FQ) (FR) (FS) (FT) (FU) (FV) (FW) (FX) (FY) (FZ) (GA) (GB) (GC) (GD) (GE) (GF) (GG) (GH) (GI) (GJ) (GK) (GL) (GM) (GN) (GO) (GP) (GQ) (GR) (GS) (GT) (GU) (GV) (GW) (GX) (GY) (GZ) (HA) (HB) (HC) (HD) (HE) (HF) (HG) (HH) (HI) (HJ) (HK) (HL) (HM) (HN) (HO) (HP) (HQ) (HR) (HS) (HT) (HU) (HV) (HW) (HX) (HY) (HZ) (IA) (IB) (IC) (ID) (IE) (IF) (IG) (IH) (II) (IJ) (IK) (IL) (IM) (IN) (IO) (IP) (IQ) (IR) (IS) (IT) (IU) (IV) (IW) (IX) (IY) (IZ) (JA) (JB) (JC) (JD) (JE) (JF) (JG) (JH) (JI) (JJ) (JK) (JL) (JM) (JN) (JO) (JP) (JQ) (JR) (JS) (JT) (JU) (JV) (JW) (JX) (JY) (JZ) (KA) (KB) (KC) (KD) (KE) (KF) (KG) (KH) (KI) (KJ) (KK) (KL) (KM) (KN) (KO) (KP) (KQ) (KR) (KS) (KT) (KU) (KV) (KW) (KX) (KY) (KZ) (LA) (LB) (LC) (LD) (LE) (LF) (LG) (LH) (LI) (LJ) (LK) (LL) (LM) (LN) (LO) (LP) (LQ) (LR) (LS) (LT) (LU) (LV) (LW) (LX) (LY) (LZ) (MA) (MB) (MC) (MD) (ME) (MF) (MG) (MH) (MI) (MJ) (MK) (ML) (MM) (MN) (MO) (MP) (MQ) (MR) (MS) (MT) (MU) (MV) (MW) (MX) (MY) (MZ) (NA) (NB) (NC) (ND) (NE) (NF) (NG) (NH) (NI) (NJ) (NK) (NL) (NM) (NN) (NO) (NP) (NQ) (NR) (NS) (NT) (NU) (NV) (NW) (NX) (NY) (NZ) (OA) (OB) (OC) (OD) (OE) (OF) (OG) (OH) (OI) (OJ) (OK) (OL) (OM) (ON) (OO) (OP) (OQ) (OR) (OS) (OT) (OU) (OV) (OW) (OX) (OY) (OZ) (PA) (PB) (PC) (PD) (PE) (PF) (PG) (PH) (PI) (PJ) (PK) (PL) (PM) (PN) (PO) (PP) (PQ) (PR) (PS) (PT) (PU) (PV) (PW) (PX) (PY) (PZ) (QA) (QB) (QC) (QD) (QE) (QF) (QG) (QH) (QI) (QJ) (QK) (QL) (QM) (QN) (QO) (QP) (QQ) (QR) (QS) (QT) (QU) (QV) (QW) (QX) (QY) (QZ) (RA) (RB) (RC) (RD) (RE) (RF) (RG) (RH) (RI) (RJ) (RK) (RL) (RM) (RN) (RO) (RP) (RQ) (RR) (RS) (RT) (RU) (RV) (RW) (RX) (RY) (RZ) (SA) (SB) (SC) (SD) (SE) (SF) (SG) (SH) (SI) (SJ) (SK) (SL) (SM) (SN) (SO) (SP) (SQ) (SR) (SS) (ST) (SU) (SV) (SW) (SX) (SY) (SZ) (TA) (TB) (TC) (TD) (TE) (TF) (TG) (TH) (TI) (TJ) (TK) (TL) (TM) (TN) (TO) (TP) (TQ) (TR) (TS) (TT) (TU) (TV) (TW) (TX) (TY) (TZ) (UA) (UB) (UC) (UD) (UE) (UF) (UG) (UH) (UI) (UJ) (UK) (UL) (UM) (UN) (UO) (UP) (UQ) (UR) (US) (UT) (UU) (UV) (UW) (UX) (UY) (UZ) (VA) (VB) (VC) (VD) (VE) (VF) (VG) (VH) (VI) (VJ) (VK) (VL) (VM) (VN) (VO) (VP) (VQ) (VR) (VS) (VT) (VU) (VV) (VW) (VX) (VY) (VZ) (WA) (WB) (WC) (WD) (WE) (WF) (WG) (WH) (WI) (WJ) (WK) (WL) (WM) (WN) (WO) (WP) (WQ) (WR) (WS) (WT) (WU) (WV) (WW) (WX) (WY) (WZ) (XA) (XB) (XC) (XD) (XE) (XF) (XG) (XH) (XI) (XJ) (XK) (XL) (XM) (XN) (XO) (XP) (XQ) (XR) (XS) (XT) (XU) (XV) (XW) (XX) (XY) (XZ) (YA) (YB) (YC) (YD) (YE) (YF) (YG) (YH) (YI) (YJ) (YK) (YL) (YM) (YN) (YO) (YP) (YQ) (YR) (YS) (YT) (YU) (YV) (YW) (YX) (YY) (YZ) (ZA) (ZB) (ZC) (ZD) (ZE) (ZF) (ZG) (ZH) (ZI) (ZJ) (ZK) (ZL) (ZM) (ZN) (ZO) (ZP) (ZQ) (ZR) (ZS) (ZT) (ZU) (ZV) (ZW) (ZX) (ZY) (ZZ)	PARKING ROW COUNT 6" STRAIGHT CONCRETE CURB 2' CONCRETE CURB AND GUTTER LIP GUTTER WITH UNDERDRAIN COMBINED WALK & CURB CONCRETE SIDEWALK CONCRETE SIDEWALK FLUSH WITH ASPHALT 6" CONCRETE PIPE BOLLARD 4" SOLID WHITE, PAINT LINE 4" SOLID WHITE, THERMOPLASTIC LINE 24" STOP BAR, WHITE, PAINT LINE 4" SOLID BLUE, PAINT LINE (A.D.A SPACE) ADA PARKING SIGN (VAN ACCESSIBLE AS NOTED) CONCRETE WHEEL STOP 24" WHITE, THERMOPLASTIC, PEDESTRIAN CROSSWALK DUMPSTER PAD BICYCLE RACKS CURB WALL BRICK PEDESTRIAN CROSSWALK RAMP (GENERAL) A.D.A. RAMP (TYPE "H") A.D.A. RAMP (TYPE "C") A.D.A. RAMP (TYPE "G") STOP SIGN CURB TAPER HANDICAP ACCESSIBLE PARKING SPACE DIRECTIONAL ARROW, WHITE, THERMOPLASTIC LIGHT POLE
--	--

RETAIL SITE PARKING ANALYSIS			
TOTAL S.F. =	14,000 SF		
REQUIRED RATIO =	3.5 SPACES PER 1,000 SF		
TOTAL SPACES REQUIRED =	51		
STANDARD PARKING (10'x20')	86		
HANDICAP PARKING PROVIDED (INCLUDES 8 VAN ACCESSIBLE)	4		
TOTAL PROPOSED PARKING	90		

- GENERAL NOTES:**
- CONTRACTOR SHALL PROTECT AND NOT DESTROY THE PROPERTY CORNER MONUMENTS DURING CONSTRUCTION.
 - CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION. CONTACT ENGINEER IF VARIATION EXISTS.
 - SEE SHEET C002 GENERAL NOTES FOR MORE INFORMATION.

CAUTION !!

THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON ABOVE GROUND EVIDENCE (including, but not limited to, manholes, inlets, valves, and marks made upon the ground by others) AND ARE SPECULATIVE IN NATURE. THERE MAY ALSO BE OTHER EXISTING UNDERGROUND UTILITIES FOR WHICH THERE IS NO ABOVE GROUND EVIDENCE OR FOR WHICH NO ABOVE GROUND EVIDENCE WAS OBSERVED. THE EXACT LOCATIONS OF SAID EXISTING UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.

CALL TOLL FREE
 "811" OR 1-800-382-5544
 - INDIANA UNDERGROUND -

KITE REALTY GROUP
 30 S. MERIDIAN ST., SUITE 100,
 INDIANAPOLIS, IN 46204

7260 Shadeland Station | Indianapolis, Indiana 46256
 TEL 317.547.5580 | FAX 317.543.0270
 www.structurepoint.com

BRIDGEWATER
 POINTE SHOPPES

146th Street and
 Gray Road
 Westfield, IN

APPROVAL PENDING
 NOT FOR CONSTRUCTION

CERTIFIED BY		
ISSUANCE INDEX		
DATE:		
07-31-2015		
PROJECT PHASE:		

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

Project Number 2015.01267

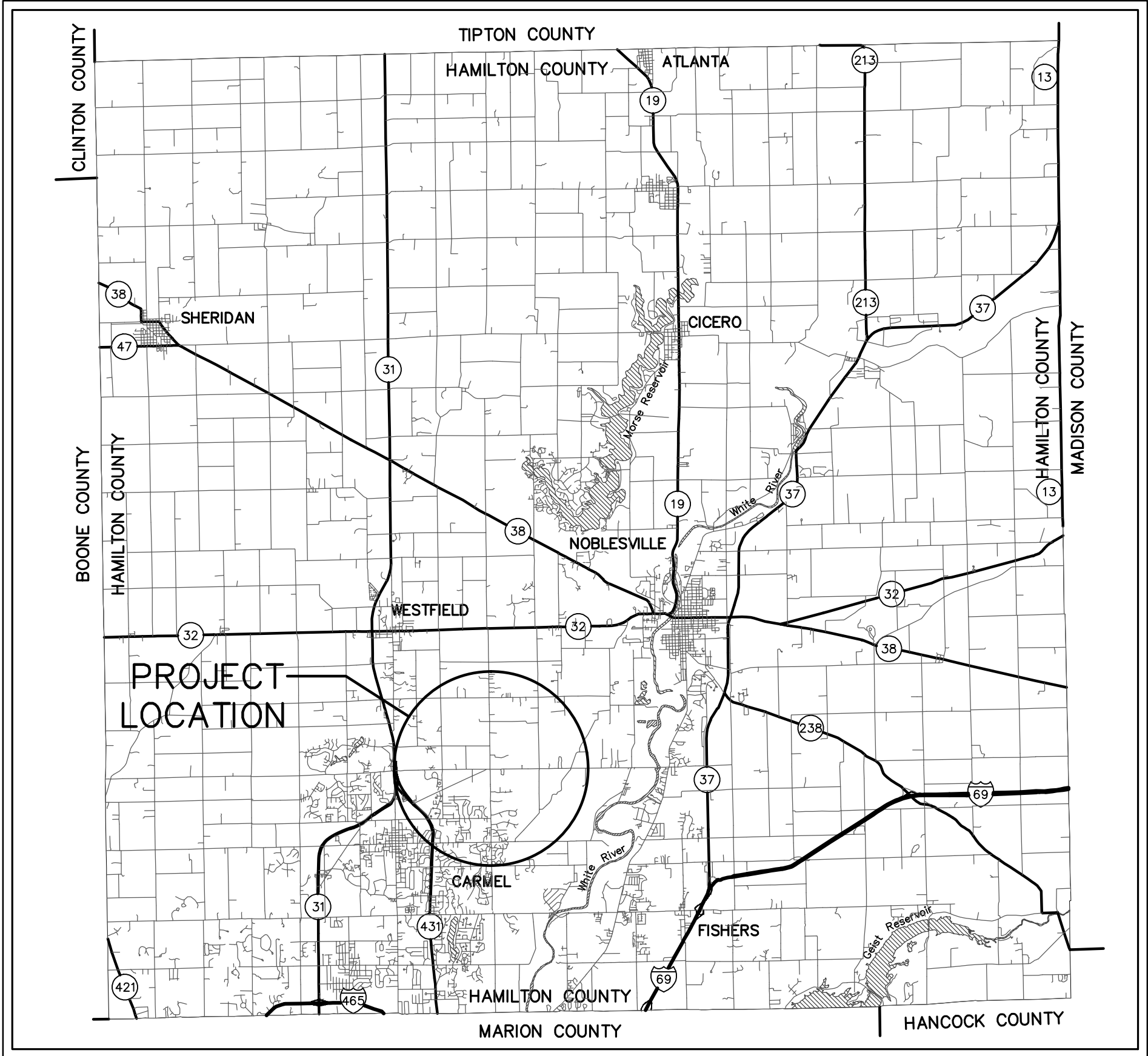
SITE PLAN

C200

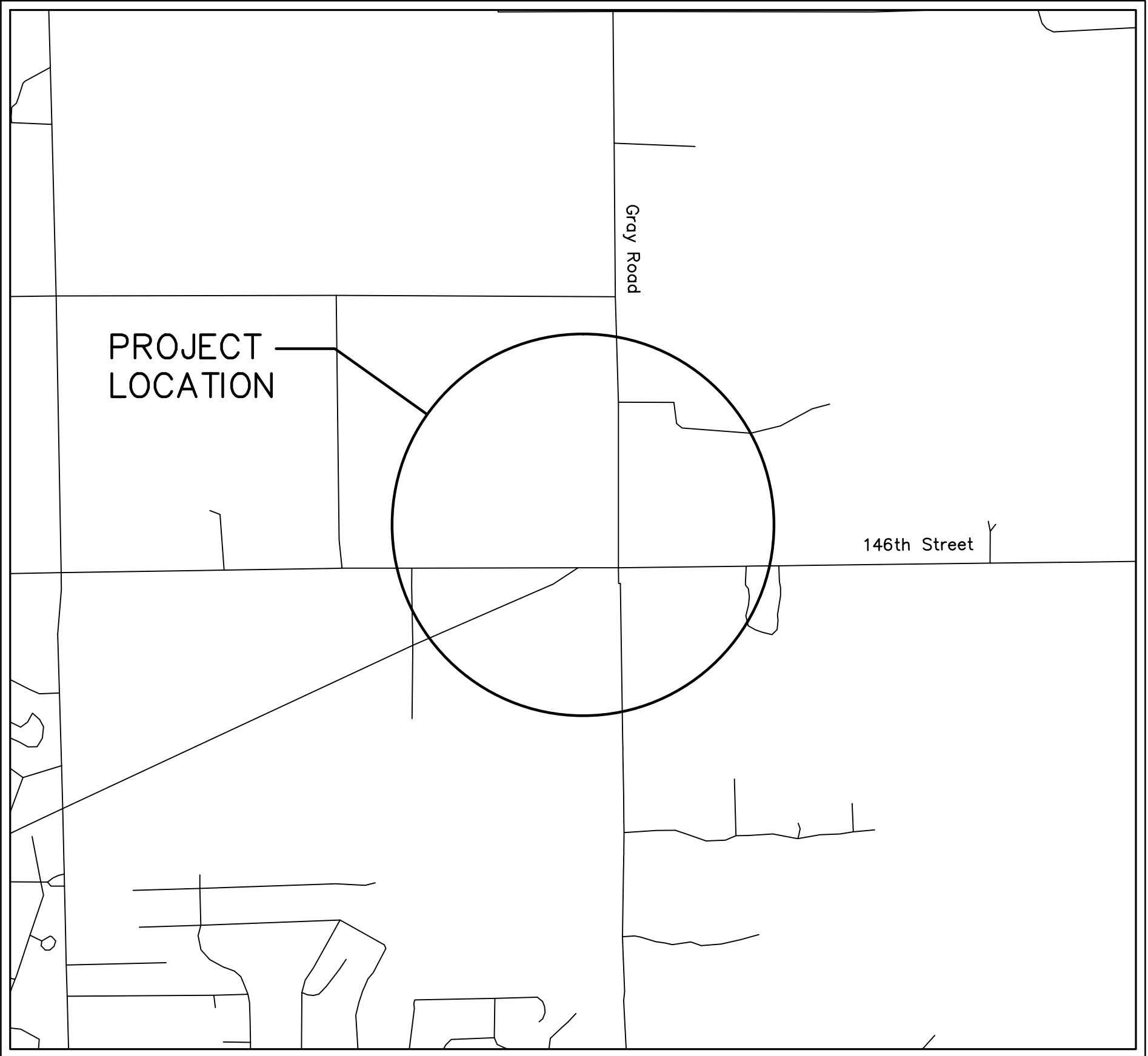
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DEVELOPMENT PLANS FOR BRIDGEWATER POINTE SHOPPES

WESTFIELD, INDIANA
S.E. 1/4 SECTION 17, T18N, R4E, WASHINGTON TOWNSHIP, HAMILTON COUNTY



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

INDEX	
DESCRIPTION	SHEET No.
TITLE SHEET	C001
GENERAL NOTES	C002
SPECIFICATIONS	C003
EXISTING TOPOGRAPHY - DEMO PLAN	C100
SITE PLAN	C200
GRADING PLAN	C300
UTILITY PLAN	C400
EROSION CONTROL PLAN	C500
STORMWATER POLLUTION PREVENTION PLAN	C510
EROSION CONTROL DETAILS	C520
EROSION CONTROL DETAILS	C521
SITE DETAILS	C600
SITE DETAILS	C601
SITE DETAILS	C602
SITE DETAILS	C603
PLANTING PLAN	C700
PLANTING DETAILS	C701
SITE PHOTOMETRIC PLAN	E401
SITE PHOTOMETRIC PLAN SPECS	E402

PLAN DATE: 07-31-2015

UTILITY CONTACTS

CITY OF WESTFIELD - PUBLIC WORKS
JEREMY LOLLAR
2706 EAST 171st STREET
WESTFIELD, INDIANA 46074
(317) 804-3100

CITY OF WESTFIELD - STORMWATER
WES ROOD
2706 EAST 171st STREET
WESTFIELD, INDIANA 46074
(317) 804-3100

CITY OF WESTFIELD - FIRE DEPARTMENT
GARRY HARLING
17535 DARTOWN ROAD
WESTFIELD, INDIANA 46074
(317) 804-3307

CITY OF WESTFIELD - ECONOMIC DEVELOPMENT
MATT SKELTON
2728 EAST 171st STREET
WESTFIELD, INDIANA 46074
(317) 804-3170

SANITARY SEWER AND WATER
CITIZENS WESTFIELD
HARRY NIKIDES
2150 DR. MARTIN LUTHER KING DRIVE
INDIANAPOLIS, INDIANA 46202
(317) 927-4338

CITIZENS GAS OF WESTFIELD
RICH MILLER
2150 DR. MARTIN LUTHER KING DRIVE
INDIANAPOLIS, INDIANA 46202
(317) 927-4684

HAMILTON COUNTY SURVEYOR'S OFFICE
GREG HOYES
ONE HAMILTON COUNTY SQUARE, SUITE 188
NOBLESVILLE, INDIANA 46060
(317) 776-8495

HAMILTON COUNTY HIGHWAY DEPARTMENT
DAVE LUCAS
1700 S. 10th STREET
NOBLESVILLE, INDIANA 46060
(317) 773-7770

ELECTRIC:
DUKE ENERGY - NOBLESVILLE OFFICE
TIM HARDIN
100 SOUTH MILL CREEK ROAD
NOBLESVILLE, INDIANA 46060
(800) 521-2232

COMMUNICATIONS:
COMCAST CABLE
MATT STRINGER
9750 EAST 65th STREET
INDIANAPOLIS, INDIANA 46220
(317) 295-6493

AT&T
STEVE KREBS
5858 N. COLLEGE
INDIANAPOLIS, INDIANA 46220
(317) 252-4275

INDIANA GAS / VECTREN
RESA GLOVER & CHAD MILLER
P.O. BOX 1700
NOBLESVILLE, INDIANA 46061
(317) 776-5550

PLANS PREPARED FOR:

KITE
REALTY GROUP
30 S. MERIDIAN ST.,
SUITE 100,
INDIANAPOLIS, IN 46204

PLANS PREPARED BY:



AMERICAN
STRUCTUREPOINT
INC.

7260 SHADELAND STATION
INDIANAPOLIS, IN 46256-3957
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

CAUTION !!
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811 OR 1-800-382-5544
CALL TOLL FREE
- INDIANA UNDERGROUND -

REV	DATE	DESCRIPTION

**APPROVAL PENDING
NOT FOR CONSTRUCTION**

JARED L. WILKERSON, P.E.

DESIGN AND CONSTRUCTION OF THIS PROJECT SHALL COMPLY WITH THE HAMILTON COUNTY SURVEYOR'S OFFICE AND THE CITY OF WESTFIELD CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.

C001
JOB# 2015.01267

PLOT DATE: 9/20/2015 11:43 AM
 PLOT SCALE: 1:1
 EDIT DATE: 9/22/2015
 EDITED BY: RBBERGER
 DRAWING FILE: P:\2015\012670_Drainage\Civil\Construction Documents\0015 01267 CE C002.CAD

GENERAL NOTES

- ALL WORK TO CONFORM TO STATE AND LOCAL REGULATIONS.
- CONTRACTOR SHALL KEEP ADJOINING PROPERTIES CLEAN OF CONSTRUCTION DEBRIS AND CONSTRUCTION TRAFFIC AT ALL TIMES.
- THE CONTRACTOR SHALL PROTECT AND NOT DESTROY THE BASE SURVEY CONTROL POINTS DURING DEMOLITION AND CONSTRUCTION.
- ALL UTILITY INFORMATION SHALL BE VERIFIED BY THE CONTRACTOR. CONTACT ENGINEER IMMEDIATELY IF ANY VARIATION EXISTS.
- MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT AGAINST DAMAGE DURING DEMOLITION AND CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FIELD DIMENSIONS. IF ANY DISCREPANCIES ARE FOUND IN THESE PLANS FROM ACTUAL FIELD CONDITIONS, THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

SITE NOTES

- ALL PARKING STRIPES ARE TO BE 4" PAINTED (WHITE). ADA ACCESSIBLE PARKING STRIPES SHALL BE 4" PAINTED (BLUE).
- ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR FACE OF CURB, UNLESS NOTED OTHERWISE.
- ALL DIMENSIONS ARE TO FACE OF BRICK OR FACING MATERIAL, WHERE APPLICABLE.
- ALL DIMENSIONS ARE PARALLEL WITH, OR PERPENDICULAR TO BASE LINES, PROPERTY LINES OR BUILDING LINES, UNLESS OTHERWISE NOTED.
- PROVIDE SMOOTH TRANSITIONS FROM NEW AREAS TO EXISTING FEATURES AS NECESSARY.
- RESURFACE OR RECONSTRUCT AT LEAST TO ORIGINAL CONDITIONS ALL AREAS WHERE THE EXISTING PAVEMENT OR LAWNS ARE DAMAGED DURING CONSTRUCTION FROM TRAFFIC BY CONTRACTORS, SUBCONTRACTORS OR SUPPLIERS AFTER CONSTRUCTION WORK IS COMPLETE.
- EXISTING PAVEMENT TO BE SAW CUT IN ALL AREAS WHERE INDICATED NEW PAVEMENT TO JOIN EXISTING.
- THE EDGE OF THE EXISTING ASPHALT PAVEMENT SHALL BE PROPERLY SEALED WITH A TACK COAT MATERIAL IN ALL AREAS WHERE NEW ASPHALT PAVEMENT IS INDICATED TO JOIN EXISTING ASPHALT.
- CONCRETE SAW CUTTING SHALL BE DONE AS SOON AS POURED CONCRETE HAS CURED AND CAN SUPPORT WEIGHT. PROVIDE A NEAT CUT WHICH IS TRUE IN ALIGNMENT.
- ALL JOINTS ARE TO CONTINUE THROUGH THE CURB.
- RADIAL JOINTS SHALL BE NO SHORTER THAN 1.5'.
- CONTRACTOR SHALL USE A THICKENED EXPANSION JOINT AROUND THE PERIMETER OF ANY BLOCK OUT IN THE CONCRETE PAVING.
- ALL CONSTRUCTION JOINTS SHALL BE SAWN, CLEANED OF DEBRIS, BLOWN DRY AND IMMEDIATELY SEALED WITH THE APPROPRIATE SEALANT ACCORDING TO MANUFACTURES DIRECTIONS.
- ALL MATERIALS TO BE IN ACCORDANCE WITH LOCAL DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS RELATIVE TO MATERIAL, MIX, PLACEMENT AND WORKMANSHIP.
- ALL SIDEWALKS SHALL COMPLY WITH ADA STANDARDS. MAXIMUM CROSS SLOPE OF 1:50 AND MAXIMUM LONGITUDINAL SLOPE OF 1:20.
- CHAMFER ALL ENDS OF CURBS.

DEMOLITION NOTES

- CLEAR AND GRUB ALL TREES AND VEGETATION NECESSARY FOR CONSTRUCTION.
- PROTECT TREES TO REMAIN DURING CONSTRUCTION.
- PLANT MATERIALS TO REMAIN, TO BE PROTECTED BY TREE FENCE WHICH ENCOMPASSES IT'S DRIP LINE. NO CONSTRUCTION EQUIPMENT, MATERIALS OR DEBRIS SHALL BE LOCATED WITHIN TREE PROTECTION BOUNDARIES. NO DEMOLITION CAN OCCUR UNTIL TREE PROTECTION IS APPROVED BY THE OWNER.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, FENCES, CONCRETE, ASPHALT PAVEMENT AND OTHER MISCELLANEOUS APPURTENANCES OFF SITE, UNLESS NOTED TO REMAIN ON THE CONTRACT DRAWINGS.
- THE USE OF ANY TYPE OF EXPLOSIVES WILL NOT BE PERMITTED.
- CONDUCT DEMOLITION AND CONSTRUCTION OPERATIONS TO ENSURE MINIMAL INTERFERENCE WITH STREETS, WALKS AND OTHER ADJACENT OCCUPIED FACILITIES.
- DO NOT CLOSE OR OBSTRUCT STREETS, WALKS OR OTHER OCCUPIED FACILITIES WITHOUT PERMISSION FROM THE LOCAL AUTHORITIES HAVING JURISDICTION. PROVIDE ALTERNATE ROUTES AROUND CLOSED OR OBSTRUCTED TRAFFIC WAYS, IF REQUIRED BY GOVERNING AUTHORITIES.
- ENSURE SAFE PASSAGE OF PERSONS AROUND AREAS OF DEMOLITION AND CONSTRUCTION. CONDUCT OPERATIONS TO PREVENT DAMAGE TO ADJACENT STRUCTURES AND OTHER FACILITIES AND INJURY TO PERSONS.
- PROMPTLY REPAIR DAMAGE TO ADJACENT FACILITIES CAUSED BY DEMOLITION AND CONSTRUCTION OPERATIONS.
- ALL UTILITIES TO BE REMOVED SHALL BE DISCONNECTED AND CAPPED AT THE NEAREST CONNECTION POINT.
- NO ON-SITE BURNING IS PERMITTED.
- CONTRACTOR SHALL USE MEASURES TO CONTROL DUST AT ALL TIMES.
- DEMOLITION ITEMS INCLUDE BUT ARE NOT LIMITED TO DEMOLITION ITEMS INDICATED ON THIS PLAN. IT IS THE CONTRACTORS RESPONSIBILITY TO REMOVE OR RELOCATE ITEMS WHICH INTERFERE WITH NEW CONSTRUCTION.
- ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCING DEMOLITION.

GRADING NOTES

- SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
- THE EXCAVATING CONTRACTOR MUST TAKE PARTICULAR CARE WHEN EXCAVATING IN AND AROUND EXISTING UTILITY LINES AND EQUIPMENT. VERIFY COVER REQUIREMENTS BY UTILITY CONTRACTORS AND/OR UTILITY COMPANIES SO AS NOT TO CAUSE DAMAGE.
- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 72 HOURS BEFORE CONSTRUCTION IS TO START TO VERIFY IF ANY UTILITIES ARE PRESENT ON SITE. ALL VERIFICATIONS (LOCATION, SIZE AND DEPTH), SHALL BE MADE BY THE APPROPRIATE UTILITY COMPANIES. WHEN EXCAVATING AROUND OR OVER EXISTING UTILITIES, THE CONTRACTOR MUST NOTIFY THE UTILITY COMPANY SO A REPRESENTATIVE OF THAT UTILITY COMPANY CAN BE PRESENT TO INSTRUCT AND OBSERVE DURING CONSTRUCTION. SUBCONTRACTORS ARE RESPONSIBLE FOR LOCATIONS OF UTILITIES FOR THEIR OWN WORK.
- CONTRACTOR TO ADJUST ALL EXISTING SURFACE INFRASTRUCTURE (HYDRANTS, VALVES, HANDHOLES, CASTINGS, IRRIGATION SYSTEM, UTILITY PEDESTALS, ETC.) AS REQUIRED TO MEET PROPOSED GRADE AT HIS/HER OWN COST.
- AFTER STRIPPING TOPSOIL MATERIAL, PROOFROLL SHALL BE PERFORMED BY A LOADED TANDEM PNEUMATIC TIRE DUMP TRUCK MINIMUM GROSS VEHICLE WEIGHT OF 22 TONS. THE TIRES SHALL BE OPERATED AT INFLATION PRESSURES BETWEEN 70-80 PSI UNLESS OTHERWISE NOTED BY THE GEOTECHNICAL ENGINEER. THE TIRES SHALL BE INFLATED WITH AIR ONLY. NO LIQUID SHALL BE USED. THE PROOFROLL SHALL BE COMPLETED UNDER INSPECTION OF SOILS FIRM TO DETERMINE LOCATIONS OF ANY POCKETS OF UNSUITABLE MATERIAL. THE NECESSITY FOR SUBDRAINS AND/OR REMOVAL OF ANY UNSUITABLE MATERIAL WILL BE DETERMINED AT THE TIME OF CONSTRUCTION.
- PROVIDE POSITIVE DRAINAGE WITHOUT PONDING IN ALL AREAS. AFTER INSTALLATION, CONTRACTOR TO TEST FOR, AND CORRECT, IF ANY, STANDING WATER CONDITIONS.
- ALL PROPOSED SPOT ELEVATIONS OR CONTOURS ARE THE FINAL PAVEMENT AND FINAL GRADE ELEVATIONS.
- SEE APPROPRIATE DETAILS TO DETERMINE SUBGRADE ELEVATIONS BELOW FINISH GRADE ELEVATIONS INDICATED.
- TRENCHES FOR ALL STORM DRAIN LINES SHALL BE BACKFILLED COMPLETELY WITH SELECT GRANULAR MATERIAL IF WITHIN 5 FEET OF PAVEMENT.
- CONTRACTOR TO PERPETUATE ANY SUBSURFACE DRAIN TILES OR PIPES ENCOUNTERED DURING CONSTRUCTION AND PROVIDE POSITIVE OUTLET TO DOWNSTREAM RECEIVING SYSTEM. CONTRACTOR TO NOTIFY THE ENGINEER WITH ANY CIRCUMSTANCES WHERE THIS CANNOT BE ACCOMPLISHED.
- DUE TO SITE CONSTRAINTS, THE EARTHWORK FOR THE SITE AS DESIGNED MAY OR MAY NOT BALANCE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE EXISTING CONDITIONS AND INCLUDE IN THEIR BID ALL EARTHWORK COSTS INCLUDING IMPORTS AND/OR EXPORTS NECESSARY TO MAKE THE SITE BALANCE.
- CONTRACTOR TO STABILIZE EXPOSED EARTH AS INDICATED BY THE STORMWATER POLLUTION PREVENTION PLAN OR GOVERNING AUTHORITY.

UTILITY NOTES

- SITE UTILITIES SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
- THE EXCAVATING CONTRACTOR MUST TAKE PARTICULAR CARE WHEN EXCAVATING IN AND AROUND EXISTING UTILITY LINES AND EQUIPMENT. VERIFY COVER REQUIREMENTS BY UTILITY CONTRACTORS AND/OR UTILITY COMPANIES SO AS NOT TO CAUSE DAMAGE.
- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 72 HOURS BEFORE CONSTRUCTION IS TO START TO VERIFY IF ANY UTILITIES ARE PRESENT ON SITE. ALL VERIFICATIONS (LOCATION, SIZE AND DEPTH), SHALL BE MADE BY THE APPROPRIATE UTILITY COMPANIES. WHEN EXCAVATING AROUND OR OVER EXISTING UTILITIES, THE CONTRACTOR MUST NOTIFY THE UTILITY COMPANY SO A REPRESENTATIVE OF THAT UTILITY COMPANY CAN BE PRESENT TO INSTRUCT AND OBSERVE DURING CONSTRUCTION. SUBCONTRACTORS ARE RESPONSIBLE FOR LOCATIONS OF UTILITIES FOR THEIR OWN WORK.
- CONTRACTOR TO ADJUST ALL EXISTING SURFACE INFRASTRUCTURE (HYDRANTS, VALVES, HANDHOLES, CASTINGS, IRRIGATION SYSTEM, UTILITY PEDESTALS, ETC.) AS REQUIRED TO MEET PROPOSED GRADE.
- ALL UTILITY MATERIALS AND INSTALLATION SHALL CONFORM TO LOCAL STANDARDS FOR EACH UTILITY AGENCY HAVING JURISDICTION.
- TRENCHES FOR ALL UTILITY LINES SHALL BE BACKFILLED COMPLETELY WITH SELECT GRANULAR MATERIAL IF WITHIN 5 FEET OF PAVEMENT.
- CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES AND CONDUITS TO AVOID CONFLICTS AND PROVIDE REQUIRED MINIMUM DEPTHS OF COVER. THE CONTRACTOR SHALL PROVIDE ANY ADDITIONAL BENDS WITH THRUST BLOCKS REQUIRED TO ASSURE PROPER INSTALLATION OF WATER MAINS AND LATERALS.
- IN THE EVENT OF A CONFLICT BETWEEN WATER LINES AND STORM DRAINS, THE CONTRACTOR SHALL EITHER ADJUST THE WATER LINE DOWNWARD IN SUCH A MANNER SO THAT THE PIPE MANUFACTURER'S RECOMMENDATIONS ON PIPE DEFLECTION AND JOINT STRESS ARE NOT EXCEEDED OR THE CONTRACTOR SHALL PROVIDE APPROPRIATE BENDS AND CROSSINGS.
- ALL COORDINATES AND DIMENSIONS ARE TO THE CENTERLINE OF UTILITIES AND STRUCTURES.
- ALL STORM SEWER AND ROOF DRAIN PIPES THAT OUTLET TO GROUND SURFACE SHALL BE CONSTRUCTED WITH A CONCRETE END SECTION AND GABION BASKET ARMOR.

EROSION CONTROL NOTES

- CONTRACTOR SHALL INSTALL ALL PERIMETER SILT FENCE AND SEDIMENT CONTROL BARRIERS PRIOR TO CLEARING AND GRADING.
- THIS PLAN SHALL NOT BE CONSIDERED ALL INCLUSIVE AS THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT SOIL SEDIMENT FROM LEAVING THE SITE.
- ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON SITE INSPECTION OR CITY OF WESTFIELD INSPECTOR.
- LAND ALTERATION WHICH STRIPS THE LAND OF VEGETATION, INCLUDING RE-GRADING, SHALL BE DONE IN A WAY THAT WILL MINIMIZE EROSION.
- SEDIMENT LADEN WATER SHALL BE DETAINED BY EROSION CONTROL PRACTICES AS NEEDED TO MINIMIZE SEDIMENTATION IN RECEIVING WATER. NO STORM WATER SHALL BE DISCHARGED FROM THE SITE IN A MANNER THAT CAUSES EROSION AT THE POINT OF DISCHARGE.
- WASTE AND UNUSED BUILDING MATERIALS SHALL NOT BE ALLOWED TO BE CARRIED FROM THE SITE BY STORM WATER RUNOFF. PROPER DISPOSAL OF ALL WASTE AND UNUSED BUILDING MATERIALS IS REQUIRED.
- SEDIMENT BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS SHALL BE MINIMIZED. CLEARING OF ACCUMULATED SEDIMENT SHALL NOT INCLUDE FLUSHING WITH WATER. CLEARED SEDIMENT SHALL BE RETURNED TO THE SITE FOR DISPOSAL.
- SOIL WHICH HAS ACCUMULATED NEXT TO EROSION CONTROL DEVICES SHALL BE COLLECTED AND RE-DISTRIBUTED ON SITE AFTER EACH RAINFALL EVENT, AND AT LEAST ONCE A WEEK.
- IF INSTALLATION OF STORM DRAINAGE SYSTEM SHOULD BE INTERRUPTED BY WEATHER OR NIGHTFALL, THE PIPE ENDS SHALL BE COVERED WITH FILTER FABRIC.
- THE SITE IS ~~NOT LOCATED WITHIN ANY FLOODPLAIN~~. FLOODWAY OR FLOODWAY FRINGE AS INDICATED ON THE FLOOD INSURANCE RATE MAP (FIRM) FOR HAMILTON COUNTY, IN, MAP NUMBER 18057C0227G, DATED NOVEMBER 19, 2014.
- SCHEDULE OF EARTHWORK ACTIVITIES:
 - THE DURATION OF TIME WHICH AN AREA REMAINS EXPOSED SHALL BE KEPT TO A PRACTICAL MINIMUM. THE AREA SHALL BE STABILIZED AS SOON AS POSSIBLE. UN-VEGETATED AREAS THAT ARE SCHEDULED OR LIKELY TO BE LEFT INACTIVE FOR FIFTEEN (15) DAYS OR MORE MUST BE TEMPORARILY OR PERMANENTLY STABILIZED WITH MEASURES APPROPRIATE FOR THE SEASON TO MINIMIZE EROSION POTENTIAL. ALTERNATIVE MEASURES TO SITE STABILIZATION ARE ACCEPTABLE IF THE PROJECT SITE OWNER OR THEIR REPRESENTATIVE CAN DEMONSTRATE THEY HAVE IMPLEMENTED EROSION AND SEDIMENT CONTROL MEASURES ADEQUATE TO PREVENT SEDIMENT DISCHARGE.
 - TOPSOIL REPLACEMENT SHALL TAKE PLACE FROM MARCH 1 TO OCTOBER 31. STOCKPILE TOPSOIL AT ALL OTHER TIMES OF THE YEAR. PERMANENT AND FINAL VEGETATION AND STRUCTURAL EROSION CONTROL DEVICES SHALL BE INSTALLED WITHIN SEVEN (7) DAYS AFTER FINAL GRADING OR AS SOON AS POSSIBLE.
 - INSTALL INLET PROTECTION AROUND INLETS IMMEDIATELY UPON COMPLETION OF THE STRUCTURE. REMOVE INLET PROTECTION FOR PAVING OPERATION. REPLACE INLET PROTECTION AFTER PAVING IS COMPLETE. INLET PROTECTION SHALL REMAIN IN PLACE UNTIL VEGETATION IS ESTABLISHED ON SEEDED AREAS BEHIND THE CURB.
- PRIOR TO COMPLETION OF THE PROJECT, CONTRACTOR SHALL CLEAN OUT ALL STORM DRAINAGE STRUCTURES AND RESTORE ALL DITCHES AND PONDS TO DESIGNED GRADES.
- CONTRACTOR SHALL REMOVE ALL SEDIMENT CONTROL BARRIERS ONCE CONSTRUCTION IS COMPLETE AND THE SITE HAS BEEN STABILIZED.

- NOTE:
- ALL WORK TO CONFORM TO CITY OF WESTFIELD STANDARD SPECIFICATIONS AND DETAILS UNLESS OTHERWISE NOTED.
 - ALL WATER AND SANITARY WORK TO CONFORM TO CITIZENS WESTFIELD STANDARDS.

- GENERAL NOTES:
- CONTRACTOR SHALL PROTECT AND NOT DESTROY THE PROPERTY CORNER MONUMENTS DURING CONSTRUCTION.
 - CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION. CONTACT ENGINEER IF VARIATION EXISTS.
 - SEE SHEET C002 GENERAL NOTES FOR MORE INFORMATION.

CAUTION !!

THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON ABOVE GROUND EVIDENCE (including, but not limited to, manholes, inlets, valves, and marks made upon the ground by others) AND ARE SPECULATIVE IN NATURE. THERE MAY ALSO BE OTHER EXISTING UNDERGROUND UTILITIES FOR WHICH THERE IS NO ABOVE GROUND EVIDENCE OR FOR WHICH NO ABOVE GROUND EVIDENCE WAS OBSERVED. THE EXACT LOCATIONS OF SAID EXISTING UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.

CALL TOLL FREE
"811" OR 1-800-382-5544
- INDIANA UNDERGROUND -



BRIDGEWATER
POINTE SHOPPES

146th Street and
Gray Road
Westfield, IN



CERTIFIED BY

ISSUANCE INDEX	
DATE:	
07-31-2015	
PROJECT PHASE:	

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

Project Number 2015.01267

GENERAL NOTES

C002

DRAWING FILE: P:\2015\01267\Drawings\Civil\Construction Documents\2015.01267.C003.SPEC03.dwg
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EDIT BY: BREBERGER

EARTHWORK:

- A. GENERAL
- EARTHWORK INCLUDES CLEARING, GRUBBING, SUBGRADE PREPARATION, REMOVAL OF TREES AND VEGETATION (INCLUDING STUMPS), PROTECTION OF TREES TO REMAIN, STRIPPING AND STORAGE OF TOPSOIL, FILL COMPACTION AND ROUGH GRADING OF ENTIRE SITE AS INDICATED ON DRAWINGS.
 - THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING OF ANY CHANGES, ERRORS, OR OMISSIONS FOUND ON THE PLANS OR IN THE FIELD, BEFORE WORK IS STARTED OR RESUMED.
 - CONTRACTOR SHALL PROVIDE AND PLACE ANY ADDITIONAL FILL MATERIAL FROM OFF THE SITE AS MAY BE NECESSARY TO PRODUCE THE GRADES REQUIRED AS SHOWN ON THE DRAWINGS. FILL OBTAINED FROM OFF SITE MUST BE SUITABLE SOIL AS MATERIED IN THE SPECIFICATIONS OR AS OTHERWISE APPROVED BY OWNER.
 - THE CONTRACTOR SHALL ACCEPT THE SITE IN ITS CURRENT STATE AND SHALL REMOVE ALL TRASH, RUBBISH, AND DEBRIS FROM THE SITE PRIOR TO STARTING EXCAVATION.
 - EXCEPT FOR STRIPPED TOPSOIL AND OTHER MATERIALS INDICATED TO BE STOCKPILED OR OTHERWISE REMAIN OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM PROJECT SITE.
 - DO NOT CLOSE OR OBSTRUCT STREETS, WALKS, DRIVES, FACILITIES, ETC. WITHOUT OWNER PERMISSION OR AUTHORITY HAVING JURISDICTION.
 - ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCING EARTHWORK AND CLEARING OPERATIONS. EROSION CONTROL MEASURES SHOULD BE PROTECTED AND MAINTAINED THROUGHOUT CONSTRUCTION.
 - CONTRACTOR SHALL CAREFULLY MAINTAIN ALL BENCHMARKS, MONUMENTS, AND OTHER REFERENCE POINTS. IF DISTURBED, CONTRACTOR SHALL ENGAGE LICENSED LAND SURVEY FOR REPLACEMENT OF REFERENCE POINTS.
 - WHERE THESE SPECIFICATIONS CONFLICT WITH TOWN OF DAYTON STANDARDS, THE STANDARDS OF THE JURISDICTION HAVING AUTHORITY SHALL PREVAIL.
- B. MATERIALS
- CONTRACTOR TO PROVIDE BORROW SOIL MATERIALS WHEN SUFFICIENT SATISFACTORY SOIL MATERIALS ARE NOT AVAILABLE FROM EXCAVATIONS.
 - SATISFACTORY (OR SUITABLE) SOILS: SOIL CLASSIFICATION GROUPS GW, GP, GM, SW, SP, AND SM ACCORDING TO ASTM D2487, OR A COMBINATION OF THESE GROUPS; FREE OF ROCK OR GRAVEL LARGER THAN 3 INCHES IN ANY DIMENSION, DEBRIS, WASTE, FROZEN MATERIALS, VEGETATION AND OTHER DELETERIOUS MATERIAL.
 - UNSATISFACTORY (OR UNSUITABLE) SOILS: SOIL CLASSIFICATION GROUPS GC, SC, CL, ML, OL, CH, MH, OH, AND PT ACCORDING TO ASTM D 2487, OR A COMBINATION OF THESE GROUPS. UNSATISFACTORY SOILS ALSO INCLUDES SATISFACTORY SOILS NOT MAINTAINED WITHIN 2 PERCENT OF OPTIMUM MOISTURE CONTENT AT TIME OF COMPACTION.
- C. EXECUTION
- CONTRACTOR SHALL LOCATE, IDENTIFY, DISCONNECT, AND SEAL OR CAP UTILITIES INDICATED TO BE REMOVED OR ABANDONED IN PLACE. DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER UNLESS PERMISSION IS GRANTED. NOTIFY OWNER AT LEAST TWO DAYS IN ADVANCE OF PROPOSED UTILITY INTERRUPTIONS.
 - REMOVE OBSTRUCTIONS, TREES, SHRUBS, AND OTHER VEGETATION AS REQUIRED FOR NEW CONSTRUCTION. STRIP TOPSOIL TO DEPTH AS REQUIRED IN THE FIELD TO PREVENT INTERMINGLING WITH UNDERLYING SUBSOIL OR OTHER WASTE MATERIALS. STOCKPILE TOPSOIL AWAY FROM EXCAVATIONS WITHOUT INTERMINGLING WITH SUBSOIL AND GRADE STOCKPILES TO DRAIN SURFACE WATER.
 - REMOVE EXISTING ABOVE AND BELOW-GRADE IMPROVEMENTS AS INDICATED AND NECESSARY TO FACILITATE NEW CONSTRUCTION.
 - PROTECT SUBGRADE AND FOUNDATION SOILS FROM FREEZING TEMPERATURES, FROST, AND PONDING WATER.
 - EXCAVATE TO INDICATED ELEVATIONS AND DIMENSIONS FOR ALL STRUCTURES, WALKS, PAVEMENTS, AND UTILITY TRENCHES.
 - CONTRACTOR SHALL FURNISH AND OPERATE ALL Dewatering MEASURES REQUIRED TO FACILITATE NEW CONSTRUCTION AND IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.
 - PROOF ROLL SUBGRADE BELOW BUILDING PAVEMENTS WITH A PNEUMATIC-TIRED DUMP TRUCK TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING. DO NOT PROOF ROLL WET OR SATURATED SUBGRADES. RECONSTRUCT SUBGRADES DAMAGED BY FREEZING TEMPERATURES, FROST, RAIN, ACCUMULATED WATER, OR CONSTRUCTION ACTIVITIES AS DIRECTED BY ENGINEER OR OWNER REPRESENTATIVE, WITHOUT ADDITIONAL COMPENSATION.
 - BACKFILL ALL UTILITY TRENCHES BENEATH PAVEMENT (AND WITHIN 5') WITH GRANULAR MATERIAL.
 - SOIL FILL: USE SATISFACTORY SOIL MATERIAL UNDER ALL WALKS, PAVEMENTS, STEPS, RAMPS, BUILDING SLABS, FOOTINGS, AND FOUNDATIONS.
 - UNIFORMLY MOISTEN OR AERATE SUBGRADE AND EACH SUBSEQUENT FILL OR BACKFILL SOIL LAYER BEFORE COMPACTION TO WITHIN 2 PERCENT OF OPTIMUM MOISTURE CONTENT; DO NOT PLACE BACKFILL OR FILL SOIL MATERIAL ON SURFACES THAT ARE MUDDY, FROZEN, OR CONTAIN FROST OR ICE. REMOVE AND REPLACE, OR SCARIFY AND AIR DRY, OTHERWISE SATISFACTORY SOIL MATERIAL THAT EXCEEDS OPTIMUM MOISTURE CONTENT BY 2 PERCENT AND IS TOO WET TO COMPACTION TO SPECIFIED UNIT WEIGHT.
 - COMPACTION OF SOIL BACKFILLS AND FILLS: COMPACT ALL FILL MATERIAL BELOW STRUCTURES, PAVEMENTS, WALKS, UTILITY TRENCHES, AND STEPS (AND WITHIN 5 FEET OF S/D AREAS) TO 98 PERCENT OF THE MAXIMUM DRY UNIT WEIGHT ACCORDING TO ASTM D 698 (STANDARD PROCTOR DENSITY). COMPACT ALL FILL MATERIALS BELOW TURF OR UNPAVED AREAS TO 90 PERCENT OF THE MAXIMUM DRY UNIT WEIGHT ACCORDING TO ASTM D 698 (STANDARD PROCTOR DENSITY). ALL FILL MATERIALS TO BE COMPACTED IN MAXIMUM 8-INCH LIFTS.
 - SITE ROUGH GRADING: SLOPE GRADES TO DIRECT WATER AWAY FROM BUILDINGS AND TO PREVENT PONDING. FINISH SUBGRADES TO REQUIRED ELEVATIONS WITHIN THE FOLLOWING TOLERANCES:
 - TURF OR UNPAVED AREAS: PLUS OR MINUS 1 INCH
 - WALKS: PLUS OR MINUS 1/2 INCH
 - PAVEMENTS: PLUS OR MINUS 1/2 INCH
 - INSIDE BUILDING LINES: FINISH SUBGRADE TO A TOLERANCE OF 1/2 INCH WHEN TESTED WITH A 10-FOOT STRAIGHTEDGE.
 - QUALITY CONTROL: QUALIFIED GEOTECHNICAL ENGINEER TO BE ENGAGED AS TESTING AGENCY AS DIRECTED BY OWNER.
 - REPAIR AND REESTABLISH GRADES TO SPECIFIED TOLERANCES WHERE COMPLETED OR PARTIALLY COMPLETED SURFACES BECOME ERODED, RUTTED, SETTLED, OR WHERE THEY LOSE COMPACTION DUE TO SUBSEQUENT CONSTRUCTION OPERATIONS OR WEATHER.
- STORM SEWER:**
- A. GENERAL
- STORM SEWER INCLUDES ALL PIPES, FITTINGS, MANHOLES, CLEANOUTS, TRANSITION COUPLINGS, CATCH BASINS, INLETS, END SECTIONS, AND OUTLETS.
 - THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING OF ANY CHANGES, ERRORS, OR OMISSIONS FOUND ON THE PLANS OR IN THE FIELD, BEFORE WORK IS STARTED OR RESUMED.
 - CONTRACTOR SHALL LOCATE, IDENTIFY, DISCONNECT, AND SEAL OR CAP UTILITIES INDICATED TO BE REMOVED OR ABANDONED IN PLACE. DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER UNLESS PERMISSION IS GRANTED. NOTIFY OWNER AT LEAST TWO DAYS IN ADVANCE OF PROPOSED UTILITY INTERRUPTIONS.
- B. PRODUCTS
- PE PIPE AND FITTINGS: PE DRAINAGE PIPE AND FITTINGS NPS 12 TO NPS 10, AASHTO M 252M, TYPE S, WITH SMOOTH WATERWAY FOR COUPLING JOINTS. PE DRAINAGE PIPE AND FITTINGS NPS 12 TO NPS 60, AASHTO M 294M, TYPE S, WITH SMOOTH WATERWAY FOR COUPLING JOINTS.
 - PVC PIPE AND FITTINGS: PIPE: ASTM F 949, PVC, CORRUGATED PIPE WITH BELL AND SPIGOT ENDS FOR GASKETED JOINTS. FITTINGS: ASTM 949, PVC MOLDED OR FABRICATED, SOCKET TYPE. GASKETS: ASTM F 477, ELASTOMERIC SEALS.
 - CONCRETE PIPE AND FITTINGS: REINFORCED CONCRETE SEWER PIPE AND FITTINGS MEETING ASTM C 76 WITH BELL AND SPIGOT ENDS AND GASKETED JOINTS WITH ASTM C 443 RUBBER GASKETS. PIPE TO BE CLASS III UNLESS OTHERWISE INDICATED ON PLANS.
 - COMPLY WITH ASTM C 1173, ELASTOMERIC SLEEVE—TYPE REDUCING OR TRANSITION COUPLING, FOR JOINTING UNDERGROUND NON—PRESSURE PIPING. INCLUDE ENDS OF SAME SIZES AS PIPING TO BE JOINED, AND CORROSION—RESISTANT METAL TENSION BAND AND TIGHTENING MECHANISM ON EACH END.
 - CLEANOUTS: CAST IRON CLEANOUTS: ASME A112.36.2M ROUND, GRAY—IRON HOUSING WITH CLAMPING DEVICE AND ROUND, SECURED, SCORATED, GRAY—IRON COVER. HEAVY DUTY TOP LOADING IS REQUIRED. PLASTIC CLEANOUTS: PVC BODY WITH PVC TREADED PLUG.
 - MANHOLES AND CATCH BASINS: STANDARD REINFORCED PRECAST CONCRETE MANHOLES MEETING ASTM C 478. MINIMUM 48-INCH DIAMETER UNLESS OTHERWISE INDICATED. BASE SECTION TO BE MINIMUM 6-INCH THICKNESS AND 4-INCH THICKNESS FOR WALLS AND BASE RING SECTION. REINFORCED CONCRETE GRADE RINGS 6-8 INCH TOTAL THICKNESS, TO MATCH DIAMETER OF MANHOLE FRAME AND COVER. MANHOLE FRAMES AND COVERS AS INDICATED ON DRAWINGS. PIPE CONNECTORS SHOULD BE PROVIDED TO MEET ASTM C293, RESILIENT, OF SIZE REQUIRED, FOR EACH PIPE CONNECTING TO THE BASE SECTION.
7. CONCRETE: CAST-IN—PLACE CONCRETE ACCORDING TO ACI 318 AND ACI 350/350R AND IN ACCORDANCE WITH THE FOLLOWING:
- CEMENT: ASTM C 150, TYPE III
 - FINE AGGREGATE: ASTM C 33, SAND
 - COARSE AGGREGATE: ASTM C 33, CRUSHED GRAVEL
 - WATER: POTABLE
8. PORTLAND CEMENT DESIGN MIX: 4,000 PSI MINIMUM WITH 0.45 MAXIMUM WATER/CEMENTOUS MATERIALS RATIO. REINFORCING FABRIC TO MEET ASTM A 185/A 185M, STEEL, WELDED WIRE FABRIC, PLAIN. REINFORCING BARS TO MEET ASTM A 615/A 615M, GRADE 60 DEFORMED STEEL.
9. MANHOLE CHANNELS TO BE FORMED WITH AN INVERT SLOPE OF 2 PERCENT THROUGH THE MANHOLE AND BENCHES AT 4 PERCENT, SLOPED TO DRAIN INTO CHANNEL.
10. INLETS: PROVIDE INLETS WITH HEAVY DUTY CASTINGS AS SHOWN ON DRAWINGS.
11. OUTLETS: CONCRETE END SECTION SHOULD BE PROVIDED AT ALL PIPE ENDS AND AS INDICATED ON DRAWINGS. RIP RAP APRONS TO BE INSTALLED AT ALL END SECTIONS TO DIMENSIONS INDICATED. AVERAGE RIP—RAP SIZE TO BE 6-INCHES UNLESS OTHERWISE INDICATED ON DRAWINGS.
- C. EXECUTION
- INSTALL PIPING BEGINNING AT LOW POINT, TRUE TO GRADES AND ALIGNMENT INDICATED WITH UNBROKEN CONTINUITY OF INVERT. PLACE BELL ENDS OF PIPING FACING DOWNSTREAM. INSTALL GASKETS, SEALS, SLEEVES, AND OTHER COUPLINGS ACCORDING TO MANUFACTURERS WRITTEN INSTRUCTIONS.
 - WHEN INSTALLING PIPE UNDER STREETS OR OTHER OBSTRUCTIONS THAT CANNOT BE DISTURBED, USE PIPE—JACKING PROCESS OF MICRO—TUNNELING.
 - INSTALL PIPING PITCHED DOWN IN DIRECTION OF FLOW. INSTALL PE CORRUGATED SEWER PIPING IN ACCORDANCE WITH ASTM D 2231. INSTALL PVC PIPING ACCORDING TO ASTM D 2321 AND ASTM F 1668. INSTALL REINFORCED CONCRETE SEWER PIPING IN ACCORDANCE WITH ASTM C 1479 AND ACPA'S "CONCRETE PIPE INSTALLATION MANUAL."
 - PIPE JOINT CONSTRUCTION: JOIN CORRUGATED PE PIPE ACCORDING TO ASTM D 3212 FOR PUSH ON JOINTS. JOIN PVC CORRUGATED SEWER PIPING IN ACCORDANCE WITH ASTM D 2321 FOR ELASTOMERIC—SEAL JOINTS. JOIN REINFORCED CONCRETE PIPE ACCORDING TO ACPA'S "CONCRETE PIPE INSTALLATION MANUAL" FOR RUBBER—GASKETED JOINTS. JOIN DISSIMILAR PIPE MATERIALS WITH NON—PRESSURE TYPE FLEXIBLE COUPLINGS.
 - CONTRACTOR TO INSPECT INTERIOR OF PIPING AND MANHOLES FOR DEFECTS. DEFECTS REQUIRING CORRECTION INCLUDE THE FOLLOWING:
 - ALIGNMENT: LESS THAN FULL DIAMETER OF INSIDE OF PIPE IS VISIBLE BETWEEN STRUCTURES.
 - DEFLECTION: FLEXIBLE PIPING WITH DEFLECTION THAT PREVENTS PASSAGE OF BALL OR CYLINDER OF SIZE NOT LESS THAN 82.5 PERCENT OF PIPING DIAMETER.
 - DAMAGE: CRUSHED, BROKEN, CRACKED, OR OTHERWISE DAMAGED PIPING.
 - INFILTRATION: WATER LEAKAGE INTO PIPING.
 - EXFILTRATION: WATER LEAKAGE FROM OR AROUND PIPING

STORM SEWER (CONT.):

- REPLACE DEFECTIVE PIPING USING NEW MATERIALS, AND REPEAT INSPECTION UNTIL DEFECTS ARE WITHIN ALLOWANCES SPECIFIED.
- TEST NEW PIPING SYSTEMS, AND PARTS OF EXISTING SYSTEMS THAT HAVE BEEN ALTERED, EXTENDED, REPAIRED, FOR LEAKS AND DEFECTS. FOR GRAVITY FLOW STORM DRAINAGE PIPING: TEST ACCORDING TO REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION. UNLESS 8-INCH AND THE FOLLOWING:
 - EXCEPTION: PIPING WITH SOLIGHT JOINTS UNLESS REQUIRED BY AUTHORITIES HAVING JURISDICTION.
 - OPTION: TEST PIPING ACCORDING TO ASTM F 1417
 - OPTION: TEST CONCRETE PIPING ACCORDING TO ASTM C 924
 - SUBMIT TESTING REPORTS AS REQUIRED BY OWNER OR AUTHORITY HAVING JURISDICTION.
- ASPHALT PAVING:**
- A. GENERAL
- THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING OF ANY CHANGES, ERRORS, OR OMISSIONS FOUND ON THE PLANS OR IN THE FIELD, BEFORE WORK IS STARTED OR RESUMED.
 - USE MATERIALS AND GRADATIONS THAT HAVE PERFORMED SATISFACTORYLY IN PREVIOUS INSTALLATIONS.
- B. PRODUCTS
- AGGREGATES
 - COURSE AGGREGATE: ASTM D 692/D92M, SOUND; ANGULAR CRUSHED STONE, CRUSHED GRAVEL, OR CURED, CRUSHED BLAST—FURNACE SLAG.
 - FINE AGGREGATE: ASTM D 1073 OR AASHTO M 29, SHARP—EDGED NATURAL SAND OR SAND PREPARED FROM STONE, GRAVEL, CURED BLAST—FURNACE SLAG, OR COMBINATIONS THEREOF.
 - FOR HOT—MIX ASPHALT, LIMIT NATURAL SAND TO A MAXIMUM OF 20 PERCENT BY WEIGHT OF THE TOTAL AGGREGATE MASS.
 - MINERAL FILLER: ASTM D 242 OR AASHTO M 17, ROCK OR SLAG DUST, HYDRAULIC CEMENT, OR OTHER INERT MATERIAL.
 - ASPHALT MATERIALS
 - ASPHALT BINDER: AASHTO M 320, PG 64—22 (OR AS OTHERWISE RECOMMENDED BY INDOT STANDARDS)
 - ASPHALT CEMENT: PER INDOT STANDARDS
 - OUTBACK PRIME COAT: PER INDOT STANDARDS
 - EMULSIFIED ASPHALT PRIME COAT: PER INDOT STANDARDS
 - TACK COAT: PER INDOT STANDARDS
 - WATER: POTABLE
 - UNDERSEALING ASPHALT: ASTM D 3141; PUMPING CONSISTENCY.
 - AUXILIARY MATERIALS
 - RECYCLED MATERIALS FOR HOT—MIX ASPHALT MIXES: RECLAIMED ASPHALT PAVEMENT; RECLAIMED, UNBOUND AGGREGATE BASE MATERIAL; RECYCLED ASPHALT SHINGLES FROM SOURCES AND GRADATIONS THAT HAVE PERFORMED SATISFACTORYLY IN PREVIOUS INSTALLATIONS, EQUAL TO PERFORMANCE OF REQUIRED HOT—MIX ASPHALT PAVING PRODUCED FROM ALL NEW MATERIALS.
 - HERBICIDE: COMMERCIAL CHEMICAL FOR WEED CONTROL, REGISTERED BY THE EPA, AND NOT CLASSIFIED AS "RESTRICTED USE" FOR LOCATIONS AND CONDITIONS OF APPLICATION. PROVIDE IN GRANULAR, LIQUID, OR WETTABLE POWDER FORM.
 - SAND: ASTM D 1073 OR AASHTO M 29, GRADE NO. 2 OR NO. 3.
 - MIXES
 - RECYCLED CONTENT OF HOT—MIX ASPHALT: PER INDOT STANDARDS
 - HOT—MIX ASPHALT: DENSE—GRADED, HOT—LAD, HOT—MIX ASPHALT PLANT MIXES APPROVED BY INDOT AND COMPLYING WITH THE FOLLOWING REQUIREMENTS:
 - PROVIDE MIX WITH A HISTORY OF SATISFACTORY PERFORMANCE IN GEOGRAPHICAL AREA WHERE PROJECT IS LOCATED.
 - BASE COURSE: 25.0 MM OR 19.0 MM (AS INDICATED ON DRAWINGS)
 - SURFACE COURSE: 9.5MM
- C. EXECUTION
- EXAMINATION
 - VERIFY THAT SUBGRADE IS DRY AND IN SUITABLE CONDITION TO BEGIN PAVING.
 - PROOF—ROLL SUBGRADE BELOW PAVEMENTS WITH HEAVY PNEUMATIC—TIRED EQUIPMENT TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING. DO NOT PROOF—ROLL WET OR SATURATED SUBGRADES. PROOFROLL TO BE PERFORMED BY QUALIFIED GEOTECHNICAL ENGINEER.
 - COMPLETELY PROOF—ROLL SUBGRADE IN ONE DIRECTION LIMIT VEHICLE SPEED TO 3 MPH.
 - PROOF ROLL WITH A LOADED ONE—WHEEL, TANDUM—AXLE DUMP TRUCK WEIGHING NOT LESS THAN 15 TONS
 - IDENTIFYATE SOFT SPOTS, UNSATISFACTORY SOILS, AND AREAS OF EXCESSIVE PUMPING OR RUTTING, AS DETERMINED BY ENGINEER, AND REPLACE WITH COMPACTED BACKFILL OR FILL AS DIRECTED.
 - PROCEED WITH PAVING ONLY AFTER UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED.
 - SURFACE PREPARATION
 - GENERAL: IMMEDIATELY BEFORE PLACING ASPHALT MATERIALS, REMOVE LOOSE AND DELETERIOUS MATERIAL FROM SUBSTRATE SURFACES. ENSURE THAT PREPARED SUBGRADE IS READY TO RECEIVE PAVING.
 - HERBICIDE TREATMENT: APPLY HERBICIDE ACCORDING TO MANUFACTURER'S RECOMMENDED RATES AND WRITTEN APPLICATION INSTRUCTIONS. APPLY TO DRY, PREPARED SUBGRADE OR SURFACE OF COMPACTED—AGGREGATE BASE BEFORE APPLYING PAVING MATERIALS.
 - MIX HERBICIDE WITH PRIME COAT IF FORMULATED BY MANUFACTURER FOR THAT PURPOSE.
 - OUTBACK PRIME COAT: APPLY UNIFORMLY OVER SURFACE OF COMPACTED UNBOUND—AGGREGATE BASE COURSE AT A RATE OF 0.15 TO 0.15 GAL./SQ. YD. APPLY ENOUGH MATERIAL TO PENETRATE AND SEAL, BUT NOT FLOOD, SURFACE. ALLOW PRIME COAT TO CURE.
 - IF PRIME COAT IS NOT ENTIRELY ABSORBED WITHIN 24 HOURS AFTER APPLICATION, SPREAD SAND OVER SURFACE TO BLOT EXCESS ASPHALT. USE ENOUGH SAND TO PREVENT PICKUP UNDER TRAFFIC. REMOVE LOOSE SAND BY SWEEPING BEFORE PAVEMENT IS PLACED AND AFTER VOLATILES HAVE EVAPORATED.
 - PROTECT PRIMED SUBSTRATE FROM DAMAGE UNTIL READY TO RECEIVE PAVING.
 - TACK COAT: APPLY UNIFORMLY TO SURFACES OF EXISTING PAVEMENT AT A RATE OF 0.05 TO 0.15 GAL./SQ. YD.
 - ALLOW TACK COAT TO CURE UNDISTURBED BEFORE APPLYING HOT—MIX ASPHALT PAVING.
 - AVOID SMEARING OR STAINING ADJOINING SURFACES, APPURTENANCES, AND SURROUNDINGS. REMOVE SPILLAGES AND CLEAN AFFECTED SURFACES.
 - PLACING HOT—MIX ASPHALT
 - MACHINE PLACED HOT—MIX ASPHALT ON PREPARED SURFACE, SPREAD UNIFORMLY, AND STRIKE OFF. PLACE ASPHALT MIX BY HAND IN AREAS INACCESSIBLE TO EQUIPMENT IN A MANNER THAT PREVENTS SEGREGATION OF MIX. PLACE EACH COURSE AT EACH POINT WHERE PAYER ENDS DAILY'S WORK AND RESUMES WORK AT A SUBSEQUENT TIME. CONSTRUCT THESE JOINTS USING EITHER "BULKHEAD" OR "PAPERED" METHOD ACCORDING TO AI M5—22, FOR BOTH "ENDING A LANE" AND "RESUMPTION OF PAVING OPERATIONS."
 - COMPACT JOINTS AS SOON AS HOT—MIX ASPHALT WILL BEAR ROLLER WEIGHT WITHOUT EXCESSIVE DISPLACEMENT.
 - COMPACT ASPHALT AT JOINTS TO A DENSITY WITHIN 2 PERCENT OF SPECIFIED COURSE DENSITY.
 - COMPACTION
 - GENERAL: BEGIN COMPACTION AS SOON AS PLACED HOT—MIX PAVING WILL BEAR ROLLER WEIGHT WITHOUT EXCESSIVE DISPLACEMENT. COMPACT HOT—MIX PAVING WITH HOT, HAND TAMPERS OR WITH VIBRATORY—PLATE COMPACTORS IN AREAS INACCESSIBLE TO ROLLERS.
 - COMPLETE COMPACTION BEFORE MIX TEMPERATURE COOLS TO 185 DEG F
 - BREAKDOWN ROLLING: COMPLETE BREAKDOWN OR INITIAL ROLLING IMMEDIATELY AFTER ROLLING JOINTS AND OUTSIDE EDGE. EXAMINE SURFACE IMMEDIATELY AFTER BREAKDOWN ROLLING FOR INDICATED CROWN, GRADE, AND SMOOTHNESS. CORRECT LAYDOWN AND ROLLING OPERATIONS TO COMPLY WITH REQUIREMENTS.
 - INTERMEDIATE ROLLING: BEGIN INTERMEDIATE ROLLING IMMEDIATELY AFTER BREAKDOWN ROLLING WHILE HOT—MIX ASPHALT IS STILL HOT ENOUGH TO ACHIEVE SPECIFIED DENSITY. CONTINUE ROLLING UNTIL HOT—MIX ASPHALT COURSE HAS BEEN UNIFORMLY COMPACTED TO THE FOLLOWING DENSITY:
 - AVERAGE DENSITY: 98 PERCENT OF REFERENCE LABORATORY DENSITY ACCORDING TO ASTM D 6927 OR AASHTO T 245, BUT NOT LESS THAN 94 PERCENT OR GREATER THAN 100 PERCENT.
 - AVERAGE DENSITY: 92 PERCENT OF REFERENCE MAXIMUM THEORETICAL DENSITY ACCORDING TO ASTM D 2041, BUT NOT LESS THAN 90 PERCENT OR GREATER THAN 98 PERCENT.
 - FINISH ROLLING: FINISH ROLL PAVED SURFACES TO REMOVE ROLLER MARKS WHILE HOT—MIX ASPHALT IS STILL WARM.
 - EDGE SHAPING: WHILE SURFACE IS BEING COMPACTED AND FINISHED, TRIM EDGES OF PAVEMENT TO PROPER ALIGNMENT. BEVEL EDGES WHILE ASPHALT IS STILL HOT; COMPACT THOROUGHLY.
 - REPAIRS: REMOVE PAVED AREAS THAT ARE DEFECTIVE OR CONTAMINATED WITH FOREIGN MATERIALS AND REPLACE WITH FRESH, HOT—MIX ASPHALT. COMPACT BY ROLLING TO SPECIFIED DENSITY AND SURFACE SMOOTHNESS.
 - PROTECTION: AFTER FINAL ROLLING, DO NOT PERMIT VEHICULAR TRAFFIC ON PAVEMENT UNTIL IT HAS COOLED AND HARDENED.
 - ERECT BARRICADES TO PROTECT PAVING FROM TRAFFIC UNTIL MIXTURE HAS COOLED ENOUGH NOT TO BECOME MARKED.
 - INSTALLATION TOLERANCES
 - PAVEMENT THICKNESS: COMPACT EACH COURSE TO PRODUCE THE THICKNESS INDICATED WITHIN THE FOLLOWING TOLERANCES:
 - BASE COURSE: PLUS OR MINUS 1/2 INCH
 - SURFACE COURSE: PLUS 1/4 INCH NO MINUS.
 - PAVEMENT SURFACE SMOOTHNESS: COMPACT EACH COURSE TO PRODUCE A SURFACE SMOOTHNESS WITHIN THE FOLLOWING TOLERANCES AS DETERMINED BY USING A 10—FOOT STRAIGHTEDGE APPLIED TRANSVERSELY OR LONGITUDINALLY TO PAVED AREAS:
 - BASE COURSE: 1/4 INCH
 - SURFACE COURSE: 1/8 INCH
 - CROWNED SURFACES: TEST WITH CROWNED TEMPLATE CENTERED AND AT RIGHT ANGLE TO CROWN. MAXIMUM ALLOWABLE VARIANCE FROM TEMPLATE IS 1/4 INCH.
 - FIELD QUALITY CONTROL
 - TESTING AGENCY: CONTRACTOR TO ENGAGE A QUALIFIED TESTING AGENCY TO PERFORM TESTS AND INSPECTIONS.
 - THICKNESS: IN—PLACE COMPACTED THICKNESS OF HOT—MIX ASPHALT COURSES WILL BE DETERMINED ACCORDING TO ASTM D 3549.
 - SURFACE SMOOTHNESS: FINISHED SURFACE OF EACH HOT—MIX ASPHALT COURSE WILL BE TESTED FOR COMPLIANCE WITH SMOOTHNESS TOLERANCES.
 - IN—PLACE DENSITY: TESTING AGENCY WILL TAKE SAMPLES OF UNCOMPACTED PAVING MIXTURES AND COMPACTED PAVEMENT ACCORDING TO ASTM D 678 OR AASHTO T 188.
 - REFERENCE MAXIMUM THEORETICAL DENSITY WILL BE DETERMINED BY AVERAGING RESULTS FROM FOUR SAMPLES OF HOT—MIX ASPHALT—PAVING MIXTURE DELIVERED DAILY TO SITE, PREPARED ACCORDING TO ASTM D 2041, AND COMPACTED ACCORDING TO JOB—MIX SPECIFICATIONS.
 - IN—PLACE DENSITY OF COMPACTED PAVEMENT WILL BE DETERMINED BY TESTING CORE SAMPLES ACCORDING TO ASTM D 1718 OR ASTM D 2728.
 - ONE CORE SAMPLE WILL BE TAKEN FOR EVERY 1000 SQ. YD. OR LESS OF INSTALLED PAVEMENT, WITH NO FEWER THAN THREE CORES TAKEN.
 - FIELD DENSITY OF IN—PLACE COMPACTED PAVEMENT MAY ALSO BE DETERMINED BY NUCLEAR METHOD ACCORDING TO ASTM D 2950 AND CORRELATED WITH ASTM D 1188 OR ASTM D 2728.
 - REPLACE ANY COMPACT HOT—MIX ASPHALT WHERE CORE TESTS WERE TAKEN.
 - REMOVE AND REPLACE OR INSTALL ADDITIONAL HOT—MIX ASPHALT WHERE TEST RESULTS OR MEASUREMENTS INDICATE THAT IT DOES NOT COMPLY WITH SPECIFIED REQUIREMENTS.

CONCRETE PAVING:

- A. GENERAL
- CONCRETE PAVING SECTION INCLUDES DRIVEWAYS, ROADWAYS, PARKING LOTS, CURBS AND GUTTERS, WALKS, AND CURB APPROX.
- B. ACTION SUBMITTALS
- PRODUCT DATA: FOR EACH TYPE OF PRODUCT INDICATED.
 - OTHER ACTION SUBMITTALS
 - DESIGN MIXTURES: FOR EACH CONCRETE PAVING MIXTURE. INCLUDE ALTERNATE DESIGN MIXTURES WHEN CHARACTERISTICS OF MATERIALS PROJECT CONDITIONS, WEATHER, TEST RESULTS, OR OTHER CIRCUMSTANCES WARRANT ADJUSTMENTS.
 - MATERIAL TEST REPORTS FROM A QUALIFIED TESTING AGENCY INDICATING AND INTERPRETING TEST RESULTS FOR COMPLIANCE OF THE FOLLOWING WITH REQUIREMENTS INDICATED, BASED ON COMPREHENSIVE TESTING OF CURRENT MATERIALS.
- C. QUALITY ASSURANCE
- READY—MIX—CONCRETE MANUFACTURER QUALIFICATIONS: A FIRM EXPERIENCED IN MANUFACTURING READY—MIXED CONCRETE PRODUCTS AND THAT COMPLIES WITH ASTM C 94/C 94M REQUIREMENTS FOR PRODUCTION FACILITIES AND EQUIPMENT.
 - ACI PUBLICATIONS: COMPLY WITH ACI 301 (ACI 301M) UNLESS OTHERWISE INDICATED.
 - HANDICAP STANDARDS: PROVIDE RAMPS INDICATED FOR HANDICAP ACCESS IN ACCORDANCE WITH ANSI A117 AND FEDERAL AMERICANS WITH DISABILITIES ACT (ADA).
- B. PRODUCTS
- STEEL REINFORCEMENT
 - RECYCLED CONTENT: POST CONSUMER RECYCLED CONTENT PLUS ONE—HALF OF PRECONSUMER RECYCLED CONTENT NOT LESS THAN 25 PERCENT.
 - PLAIN—STEEL WELDED WIRE REINFORCEMENT: ASTM A 185/A 185M, FABRICATED FROM AS—DRAWN STEEL WIRE INTO FLAT SHEETS.
 - DEFORMED—STEEL WELDED WIRE REINFORCEMENT: ASTM A 497/A 497M, FLAT SHEET.
 - REINFORCING BARS: ASTM A 615/A 615M, GRADE 60 (GRADE 420); DEFORMED.
 - PLAIN—STEEL WIRE: ASTM A 82/A 82M, AS DRAWN.
 - DEFORMED—STEEL WIRE: ASTM A 496/A 496M.
 - DOWEL BARS: ASTM A 615/A 615M, GRADE 60 (GRADE 420) PLAIN—STEEL BARS, ZINC COATED (GALVANIZED) AFTER FABRICATION ACCORDING TO ASTM A 787/A 787M, CLASS I COATING, CUT BARS TRUE TO LENGTH WITH ENDS SQUARE AND FREE OF BURRS.
 - BAR SUPPORTS: BOLSTERS, CHAIRS, SPACERS, AND OTHER DEVICES FOR SPACING, SUPPORTING, AND FASTENING REINFORCED WIRE REINFORCEMENT, AND DOWELS IN PLACE, MANUFACTURE BAR SUPPORTS ACCORDING TO CRSI'S "MANUAL OF STANDARD PRACTICE" FROM STEEL WIRE, PLASTIC, OR PRECAST CONCRETE OF GREATER COMPRESSIVE STRENGTH THAN CONCRETE SPECIFIED.
 - CONCRETE MATERIALS
 - CEMENTITIOUS MATERIAL: USE THE FOLLOWING CEMENTITIOUS MATERIALS, OF SAME TYPE, BRAND, AND SOURCE THROUGHOUT PROJECT:
 - PORTLAND CEMENT:
 - FLY ASH: ASTM C 618, CLASS C OR CLASS F.
 - GROUND GRANULATED BLAST—FURNACE SLAG: ASTM C 988, GRADE 100 OR 120.
 - NORMAL—WEIGHT AGGREGATES: ASTM C 33, UNIFORMLY GRADED, AND AS FOLLOWS:
 - COMBINED AGGREGATE GRADATION: WELL GRADED FROM COARSEST TO FINEST WITH NOT MORE THAN 18 PERCENT AND NOT LESS THAN 8 PERCENT RETAINED ON A INDIVIDUAL SIEVE, EXPECT THAT LESS THAN 10 PERCENT MAY BE RETAINED ON NO. 10 SIEVE AND NO. 50 SIEVE, AND LESS THAN 8 PERCENT MAY BE RETAINED ON SIEVES FINER THAN NO. 50.
 - USE CRUSHED LIMESTONE COARSE AGGREGATE FOR CONCRETE EXPOSED TO WEATHER.
 - WATER: POTABLE AND COMPLYING WITH ASTM C 94/C 94M.
 - AIR—ENTRAINING ADMIXTURE: ASTM C 260.
 - CHEMICAL ADMIXTURES: ADMIXTURES CERTIFIED BY MANUFACTURER TO BE COMPATIBLE WITH OTHER ADMIXTURES AND TO CONTAIN NOT MORE THAN 0.1 PERCENT WATER—SOLUBLE CHLORIDE IONS BY MASS OF CEMENTITIOUS MATERIAL.
 - NOTE: WHERE CLASS B, OR C CONCRETE IS REFERENCE IN PLANS OR SPECIFICATIONS, THE CLASS IS AS DEFINED IN ACI 347—04.
 - CURING MATERIALS
 - ABSORPTIVE COVER: AASHTO M 182, CLASS 3, BURLAP CLOTH MADE FROM JUTE OR KENAF, WEIGHING APPROXIMATELY 1.9 OZ./SQ. YD. (305 G./SQ. M) DENSITY.
 - MOISTURE—RETAINING COVER: ASTM C 171, POLYETHYLENE FILM OR WHITE BURLAP—POLYETHYLENE SHEET.
 - WATER: POTABLE
 - EVAPORATION RETARDER: WATERBORNE, MONOMOLECULAR, FILM FORMING, MANUFACTURED FOR APPLICATION TO FRESH CONCRETE.
 - CLEAR, WATERBORNE, MEMBRANE—FORMING CURING COMPOUND: ASTM C 309, TYPE I, CLASS B, DISSIPATING.
 - WHITE, WATERBORNE, MEMBRANE—FORMING CURING COMPOUND: ASTM C 309, TYPE 2, CLASS B, DISSIPATING.
 - FIBER REINFORCEMENT
 - FIBROUS REINFORCEMENT: 100S VIRGIN HOMOPOLYMER POLYPROPYLENE MULTIFILAMENT FIBERS FOR SECONDARY REINFORCEMENT OF CONCRETE, ASTM C 116, TYPE III. SHALL CONTAIN NO REPROCESSED OLEFIN MATERIALS.
 - PRODUCTS: SUBJECT TO COMPLIANCE WITH REQUIREMENTS, PROVIDE ONE OF THE FOLLOWING: FIBERMESH 150; PROPEX concrete systems corp., STEALTH FIBER MICRO REINFORCEMENT; SI CONCRETE SYSTEMS, OR APPROVED EQUAL
 - RELATED MATERIALS
 - JOINT FILLERS: ASTM D 1751, ASPHALT—SATURATED CELLULOSIC FIBER OR ASTM D 1752, CORK OR SELF—EXPANDING CORK IN PREFORMED STRIPS.
 - PENETRATING ANTI—SPALLING SEALER: THE SEALER SHALL BE A SILANE WATER BASED COMPOUND WHICH HAS A BETTER CHLORIDE—ION SCREEN AND A PENETRATION DEPTH OF 1/8 INCH WHEN TESTED IN ACCORDANCE WITH NCHRP #244, TEST METHOD. IN ADDITION, THE SEALER—TREATED CONCRETE MUST EXHIBIT NO SOFTEN WHEN EXPOSED TO 120 CYCLES OF FREEZING—AND—THAWING IN ACCORDANCE WITH ASTM C 672.
 - PRODUCTS: SUBJECT TO COMPLIANCE WITH REQUIREMENTS, PROVIDE ONE OF THE FOLLOWING: WEATHER WORKER HEAVY—DUTY WB (4—27 MB); DAYTON SUPERIOR CORP., "ENVROSEAL 20"; HYDROZOL INCORP., "PENTANE WB"; L & M CONSTRUCTION CHEMICALS, INC.
 - CONCRETE MIXTURES
 - PREPARE DESIGN MIXTURES, PROPORTIONED ACCORDING TO ACI 301 (ACI 301M), WITH THE FOLLOWING PROPERTIES:
 - COMPRESSIVE STRENGTH (28 DAYS): 4000 PSI (27.6 MPA).
 - MAXIMUM WATER—CEMENTIOUS MATERIALS RATIO AT POINT OF PLACEMENT: 0.45.
 - SUMP LIMIT: 10 INCHES (125 MM), PLUS OR MINUS 1 INCH (25 MM).
 - AIR CONTENT: 6.5 PERCENT PLUS OR MINUS 1.5 PERCENT.
 - CHEMICAL ADMIXTURES: USE ADMIXTURES ACCORDING TO MANUFACTURER'S WRITTEN INSTRUCTIONS.
 - CONCRETE MIXING
 - READY—MIXED CONCRETE: MEASURE, BATCH, AND MIX CONCRETE MATERIALS AND CONCRETE ACCORDING TO ASTM C 94/C 94M. FURNISH BATCH CERTIFICATES FOR EACH BATCH DISCHARGED AND USED IN THE WORK.
- B. EXECUTION
- EXAMINATION AND PREPARATION
 - PROOF—ROLL PREPARED SUBBASE SURFACE BELOW CONCRETE PAVING TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING.
 - REMOVE LOOSE MATERIAL FROM COMPACTED SUBBASE SURFACE IMMEDIATELY BEFORE PLACING CONCRETE.
 - EDGE FORMS AND SKEED CONSTRUCTION
 - SET, BRACE, AND SECURE EDGE FORMS, BULKHEADS, AND INTERMEDIATE SKEED GUIDES TO REQUIRED LINES, GRADES, AND ELEVATIONS. INSTALL FORMS TO ALLOW CONTINUOUS PROGRESS OF WORK AND SO FORMS CAN REMAIN IN PLACE AT LEAST 24 HOURS AFTER CONCRETE PLACEMENT.
 - CLEAN FORMS AFTER EACH USE AND COAT WITH FORM—RELEASE AGENT TO ENSURE SEPARATION FROM CONCRETE WITHOUT DAMAGE.
 - STEEL REINFORCEMENT
 - GENERAL: COMPLY WITH CRSI'S "MANUAL OF STANDARD PRACTICE" FOR FABRICATING, PLACING, AND SUPPORTING REINFORCEMENT.
 - JOINTS
 - GENERAL: FORM CONSTRUCTION, ISOLATION, AND CONTRACTION JOINTS AND TOOL EDGES TRUE TO LINE, WITH FACES PERPENDICULAR TO SURFACE PLANE OF CONCRETE. CONSTRUCT TRANSVERSE JOINTS AT RIGHT ANGLES TO CENTERLINE UNLESS OTHERWISE INDICATED.
 - CONSTRUCTION JOINTS: SET CONSTRUCTION JOINTS AT SIDE AND END TERMINATIONS OF PAVING AND AT LOCATIONS WHERE PAVING OPERATIONS ARE STOPPED FOR MORE THAN ONE—HALF HOUR UNLESS PAVING TERMINATES AT ISOLATION JOINTS.
 - ISOLATION JOINTS: FORM ISOLATION JOINTS OF PREFORMED JOINT—FILLER STRIPS ABUTTING CONCRETE CURBS, CATCH BASINS, MANHOLES, INLETS, STRUCTURES, OTHER FIXED OBJECTS, AND WHERE INDICATED.
 - CONTRACTION JOINTS: FORM MEANED—PLANE CONTRACTION JOINTS, SECTIONING CONCRETE INTO AREAS AS INDICATED. CONSTRUCT CONTRACTION JOINTS FOR A DEPTH EQUAL TO AT LEAST ONE—FOURTH OF THE CONCRETE THICKNESS.
 - EDGING: AFTER INITIAL FLOATING, TOOL EDGES OF PAVING, OUTLETS, CURBS, AND JOINTS IN CONCRETE WITH AN EDGING TOOL TO A 1/4—INCH (6—MM) RADIUS. REPEAT TOOLING OF EDGES AFTER APPLYING SURFACE FINISHES. ELIMINATE EDGING—TOOL MARKS ON CONCRETE SURFACES.
 - CONCRETE PLACEMENT
 - MOISTEN SURFACE TO PROVIDE A UNIFORM DAMPENED CONDITION AT TIME CONCRETE IS PLACED.
 - COMPLY WITH ACI 301 (ACI 301M) REQUIREMENTS FOR MEASURING, MIXING, TRANSPORTING, PLACING, AND CONSOLIDATING CONCRETE.
 - DEPOSIT AND SPREAD CONCRETE IN A CONTINUOUS OPERATION BETWEEN TRANSVERSE JOINTS. DO NOT SUEED OR DRAG CONCRETE INTO PLACE OR USE VIBRATORS TO MOVE CONCRETE INTO PLACE.
 - SCREEN PAVING SURFACE WITH A STRAIGHTEDGE AND STRIKE OFF.
 - CONTINUE INITIAL FLOATING UNTIL ALL FLOATS OR DORIES TO IMPART AN OPEN—TEXTURED AND UNIFORM SURFACE PLANE BEFORE EXCESS MOISTURE OR BLEED WATER APPEARS ON THE SURFACE. DO NOT FURTHER DISTURB CONCRETE SURFACES BEFORE BEGINNING FINISHING OPERATIONS OR SPREADING SURFACE TREATMENTS.

- CONCRETE PROTECTION AND CURING
 - GENERAL: PROTECT FRESHLY PLACED CONCRETE FROM PREMATURE DRYING AND EXCESSIVE COLD OR HOT TEMPERATURES.
 - COMPLY WITH ACI 308.1 FOR COLD—WEATHER PROTECTION.
 - EVAPORATION RETARDER: APPLY EVAPORATION RETARDER TO CONCRETE SURFACES IF HOT, DRY, OR WINDY CONDITIONS CAUSE MOISTURE LOSS APPROACHING 0.2 LB./SQ. FT. X H (1 KG./SQ. M X H) BEFORE AND DURING FINISHING OPERATIONS. APPLY ACCORDING TO MANUFACTURER'S WRITTEN INSTRUCTIONS AFTER PLACING, SKEEDING, AND BULL FLOATING OR DRYING CONCRETE BUT BEFORE FLOAT FINISHING.
 - BEGIN CURING AFTER FINISHING CONCRETE BUT NOT BEFORE FREE WATER HAS DISAPPEARED FROM CONCRETE SURFACE.
 - CURING METHODS: CURE CONCRETE BY MOISTURE CURING, MOISTURE—RETAINING—COVER CURING, CURING COMPOUND, OR A COMBINATION OF THESE METHODS.
 - PENETRATING, ANTI—SPALLING SEALER TREATMENT: APPLY COMPOUNDS TO CLEAN, DRY CONCRETE SURFACES FREE OF OIL, DIRT, AND OTHER FOREIGN MATERIAL ACCORDING TO MANUFACTURER'S SPECIFICATIONS. SEALER TO BE APPLIED TO ALL EXTERIOR CONCRETE PAVING AND CURBS AFTER CONCRETE HAS CURED 28 DAYS.
- PAVING TOLERANCES
 - COMPLY WITH TOLERANCES IN ACI 117 AND AS FOLLOWS:
 - ELEVATION: 3/4 INCH (19 MM).
 - THICKNESS: PLUS 3/8 INCH (10 MM), MINUS 1/4 INCH (6 MM).
 - SURFACE: GAP BELOW 10—FOOT— (3—M—) LONG, UNLEVELLED STRAIGHTEDGE NOT TO EXCEED 1/2 INCH (13 MM).
 - JOINT SPACING: 3 INCHES (75 MM).
 - CONTRACTION JOINT DEPTH: PLUS 1/4 INCH (6 MM), NO MINUS.
 - JOINT WIDTH: PLUS 1/8 INCH (3 MM), NO MINUS.
 - APPLY PAINT WITH MECHANICAL EQUIPMENT TO PRODUCE MARKINGS OF DIMENSIONS INDICATED WITH UNIFORM, STRAIGHT EDGES. APPLY AT MANUFACTURER'S RECOMMENDED RATES TO PROVIDE A MINIMUM WET FILM THICKNESS OF 15 MILS (0.4 MM).
- REPAIRS AND PROTECTION
 - REMOVE AND REPLACE CONCRETE PAVING THAT IS BROKEN, DAMAGED, OR DEFECTIVE OR THAT DOES NOT COMPLY WITH REQUIREMENTS OF THIS SECTION.
 - PROTECT CONCRETE PAVING FROM DAMAGE. EXCLUDE TRAFFIC FROM PAVING FOR AT LEAST 14 DAYS AFTER PLACEMENT. WHEN CONSTRUCTION TRAFFIC IS PERMITTED, MAINTAIN PAVING AS CLEAN AS POSSIBLE BY REMOVING SURFACE STAINS AND SPILLAGE OF MATERIALS AS THEY OCCUR.
 - MAINTAIN CONCRETE PAVING FREE OF STAIN, DISCOLORATION, DIRT, AND OTHER FOREIGN MATERIAL. SWEEP PAVING NOT MORE THAN TWO DAYS BEFORE DATE SCHEDULED FOR SUBSTANTIAL COMPLETION INSPECTIONS.



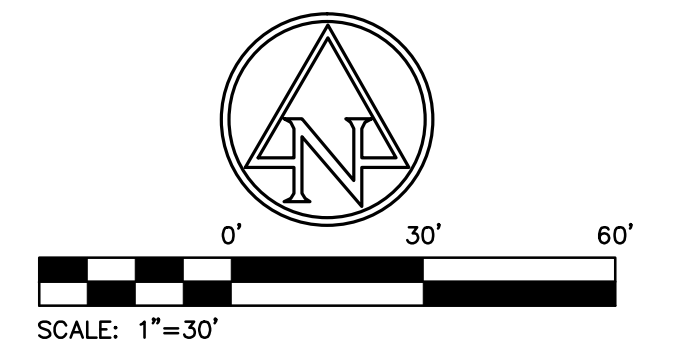
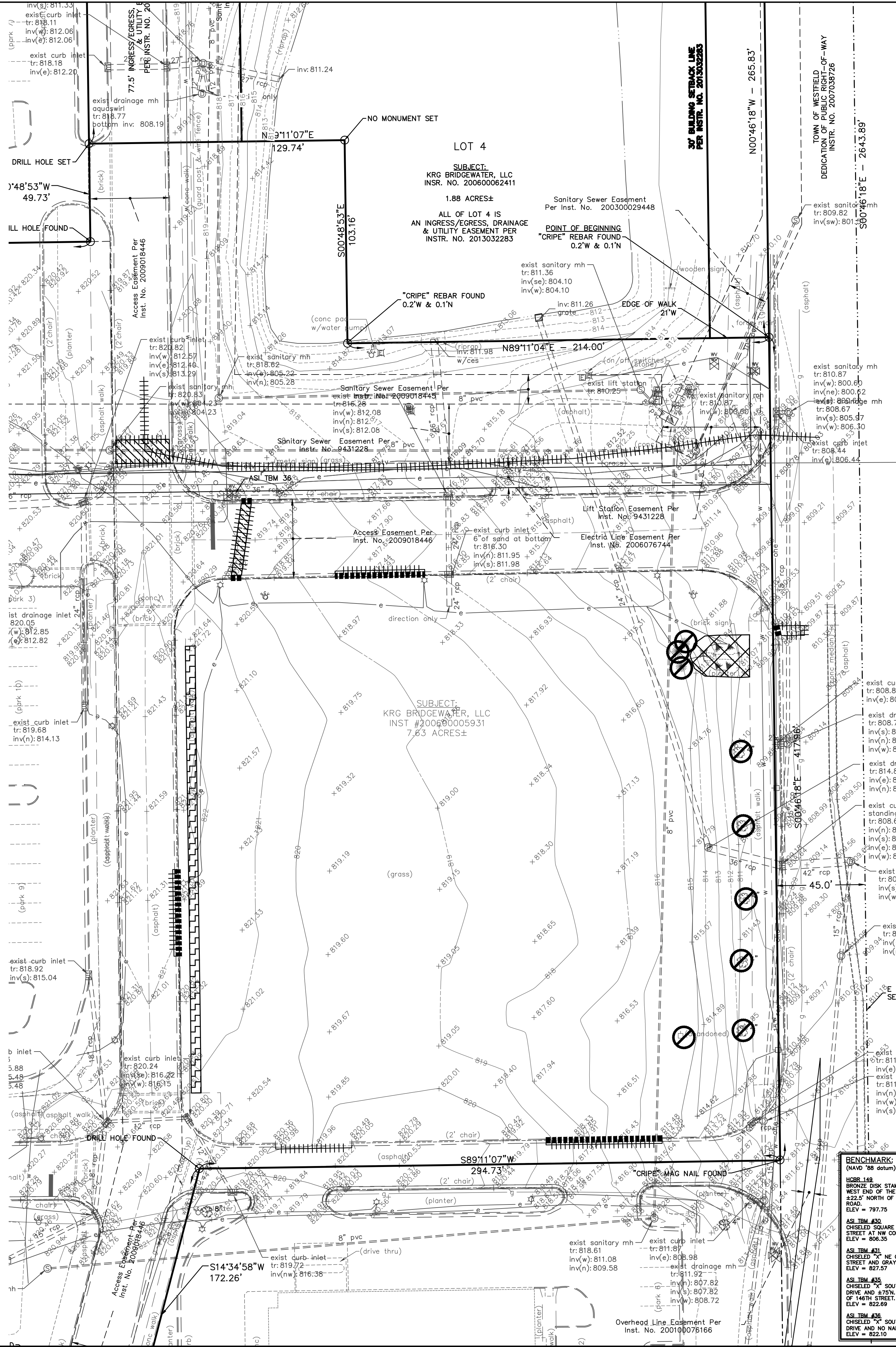
30 S. MERIDIAN ST,
SUITE 100,
INDIANAPOLIS, IN 46204



AMERICAN
STRUCTUREPOINT
INC.

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TEL 317.947.5580 | FAX 317

DRAWING FILE: P:\2015\01267\0 Drawings\Construction Documents\2015 01267 CE C100.XT.DWG
 EDITOR: DBR/BERGER
 PLOT DATE: 9/20/2015 11:43 AM
 PLOT SCALE: 1:1
 EDIT DATE: 9/22/2015



- EXISTING LEGEND**
- | | | | |
|--|---------------------|--|--------------------------|
| | AIR CONDITIONER | | POST |
| | BEEHIVE INLET | | POWER POLE |
| | CURB INLET | | SPRINKLER CONTROL VALVE |
| | CLEAN OUT | | SIGN |
| | DRAINAGE MANHOLE | | SANITARY MANHOLE |
| | ELECTRIC METER BOX | | STAND PIPE |
| | ELECTRIC CROSS BOX | | TELEPHONE HANDHOLE |
| | FLAG POLE | | TELEPHONE MANHOLE |
| | FIRE HYDRANT | | TELEPHONE MARKER SIGN |
| | FIRE VALVE SHUT OFF | | TELEPHONE PEDESTAL |
| | GROUND LIGHT | | TRANSFORMER |
| | GAS METER | | TRAFFIC POLE |
| | GAS MARKER SIGN | | TELEPHONE CROSS BOX |
| | GAS VALVE | | VENT |
| | GUY WIRE | | WELL |
| | HOSE BIB | | WATER METER |
| | INLET | | WATER VALVE |
| | LID | | CONCRETE END SECTION |
| | LIGHT POLE | | OVERHEAD ELECTRIC LINE |
| | MAILBOX | | OVERHEAD TELEPHONE LINE |
| | MANHOLE | | REINFORCED CONCRETE PIPE |
- REBAR SET = 5/8" DIA. REBAR
W/CAP STAMPED
"STRUCTUREPOINT - 0094" SET

- DEMOLITION LEGEND**
- | | |
|--|--|
| | OBJECTS TO BE ADJUSTED TO PROPOSED GRADE |
| | EXISTING CONCRETE TO BE REMOVED |
| | EXISTING ASPHALT TO BE REMOVED |
| | OBJECT TO BE REMOVED |
| | OBJECT TO BE RELOCATED |
| | CONCRETE CURB & GUTTER TO BE REMOVED |
| | PAVEMENT TO BE SAWCUT |

LEGAL DESCRIPTION

Part of the Southeast Quarter of Section 17, Township 18 North, Range 4 East of the Second Principle Meridian, Hamilton County, Indiana, more particularly described as follows:

Commencing at the northeast corner of said Southeast Quarter; thence South 00 degrees 46 minutes 18 seconds East (basis of bearings per Instrument Number 200600005931, on file in the Office of the Recorder of Hamilton County, Indiana) 1,249.15 feet along the east line of said Southeast Quarter to the northeast corner of the 8,000-acre parcel conveyed in Instrument Number 2006002411, on file in the Office of said Recorder; thence South 89 degrees 46 minutes 53 seconds West 45.00 feet along the north line of said 8,000-acre parcel to the west right-of-way line of Gray Road as described in Instrument Number 2007038726, on file in the Office of said Recorder; thence South 00 degrees 48 minutes 18 seconds East 585.64 feet along said west right-of-way line to the southeast corner of Lot 4 in Bridgewater Marketplace, per plat thereof, recorded as Instrument Number 2013032283 in the Office of said Recorder, being the POINT OF BEGINNING; thence continuing South 00 degrees 48 minutes 18 seconds East 417.86 feet along said west right-of-way line to the north line of the parcel conveyed to Gray Road Property LLC in Instrument Number 20060059203, on file in the Office of said Recorder, the following three (3) courses are along the north and west lines thereof: 1)thence South 89 degrees 11 minutes 07 seconds West 294.73 feet; 2)thence South 14 degrees 34 minutes 58 seconds East and a length of 56.69 feet; 3)thence North 13 degrees 23 minutes 30 seconds East 96.21 feet; 3)thence North 14 degrees 34 minutes 58 seconds East 92.72 feet; 4)thence South 89 degrees 11 minutes 07 seconds West 242.35 feet to the west line of the parcel conveyed to KRG Bridgewater, LLC in Instrument Number 200600005931, on file in the Office of said Recorder; thence North 00 degrees 48 minutes 53 seconds West 570.24 feet along said west line to the southwest corner of the parcel conveyed to BD Schools Real Estate, LLC in Instrument Number 2009018447, the following two (2) courses are along the south and east lines thereof: 1)thence North 89 degrees 11 minutes 11 seconds East 273.77 feet; 2)thence North 00 degrees 48 minutes 53 seconds West 49.73 feet to a southwest corner of said Lot 4, the following three (3) courses are along the south and west lines thereof: 1)thence North 89 degrees 11 minutes 07 seconds East 129.74 feet; 2)thence South 00 degrees 48 minutes 53 seconds East 103.16 feet; 3)thence North 89 degrees 11 minutes 04 seconds East 214.00 feet to the POINT OF BEGINNING. Containing 7.63 acres, more or less.

AND
Lots 1, 2 and 4 of Bridgewater Marketplace, per plat thereof, recorded as Instrument Number 2013032283 in the Office of said Recorder.

- GENERAL NOTES:**
- CONTRACTOR SHALL PROTECT AND NOT DESTROY THE PROPERTY CORNER MONUMENTS DURING CONSTRUCTION.
 - CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION. CONTACT ENGINEER IF VARIATION EXISTS.
 - SEE SHEET C002 GENERAL NOTES FOR MORE INFORMATION.

CAUTION !!

THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON ABOVE GROUND EVIDENCE (including, but not limited to, manholes, inlets, valves, and marks made upon the ground by others) AND ARE SPECULATIVE IN NATURE. THERE MAY ALSO BE OTHER EXISTING UNDERGROUND UTILITIES FOR WHICH THERE IS NO ABOVE GROUND EVIDENCE OR FOR WHICH NO ABOVE GROUND EVIDENCE WAS OBSERVED. THE EXACT LOCATIONS OF SAID EXISTING UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.

CALL TOLL FREE
"811" OR 1-800-382-5544
- INDIANA UNDERGROUND -

BENCHMARK:
(NAD '88 datum)

HCRR 149
BRONZE DISK STAMPED "HAMILTON COUNTY GEODETIC CONTROL" SET IN THE WEST END OF THE WEST WALL OF THE BRIDGE OVER VESTAL-ROCKDALE RD. 22.5' NORTH OF E OF 156th STREET; AND 332' WEST OF HAZEL DELL ROAD.
ELEV = 797.75

ASL TBM 430
CHISELED SQUARE ON NW CORNER OF A HEADWALL 265' SOUTH OF 146TH STREET AT NW CORNER OF SITE.
ELEV = 806.35

ASL TBM 431
CHISELED "X" NE CORNER OF TRAFFIC PEDESTAL AT SE CORNER OF 146TH STREET AND GRAY ROAD.
ELEV = 827.5

ASL TBM 435
CHISELED "X" SOUTH BOLT OF FIRE HYDRANT 340' EAST OF MARKET CENTER DRIVE AND 270N. OF E OF 146TH STREET.
ELEV = 822.69

ASL TBM 436
CHISELED "X" SOUTH BOLT OF FIRE HYDRANT NE CORNER OF MARKET CENTER DRIVE AND NO NAME ROAD FOR ENTRANCE TO THE "LOCAL".
ELEV = 822.10

KITE REALTY GROUP

30 S. MERIDIAN ST.,
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AMERICAN STRUCTUREPOINT INC.

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BRIDGEWATER POINTE SHOPPES

146th Street and
Gray Road
Westfield, IN

APPROVAL PENDING
NOT FOR CONSTRUCTION

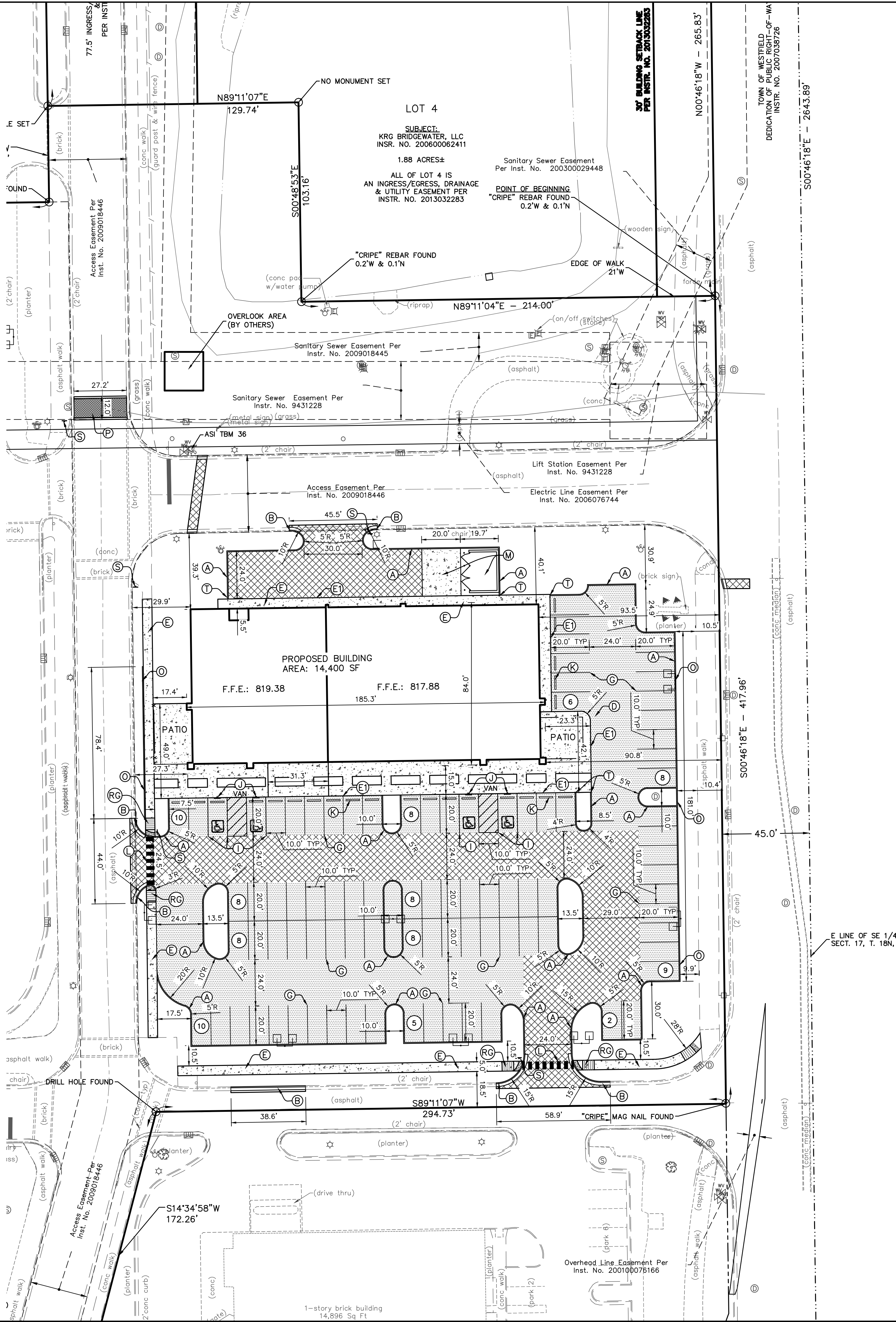
CERTIFIED BY		
ISSUANCE INDEX		
DATE:		
07-31-2015		
PROJECT PHASE:		

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

Project Number 2015.01267

EXISTING TOPOGRAPHY - DEMOLITION PLAN

C100



EXISTING LEGEND

- AIR CONDITIONER - BEEHIVE INLET - CURB INLET - CLEAN OUT - DRAINAGE MANHOLE - ELECTRIC METER BOX - ELECTRIC CROSS BOX - FLAG POLE - FIRE HYDRANT - FIRE VALVE SHUT OFF - GROUND LIGHT - GAS METER - GAS MARKER SIGN - GAS VALVE - GUY WIRE - HOSE BIB - INLET - LID - LIGHT POLE - MAILBOX - MANHOLE	- POST - POWER POLE - SPRINKLER CONTROL VALVE - SIGN - SANITARY MANHOLE - STAND PIPE - TELEPHONE HANDHOLE - TELEPHONE MANHOLE - TELEPHONE MARKER SIGN - TELEPHONE PEDESTAL - TRANSFORMER - TRAFFIC POLE - TELEPHONE CROSS BOX - VENT - WELL - WATER METER - WATER VALVE - CONCRETE END SECTION - OVERHEAD ELECTRIC LINE - OVERHEAD TELEPHONE LINE - REINFORCED CONCRETE PIPE - REBAR SET = 5/8" DIA. REBAR - W/CAP STAMPED "STRUCTUREPOINT - 0094" SET
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PROPOSED SITE LEGEND

	LIGHT DUTY PAVEMENT
	HEAVY DUTY PAVEMENT
	CONCRETE

RETAIL SITE PARKING ANALYSIS

TOTAL S.F. =	14,000 SF
REQUIRED RATIO =	3.5 SPACES PER 1,000 SF
TOTAL SPACES REQUIRED =	51
STANDARD PARKING (10'x20')	86
HANDICAP PARKING PROVIDED (INCLUDES 8 VAN ACCESSIBLE)	4
TOTAL PROPOSED PARKING	90

GENERAL NOTES:

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- CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION. CONTACT ENGINEER IF VARIATION EXISTS.
- SEE SHEET C002 GENERAL NOTES FOR MORE INFORMATION.

CAUTION !!

THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON ABOVE GROUND EVIDENCE (including, but not limited to, manholes, inlets, valves, and marks made upon the ground by others) AND ARE SPECULATIVE IN NATURE. THERE MAY ALSO BE OTHER EXISTING UNDERGROUND UTILITIES FOR WHICH THERE IS NO ABOVE GROUND EVIDENCE OR FOR WHICH NO ABOVE GROUND EVIDENCE WAS OBSERVED. THE EXACT LOCATIONS OF SAID EXISTING UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.

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 - INDIANA UNDERGROUND -

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BRIDGEWATER
 POINTE SHOPPES

146th Street and
 Gray Road
 Westfield, IN

APPROVAL PENDING
 NOT FOR CONSTRUCTION

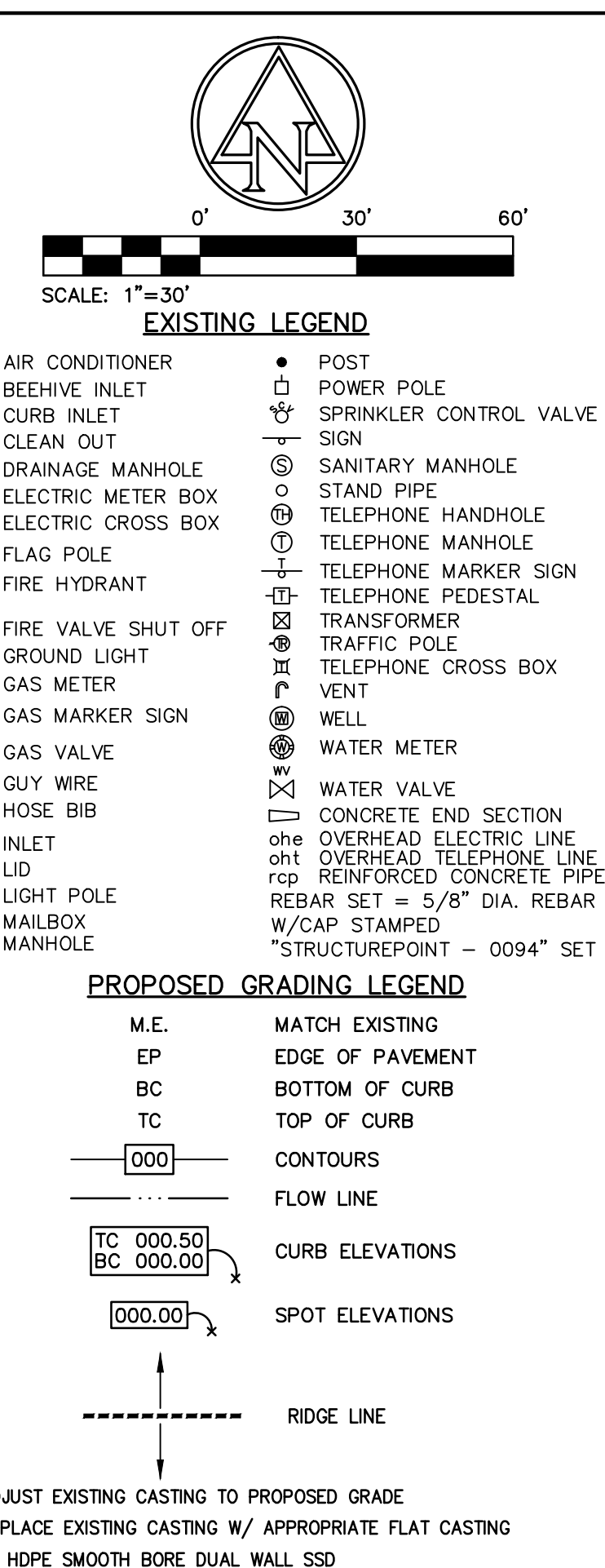
CERTIFIED BY		
ISSUANCE INDEX		
DATE:		
07-31-2015		
PROJECT PHASE:		

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

Project Number
 2015.01267

SITE PLAN

C200



STR. NO.	STRUCTURE / CASTING TYPE	T.O.R.	INCOMING PIPE DATA (DIRECTION) [FROM STR]	OUTGOING PIPE DATA (DIRECTION) [TO STR]	OUTGOING PIPE L.F.	OUTGOING PIPE SIZE	OUTGOING GRADE (%)	CONNECT TO STRUCT	REMARKS
1	TYPE "M" INLET / R-3287-10V	816.14		12" RCP 813.04 (W) [2]	60'	12"	0.40X	2	
2	TYPE "M" INLET / R-3287-10V	817.01	12" RCP 812.80 (E) [1]	18" RCP 812.80 (NW) [3]	166'	18"	0.25X	3	
3	TYPE "C" MANHOLE / R-4342	818.94	18" RCP 812.39 (SE) [2]	21" RCP 812.39 (N) [4]	123'	21"	0.21X	4	
4	TYPE "C" MANHOLE / R-4342	818.29	21" RCP 812.13 (S) [3]	21" RCP 812.13 (E) [8]	120'	21"	0.21X	8	
5	TYPE "A" INLET / R-3010	815.50		12" RCP 812.68 (N) [6]	95'	12"	0.31X	6	
6	TYPE "A" INLET / R-3010	815.50	12" RCP 812.39 (S) [5]	12" RCP 812.39 (NW) [7]	128'	12"	0.30X	7	
7	TYPE "F" INLET / R-1772	816.29	12" RCP 812.00 (SE) [6]	52" RCP 812.00 (W) [8]	52'	15"	0.23X	8	

BENCHMARK:
(NAD83 datum)

HCBR 148
BROWZIE D&K STAMPED "HAMILTON COUNTY GEODETIC CONTROL" SET IN THE WEST END OF THE WEST MINIMUM OF THE BRIDGE OVER WESTAL-HURDLEDALE DRIVE AT THE NORTHEAST CORNER OF 156th STREET AND 4332 WEST HAZEL DELL DRIVE.
ELEV = 797.75

ASM TBM 430
CHISELED SQUARE ON NW CORNER OF A HEADWALL ±65' SOUTH OF 146TH STREET AND NW CORNER OF SITE.
ELEV = 806.35

ASM TBM 431
CHISELED "X" NE CORNER OF TRAFFIC PEDESTAL AT SE CORNER OF 146TH STREET AND GRAY ROAD.
ELEV = 827.57

ASM TBM 435
CHISELED "Y" SOUTH BOLT OF FIRE HYDRANT ±40' EAST OF MARKET CENTER DRIVE AND ±75% OF E OF 146TH STREET.
ELEV = 922.69

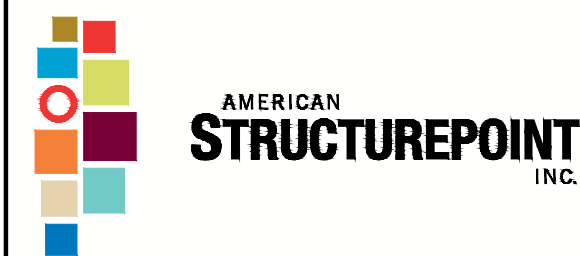
ASM TBM 436
CHISELED "X" SOUTH BOLT OF FIRE HYDRANT NE CORNER OF MARKET CENTER DRIVE AND NO NAME ROAD FOR ENTRANCE TO THE "LOCAL".
ELEV = 922.10

- GENERAL NOTES:**
1. CONTRACTOR SHALL PROTECT AND NOT DESTROY THE PROPERTY CORNER MONUMENTS DURING CONSTRUCTION.
 2. CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION. CONTACT ENGINEER IF VARIATION EXISTS.
 3. SEE SHEET C002 GENERAL NOTES FOR MORE INFORMATION.

CAUTION II.

THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON ABOVE GROUND EVIDENCE (including, but not limited to, manholes, inlets, valves, and marks made upon the ground by others) AND ARE SPECULATIVE IN NATURE. THERE MAY ALSO BE OTHER EXISTING UNDERGROUND UTILITIES FOR WHICH THERE IS NO ABOVE GROUND EVIDENCE OR FOR WHICH NO ABOVE GROUND EVIDENCE WAS OBSERVED. THE EXACT LOCATIONS OF SAID EXISTING UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.

CALL TOLL FREE
"811" OR 1-800-382-5544



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**BRIDGEWATER
POINTE SHOPPES**

**146th Street and
Gray Road
Westfield, IN**

**APPROVAL PENDING
NOT FOR CONSTRUCTION**

CERTIFIED BY

ISSUANCE INDEX

DATE:
07-31-2015
PROJECT PHASE:

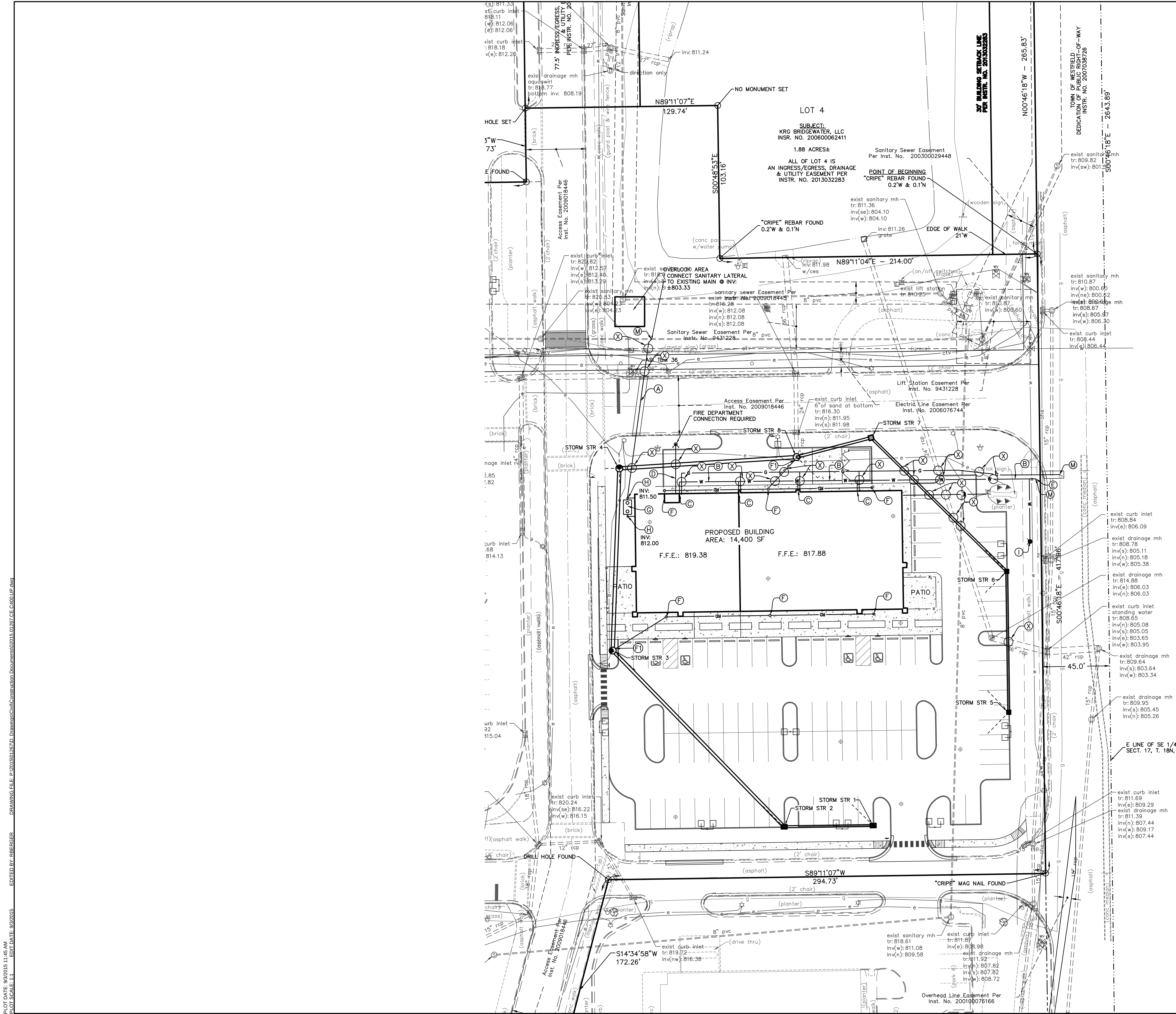
REVISION SCHEDULE

[illegible]

Project Number	2015.01267
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GRADING PLAN

C300



EXISTING LEGEND

AIR CONDITIONER	POST
BEEHIVE INLET	POWER POLE
CURB INLET	SPRINKLER CONTROL VALVE
CLEAN OUT	SIGN
DRAINAGE MANHOLE	SANITARY MANHOLE
ELECTRIC METER BOX	STAND PIPE
ELECTRIC CROSS BOX	TELEPHONE HANDHOLE
FLAG POLE	TELEPHONE MANHOLE
FIRE HYDRANT	TELEPHONE MARKER SIGN
FIRE VALVE SHUT OFF	TELEPHONE PEDESTAL
GROUND LIGHT	TRANSFORMER
GAS METER	TRAFFIC POLE
GAS MARKER SIGN	TELEPHONE CROSS BOX
GAS VALVE	WELL
GUY WIRE	WATER METER
HOSE BIB	WATER VALVE
INLET	CONCRETE END SECTION
LID	OVERHEAD ELECTRIC LINE
LIGHT POLE	OVERHEAD TELEPHONE LINE
MAILBOX	REINFORCED CONCRETE PIPE
MANHOLE	REBAR SET = 5/8" DIA. REBAR
	W/CAP STAMPED
	"STRUCTUREPOINT - 0094" SET

PROPOSED UTILITY LEGEND

RD	ROOF DRAIN
G	GAS LINE
E	ELECTRIC LINE
T	TELEPHONE LINE
W	WATER LINE
20 LF OF 4" PERFORATED PVC UNDERDRAIN	
GAS METER	
ELECTRICAL TRANSFORMER	
VALVE	
WATER METER PIT	
HYDRANT	
MANHOLE	

BENCHMARK:
(NAD 83 datum)
HC28-149
BRONZE DISK STAMPED "HAMILTON COUNTY GEODETIC CONTROL" SET IN THE WEST END OF THE WEST MINOR WALL OF THE BRIDGE OVER VESTAL-HARRIS ROAD; 222.5' NORTH OF E. OF 156th STREET AND 5332' WEST OF HAZEL DELL ROAD.
ELEV = 797.75
AS TBM 430
CHISELED SQUARE ON NW CORNER OF A HEADWALL ±65' SOUTH OF 146TH STREET AT NW CORNER OF SITE.
ELEV = 806.35
AS TBM 431
CHISELED "X" NE CORNER OF TRAFFIC PEDESTAL AT SE CORNER OF 146TH STREET AND GRAY ROAD.
ELEV = 807.97
AS TBM 435
CHISELED "X" SOUTH BOLT OF FIRE HYDRANT ±40' EAST OF MARKET CENTER DRIVE AND ±75% OF E. OF 146TH STREET.
ELEV = 822.69
AS TBM 436
CHISELED "X" SOUTH BOLT OF FIRE HYDRANT NE CORNER OF MARKET CENTER DRIVE AND NO NAME ROAD FOR ENTRANCE TO THE "LOCAL".
ELEV = 822.10

GENERAL NOTES:

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- INDIANA UNDERGROUND -

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BRIDGEWATER POINTE SHOPPES

146th Street and Gray Road
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ISSUANCE INDEX

DATE:	
07-31-2015	
PROJECT PHASE:	

REVISION SCHEDULE

NO.	DESCRIPTION	DATE

Project Number 2015.01267

UTILITY PLAN

C400

**146th Street and
Gray Road
Westfield, IN**

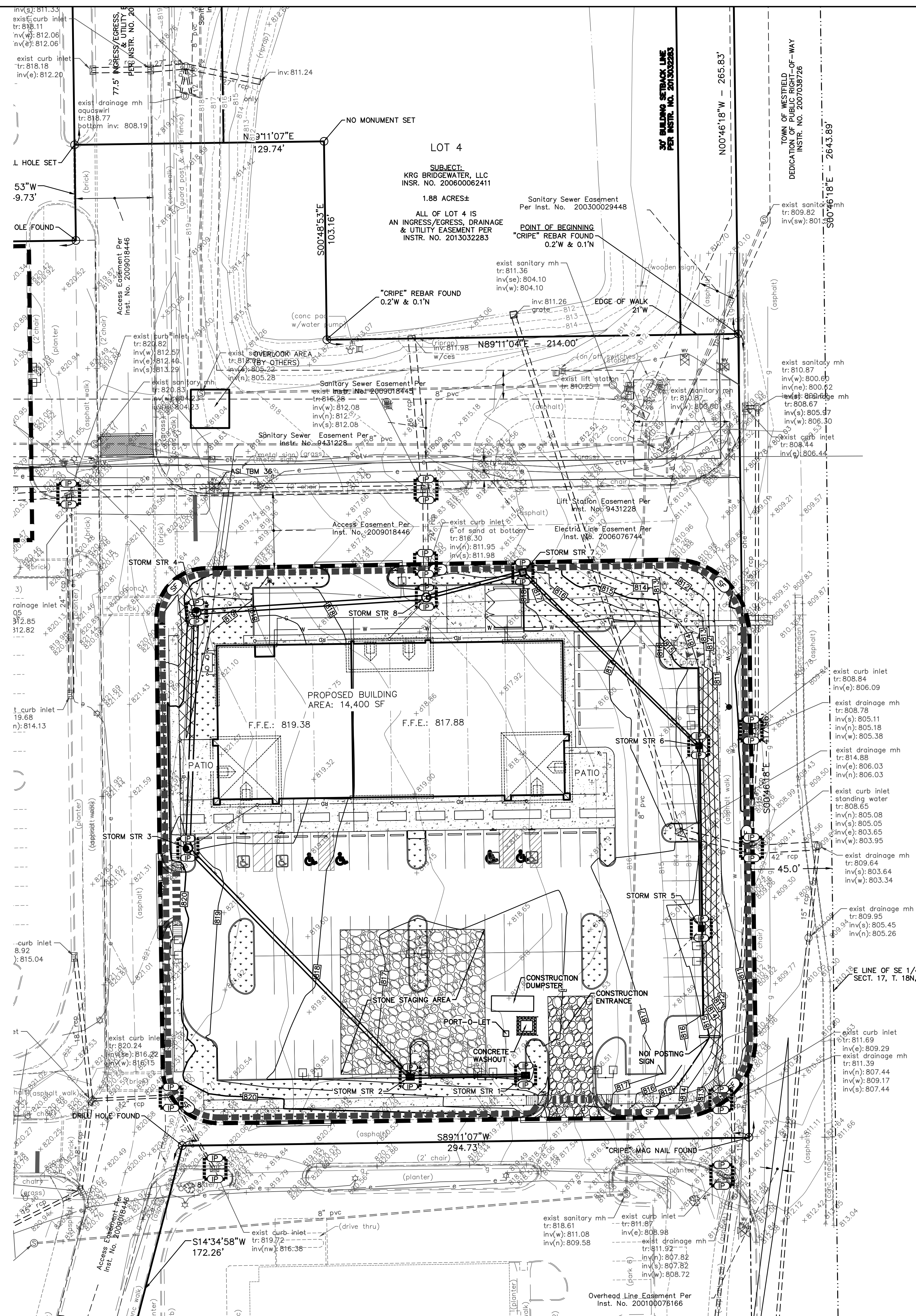
CERTIFIED BY

ISSUANCE INDEX

[illegible]

Project Number	2015.01267
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C500



BENCHMARK:
(NAVD '88 datum)

BROWN 149
HORIZE DISC STAMPED "HAMILTON COUNTY GEODETIC CONTROL," SET IN THE
MIDDLE OF THE WEST WINDOW OF THE BRIDGE OVER VESTAL-IRVINGDALE,
222.5' NORTH OF E. OF 156th STREET, AND 4332' WEST OF HAZEL DELL
ROAD.
ELEV = 797.75

ASL TMN 430
CHISELED SQUARE ON NW CORNER OF A HEADWALL .855' SOUTH OF 146TH
STREET AT NW CORNER OF SITE.
ELEV = 806.35

ASL TMN 431
CHISEL "Y" NE CORNER OF TRAFFIC PEDESTAL AT SE CORNER OF 146TH
STREET AND GRAY ROAD.
ELEV = 827.57

ASL TMN 435
CHISEL "Y" SOUTH BOLT OF FIRE HYDRANT 440' EAST OF MARKET CENTER
DRIVE AND 175.0' OF E.
OF 146TH STREET.
ELEV = 822.69

ASL TMN 436
CHISEL "Y" SOUTH BOLT OF FIRE HYDRANT NE CORNER OF MARKET CENTER
DRIVE AND NO NAME ROAD FOR ENTRANCE TO THE "LOCAL."
ELEV = 829.10

GENERAL NOTES

1. CONTRACTOR SHALL PROTECT AND NOT DESTROY THE PROPERTY CORNER MONUMENTS DURING CONSTRUCTION.
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3. SEE SHEET C002 GENERAL NOTES FOR MORE INFORMATION.

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CALL TOLL FREE
"811" OR 1-800-382-5544
- INDIANA UNDERGROUND -

SITE NAME
The area scheduled for construction is known as "4014 Bridgewater Marketplace" (hereinafter referred to as the "Project").

PROJECT LOCATION
The property is located northwest of the intersection of 146th Street and Gray Road in Westfield, Indiana, at a latitude of 40°03'29" N and a longitude of 86°09'08" W.

OWNER'S INFORMATION
Name: KR6 Bridgewater LLC.
Address: 30 South Meridian Street, Suite 100, Indianapolis, IN 46204
Representative: Tony Halsey, PE
Title:
Telephone:

OPERATOR'S INFORMATION
Name: KR6 Bridgewater LLC.
Address: 30 South Meridian Street, Suite 100, Indianapolis, IN 46204
Representative: Tony Halsey, PE
Title:
Telephone:

NOTICE OF INTENT
All parties defined as owners or operators must submit a Notice of Intent (NOI) at least 48 hours prior to commencement of on-site construction activities. Submission of late NOI's is not prohibited; however, authorization under the construction general permit is only for discharges that occur after permit coverage is granted. Unpermitted discharges may be subject to enforcement actions by the EPA. For the purposes of this permit, an operator is defined as any party meeting either of the following requirements:
a) The party has operational control over construction plans and specifications, including the ability to make modifications to those plans and specifications.
b) The party has day-to-day operational control of those activities at a project that are necessary to ensure compliance with a stormwater pollution prevention plan for the site or other permit conditions.

A2 1" x 17" PLAT
Refer to the Site Plan.

A3 PROJECT NARRATIVE
The proposed project consists of the construction of a new 14,400 sq ft retail building on Outlot 2 with the corresponding infrastructure, including but not limited to concrete sidewalks and drives, utilities and storm sewer system and a Goodwill Store within an existing building west of the site.

A4 VICINITY MAP
Refer to Title Sheet

A5 LEGAL DESCRIPTION OF THE PROJECT SITE
LEGAL DESCRIPTION
Part of the Southeast Quarter of Section 17, Township 18 North, Range 4 East of the Second Principle Meridian, Hamilton County, Indiana, more particularly described as follows:
Commencing at the northeast corner of said Southeast Quarter; thence South 00 degrees 46 minutes 18 seconds East (basis of bearings per Instrument Number 200600005931), on file in the Office of the Recorder of Hamilton County, Indiana) 1,249.15 feet along the east line to said Southeast Quarter to the northeast corner of the 8,000-acre parcel conveyed in Instrument Number 2006062411, on file in the Office of said Recorder; thence South 89 degrees 46 minutes 53 seconds West 45.00 feet along the north line of said 8,000-acre parcel to the west right-of-way line of Gray Road as described in Instrument Number 2007038726, on file in the Office of said Recorder; thence South 00 degrees 46 minutes 18 seconds East 585.64 feet along said west right-of-way line to the southeast corner of Lot 4 in Bridgewater Marketplace, per plat thereof, recorded as Instrument Number 2013032283 in the Office of said Recorder, being the POINT OF BEGINNING; thence continuing South 00 degrees 46 minutes 18 seconds East 417.98 feet along said west right-of-way line to the north line of the parcel conveyed to Gray Road Property LLC in Instrument Number 200600059203, on file in the Office of said Recorder, the following three (3) courses are along the north and west lines thereof: 1)thence South 89 degrees 11 minutes 07 seconds West 294.73 feet; 2)thence South 14 degrees 34 minutes 58 seconds West 172.26 feet; 3)thence South 00 degrees 46 minutes 18 seconds East 163.72 feet to the north right-of-way line of 146th Street as described in said Instrument Number 2007038726; thence South 89 degrees 40 minutes 59 seconds West 113.86 feet along said north right-of-way line to the southeast corner of the parcel conveyed to ACV Livermore, LLC in Instrument Number 200430004, on file in the Office of said Recorder, the following four (4) courses are along the east and north lines thereof: 1)thence northeasterly 57.64 feet along a non-tangent curve to the left having a radius of 91.50 feet and subtended by a long chord having a bearing of North 32 degrees 37 minutes 55 seconds East and a length of 56.69 feet; 2)thence North 13 degrees 23 minutes 30 seconds East 96.21 feet; 3)thence North 14 degrees 34 minutes 58 seconds East 92.72 feet; 4)thence South 89 degrees 11 minutes 07 seconds West 242.35 feet to the west line of the parcel conveyed to KR6 Bridgewater, LLC in Instrument Number 200600005931, on file in the Office of said Recorder; thence North 00 degrees 48 minutes 53 seconds West 570.24 feet along said west line to the southwest corner of the parcel conveyed to BD Schools Real Estate, LLC in Instrument Number 200901817, the following two (2) courses are along the south and east lines thereof: 1)thence North 89 degrees 11 minutes 11 seconds East 273.77 feet; 2)thence North 00 degrees 48 minutes 53 seconds West 49.73 feet to a southwest corner of said Lot 4, the following three (3) courses are along the south and west lines thereof: 1)thence North 89 degrees 11 minutes 07 seconds East 129.74 feet; 2)thence South 00 degrees 48 minutes 53 seconds East 103.16 feet; 3)thence North 89 degrees 11 minutes 04 seconds East 214.00 feet to the POINT OF BEGINNING. Containing 7.63 acres, more or less.

AND
Lots 1, 2 and 4 of Bridgewater Marketplace, per plat thereof, recorded as Instrument Number 2013032283 in the Office of said Recorder.

A6 LOCATION OF ALL LOTS AND PROPOSED SITE IMPROVEMENTS
The site will not be subdivided; therefore, there are no individual lots on the property. The proposed site improvements are shown on the included plans.

A7 HYDROLOGIC UNIT CODE (HUC)
05120101090020

A8 STATE AND FEDERAL WATER QUALITY PERMITS
A Rule 5 IDEM Permit is required.

A9 SPECIFIC POINT WHERE STORMWATER DISCHARGE WILL LEAVE THE SITE
Stormwater drainage from the site will be conveyed by a proposed storm sewer to the side of the site where it will then discharge to an existing pond.

A10 LOCATION AND NAME OF ALL WETLANDS, LAKES, AND WATERCOURSES ON AND ADJACENT TO THE SITE
No wetlands, lakes or watercourses have been identified on the site that may be impacted by stormwater discharges as a result of the proposed construction activities.

A11 IDENTIFICATION OF ALL RECEIVING WATERS
White River-Vestal Ditch/Michener Ditch is the ultimate receiving water for the project area.

A12 IDENTIFICATION OF ALL POTENTIAL DISCHARGES TO GROUND WATER
There are no locations on site where surface water may be discharged into ground water.

A13 100-YEAR FLOODPLAINS, FLOODWAYS, AND FLOODWAY FRINGES
The site is not located within a floodplain, floodway or floodway fringe as indicated on the flood insurance rate map (firm) for Hamilton County, IN, Map Number 18057C0227g, dated November 19, 2014.

A14 PRE-CONSTRUCTION AND POST-CONSTRUCTION ESTIMATE OF PEAK DISCHARGE
Pre-construction 10-year discharge: 4.65 cfs
Post-construction 10-year discharge: 8.15 cfs

A15 ADJACENT LAND USE
North: Detention Pond
East: Woods
South: Commercial
West: Commercial

A16 LOCATIONS AND APPROXIMATE BOUNDARIES OF ALL DISTURBED AREAS
Approximate boundaries of disturbed areas are as identified on the Erosion Control Plan.

A17 IDENTIFICATION OF EXISTING VEGETATIVE COVER
Approximate areas of existing vegetative cover are as shown on the existing topography sheets.

A18 SOILS MAP INCLUDING SOIL DESCRIPTION AND LIMITATIONS
The Natural Resources Conservation Service (NRCS) Web Soil Survey of Hamilton County, Indiana, indicates Brookston silty clay loam and Crosby silt loam soils are located on the site.
The on-site soil will be treated as recommended by the geotechnical engineer if the conditions are unsuitable for the proposed construction. Remedial treatments may include, but are not limited to, removal of unsuitable soil and backfilling with engineered material, installation of a geofabric within or under the pavement system, or treatment of the subgrade with lime.

A19 LOCATIONS, SIZE, AND DIMENSIONS FOR PROPOSED STORMWATER SYSTEMS
Locations of stormwater systems: Refer to the Utility Plan
Size of storm sewer: Refer to the Utility Plan
Details of storm inlets and manholes: Refer to Site Details

A20 PLANS FOR ANY OFF-SITE CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS PROJECT
No off-site construction activities will be associated with this project.

A21 LOCATIONS OF PROPOSED SOIL STOCKPILES AND/OR BORROW/DISPOSAL

Excess soil shall be immediately stockpiled, surrounded with silt fence and seeded and/or removed from the construction site in accordance with all applicable laws. If topsoil stockpiles are anticipated for this project, they are shown on the Erosion Control Plan.

A22 EXISTING SITE TOPOGRAPHY

Refer to the Existing Topography Plan

A23 PROPOSED FINAL SITE TOPOGRAPHY

Refer to the Grading Plan

B1 DESCRIPTION OF POTENTIAL POLLUTANT SOURCES ASSOCIATED WITH CONSTRUCTION ACTIVITIES

The following potential pollutant sources may be associated with construction activities on site:

1. Material storage areas (more specifically described below)
2. Construction waste material
3. Fuel storage areas and fueling stations
4. Exposed soils
5. Leaking vehicles and equipment
6. Sanitary waste from temporary toilet facilities
7. Litter
8. Windblown dust
9. Soil tracking off site from construction equipment

The following construction materials may be stored or stored on site at various points during development of the site:

1. Structural fill
2. Pavement Base Stone
3. HDPE, PVC, RCP or Ductile Iron pipe
4. Precast concrete, HDPE or PVC drainage and sanitary structures
5. Rock rip-rap

B2 SEQUENCE DESCRIBING STORMWATER QUALITY MEASURE IMPLEMENTATION RELATIVE TO LAND-DISTURBING ACTIVITIES

1. Schedule pre-construction meeting with City of Westfield at least 48 hrs prior to commencing construction.
2. Install construction entrance.
3. Utilize the gravel construction entrance for installation of the perimeter silt fence. Add stone if needed. Post the NOI at the entrance. Add protection measures to existing inlets.
4. Install staging area, fueling station, material storage area and concrete truck washout.
5. Strip the top soil and grade.
6. Erosion control blankets on the cut and fills on the site. Install check dams or stabilize the slopes with erosion control blankets.
7. Prior to building construction install stone surface for paved areas.
8. Prior to building construction install stone surface for paved areas.
9. Prior to building construction, install staging area for building materials.
10. Install storm sewer and other utilities. Provide inlet protection immediately upon completion of the inlet and install riprap outlet protection prior to installing outlets. Final grade and stabilize slopes when inlets are functioning.
11. Seed the perimeter of the site.
12. Complete utility installation, curbs, paving and building construction.
13. Install landscaping plant material and stabilize all disturbed areas.
14. Remove all erosion and sediment control practices when areas have a uniform grass cover.

B3 STABLE CONSTRUCTION ENTRANCE LOCATIONS AND SPECIFICATIONS

Construction entrances will be in place prior to any site construction or demolition. Entrances are shown on the Erosion Control Plan, refer to the Erosion Control Details for details.

B4 SEDIMENT CONTROL MEASURES FOR SHEET FLOW AREAS

Sheet flow areas will be protected by seed and/or mulching. Erosion control blankets will be installed on sloped areas where the slope exceeds 6:1 (horizontal to vertical). Silt Fencing will be utilized to prevent sedimentation from leaving the site. Refer to the Erosion Control Plan for locations and the Erosion Control Details for details.

B5 SEDIMENT CONTROL MEASURES FOR CONCENTRATED FLOW AREAS

Proposed swales will be stabilized with erosion control blankets, and rock donuts will be installed to slow runoff to inlets. Straw bales and silt fences will not be allowed as concentrated flow protection measures. Refer to the Erosion Control Plan for locations and the Erosion Control Details for details.

B6 STORM SEWER INLET PROTECTION MEASURE LOCATIONS AND SPECIFICATIONS

The contractor shall install appropriate inlet protection measures at each inlet. Refer to the Erosion Control Plan for locations and the Erosion Control Details for details. Straw bales will not be allowed as inlet protection measures.

B7 RUNOFF CONTROL MEASURES

Silt fence will be utilized to prevent sedimentation from leaving the boundaries of the site via runoff.

B8 STORMWATER OUTLET PROTECTION SPECIFICATIONS

Stormwater outlets will be protected by riprap aprons to prevent scour erosion. Refer to the Erosion Control Plan for locations and the Erosion Control Details for details.

B9 GRADE STABILIZATION STRUCTURE LOCATIONS AND SPECIFICATIONS

Rip rap aprons at outlets will be utilized to prevent grade destabilization. Refer to the Erosion Control Plan for locations and the Erosion Control Details for details.

B10 LOCATION, DIMENSIONS, SPECIFICATIONS, AND CONSTRUCTION DETAILS OF EACH STORMWATER QUALITY MEASURE

The existing wet detention pond was master planned as a stormwater quality treatment measure for the proposed project.

B11 TEMPORARY SURFACE STABILIZATION METHODS APPROPRIATE FOR EACH SEASON

Surface stabilization is required on any bare or thinly vegetated area that is scheduled or likely to remain inactive for a period of 15 days or more. Refer to the Temporary Seeding Detail within the Erosion Control Details for specifics on soil amendments, seed mixtures and mulching.

B12 PERMANENT SURFACE STABILIZATION SPECIFICATIONS

A. Loosen lawn area to a minimum depth of 6 inches. Mix soil amendments and fertilizers with topsoil at rates specified. Organic soil amendments such as peat, compost or manure shall be applied at 2" depth evenly over soil and incorporated into the top 6" of topsoil. Provide fertilizer with percentage of nitrogen required to provide not less than 1 pound of actual nitrogen per 1,000 sq. ft. of lawn area and not less than 4 percent phosphoric acid and 2 percent potassium. At least 50 percent of nitrogen to be organic form. Delay mixing of fertilizer if planting will not follow placing of planting soil within a few days.

B. Fertilizer for lawns: provide a fast release fertilizer with a composition of 1 lb per 1,000 sq. ft. of actual nitrogen, 4 percent phosphorus, and 2 percent potassium by weight.

C. Slow-release fertilizer for trees or shrubs: granular fertilizer consisting of 50 percent water-insoluble nitrogen, phosphorus and potassium made up of a composition by weight of 5 percent

D. Grade lawn and grass areas to a smooth, even surface with loose, uniformly fine texture. Limit fine grading to areas that can be planted within immediate future. Remove trash, debris, stones larger than 1 inch diameter, and other objects that may interfere with planting or maintenance operations. Sow seed using a spreader or seeding machine. Do not seed when wind velocity exceeds 5 miles per hour.

E. Distribute seed evenly over entire area by sowing equal quantity in 2 directions at right angles to each other.

F. Refer to the Permanent Seeding Details within the Erosion Control Detail Sheet, for timing of permanent seeding.

G. Rake seed lightly into top 1/8 inch of soil, roll lightly, and water with a fine spray.

H. Install erosion control blankets as indicated on the plan.

I. Protect seeded areas against erosion by spreading clean, seed-free straw mulch after completion of seeding operations. Cover uniformly to form a continuous blanket not less than 1-1/2 inches loose measurements over seeded areas.

J. Water newly planted lawn areas and keep moist until new grass is established. Immediately repair any lawn areas disturbed by construction activities including tree and shrub installation.

K. Refer to the Permanent Seeding Details within the Erosion Control Detail Sheet, for timing of permanent seeding, grass seed specifications and mulching specifications.

B13 MATERIAL HANDLING AND SPILL PREVENTION PLAN

Solid Waste Disposal

Land solid material, including building materials, is permitted to be discharged to surface waters or buried on site. All solid waste materials, including disposable materials incidental to the construction activity, must be collected in containers or closed dumpster's. The collection containers must be emptied periodically and the collected material hauled to a landfill permitted by the State and/or appropriate local municipality to accept the waste for disposal.

A foreman or supervisor should be designated in writing to oversee, enforce, and instruct construction workers on proper solid waste procedures.

Hazardous Waste

Whenever possible, minimize the use of hazardous materials and generation of hazardous wastes. All hazardous waste materials will be disposed in the manner specified by federal, state, or local regulations or by the manufacturer.

Use containment barriers in fueling and maintenance areas and where potential for spills is high.

A foreman or supervisor should be designated in writing to oversee, enforce and instruct construction workers on proper hazardous waste procedures. The location of any hazardous waste storage areas should be indicated on the stormwater pollution prevention plan by the operator following on-site location of the facility.

Dust Control/Off-Site Vehicle Tracking

During construction, water trucks should be used, as needed, by each contractor or subcontractor to reduce dust. After construction, the site should be stabilized to reduce dust.

Construction traffic should enter and exit the site at a Construction Entrance with a rock pad or equivalent surface. The purpose of the rock pad is to minimize the amount of soil and dust that is tracked onto existing streets. If sediment escapes the construction site, off-site accumulations of sediment must be removed at a frequency sufficient to minimize offsite impacts.

Sanitary/Septic	Contractors and subcontractors must comply with all state and local sanitary sewer, portable toilet, or septic system regulations. Sanitary facilities shall be provided at the site by each contractor or subcontractor throughout construction activities. The sanitary facilities must be utilized by all construction personnel and be serviced regularly. All expenses associated with providing sanitary facilities are the responsibility of the contractors and subcontractors. The location of any sanitary facilities should be indicated on the stormwater pollution prevention plan by the operator following on-site location of solid facilities.	
Water Source	Water used to establish and maintain grass, to control dust, and for other construction purposes must originate from a public water supply or private well approved by the State or local health department.	
Equipment Fueling and Storage Areas	Equipment fueling, maintenance, and cleaning should only be completed in protected areas (i.e., bermed area). Leaking equipment and maintenance fluids will be collected and not allowed to discharge onto soil where they may be washed away during a rain event.	
Equipment wash down (except for wheel washes) should take place within an area surrounded by a berm. The use of detergents is prohibited.		
Hazardous Material Storage	Chemicals, paints, solvents, fertilizers, and other toxic or hazardous materials should be stored in their original containers. (If original containers are not resalable, the products in clearly labeled, waterproof containers). Except during application, the containers should be kept in trucks or in bermed areas within covered storage facilities. Runoff containing such materials shall be collected, removed from the site, and disposed of in accordance with the federal, state, and local regulations.	
As may be required by federal, state or local regulations, the Contractor should have a Hazardous Materials Management Plan and/or Hazardous Materials Spill and Prevention Program in place. A foreman or supervisor should be designated to coordinate and instruct construction workers on proper hazardous materials storage and handling procedures. The location of any hazardous material storage areas should be indicated on the stormwater pollution prevention plan by the operator following on-site location of the storage areas.		
Material Handling and Spill Prevention	Discharge of hazardous substances or oil into the stormwater is subject to reporting requirements. In the event of a spill of a hazardous substance, the operator is required to notify the National Response Center (1-800-424-8802) to properly report the spill. In addition, the operator shall submit a written description of the release (including the type and amount of material released, the date of the release, the circumstances of the release, and the steps to be taken to prevent future spills) to the local governing authority. The SWPPP must be revised within 30 days after the release to reflect the release, stating the information above along with modifications to minimize the possibility of future occurrences. Each contractor and subcontractor is responsible for complying with these reporting requirements.	B1
Concrete Washout	All concrete trucks waste material shall be properly contained and disposed in accordance with all local, state, and federal regulations. A pit or container is required when cleaning concrete trucks.	C1
Spill Response Plan	Minor – Small spills that typically involve oil, gasoline, paint, hydraulic fluid, etc., can be controlled by the first responder at the location of the spill. - Contain spill to prevent material from entering storm or ground water. Do not flush with water or bury. - Use absorbent material to clean-up spill material and any subsequently contaminated soil and dispose of properly.	
Semi-Significant Spills – Approximately ten gallons or less of pollutant with no help from other ground or surface sources. Minor spills can be generally controlled by the first responder with help from other site personnel. This response may require other operations to stop to make sure the spill is quickly and safely addressed. At the discovery of the spill: - Contain spill to prevent material from entering storm or ground water. Do not flush with water or bury. - Use absorbent material to clean-up spills and dispose of properly. Spills on impervious surfaces should be disposed of as soon as possible to prevent migration deeper into the soil and groundwater. - Discontinue discharge of the spill. - Contact 911 if the spill could be a safety issue. - Contact supervisors and designated site inspectors immediately. Contaminated solids are to be removed to an approved landfill.		
Major or Hazardous Spills – More than ten gallons, there is the potential for death, injury or illness to humans or animals, has the potential for surface or groundwater pollution. - Control or contain the spill without risking bodily harm. Temporarily plug storm drains if possible to prevent migration of the spill into the stormwater system. - Immediately contact the local Fire Department at 911 to report any hazardous material spill. - Contact supervisors and designated site inspectors immediately. Governing authorities responsible for storm water facilities should be contacted as well. The contractor is responsible for having these contact numbers available at the job site. A written report should be submitted to the owner as soon as possible. - As soon as possible but within 2 hours of discovery, contact the local agency responsible for spill management. The following information should be noted for future reports to the agency: - Name, address and phone number of person making the spill report - The location of the spill - The time of the spill - Identification of the spilled substance - Approximate quantity of the substance that has been spilled or may be further spilled - The duration and source of the spill - Name and location of the damaged waters - Name of spill response organization - What measures were taken in the spill response - Other information that may be significant		C2
Additional regulations or requirements may be present. A spill response professional should be consulted to make sure all appropriate and required steps have been taken. Contaminated solids should only be removed from the site after approval is given by the appropriate agency.		C3
MONITORING AND MAINTENANCE GUIDELINES FOR EACH PROPOSED STORMWATER QUALITY MEASURE		
Inspection Schedule/Reporting	All impacted areas, as well as all erosion and sediment control devices, will be inspected every seven (7) calendar days and within 24 hours after a rainfall of 0.5 inch or greater. Where sites have been final or temporarily stabilized or on sites where runoff is unlikely due to winter conditions (e.g., site is covered with snow, ice, or frozen ground exists), such inspections shall be conducted at least once every month. Inspections shall be conducted and a written report prepared, by a designated and qualified person familiar with the USEPA NPDES Storm Water General Permit, this SWPPP, and the Project. Inspection reports shall be completed including scope of the inspection, name(s) and qualifications of personnel making the inspection, the date of the inspection, observations related to the implementation of the SWPPP, and any actions taken as a result of incidents of noncompliance noted during the inspection. The inspector should indicate whether or not there is compliance or identify any incidents of noncompliance. The contractor shall keep a copy of the inspection reports on site and permanently for a period of two years following construction. The on-site reports may be requested by inspections conducted by the local governing authority.	C5
Construction Entrance	Locations where vehicles exit the site shall be inspected for evidence of off-site sediment tracking. Each contractor and subcontractor shall be responsible for maintaining the Construction Entrance and other controls as described in this SWPPP.	
Material Storage Inspections	Inspectors must evaluate areas used for storage of materials that are exposed to precipitation. The purpose is to ensure that materials are protected and/or impounded so that pollutants cannot discharge from storage areas. Off-site material storage areas used solely by the subject project are considered to be part of the project and must be included in the erosion controls and the site inspection reports.	
Soil Stabilization Inspections	Each area will be inspected to confirm that a healthy stand of vegetation is maintained. The site has achieved final stabilization once all areas are covered with pavement or have a stand of vegetation with at least 70% of the background vegetation density. The density of 70% or greater must be maintained to be considered stabilized. The contractor or their representative will water, fertilize, and reseed disturbed areas as needed to achieve this goal.	
Erosion and Sediment Control Inspections	All controls should be inspected at least once every seven (7) calendar days and following any storm event of 0.5 inch or greater. The following is a list of inspection/maintenance practices that will be used for specific controls:	
- Geotextiles/Erosion Control Mats: Missing or loose matting must be replaced or re-anchored. - Inter Protection: If silt fence inlet protection is to be used, sediment should be removed when it reaches approximately one-half the height of the fence. If a sump is used, sediment should be removed when it reaches the high water mark. - Diversion Swales: Clean debris or other obstructions as needed. Damage from storms or normal construction activities (i.e., tire ruts) shall be repaired immediately. - Mulching: Inspect for thin or bare spots caused by natural decomposition or weather-related events. Replace in high traffic areas and should be replaced on a regular basis to maintain uniform protection. - Sediment Trap: Accumulated silt shall be removed and the basin shall be re-graded to its original dimensions at such point that the capacity of the impoundment has been reduced to one-half of its original storage capacity. The removed sediment shall be stockpiled or redistributed in areas that are protected from erosion. - Sediment Basin: Inspect frequently to check for damage and to ensure obstructions are not diminishing the effectiveness of the structures. Sediment shall be removed and the basin shall be re-graded to its original dimensions at such point that the capacity of the impoundment has been reduced to 20% of its original storage capacity. The removed sediment shall be stockpiled or redistributed in areas that are protected from erosion. - Silt Fence: Removal of built-up sediment will occur when the sediment reaches one-third the height of the fence. - Stabilized Construction Entrance: Periodic re-grading and top dressing with additional stone. - Vegetation: Protect newly seeded areas from excessive runoff and traffic until vegetation is established. Establish a watering and fertilizing schedule. - Good Housekeeping: Litter, construction debris, and construction chemicals exposed to stormwater shall be prevented from becoming a pollutant source for stormwater discharges through screening of outfalls and daily pickup of litter.		
In the event that sediment exceeds the construction site, off-site accumulations of sediment must be removed at a frequency sufficient to minimize adverse impacts. An example of this may be the situation		

/or pose a safety hazard to users of public streets. Modifications/Revisions to SWPPP.

Based on inspection results, any necessary modification to this SWPPP shall be implemented within seven calendar days of the inspection. A modification is necessary if a control measure or operational procedure does not provide adequate pollutant control. All revisions shall be recorded on a Record of Revisions within ten calendar days of the inspection.

It is the responsibility of the operator to maintain effective pollutant discharge controls. Physical site conditions or contractor/subcontractor practices could make it necessary to install more controls than were originally planned. For example, localized concentrations of surface runoff or unusually steep areas could require additional silt barrier or other structural controls. Assessing the need for and installing additional controls will be a continuing contractor/subcontractor responsibility until final stabilization is achieved. Contractors and subcontractors implementing this SWPPP must remain alert to the need to periodically refine and update this SWPPP in order to accomplish the intended goals.

Notice of Termination

The compliance of the site with the General Construction Permit remains the responsibility of all operators that have submitted an NOI until such time as they have submitted a Notice of Termination (NOT). The permittee's authorization to discharge under the General Construction Permit terminates at midnight of the day the NOT is signed.

Permittees must submit an NOI within thirty (30) days after one or more of the following conditions have been met:

Final stabilization has been achieved on all portions of the site for which the permittee was responsible.

Another operator/permittee has assumed control over all areas of the site that have not been finally stabilized.

In residential construction operations, temporary stabilization has been completed and the residence has been transferred to the homeowner.

EROSION AND SEDIMENT CONTROL SPECIFICATIONS FOR INDIVIDUAL BUILDING LOTS

Since the entire site is under a single ownership, there are not any individual building lots.

DESCRIPTION OF POLLUTANTS AND THEIR SOURCES ASSOCIATED WITH THE PROPOSED LAND USE

The proposed land use is a proposed building with infrastructure. The pollutants and sources of each pollutant mainly expected from this type of land use are listed below:

Pollutant Source: Passenger vehicles, delivery vehicles.

Type of Pollutant: Oil, gasoline, diesel fuel, any hydrocarbon associated with vehicular fuels and lubricants, grease, antifreeze, windshield cleaner solution, brake fluid, brake dust, rubber, glass, metal and plastic fragments, grit, road de-icing materials.

Pollutant Source: Building

Type of Pollutant: Cleaning solutions or solvents, leaks from HVAC equipment, grit from roof drainage, debris, rubber fragments from roofing system.

Pollutant Source: Trash dumpster

Type of Pollutant: Cleaning solutions or solvents, litter (paper, plastic, general refuse associated with distribution operations), uneaten food products, bacteria.

Pollutant Source: Parking lot

Type of Pollutant: Any pollutant associated with vehicular sources, grit from asphalt wearing surface, petroleum compounds from periodic maintenance (sealing, resurfacing and patching), pavement de-icing materials, point fragments from parking stall stripes, concrete fragments, wind-blown litter from off-site surfaces, elevated water temperatures from contact with impervious surfaces.

Pollutant Source: Lawn and landscape areas

Type of Pollutant: Fertilizers, soil, organic material (leaves, mulch, grass clippings)

MEASURES DESCRIBING STORMWATER QUALITY MEASURE IMPLEMENTATION

To ensure existing offsite stormwater detention ponds will remain in place as permanent feature after construction is completed. The purpose of the these measures is to restrict stormwater discharges and provide a sediment removal function.

DESCRIPTION OF PROPOSED POST-CONSTRUCTION STORMWATER QUALITY MEASURES

Permanent Vegetation

Soil will be placed in lawn areas and seeded with grass, and graded not to exceed 3:1 slopes. Proposed landscape trees and shrubs will also be added. These Bio areas will act as a natural filter strip to help improve storm water quality. The vegetated areas will slow the velocities of storm water runoff, reduce sediment runoff, and reduce problems associated with mud or dust from bare soils.

Existing Wet Detention Pond

Wet detention pond detains storm water runoff long enough for contaminated sediments to settle and the rain in the pond and allow the water in the pond to be displaced by the next rain event. The sedimentation process removes particulates, organic matter, and metals from the water while nutrients are removed through biological uptake. By capturing and detaining runoff, wet ponds control both storm water quantity and quality.

Post-Construction Housekeeping Measures

Post-construction housekeeping measures such as regular street sweeping, installation of trash receptacles, and reduction of fertilizer overspray can be incorporated by the owner and/or occupant.

POST-CONSTRUCTION EROSION DIMENSIONS, SPECIFICATIONS, AND CONSTRUCTION DETAILS OF EACH STORMWATER QUALITY MEASURE

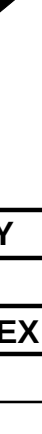
All stormwater quality measures will be installed with this project. However, the existing wet detention pond located north of the development was designed as a BMP for the proposed project.

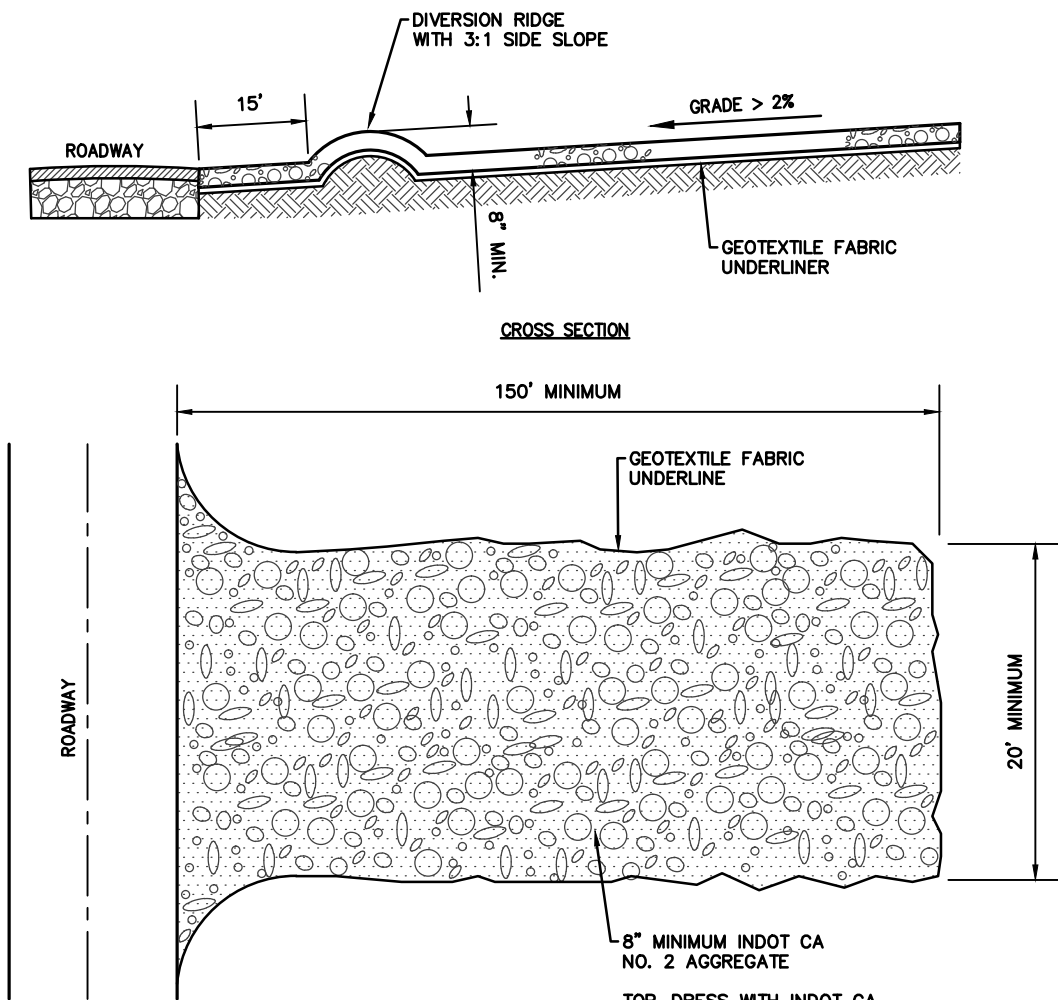
DESCRIPTION OF MAINTENANCE GUIDELINES FOR POST-CONSTRUCTION STORMWATER QUALITY MEASURES

Maintenance requirements for the stormwater quality measures which will remain in place after construction is complete, are described below. Refer to the BMP Operations and Maintenance Manual for more detailed maintenance requirements.

Existing Detention Ponds

Inspect periodically as needed or at least every six months. Sediment shall be disposed of off site in accordance with all applicable laws. Areas that show sign of erosion shall be stabilized with erosion control blanket and/or seed as necessary.

 30 S. MERIDIAN ST., SUITE 100, INDIANAPOLIS, IN 46204	
AMERICAN STRUCTUREPOINT INC.	
and Station Indianapolis, Indiana 46256 317.547.9580 FAX 317.543.0270 www.structurepoint.com	
GEWATER TE SHOPPES	
Street and Road field, IN	
	
CERTIFIED BY _____	
ISSUANCE INDEX _____	
_____015	
CT PHASE: _____	
EVISION SCHEDULE _____	
DESCRIPTION	DATE
Number	2015.01267
TORMWATER POLLUTION VENTION PLAN	
C510	



SPECIFICATIONS

LOCATION

- AVOID LOCATING ON STEEP SLOPES OR AT CURVES IN PUBLIC ROADS.

DIMENSIONS

- WIDTH: TWENTY (20) FEET MINIMUM OR FULL WIDTH OF ENTRANCE/EXIT ROADWAY, WHICHEVER IS GREATER.
- LENGTH: ONE-HUNDRED FIFTY (150) FEET MINIMUM (LENGTH CAN BE SHORTER FOR SMALLER SITES).
- THICKNESS: EIGHT (8) INCHES MINIMUM.

MATERIALS

- ONE (1) TO TWO AND ONE-HALF (2-1/2) INCH DIAMETER WASHED AGGREGATE (INDOT CA NO. 2).
- ONE-HALF (1/2) TO ONE AND ONE-HALF (1-1/2) INCH WASHED AGGREGATE (INDOT CA NO. 53); OPTIONAL, USED PRIMARILY WHERE THE PURPOSE OF THE PAD IS TO KEEP SOIL FROM ADHERING TO VEHICLE TIRES.
- GEOTEXTILE FABRIC UNDERLAYMENT (USED AS A SEPARATE LAYER TO PREVENT INTERMIXING OF AGGREGATE AND THE UNDERLYING SOIL MATERIAL AND TO PROVIDE GREATER BEARING STRENGTH WHEN ENCOUNTERING WET CONDITIONS OR SOILS WITH SEASONAL HIGH WATER TABLE LIMITATIONS).

INSTALLATION

1. REMOVE ALL VEGETATION AND OTHER OBJECTIONABLE MATERIAL FROM THE FOUNDATION AREA.
2. GRADE FOUNDATION AND CROWN FOR POSITIVE DRAINAGE. IF THE SLOPE OF THE CONSTRUCTION ENTRANCE IS TOWARD A PUBLIC ROAD AND EXCEEDS TWO (2) PERCENT, CONSTRUCT AN EIGHT (8) INCH HIGH DIVERSION RIDGE WITH A RATIO OF 3-TO-1 SIDE SLOPES ACROSS THE FOUNDATION AREA ABOUT 10 FEET FROM THE ENTRANCE TO DIVERT RUNOFF AWAY FROM THE ROAD (SEE CROSS-SECTION VIEW ABOVE).
3. INSTALL A CULVERT PIPE UNDER THE PAD IF NEEDED TO MAINTAIN PROPER PUBLIC ROAD DRAINAGE.
4. IF WET CONDITIONS ARE ANTICIPATED, PLACE GEOTEXTILE FABRIC ON THE GRADED FOUNDATION TO IMPROVE STABILITY.
5. PLACE AGGREGATE (INDOT CA NO. 2) TO THE DIMENSIONS AND GRADE SHOWN IN THE CONSTRUCTION PLANS, LEAVING THE SURFACE SMOOTH AND SLOPED FOR DRAINAGE.
6. TOP-DRESS THE FIRST 50 FEET ADJACENT TO THE PUBLIC ROADWAY WITH TWO TO THREE INCHES OF WASHED AGGREGATE (INDOT CA NO. 53). OPTIONAL, USED PRIMARILY WHERE THE PURPOSE OF THE PAD IS TO KEEP SOIL FROM ADHERING TO VEHICLE TIRES.
7. WHERE POSSIBLE, DIVERT ALL STORM WATER RUNOFF AND DRAINAGE FROM THE TEMPORARY CONSTRUCTION INGRESS/EGRESS PAD TO A SEDIMENT TRAP OR BASIN.

MAINTENANCE

- INSPECT DAILY.
- RESHAPE PAD AS NEEDED FOR DRAINAGE AND RUNOFF CONTROL.
- TOP-DRESS WITH CLEAN AGGREGATE AS NEEDED.
- IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS.
- FLUSHING SHOULD ONLY BE USED IF THE WATER FROM THE CONSTRUCTION DRIVE CAN BE CONVEYED INTO A SEDIMENT TRAP OR BASIN.

GRAVEL CONSTRUCTION ENTRANCE (SITES LARGER THAN TWO ACRES)

NOT TO SCALE

(REV. 11/13)

SEEDING SPECIFICATIONS

SEEDBED PREPARATION

- GRADE AND APPLY SOIL AMENDMENTS.

SEEDING FREQUENCY

- SEED FINAL GRADED AREAS DAILY WHILE SOIL IS STILL LOOSE AND MOIST.

DENSITY OF VEGETATIVE COVER

- NINETY PERCENT OR GREATER OVER THE SOIL SURFACE.

MATERIALS

- SOIL AMENDMENTS – SELECT MATERIALS AND RATES AS DETERMINED BY A SOIL TEST (CONTACT YOUR COUNTY SOIL AND WATER CONSERVATION DISTRICT OR COOPERATIVE EXTENSION OFFICE FOR ASSISTANCE) AND SOIL INFORMATION, INCLUDING AVAILABLE SOIL TESTING SERVICES) OR 400 TO 600 POUNDS OF 12-12-12 ANALYSIS FERTILIZER, OR EQUIVALENT, CONSIDER THE USE OF REDUCED PHOSPHOROUS APPLICATION WHERE SOIL TESTS INDICATE ADEQUATE PHOSPHOROUS LEVELS IN THE SOIL PROFILE.
- SEED – SELECT APPROPRIATE PLANT SPECIES SEED OR SEED MIXTURES ON THE BASIS OF SOIL TYPE, SOIL pH, REGION OF THE STATE, TIME OF YEAR, AND INTENDED LAND USE OF THE AREA TO BE SEED (SEE TABLE 1).
- MULCH – STRAW, HAY, WOOD FIBER, ETC. (TO PROTECT SEEDBED, RETAIN MOISTURE, AND ENCOURAGE PLANT GROWTH), ANCHORED TO PREVENT REMOVAL BY WIND OR WATER OR COVERED WITH PREMANUFACTURED EROSION CONTROL BLANKETS.

SEEDING APPLICATIONS

SITE PREPARATION

1. GRADE THE SITE TO ACHIEVE POSITIVE DRAINAGE.
2. ADD TOPSOIL TO ACHIEVE NEEDED DEPTH FOR ESTABLISHMENT OF VEGETATION. (COMPOST MATERIAL MAY BE ADDED TO IMPROVE SOIL MOISTURE HOLDING CAPACITY, SOIL FRIABILITY, AND NUTRIENT AVAILABILITY.)

SEEDBED PREPARATION

1. TEST SOIL TO DETERMINE pH AND NUTRIENT LEVELS.
2. APPLY SOIL AMENDMENTS AS RECOMMENDED BY THE SOIL TEST AND WORK INTO THE UPPER TWO TO FOUR INCHES OF SOIL. IF TESTING IS NOT DONE, APPLY 400 TO 600 POUNDS PER ACRE OF 12-12-12 ANALYSIS FERTILIZER, OR EQUIVALENT.
3. TILL THE SOIL TO OBTAIN A UNIFORM SEEDBED. USE A DISK OR RAKE, OPERATED ACROSS THE SLOPE, TO WORK THE SOIL AMENDMENTS INTO THE UPPER TWO TO FOUR INCHES OF THE SOIL.

SEEDING

- OPTIMUM SEEDING DATES ARE MARCH 1 TO MAY 10 AND AUGUST 10 TO SEPTEMBER 30. PERMANENT SEEDING DONE BETWEEN MAY 10 AND AUGUST 10 MAY NEED TO BE IRRIGATED, SEEDING OUTSIDE OR BEYOND OPTIMUM SEEDING DATES IS STILL POSSIBLE WITH THE UNDERSTANDING THAT RESEEDING OR OVERSEEDING MAY BE REQUIRED IF ADEQUATE SURFACE COVER IS NOT ACHIEVED. RESEEDING OR OVERSEEDING CAN BE EASILY ACCOMPLISHED IF THE SOIL SURFACE REMAINS WELL PROTECTED WITH MULCH.

1. SELECT A SEEDING MIXTURE AND RATE FROM TABLE 1. SELECT SEED MIXTURE BASED ON SITE CONDITIONS, SOIL pH, INTENDED LAND USE, AND EXPECTED LEVEL OF MAINTENANCE.
2. APPLY SEED UNIFORMLY WITH A DRILL OR CULTPACKER SEEDER OR BY BROADCASTING. PLANT OR COVER THE SEED TO A DEPTH OF ONE-FOURTH TO ONE-HALF INCH. IF DRILLING OR BROADCASTING THE SEED, ENSURE GOOD SEED-TO-SOIL CONTACT BY FIRING, THE SEEDBED WITH A ROLLER OR CULTPACKER AFTER COMPLETING SEEDING OPERATIONS. (IF SEEDING IS DONE WITH A HYDROSEEDER, FERTILIZER AND MULCH CAN BE APPLIED WITH THE SEED IN A SLURRY MIXTURE.)
3. MULCH ALL SEEDED AREAS AND USE APPROPRIATE METHODS TO ANCHOR THE MULCH IN PLACE. CONSIDER USING EROSION CONTROL BLANKETS ON SLOPING AREAS AND CONVEYANCE CHANNELS.

SEEDING MAINTENANCE

- INSPECT WITHIN 24 HOURS OF EACH RAIN EVENT AND AT LEAST ONCE EVERY SEVEN CALENDAR DAYS UNTIL THE VEGETATION IS SUCCESSFULLY ESTABLISHED.
- CHARACTERISTICS OF A SUCCESSFUL STAND INCLUDE VIGOROUS DARK GREEN OR BLuish-GREEN SEEDLINGS WITH A UNIFORM VEGETATIVE COVER DENSITY OF 90 PERCENT OR MORE.
- CHECK FOR EROSION OR MOVEMENT OF MULCH.
- REPAIR DAMAGED, BARE, GULLED, OR SPARSELY VEGETATED AREAS AND THEN FERTILIZE, RESEED, AND APPLY AND ANCHOR MULCH.
- IF PLANT COVER IS SPARSE OR PATCHY, EVALUATE THE PLANT MATERIALS CHOSEN, SOIL FERTILITY, MOISTURE CONDITION, AND MULCH APPLICATION. REPAIR AFFECTED AREAS EITHER BY OVERSEEDING OR PREPARING A NEW SEEDBED AND RESEEDING. APPLY AND ANCHOR MULCH ON THE NEWLY SEEDED AREAS.
- IF VEGETATION FAILS TO GROW, CONSIDER SOIL TESTING TO DETERMINE SOIL pH OR NUTRIENT DEFICIENCY PROBLEMS. (CONTACT YOUR SOIL AND WATER CONSERVATION DISTRICT OR COOPERATIVE EXTENSION OFFICE FOR ASSISTANCE.)
- IF ADDITIONAL FERTILIZATION IS NEEDED TO GET A SATISFACTORY STAND, DO SO ACCORDING TO SOIL TEST RECOMMENDATIONS.
- ADD FERTILIZER THE FOLLOWING GROWING SEASON. FERTILIZE ACCORDING TO SOIL TEST RECOMMENDATIONS.
- FERTILIZE TURF AREAS ANNUALLY. APPLY FERTILIZER IN A SPLIT APPLICATION, FOR COOL-SEASON GRASSES, APPLY ONE-HALF OF THE FERTILIZER IN LATE SPRING AND ONE-HALF IN EARLY FALL. FOR WARM-SEASON GRASSES, APPLY ONE-THIRD IN EARLY SPRING, ONE-THIRD IN LATE SPRING, AND THE REMAINING ONE-THIRD IN MIDDLE SUMMER.

TABLE 1. PERMANENT SEEDING RECOMMENDATIONS

THIS TABLE PROVIDES SEVERAL SEED MIXTURE OPTIONS. ADDITIONAL SEED MIXTURES ARE AVAILABLE COMMERCIALY. WHEN SELECTING A MIXTURE, CONSIDER INTENDED LAND USE AND SITE CONDITIONS, INCLUDING SOIL PROPERTIES (E.G., SOIL pH AND DRAINAGE), SLOPE ASPECT, AND THE TOLERANCE OF EACH SPECIES TO SHADE AND DROUGHT.

OPEN LOW-MAINTENANCE AREAS (REMAINING IDLE MORE THAN SIX MONTHS)

SEED MIXTURES	RATE PER ACRE PURE LIVE SEED	OPTIMUM SOIL pH
1. PERENNIAL RYEGRASS –WHITE CLOVER*	70 LBS. 2 LBS.	5.6 TO 7.0
2. PERENNIAL RYEGRASS –TALL FESCUE**	70 LBS. 50 LBS.	5.6 TO 7.0
3. TALL FESCUE** –WHITE CLOVER*	70 LBS. 2 LBS.	5.5 TO 7.5

STEEP BANKS AND CUTS, LOW-MAINTENANCE AREAS (NOT MOWED)

SEED MIXTURES	RATE PER ACRE PURE LIVE SEED	OPTIMUM SOIL pH
1. SMOOTH BROME GRASS –RED CLOVER*	35 LBS. 20 LBS.	5.5 TO 7.0
2. TALL FESCUE** –WHITE CLOVER*	50 LBS. 2 LBS.	5.5 TO 7.5
3. TALL FESCUE** –RED CLOVER*	50 LBS. 20 LBS.	5.5 TO 7.5
4. ORCHARD GRASS –RED CLOVER** –WHITE CLOVER*	30 LBS. 20 LBS. 2 LBS.	5.6 TO 7.0
5. CROWNVEITCH* –TALL FESCUE**	12 LBS. 30 LBS.	5.6 TO 7.5

LAWNS AND HIGH-MAINTENANCE AREAS

SEED MIXTURES	RATE PER ACRE PURE LIVE SEED	OPTIMUM SOIL pH
1. BLUEGRASS	140 LBS.	5.5 TO 7.0
2. PERENNIAL RYEGRASS (TURF TYPE)	60 LBS. 90 LBS.	5.6 TO 7.0
3. TALL FESCUE (TURF TYPE)** –BLUEGRASS	170 LBS. 30 LBS.	5.6 TO 7.5

CHANNELS AND AREAS OF CONCENTRATED FLOW

SEED MIXTURES	RATE PER ACRE PURE LIVE SEED	OPTIMUM SOIL pH
1. PERENNIAL RYEGRASS –WHITE*	150 LBS. 2 LBS.	5.5 TO 7.0
2. KENTUCKY BLUEGRASS –SMOOTH BROMEGRASS –SWITCHGRASS –TIMOTHY –PERENNIAL RYEGRASS –WHITE CLOVER**	20 LBS. 10 LBS. 3 LBS. 4 LBS. 10 LBS. 2 LBS.	5.5 TO 7.5
3. TALL FESCUE* –WHITE CLOVER**	150 LBS. 2 LBS.	5.5 TO 7.5
4. TALL FESCUE** –PERENNIAL RYEGRASS –KENTUCKY BLUEGRASS	150 LBS. 20 LBS. 20 LBS.	5.5 TO 7.5

*FOR BEST RESULTS: (A) LEGUME SEED SHOULD BE INOCULATED; (B) SEEDING MIXTURES CONTAINING LEGUMES SHOULD PREFERABLY BE SPRING-SEEDED, ALTHOUGH THE GRASS MAY BE FALL-SEEDED AND THE LEGUME FROST-SEEDED; AND (C) IF LEGUMES ARE FALL-SEEDED, DO SO IN EARLY FALL.

**TALL FESCUE PROVIDES LITTLE COVER FOR, AND MAY BE TOXIC TO SOME SPECIES OF WILDLIFE. THE INDIANA DEPARTMENT OF NATURAL RESOURCES RECOGNIZES THE NEED FOR ADDITIONAL RESEARCH ON ALTERNATIVES SUCH AS BUFFALOGRASS, ORCHARDGRASS, SMOOTH BROMEGRASS, AND SWITCHGRASS. THIS RESEARCH, IN CONJUNCTION WITH DEMONSTRATION AREAS, SHOULD FOCUS ON EROSION CONTROL CHARACTERISTICS, WILDLIFE TOXICITY, TURF DISABILITY, AND DROUGHT RESISTANCE.

NOTES:

1. AN OAT OR WHEAT COMPANION OR NURSE CROP MAY BE USED WITH ANY OF THE ABOVE PERMANENT SEEDING MIXTURES, AT THE FOLLOWING RATES.
 - A. SPRING OATS – ONE-FOURTH TO THREE-FOURTHS BUSHEL PER ACRE
 - B. WHEAT – NO MORE THAN ONE-HALF BUSHEL PER ACRE
2. A HIGH POTENTIAL FOR FERTILIZER, SEED, AND MULCH TO WASH EXISTIS ON STEEP BANKS, CUTS, AND IN CHANNELS AND AREAS OF CONCENTRATED FLOW.

PERMANENT SEEDING WITH MULCH

NOT TO SCALE

(REV. 11/13)

MULCH SPECIFICATIONS MATERIALS

TABLE 1. SLOPE STEEPNESS RESTRICTIONS

MATERIAL*	RATE PER ACRE	COMMENTS
STRAW OR HAY	2 TONS	SHOULD BE DRY, FREE OF UNDESIRABLE SEEDS. SPREAD BY HAND OR MACHINE. MUST BE CRIMPED OR ANCHORED (SEE TABLE 2).
WOOD FIBER OR CELLULOSE	1 TON	APPLY WITH A HYDRAULIC MULCH MACHINE AND USE WITH TACKING AGENT.

*MULCHING IS NOT RECOMMENDED IN CONCENTRATED FLOWS. CONSIDER EROSION CONTROL BLANKETS OR OTHER STABILIZATION METHODS.

- COVERAGE
- THE MULCH SHOULD HAVE A UNIFORM DENSITY OF AT LEAST 75 PERCENT OVER THE SOIL SURFACE.
- ANCHORING

TABLE 2. MULCH ANCHORING METHODS

ANCHORING METHOD*	HOW TO APPLY
MULCH ANCHORING TOOL OR FARM DISK (DULL, SERRATED, AND BLADES SET STRAIGHT)	CRIMP OR PUNCH THE STRAW OR HAY TWO TO FOUR INCHES INTO THE SOIL. OPERATE MACHINERY ON THE CONTOUR OF THE SLOPE.
CLEATING WITH DOZER TRACKS	OPERATE DOZER UP AND DOWN SLOPE TO PREVENT FORMATION OF RILLS BY DOZER CLEATS.
WOOD HYDROMULCH FIBERS	APPLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
SYNTHETIC TACKIFIERS, BINDERS, OR SOIL STABILIZERS	APPLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
NETTING (SYNTHETIC OR BIODEGRADABLE MATERIAL)	INSTALL NETTING IMMEDIATELY AFTER APPLYING MULCH. ANCHOR NETTING WITH STAPLES. EDGES OF NETTING STRIPS SHOULD OVERLAP WITH EACH UP-SLOPE STRIP OVERLAPPING FOUR TO SIX INCHES OVER THE ADJACENT DOWN-SLOPE STRIP. BEST SUITED TO SLOPE APPLICATIONS. IN MOST INSTANCES, INSTALLATION DETAILS ARE SITE SPECIFIC, SO MANUFACTURER'S RECOMMENDATIONS SHOULD BE FOLLOWED.

*ALL FORMS OF MULCH MUST BE ANCHORED TO PREVENT DISPLACEMENT BY WIND AND/OR WATER.

MULCH APPLICATION

1. APPLY MULCH AT THE RECOMMENDED RATE SHOWN IN TABLE 1.
2. SPREAD THE MULCH MATERIAL UNIFORMLY BY HAND, HAYFORK, MULCH BLOWER, OR HYDRAULIC MULCH MACHINE. AFTER SPREADING, NO MORE THAN 25 PERCENT OF THE GROUND SHOULD BE VISIBLE.
3. ANCHOR STRAW OR HAY MULCH IMMEDIATELY AFTER APPLICATION. THE MULCH CAN BE ANCHORED USING ONE OF THE METHODS LISTED BELOW:
 - a. CRIMP WITH A MULCH ANCHORING TOOL, A WEIGHTED FARM DISK WITH DULL SERRATED BLADES SET STRAIGHT, OR TRACK CLEATS OF A BULLDOZER.
 - b. APPLY HYDRAULIC MULCH WITH SHORT CELLULOSE FIBERS.
 - c. APPLY A LIQUID TACKIFIER, OR
 - d. COVER WITH NETTING SECURED BY STAPLES.

MULCH MAINTENANCE

- INSPECT WITHIN 24 HOURS OF EACH RAIN EVENT AND AT LEAST ONCE EVERY SEVEN CALENDAR DAYS.
- CHECK FOR EROSION OR MOVEMENT OF MULCH; REPAIR DAMAGED AREAS, RESEED, APPLY NEW MULCH AND ANCHOR THE MULCH IN PLACE.
- CONTINUE INSPECTIONS UNTIL VEGETATION IS FIRMLY ESTABLISHED.
- IF EROSION IS SEVERE OR RECURRING, USE EROSION CONTROL BLANKETS OR OTHER MORE SUBSTANTIAL STABILIZATION METHODS TO PROTECT THE AREA.

BRIDGEWATER POINTE SHOPPES

146th Street and
Gray Road
Westfield, IN

APPROVAL PENDING
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ISSUANCE INDEX

DATE:
07-31-2015
PROJECT PHASE:

REVISION SCHEDULE

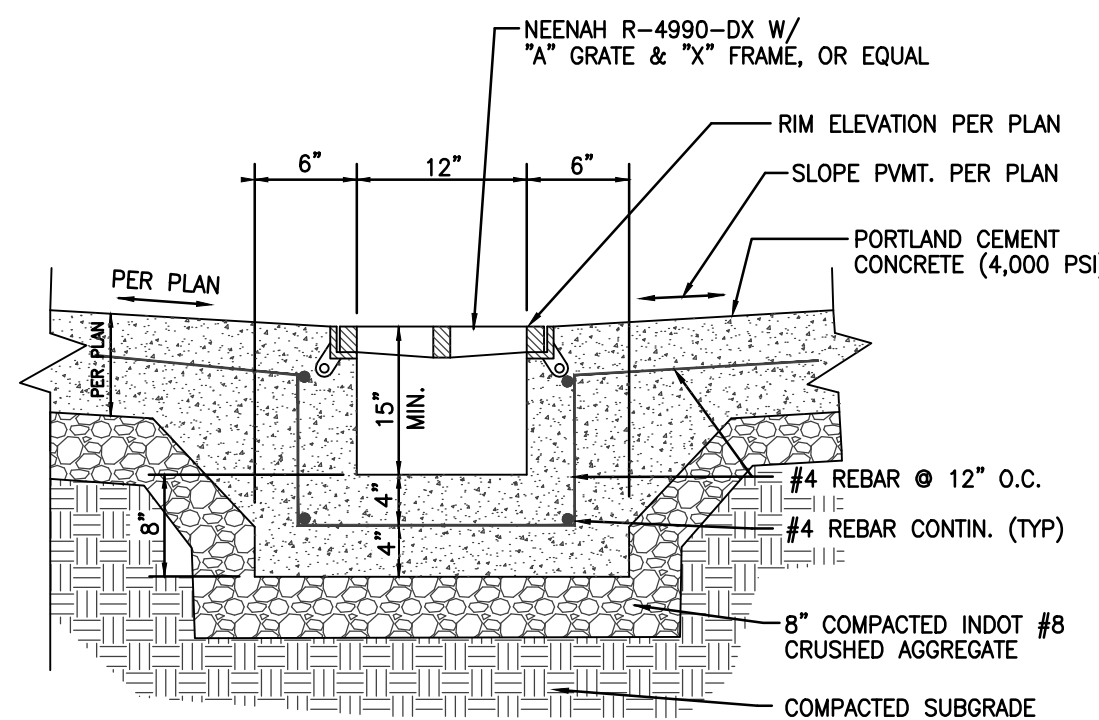
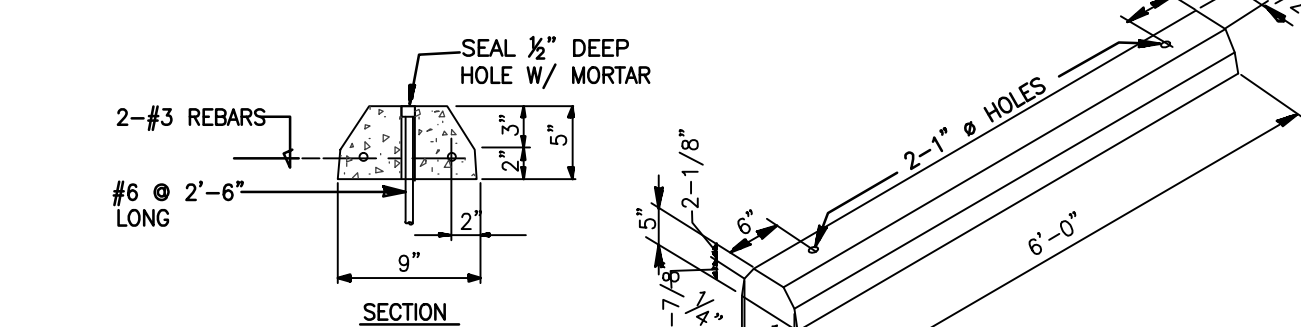
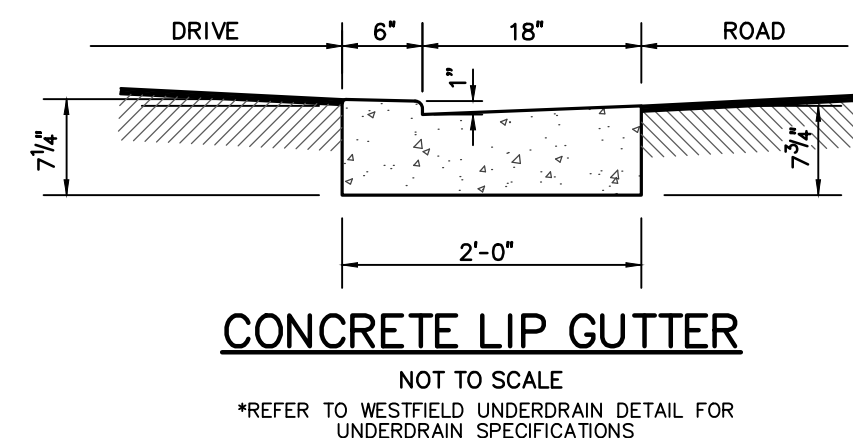
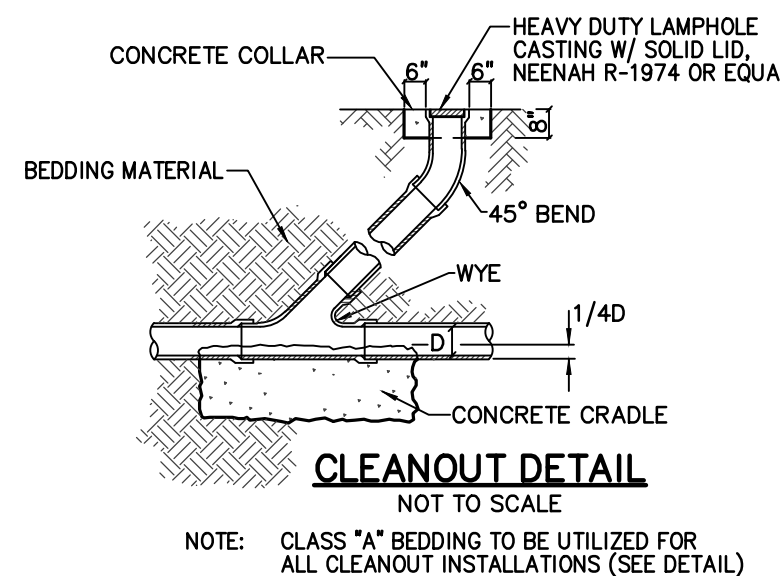
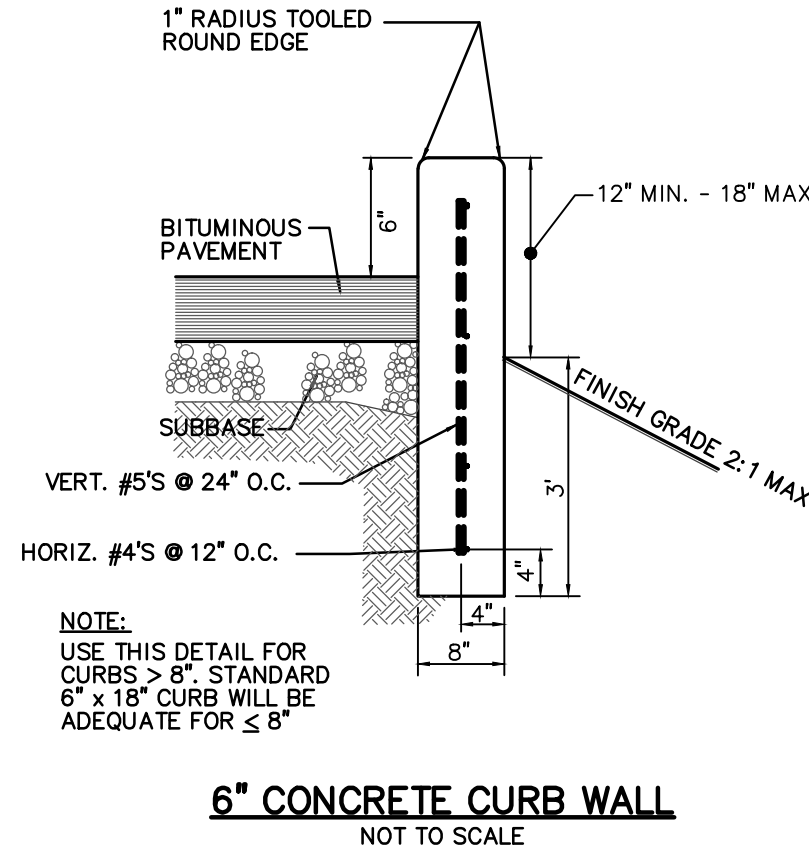
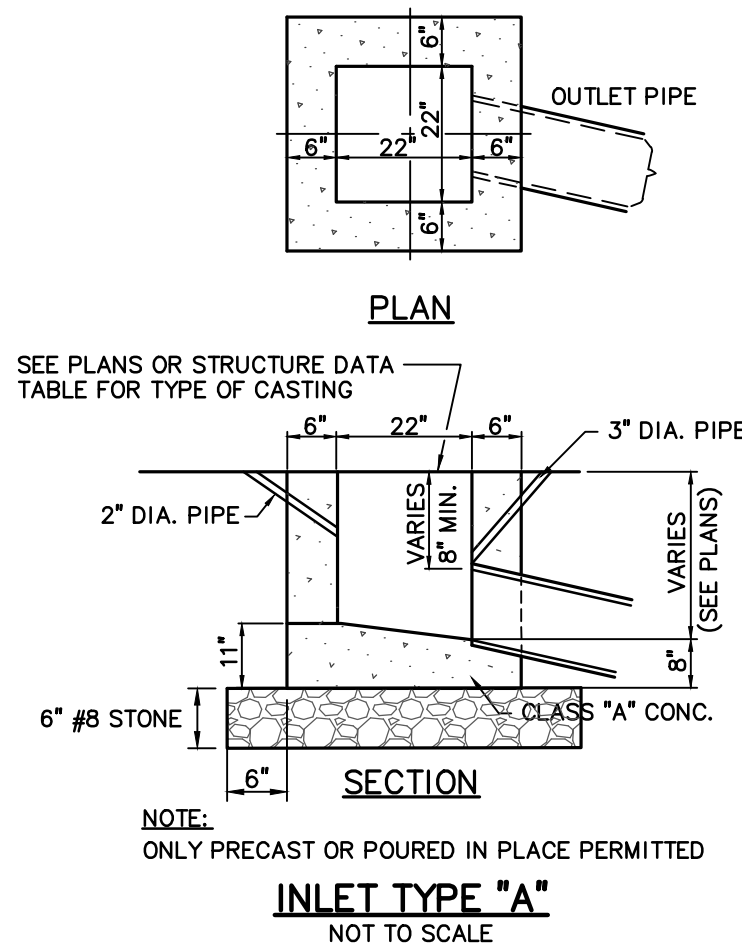
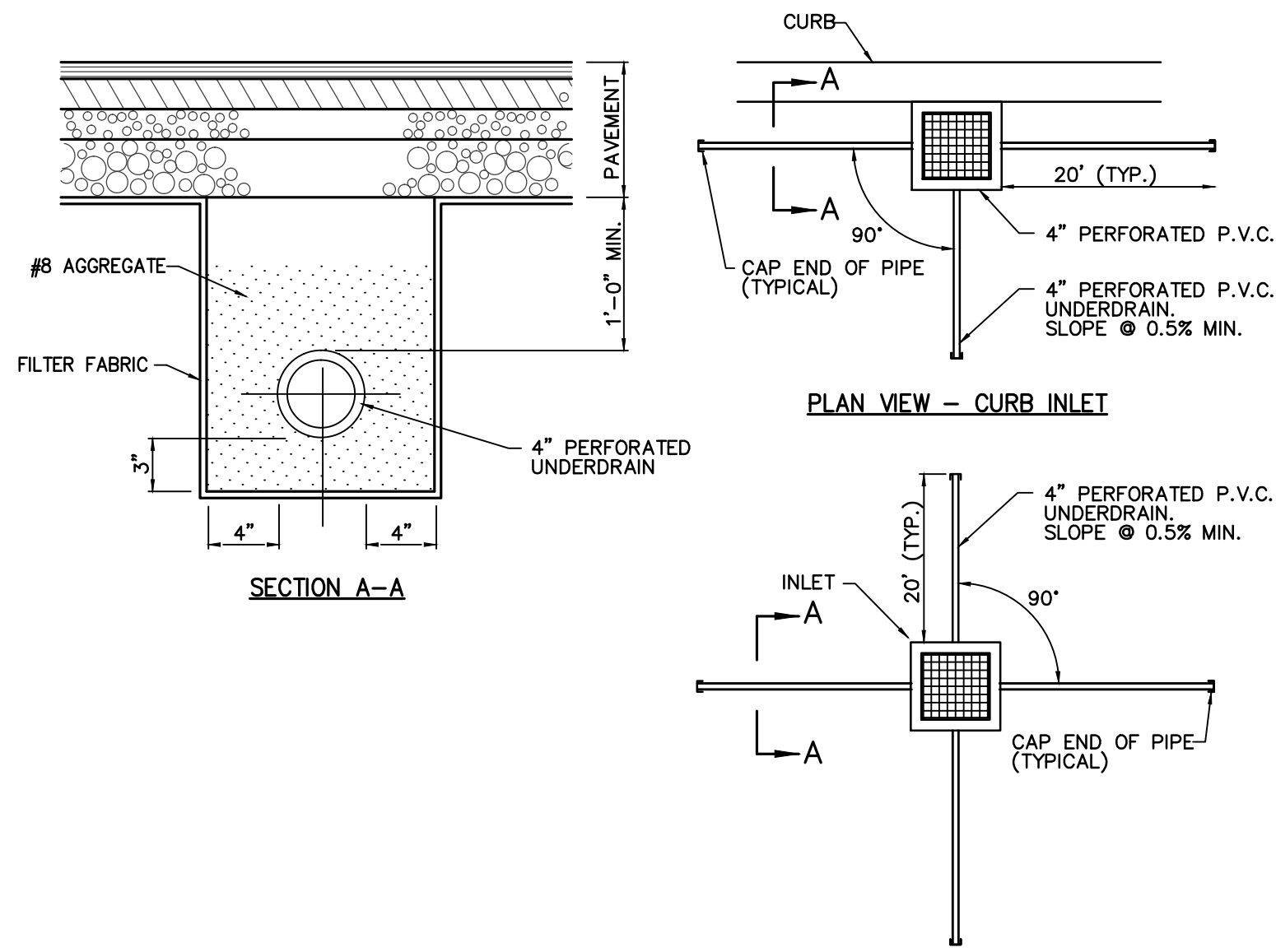
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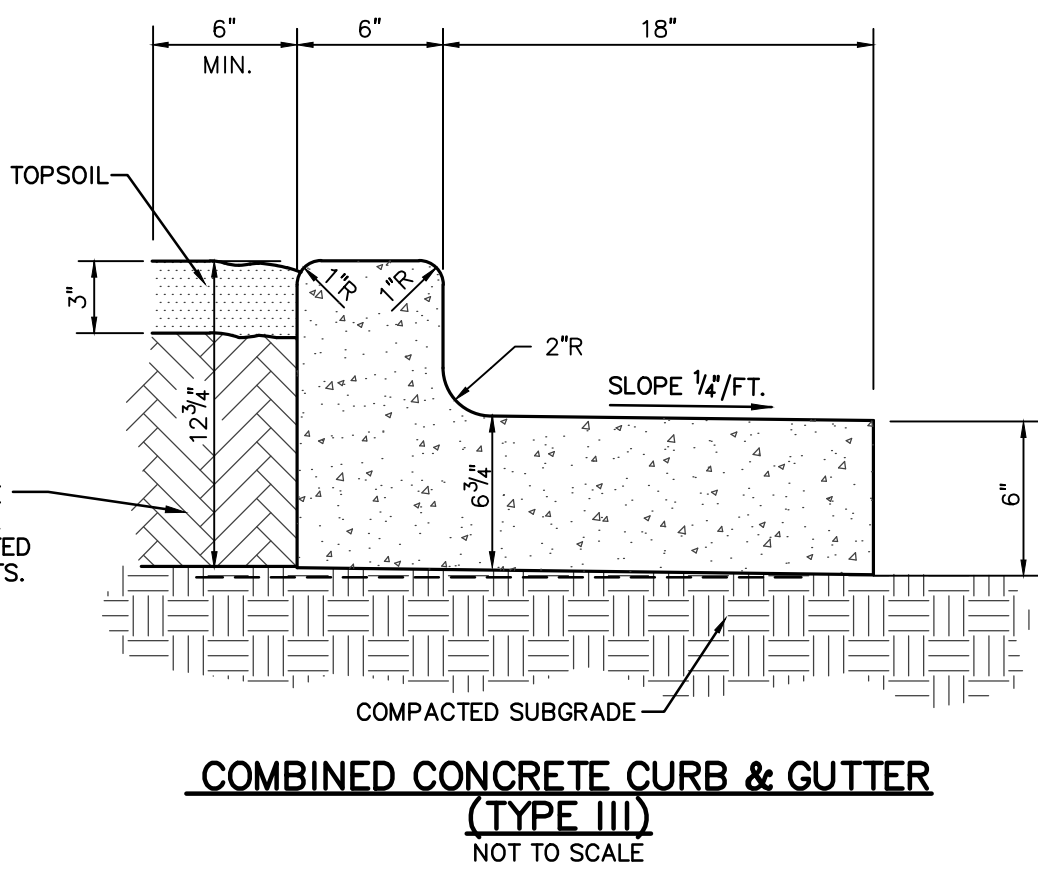
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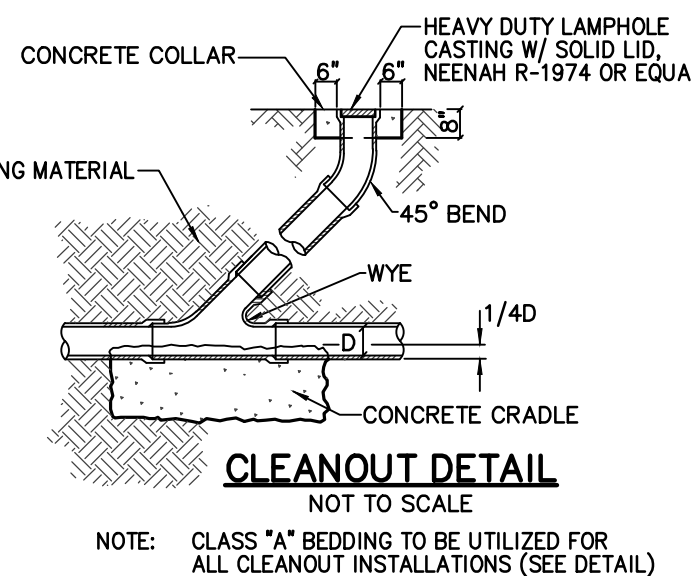


- NOTES:
- CONTRACTOR TO POUR CONCRETE AND PROVIDE ANCHOR RODS AS REQUIRED TO ACCOMMODATE FRAME. REFER TO MANUFACTURER SPECIFICATIONS FOR ADDITIONAL INFORMATION.
 - BOTTOM OF TRENCH TO SLOPE 0.5% MIN. FOR POSITIVE DRAINAGE. PROVIDE DISCHARGE PIPE AS INDICATED ON PLANS.

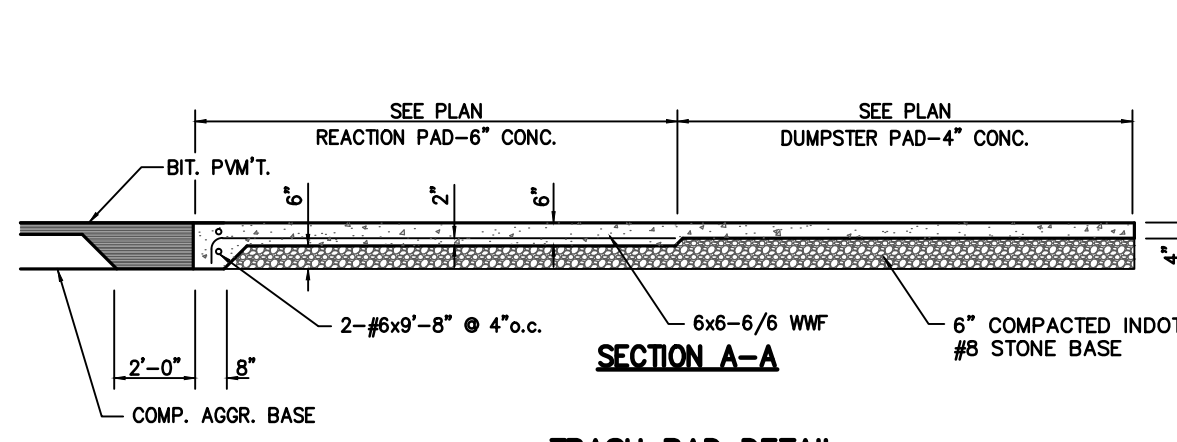
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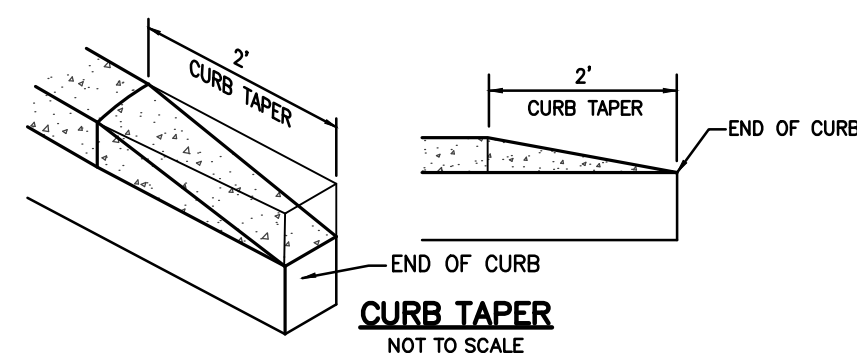
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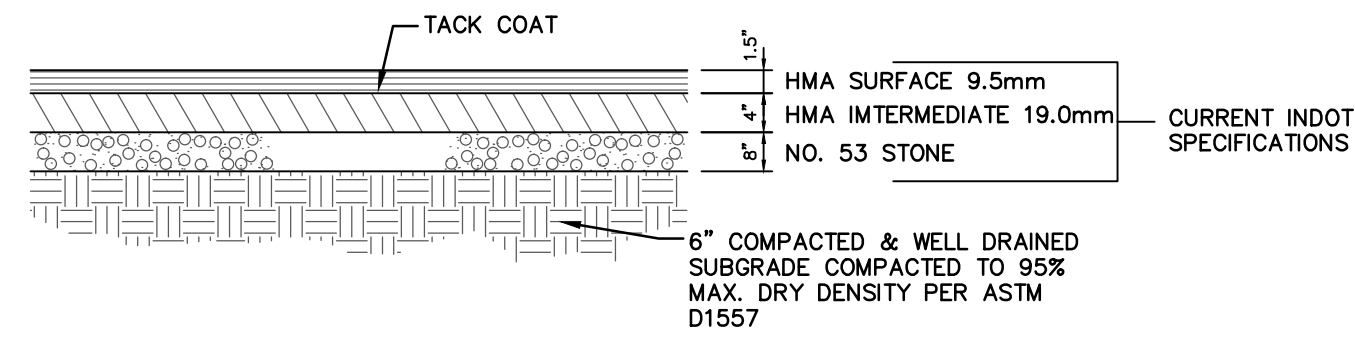
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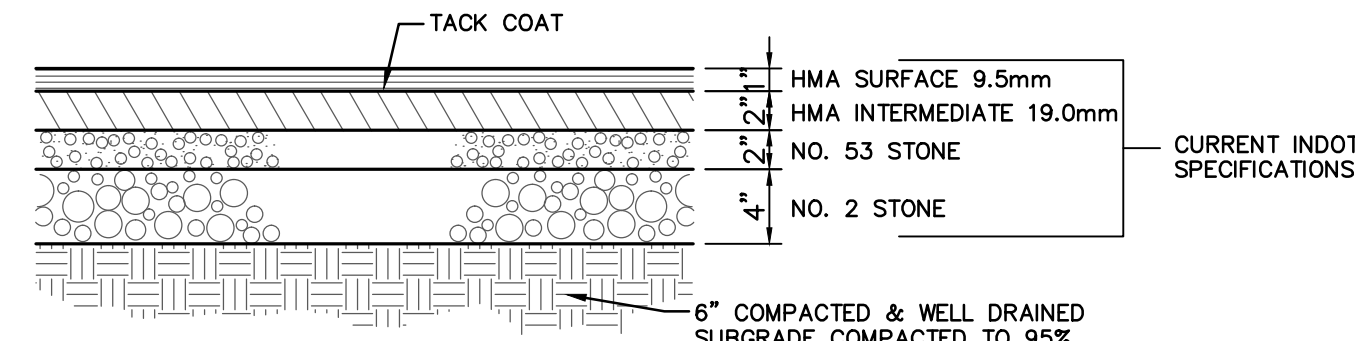
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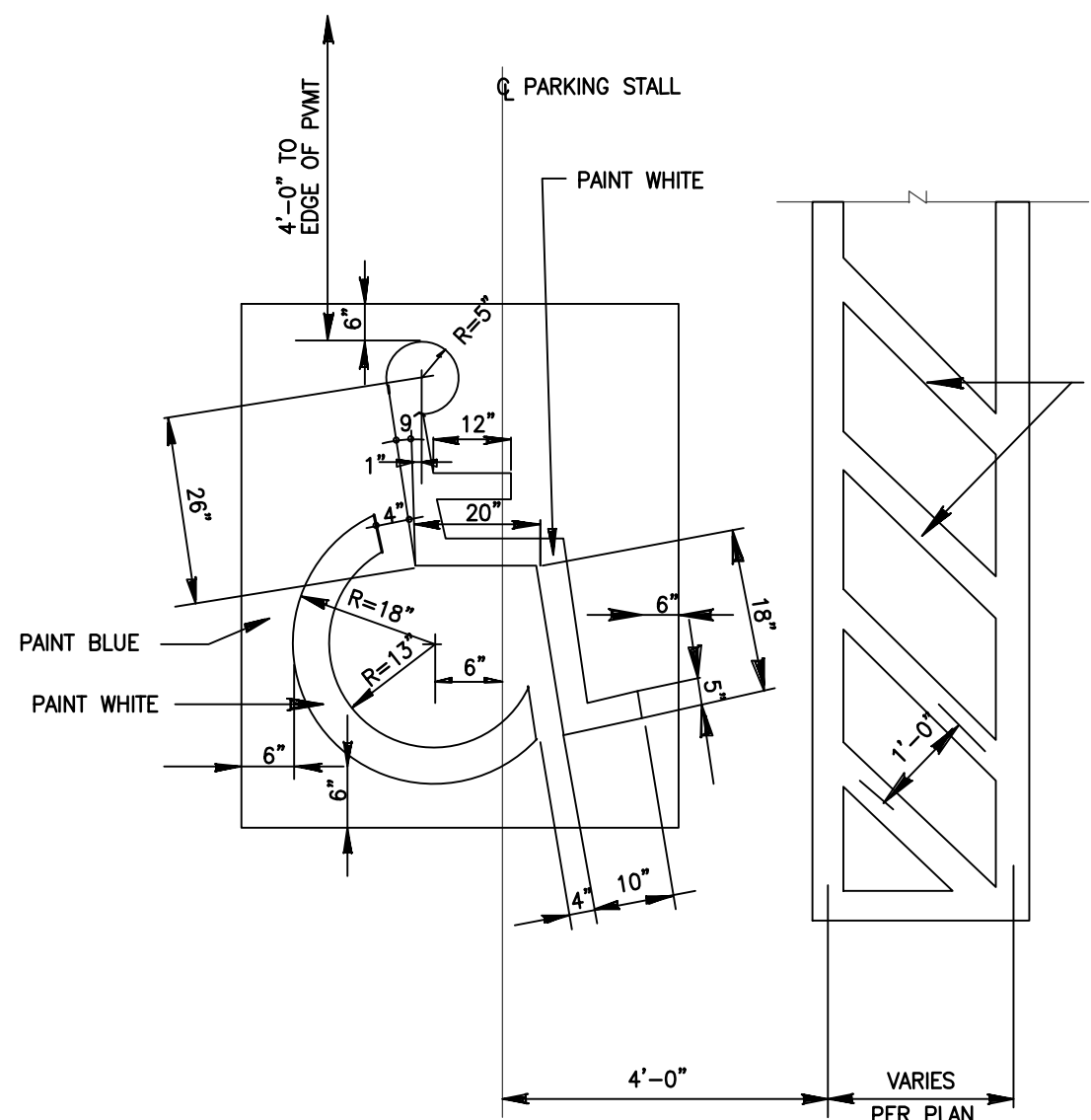
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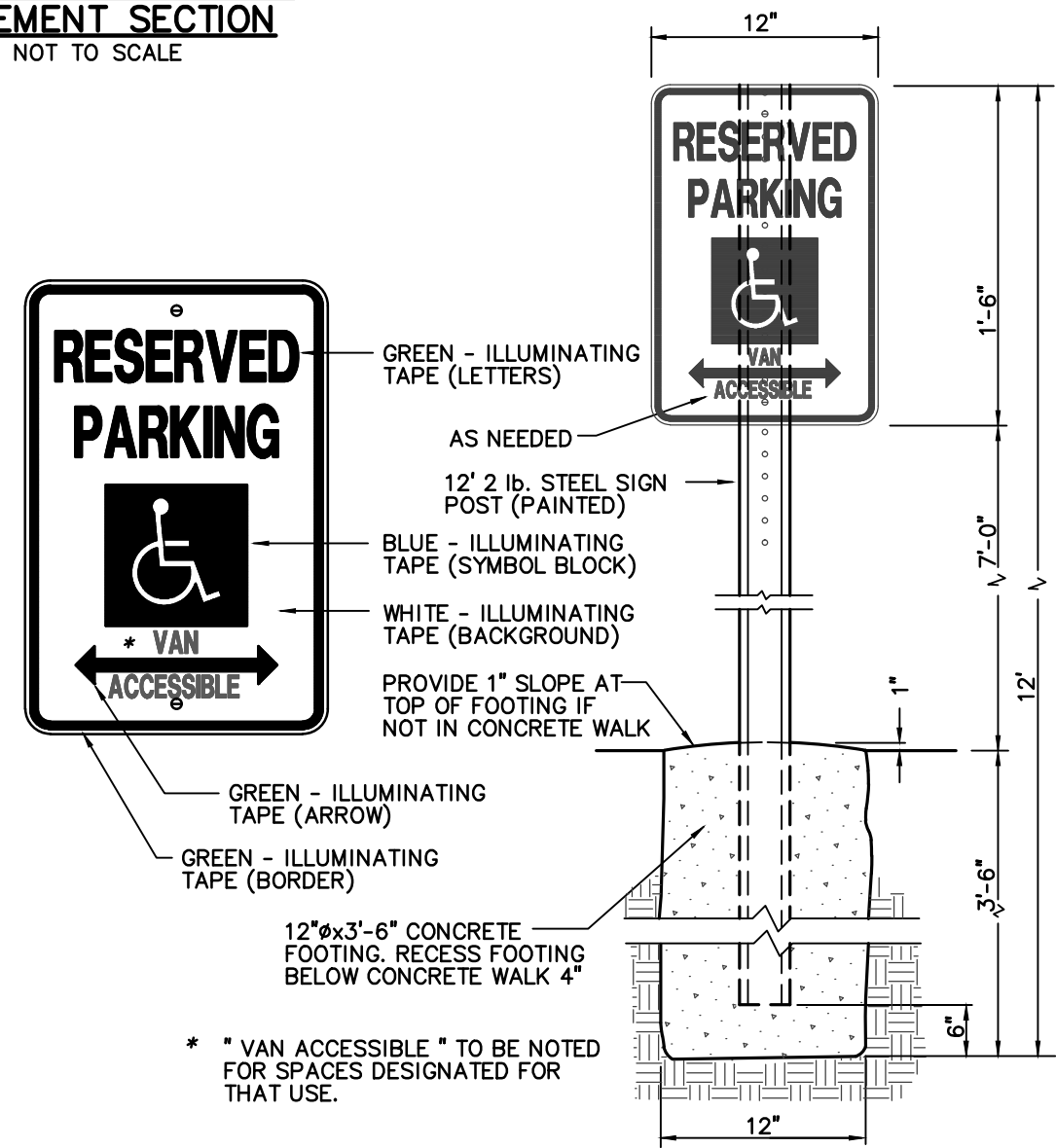
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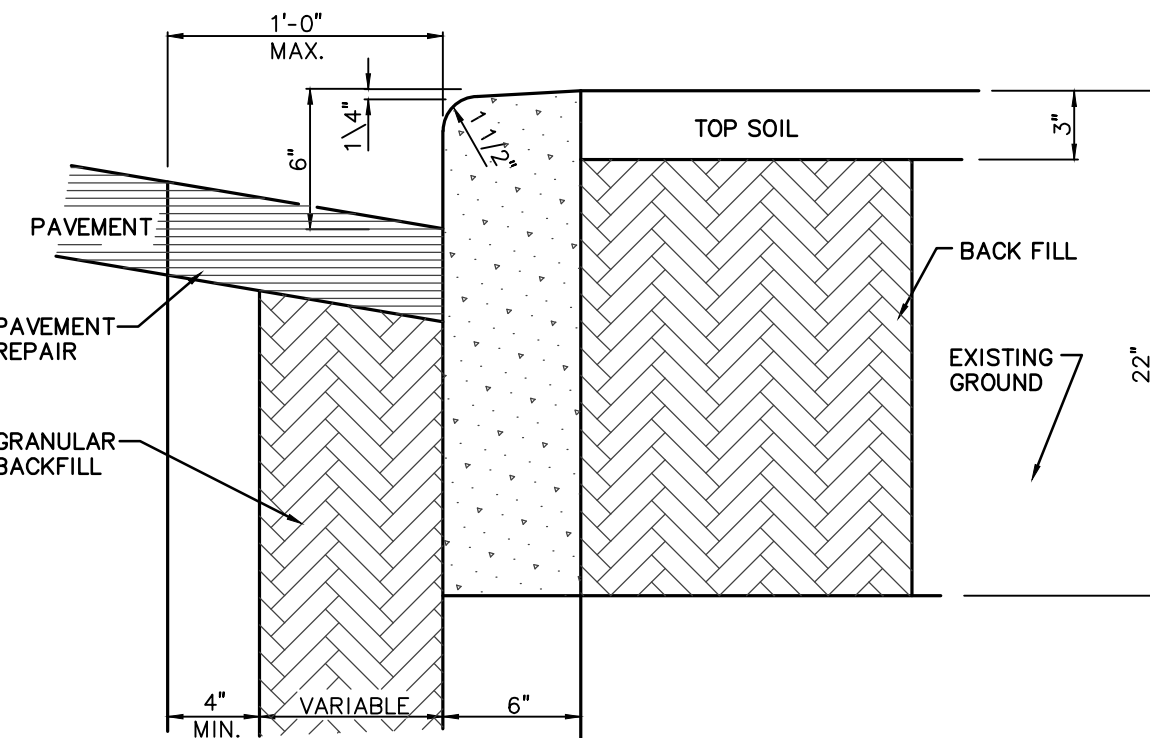
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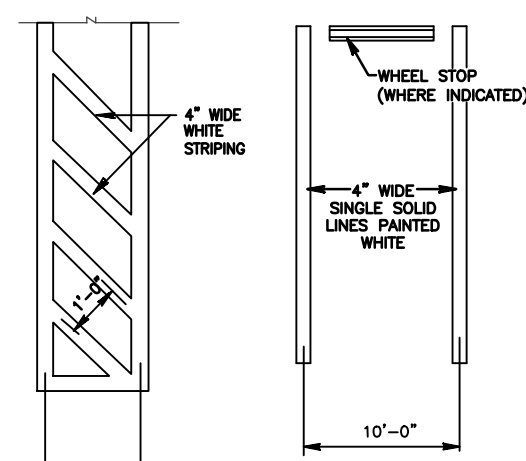
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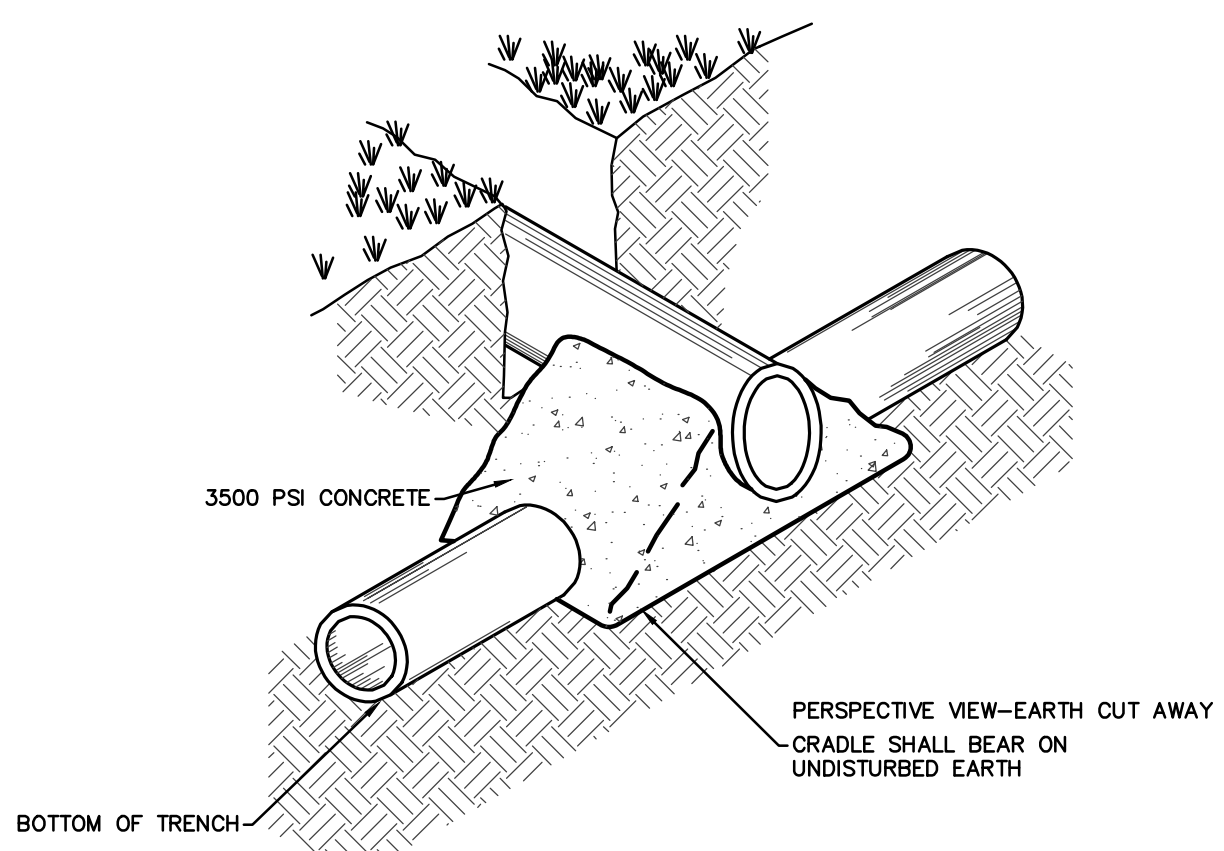
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6" CONCRETE CURB
NOT TO SCALE



NO PARKING STANDARD PARKING SPACE STRIPING
NOT TO SCALE



- NOTE:
- TO BE USED WHEN CLEAR DISTANCE (FROM EXTERIOR PIPE DIAMETER TO EXTERIOR PIPE DIAMETER) BETWEEN SANITARY SEWER PIPING (MAINS, LATERALS, FORCE MAINS, ETC.) AND ALL OTHER PIPES IS 18" OR LESS, PER ENGINEER'S DIRECTION, OR WHERE NOTED ON THE CONSTRUCTION PLANS. A MINIMUM CLEAR DISTANCE OF 3" MUST BE PROVIDED TO MAINTAIN STRUCTURAL INTEGRITY OF THE CONCRETE.
- CONCRETE MUST NOT COME INTO CONTACT WITH FORCE MAIN. AT LEAST 3" OF SAND MUST BE PLACED AS A CUSHION AROUND THE FORCE MAIN.
- IF THE CONFLICT IS BETWEEN A WATER MAIN AND ANY SANITARY SEWER PIPING, 18" CLEARANCE MUST BE MAINTAINED OR NOTE ABOVE APPLIES AND ONLY GRANULAR FILL MAYBE USED.

CONCRETE CRADLE DETAIL
NOT TO SCALE

KITE REALTY GROUP
 30 S. MERIDIAN ST., SUITE 100,
 INDIANAPOLIS, IN 46204

AMERICAN
STRUCTUREPOINT INC.
 7260 Shadeland Station | Indianapolis, Indiana 46256
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 www.structurepoint.com

**BRIDGEWATER
POINTE SHOPPES**

**146th Street and
Gray Road
Westfield, IN**

**APPROVAL PENDING
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ISSUANCE INDEX	
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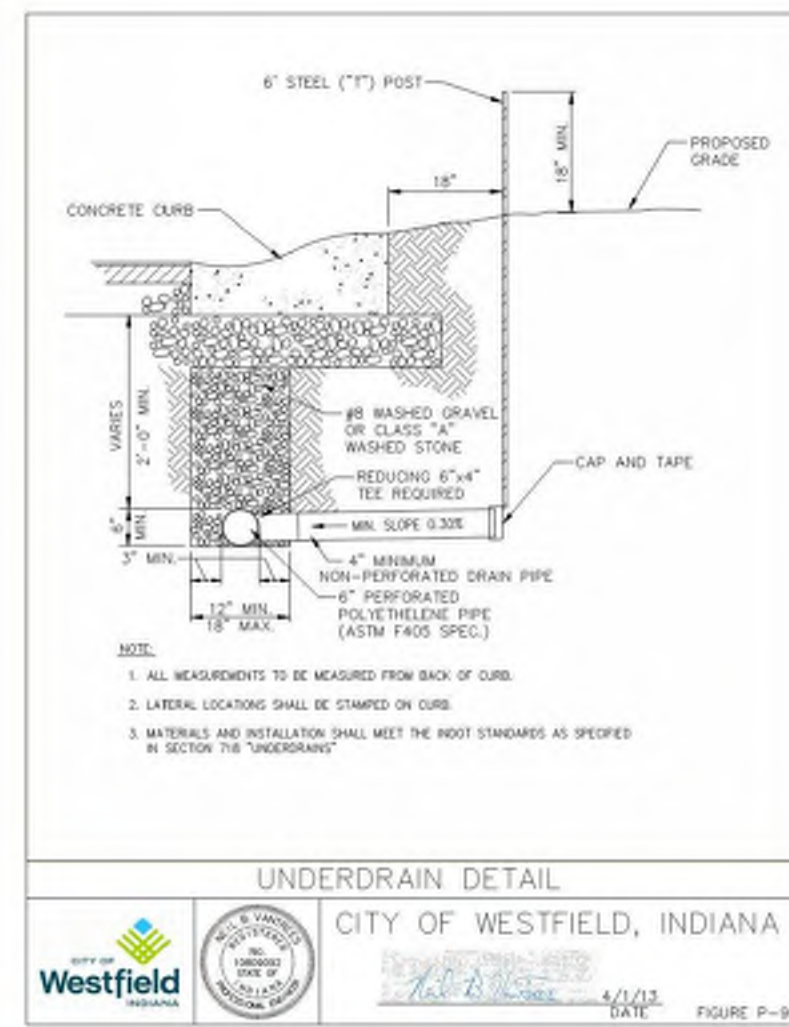
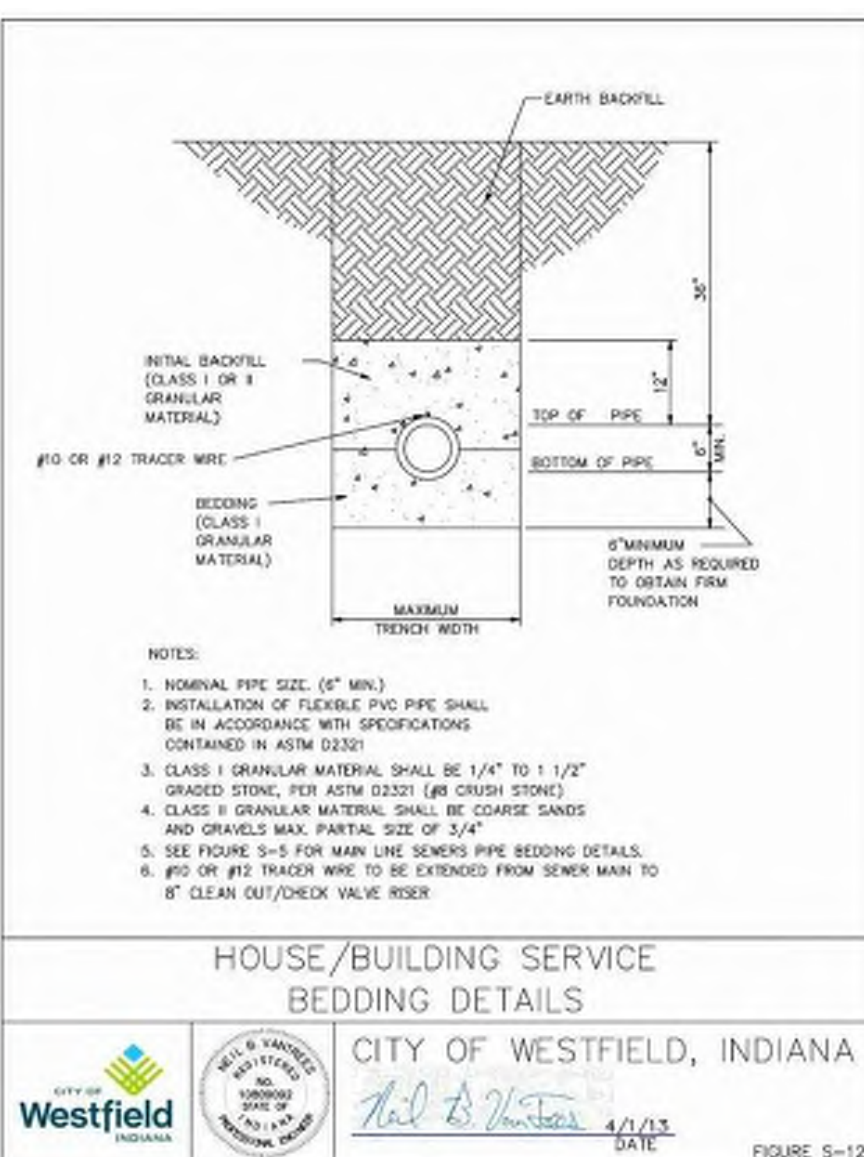
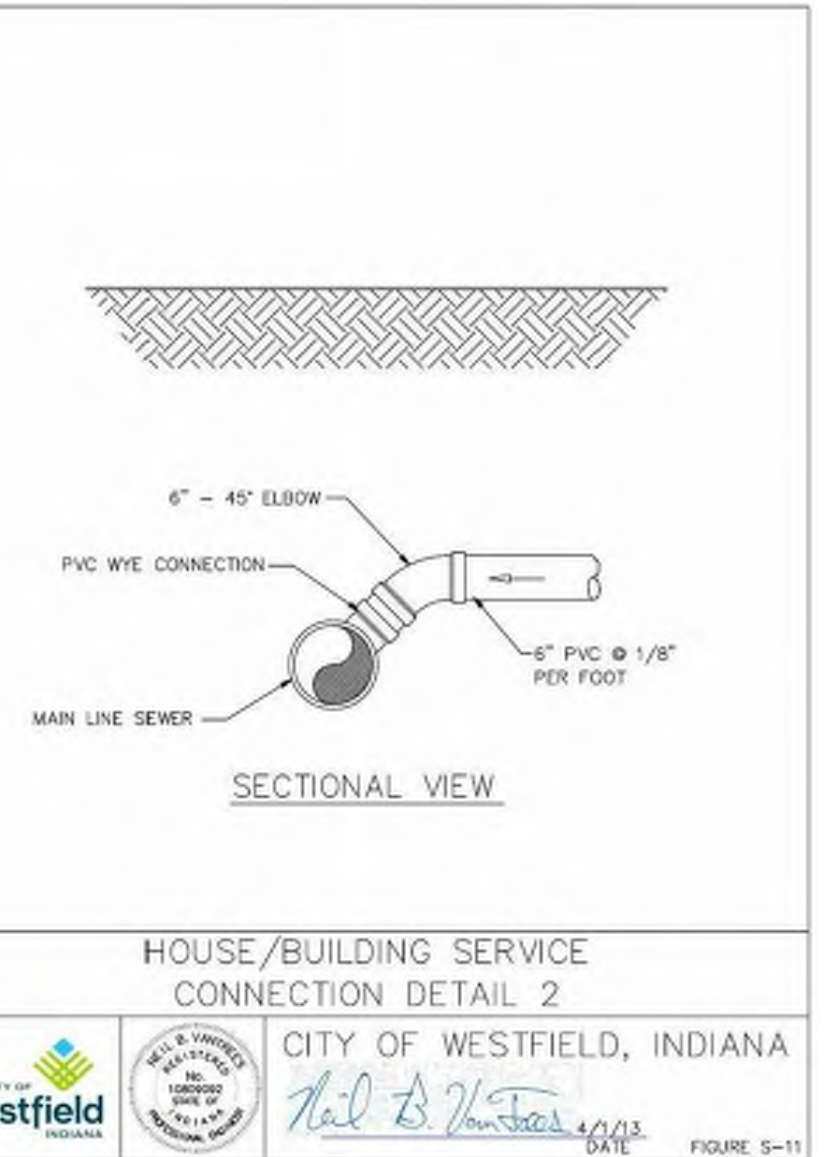
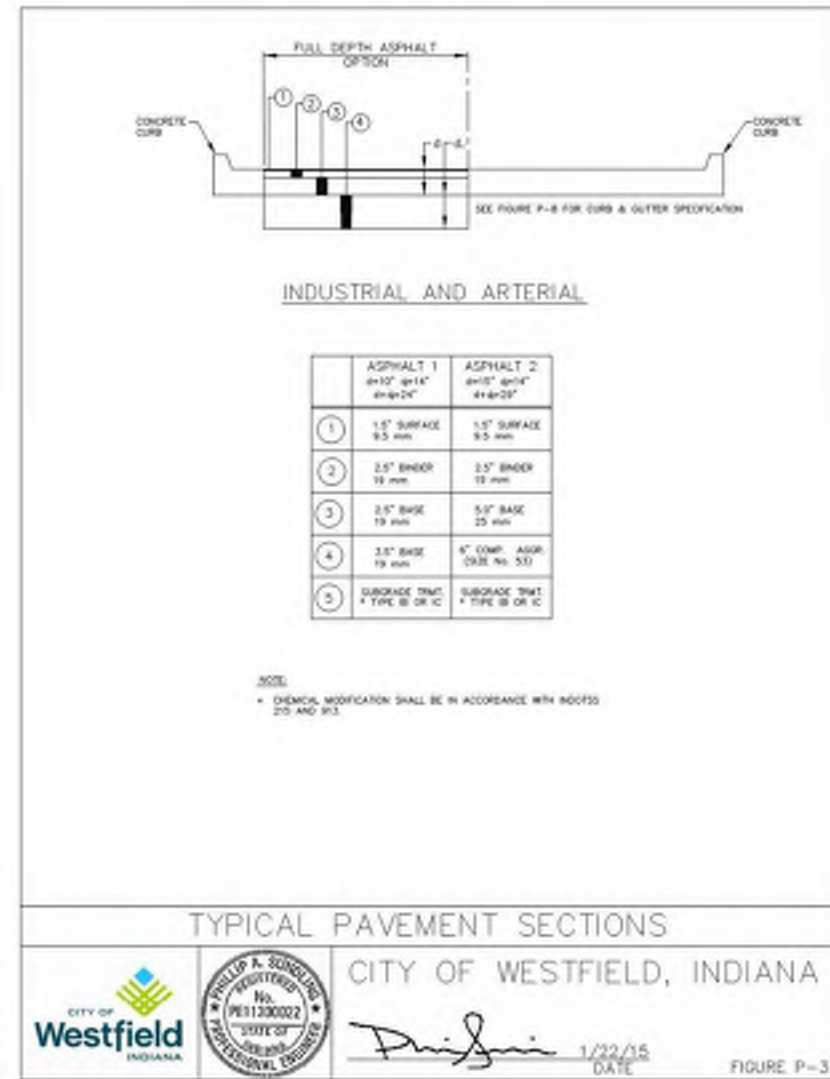
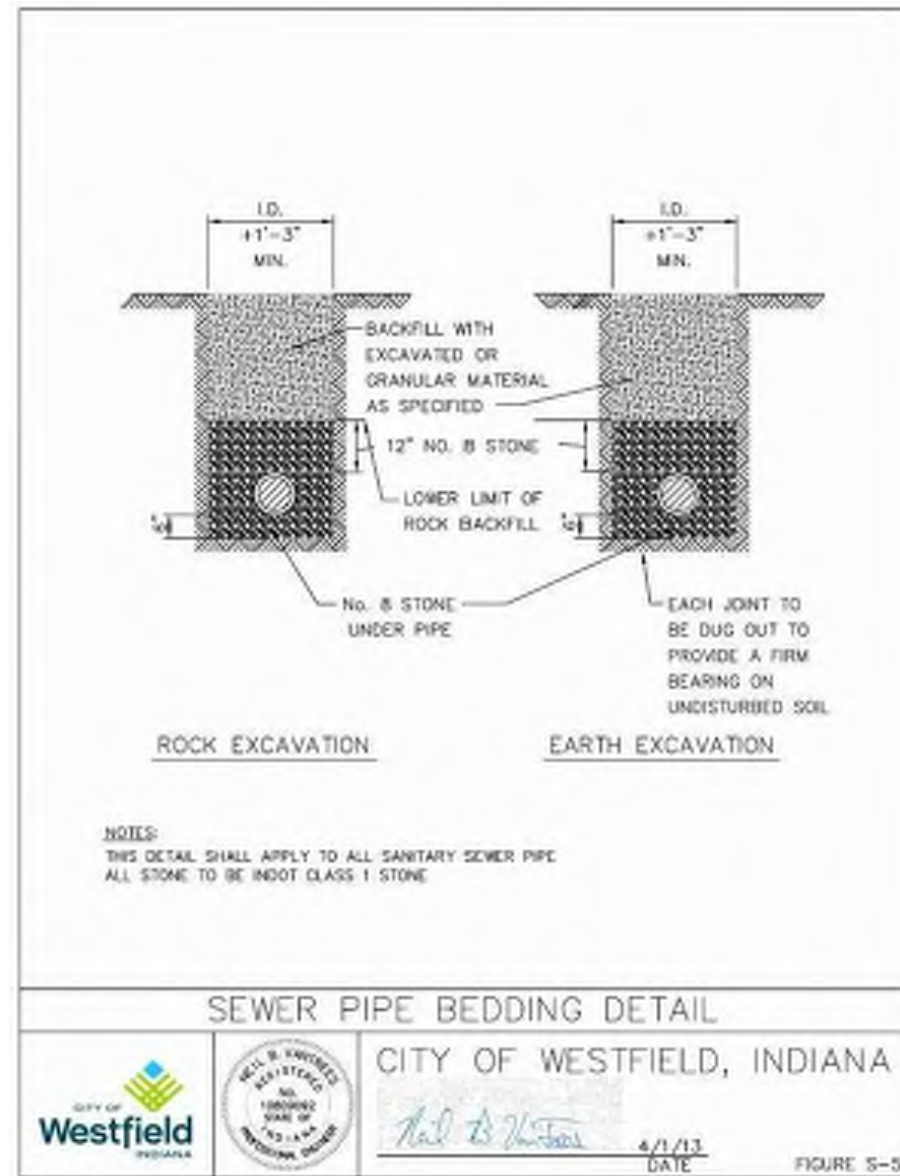
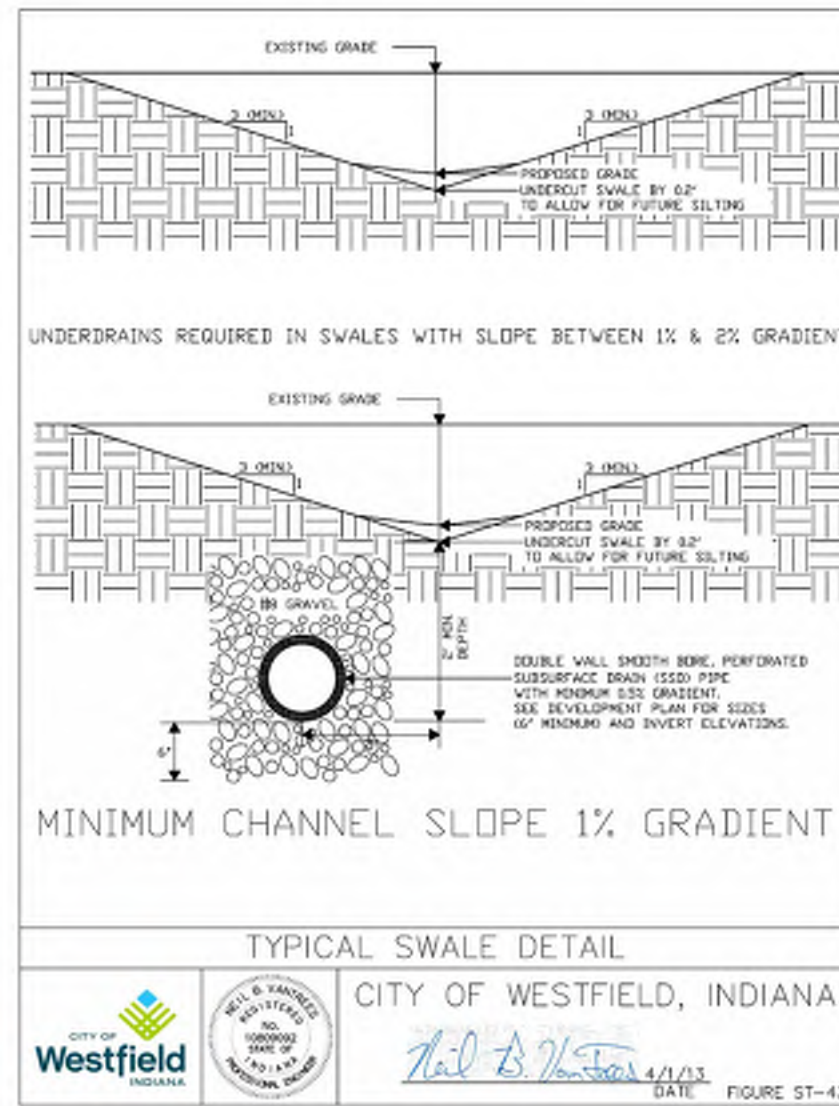
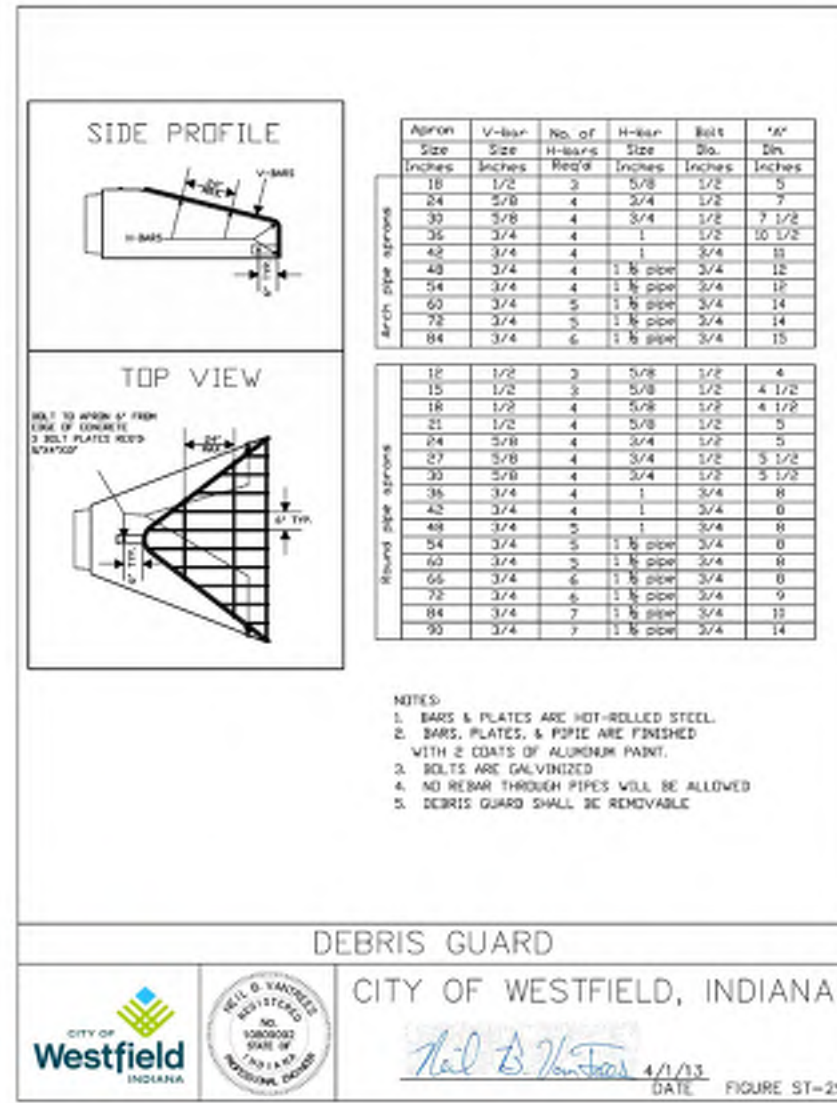
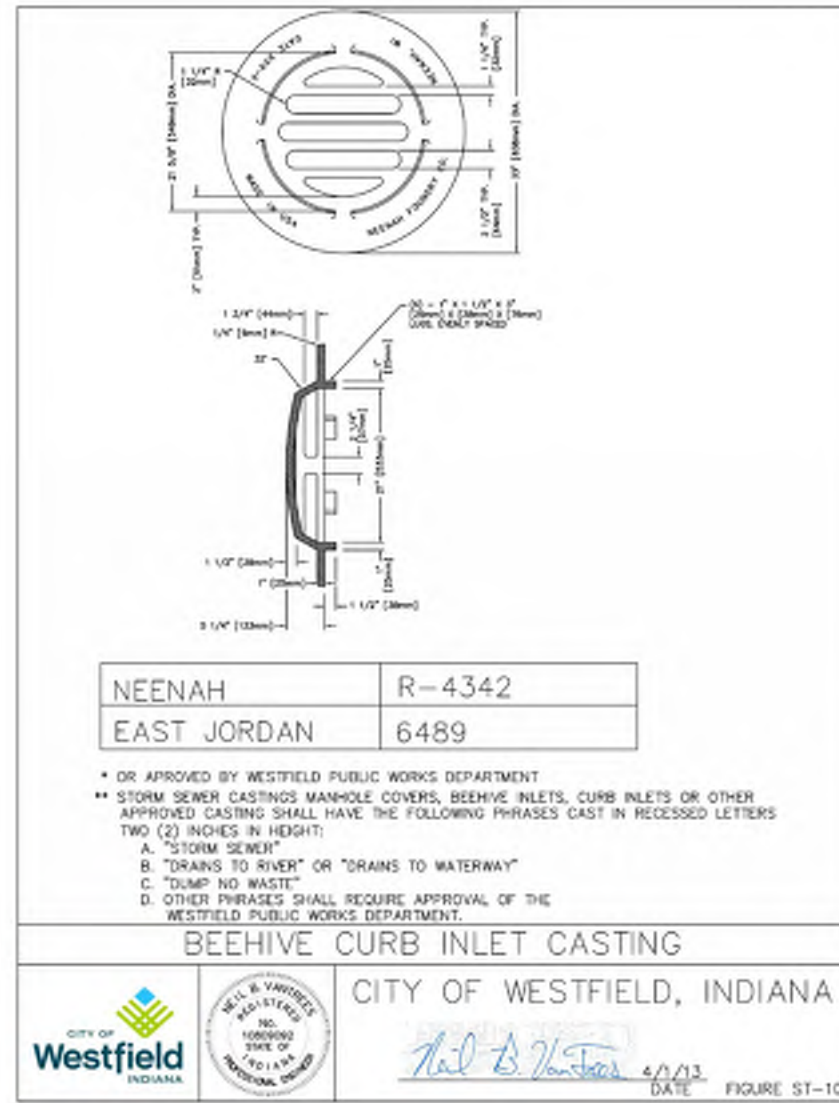
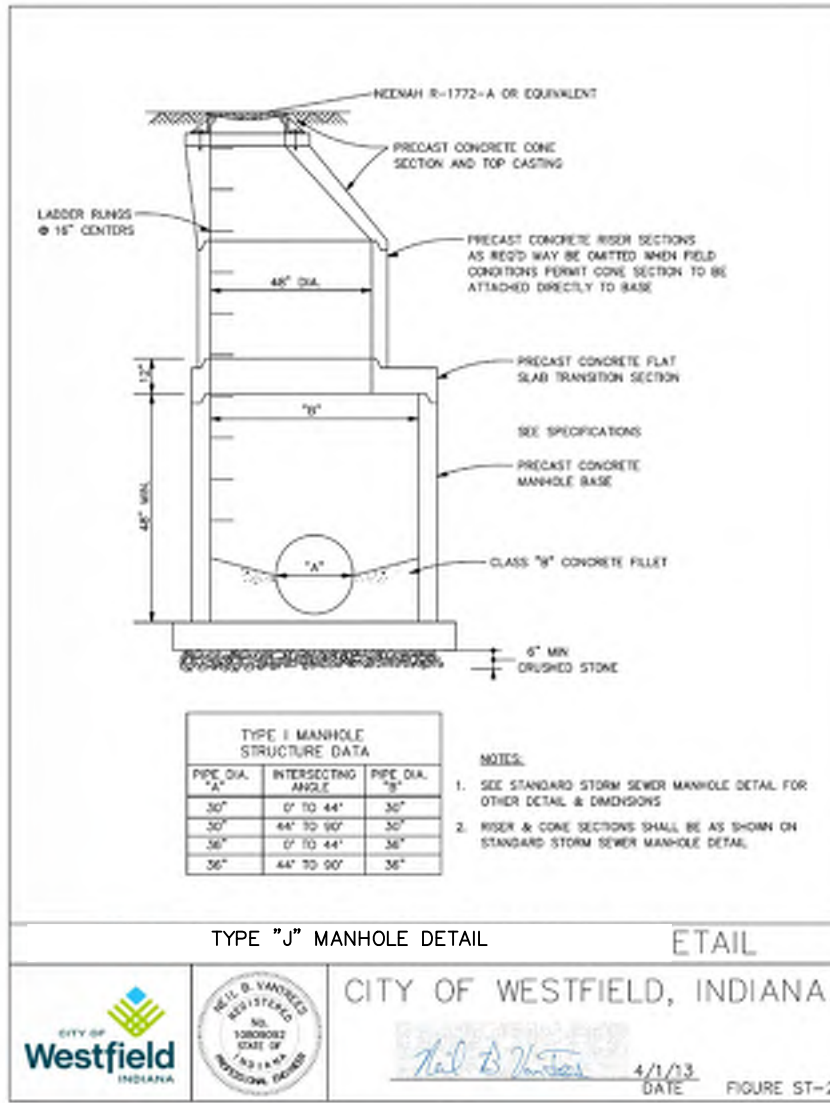
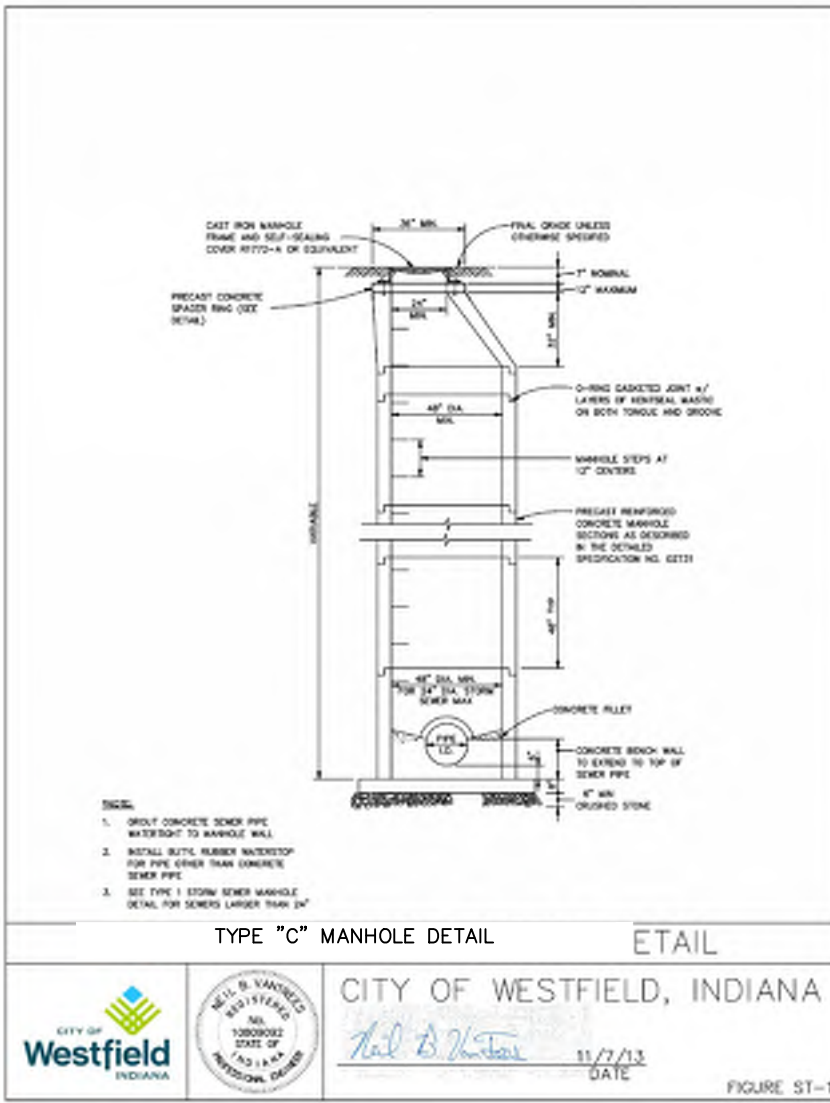
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 POINTE SHOPPES

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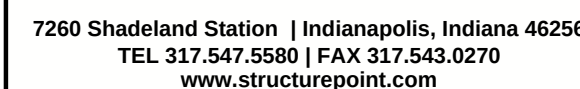
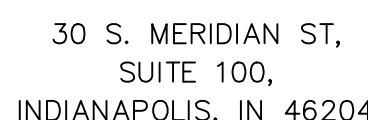
ISSUANCE INDEX		
DATE:		
07-31-2015		
PROJECT PHASE:		

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

Project Number 2015.01267

SITE DETAILS

C601

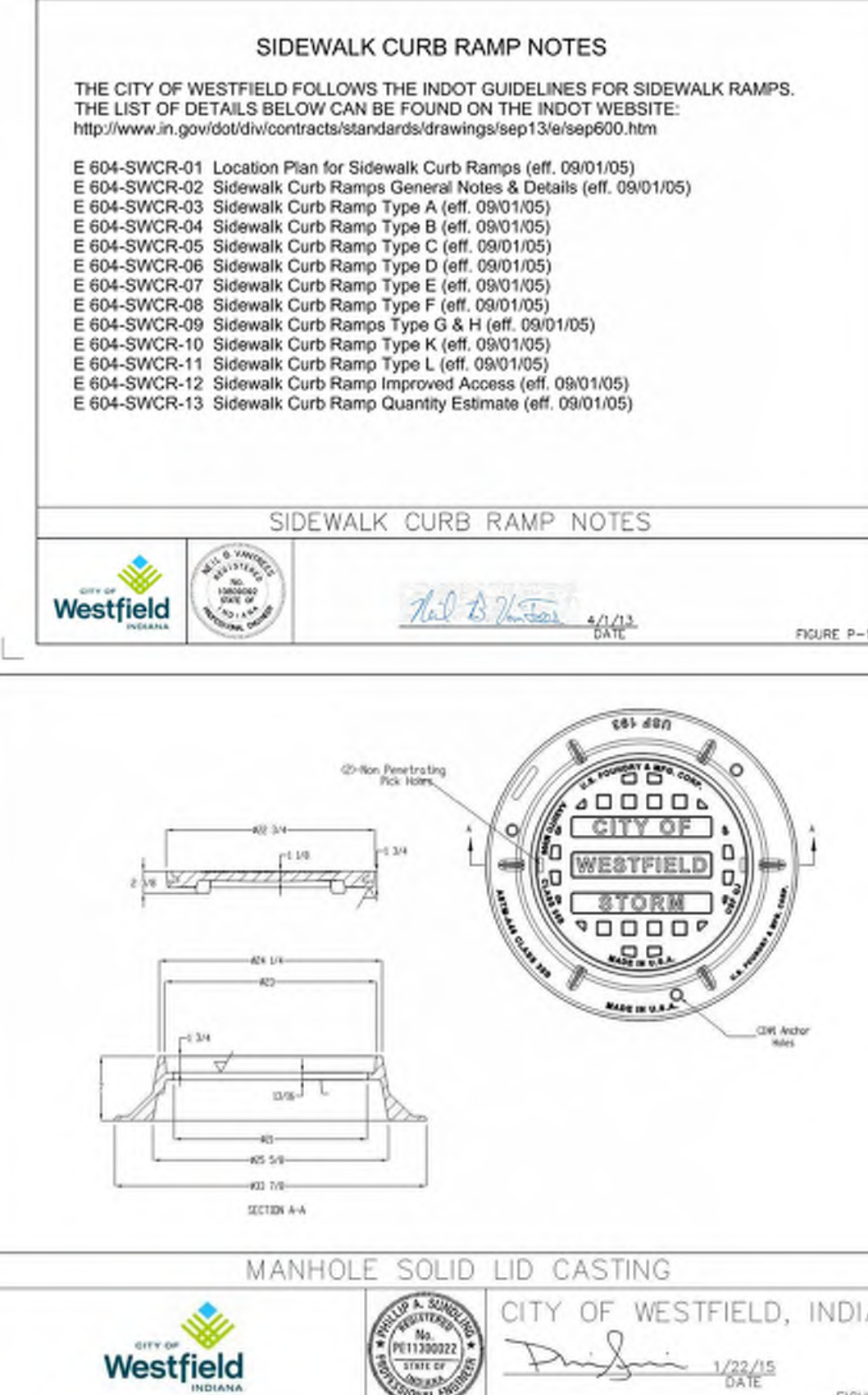
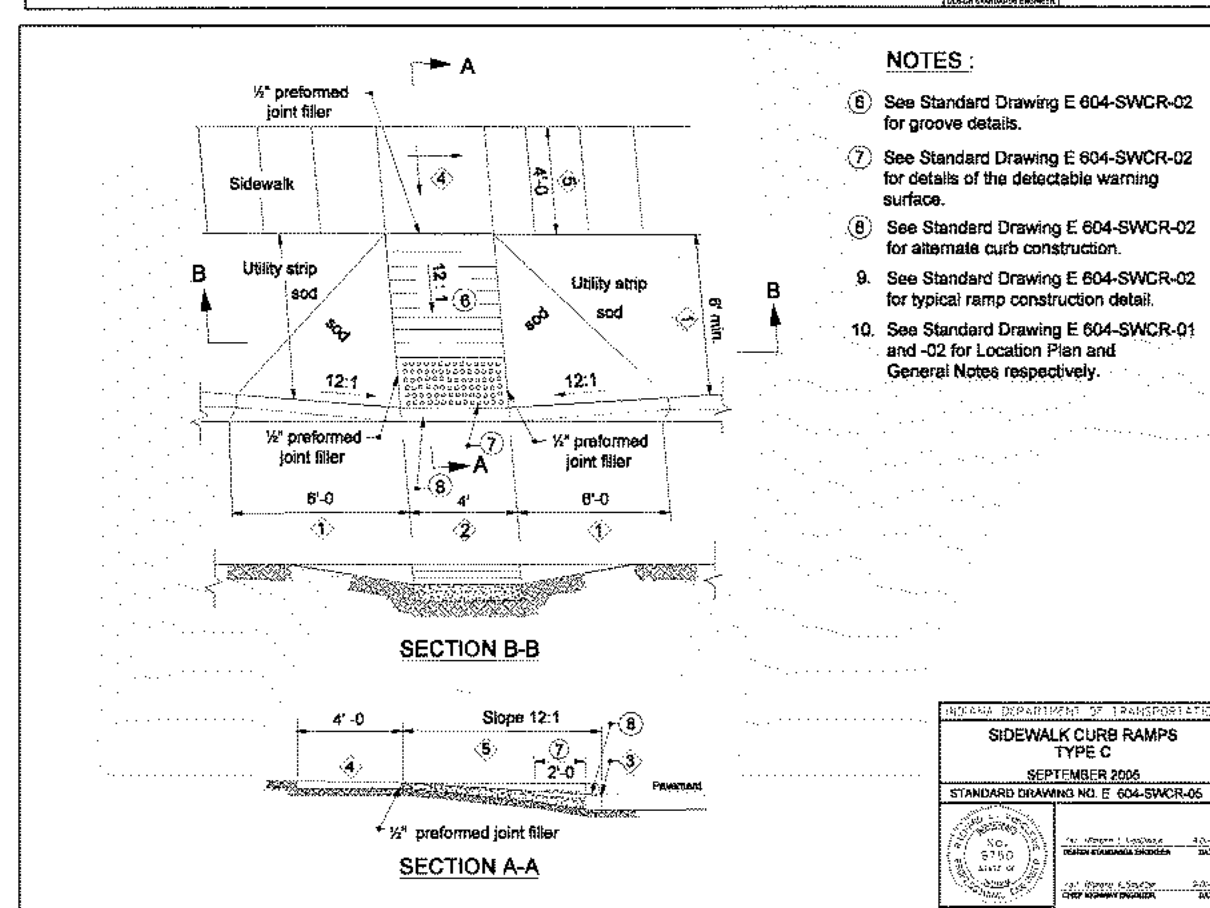
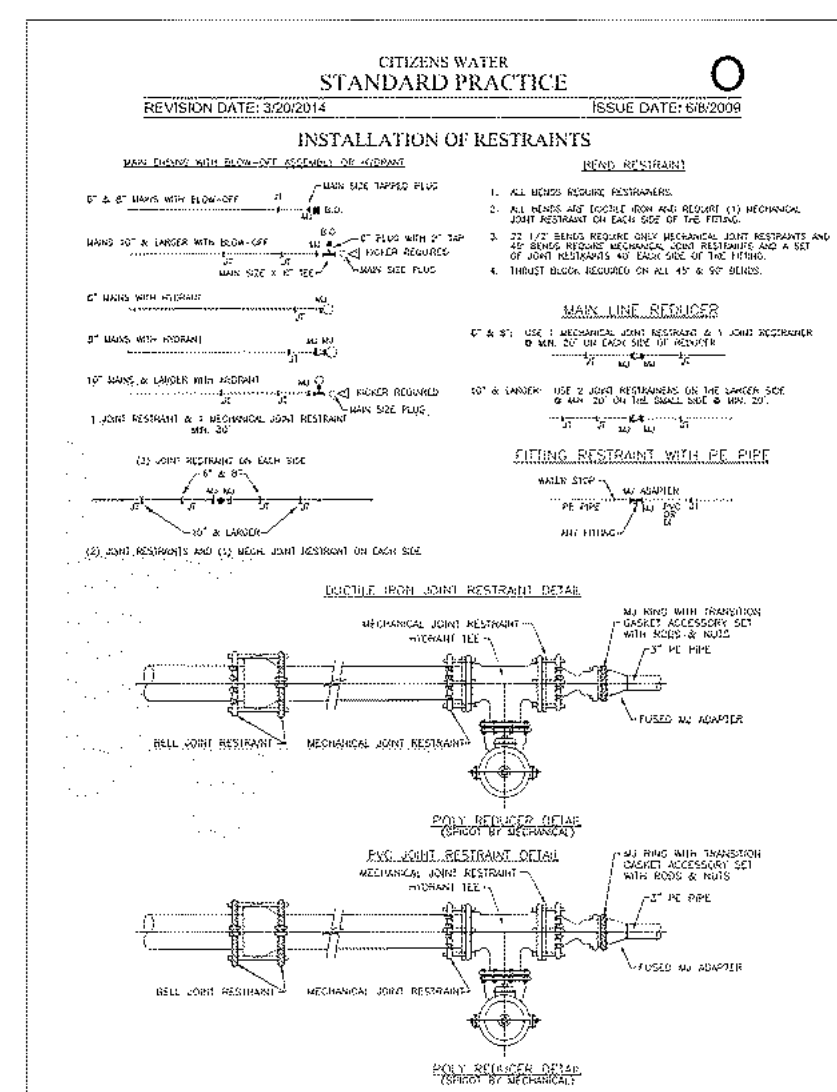
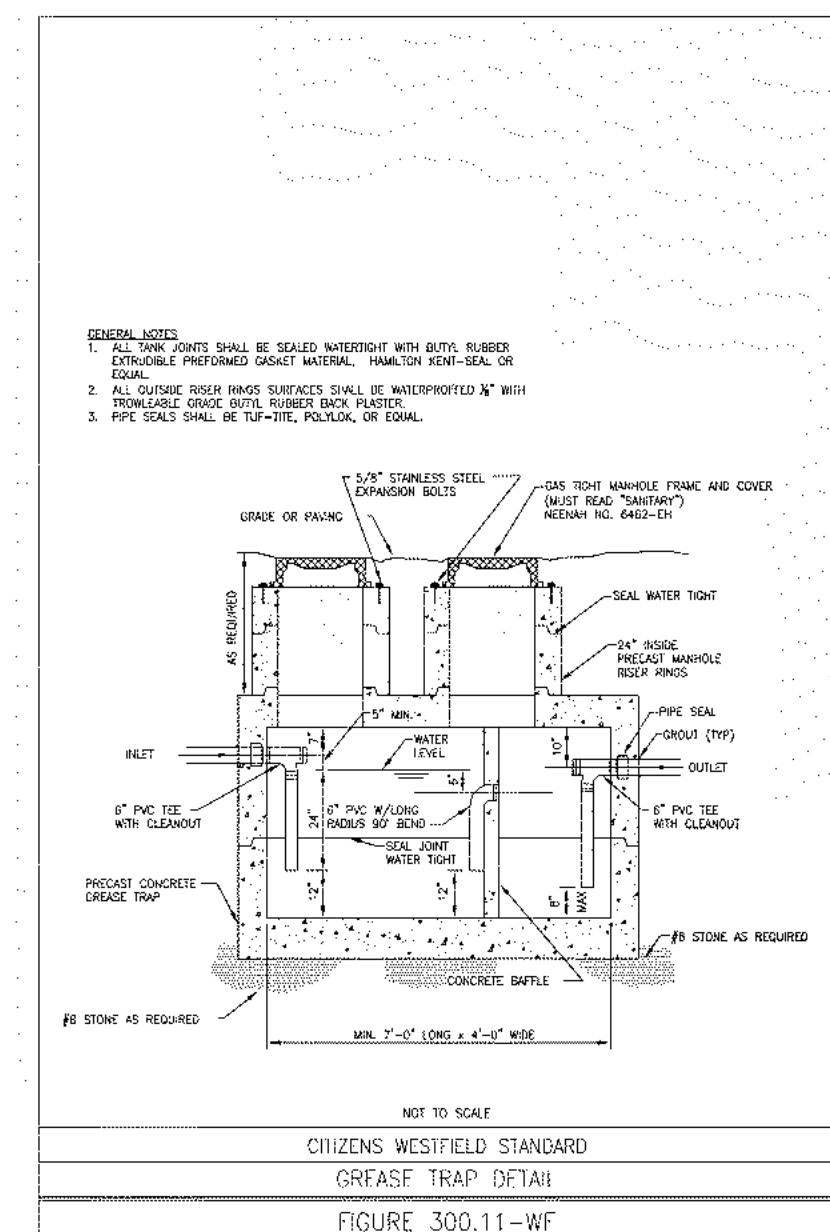
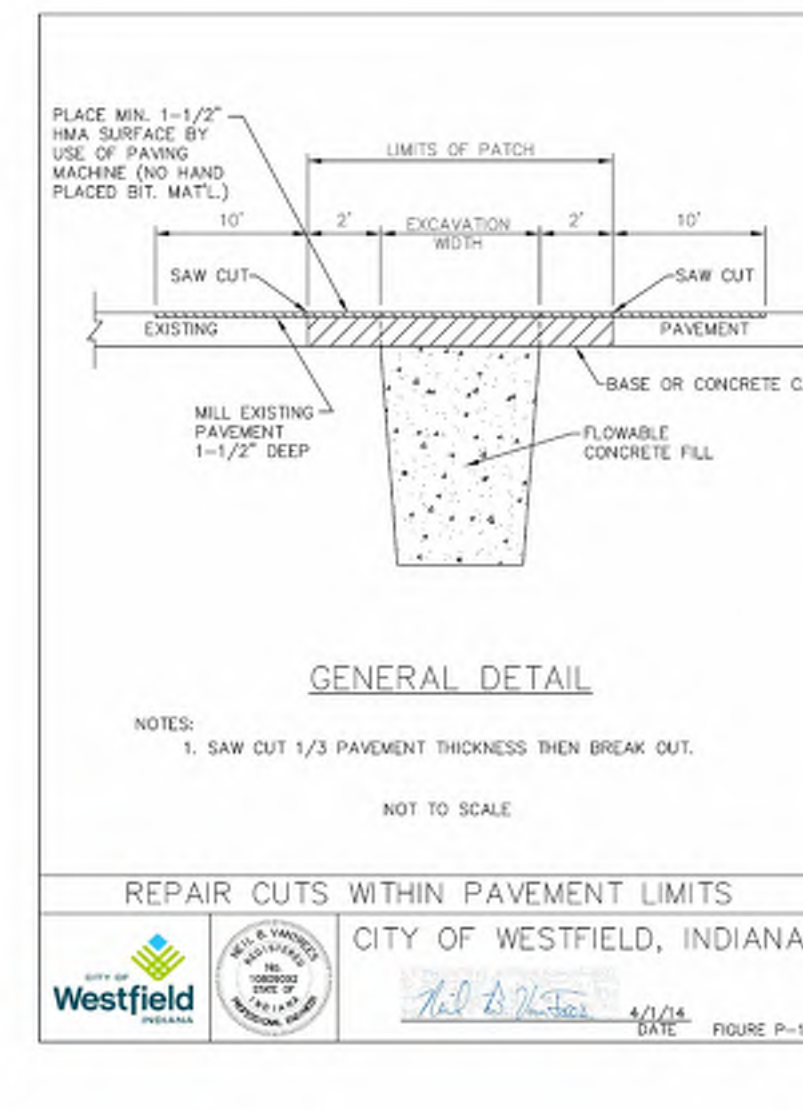
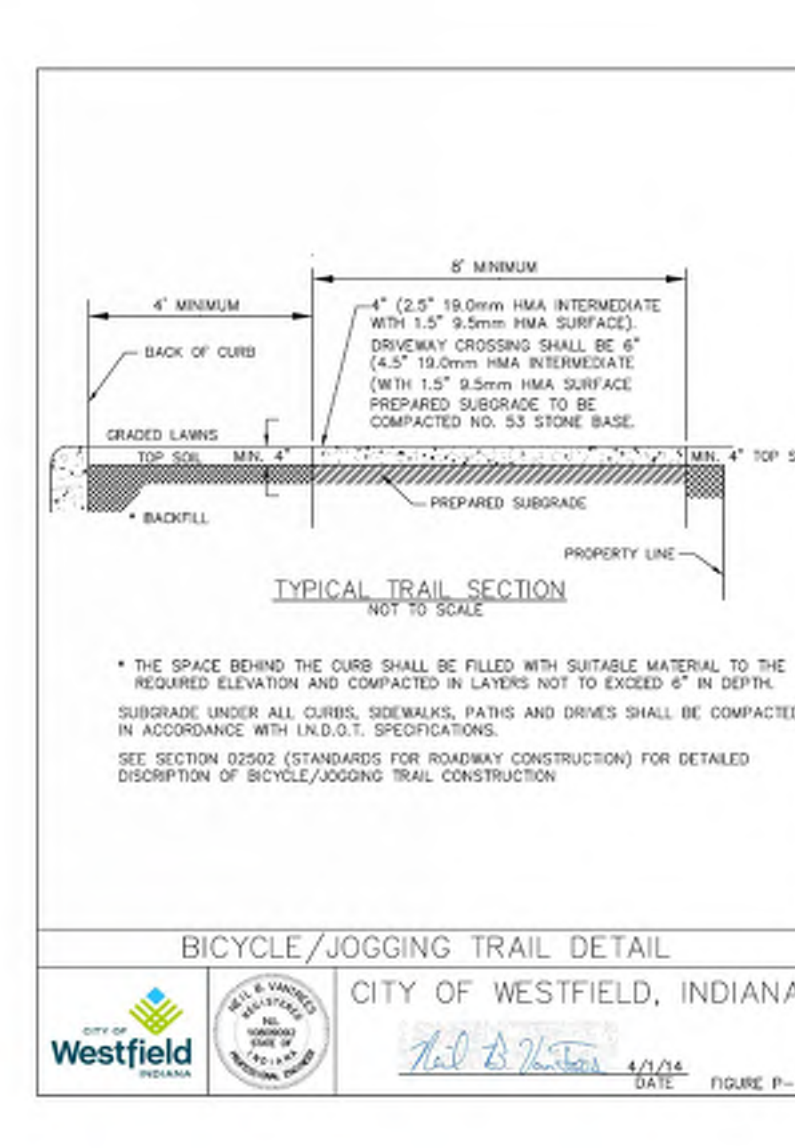


**146th Street and
Gray Road
Westfield, IN**

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SITE DETAILS

C602



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EDIT DATE: 9/22/2015
PLOT DATE: 9/22/2015 11:47 AM
PLOT SCALE: 1:1

EDITED BY: BREIBERG

CHAPTER 03400 STORM SEWER PIPES AND OPEN CULVERT MATERIALS	
SECTION 03401 GENERAL	
03401.01 Introduction	This section covers all work necessary for the construction of the storm sewer piping systems and related items complete, including catch basins and inlet drains, appurtenances, junction chambers, diversion chambers, outfall structures, and miscellaneous structures. This specification covers the following types of materials for storm sewers, culverts, underdrains, inlet drains, conduits, and miscellaneous applications: 1. Reinforced Concrete Pipe and Fittings 2. Polyvinyl Chloride Pipe (PVC) 3. Corrugated Metal Pipe 4. Structural Plate Arches 5. Aluminum or Aluminized Steel Pipe and Structural Plate 6. Metal Plate Pipe and Pipe Arches 7. PVC Composite Pipe 8. Corrugated Polyethylene Pipe: SSD (Perforated and Non-Perforated) All lots shall have access to a subsurface or storm drain or open ditch. Storm sewer systems shall have a maximum of four hundred (400) feet between structures. This specification requires project plans and construction specifications to be submitted to and approved by all appropriate regulatory agencies prior to beginning any work. Before construction and before fabrication, the Contractor shall submit to the Westfield Public Works Department (WPWD) for approval calculations on the thickness of strength rings and determine showing pipe lengths, joints, and other construction and installation details. Face Marking Each length of pipe shall bear the name or trademark of the manufacturer, the location of the joint, and the date of manufacture. Each length shall likewise be marked to designate the class or strength of the pipe. The marking shall be located on the exterior or interior of the pipe barrel near the bell or gasket end and shall be plainly visible.
03401.02 Minimum Size for Storm Sewers	The minimum diameter of all storm sewers shall be 12 inches. When the minimum 12 inch diameter pipe will not limit the rate of return to the required minimum, the size of sewer for domestic sewage shall be controlled by an other pipe or other device, subject to acceptance of the WPWD.

03400.1	Pipe shall be furnished circular or as a pipe arch shape as required and shall be fabricated with helical corrugations and a continuous welded seam extending from end to end of each length of pipe. Each end of each pipe with the welded seams shall have two annular corrugations (referred to herein) joined with staggered bands. Coupling bands shall be staggered bands. Multi-plate Pipe and Pipe Arches Multi-plate pipe and pipe arch structures shall be in accordance with AASHTO M-167. They shall be made with steel sections with corrugations 6 inches wide by 2 inches deep running in right angles to the section. Bolt and nut shall be special hot-treated galvanized 3/4 inch diameter bolts in accordance with ASTM specifications. Multi-plate pipes and pipe arches shall be designed in accordance with the manufacturer's design criteria and in accordance with the drawings. Detailed instructions regarding erection shall be furnished by the manufacturer. PVC Composite Pipe and Fittings ABS or PVC composite pipe and fittings shall conform to ASTM D2580, latest revision. Corrugated Polyethylene Pipe and Fittings Corrugated polyethylene pipe shall comply with the requirements for materials, test methods, dimensions, and marking in accordance with AASHTO M-252 for pipe diameters 6" - 10". The resin material shall meet ASTM D3359 cell classification 35500C. The pipe lengths shall be connected using a gasketed, bell and spigot joint. This joint shall consist of a factory installed, gasketed double bell polyethylene coupling, a factory welded bell or integral bell. The spigot end of the pipe shall be furnished with a factory installed elastomeric profile "O-ring" rubber gasket that meets ASTM F477. The pipe shall be shipped with a removable wrap to protect the gasket. Provide lubrication to the joint prior to pushing together. At least two (2) corrugations of the spigot end must insert into the bell end. All HDPE pipe shall be certified through the Plastic Pipe Institute (PPI) Third Party Certification Program. All HDPE pipe delivered and installed shall bear the Third Party administered PPI Seal. Subsurface Drain Tiles Double wall, smooth bore perforated, corrugated polyethylene tile, manufactured under specification ASTM 7467, shall be required for all subsurface drain tile installed in swales. Double wall, smooth bore perforated, polyethylene drain tile shall be required for curb side grade drainage. Polyethylene tile shall possess male and female pipe ends, which allow the construction of overlapping, gasket pipe joints, in conformance with the requirements of ASTM D3212. The
03400.2	gasket material shall conform to all requirements of ASTM F477. As an alternative, pipe joints utilizing external couplings bands will be accepted provided the minimum AASHTO requirements for satisfactory joint tightness are also achieved. Storm sewer pipe shall be of the size shown on the drawings and shall meet all requirements of tube specification. Subsurface drains in swales shall have elastomeric installed every 300 feet, changes in direction, high points, and dead ends. Catch Basins Catch basins, for sediment control, located to be identified by a Professional Engineer, and approved by the WPWD. Catch Basins shall be located within easily accessible dedicated easements or right of way of sufficient size to facilitate the required maintenance of these structures. Block Walls Block walls shall be shaped and formed into a clean finish with proper hydrantics to allow the maintenance of flow through the structure. The block wall shall form a defined channel, a minimum height of the spring line of the pipe. Block walls shall be finished using full depth Class "A" concrete. Solid concrete block, stone or sand shall not be permitted as a base or filler for the construction of the block wall.
03400.3	03400.3

CHAPTER 03500 INSTALLATION OF STORMWATER FACILITIES	
SECTION 03501 GENERAL	
03501.01 Pipe	Pipe grade shall be such that, in general, a minimum of 2.0 feet of cover is maintained over the top of the pipe. If the pipe is to be placed under pavement, then the minimum pipe cover shall be 2.5 feet from top of pavement to top of pipe. Unless slopes shall be maintained between inlets, manholes and inlets to manholes. Final grade shall be set with full consideration of the capacity required, sedimentation problems, and other design parameters. Minimum and maximum allowable slopes shall be those capable of producing velocities of between 2.5 and 16 feet per second, respectively, when the water is flowing full. Maximum permissible velocities for various storm sewer materials are listed in Table 03501-1. A minimum of 18 inches of vertical separation between storm sewers, water and sanitary sewers shall be required. When this is not possible, the sanitary sewer must be encased in concrete or ductile iron within 5 feet, each side, of the crossing, and encased in and relation to the wastewater, water class pipe must be used for the storm and sanitary sewers. Minimum horizontal separation between storm sewers, water and sanitary sewers shall be 10.0 feet and 8.0 feet to the structures. Best Yard Slope Best yard swales shall have a minimum slope of 2% gradient. Swales less than a 2% gradient are required to have double wall, smooth bore perforated drain tile installed two (2) feet below the invert of the swale. Minimum swale slope shall be greater than 1% gradient. Subsurface drains shall have a minimum slope of 0.5% gradient. Proposed road grades will be required to be graded within two (2) inches of the proposed subgrade prior to installation of SSD. Trench width for SSD shall be a minimum of three (3) inches on both sides of the SSD, with a minimum trench width of twelve (12) inches.
03501.02 Alignment	Storm sewers shall be straight between manholes and/or inlets.
03501.03 Manholes/Inlets	All manholes and inlets must be pre-stamped with an appropriate message per the City of Westfield Public Works Department Standards and Specifications. Manholes and/or inlets shall be installed to provide better access to continuous underground storm sewer for the purpose of inspection and maintenance. The casing access minimum inside diameter shall be no less than 22 inches or a rectangular opening that is no less than 22 inches by 22 inches. Manholes shall be provided at the following locations: 1. Where two or more storm sewers converge. 2. Where pipe size or the pipe material changes. 3. Where a change in horizontal alignment occurs. 4. Where a change in pipe slope occurs.
03501.04 Installation and Workmanship	Bedding and backfill materials around storm sewer pipes, subsurface drains, and the associated structures shall be according to the City of Westfield Public Works Department Standards and Specifications. The specifications for the construction of storm sewers and subsurface drains, including backfill requirements, shall not be less stringent than those set forth in the latest edition of the INDOT Standard Specifications. Additionally, ductile iron pipe shall be laid in accordance with American Water Works Association (AWWA) C-900 and clay pipe shall be laid in accordance with either American Society of Testing Materials (ASTM) C-112 or the appropriate American Association of State Highway and Transportation Officials (AASHTO) specifications. Disposal on newly installed storm systems will not be allowed. Also, infiltration from cracks, missing pieces, and joint seals shall be allowed. Variations from these standards must be justified and receive approval from the WPWD. Notification must be made to WPWD inspectors at least 48 hours prior to installation. All structures shall require inspection prior to backfill.
03501.05 Special Hydraulic Structures	Special hydraulic structures required to control the flow of water in storm runoff drainage systems include junction chambers, drop manholes, silted basins, and other special structures. The use of these structures shall be limited to those locations justified by proper planning and by careful and thorough hydraulic engineering analysis. Certificates of special structures by a certified Structural Engineer may also be required. The use of stormwater lift stations will not be permitted under any circumstances.
03501.06 Connections to Storm Sewer System	Unless otherwise approved, perforated subsurface drain tiles, footer drains, or sump pump tiles shall connect to a storm structure. Storm sewer connections shall be provided by either concrete or drilled holes, which are to be a minimum of two (2) inches larger than the O.D. of the connecting tile. Drain tile connections shall be made with either "Tee" or "Wye" method. Weld connections to storm sewer pipes shall not be allowed. Subsurface drain tile as specified herein may be used to convey water collected in sump pits and footer drains to an acceptable storm sewer outlet, provided these drain tiles are properly sized to accept these flows. Gutter or building drains shall not be allowed to outlet directly into storm sewer systems. To allow any connections to the storm sewer system, provisions for the connections shall be shown in the drainage calculations for the system. Specific language shall be provided in the protective covenants, or on the parcel deed of record, noting the capacity or inability of the system to accommodate any permitted connections, for example, sump pumps and loading drains.
03501.07	03501.07

03501.01 Reinforced Concrete Pipe and Fittings	Reinforced concrete pipe and fittings shall conform to ASTM C76, latest revision, for circular pipe and ASTM C597 for elliptical pipe. Reinforced concrete pipe and fittings for normal conditions shall be reinforced in accordance with ASTM C76, Class III, 16 or 18" Wall B (minimum). Acceptance shall be on the basis of Subsection 4.1.1 of ASTM C76. Circumferential reinforcing in circular pipe shall be required. Only with approval from the WPWD will elliptical reinforcing or combination of elliptical and circumferential reinforcing or part circular reinforcing be permitted, in circular pipe. Concrete pipe shall be steam cured and shall not be shipped from point of manufacture for at least five days after having been cast. Joints shall conform to the requirements of ASTM C443. Gaskets shall be of an oil resistant type having a maximum swell of 10% when tested in accordance with ASTM D471. Lubricant for jointing shall be approved by gasket manufacturer. All rubber gaskets shall be similar to and equal to "Press-Seal" or "Tylos" conforming to ASTM D443, latest revision. The gasket shall be attached to the outside of the pipe and shall be the sole element depended upon to make the joint flexible and practically watertight. Buryl mastic joint sealant in scope or mowel applied form specifically made for permanently sealing joints in unique and groove concrete sewer pipe. The material shall adhere tightly to the pipe surface and form a tight, flexible joint. The material shall have been in use for at least five years. Test results and material specifications shall be submitted to the WPWD and shall be approved prior to use on the project. Polyvinyl Chloride Pipes and Fittings Polyvinyl chloride (PVC) pipe and fittings shall comply with ASTM D3504. Corrugated Metal Pipe and Pipe Arches The following specifications shall govern the manufacture of the corrugated steel pipe and pipe arches. 1. Specifications for Zinc Coated (galvanized) Steel Sheets (ASTM A444). 2. Manufacture of Corrugated Steel Culverts and Underdrains (AASHTO M-36). 3. Structural Plate for Pipe, Pipe Arches, and Arches (AASHTO M-167). 4. Bituminous Coated Corrugated Steel Pipe and Arches (AASHTO M-190). 5. Steel Material (ASTM A252). Minimum Coated Welded Seam, Helically Corrugated Steel Pipe The pipe shall be fabricated from flat coils. The base metal, spelter coating, and fabrication shall meet the applicable requirements of AASHTO M-36. Corrugations shall be 2-2.3 inch pitch by 1/2 inch depth. Each pipe shall have two annular corrugations rolled in each end. After the ends are rolled, the pipe shall be coated with bituminous material, inside and outside, to a minimum thickness of 0.05 inch as required by AASHTO M-190 for Type A coating.
03501.02 Laying Pipe	All pipes shall be re-inspected for soundness and damage due to handling immediately before being lowered into the trench. Any pipe found to be unusual or damaged will be rejected and shall be removed immediately from the site of the work. Except by permission of the WPWD not more than 100 feet of trench shall be opened at any one time. Not more than 30 feet of trench may be opened in advance of the completed pipe laying operation, and not more than one street crossing may be obstructed by the same trench at any one time. No portion of a storm sewer pipe, open culvert, manhole, inlet, or subsurface drain tile system shall be installed directly or indirectly onto frozen ground or with frozen backfill materials. Where ground water is encountered, the Contractor shall make every effort necessary to secure a dry trench bottom prior to installation of the storm water system. The contractor shall be required to maintain the groundwater level below the base of the excavation. The City or the Westfield Public Works Department, will not assume any liability for the actions of the Developer or Contractor in the performance of the required dewatering operation. If trench conditions outlined in this section cannot be achieved, the WPWD may terminate installation until such efforts can be achieved. All pipes shall be laid accurately to the required line and grade as shown on the drawings, and in the manner prescribed by the pipe manufacturer and appropriate ASTM Specifications, in firm a close, consecutive joint with the adjoining pipe and to bring the invert of each section to the required grade. The supporting of pipe on block will not be permitted. Pipe laying shall proceed upward, beginning at the lower end of the sewer. Practically, watertight work is required, and the Contractor shall connect the sewers with the type of joint specified. Joints between precast structures shall be sealed with (1) An approved rubber gasket manufactured and installed in accordance with ASTM C443, latest version, (2) A 1/2 inch diameter non-asphaltic mastic (Kent Seal or approved equal) conforming to AASHTO M-190 and Federal Specifications SS-521 A, or (3) mortar or burl or rubber sealant on the outside and (4) mastic sealed on the inside and installed smooth. The annular space between the pipe and precast structure walls shall be filled inside and outside with a grout mixture composed of 2 parts of fine aggregate and one part of Portland Cement or Class "A" Concrete. Collars shall be formed around the annular space between the pipe and precast structure and trowel and broom finished. All pipes shall be bedded as described in this specification under Pipe Bedding. Bell holes shall be excavated in advance of pipe laying so the entire pipe barrel will bear uniformly on the prepared subgrade. The ends of the pipe shall be satisfactorily cleaned just before laying, and the joint shall be made in a satisfactory manner in accordance with the recommendations of the manufacturer on the particular type of joint. All joint work shall be done by experienced workmen. All pipes shall be bedded as described in this specification under Pipe Bedding. Bell holes shall be excavated in advance of pipe laying so the entire pipe barrel will bear uniformly on the prepared subgrade. Each length of pipe shall be mechanically pulled "home" with a winch or crane along against the section previously laid and held in place until the trench and bedding are prepared for the next pipe section. Care shall be taken in laying the pipe so as not to damage the bell or the spigot end of
03501.03	03501.03

TABLE 03501-1 Typical Values of Manning's "n"	
Material	Manning's "n"
1. Closed Conduits	
Concrete	0.013
Vitrified Clay	0.013
HDPE	0.012
PVC	0.011
2. Open Channels	
Ungrazed	0.024
25% Paved	0.021
50% Paved	0.018
100% Paved	0.013
Concrete Culverts	0.013
HDPE or PVC	0.012
Concrete, Trowel Finish	0.013
Grass	0.018
Concrete, Broom Finish	0.015
Grass	0.018
Riprap Paved	0.030
Riprap Dumped	0.035
Grass	0.028
New Earth	0.025
Existing Earth	0.030
Dense Growth of Weeds	0.040
Dense Weeds and Brush	0.040
Swale with Grass	0.035

Source of Manning's "n" values: *HEAVY CONSTRUCTION Drainage Handbook*, July 1990
(1) New earth, laid with a 1% slope
(2) Existing earth with 1% slope, with 1% slope

03501.04 Laying Pipe	Minimum Coated and Paved Invert, Helically Corrugated Steel Pipe The pipe shall be fabricated from flat coils. The base metal, spelter coating, and fabrication shall meet the applicable requirements of AASHTO M-36. Corrugations shall be 2-2.3 inch pitch by 1/2 inch depth. Each pipe shall have two annular corrugations rolled in each end. After the ends are rolled, the pipe shall be coated with bituminous material, inside and outside, to a minimum thickness of 0.05 inch as required by AASHTO M-190 for Type A coating. After the ends have been rolled, the pipe shall be coated with bituminous material, inside and outside, to a minimum thickness of 0.05 inch as required by AASHTO M-190 for Type A coating. The pipe shall be centrifugally loaded on the inside with bituminous material to form a smooth surface which fills the corrugations to a minimum thickness of 1/8 inch above the tops of the corrugations. The bituminous lining material shall meet the requirements of AASHTO M-190. Bituminous Coated Pipe Coatings Coupling bands shall be the same base metal and spelter coating as the pipe. Bands shall be 0.064 inch thick and 10-17 inches wide. Bands shall be bituminous coated and shall have two corrugations 1.58 inches center to center. Bands 12 inch diameter through 30 inch diameter shall be one-piece and 36 inch diameter through 96 inch diameter shall be two-piece. Band laps 12 inch diameter through 48 inch diameter shall be joined by one galvanized bar, bolt, and strap connector. Band laps 54 inch diameter through 96 inch diameter shall be joined by two galvanized bar, bolt, and strap connectors. Aluminum Alloy Structural Plate Aluminum alloy plates and fasteners intended for use in the construction of structural plate pipe and pipe arch for storm sewers shall meet the applicable requirements of AASHTO M-219. The plate shall be fabricated from aluminum alloy 5052 H14. The chemical composition of the plates shall conform to ASTM B201 alloy 5052. The corrugations shall have a pitch of 9 inches plus or minus 3/8 inch and depth of 2-1/2 inches plus or minus 1/8 inch. The inside crown radius of the corrugations shall be not less than 2 inches. The structural plate pipe or arches shall be assembled in accordance with the manufacturer's erection instructions and in accordance with the drawings. Aluminized Steel Pipe and Arches Aluminized coated corrugated steel pipe and pipe arch intended for use in the construction of storm sewers shall meet the applicable requirements of AASHTO M-190. Sheet material shall meet the latest revision of ASTM A525 and AASHTO M-219. The coils from which the pipe is produced shall be coated with 1.0 ounce per square foot of commercially pure aluminum.
03501.05	03501.05

03501.06 Laying Pipe	All pipes shall be re-inspected for soundness and damage due to handling immediately before being lowered into the trench. Any pipe found to be unusual or damaged will be rejected and shall be removed immediately from the site of the work. Except by permission of the WPWD not more than 100 feet of trench shall be opened at any one time. Not more than 30 feet of trench may be opened in advance of the completed pipe laying operation, and not more than one street crossing may be obstructed by the same trench at any one time. No portion of a storm sewer pipe, open culvert, manhole, inlet, or subsurface drain tile system shall be installed directly or indirectly onto frozen ground or with frozen backfill materials. Where ground water is encountered, the Contractor shall make every effort necessary to secure a dry trench bottom prior to installation of the storm water system. The contractor shall be required to maintain the groundwater level below the base of the excavation. The City or the Westfield Public Works Department, will not assume any liability for the actions of the Developer or Contractor in the performance of the required dewatering operation. If trench conditions outlined in this section cannot be achieved, the WPWD may terminate installation until such efforts can be achieved. All pipes shall be laid accurately to the required line and grade as shown on the drawings, and in the manner prescribed by the pipe manufacturer and appropriate ASTM Specifications, in firm a close, consecutive joint with the adjoining pipe and to bring the invert of each section to the required grade. The supporting of pipe on block will not be permitted. Pipe laying shall proceed upward, beginning at the lower end of the sewer. Practically, watertight work is required, and the Contractor shall connect the sewers with the type of joint specified. Joints between precast structures shall be sealed with (1) An approved rubber gasket manufactured and installed in accordance with ASTM C443, latest version, (2) A 1/2 inch diameter non-asphaltic mastic (Kent Seal or approved equal) conforming to AASHTO M-190 and Federal Specifications SS-521 A, or (3) mortar or burl or rubber sealant on the outside and (4) mastic sealed on the inside and installed smooth. The annular space between the pipe and precast structure walls shall be filled inside and outside with a grout mixture composed of 2 parts of fine aggregate and one part of Portland Cement or Class "A" Concrete. Collars shall be formed around the annular space between the pipe and precast structure and trowel and broom finished. All pipes shall be bedded as described in this specification under Pipe Bedding. Bell holes shall be excavated in advance of pipe laying so the entire pipe barrel will bear uniformly on the prepared subgrade. The ends of the pipe shall be satisfactorily cleaned just before laying, and the joint shall be made in a satisfactory manner in accordance with the recommendations of the manufacturer on the particular type of joint. All joint work shall be done by experienced workmen. All pipes shall be bedded as described in this specification under Pipe Bedding. Bell holes shall be excavated in advance of pipe laying so the entire pipe barrel will bear uniformly on the prepared subgrade. Each length of pipe shall be mechanically pulled "home" with a winch or crane along against the section previously laid and held in place until the trench and bedding are prepared for the next pipe section. Care shall be taken in laying the pipe so as not to damage the bell or the spigot end of
03501.07	03501.07



30 S. MERIDIAN ST.,
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BRIDGEWATER
POINTE SHOPPES

146th Street and
Gray Road
Westfield, IN

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ISSUANCE INDEX

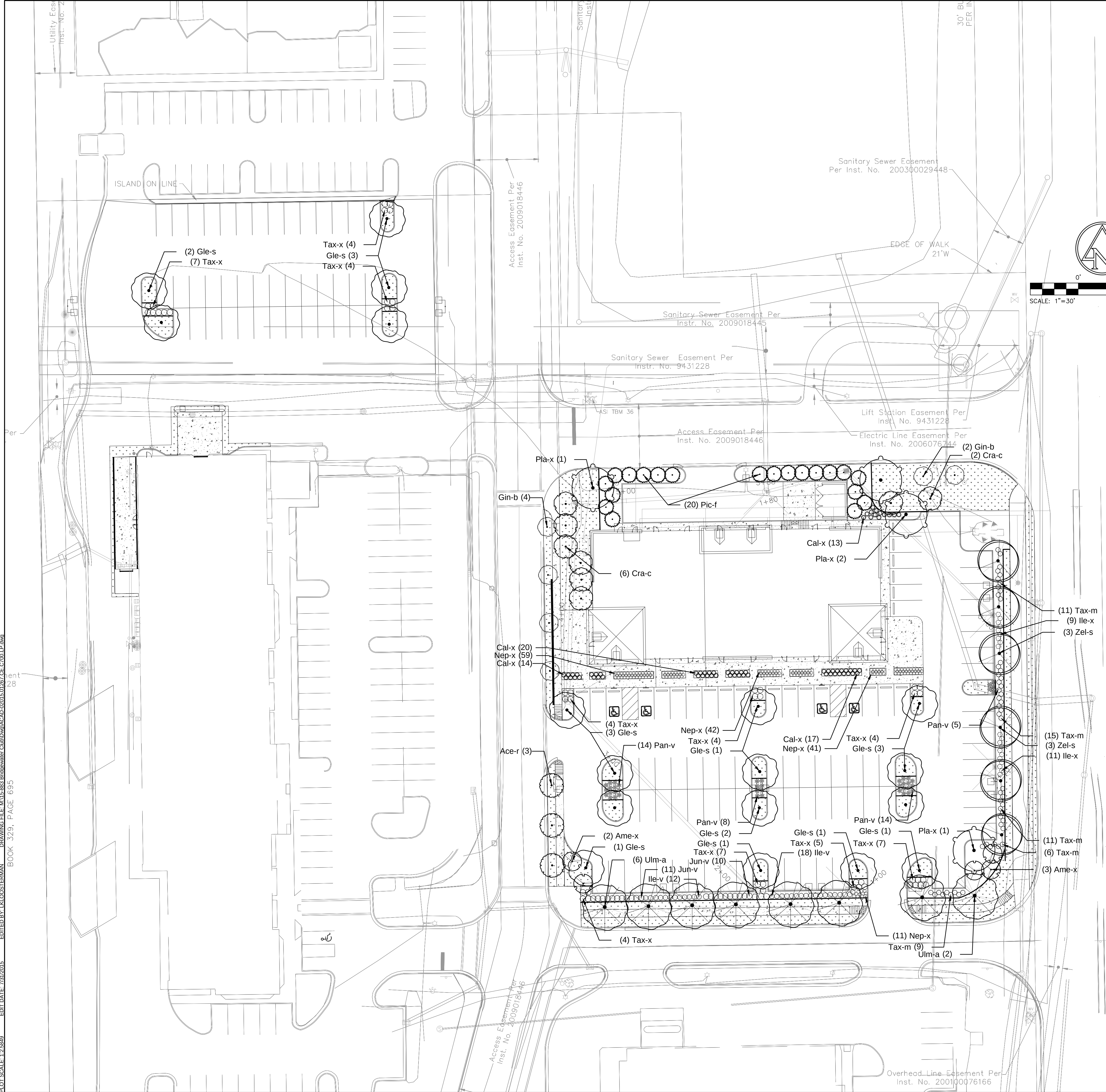
DATE:
07-31-2015
PROJECT PHASE:

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

Project Number 2015.01267

SITE DETAILS

C603



1. Plant material to be installed and maintained by a qualified and experienced landscape installer.
2. All materials are subject to the approval of the Landscape Architect and Owner at any time. Landscape Architect to inspect all plant locations and plant bed conditions prior to installation. Obtain all plant locations for review and approval by the Landscape Architect before planting. On-site adjustments may be required. Plants are to be freshly dug.
3. Timing of planting shall be done in a manner as to not destroy the natural shape, compromise the health, or alter the characteristics of plant materials.
4. Rootballs shall meet or exceed size standards as set forth in "American Standards for Nursery Stock". MAIN LEADERS OF ALL TREES SHALL REMAIN INTACT. Remove from the site any plant material that turns brown or defoliates within five (5) days after planting. Replace immediately with approved, specified material.
5. Plant counts indicated on drawings are for Landscape Architect's use only. Contractor shall make own plant quantity takeoffs using drawings, specifications, and plant schedule requirements (i.e., spacing), unless otherwise directed by Landscape Architect.
6. Contractor to verify bed measurements and install appropriate quantities as governed by plant spacing per schedule.
7. All plants to be shipped with a minimum of genuine shredded hardwood bark mulch (unless otherwise noted). Use pre-emergent herbicide as directed by the manufacturer prior to installing mulch. Seed all areas disturbed by construction activities that are not the Contractor noted to receive pavement, planting bed, or other treatment.
8. The Contractor shall install and/or amend topsoil in all proposed bed areas to meet ASTM D5268 standards. Landscape shall verify depth and quality of topsoil prior to installation. A minimum of 4" of topsoil is required for lawn areas; 12" for plant beds. Topsoil sources shall include the reuse of surface soil stockpiled on site, clean from roots, plants, sod, stones, clay lumps, and other extraneous or foreign materials larger than 1". Supplement with imported topsoil from off-site sources when quantities are insufficient. Do not obtain supplemental topsoil from agricultural land, bogs, or marshes. Inorganic and/or organic amendments, and fertilizers shall be used to amend topsoil as needed for long-term plant health.
9. Verify all utility locations in the field prior to beginning work. Repair all damaged utilities to satisfaction of the Owner and Operating Authority at no additional cost.
10. Install all plant material in accordance with all local codes and ordinances. Coordinate with the Owner to obtain any required permits necessary to complete work. All workmanship and materials shall be guaranteed by the Contractor for a period of one (1) calendar year after Final Acceptance.
11. Maintain all plant material for a three (3) month period from date of Substantial Completion. Maintenance shall include pruning, cultivating, watering, weeding, fertilizing, restoring plant saucers, spraying for disease and insects, and replacing tree wrappings. Reestablish long-term maintenance procedures shall be provided to the Owner before expiration of this period.
12. Satisfactory Seeded Lawn: At end of maintenance period, a healthy, uniform, close stand of grass has been established, free of weeds and surface irregularities, with coverage exceeding 90 percent over any 10 sq. ft. (0.92 sq. m) and bare spots not exceeding 3 by 3 inches. Reestablish lawns that do not comply with requirements and continue maintenance until lawns are fully satisfactory to the Owner.

ZONING: PUD - Commercial Use
Requirements under the The Bridgewater Club Restate and Consolidate PUD ORDINANCE NO. 06-49

Requirement: Masonry Wall at least 6' in height or Evergreen Tree hedge Minimum 6' at Planting and no more the 8' o.c. in a double staggered row. 1 Shade Tree and 2 Ornamental Trees/ 40 lf.

Required: 4 Evergreen Trees + 1 shade tree
 Provided: 4 Evergreen Trees + 1 shade tree

MINIMUM REQUIREMENTS
 Lot Size: 89079 s.f. (2 acres)
 Greenspace: 25757 s.f.
 Requirement: 10 Shade Trees + 10 Ornamental Trees + 25 Shrubs / Acre
 Required: 20 Shade Trees, 20 Ornamental Trees, and 51 Shrubs
 Provided: 39 Shade Trees, 13 Ornamental Trees + 16 evergreen trees + 51 Shrubs

Parking Lot Interior Landscaping - 90 spaces/ 40,605
 Requirement: 50 or more spaces requires 10% or more parking lot area landscaped. 1
 Tree and 4 Shrubs/ parking lot island.
 Required: 4,061 s.f. islands
 Provided: 4,165 s.f. 13 Islands w/ 14 Trees and 81 shrubs

Road Frontage - internal roads
Requirement: 1 shade tree/40 l.f.
North: 291 l.f. - 30 l.f. (drive access)
Required: 7 shade trees
Provided: 3 shade trees limited space due to loading dock screening and utilities.

West: 288 l.f. - 25 l.f. (drive access)
Required: 7 shade trees
Provided: 7 shade trees

South: 291 l.f. - 25 l.f. (drive access) - 170 l.f. parking lot perimeter treatment.
Required: 2 shade trees
Provided: 2 shade trees

ZONING: The Bridgewater Club Restate and Consolidate PUD District
ORDINANCE NO. 06-49



ISSUANCE INDEX
DATE:
07-21-2015
PROJECT PHASE:

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PLANTING PLAN

C700

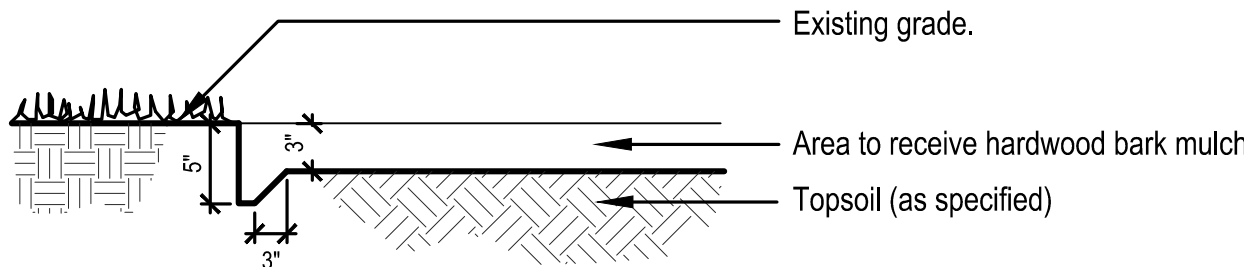
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EDIT DATE: 7/31/2015
EDITED BY: LALCOSTERMAN

PLANT SCHEDULE

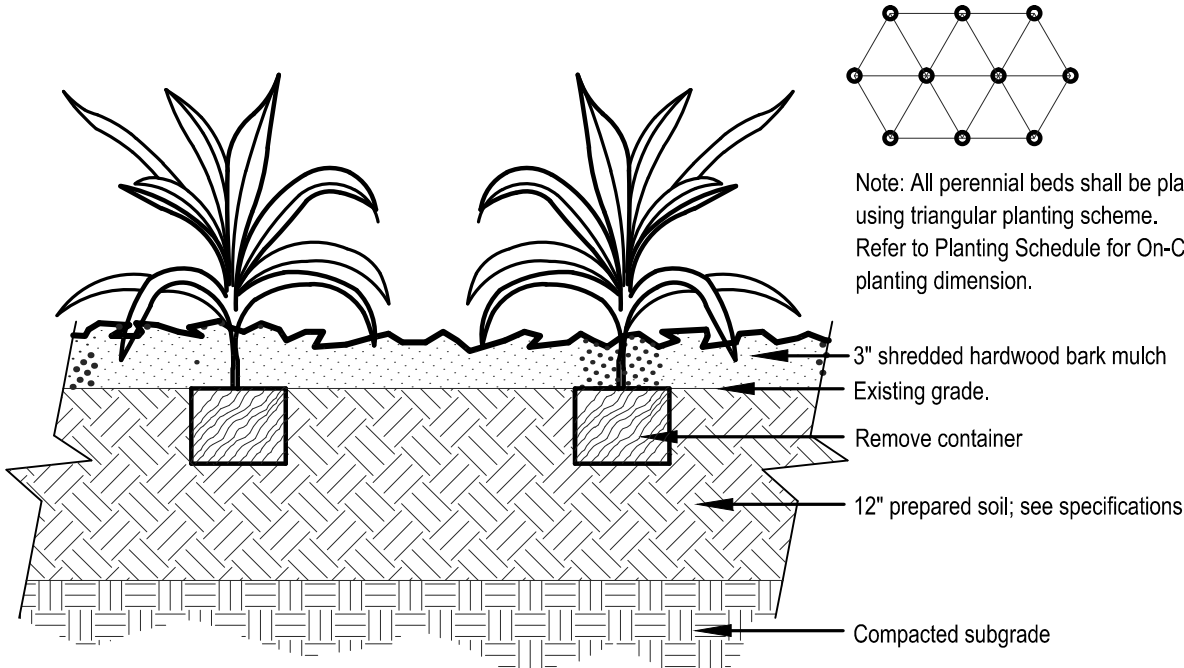
SYMB OL	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	REMARKS
TREES						
Ace-r	3	Acer rubrum `Armstrong`	Armstrong Red Maple	B & B	2.5"Cal	columnar form
Gin-b	6	Ginkgo biloba `Princeton Sentry`	Princeton Sentry Ginkgo	B & B	2.5"Cal	columnar form
Gle-s	18	Gleditsia triacanthos `Imperial`	Imperial Honey Locust	B & B	2.5"Cal	strong central leader, symmetrical, full, matched
Pla-x	4	Platanus x acerifolia `Bloodgood`	London Plane Tree	B & B	2.5"Cal	dug in spring
Ulm-a	8	Ulmus americana `Princeton`	American Elm	B & B	2.5"Cal	matched
Zel-s	6	Zelkova serrata	Zelkova	B & B	2.5"Cal	spring dug
EVERGREEN TREES						
Pic-f	20	Picea pungens `Fat Albert`	Colorado Spruce	B & B	6` ht.	symmetrical, full
ORNAMENTAL TREES						
Ame-x	5	Amelanchier x grandiflora `Autumn Brilliance`	`Autumn Brilliance` Serviceberry	B & B	6` ht.	clump form, 5-13 stems
Cra-c	8	Crataegus crus-galli inermis	Thornless Cockspur Hawthorn	B & B	1.75"Cal	
SHRUBS						
Ile-v	30	Ilex verticillata `Red Sprite`	Red Sprite Winterberry	Container	24"	Provide 1 Jim Dandy in group
Ile-x	20	Ilex x meserveae `Blue Princess` TM	Blue Princess Holly	Container	24"	space @ 3`-0" o.c.
Jun-v	21	Juniperus virginiana `Grey Owl`	Grey Owl Juniper	Container	24"	
Tax-x	52	Taxus x media `Denisiformis`	Dense Yew	Container	24"	space @ 3`-0" o.c.
Tax-m	52	Taxus x media `Hicksii`	Hicks Yew	Container	24"	space @ 3`-0" o.c.
PERENNIALS AND ORNAMENTAL GRASSES						
Cal-x	64	Calamagrostis x acutiflora `Karl Foerster`	Feather Reed Grass	pot	#2	space @ 3`-0" o.c.
Nep-x	191	Nepeta x faassenii `Novanepjun`	Junior Walker Catmint	pot	#1	space @ 2`-0" o.c.
Pan-v	41	Panicum virgatum `Heavy Metal`	Blue Switch Grass	pot	#2	space @ 3`-0" o.c.



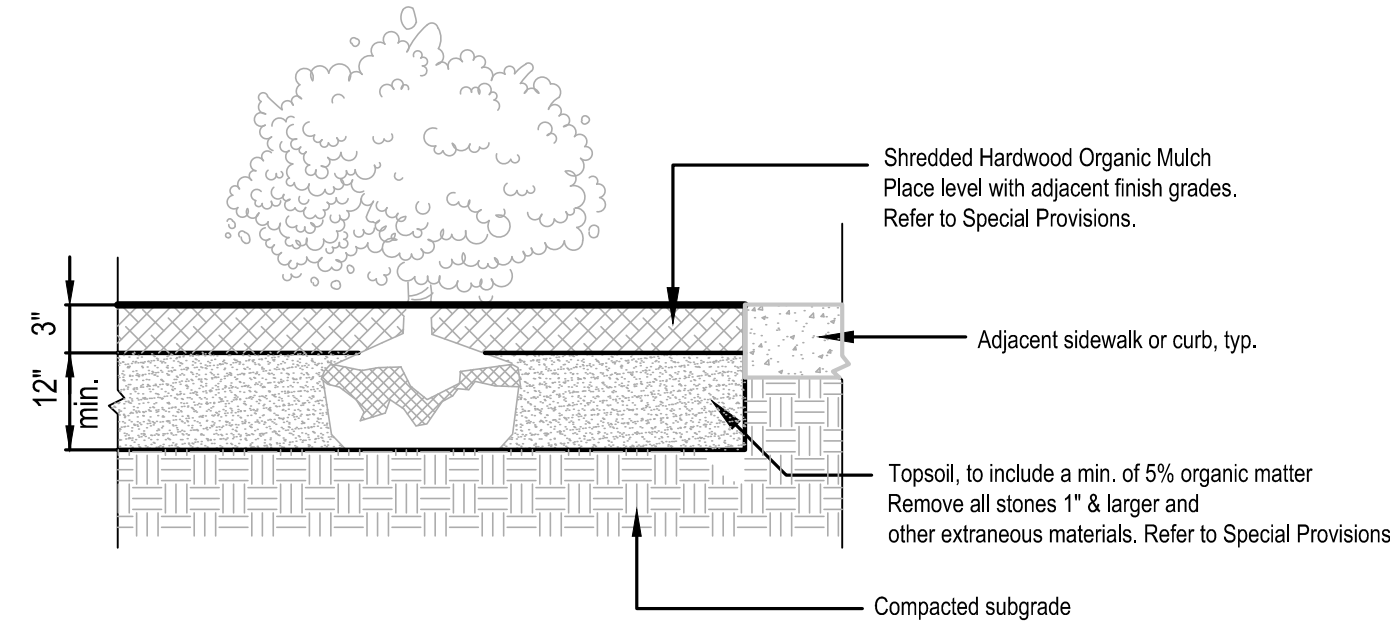
AREA TO RECEIVE LAWN



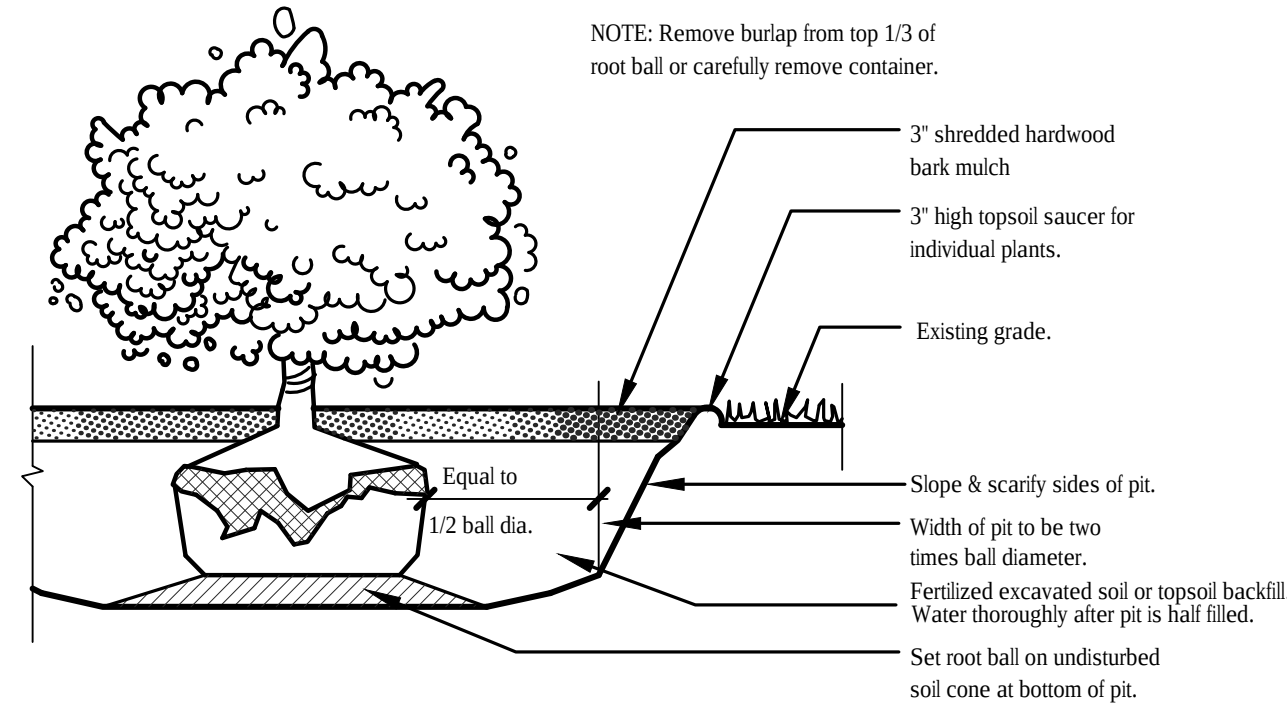
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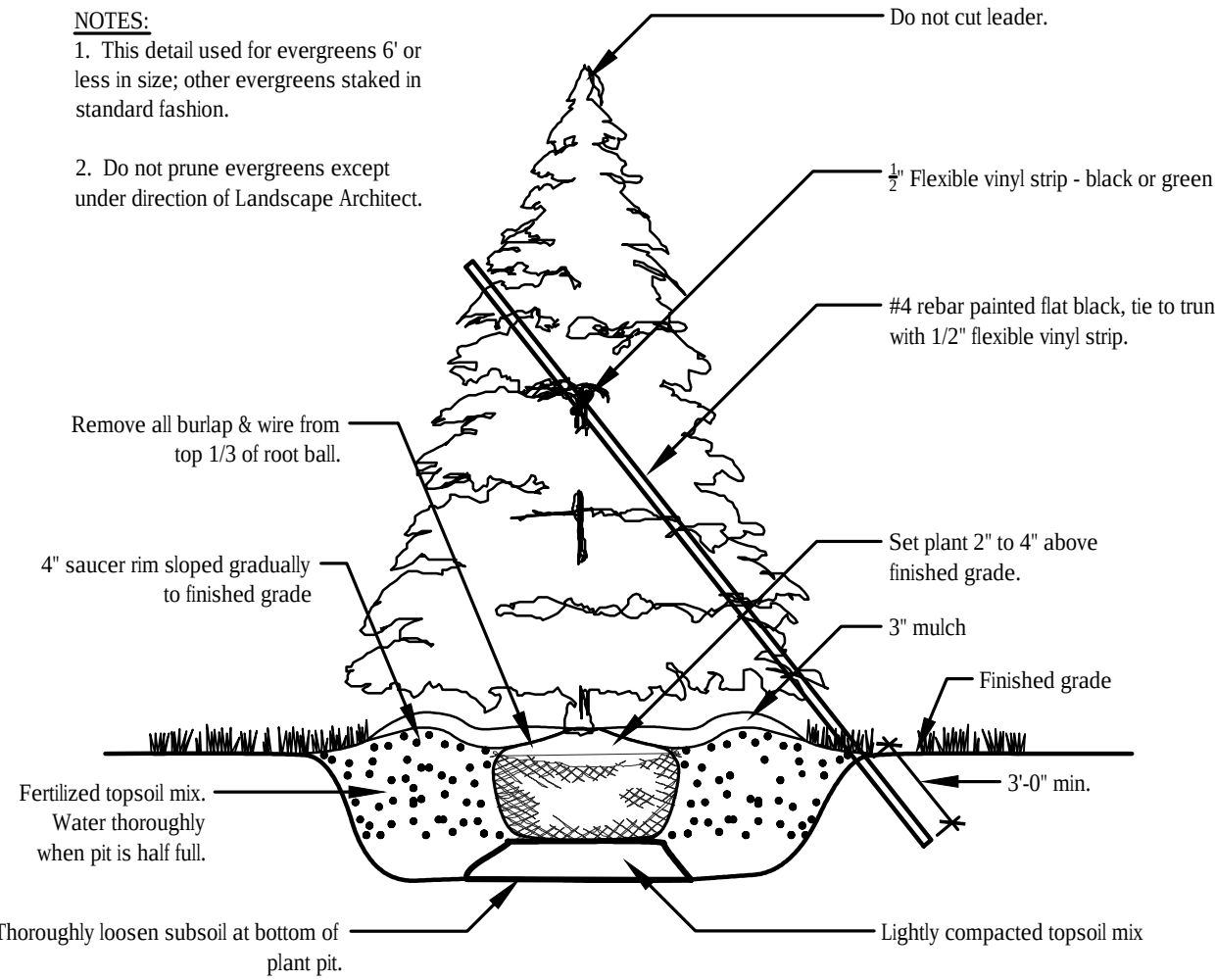
PERENNIAL PLANTING
Not to Scale



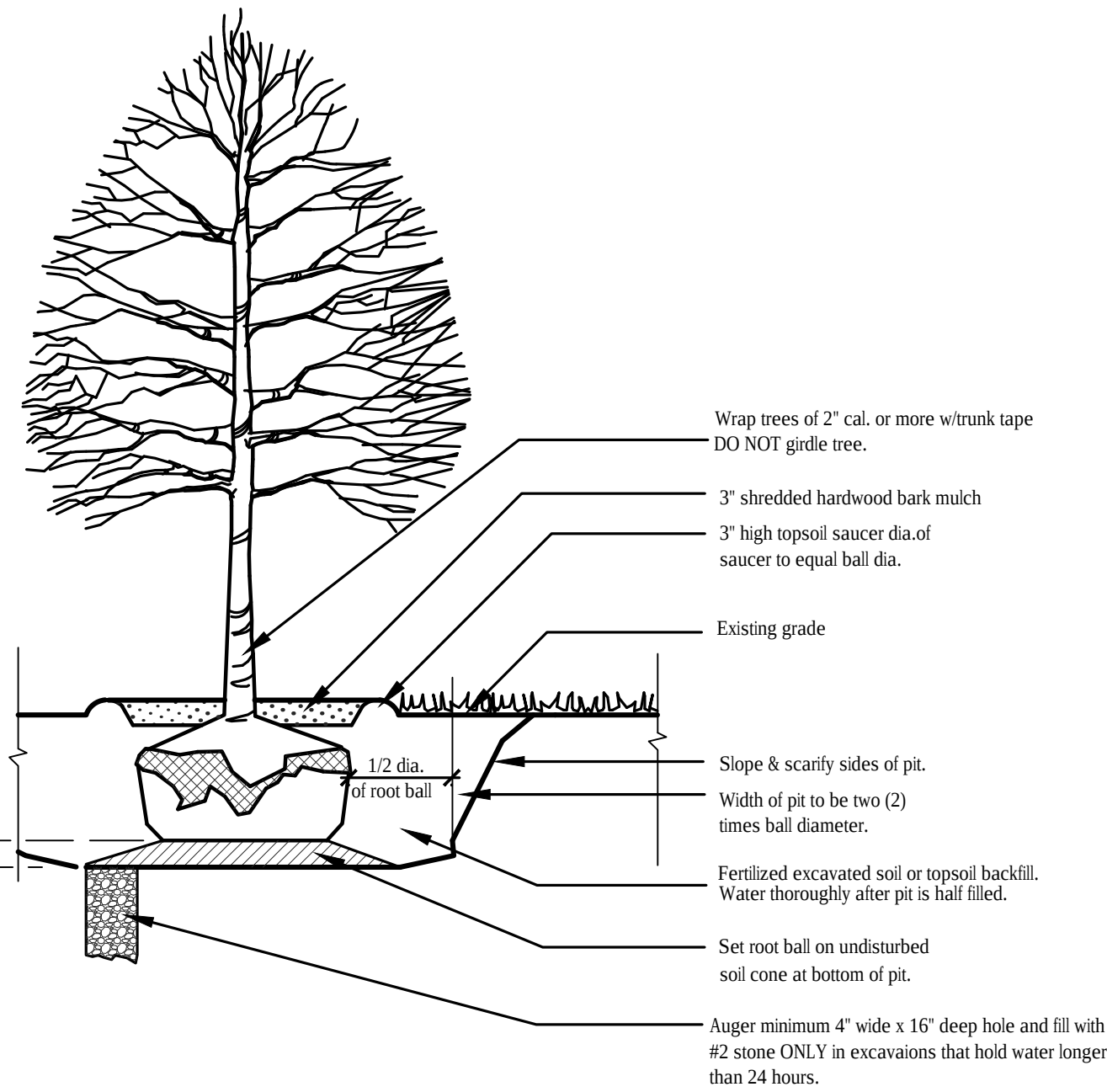
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SHRUB PLANTING
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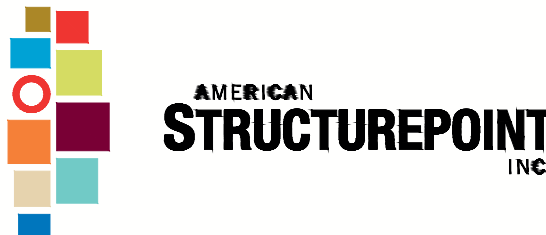
EVERGREEN TREE PLANTING
Not to Scale



TREE PLANTING
Not to Scale



30 S. MERIDIAN ST,
SUITE 100,
INDIANAPOLIS, IN 46204



7260 Shadeland Station | Indianapolis, Indiana 46256
TEL 317.547.5589 | FAX 317.543.0270
www.structurepoint.com



12 S Main St, Ste 200 | Fortville, IN 46040
317-485-6900 | www.context-design.com

BRIDGEWATER
POINTE SHOPPES

146th Street and
Gray Road
Westfield, IN



CERTIFIED BY

ISSUANCE INDEX

DATE:
07-21-2015
PROJECT PHASE:

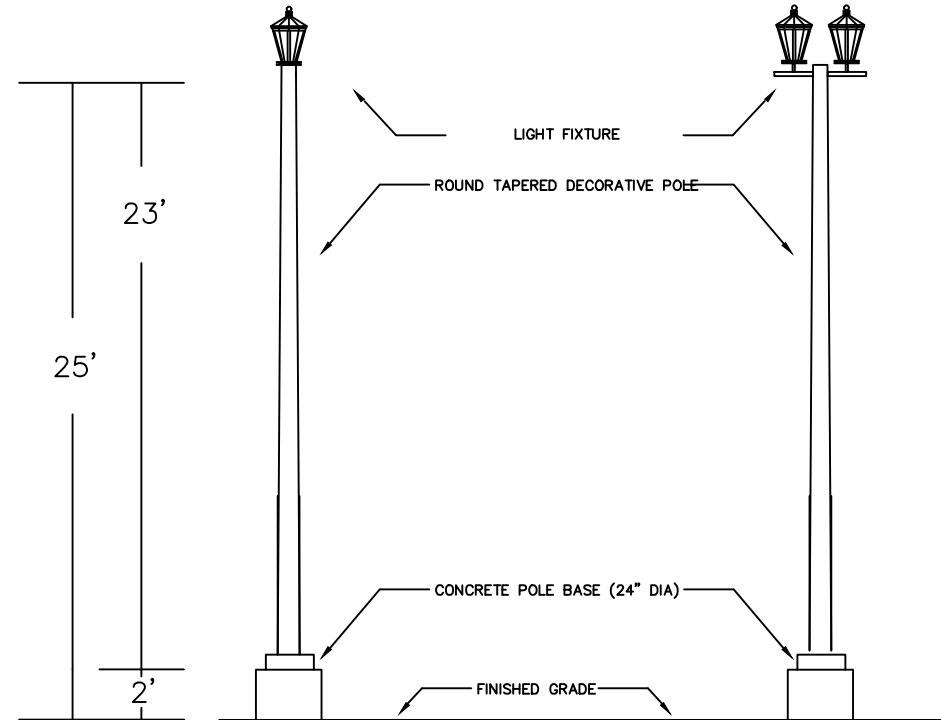
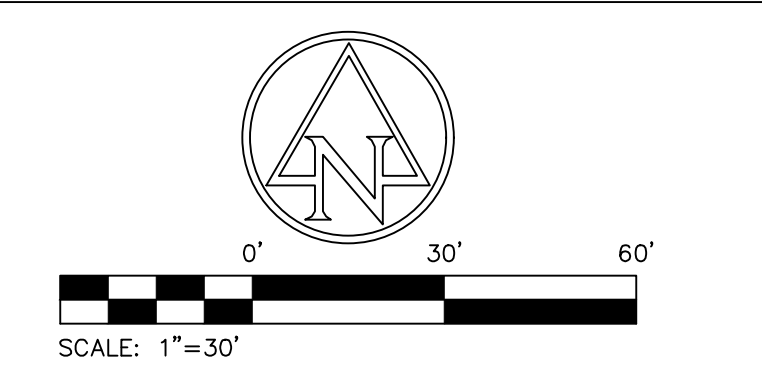
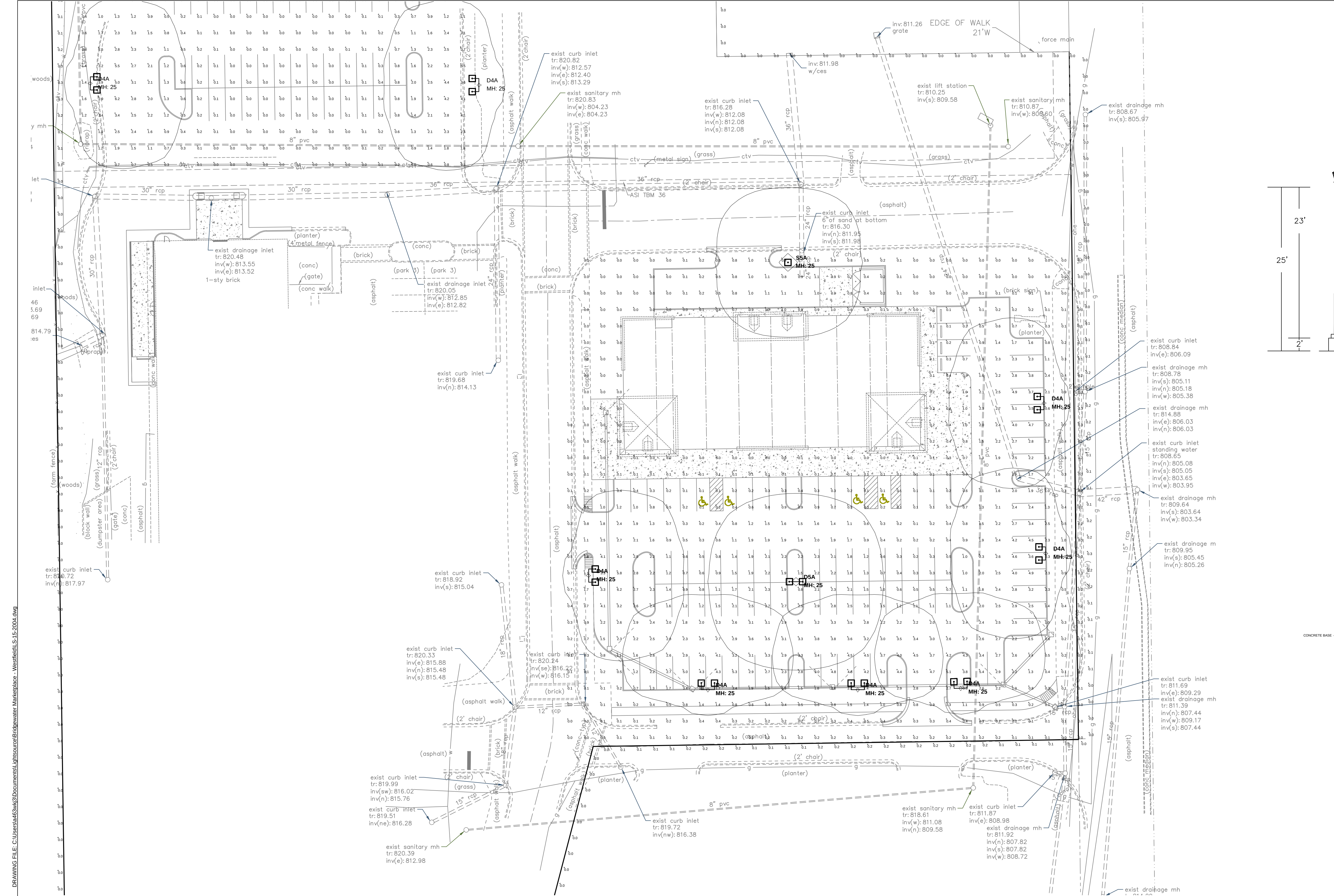
REVISION SCHEDULE

NO.	DESCRIPTION	DATE

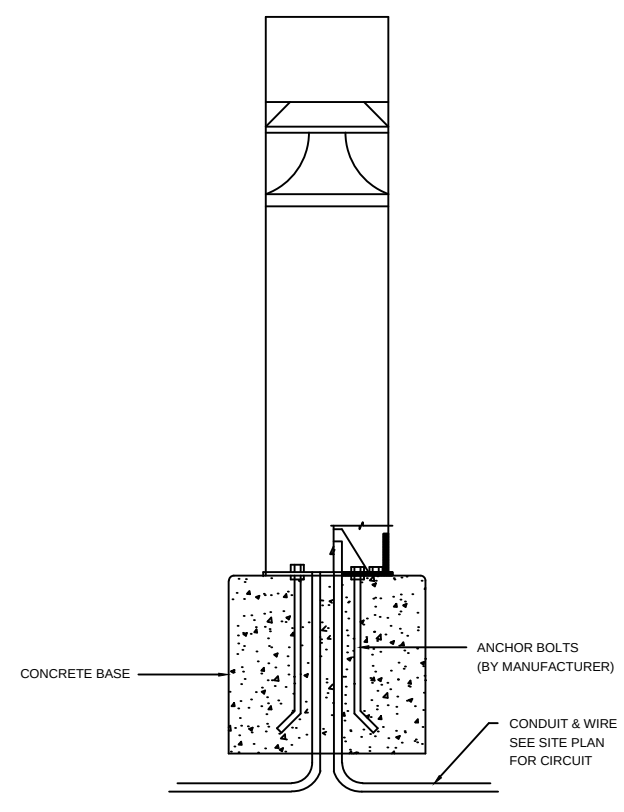
Project Number 2015.01267

PLANTING DETAILS

C701



SITE LIGHTING POLE DETAIL
NTS



POLE BASE DETAIL
NO SCALE

- NOTES:
1. VERIFY ANCHOR BOLT LOCATIONS WITH MANUFACTURER'S TEMPLATE PRIOR TO BASE CONSTRUCTION
 2. MINIMUM CONDUIT SIZE AND COVER REQUIREMENT SHALL BE PER THE NEC.

BENCHMARK:

GENERAL NOTES:

1. CONTRACTOR SHALL PROTECT AND NOT DESTROY THE PROPERTY CORNER MONUMENTS DURING CONSTRUCTION.
2. CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION. CONTACT ENGINEER IF VARIATION EXISTS.
3. SEE SHEET C002 GENERAL NOTES FOR MORE INFORMATION.

CAUTION !!

THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON ABOVE GROUND EVIDENCE (including, but not limited to, manholes, inlets, valves, and marks made upon the ground by others) AND ARE SPECULATIVE IN NATURE. THERE MAY ALSO BE OTHER EXISTING UNDERGROUND UTILITIES FOR WHICH THERE IS NO ABOVE GROUND EVIDENCE OR FOR WHICH NO ABOVE GROUND EVIDENCE WAS OBSERVED. THE EXACT LOCATIONS OF SAID EXISTING UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.

CALL TOLL FREE
"811" OR 1-800-382-5544
- INDIANA UNDERGROUND -

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description
	8	D4A	TWIN	7108	0.920	NZS-L-HTL1TA-T4-84LC-3-4K-UNV-PT-FINISH-FIN2-PC-VOLT
	1	D5A	BACK-BACK	8400	0.920	NZS-L-HTL1TA-T5W-84LC-3-4K-UNV-PT-FINISH-FIN2-PC-VOLT
	1	SSA	SINGLE	8400	0.920	NZS-L-HTL1TA-T5W-84LC-3-4K-UNV-PT-FINISH-FIN2-PC-VOLT

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Avg/Min
CalcPb_1	Illuminance	Fc	1.15	6.2	0.0	N.A.
EXISTING LOT-RECONFIGURATION	Illuminance	Fc	0.75	6.2	0.0	N.A.
PROPERTY LINE	Illuminance	Fc	0.03	0.3	0.0	N.A.
BACK LOT	Illuminance	Fc	0.64	1.1	0.0	N.A.
FRONT PARKING	Illuminance	Fc	1.98	6.2	0.1	19.80
SIDE PARKING	Illuminance	Fc	1.84	5.1	0.1	18.40

BRIDGEWATER
POINTE SHOPPES

146th Street and
Gray Road
Westfield, IN

APPROVAL PENDING
NOT FOR CONSTRUCTION

CERTIFIED BY

ISSUANCE INDEX

DATE:
07-21-2015
PROJECT PHASE:

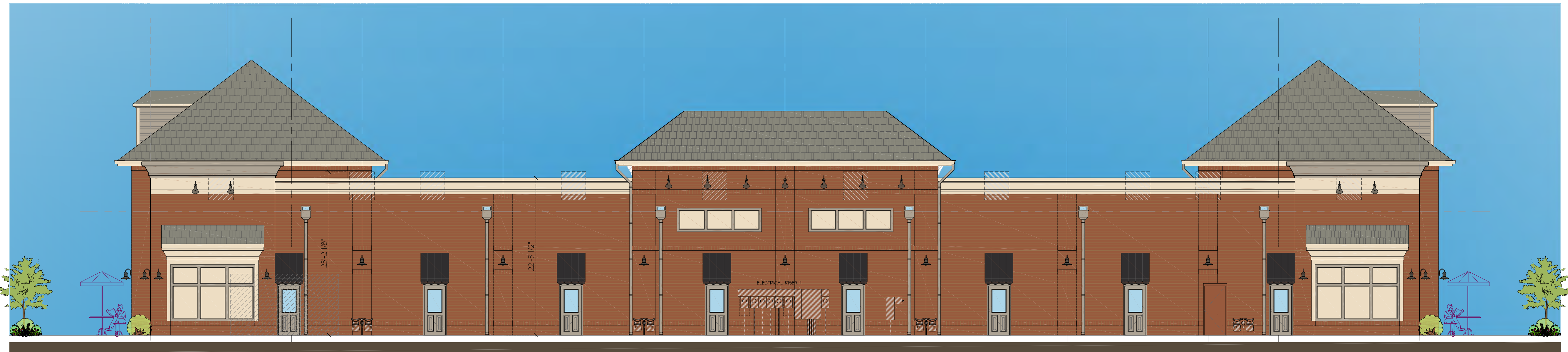
REVISION SCHEDULE

NO.	DESCRIPTION	DATE

Project Number 2015.01267

SITE PHOTOMETRIC
PLAN

E401



Proposed Rear (North) Elevation

SCALE: 1/8" = 1'-0"



Proposed Side (East) Elevation

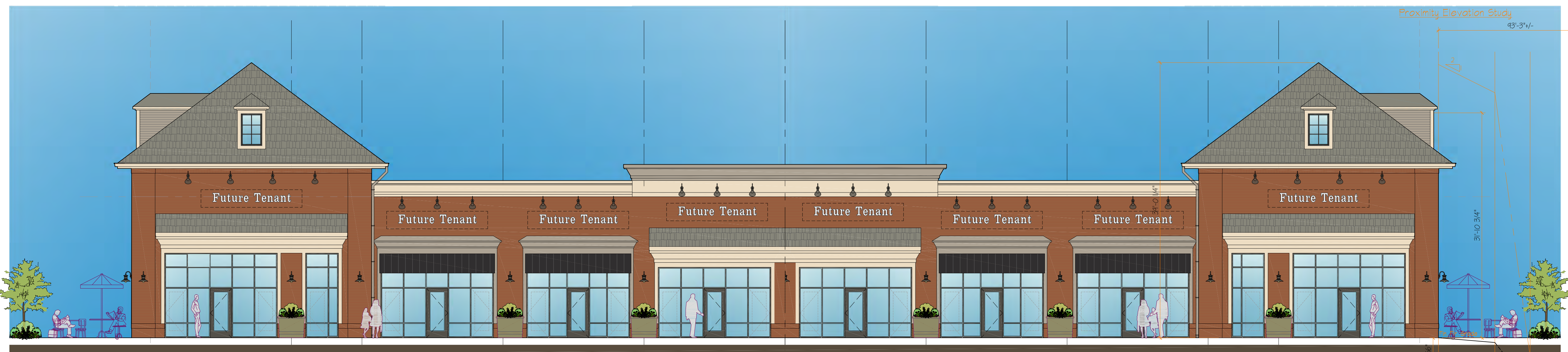
SCALE: 1/8" = 1'-0"

RTU Equipment Sight-Line Study



Proposed Side (West) Elevation

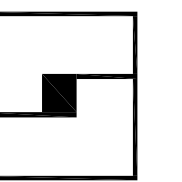
SCALE: 1/8" = 1'-0"



Proposed Front (South) Elevation

SCALE: 1/8" = 1'-0"

LEECH-HENSLEY ARCHITECTS^{INC}
7755 East 128th St. Fishers, IN 46038
tel 317 842 1331 fax 317 842 7994



DRAWING REVIEW ISSUE

△	July 30, 2015
△	August 31, 2015
△	September 3, 2015

BUILDING AGENCY SUBMITTAL

CONSTRUCTION BID/ISSUE

REVISIONS

△	
△	
△	
△	

PRELIMINARY

FILE	DATE	TIME
T. 09/04/15	09:50	
PLOT SCALE	DRAWN BY:	
SEEDING = 1'-0"	???	

#4014 Bridgewater Pointe
Shoppes

*** N. Gray Road
WESTFIELD, INDIANA
development proposed by:
Kite Realty Group

Preliminary
Ext. Elevs.

A2.0

PROJECT NO.
1512



Westfield-Washington Advisory Plan Commission (APC) held a meeting on Monday, August 17, 2015, scheduled for 7:00 PM at the Westfield City Hall.

Opening of Meeting: 7:00 PM

Roll Call: Note Presence of a Quorum.

APC Members Present: Randell Graham, Steve Hoover, Robert Horkay, Ken Kingshill, Andre Maue, David Schmitz, Robert Spraetz and Chris Woodard.

City Staff Present: Kevin Todd, Senior Planner; and Brian Zaiger, Attorney.

Welcome Chris Woodard to the APC Council.

Approval of Minutes: August 3, 2015 APC Meeting Minutes

Motion: To approve the August 3, 2015 minutes.

Motion: Horkay; Second: Kingshill; Vote: Approved 8-0.

Todd reviewed the meeting rules and procedures.

Case No.: 1507-DDP-10

Description: Crown Castle Monopole
4540 E 146th Street

Crown Castle by Bingham Greenebaum Doll LLP requests Detailed Development Plan review for a replacement monopole wireless communication tower on approximately 0.11 acre +/-, located in the SF-3 District.

Todd presented an overview of the proposed detailed development plan, as outlined in the staff report.

Motion: Forward 1507-DDP-10 with the following condition:

1. All necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office and the Hamilton County Highway Department prior to the issuance of an improvement location permit.

Schmitz asked about the pedestrian connectivity resolution.

Todd said that the pathway along the north side of 146th Street was the only outstanding issue when this case was before the APC at the previous meeting. He stated that the City has learned that the Hamilton County Highway Department has a federally-funded project which will fill in pathway gaps along the north side of 146th Street, and that the pathway segment in question is a part of the County's project. He noted that as a result, this matter has been resolved and the development plans are fully compliant.

Motion: Maue: Second: Woodard: Vote: 8-0

Case No.: 1508-PUD-15 (CONTINUED)

Description: Spring Mill Station Northeast Quadrant PUD Amendment
Kroger Limited Partnership by EMH&T requests an amendment to incorporate an additional 0.529 acre +/- to the Spring Mill Station Northeast Quadrant PUD District.

Case No.: 1508-DDP-14 (CONTINUED)

Description: Kroger Curbside Pick-up
150 West 161st Street
Kroger Limited Partnership by EMH&T requests Detailed Development Plan review for a curbside pick-up canopy adjacent to the existing Kroger store on approximately 0.529 acre +/- located in the Spring Mill Station Northeast Quadrant PUD District.

Case No. 1506-ZC-02 [CONTINUED]

Description: Bent Creek Commitment Modification
Langston Residential Development, LLC by Nelson & Frankenberger requests a modification to the commitments associated with the rezoning of property from the AG-SF1: Agriculture/Single-Family Rural District to the SF2: Single-Family Low Density District, as approved by Ordinance 04-43, for Bent Creek.

Case No. 1506-ODP-16 & 1506-SPP-15 [CONTINUED]

Description: Bent Creek
Northwest corner of 159th Street and Town Road
Langston Residential Development, LLC by Nelson & Frankenberger requests Overall Development Plan and Primary Plat approval of 158 single-family lots on approximately 129.74 acres +/-, located in the SF2: Single-Family Low Density District with Zoning Commitments.

REPORTS/COMMENTS

No reports or comments

APC MEMBERS

No report.

CITY COUNCIL LIAISON

Report provided by Hoover.

BZA LIAISON

Report provided by Schmitz.

ECD STAFF

No report

ADJOURNMENT (7:12 pm)

Motion: Hoover: Second: Kingshill: Vote: 8-0

President, Randell Graham

Vice President, Andre Maue

Secretary, Matthew S. Skelton



Petitioner: City of Westfield

Request: Approval of the Grand Junction Sub-District Addendum, an addendum to the Westfield-Washington Township Comprehensive Plan.

Exhibits: 1. Staff Report
2. Grand Junction Sub-District Addendum

Staff Reviewer: Kevin M. Todd, AICP

PETITION HISTORY

This petition was introduced at the August 10, 2015, City Council meeting. The petition is scheduled for its public hearing at the September 8, 2015, Advisory Plan Commission (the "APC") hearing. Subject to the public hearing, the petition is currently scheduled to be at the Council's October 12, 2015, meeting for adoption consideration.

PROCEDURAL

- Procedures to amend the Westfield-Washington Township Comprehensive Plan are established by Indiana Code (I.C. 36-7-4-500, et seq.). Amendments are required to be considered at a public hearing. The public hearing for this petition is scheduled for the September 8, 2015, Advisory Plan Commission meeting.
- No action by the Plan Commission is required at this time.

OVERVIEW

The 2013 Grand Junction Implementation Plan (Res. 13-112) identified the development of architectural and development standards for the Gateway Sub-District (the four corners of U.S. Highway 31 and State Road 32) as a top priority in implementing the Grand Junction vision. As a result, the proposed Grand Junction Sub-District Addendum was drafted to create a framework for establishing detailed visions, goals, and expectations for the development and redevelopment of the various sub-districts of the Grand Junction District. The proposed Gateway Sub-District chapter is the first sub-district to be addressed in the addendum. It is anticipated that as subsequent Grand Junction sub-district chapters are ready for adoption, they will be incorporated into this same Gateway Sub-District Addendum framework.

The Gateway Sub-District chapter content was guided by recommendations established in the 2013 Grand Junction Implementation Plan. The chapter incorporates the vision and desirable development scenarios for the prominent intersection of U.S. Highway 31 and State Road 32. It is envisioned that redevelopment within the Gateway area will require changes in zoning. As a result, this detailed comprehensive plan chapter should be used as detailed guidelines for the future redevelopment projects (i.e. changes in zoning) within the Gateway Sub-District.



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

September 8, 2015

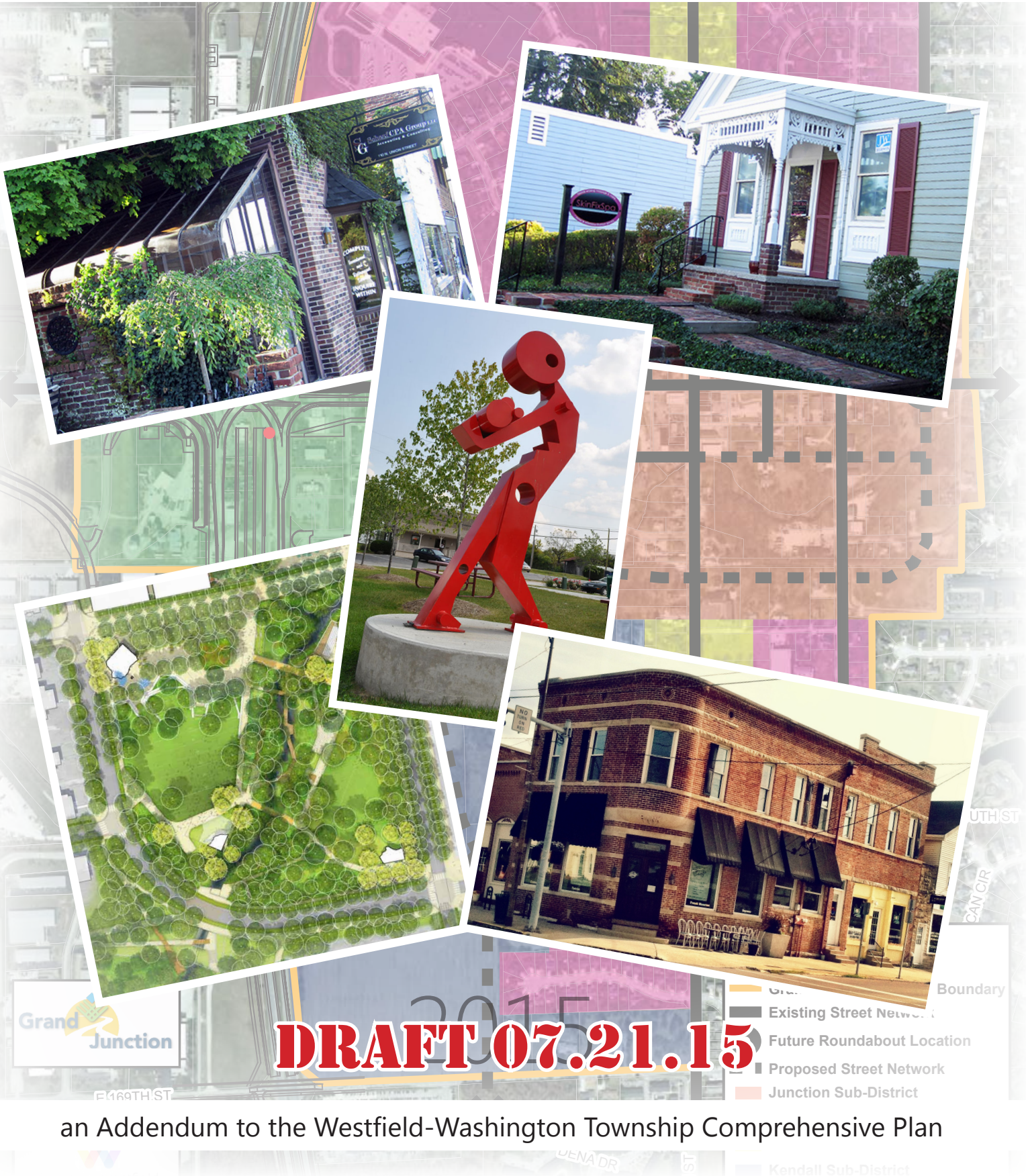
1509-CPA-01

Exhibit 1

DEPARTMENT COMMENTS

- 1) Hold a public hearing.
- 2) If any Plan Commission member has questions prior to the September 8, 2015, meeting, then please contact Kevin Todd at 317.379.6467 or ktodd@westfield.in.gov.

GRAND JUNCTION SUB-DISTRICT ADDENDUM



DRAFT 07.21.15

an Addendum to the Westfield-Washington Township Comprehensive Plan

GRAND JUNCTION SUB-DISTRICT ADDENDUM, RESOLUTION ##-## (adopted _____, 2015)

TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
GATEWAY SUB-DISTRICT	5
JUNCTION SUB-DISTRICT	17
UNION SUB-DISTRICT	19
KENDALL SUB-DISTRICT	21
NEIGHBORHOOD SUB-DISTRICT	23
TEMPLATE PUD DISTRICT ORDINANCE	25

acknowledgements



MAYOR:

J Andrew Cook

CLERK TREASURER:

Cindy Gossard

CITY COUNCIL:

- Chuck Lehman, President
- Jim Ake, Vice-President
- Steve Hoover
- Robert L Horkay
- Bob Smith
- Cindy L Spoljaric
- Robert W. Stokes

PLAN COMMISSION:

- Randell Graham, President
- Andre Maue, Vice-President
- Nathan Day
- Steve Hoover
- Robert L Horkay
- Ken Kingshill
- David Schmitz
- Robert Spraetz

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

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. The sub-district areas, as depicted in [Figure 1: Grand Junction Sub-District Map](#), include:

- ▶ [Gateway Sub-District](#)
- ▶ [Junction Sub-District](#)
- ▶ [Union Sub-District](#)
- ▶ [Kendall Sub-District](#)
- ▶ [Neighborhood Sub-District](#)

PURPOSE

It is expected that all new development/redevelopment 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 that the Grand Junction District will contain many new, separate Planned Unit Development (“PUD”) districts. This addendum includes a template PUD Ordinance, attached as “Exhibit A” on page 25. The template ordinance creates a consistent structure and format that should be utilized when developing new projects within the Grand Junction District.

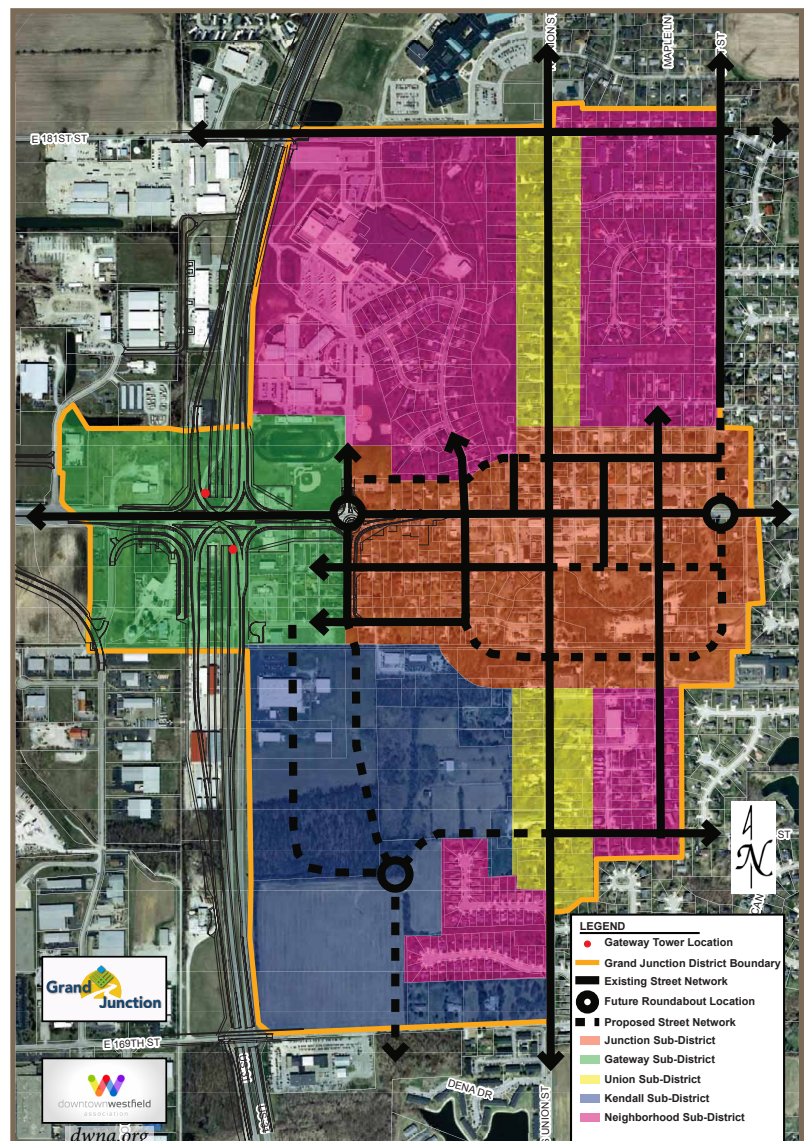
The listed land uses, site design, and architectural design expectations within this addendum should serve as a guide for constructing each Grand Junction-related PUD ordinance.

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 1: Grand Junction Sub-District Map



CHAPTER 1:

GATEWAY SUB-DISTRICT

CHAPTER CONTENTS

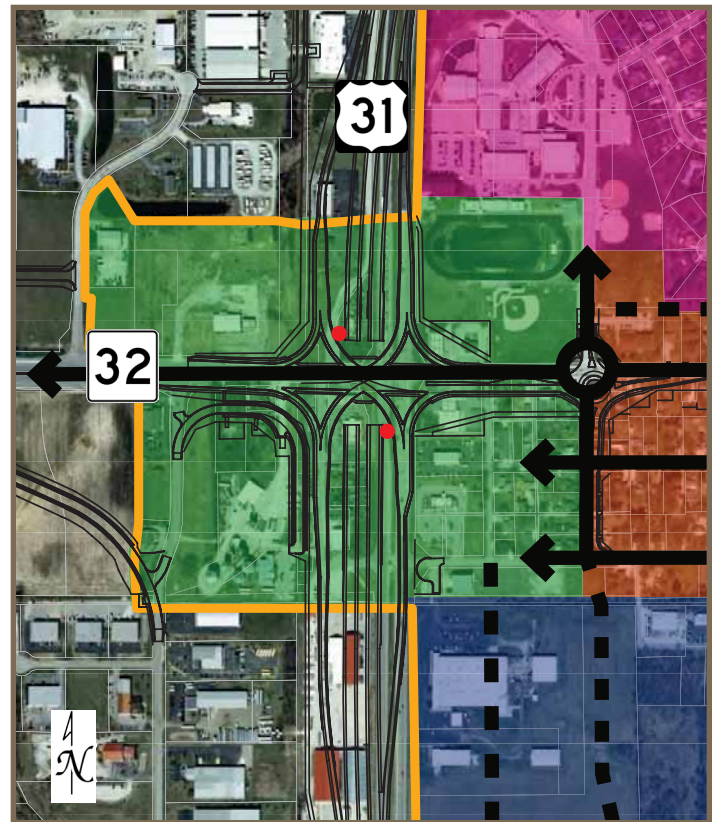
Introduction	5
Vision	5
West and East Sides of U.S. Highway 31	6
Design Requirements	7
Amenities	12
Site Access & Circulation	14
Architectural Design	14
Alternative Transportation	15
Template Ordinance	16

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 2: Gateway Sub-District \(green area\)](#), the Gateway 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. The Gateway Sub-District is the front door of Westfield and plays a critical role in the City of Westfield’s economic development strategy.

Figure 2: Gateway Sub-District (green area)



The intent of this chapter to provide a detailed vision for the Gateway 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 addendum.

VISION

The vision for the Gateway 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 the Gateway 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 the Gateway Sub-District should complement the anticipated hospitality uses to its west.

This side of the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 3: Parking Garage Massing, Design & Architecture
Figure 3.1 (Photo Source: Department Photo)



Figure 3.2 (Photo Source: www.timhaahs.com)

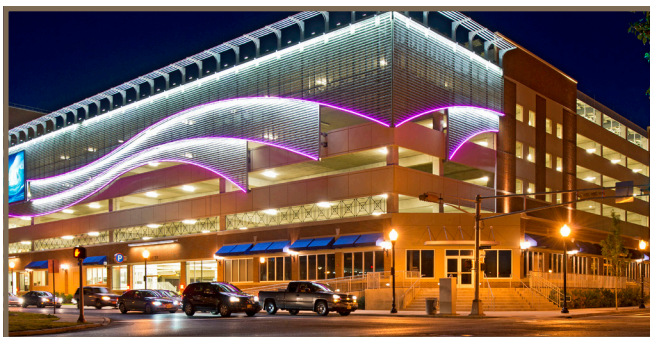


Figure 3.3 (Photo Source: www.butlercollegian.com)



Figure 3.4 (Photo 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 the Gateway 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 4: Building Massing, Design & Architecture" on

page 9, 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 the Gateway 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 the Gateway 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 the Gateway 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 use-able. A maximum building height should not be established for these lots. Single-story buildings should not be allowed in the Gateway Sub-District.

Figure 4: Building Massing, Design & Architecture



Figure 4.1 (Photo Source: www.buffalonews.com)



Figure 4.2 (Photo Source: www.tkhinc.com)



Figure 4.3 (Photo Source: Department Photo)



Figure 4.4 (Photo Source: www.bizjournals.com)



Figure 4.5 (Photo Source: www.nreionline.com)

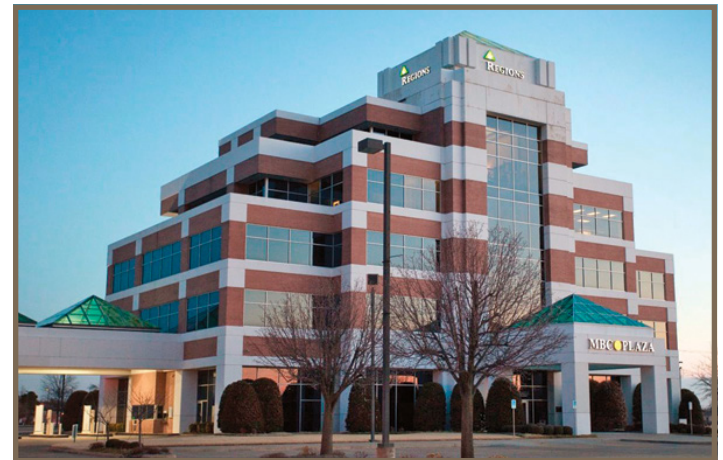


Figure 4.6 (Photo Source: www.arkansasbusiness.com)

- C. **Building Size:** In order to achieve a certain massing of buildings, it is desirable for each building within the Gateway 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 4.7 (Photo 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 the Gateway 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 the Gateway Sub-District. It is anticipated that much of the storm water storage systems for developments in the Gateway 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.

1. gateway sub-district

3. Minimum Lot Landscaping Requirements:

The requirements for Business Uses and Multi-Family Residential uses, especially, may be excessive in an urban environment like the Gateway 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 the Gateway 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 the Gateway 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 the Gateway Sub-District as a whole. There should not be a need for any buffer yard applications internal to the Gateway 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 the Gateway Sub-District.

7. Interior Parking Area Landscaping: All surface parking lots within the Gateway 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 the Gateway 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 the Gateway Sub-District. The exceptions include the following: prohibit Monument Signs in the Gateway 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 the Gateway Sub-District – especially in the eastern quadrants. If surface parking is provided, it should not be allowed to be located between a structure and

the U.S. Highway 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 Gateway 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.

Figure 5.2 (Photo Source: www.securetechfence.com)



Figure 5.3 (Photo 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 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, 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;

- 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 the Gateway Sub-District.
- 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 the Gateway 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 5: Architecturally-Consistent Dumpsters



Figure 5.1 (Photo Source: www.thebuildingcodeforum.com)

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 the Gateway 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 the Gateway 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 the Gateway Sub-District include references to Westfield's history. All public art pieces should be coordinated with the Westfield Arts Council.

Figure 6: Public Art Examples



Figure 6.1: (Photo Sources: Department Photos)

Figure 6.2 (Photo Source: Department Photo)



Figure 6.3 (Photo Source: Department Photo)



Figure 6.4 (Photo Sources: Department Photos)



Figure 6.5 (Photo Source: Department Photo)

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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway Sub-District.

ARCHITECTURAL DESIGN

As mentioned in the vision statement herein, the buildings in the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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 25 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 the Gateway Sub-District, it is highly desirable that a common and consistent naming convention be used for all projects within the Gateway 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 the Gateway 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 the Gateway 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 the Gateway 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

RESERVED FOR FUTURE USE

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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

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EXHIBIT A

TEMPLATE PUD DISTRICT ORDINANCE

SEE FOLLOWING PAGES.

GRAND JUNCTION IMPLEMENTATION PLAN 2013



an Addendum to the
Westfield-Washington Township Comprehensive Plan



TABLE OF CONTENTS

Executive Summary.....	4
Chapter 1: Overview.....	5
Chapter 2: Comprehensive Plan Summary.....	6
Grand Junction Plaza Map.....	9
Chapter 3: Summary of Accomplishments.....	10
Chapter 4: Recent Events Affecting Grand Junction Initiatives.....	18
Chapter 5: Grand Junction District.....	21
Grand Junction District Map.....	24
Chapter 6: Implementation Plan Objectives and Action Items - Full List.....	25
Chapter 7: Identifying Priorities - Top Ten Action Items.....	29
Chapter 8: Going Forward.....	31
Appendices.....	32

Adopted on August 12, 2013 by Resolution 13-112

Prepared by the City of Westfield, Economic and Community Development Department



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EXECUTIVE SUMMARY

This Grand Junction Implementation Plan 2013 (the “Implementation Plan”) is an addendum to the Westfield-Washington Township Comprehensive Plan. The Implementation Plan: (1) provides a summary of past planning activities related to what is now known as The Grand Junction, Westfield’s historic downtown area; (2) organizes and clarifies the various objectives identified in these planning exercises; (3) identifies the geographic area of the Grand Junction District; and (4) sets forth and prioritizes specific action items or projects necessary to accomplish the Grand Junction vision.

After reviewing and analyzing the twelve +/- planning documents (authored from 1993 to present) related to the Grand Junction and the meeting summaries from the Implementation Plan Charrettes, fifty-two (52) distinct planning objectives were identified. The Implementation Plan process included prioritizing these planning objectives. The top ten of the fifty-two objectives are set forth below (not in any particular order). This list comes forward as a recommended work strategy for 2013.

1. **BRANDING.** Create a brand for the Grand Junction area.
2. **GATEWAY SUB-DISTRICT STANDARDS.** Develop zoning standards (and possibly other standards) for the Gateway Sub-district of Grand Junction (the area immediately surrounding the interchange to be constructed at State Highway 32 and U.S. Highway 31).
3. **JUNCTION SUB-DISTRICT STANDARDS.** Develop zoning standards (and possibly other standards) for the Junction Sub-district of Grand Junction (the area constituting the Westfield downtown mixed-use urban core).
4. **TRANSIT.** Develop a transit circulation plan to accommodate movement of residents, employees and visitors among destinations in the Westfield community (e.g., Grand Park and Grand Junction), which may ultimately connect to a larger transit system between the Westfield community and Indianapolis.
5. **REGIONAL DETENTION.** Develop the Grand Junction regional detention facilities designed to enhance the amount of useable land in Grand Junction as publicly accessible amenities and greenways.
6. **STREETSCAPE.** Develop plans for and install streetscape amenities within Grand Junction (e.g., benches, trash cans, planters, hanging baskets, bike racks and ornamental street lights).
7. **THE PLAZA.** Develop and construct the public park facility that has come to be known as Grand Junction Plaza.
8. **HOUSEHOLD ATTRACTION.** Develop plans to attract as many households within walking distance of Grand Junction as possible, as soon as possible. This plan would likely involve taking an inventory of developable property within Grand Junction and crafting policies to encourage or at least accommodate the building of new households in this area.
9. **LAND ASSEMBLY.** Develop strategies and policies to assemble land for development or redevelopment within the Grand Junction District. The development community has identified the uncertainties and expenses associated with land assembly as the biggest obstacles to development/redevelopment within Grand Junction.
10. **PARKING.** Develop strategies and policies to ensure adequate parking within the Grand Junction area. This plan would likely involve taking an inventory of parking spaces within Grand Junction and developing policies for providing or enhancing parking facilities in this area.

The Implementation Plan recommends that this planning process be revisited every year toward the end of the year: (1) to measure progress toward accomplishing the top ten planning objectives included in the plan; (2) to determine if some items have been completed so that others may be added to the list; (3) to determine whether the items that have not been completed are still top priorities; and (4) to aid in work planning for the following year which should assist in annual budgeting processes.

CHAPTER 1: OVERVIEW

This document, the Grand Junction Implementation Plan 2013 (the “Implementation Plan”), is intended to update, supplement and refine the work completed in preparing the February 2008 Grand Junction Master Plan (the “Grand Junction Master Plan”) to the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”). This Implementation Plan is intended to be reviewed and adopted as an addendum to the Comprehensive Plan under the IC 36-7-4-500 Series. The intent of the Implementation Plan is to facilitate and encourage coordination and cooperation among the various groups and organizations working diligently to achieve the Grand Junction vision.

The Implementation Plan: (1) highlights and recapitulates the major objectives recommended in the Grand Junction Master Plan; (2) inventories the numerous planning activities, initiatives, development projects and other notable events that have occurred since adoption of the Grand Junction Master Plan Addendum; (3) takes note of the progress that has been made toward the Grand Junction Master Plan objectives; (4) identifies the geographic boundaries of the area to which the recommendations contained in the Implementation Plan apply; (5) identifies additional objectives and refines and/or re-emphasizes other previously-identified Grand Junction Master Plan objectives necessary to accomplish the community’s vision for Grand Junction; (6) sets forth recommended action items to accomplish those objectives; and (7) prioritizes the recommended action items.

The process of preparing this Implementation Plan involved a series of planning charrettes hosted by the Westfield City Council’s Committee on Ordinance Revision (“CCOR”) and the Downtown Westfield Association (“DWA”), which now includes the Grand Junction Task Group within its organization. Charrette participants include:

- Jim Ake CCOR (City Council)
- Steve Hoover CCOR (City Council), DWA (Member)
- Mic Mead CCOR (Citizen Member), DWA (Member)
- Ken Kingshill CCOR (Citizen Member), DWA (President)
- Chuck Watson DWA (Member)
- Anne Poynter DWA (Executive Director)
- Cindy Spoljaric CCOR (City Council)
- Matthew Skelton Economic and Community Development (Director)
- Kevin Todd Economic and Community Development (Senior Planner)

The work product of the planning charrettes is included in this Implementation Plan. Each of the planning charrettes is described in much more detail within the appendices to this Implementation Plan. Copies of materials discussed in the planning charrettes are also included or at least described within the appendices.



“The intent of the Implementation Plan is to facilitate and encourage coordination and cooperation among the various groups and organizations working diligently to achieve the Grand Junction vision”

CHAPTER 2: COMPREHENSIVE PLAN SUMMARY

This Chapter summarizes the planning objectives most directly related to what is now known as “Grand Junction” contained in the 2007 Westfield-Washington Township Comprehensive Plan, the 2008-2009 Grand Junction Master Plan and Addendum and the 2009 Grand Junction Conceptual Design Charrette.

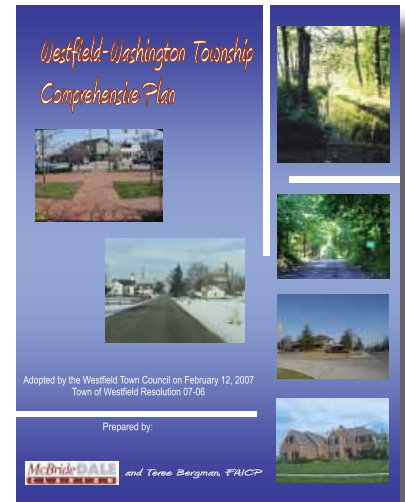
The Westfield-Washington Township Comprehensive Plan

The Westfield-Washington Township Comprehensive Plan was adopted in February of 2007. The Comprehensive Plan includes several recommendations related to Westfield’s historic downtown area (now referred to as “The Grand Junction”) summarized here:

1. Appropriately plan for and provide adequate parking in the downtown area (for customers, clients and employees).
2. Encourage new development to be constructed in a way that resembles and complements the building aesthetics existing in the downtown area (e.g., require buildings to be constructed close to the street).
3. Promote downtown as a growth center and a destination place.
4. Develop a unique image for the downtown area.
5. Encourage landscaped open spaces in the downtown area.
6. Encourage the development of pedestrian trails within and connecting to the downtown area.
7. Encourage the following general types of land uses: commercial, offices, retail, residential (especially new homes that resemble existing older home styles), high density residential, cottage industries, institutional, entertainment, parks, plazas and other open spaces.
8. Prepare and adopt detailed plans for downtown development and redevelopment. Plans should include an urban design component, market study and Implementation Plan.
9. Implement appropriate regulatory changes to address: parking, building setbacks, landscaping, lighting, building scale and mass, design standards, signage, reuse of existing structures, traffic management, pedestrian trails, branding of the downtown, storm water detention, land use, infrastructure improvements, streetscape improvements (e.g., trees, street furniture, flowers and lighting) and maintenance standards.
10. Develop partnerships and encourage formation/enhancement of appropriate organizations to support the downtown development and redevelopment initiative.
11. Develop a capital improvement program for the downtown area.

The Grand Junction Master Plan and Addendum

The Grand Junction Master Plan work was completed in February 2008. An addendum to the Westfield-Washington Township Comprehensive Plan, The Grand Junction Master Plan Addendum, was later adopted by the City Council in February of 2009, which summarizes and highlights the work completed during the Grand Junction Master Plan process.



The plan describes the Westfield community's vision for the future of its historic downtown area, identifies policy objectives to guide public decisions related to the historic downtown area, and identifies opportunities for investment (mostly public projects) that provide the greatest opportunity for reaching those objectives.

The plan describes the community's vision for Grand Junction as an integrated combination of uses and outdoor public spaces...where many kinds of connections are made: connections with family and friends, the larger community, nature, great places to dine, distinctive places to shop, important regional trails and roadways, and Westfield's historic legacy.

“an integrated combination of uses and outdoor public spaces... where many kinds of connections are made.”

OBJECTIVES: The broader policy objectives identified in the plan include:

1. Establishing a “Grand Junction” brand;
2. Showcasing the natural environment within Grand Junction;
3. Creating a comfortable downtown for people;
4. Creating a unique mix of destinations for people;
5. Multi-modal accessibility; and
6. Financial stability.

OPPORTUNITIES: The public investment opportunities identified in the plan include:

1. **Grand Junction Plaza:** The Grand Junction Plaza is designed to be public gathering place in the heart of downtown Westfield. Key features of the Grand Junction Plaza include: new connections to the Monon Trail and Midland Trace Trail; a signature water element as a focal point; a Great Lawn gathering space; highly visible gateway areas; a family-friendly playground; and a realigned, specially paved Jersey Street.
2. **City Hall/Library Project:** A new City Hall and a new Westfield Washington Library would strengthen downtown's image and identity as the community center place.
3. **Extended Trail System:** Extending the downtown trail system would create exceptional connectivity between the Monon Trail, Midland Trace Trail, other local trails, businesses, civic institutions and residential neighborhoods.
4. **Extended Street Network:** Key features of the extended street network would include: a Poplar Street extension south to the proposed Lantern Commons project (to be located on the northeast corner of U.S. Highway 31 and 161st Street); a realigned and extended Jersey Street between Union Street and Cherry Street; and an extension of Mill Street that connects Main Street and Union Street.
5. **Regional Storm Water Detention:** Regional storm water facilities would help enable desired patterns of development, serve as attractive water features and provide convenient recreational space for nearby residents.
6. **Gateway Development:** A signature downtown development including a hotel, conference center and premium office buildings would create a high quality downtown gateway at the U.S. Highway 31 interchange to be constructed at State Highway 32 (Main Street).



Grand Junction Conceptual Design Charrette

In the last half of 2009, the City and the Grand Junction Task Group engaged in the Grand Junction Conceptual Design Charrette exercise in order to help inform its decisions about how and where to invest its available resources to advance the community's vision for the Grand Junction. Specifically, the group identified the following priorities: (1) enhance the South Union Street streetscape; (2) complete a portion of the Grand Junction Plaza; (3) improve and enhance Jersey Street between Mill Street and South Union Street; and (4) provide trail head and parking lot improvements for Asa Bales Park. As part of this exercise, members of the development community participated in planning sessions where they were asked to identify the City's greatest challenges to reaching the Grand Junction vision. Although never formally memorialized in a comprehensive plan amendment, the following three challenges have been important in shaping the City's investment strategies since the exercise and they continue to influence the community's thought processes today:

1. Rooftops: In order for the downtown area to become the destination place envisioned in the Grand Junction Master Plan, the City should work to attract as many new households within walking distance of the downtown area as possible, as soon as possible.
2. Land Assembly: The risks and uncertainties associated with land assembly represents a significant obstacle for developers desiring to develop or redevelop land in Grand Junction. Anything the City is able to do to facilitate or simplify this activity would likely expedite redevelopment.
3. Access to Capital: It is difficult for developers to obtain capital for redevelopment projects like the ones desired within Grand Junction. Part of this has to do with the current lending environment and part of this has to do with the many additional contingencies associated with redevelopment projects (contingencies that are not as prevalent in greenfield development projects).

Grand Junction Plaza Map



CHAPTER 3: SUMMARY OF ACCOMPLISHMENTS

1993 - Ball State University Study

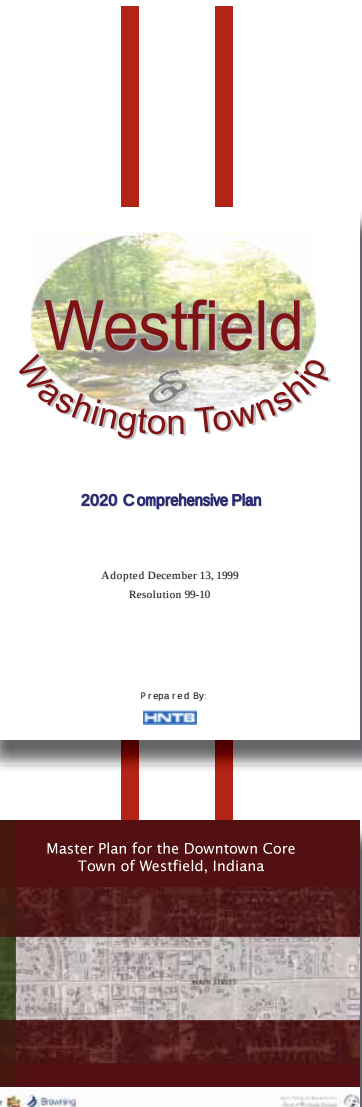
- Document – Westfield and Washington Township Planning and Design Studies
- Developed in conjunction with Ball State University's Community Based Projects Program, this study covers a wide range of topics for the Westfield community. It is one of the first documents to identify the town unification with the township and subsequent conversion to a city as a means of managing growth, maintaining Westfield's small town identity and enhancing economic development and public services. As specifically related to the downtown area of Westfield, the plan identifies a need to create a park-like community gathering space and a new government center. Concerns were also raised in the plan related to traffic, overhead power lines as well as a need for enhanced design guidelines and a historic preservation plan.

1999 - Comprehensive Plan

- Document – Westfield and Washington Township 2020 Comprehensive Plan (the "1999 Comprehensive Plan"). This document represents the first comprehensive plan completed for Westfield as contemplated in IC 36-7-4.
- This plan was assembled to provide a strategy for the management of growth and represented the community's interest in how Westfield would develop. The plan addresses five key issues: 1) preservation of community character; 2) desire for more parks and other recreational facilities; 3) developing strategies for growth management; 4) revitalization of downtown; and 5) creating solutions for east-west traffic flow within the community. This plan notes a need for a special study of the downtown area that would focus on economic development, residential development, historic preservation and parking needs.

2006 - Cripe Plan

- Document – Master Plan for the Downtown Core
- The purpose of this initiative was use to provide policy direction regarding development in downtown Westfield. The boundaries identifying downtown Westfield were borrowed from the not-yet-completed 2007 Westfield-Washington Township Comprehensive Plan. Ultimately three future land use maps were proposed as well as architectural objectives and economic analyses. The plan recommends using development incentives and marketing downtown amenities in an effort to encourage more development in the area.



2007 - Comprehensive Plan

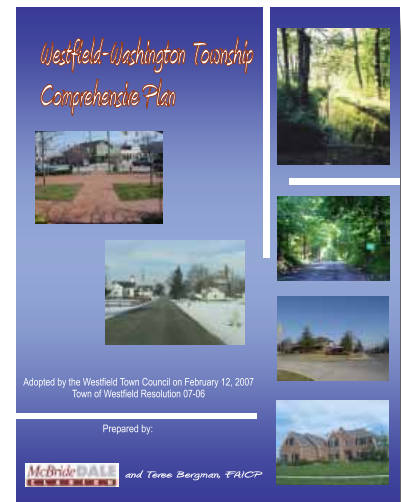
- Document – Westfield-Washington Township Comprehensive Plan created to update and replace the 1999 Comprehensive Plan.
- In ten years' time, the City of Westfield saw its population double and with it a need to revise its Comprehensive Plan. With extensive community input, the City prepared and adopted the Westfield-Washington Township Comprehensive Plan in early 2007. This plan identified the downtown area as a special study area. It noted many assets within the downtown area, including: Midland Trace Trail, Natalie Wheeler Trail, Asa Bales Park and a collection of historic buildings. The plan also identified challenges for the downtown area: truck traffic on State Highway 32, perceived lack of parking, aging infrastructure and an unattractive streetscape. Recommendations of the plan include improving the appearance of downtown, traffic flow, parking, and way-finding; as well as promoting pedestrian friendliness and activity.

April 2009 – Grand Junction Master Plan and Addendum

- Document – Grand Junction Master Plan and Addendum
- A special study of downtown Westfield was conducted in 2008 after the formation of the Grand Junction Task Group. The plan identifies a long term vision as well as land use and financial investment goals for the intermediate and short terms. The centerpiece of the plan includes creating a public gathering space in the form of Grand Junction Plaza, west of Union Street between Mill Street, Park Street and Jersey Street (see *Grand Junction Plaza Map on Page 9*). Key public investment opportunities are also identified including: Grand Junction Plaza, new civic facilities, extended trail system and street network, enhanced stormwater management, and signature gateway developments. A summary of this plan was adopted in the form of an addendum to the City's 2007 Westfield-Washington Township Comprehensive Plan in April of 2009.

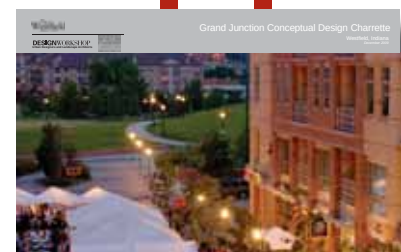
December 2009 – Grand Junction Conceptual Design Charrette

- Document – Browning Day Mullins Dierdorf/Design Workshop Grand Junction Conceptual Design Charrette Report
- The Grand Junction Conceptual Design Charrette Report (the "Charrette Report") was undertaken to refine the recommendations for the Grand Junction Plaza design as well as the adjacent city streets and development areas. City consultants Design Workshop and Brown Day Mullins Dierdorf hosted a three-day charrette, inviting stakeholders from the community to provide input. Once completed, the City consultants validated the designs with local developers and assembled the Charrette Report to document the completed work.



**Grand Junction
Addendum**
to the Westfield Washington
Township Comprehensive Plan

April 2009



June 2010 – Grand Junction Master Plan Review

- Document – Grand Junction Master Plan Review
- The Grand Junction Master Plan Review (the “Review”) was an audit of the City’s progress since the Grand Junction Master Plan was created. Interviews were completed with various stakeholders, including Mayor Andy Cook, Deputy Mayor Bruce Hauk, City Councilor Ken Kingshill, Executive Director of the Downtown Westfield Association Anne Poynter, and members of the Grand Junction Task Group. The Review examined physical improvements and land development, finances, as well as public policy and outreach. Overall, the Review was complimentary of the City’s progress and included some minor recommendations for moving forward.

Summer 2010 – Westfield Thoroughfare Plan Addendum

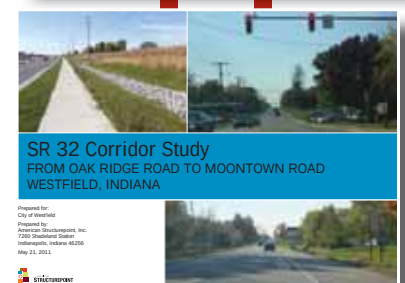
- Document – Westfield Thoroughfare Plan Addendum – Appendix A
- There are three goals identified in the Westfield Thoroughfare Plan Addendum (the “Thoroughfare Addendum”): improve connectivity in Grand Junction; provide solutions for navigating around the U.S. Highway 31 improvements; and to enhance the City’s alternative transportation network. These goals are identified to improve the pedestrian and road networks in downtown Westfield. In the downtown area, the plan recommends that T-intersections be removed and dead end streets be connected to the greater road network. The Alternative Transportation Plan map is updated to include trail crossings of U.S. Highway 31, State Highway 32 and identifies new trails, including Little Eagle Creek Trail, Cool Creek Trail and the Anna Kendall Trail.

Summer/Fall 2010 – South Union Street and Grand Junction Trail Project

Per the newly adopted addendum to the Thoroughfare Addendum, funds were allocated for the construction of the trail connection between the Natalie Wheeler Trail and the planned Grand Junction Plaza. The project includes trails, benches and rain gardens as a means of also improving the southern gateway to downtown Westfield. This streetscape enhancement work was completed in the fall of 2010.

October 2010 – Main Street Corridor Study

- Document – State Road 32 Corridor Study: From Oak Ridge Road to Moontown Road
- Completed by American Structurepoint, the State Road 32 Corridor Study examined Main Street (State Highway 32) from Oak Ridge Road to Moontown/Gray Road. Rapid growth and U. S. Highway 31 improvements have created a considerable strain on the State Highway 32 corridor. The purpose of this plan is to identify and evaluate State Highway 32 transportation improvement alternatives while keeping in mind downtown Westfield redevelopment opportunities. A recommendation for a four lane divided roadway is made based on an evaluation of traffic operations, safety, community impact, right-of-way acquisition and construction costs. This proposal also includes roundabouts at Shamrock Drive/Poplar Street and East Street.



February 2011 –facade Improvement Program

The Facade Improvement Program was established by the City Council in February of 2011. Ordinance 10-22 created the program which offers downtown business owners and residents a matching reimbursement grant of up to \$5,000 on projects that improve the facades of buildings. The City Council allocated \$50,000 to initially fund the grant program. Two years into the program, six grants were awarded totaling a \$25,000 investment from the City which generated over \$58,000 in new private investment in aesthetic improvements downtown.

Spring 2011 – Midland Trace Trail paved between Union Street and Carey Road

This section of the Midland Trace Trail connects downtown Westfield to the Westfield Marketplace retail center, Simon Moon Park and the Westfield City Services Building. In order to make the crossing at Cool Creek, the Bridgewater Club donated a damaged golf cart bridge that was restored, installed and painted according to the colors of the Midland Trace.

April 2011 – Old Friends Cemetery Park rededicated

Formally known as the Martha Doan Memorial Garden, the rededication of Old Friends Cemetery Park followed an extensive renovation of the historic cemetery grounds. Serving as the final resting place for many founders of the City, Old Friends Cemetery Park was in the care of the Westfield Woman's Club (the "Woman's Club") during its time as the Martha Doan Memorial Garden. Plans from the 1965 Woman's Club renovation inspired City Consultants Browning Day Mullins Dierdorf to design a park setting that honored the rich history of the City and to create a trail head for the Midland Trace Trail.

June 2011 – Grand Junction Plaza Schematic Design

- Document – Grand Junction Plaza Schematic Design
- A draft set of plans were developed for the Grand Junction Plaza. Areas within the Plaza are designed to accommodate a variety of activities including a farmer's market, community festivals, amphitheater, ice skating/water fountain, and play ground as well as open areas for more passive park uses. Plans include integrating Grand Junction Plaza with Asa Bales Park by way of a pedestrian crossing along the Thompson Canal under State Highway 32. Five residential structures along South Union Street are identified for preservation.



July 2011 – Westfield Blossoms

In early 2010 downtown business owners Dave and Becky Weiss advised the City of Westfield that they were interested in installing a mural on their building at 101 South Union Street. Knowing the impact it would have on the downtown landscape, they engaged the City in discussions regarding a public art piece that would highlight the history of the community. Both parties agreed to install a removable sculptural mural so that the pieces can be removed when State Highway 32 is expanded. Blice Edwards of Indianapolis was contracted to complete the unique project after being selected through a design competition judged by the Grand Junction Task Group. The mural was unveiled during Westfield Rocks the 4th in July of 2011.



Spring 2012 – Property acquisition begins for Grand Junction Plaza

- Document – Grand Junction Plaza Affected Parcels Map
- Property acquisition began in the spring of 2012. By the close of the year five properties had been purchased and two others had closings scheduled in 2013. The City continues to reach out to property owners interested in selling their homes in the area identified for Grand Junction Plaza development.

March 2012 – The Towers at U.S. Highway 31/State Highway 32

- Document – US 31/SR 32 bridge design plans
- Recognizing the importance of the State Highway 32 and U.S. Highway 31 interchange to the community, the Grand Junction Task Group met with representatives from RQAW to assist in the design of a signature bridge structure. The interchange itself will serve as a gateway to the Westfield community and downtown Westfield, specifically. Since the bridge will span State Highway 32 it is important that bridge enhancements be visible from U.S. Highway 31. It is contemplated that large towers, resembling torches, will anchor at least two of the corners of the bridge (see below and the *Grand Junction District Map on Page 24 for Gateway Tower Locations*). It is contemplated that each tower will be lit internally and externally to give the design depth at night. Construction on the interchange is expected to begin in 2014 with completion in 2015. The towers will each be completed as funds allow.



Grand Junction Properties was created as a real estate resource for businesses looking to relocate to Grand Junction. With a strong focus on downtown Westfield, the organization provides free marketing for those interested in selling or leasing their properties. Market data and demographic information are available through this organization. Grand Junction Properties also serves as an information resource for downtown developments including the Grand Junction Plaza.



Becoming something of a tradition, the 2012 Westfield Rocks the 4th festival brought about another unveiling of public art. Working with the Herron School of Art and Design, and artist Katey Bonar, "Passaggio" (pictured right) was presented to the City of Westfield and a special "Meet the Artist" event was held later in the month. Three thirteen-foot columns comprise the main sculpture with a set of concentric steel rings suspended inside the columns at the top. The sculpture is completed with two other sets of rings grouped in the adjacent sidewalk. The name "Passaggio" means passageway or turning point in a journey. While Passaggio functions much like an entry way into Asa Bales Park, the artist hopes people see the symbolic meaning. "I feel like opening an art piece like this in Westfield gives an opportunity for residents to reflect on the past, as well as to examine where they are now and where they want to be in the future, both collectively and personally." –Katey Bonar



In an effort to improve traffic flow in downtown Westfield, the City worked with INDOT to restripe the Main Street and Union Street intersection. The project included the removal of twenty (20) on-street parking spaces which allowed for the addition of dedicated left turn lanes on both Main Street and Union Street.



Regional Detention Design and Planning

- Document – Regional Detention PowerPoint
- A significant amount of land in the downtown area of Westfield falls within the floodplain of the Anna Kendall and Thompson waterways. Additionally, storm water detention requirements make development challenging on small parcels of land like many of those located in Grand Junction. In an effort to free up more land for development in the downtown area, the City has started work on a regional detention system.



CHAPTER 4: RECENT EVENTS AFFECTING GRAND JUNCTION INITIATIVES

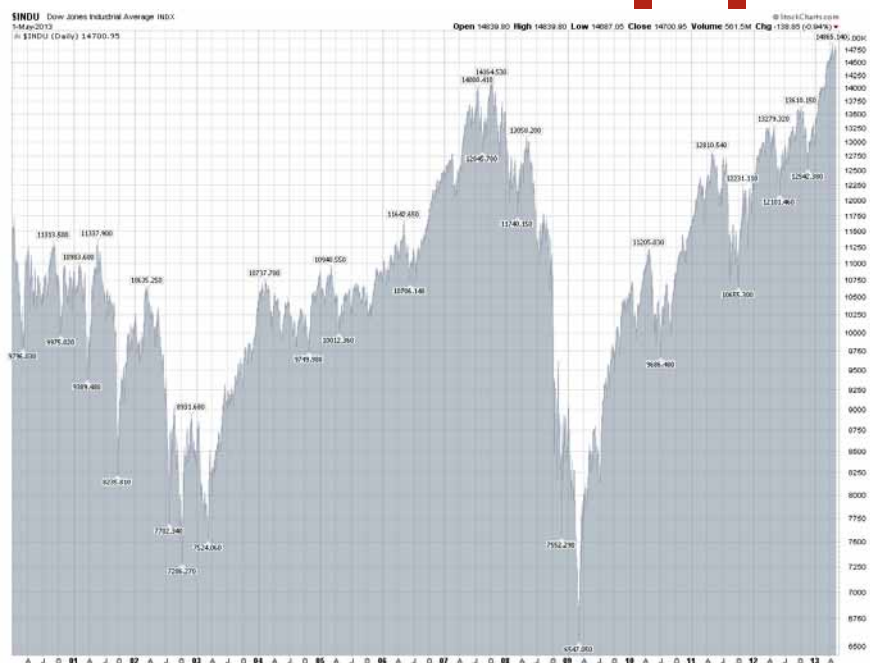
The Economy

The recession of the mid-2000's is attributable to a sharp increase in sub-prime mortgages, a decline of securities backed by said mortgages and the collapse of several major financial institutions which led to a disruption of the flow of credit to businesses and consumers on a global level. Between 2004 and 2006, the use of sub-prime mortgages increased from approximately 8 percent of the market to 20 percent (and higher in some parts of the U.S.), most of which were adjustable rate mortgages. Additionally, American households saw significant increases in the debt to disposable income ratio: 77 percent in 1990 to 127 percent in 2007. The increase is attributed to higher mortgage levels. As homeowners saw sharp declines in home prices, refinancing became difficult. Global investors cut back on purchases of mortgage-backed debt and other securities.

As a result of the recession, the U.S. lost nearly 9 million jobs (6 percent of the workforce), and housing prices fell 30 percent on average. The U.S. stock market fell approximately 50 percent by 2009. While the stock market has recovered, housing prices are still recovering and unemployment is still high.

There were two federal acts that were aimed at improving the economy. In 2008 President Bush signed into law a \$168 Billion stimulus package that took the form of income tax rebate checks mailed to tax payers. In 2009, President Obama signed the American Resource and Recovery Act (\$ 787 Billion) another stimulus package this time taking the form of both spending programs and tax cuts. Approximately \$75 Billion was specifically set aside to assist struggling homeowners and is referred to as the Homeowner Affordability and Stability Plan. Post crisis, the national debt has risen from approximately \$10 Trillion in 2008 to over \$16 Trillion in 2012.

In looking at the condition of the economy in 2013, unemployment is down and locally we see increases in the number of building permits and the value of the real estate. According to the Bureau of Labor Statistics, the National Unemployment Rate was 7.6 percent in March of 2013. The State of Indiana was over 8.7 percent in the same month, a .5 percent increase over March of 2012. However, Hamilton County has experienced a much lower unemployment rate at 6.4 percent (March of 2013) according to Stats Indiana. The City of Westfield saw even lower unemployment rates of 5.7 percent in March of 2013, up from 5.1 percent in March of 2012.



The first quarter of 2013 showed an 88 percent increase in overall building permits over the same quarter in 2012. Single-family housing starts were up 85 percent over 2012 numbers for this same period. Most notable is the \$31 Million in overall improvements (land values not included) receiving permits in the first quarter of 2013 which is one-third of the total of all improvements from 2012. Directly impacting Grand Junction, Union Street Flats was issued six permits in the first quarter of 2013 with an estimated \$6.9 Million in improvements. The total value of this project is expected to be between \$18 million and \$23 million.

Grand Park (<http://www.grandpark.org/>)

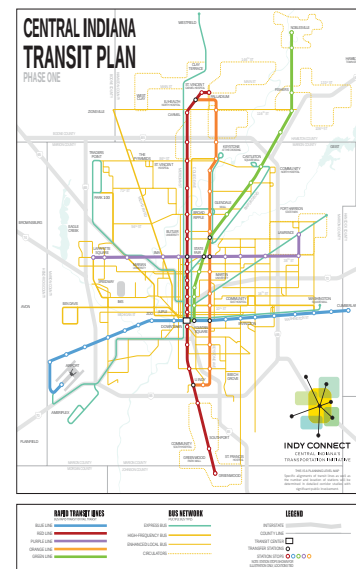
Located in the northwest quadrant of U.S. Highway 31 and State Highway 32, Grand Park is the economic development area surrounding the Grand Park Sports Campus. With a development focus on tourism, hospitality, life science, research and development, and distribution, there is expected to be a significant amount of growth in this area over the next five years. It is anticipated that the majority of the tourism and hospitality businesses will be national or regional chains, easily recognizable for the estimated 1.5 million visitors per year at the Grand Park Sports Campus.

With such a significant number of visitors expected at the Grand Park Sports Campus, plans include developing the Grand Junction area and Grand Junction Plaza of downtown Westfield in a way that provides non-sports themed entertainment; thus, giving guests to the City an opportunity to escape the sports environment to Hoosier hospitality. Grand Park Sports Campus visitors, City residents, and the City's business community will be able to enjoy outdoor concerts, farmer's markets, and other unique opportunities to meet and gather. Guests will be able to enjoy local restaurants and boutique shopping in the heart of downtown Westfield.

Mass Transit

Mass transit has been an increasingly discussed topic in the Central Indiana Region. House Bill 1011 (the "Bill"), which sought legislation allowing a public referendum to permit local governments to decide how to fund mass transit in Central Indiana, was hotly debated during the 2013 legislative session. The Bill was passed by the House, but sent to summer study committee in the Senate. The next legislative session should give rise to additional discussion.

As proposed by Indy Connect (<http://www.indyconnect.org>), a bus rapid transit system would serve from Carmel, extending south to Greenwood through Indianapolis. Preliminary maps indicate the route would terminate at the Palladium in Carmel's City Center. Representatives from Westfield have indicated a desire to work with Indy Connect to revise the initial plan and extend the bus route to downtown Westfield or Grand Park.



US 31 Major Moves (<http://us31hamiltoncounty.in.gov/>)

The U.S. Highway 31 Major Moves project will upgrade U.S. Highway 31 through Hamilton County to freeway standards from I-465 to State Highway 38. Once complete, access to the new highway within Westfield will be via interchanges located at 146th/151st Streets, 161st Street, State Highway 32, 191st Street and at State Highway 38. The intent of the project is to reduce congestion, improve safety and provide continuity for commerce and travels on U.S. Highway 31 which extends from Michigan to Alabama.

Construction of the project began in 2011 and immediately impacted downtown Westfield. To provide immediate safety improvements, cross access at Park Street south of U.S. Highway 31 was eliminated, a traffic signal was added at 169th Street, and turning options were limited on State Highway 32 immediately west of U.S. Highway 31. In late 2012, offline construction started for the State Highway 32 interchange leading to the relocation of several businesses and demolition of several structures has occurred in 2013.

Utility Transfer

A combination of property tax caps, high growth projections and the possibility of increased debt associated with the City's water and sanitary sewer utilities led to the decision to leverage these assets. The City examined two options: 1) liquidation, and 2) an outright sale. Ultimately deciding on an outright sale, eight (8) firms considered this opportunity, but ultimately, three (3) submitted bids in May of 2012.

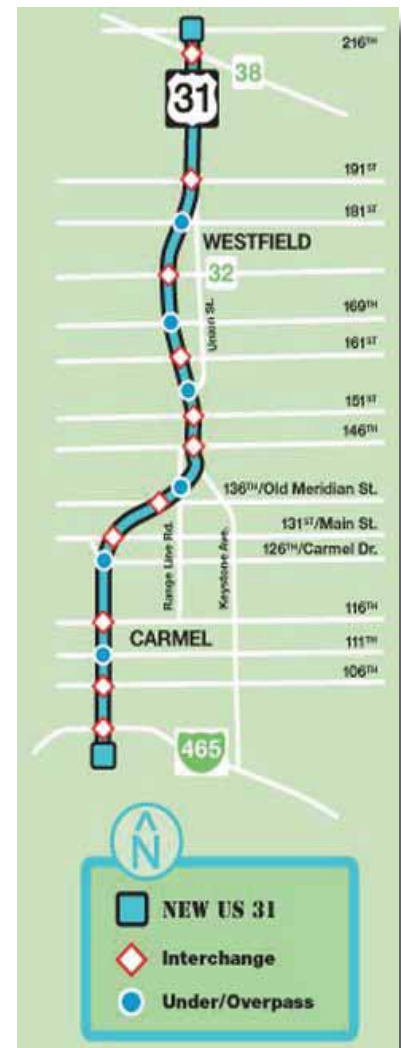
Once all the bids were reviewed, the winning bid by Citizens Energy was accepted. A public information campaign began in October of 2012 and in the following November an application was made to the Indiana Utility Regulatory Commission (the "IURC") to permit this transaction. The City and Citizens Energy entered the discovery and testimony phase of the transfer in January of 2013. This will be followed by hearings with the IURC in June, 2013.

Upon completion of the utility transfer, the City would be able to retire approximately \$45 Million in utility debt. This will cut the City's overall debt in half and provide funds for other public projects focused on economic growth and development.

Grand Junction EDA

The Grand Junction Economic Development Area (the "TIF District") was established in August of 2009. In 2011 the TIF District was expanded to include the Grand Park area. In February of 2013, the TIF District was amended to remove parcels that were included in the U.S. Highway 31 Major Moves project.

The TIF District has been targeted for economic development. Presently two major projects are underway: Wellbrooke (a.k.a., Mainstreet Property Group, LLC, a 24-hour skilled nursing facility) and Union Street Flats (a high-end 237-unit apartment community being constructed by J. C. Hart Company, Inc.). These two projects are expected to start generating significant tax increment by 2014.



CHAPTER 5: GRAND JUNCTION DISTRICT

Grand Junction District Boundaries

The Grand Junction District (the “District”) is generally bound by Hoover Street to the north, East Street to the east, and U.S. Highway 31 to the west (the exception being that the immediate parcels on the west side of the U.S. Highway 31 and State Highway 32 interchange are also included in the District). The southern boundary varies on each side of Union Street. On the west side of Union Street, the District’s boundary follows 169th Street (David Brown Drive); on the east side of Union Street, the District is generally bound by the edges of the Coverdale, Emerald Place, and Pheasant Run subdivisions (see *Grand Junction District Map on Page 24, the “District Map”*). This geographic area represents the land area to which the recommendations of this Implementation Plan apply.

The District is divided into five (5) Sub-districts: the Junction Sub-district (indicated in orange on the District Map); the Gateway Sub-district (indicated in green on the District Map); the Union Sub-district (indicated in yellow on the District Map); the Kendall Sub-district (indicated in blue on the District Map); and the Neighborhood Sub-district (indicated in pink on the Grand Junction District Map). Each of these Sub-districts is discussed in more detail in the paragraphs that follow.

Junction Sub-district (orange)

The Junction Sub-district includes the core of Westfield’s downtown area. It is the central business district of Westfield. The Junction Sub-district centers on Union Street and Main Street. It extends to properties just north of Penn Street, to the north; properties just east of East Street, to the east; properties just south of the future Mill Street/East Street extension, to the south; and Poplar Street, to the west.

The area included in the Junction Sub-district contains the basic grid street network that is part of a typical, traditional downtown. The street network is planned to be extended in strategic locations to enhance circulation. This Sub-district is anticipated to redevelop in a form that is compatible with traditional downtown development.

Preserving Westfield’s heritage is important, and a list of downtown buildings that need to be preserved should be developed and maintained. As the rest of the Sub-district redevelops, it is anticipated that buildings will be positioned near the street and they will be designed using timeless and eclectic architecture. Quality materials and design should be used. Faux facade treatment is not desirable in this area. The Sub-district should maintain a distinct character that is unique to Westfield, and it should be welcoming and safe for pedestrians and first-time visitors. Public art should be integrated into the area, and public/semi-public spaces should be incorporated into the Sub-district’s design and enhanced as the area develops and redevelops. Uses and events that create activity and interest in the downtown should be encouraged.

Gateway Sub-district (green)

The Gateway Sub-district is the area immediately surrounding the interchange to be constructed at U.S. Highway 31 and State Highway 32. It is bound by Sun Park Drive on the west; Poplar Street on the east; the former Central Indiana railroad right-of-way to the south, the north side of the school's existing football stadium to the north.

This area is an important gateway area for the City of Westfield's economic development strategy. Visitors traveling on U.S. Highway 31 will be able to access both Grand Junction and Grand Park by using the State Highway 32 interchange (see *the Grand Junction District Map on Page 24 for the Gateway Tower Locations*). High-quality architecture on all sides of the structures at this location is critical to the success of this area. Business signage should not be identical in appearance, but should consist of a common pallet of materials. Buildings should be designed so that the tops of roofs cannot be seen from the elevated U.S. Highway 31. Hotels, hotel/conference centers, apartments, and office buildings are uses that should be encouraged within the Gateway Sub-district.

Union Sub-district (yellow)

The Union Sub-district includes portions of the Union Street corridor within Grand Junction located outside of the Junction Sub-district. The Sub-district extends approximately 300 feet on either side of Union Street.

The Union Sub-district possesses distinctive characteristics that are desired to be preserved and enhanced. The Sub-district contains: mature trees; residential character; older homes with distinctive, historical architecture; and an "old town feel." The policy objectives of the Union Sub-district are to preserve the residential character; limit commercial uses and signage; preserve the existing density along the street; preserve the existing structures (when appropriate); preserve the existing mature trees; and encourage the enhancement of existing structures and properties.

As areas along Union Street redevelop, special attention should be given to the architectural, landscaping, lighting, fencing, and building setback standards so that the existing character of the street is preserved. Also, policies should be developed for addressing the renovation, alteration, addition, reconstruction, demolition, or redevelopment of existing structures.

Kendall Sub-district (blue)

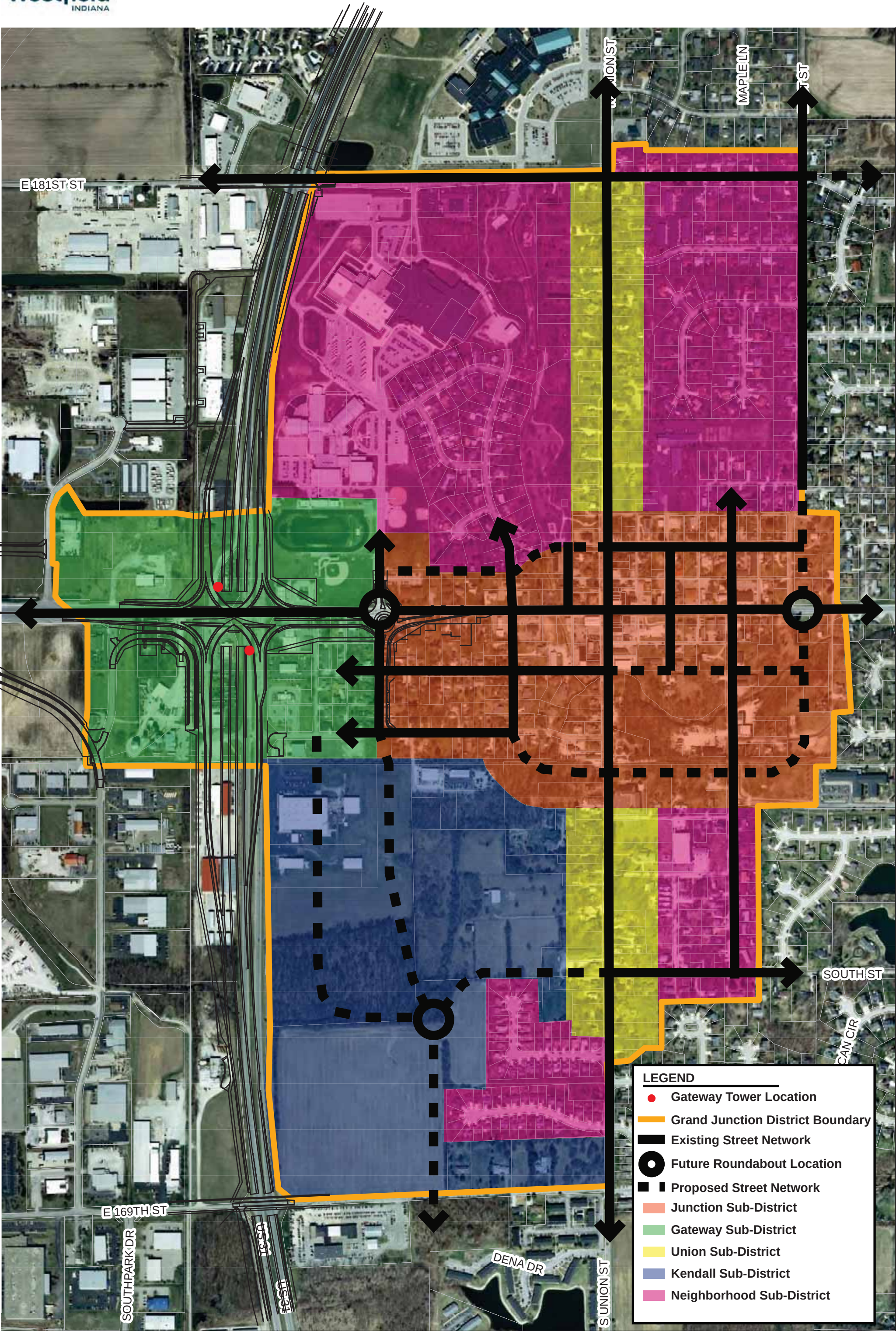
The Kendall Sub-district is largely undeveloped property. Its boundaries are the former Midland Trace railroad right-of-way to the north; U.S. Highway 31 to the west; Union Street to the east; and 169th Street (David Brown Drive) to the south. The Sub-district is named for the Anna Kendall Legal Drain, which bisects the Sub-district. Property near the Anna Kendall Drain has been identified as a potential location for a regional detention basin that will serve much of the Grand Junction District. When developing the detention system, designing the area as a park-like amenity should be encouraged.

The Sub-district has U.S. Highway 31 frontage and is expected to attract prominent buildings in the Westfield skyline. Taller buildings and attractive landscaping between the buildings and U.S. Highway 31 should be encouraged. Medical/office uses with ancillary retail should be encouraged. Single-family housing and independent retail uses should be discouraged.

Neighborhood Sub-district (pink)

The Neighborhood Sub-district includes several existing neighborhoods and residential subdivisions that are near to the downtown core (e.g., Newby's Westfield Heights; North Union Heights; Sleepy Hollow; Pine Hollow; John Kerr Subdivision; Kenyon Subdivision; Southridge Subdivision; and Cherry Wood Estates Subdivision). The Sub-district also includes the Westfield Intermediate School campus; the Westfield Middle School campus; the Christ United Methodist campus; and the Union Bible College campus.

These areas are included in the Neighborhood Sub-district because they are the residential and institutional properties which populate and serve the Grand Junction area. It is unlikely that these areas will redevelop in the near future; however, the potential for future redevelopment does exist, and for this reason, a clear vision for the redevelopment of the downtown neighborhoods should be developed.



CHAPTER 6: IMPLEMENTATION PLAN OBJECTIVES AND ACTION ITEMS - FULL LIST

Since 1993, there have been at least twelve planning exercises completed which are somehow related to the Grand Junction District. After reviewing and analyzing the products of these exercises, fifty-two (52) distinct planning objectives were identified. The Implementation Plan process included an evaluation and discussion of these planning objectives or “action items” (which were then prioritized as discussed in Chapter 7 of the Implementation Plan). The action items were organized into seven (7) basic categories to facilitate discussion: History and Branding; Decorations; Special Events; Zoning; Infrastructure; Public Spaces; and Economic Development. The full list of action items is included in this document on the pages that follow in order to provide context and background for future prioritization activities as the list of Top 10 Action Items in this Implementation Plan is reviewed and revised over time.

Over-arching Objectives

- ☐ Provide places for people to live within, or within walking distance of, downtown.
- ☐ Assemble land for redevelopment opportunities.
- ☐ Access the capital needed to fund projects downtown.

History and Branding

- ☐ Create/Clearly Establish the Grand Junction Brand/Design a Grand Junction logo/bug/mark/Develop a slogan for Grand Junction.

Decorations

- ☐ Create opportunities for over-street banners to promote Grand Junction events.
- ☐ Improve/enhance/expand use of hanging basket planters and the cross-arms used to hang them within Grand Junction.
- ☐ Purchase and install new and enhanced landscaping planters in Grand Junction (provide more of them and provide for public seating).
- ☐ Install new decorative light poles.
- ☐ Install attractive street furniture.
- ☐ Provide more and improved seasonal decorations within Grand Junction.

Special Events

- ☐ Recruit more involvement/volunteering from residents within Grand Junction and throughout the community.
- ☐ Recruit more organizations than just DWA and the City to host community events in Grand Junction.
- ☐ Develop better coordination with other community organizations (schools, local sports groups, etc.) regarding event scheduling/timing conflicts.
- ☐ Host at least one special event in Grand Junction every month of the year.
- ☐ Focus on improving the public events that are already hosted in Grand Junction.
- ☐ Develop a stronger partnership with the schools in hosting/promoting public events.

Zoning

- ☐ GATEWAY SUBDISTRICT (Green)
 - ☐ Develop architectural and development standards for the Gateway Subdistrict.
 - ☐ Develop strategy for attracting/encouraging the following land uses within the Gateway Subdistrict: hotel; hotel/conference center; apartments; and offices.
 - ☐ Develop DWA review process for the Gateway Subdistrict.
 - ☐ Develop commercial sign standards for the Gateway Subdistrict.
- ☐ JUNCTION SUBDISTRICT (Orange)
 - ☐ Develop architectural and development standards for the Junction Subdistrict.
 - ☐ Formalize a position with INDOT regarding State Highway 32 expansion through Grand Junction
 - ☐ Develop standards to address modifications to existing structures.
 - ☐ Develop DWA review process for the Junction Subdistrict.
 - ☐ Develop strategy for attracting/encouraging the following land uses within the Junction Subdistrict: trail-oriented businesses (i.e., bike shop, coffee shop); dry cleaner; market; coffee shop; specialty shops; night-time gathering places; restaurants; offices (not at street level).
- ☐ UNION SUBDISTRICT (Yellow)
 - ☐ Develop standards to address modifications to existing structures.
 - ☐ Develop standards for new development (setbacks, architecture, etc.) in the Union Subdistrict.
 - ☐ Develop standards/strategy to encourage property enhancements on Union Street.
 - ☐ Develop standards for mature tree preservation on Union Street parcels.
 - ☐ Develop fence standards applicable to Union Street parcels.
 - ☐ Develop enhanced lighting standards for Union Street parcels.
 - ☐ Develop grass lawn/vegetation requirements for Union Street parcels.
 - ☐ Develop right-of-way access control standards along Union Street.
- ☐ NEIGHBORHOOD SUBDISTRICT (Pink)
 - ☐ Develop vision and standards for future redevelopment of the Neighborhood Subdistrict.
 - ☐ Develop standards for existing structures in the Neighborhood Subdistrict.
- ☐ KENDALL SUBDISTRICT (Blue)
 - ☐ Develop strategy for attracting/encouraging medical/office commercial uses in the Kendall Subdistrict.
 - ☐ Implement standards that would prevent/discourage stand-alone retail within the Kendall Subdistrict.
 - ☐ Implement standards that would prevent/discourage single-family residential uses in the Kendall Subdistrict.
 - ☐ Develop standards/policies that would encourage vertical buildings in the Kendall Subdistrict.
 - ☐ Develop architectural standards for the Kendall Subdistrict.
 - ☐ Develop landscaping standards for the area between future buildings and U.S. Highway 31.
 - ☐ Determine the extent to which the U.S. Highway 31 Overlay Zone is appropriate to apply to the Kendall Subdistrict.

Infrastructure

- ☐ Bury power lines.
- ☐ Develop policy for disposition/repurposing of existing alley property (where appropriate).
- ☐ Develop transit circulation plan as related to Grand Junction and how it connects to the system beyond.
- ☐ Develop standards to encourage transit-oriented development.
- ☐ Continue to expand/enhance the trail network within the Grand Junction.
- ☐ Create pedestrian connections between the Gateway Subdistrict and the Grand Junction Plaza.
- ☐ Install same South Union streetscape treatment in future sidewalk/curb/roadside trail projects on North Union Street and other strategic places within Grand Junction.
- ☐ Design drainage/floodplain areas as amenities and natural areas. Develop the regional detention area south of the Midland Trace Trail corridor as a downtown amenity.
- ☐ Develop plan and install new streetscape amenities including but not limited to benches, trash cans, planters, hanging baskets, bike racks, street lights (including irrigation and speakers where appropriate).
- ☐ Develop plan and install unique public signage/design theme for Grand Junction (as opposed to the rest of the City).
- ☐ Install planned new roads within the Junction and Kendall Subdistricts (*see Grand Junction District Map on Page 24*).

Public Spaces

- ☐ Review/revise trail names within Grand Junction to help with marketing/wayfinding (needs to be visitor-friendly).
- ☐ Develop strategy for reuse/repurposing of Hadley Park.
- ☐ Connect Grand Junction Trail to Asa Bales Park by installing a tunnel under State Highway 32.
- ☐ Develop and implement a plan for a dedicated trail connection between Grand Junction and Grand Park for motorized (non-car) vehicles.
- ☐ Develop centralized municipal building near Grand Junction Plaza.
- ☐ Develop redevelopment plan for existing City Hall property and other adjacent City-owned property.
- ☐ Establish a staggered (staggered in age/maturity) tree growth/planting program within Grand Junction public places.
- ☐ Build Grand Junction Plaza.
- ☐ Develop a plan for the function (seasonal uses) of the Grand Junction Plaza.
- ☐ Formalize a plan to provide for public art improvements throughout Grand Junction.
- ☐ Develop and implement a plan to convert certain public infrastructure (manhole covers, sewer grates, fire hydrants, bridges, sidewalks, intersections, etc.) into pieces of public art.

Economic Development

- ☐ Develop strategy and policies to attract as many households to locate within walking distance of downtown.
- ☐ Continue City land assembly activities to facilitate development and redevelopment in Grand Junction.
- ☐ Develop/refine strategy for business retention, expansion and development in Grand Junction.
- ☐ Develop Grand Junction parking plan.
- ☐ Amend/Revise Grand Junction Economic Development Area (TIF District) to include some missing properties and remove land acquired by State.
- ☐ Invite developer proposals for the redevelopment of parcels north of Grand Junction Plaza.
- ☐ Develop and implement a plan for promotion/marketing of Grand Junction.
- ☐ Continue (and consider expanding) the City's Facade Improvement Program.
- ☐ Consider/explore concept of creating an Economic Improvement District.

CHAPTER 7: IDENTIFYING PRIORITIES - TOP TEN ACTION ITEMS

After reviewing and analyzing the products of the various planning exercises related to Grand Junction, fifty-two (52) distinct planning objectives were identified. The Implementation Plan process included an evaluation and discussion of these planning objectives or “action items.” After identifying these action items, they were then prioritized in order to develop a coherent and targeted strategy for accomplishing the Grand Junction vision.

The priorities identified by the Implementation Plan participants have been assembled into a recommendation to the City leadership (in the form of a comprehensive plan addendum, the “Grand Junction Implementation Plan, 2013”) for its consideration and approval. Specifically, the Top 10 Action Items list included on the following pages of this Chapter recommend the top 10 priorities identified by the group of participants as being necessary to accomplish the Grand Junction vision. The product of this work is intended to provide guidance to the various decision-makers and stakeholder organizations in their respective and combined efforts to accomplish the Grand Junction vision.

History and Branding

1. Create/clearly establish the Grand Junction brand/design a Grand Junction logo/bug/mark. Develop a slogan for Grand Junction.

Zoning

2. GATEWAY SUBDISTRICT (green)
 - ☐ Develop architectural and development standards for the Gateway Subdistrict.
 - ☐ Develop strategy for attracting/encouraging the following land uses within the Gateway Subdistrict: hotel; hotel/conference center; apartments; and offices.
 - ☐ Develop DWA review process for the Gateway Subdistrict.
 - ☐ Develop commercial sign standards for the Gateway Subdistrict.
3. JUNCTION SUBDISTRICT (orange)
 - ☐ Develop architectural and development standards for the Junction Subdistrict.
 - ☐ Formalize a position with INDOT regarding State Highway 32 expansion through Grand Junction
 - ☐ Develop standards to address modifications to existing structures.
 - ☐ Develop DWA review process for the Junction Subdistrict.
 - ☐ Develop strategy for attracting/encouraging the following land uses within the Junction Subdistrict: trail-oriented businesses (i.e., bike shop, coffee shop); dry cleaner; market; coffee shop; specialty shops; night-time gathering places; restaurants; offices (not at street level).

Infrastructure

4. Develop transit circulation plan as related to Grand Junction and how it connects to the system beyond. Continue to expand/enhance the trail network within the Grand Junction. Create pedestrian connections between the Gateway Subdistrict and the Grand Junction Plaza. Develop and implement a plan for a dedicated trail connection between Grand Junction and Grand Park for motorized (non-car) vehicles.
5. Design drainage/floodplain areas as amenities and natural areas. Develop the regional detention area south of the Midland Trace Trail corridor as a downtown amenity.
6. Develop plan and install new streetscape amenities including but not limited to benches, trash cans, planters, hanging baskets, bike racks, street lights (including irrigation and speakers where appropriate).

Public Spaces

7. Build Grand Junction Plaza.

Economic Development

8. Develop strategy and policies to attract as many households to locate within walking distance of downtown.
9. Continue City land assembly activities to facilitate development and redevelopment in Grand Junction.
10. Develop Grand Junction parking plan.

CHAPTER 8: GOING FORWARD

The Grand Junction Implementation Plan recommends that the implementation planning process be revisited annually. Ideally this activity would occur sometime in the last quarter of each year. This annual activity is recommended to include the following:

MEASURING PROGRESS: An action-item-by action-item accounting of the progress made toward completing such action items.

IMPORTANT FACTORS: A description of events or factors which have inhibited or facilitated progress or completion of each action item.

VALIDATION OF EXISTING ITEMS: An analysis of each uninitiated or uncompleted action item to determine if such action item (a) is still a top ten priority, and (b) should remain on the top ten list.

IDENTIFYING NEW ITEMS: Identification of any new action items which were not previously identified in the Grand Junction Implementation Plan.

REVISING THE LIST: To the extent that any of the previously identified action items are completed or eliminated from the top ten list, additional action items from the previous year's list or newly identified action items should be inserted in the top ten list.

PREPARE ADDENDUM: A summary document, a Grand Junction Implementation Plan Addendum (the "Addendum"), should be prepared which explains the details outlined above. The Addendum should be adopted in accordance with the normal process for a comprehensive plan amendment as contemplated in the 500 Series of Ind. Code 36-7-4.

If completed in a timely manner, this document is easily useable for the purpose of annual work planning and budgeting for City departments and the various stakeholder organizations working to accomplish the Grand Junction vision.

The Grand Junction Implementation Plan, as amended, is designed and intended to act as a living, breathing document which chronicles the Westfield community's Grand Junction accomplishments, charts a course through the often complicated process of placemaking, and acknowledges and coordinates the efforts and energies of the stakeholders actively working to make the Grand Junction vision a reality. By engaging in this implementation planning dialogue on a regular, recurring basis, the Westfield community will be well-positioned to reach its goal of creating a vibrant and attractive downtown village destination.

APPENDICES

Appendix A – Charrette 1: Orientation

Appendix B – Charrette 2: Overview and Grand Junction District

Appendix C – Charrette 3: History, Branding, Decorations and Special Events

Appendix D – Charrette 4: Zoning

Appendix E – Charrette 5: Infrastructure

Appendix F – Charrette 6: Public Spaces and Economic Development

Appendix G – Charrette 7: Review and Top Ten Priorities

Appendix H – Suggested Action Items from Advisory Plan Commission Public Hearing

Appendix A – Charrette 1: Orientation (October 9, 2012)

Meeting Summary:

Before the meeting, the participants were asked to identify the top five things related to Grand Junction they like the most and the top five things they like the least. The participants began by reviewing and discussing the lists.

The group then reviewed the basic planning objectives identified in the 2009 Grand Junction Master Plan and some of the obstacles and opportunities identified during that planning process.

The group then discussed the geographic area which should be the subject of the Grand Junction Master Implementation Plan. A preliminary version of a map identifying the proposed planning area was distributed to participants for discussion and consideration.

Participants reviewed a proposed outline of discussion topics to be covered during the Grand Junction Implementation Plan process.

Grand Junction Discussion Outline/Items:

1. Top 5 Lists
2. Recap Master Plan
 - a. Initiatives
 - i. Grand Junction Plaza
 - ii. City Hall/Library
 - iii. Trail Network
 - iv. Street Network
 - v. Regional Storm Water
 - vi. U.S. Highway 31/State Highway 32 Interchange
 - b. Objectives
 - i. GJ Brand (Wayfinding?)
 - ii. Natural Environment
 - iii. Comfortable Downtown
 - iv. Mix of Destinations
 - v. Hospitality (Wayfinding?)
 - vi. Financial Stability
3. Review Events Since Master Plan
 - a. Review List
 - b. Other Items?
4. Obstacles/Priorities (from charrette)
 - a. Rooftops
 - b. Land Assembly
 - c. Access to Capital
5. Outline of Discussion Items (Consensus on Outline)
 - a. GJ Boundary
 - i. Review Map
 - ii. Modifications?
 - b. Land Uses
 - i. Encourage
 - ii. Discourage
 - iii. Priorities
 - c. Urban Form
 - i. Public Space Development Standards
 - (a) Streetscape
 - (b) Parking
 - (c) Connectivity
 - (d) Vehicular Access
 - (e) Complete Streets
 - (f) Signage
 - (g) Lighting
 - (h) Landscaping
 - (i) Public Spaces
 - (j) Public Art
 - (k) Other
 - ii. Private Space Development Standards
 - (a) Architecture/Style
 - (b) Development Standards

- (c) Lighting
- (d) Signage
- (e) Sales Displays
- (f) Colors
- (g) Landscaping
- (h) Existing Buildings
 - (1) Reconstruction
 - (2) Renovation
 - (3) Alterations
 - (4) Additions
 - (5) Demolition
 - (6) Other?

Grand Junction Top 5 Lists:

Participants were asked to list their Top 5 FAVORITE aspects, elements, places, and/or characteristics of the existing downtown area. Below is a compilation of the lists:

- 401 and 415 Union Street brick homes are quaint and interesting.
- Insurance office facade improvement- 104 Union Street and it looks great.
- Brick and stone sidewalks on west side of S. Union are most attractive.
- Old Bank Building.
- Carnegie Library and Hadley Park.
- White Brick turn of the Century Gas Station must be re-purposed.
- The Farmers Market Grass and Tree area which are reminiscent of a New England Town Green on N. Union. Post Card scene was created at last year's Christmas In Lights area glowed with warm, welcoming fires.
- Old Friends Cemetery and interpretive signage.
- Water filtrating beds with benches on west side of S. Union are attractive now that they have matured.
- GJ Park plan.
- Trails.
- Connectivity yet separation from U.S. Highway 31/State Highway 32.
- Hometown atmosphere.
- Historic buildings.
- Small town feel.
- Old Friends Cemetery Park.
- New and renovated homes and businesses.
- Downtown events (Westfield Rocks the 4th, GJ Function, Farmers Market, etc.).
- Midland Trace Trail wooded section east of Union.
- Asa Bales Park – middle section away from playgrounds.
- Old stand of historic buildings at Main and Union.
- Variety of architecture and feel of North Union Street.
- Streetscape improvements along South Union.
- Events give me reason to go.
- A few buildings have decent architecture or historical value.
- Farmers market.
- On the Midland (but can't get to Midland).
- Location has potential.
- Downtown parks (Asa, Hadley).
- Banners/Flowers.
- Downtown Events (Westfield Rocks the 4th, Westfield in Lights, Grand Junction Derby, etc.).
- North Union Street houses/buildings.
- Bank building (architecture, style).
- Red Man sculpture.
- N. Union Street both sides; (Main to Hoover Streets, some not-so-good within).
- S. Union Street; (Park to 161st Streets, particularly west side).
- North side of Main Street (East Street east to west end of CVS strip center).
- Wall mural on Flower/Drug Store (@ Main and Union).

- Old Friends Cemetery Park.
- Potential.
- Trees.
- Diversity of architectural style/not homogenous.
- Simplicity.
- Trails and waterways.
- Unique character and history.
- Quaint, small, intimate.
- Local business owners.
- Neighborhood.
- North Union/Asa Bales – pretty.
- Creek.
- Trails.
- Parks.

Participants were asked to list their Top 5 LEAST FAVORITE aspects, elements, places, and/or characteristics of the existing downtown area. Below is a compilation of the lists:

- There is a disparity between east and west side of S. Union Street regarding landscaping. The west side with the water filtering plantings is very attractive. The east side is not.
- Above ground utilities on east side of S. Union are ugly.
- State Highway 32 through downtown, Streetscape is cluttered at intervals specifically Legacy windows, store next to Marlow's Café, and the new business across from Krohn's.
- Abandoned and empty structures like The Cottage or the Dentist's office on N. Union that is for sale.
- Very minimal landscaping in front of Westfield Friends Church parking lot on S. Union Street does not provide an attractive entrance into our downtown.
- There is no nice place in downtown that serves dinner with alcohol now that Keltie's is closed.
- Low rent business that demands parking.
- Noise in Hadley park.
- Lack of a real plan including zoning to give developers.
- Lack of Westfield's Meridian Corridor overlay.
- Poorly maintained buildings.
- Used car lots.
- Too many rental homes, rather than owner occupied.
- Businesses struggle to stay open.
- No "plan" to preserve historic buildings.
- Overhead power lines.
- Lots of junky looking poorly maintained homes.
- Unmaintained ditches/creeks running through downtown.
- Lack of a nice watering hole downtown.
- No streetscape improvements along State Highway 32 (Main Street) through downtown.
- Need more buildings that resemble the old town look/feel/charm.
- Used car lots, other business types that don't seem to fit in or look like they belong.

- Utility poles.
- No real reason to go(business types).
- Not very big(goes back to offerings).
- No unique or defining element or upscale options really-no reason to take family/friends there.
- Overhead power lines.
- Lack of traditional downtown building stock (multi-story, multi-use).
- No grocery/convenience store.
- No night life.
- Many single-tenant buildings.
- South side of Main Street (between Cherry and Timberbrook).
- Penn Street (Union to East Street except new house constructed and City Hall).
- East Street, both sides (Main Street to Hickory Alley).
- North side of Main Street (1st lot east of WWS admin bldg. to Camilla Street).
- Area within Grand Junction plan (bordered by Main/Park/Union/Mill Streets).
- Mufflers and More.
- Overhead power lines.
- Small/minimal/not much there.
- Apathetic business base.
- No “wow” factor yet.
- At least one bad looking strip mall building (one-level brick buildings east of Walnut).
- Curbs/sidewalks broken.
- Horrible signage.
- Street lights ugly.
- Power lines.
- Under utilized creek.
- Run down homes - Fish House.
- Lack of business.
- Too much City owned property.
- Red Man Park needs to be developed.
- Too many empty lots State Highway 32 = Dangerous.

Appendix B – Charrette 2: Overview and Grand Junction District (October 17, 2012)

Meeting Summary:

The meeting began with a review of the comprehensive planning process and the purpose of the Grand Junction Implementation Plan process specifically. The product of this process will result in an amendment to the City's comprehensive plan. The amendment will not be limited to just land use issues. Instead, it will likely include several other policy recommendations in addition to the normal land use items traditionally included in comprehensive plans (most of which were identified through the "top five" exercise from Charrette #1. Those items are summarized below. It is anticipated that a similar Implementation Plan update exercise will be conducted every year as the community moves toward accomplishing the Grand Junction vision.

The group reviewed a revised Grand Junction study area map distributed to participants. Revisions were made based on input received and analysis conducted since Charrette #1. The group agreed to move forward in the Implementation Plan exercise with the revised map. The revised map also includes the downtown thoroughfare plan illustrated on the exhibit.

The group then reviewed a detailed outline including the planning objectives established in previous planning exercises (the 2007 Comprehensive Plan, the 2009 Grand Junction Master Plan, and the 2009 Grand Junction Design Charrette) and the categories of items identified by participants in the "top five" exercise in Charrette #1. Participants agreed that these items fall into the following basic categories for discussion: History and Branding, Zoning, Infrastructure, Public Spaces, Decorations, Special Events and Economic Development. The group agreed that the following three over-arching principles are important throughout the Grand Junction Implementation Plan process: financial sustainability; supporting and promoting new and existing organizations involved in Grand Junction; and public involvement.

Grand Junction Discussion Outline/Items:

1. Overview (refresher)
 - a. Comp. Plan Check-up (a monitoring function)
 - i. What did we set out to accomplish?
 - ii. What have we accomplished?
 - iii. How far have we come?
 - iv. How far do we have to go?
 - b. Refinements – Are we still headed to the same place?
 - i. Confirm existing objectives
 - ii. Broader Approach
 - (a) Geography
 - (b) Subject Matter
2. Grand Junction District
 - a. Comp. Plan Boundary (see Color Aerial Handouts)
 - b. Sub-districts
3. Discussion Outline
 - a. Introduction
 - i. Top 5 Lists Outline – (see Top 5 Lists – SUMMARY, Page 40)
 - ii. Previous Comp. Plan Objectives (see Summary of Comprehensive Plan Recommendations, Page 4)
 - (a) Comp. Plan 2007
 - (b) GJ Master Plan 2009
 - (c) GJ Conceptual Design Charrette 2009
 - b. Over-arching Principles
 - i. Be Financially Smart
 - ii. Support/Promote Organizations
 - iii. Public Involvement
 - c. Discussion Subject Areas (see Detailed Discussion Outline, Page 43)
 - i. History/Branding
 - ii. Zoning
 - iii. Infrastructure
 - iv. Public Spaces
 - v. Decorations
 - vi. Special Events
 - vii. Economic Development

Grand Junction Top 5 Lists Summary:

1. Favorites
 - a. Private Space
 - i. Architectural Design – Homes, Commercial Uses
 - ii. Historic Feel/Old Town Charm/Neighborhood Feel
 - iii. New and Renovated Homes
 - iv. Variety in Architecture
 - v. Simplicity in Design

- b. Public Space
 - i. Public Open Space and Parks
 - ii. Sidewalks – Newer, Enhanced
 - iii. Signage
 - iv. Plantings
 - v. Masonry – Construction Elements, Sidewalks
 - vi. Trails
 - vii. Natural Areas
 - viii. Street Banners and Flowers
 - ix. Waterways
 - x. Public Art
- c. Other
 - i. Special Events/Festivals
 - ii. Good Location
 - iii. Mature Trees
 - iv. Existing Local Businesses (businesses, not structures)

2. Least Favorites

- a. Private Space
 - i. Aesthetically Unpleasing Outdoor Sales Displays
 - ii. Vacant Commercial Structures
 - iii. Poor Parking Lot Landscaping
 - iv. No Watering Hole/Night Life
 - v. Poorly Maintained Structures
 - vi. Not Enough Old Historic (Looking) Buildings
 - vii. Not Enough Destinations
 - viii. Not Enough Multi-Story Mixed-Use Buildings
 - ix. No Grocery/Convenience Store
 - x. Aesthetically Unpleasing Signage
 - xi. Incompatible Land Uses
- b. Public Space
 - i. Above Ground Utility Lines and Poles
 - ii. Traffic Noise
 - iii. Unmaintained Ditches and Creeks
 - iv. Poor State Highway 32 Corridor Streetscape
 - v. Older Curbs and Sidewalks
 - vi. Aesthetically Unpleasing Signage
 - vii. Aesthetically Unpleasing Street Lights
 - viii. Vacant Lots
- c. Other
 - i. Not Enough Consumers
 - ii. Business Community Not Enough Engaged
 - iii. No “Wow” Factor – Need to Build Destination
 - iv. Aesthetically Unpleasing Strip Center on State Highway 32 (Donut Shop)

Summary of Comprehensive Plan Recommendations:

Comprehensive Plan (February 2007)

1. Parking Plan
2. Architectural Standards
3. Promote Downtown as Destination
4. Create Image/Branding
5. Develop Open Spaces
6. Trails/Connections
7. Land Use Plan
8. Development Standards
9. Traffic Management
10. Storm Water Plan
11. Infrastructure Plan

Grand Junction Master Plan (February 2008)

1. Branding
2. Natural Environment
3. Create Comfortable Downtown
4. Create Mix of Destinations
5. Multi-modal Accessibility
6. Financial Stability
7. Grand Junction Plaza
8. City Hall/Library
9. Extended Trail System
10. Extended Street Network
11. Regional Storm Water Detention
12. Gateway Development

Grand Junction Conceptual Design Charrette (December 2009)

1. Schematic Design of Plaza
2. Design Standards (Architecture, Development Standards)
3. Approval Processes
4. Marketing Campaign
5. Management/Maintenance Plan
6. Financial Plan
7. Land Use Plan
8. Public Involvement

Meeting Summary:

The first three subject areas to be discussed by the group include: History and Branding, Decorations and Special Events. A summary of these discussions and associated recommendations are included below:

1. History and Branding:
 - a. General Comments:
 - i. It is important to the participants that a coherent brand be developed Grand Junction.
 - ii. The group supports the incorporation of Westfield history into the development of a brand for Grand Junction.
 - iii. The group was very supportive of DWA (with the Grand Junction Task Group now fully incorporated into the organization) taking the lead on selecting the brand for Grand Junction.
 - b. The Brand: The participants had the following suggestions/comments for DWA as it engages in the development of the Grand Junction brand:
 - i. The brand should create an image of Grand Junction as a central gathering place.
 - ii. The group suggests that a slogan be developed (e.g., Downtown should be everybody's backyard).
 - iii. The group suggests that DWA develop a bug/mark/logo for Grand Junction.
 - iv. The group suggests that the brand should project an organic, natural image. This may be accomplished by using earthy, subtle colors, natural colors, natural shapes. The group suggests using the seven Quaker colors (see Old Friends cemetery Park sign). The Quaker colors incorporate Westfield history. The colors are associated with words used to communicate Quaker beliefs.
 - v. The group suggests that the Quaker color palette may be appropriate for dressing up important street intersections within Grand Junction. Maybe a different color scheme for each intersection.
 - vi. The group recommends that the Grand Junction brand not create a "Disney-like" image. The projected image should not be "flashy."
 - vii. Recommended key words for consideration in Grand Junction brand development: connections, central gathering place, fun, destination.
 - viii. The convergence of many pedestrian trails is very important to the Grand Junction image.
 - ix. The brand should project an atmosphere of unique local flavor, local feel, local businesses (but not exclusively), local customers, hopefully attracting Grand Park visitor traffic.
 - c. Grand Junction Image: Descriptions of the Grand Junction image for use in the branding exercise:
 - i. A place with a sense of community, a sense of place;
 - ii. A concentration of privately owned restaurants;
 - iii. An emphasis on hospitality, welcoming visitors, promoting community identity;
 - iv. An eclectic blend of old and new (downtown Bloomington, Indiana was offered as an example);
 - v. Use strategic, organized approach to Grand Junction business recruitment and attraction;
 - vi. A mix of uses/businesses;
 - vii. The old bank building image is important to the Grand Junction image;
 - viii. An emphasis on economic sustainability (the group wishes to avoid the bad press Carmel has been receiving in relation to its downtown redevelopment efforts);

- ix. The “ideal customer” of Grand Junction is the trail user demographic, the young at heart;
- x. A hangout spot with fun restaurants and meeting places; and
- xi. A place with unique public signage.
- d. Not the Grand Junction Image: The following are images that do not accurately represent the Grand Junction image:
 - i. Where only visitors/outsideers congregate to the exclusion of local residents;
 - ii. A place where national/regional franchises dominate (although the group agreed that such franchises could be incorporated at a certain level and with a “local” feel so as to avoid the national chain appearance and proliferation in Grand Junction);
 - iii. “Big box” stores; and
 - iv. A tourist trap (Nashville, Indiana was offered as an example).

2. Decorations

- a. Likes: The participants identified the types of decorations that they like as identified below.
 - i. Over-Street Banners: The group was supportive of the use of over-street banners, if done well, if maintained well, if installed well so as not to allow tearing and sagging. The group expressed that it believes such signs are a very effective means of communicating to a wide audience about Grand Junction events.
 - ii. Hanging Baskets: The group likes the efforts the City has made at decorating the utility poles nearest to the old downtown core with hanging baskets. However, the group recommends expanding and enhancing the use of such baskets. The group also suggests that the City consider installing some form of more ornamental cross-arms on the utility poles from which to hang the baskets.
 - iii. Planters: The group suggests that enhanced street planters be used to replace the existing planters. The existing planters were characterized as being “tired.” The group suggests installing street planters near public seating areas or that include ledges that can be used for public seating.
 - iv. Light Poles/Utility Poles: The group suggests replacing or improving the appearance of existing light and utility poles. New poles, if designed properly, would allow additional opportunities for decorations in Grand Junction. The group prefers a consistent treatment for these poles throughout Grand Junction to provide a sense of branding for the area.
 - v. Street Furniture: The group prefers a uniform approach for providing street furniture (e.g., benches, trash receptacles, etc.) throughout Grand Junction at appropriate locations. The group acknowledged that it likes the green metal benches that have been installed in some of the City’s parks.
 - vi. Seasonal Decorations: The group is very supportive of using seasonal street decorations within Grand Junction to brand the area and to create visual excitement and interest. The group recommends extensive use of Fourth of July flags and red-white-and-blue decorations during appropriate times of the year. The group is interested in “going all out” with Christmas/Holiday decorations to create a significant visual impact in Grand Junction. The group suggests making enhancements to the annual tree lighting presentation/event. The group recommends frequent seasonal and holiday changes to maintain a vibrant, changing and exciting visual effect in Grand Junction. The group recommended that the Downtown Westfield Association play a much greater role in choosing seasonal decorations installed in Grand Junction.
- b. Recommended Locations for Decorations:
 - i. The group recommends that the community focus on doing what it does in the way of providing street decorations very well. The group suggests focusing on quality first, then

quantity. The group suggests that the community keep doing what it is doing now, but enhance it and expand it.

- ii. Initially, the group prefers to see street decorations prominently displayed at least two blocks on each side of the streets radiating out from the intersection of Main Street (State Highway 32) and Union Street. It is recommended that this enhanced “treatment” include all of the types of “decorations” listed above.
- iii. The group also recommends that Grand Junction Plaza incorporate this same decoration treatment.
- c. Possible Community Projects: During the discussion of street decorations, group members also identified a couple possible community projects that might create some visual interest in Grand Junction without requiring the use of significant resources.
 - i. Paint Bridge: The group suggested allowing the Downtown Westfield Association or other members of the community to paint the South Union Street Bridge in vibrant colors.
 - ii. Paint Concrete Blocks: The group also suggested allowing the Downtown Westfield Association or other members of the community to paint the large concrete blocks and pieces strewn along the Kendall Creek with vibrant colors.
 - iii. The group suggested that Quaker words could be written on these items and the associated Quaker colors could be used.

3. Special Events:

- a. The group began its discussion of this item by identifying the most noteworthy community events occurring in or near Grand Junction.
 - i. Westfield in Bloom - (City)
 - ii. Westfield Rocks the Fourth - (City/DWA)
 - iii. Grand Junction Funktion - (DWA)
 - iv. Westfield Farmers Market - (City/DWA)
 - v. Westfield Tree Lighting - (DWA)
 - vi. Underground Railroad Run
 - vii. Old Fashioned Days
 - viii. Voices of the Past - (City)
 - ix. Lions Club Fish Fry - (Lions Club)
 - x. Homecoming - (WWS)
- b. The group identified what the community does well:
 - i. Westfield Rocks the Fourth is probably the City’s strongest event.
 - (a) The proximity to Grand Junction and the location of the event are good.
 - (b) This is a free event – no entrance fee.
 - (c) Access to adequate parking is good.
 - (d) The event caters to a diverse audience.
 - (e) The fireworks are good.
 - (f) The quality of the musical acts could be better.
 - ii. The holiday Tree Lighting event is family friendly. We do family-friendly events well.
 - iii. The level of community participation from certain organizations in hosting these events is strong (e.g., boy scouts, girl scouts).
- c. The group identified what the community could improve upon:
 - i. The community could benefit greatly by fostering additional volunteerism from other groups and financial support from non-public sources.
 - ii. It has been a challenge to engage individual residents living within Grand Junction.
 - iii. The Grand Junction business community continues to get more and more involved.

- iv. Grand Junction special events would likely be significantly enhanced by fostering better coordination and cooperation with the schools.
 - v. None of the Grand Junction events are what the group would characterize as “stellar.” The group agreed that all current events are “good,” but getting better.
 - vi. The group suggested that the community to greatly benefit by attracting more organizations (besides just the City and the Downtown Westfield Association) to host events.
 - vii. The group suggested that the community should do a better job at coordinating events with other community organizations (e.g., Westfield Washington Schools, local sports organizations. Often these organizations host events that draw families away from other community events.
 - viii. The group suggested that at least one event per month should be hosted in the Grand Junction area. This is a recommended goal.
4. The group agreed to discuss the Grand Junction Sub-district map at the next meeting.

Grand Junction Discussion Outline/Items:

1. History and Branding

- a. Confirm that group agrees a brand needs to be developed/established.
- b. What does having a brand mean to GJ (i.e., how will the brand be used)?
 - i. logo? (trademark)
 - ii. architectural theme/shape?
 - iii. color(s)? (good/bad)
 - iv. signs?
 - v. infrastructure?
 - vi. website?
 - vii. landscaping treatment?
 - viii. decorations?
 - ix. lights?
 - x. other?
- c. Basic brand-related questions:
 - i. What is GJ? (connections, destination, history, etc.)
 - ii. What isn't GJ? (fast food, strip centers, etc.)
 - iii. Why is GJ different from other places?
 - iv. What is the competition?
 - v. How do we want GJ to be perceived?
 - vi. Who are ideal customers? (what kind of visitors, businesses, residents)
 - vii. What do they want? Why would they come to GJ?
 - viii. Is there a unique story to tell?
 - ix. Are there any inspiring visuals that tell the GJ story?
 - x. How can brand display the goals/initiatives of the GJ Plan?
- d. Recommendation that DWA be deeply involved in determining the brand.
- e. Recommendation that the GJ "logo" found on Page 27 of the GJ Master Plan be considered as a starting point for a logo/mark

2. Decorations

- a. Confirm: Use the brand/colors in decorations?
- b. Existing Program:
 - i. Likes?
 - ii. Dislikes?
 - iii. Quantity? Adequate?
 - iv. Quality? Adequate?
 - v. Locations? What kind and where?
- c. What are the opportunities for decorative elements:
 - i. Hanging baskets
 - ii. Light poles banners
 - iii. Street furniture (benches, trash cans, bike racks, other?)
 - iv. Christmas/Festival/Seasonal lighting
 - v. Planters
 - vi. Art?
- d. Who participates in decoration decisions? Parks, WPWD, DWA?
- e. Who should be participating?

3. Special Events

- a. Confirm: Use the brand/colors in special events?
- b. Existing Program:

- i. Likes? What do we do well?
 - ii. Dislikes? What could we do better? What should we stop doing?
 - iii. Quantity? Adequate?
 - iv. Quality? Adequate?
 - v. Locations/timing (what kind, when, where?)
 - c. Anything missing?
 - d. Support organizations (and creation of organizations)
4. Grand Junction District – Sub-district Discussion (if time allows)

Appendix D – Charrette 4: Zoning (November 1, 2012 and November 15, 2012)

Meeting Summary:

1. Grand Junction Sub-district Map: The group began by reviewing and discussing the details of the proposed Grand Junction Sub-district Map. The discussion associated with each Sub-district is summarized below:
 - a. GATEWAY Sub-district:
 - i. McClure Oil Site: The group discussed the current status of the property owned by McClure Oil (the old truck stop located on the northwest corner of the State Highway 32 and U.S. Highway 31 intersection).
 - (a) The old oil tanks have been removed and it is believed any contamination has been remediated.
 - (b) The group expressed concern about the site being redeveloped as a gas station. It was suggested that a gas station would not possess the desired mass and scale of the types of structures envisioned at this intersection. Some of these massing and scale issues are addressed in the State Highway 32 Overlay Zone.
 - (c) The group suggested that convenient stores encourage people get off of interstates. This effect was acknowledged as a good thing.
 - (d) The group acknowledged that the primary focus within this Sub-district should be on urban form, not so much on land use. However, some requirement pertaining to urban form may have the effect of excluding certain land uses (e.g., it is difficult to imagine a 5-story gas station).
 - ii. General Zoning/Architectural Considerations: The group then expanded its discussion to zoning consideration more broadly associated with all four corners of the intersection of State Highway 32 and U.S. Highway 31:
 - (a) Ideally this interchange would include high quality and quantity of landscaping, trail connections, possibly water fountains, and “magnificent” buildings.
 - (b) The group agreed that all building in this area should include four-sided architecture.
 - (c) Buildings in this Sub-district (especially those in closest proximity to and most visible from the new interchange being constructed at State Highway 32 and U.S. Highway 31 should have massing that appropriately addresses the new freeway.
 - (d) The group expressed an interest in not wanting to see the roofs of buildings from the newly elevated highway.
 - (e) The group wants to see high quality building architecture. The architectural standards developed for this Sub-district should be of an even higher quality than those contained in the State Highway 32 Overlay Zone.
 - iii. Land Uses: The group was interested in encouraging the following land uses within this Sub-district:
 - (a) Hotels
 - (b) Hotel/Conference Center(s):
 - (1) The group would prefer that this use be located on east side of U.S. Highway 31, but would not rule out the idea of one being constructed on the west side of U.S. Highway 31.
 - (2) (In a perfect world, this facility (or at least the first of such facilities) would be constructed on the southeast corner of the new interchange.
 - (c) Apartments: Apartments would be welcome in this Sub-district as well.
 - (1) Part of the mixed use objectives of Grand Junction.
 - (2) Also acts to attract households (consumers) to support downtown businesses.
 - (3) Needs to include high-quality architecture and massing of buildings.
 - (d) Offices: Office uses were identified as being desirable within this Sub-district; however, the group acknowledged that there is already a large amount of available

office space within the U.S. Highway 31 corridor located between Westfield and the north side of Indianapolis and that general real estate trends in our local economy may not support the construction of an office building in this area for many years.

- iv. Zoning Approval Process:
 - (a) The group recommended that the Downtown Westfield Association (most likely represented by the Grand Junction Task Group) should ultimately function as the land use committee of the Association (organized much like the Land use Committee of the Broad Ripple neighborhood Association).
 - (b) The Association could serve as an architectural review committee and provide recommendations on zoning and development petitions to the Advisory Plan Commission and the City Council.
- v. Branding/Signage (commercial/business signage):
 - (a) The group expressed an interest in requiring some level of “uniformity” and “consistency” for commercial signage through the use of materials and architectural elements.
 - (b) The use of electronic message boards should be considered:
 - (1) If used in appropriate locations;
 - (2) In an appropriate manner; and
 - (3) For appropriate purposes (e.g., to functionally weave downtown activities and events into the activities and events at Grand Park).
 - (4) Such message boards, if used, should be pedestrian oriented, not automobile oriented.
- vi. Monument Signs:
 - (a) The group suggested that when developing standards for monument signs in this Sub-district that the City study other communities to see what they have implemented. This work might provide a workable example for monument sign standards.
 - (b) The group suggested avoiding the phenomenon where the community ends up with lots of very similar monument signs, just differentiated by different words appearing on the signs.
 - (c) The group expressed a preference for having buildings include wall signs, not individual monument signs or tower signs.
 - (d) The group suggested that the current zoning restrictions on monument sign height do not appear to work too well. Shrubs planted in front of and around monument signs tend to grow up and obscure the sign faces.
- b. JUNCTION Sub-district:
 - i. State Highway 32 (Main Street) Expansion: The group began this discussion item talking about INDOT’s eventual expansion (widening and reconfiguration) of State Highway 32 (Main Street) through Grand Junction.
 - (a) The group suggested that the City (working in cooperation with other stakeholders) should to take a more formal position with INDOT to implement the preferences on the Westfield community.
 - (b) The group explained that the Grand Junction Task Group has discussed this matter at length and has, for the most part, identified its Main Street design preferences.
 - (1) The group supports the idea of formalizing the community’s design preferences through a Council resolution.
 - (2) The group identified that if State Highway 32 is narrowed, the corridor may not be able to easily accommodate the inclusion of the community’s Complete Streets program (designed to appropriately accommodate all modes of transportation, including cycle tracks and transit vehicles).

- (3) The group suggested that refining the community's design preferences may be something that the Metropolitan Planning Organization may be able to help fund, to the extent there are any drawings or engineering needed.
- ii. Existing Buildings:
 - (a) The group suggested that a list of specific buildings or building façades be developed for saving or preservation. The group was open to the idea of simply saving façades instead of entire building and noted that some of the most attractive older structures in Grand Junction are probably not internally designed in a manner that allows them to be easily used for modern commercial activities.
 - (b) The group explained that although important to the community, history is not the only important thing in Grand Junction.
- iii. Downtown Vision: The group was asked to respond to the following question: When you walk through Grand Junction, what do you want to see?
 - (a) A homey feeling.
 - (b) Building and streets with character. This is an important item that requires additional discussion. This concept came up several times during the group's discussion.
 - (c) Structures that are unique, modern, eclectic, lots of variety in architecture.
 - (d) Not all brick, but brick is certainly an acceptable building material to use, among other things. The group desires to preserve history while encouraging modern architecture.
 - (e) A pedestrian friendly environment.
 - (f) A safe, welcoming environment, easy to get around for a first-time visitor; no (or minimal) one-way streets.
 - (g) Timeless architecture.
 - (h) Buildings constructed with quality materials and quality design. This is an important item that requires additional discussion. This concept came up several times during the group's discussion.
 - (i) Good wayfinding signs (to accommodate visitors and trail users).
 - (j) The group expressed a preference for construction of real storefronts (as distinguished from the faux storefront look of Pebble Brook Village, the in-line commercial building located near the northwest corner of State Highway 32 and Little Chicago Road).
 - (k) The group agreed that the recently completed facade replacement on the Hobson Insurance Building (104 N. Union Street) in Grand Junction was a good example of the high quality of architecture and materials the groups would like to encourage.
 - (l) A place that includes visually stimulating public art.
 - (m) A place where people can and do stop, sit, talk, people watch. A place where there is a "buzz" like you feel at Bub's, located in Carmel, Indiana at 210 West Main Street.
 - (n) A place containing land uses that create the appearance of activity downtown ("stuff going on").
 - (o) Buildings that touch each other or located very close to each other. Where buildings are pulled up close to the street, like a traditional downtown street.
- iv. Land Uses: The following list of land uses are those identified by the group as desirable for downtown. They are uses that are either not yet present that the group desires to attract or uses that exist but should be expanded or increased.
 - (a) Trail-oriented businesses (e.g., bike shops, coffee shops)
 - (b) Dry cleaners
 - (c) Market
 - (d) Coffee shop

- (e) Specialty shops
- (f) "Watering holes"/gathering places
- (g) Restaurants
- (h) Office Uses (encouraged to be on upper stories)
- c. UNION Sub-district:
 - i. Residential Character:
 - (a) The group expressed an interest in preserving the residential character in this Sub-district.
 - (b) The group was open to the idea of permitting limited commercial or business uses in this area, as long as such uses would not have a detrimental impact on the residential character the group desires to preserve.
 - (c) The group was not interested in seeing significant redevelopment for commercial purposes in this Sub-district.
 - ii. Special Characteristics of Union Street:
 - (a) Older homes (19th century/early 20th century)
 - (b) Mature trees, tree-lined street
 - (c) Consistent variety in architecture
 - (d) Quality, timeless architecture
 - (e) Historic, old-town feel
 - (f) Residential character
 - (g) Use of brick and fieldstone
 - iii. Policy Objectives:
 - (a) Preserve Residential Character:
 - (1) Preserve residential character, especially on North Union Street, north of Penn Street.
 - (2) Allow limited commercial and business uses, if done in a manner so as not to detract from residential character.
 - (i) The group recommends that standards be developed to provide guidance.
 - (ii) Limited or no signage should be permitted for such commercial or business uses. Those signs that are permitted should be non-uniform in nature.
 - (b) Preservation and Enhancement of Existing Conditions:
 - (1) Encourage preservation when and where appropriate.
 - (i) More discussion is needed on this item when developing a more detailed preservation and enhancement plan/strategy.
 - (ii) These standards would apply to existing structures. Different standards would likely apply to the following activities:
 - 1. Reconstruction
 - 2. Renovation
 - 3. Alteration
 - 4. Addition
 - 5. Demolition
 - 6. Redevelopment
 - (iii) Need to determine standards, when they should apply, where they should apply and to what extent they should apply.
 - (2) The group suggests that enhancement of existing structures should be encouraged when appropriate.
 - (3) Preserve mature trees when and where appropriate.

- (4) Encourage preservation of existing setbacks when and where appropriate.
- (5) Develop architectural standards for this Sub-district.
- (6) Develop standards for fences within Grand Junction, generally, and especially within this Sub-district.
 - (i) The group suggests that the use of fences to delineate property lines and to create outdoor spaces should be permitted.
 - (ii) Standards for such fences to require ornamental fences to be used.
 - (iii) Chain link and wire fencing should be discouraged or prohibited.
- iv. Lighting Standards:
 - (a) The group suggested that this Sub-district include special lighting standards?
 - (b) The lantern concept was suggested as an option or example for lighting fixture type. This would be consistent with some of the early lighting design discussions of the Grand Junction Task Group.
- v. Front Yards: The group suggests that parcels fronting Union Street should be required to maintain grass lawns or some other form(s) of vegetation. There was a desire to avoid the use of concrete or stone as a permitted ground cover in these areas.
- vi. Other Discussion Topics:
 - (a) Access Control: The group expressed a desire to control additional direct access points along Union Street. This item will be discussed under the “Infrastructure” discussion session.
 - (b) Economic Improvement District: The group suggested that some research be completed to determine the propriety of using an Economic Development District (see IC 36-7-22). As discussed by the group, this statute permits the establishment of, for lack of a better description, an after-the-fact property owners association of already existing areas and neighborhoods.
 - (c) Demographic Trends in Our Economy: A significant number of people who are members of the “creative class” (the youngest and the brightest, and the oldest and the wisest) are renters by choice. They tend to have a preference for lifestyle and mobility over ownership and investment. They demand high services and quality of life amenities. These groups are contributing to the expected significant decline in the proportion of buyers emerging in the marketplace. By creating a vibrant downtown district, Westfield will be well positioned to attract the creative class which should bolster the local economy and help protect property values against the decrease in demand for owner-occupied housing. The group recommended creating more opportunities for multi-family rental communities within Grand Junction to provide living opportunities for the creative class.
- d. NEIGHBORHOOD Sub-district:
 - i. General Characteristics: The group identified the following general characteristics of this Sub-district:
 - (a) Newer buildings constructed in the late 20th century.
 - (b) Several existing platted residential subdivisions.
 - ii. Policy Objectives: The group identified the following policy objectives for this Sub-district:
 - (a) Existing developments within this Sub-district should be permitted to remain.
 - (b) If the areas within this Sub-district are ever redeveloped, the City should have in place standards that would apply to such redevelopment that would be consistent with the Grand Junction vision.
 - (c) If redeveloped, such areas should be encouraged for higher density housing?
 - (1) Multi-family uses should be encouraged where appropriate.
 - (2) Multi-family should be consistent with the quality and contextual sensitivity used

in J.C. Hart's Union Street Flats project located at 441 S. Union Street, Westfield, Indiana.

- (d) There was some discussion about whether access to the Neighborhood Sub-district should be permitted from Union Street. The group explained that such access does not seem desirable in the abstract, but that there may be situation where this makes sense. This item may require additional discussion going forward.
- iii. Existing Structures: The group suggested that standards be developed pertaining to the following items.
 - (a) Reconstruction: When can/should structures in this Sub-district be permitted to be reconstructed.
 - (b) Additions: When can/should additions to structures in this Sub-district be permitted to be constructed. The group identified the example of a significant addition made to the home located at 120 Mill Street, Westfield, Indiana. Although this home is located in a different Sub-district, the group expressed an interest in making sure the City takes appropriate measures to avoid increasing land assembly costs for areas where it wishes to encourage redevelopment.
 - (c) Redevelopment: When can/should areas in this Sub-district be permitted to or encouraged to redevelop.
- e. KENDALL Sub-district:
 - i. General Characteristics:
 - (a) This area will ultimately include a significant portion of the City's regional storm water detention system (designed to more efficiently detain storm water in a manner that will reduce the amount of land areas in Grand Junction consumed by numerous individual on-site storm water detention facilities).
 - (b) This Sub-district is largely undeveloped.
 - (c) Much of the developable area within this Sub-district possesses U.S. Highway 31 frontage.
 - (d) Portions of this Sub-district are located with the City's East Side TIF district. This TIF district is currently generating a significant amount of increment.
 - ii. Policy Objectives:
 - (a) The group acknowledged that there is a general expectation that with Sub-district will develop with commercial uses.
 - (1) The group would like to see medical/office uses, including ancillary retail uses.
 - (2) The group would like to discourage stand-alone retail uses.
 - (b) The group suggests that this is not an appropriate location for single-family housing, but there be some limited exceptions.
 - (c) The group expects that this Sub-district will contain more vertical buildings, with massing that addresses the U.S. Highway 31 corridor.
 - (d) The recommends high quality architecture and development standards be enacted for this area.
 - (e) The group desires to see the regional detention area developed as a publicly accessible amenity.
 - (f) The group recommend the installation of attractive landscaping between future buildings and the U.S. Highway 31 right-of-way.
 - (g) The group discussed whether this Sub-district should be governed by the U.S. Highway 31 Overlay Zone. The group recommended that this issue be thoroughly vetted at the time zoning regulations for this area are generated.

Grand Junction Discussion Outline/Items:

1. Quick review of Grand Junction Sub-district Map (see *Grand Junction District Map on Page 24*)
2. Sub-district Policy Objectives
 - a. GATEWAY SUBDISTRICT (GREEN)
 - i. U.S. Highway 31/Timing update
 - ii. Interchange Design --> most-recent info re: tower at U.S. Highway 31/State Highway 32
 - iii. McClure Oil update
 - iv. School property update
 - v. Hotel/Conference (update?) --> which corner(s)?
 - vi. Uses (types, examples) --> encouraged/discouraged?
 - vii. Massing (stories, size)
 - viii. Architecture
 - ix. Mass transit
 - x. Visitor Center
 - xi. Branding/Signage --> compliment to intersection design? infrastructure?
 - xii. Approval processes?
 - b. JUNCTION SUBDISTRICT (ORANGE)
 - i. Existing structures (reconstruction/renovation/alterations/additions/demolition/redevelopment)
 - ii. Preservation?
 - iii. Architecture
 - iv. Land Use/Mix
 - v. T-fare planned roads
 - vi. Trails?
 - vii. Downtown expansion
 - viii. Flood plain
 - ix. Development Standard
 - (a) Height
 - (b) Setbacks
 - x. Parking?
 - xi. State Highway 32 expansion
 - xii. Approval process?
 - xiii. Branding/signage
 - xiv. New build/re-build to bury power lines
 - c. UNION SUBDISTRICT (YELLOW)
 - i. Existing structures --> (reconstruction / renovation / alterations / additions / demolition / redevelopment)
 - ii. Preservation?
 - iii. Land Use
 - iv. Downtown expansion
 - v. Architecture

- vi. Development Standards
 - (a) Height
 - (b) Setbacks
- vii. Branding/Signage
- viii. History/Visceral appeal
- ix. Preserve mature trees
- x. New build/re-build to bury power lines
- xi. Distinct from Junction District?
- d. KENDALL SUBDISTRICT (BLUE)
 - i. Some existing development
 - ii. Commercial opportunity? Employment Area?
 - iii. How to deal with existing development?
 - iv. How does this area relate to GJ?
 - v. Are architectural standards and development standards important here?
 - vi. Existing Zoning
 - vii. U.S. Highway 31 Overlay Zone
- e. NEIGHBORHOOD SUBDISTRICT (PINK)
 - i. Existing Development
 - ii. Cause redevelopment?
 - iii. Or just provide a backup in case redevelopment occurs?
 - iv. Are existing land uses OK?
 - (a) Schools
 - (b) Churches
 - (c) Single-family
 - (d) Multi-family??
 - (e) Library
 - v. Are architectural standards and development standards important here?
 - vi. Existing Zoning
 - vii. U.S. Highway 31 Overlay Zone

Appendix E – Charrette 5: Infrastructure (November 20, 2012)

Meeting Summary:

1. General Comment: The group agreed that the design elements of the South Union Street streetscape project was supposed to set the tone for all of the infrastructure improvements within Grand Junction.
2. Power Lines:
 - a. The group suggests that all existing overhead power lines within Grand Junction need to be buried or go away somehow.
 - b. The group agreed that all new installations should be required to be buried.
 - c. The group suggests that this matter be studied carefully:
 - i. What would be the cost of such a venture?
 - ii. How much time will it take to make this happen?
 - iii. Who has the power to force this/make this happen?
 - d. The group believes that there is a lot of existing old junk/dead lines in the air on existing poles that should be removed.
 - e. The group identified the Sub-districts, in order of priority, in which power lines should be buried:
 - i. Junction Sub-district (orange);
 - ii. Union Sub-district (yellow);
 - iii. Gateway Sub-district (green, likely inevitable with redevelopment);
 - iv. Neighborhood Sub-district (pink); and
 - v. Kendall Sub-district (blue, likely inevitable with new development).
3. Streets:
 - a. Alleys:
 - i. The group suggests maintaining existing alleys until there is a good reason to vacate them for redevelopment (public or private) or other appropriate purpose, as long as they are not needed for access or traffic circulation.
 - ii. The group suggests that these areas could also be converted to public spaces for pedestrians or gathering places.
 - b. Transit: Transit in the City of Westfield will likely serve to basic purposes.
 - i. Local Circulation:
 - (a) The group suggests locating a bus stop (or stops) in Grand Junction (or maybe a transit hub facility in the future).
 - (b) Such a system would provide transportation opportunities for employers and employees.
 - (c) This could help the community greatly from an economic development standpoint.
 - ii. Inter-community Circulation:
 - (a) The group agreed that it may make more sense to locate the transit hub outside of Grand Junction where there is more developable land area, like in the Grand Park area or near the Indianapolis Executive Airport (near the western boundary of the City of Westfield on State Highway 32).
 - (b) This item should be studied in much greater detail:
 - (1) What effects would result from a transit hub being constructed near the Grand Park economic development area?
 - (2) What is the best strategy for stops and routes?
 - (3) There may be opportunities for transit oriented development.
 - (4) The community should plan for a transit hub. Adequate parking will be needed. This could be a land intensive venture.

4. Trails, Sidewalks and Amenities:

- a. The group agreed that the City has a pretty good trail plan. The group just desires this effort to continue full speed ahead.
- b. Grand Junction trail priorities should include:
 - i. Make improvements consistent with the South Union streetscape project within the Junction Sub-district (orange) and the Union Sub-district (yellow).
 - ii. Make improvements consistent with the South Union streetscape project to connect the Gateway Sub-district (green) to the Grand Junction Plaza.
- c. Sidewalks and curbs within the Grand Junction District should be replaced to eliminate cracked and crumbling sections.
- d. A systematic plan should be implemented to re-design all of the streetscapes in Grand Junction to be consistent with the improvements made with the South Union streetscape project.
- e. The group agreed that it would like to see the same treatment along North Union Street that was used on the South Union Street project.
- f. The group would like to see nicer planters and seating areas installed within the Grand Junction District where appropriate.

5. Main Street (State Highway 32): The group agreed that resolution needs to be obtained regarding the ultimate design and timeline of construction for the State Highway 32 widening through Grand Junction. This matter will require further discussion with INDOT and City leadership.

6. Regional Detention Facilities: The group desires to preserve, to the extent possible, the vegetation in these areas and encourages them to be designed as natural publicly-accessible amenity areas.

7. Speakers/Music: The group encourages the City to spend the extra money within the Junction Sub-district (where appropriate) and possibly the Gateway Sub-district (where appropriate) to provide speakers for music on the light poles it purchases for future street projects in the area. The group suggests the same ornamental light poles in the Union Sub-district, but without the speakers (this area is more residential in nature).

8. Landscaping:

- a. The group explained that the South Union Street streetscape improvements are intended to serve as a guide for making additional streetscape improvements throughout Grand Junction.
- b. The group explained that it has already provided the City with recommendations regarding landscaping within medians on Main Street and landscaping within Grand Junction Plaza.

9. Streetscape: The group explained that it has already provided the City with recommendations regarding the types of benches, trash cans, planters and bike racks (can also double as art, can be unique, not necessarily a uniform bike rack throughout all of Grand Junction) to be used within Grand Junction.

10. Public Art:

- a. The group sees public art as another form of public infrastructure.
- b. The group indicated that it envisions non-governmental organization heading up the public art initiative within Grand Junction. The group's preference is for the Downtown Westfield Association to play the lead role in this initiative (e.g., by forming an arts committee) with the support of the City.

11. Signage:

- a. The group envisions some form of gateway feature, arch, or some other structure being constructed over Jersey Street at the entrance to Grand Junction Plaza.

- b. The group also desires to see gateway features or monuments installed at the entrances to the Grand Junction District on North Union Street, South Union Street, east State Highway 32 and west State Highway 32.
- c. The group would also like to see repeated elements or monuments (a common branded theme) installed throughout Grand Junction. The group desires a unique design theme for Grand Junction (as opposed to the rest of the City), but prefers a consistent design theme and elements throughout Grand Junction (the South Union Street streetscape improvements should be used as the model for these improvements).
- d. The group suggested the possibility of mimicking the architectural lines of the Grand Junction Plaza stage somehow in the architectural themes, monuments and branding elements used in the Grand Junction District.

12. Traffic Management:

- a. The group agreed that traffic management within Grand Junction is worthy of further study and research.
- b. The group prioritized certain new road construction/reconstruction projects within Grand Junction:
 - i. Mill Street along Grand Junction Plaza;
 - ii. Poplar Street extension, south of Park Street;
 - iii. Jersey Street, adjacent to Grand Junction Plaza; and
 - iv. Mill Street connection to East Street, east of South Union Street.

Grand Junction Discussion Outline/Items:

1. INFRASTRUCTURE

- a. Power Lines
- b. Streets
 - i. Alleys?
 - ii. Complete Streets?
 - iii. Transit
- c. Trails
- d. Water Detention/Drainage
- e. Sidewalks
- f. Speakers (music)
- g. Lighting
- h. Irrigation
- i. Landscaping
- j. Art
 - i. Intersections
 - ii. Hydrants
 - iii. Drains
 - iv. Other?
- k. Streetscape
 - i. Benches
 - ii. Trash Cans
 - iii. Planters
 - iv. Other?
- l. Signs
 - i. Street Signs
 - ii. Thematic Monuments
 - iii. Wayfinding
 - iv. Other?
- m. Traffic Management
- n. Fiber-optics

2. PUBLIC SPACES

- a. Parks/Park Facilities
 - i. Amount
 - ii. Proximity
 - iii. Facilities/Improvements
 - iv. Encourage/Discourage
- b. Trails/Streets
- c. Other Public Facilities (Schools, City Hall, Library)
- d. Trees
 - i. Preserve

- ii. Plant New
- e. Flood Plain/Regional Detention
- f. Grand Junction Plaza
- g. Natural areas
- h. Public Art

Appendix F – Charrette 6: Public Spaces and Economic Development (November 27, 2012)

Meeting Summary:

1. PUBLIC SPACES:

- a. Parks/Public Facilities: The group began by briefly identifying and discussing the various public spaces located within Grand Junction for orientation purposes.
 - i. Old Friends Cemetery;
 - ii. Asa Bales Park;
 - iii. Natalie Wheeler/Grand Junction Trail (part of the “Midland-Monon Loop”);
 - iv. Freedom Trail Park;
 - v. Midland Trace Trail (Noblesville is starting to pave from Gray eastward);
 - vi. School Properties (several school facilities);
 - vii. Grand Junction Plaza (not yet developed);
 - viii. Hadley Park; and
 - ix. Simon Moon Park/Sledding Hill (in close proximity to Grand Junction).
- b. Policy Objectives:
 - i. Some members of the group suggested that the City consider promoting and/or re-naming trails to “Monon Loop” or similar. There is a perception among some of the group members that there are too many trail names, which might be confusing to visitors.
 - ii. The group recommends using the planned regional detention basin (natural areas that aren’t developable) as public park space. It is recommended that the City acquire title to as much of the detention facility land as possible for this use.
 - iii. The group is supportive of moving Hadley Park to another location so that the land can be creatively re-purposed for some productive development purpose.
 - iv. The group re-confirmed its interest in connecting the south and north sides of the Grand Junction Trail via a tunnel under State Highway 32.
 - v. The group believes that the amount of parks and public spaces we have/we have planned within the Grand Junction District is enough.
 - vi. The group believes that the location and proximity of parks and public spaces within the Grand Junction District are good.
- c. Function
 - i. Grand Junction Plaza function: There has already been a bit of work done by the Downtown Westfield Association in cooperation with the City to outline potential seasonal uses in the Plaza.
 - ii. The group recommends that the floodplain within the regional detention facility area be preserved or maintained as natural publicly accessible open space.
- d. Trails/Streets: The group recommends an additional dedicated trail connection from Grand Junction to Grand Park (for motorized vehicles, but not cars, desire some kind of transit connecting Grand Junction to Grand Park).
- e. Other Public Facilities:
 - i. The group expressed a desire to eventually construct a signature Municipal Building (City Hall/Library/Post Office/School Offices/Other?) near Grand Junction Plaza.
 - ii. The group identified that the existing City Hall property would be a valuable option to attract new development to downtown.
- f. Trees:
 - i. The group expressed that it believes the City’s existing tree planting and preservation efforts are good.

- ii. The group supports a policy of staggered tree growth/planting so that public trees are not all planted at the same time.
- g. Public Art:
 - i. The group suggests that public art is important in Grand Junction. It creates visual interest, which is good for economic development and placemaking.
 - ii. The group recommends that an arts committee (ideally within the Downtown Westfield Association) be established to guide the City's public art initiatives. It is recommended that this committee include a broad spectrum of people, including artists, historians and others).
 - iii. The group suggests that public art should be funded by both public and private sources of capital.
 - iv. The group suggests that public art should:
 - (a) Reflect Westfield history (but maybe not always);
 - (b) Support local artists;
 - (c) Show that Grand Junction is "alive;" and
 - (d) Be ever-changing.
 - v. The group briefly identified examples of existing art located in Grand Junction at the time of this plan:
 - (a) Red Man (paid for by DWA);
 - (b) Asa Bales entrance sculpture (paid for by City);
 - (c) Pharmacy mural (paid for by City); and
 - (d) Anderson Corporation sculpture (paid for by the Anderson Corporation).

2. ECONOMIC DEVELOPMENT:

- a. Overarching Priorities: The group identified the three overarching priorities/obstacles related to Grand Junction as identified in a previous developer input charrette:
 - i. Attract as many new households within walking distance of downtown as soon as possible.
 - ii. Land assembly represents a significant obstacle, unknown, risk for developers desiring to develop or redevelop land in Grand Junction.
 - iii. It is difficult to developers to obtain capital for redevelopment project like the ones desired within Grand Junction. Part of this has to do with the current lending environment and part of it has to do with the many additional contingencies associated with redevelopment project that are often not as pronounce in greenfield development projects.
- b. Economic Development Functions: The group briefly reviewed the primary economic development functions for orientation purposes.
 - i. Business Retention:
 - (a) As related to Grand Junction, this would involve efforts to retain existing commercial enterprises in Grand Junction.
 - (b) This would also likely involve working with existing building owners and business owners to make sure Grand Junction remains an attractive destination for downtown businesses to thrive.
 - (c) For instance, the adequate availability of parking was identified by the group as an issue that should be studied in more detail to ensure that downtown customers have good parking opportunities (especially in the northeast quadrant of State Highway 32 and Union Street). There is at least a perception that there is not adequate parking available. The group suggested that a parking study should be completed.

- ii. New Development Attraction: As related Grand Junction, new development attraction would likely take the form of developing strategies and implementing plans for attraction of:
 - (a) New single-family residential developments/lots;
 - (b) New multi-family developments/units; and
 - (c) New commercial/office/business/retail uses/structures.
- iii. Business Expansion: This concept involves working with existing local businesses to determine ways to encourage or incentivize business development and expansion. Generally speaking, most new jobs are generated from these efforts in a growing local economy. This activity is sometime referred to as economic gardening.
- c. Incentives:
 - i. TIF District: Much of the Grand Junction district is located within the Grand Junction TIF District. The City is in the process of re-evaluating its TIF districts to ensure that they appropriately include parcels that will ultimately be developed for non-residential or multi-family purposes. There are numerous downtown public infrastructure projects and land acquisitions needed for which TIF revenues can be used. As more development occurs within the Grand Junction TIF District, there will be greater opportunities for public improvements.
 - ii. Tax Abatements: Abatements should be used sparingly within TIF districts, because every dollar abated is a dollar that will not be captured as increment. This undermines the purpose of establishing a TIF district. However, in certain instances, it may sense to provide abatements within a TIF district, especially if by doing so, an element of the Grand Junction vision is substantially advanced.
 - iii. Impact Fees: The group discussed the possibility of reducing impact fees within the Grand Junction District as an incentive to encourage development and redevelopment in downtown. As discussed this could include road impact fees, park impact fees, water and sanitary sewer connection and availability fees (technically, these water and sewer fees are not impact fees, but they are similar and for that reason they were included for the purpose of this discussion).
 - (a) Water and Sewer Fees: The group noted that, provided the City's water and sewer utilities are successfully transferred to Citizens Energy Group (in process at the time of this plan preparation), water and sewer development fees will likely be greatly reduced or eliminated by the end of 2013.
 - (b) Road and Park Impact Fees: The group suggested that additional impact fees might not be needed as much in the Grand Junction area because most of the parks in the area have already been developed and so has most of the road infrastructure. However, the group noted that in response to the growth the Grand Junction initiative is designed to create, it is expected that additional park and road improvements will be needed. These fees are an essential component of how the City of Westfield financially responds to the impact of new development and the increased demands created by such new development.
- d. Economic Development Strategy Going Forward: The group suggests that the following items should be the top economic development priorities in Grand Junction:
 - i. Attract New Households: Identify development/redevelopment opportunities that will provide additional households within walking distance of downtown. This was identified as one of the top priorities in an earlier planning exercise and continues to be very important and desirable for the success of the Grand Junction vision.
 - ii. Build Grand Junction Plaza. The group feels that this is essential for the success of the Grand Junction District. The group believes that downtown Westfield needs a central public gathering/hosting space to attract economic development in downtown

Westfield. This will be especially important for attracting visitors to Grand Junction, many of whom are expected with the opening of the Grand Park sports tournament/tourism venue.

- e. Redevelopment of Southwest Corner of State Highway 32 and Union Street:
 - i. This area has been heavily discussed over the last three or four years as the Grand Junction Task Group (now incorporated within the Downtown Westfield Association) developed schematic plans with the City's support for the Grand Junction Plaza (the "Plaza"), including certain improvements/buildings to be located along the south side of State Highway 32 and west of South Union Street (the "Plaza Buildings").
 - ii. The group believes that the businesses in the Plaza Buildings will thrive because of their proximity to the Plaza. The group also suggests that the Plaza will thrive because of its proximity to the Plaza Buildings and the businesses therein.
 - iii. Members of the group have independently explored the concept of attracting a "master developer" to construct the Plaza Buildings and possibly participate in or facilitate the construction of the Plaza.
- f. Promotion/Marketing of Grand Junction:
 - i. To date, the promotion and marketing of the Grand Junction area has been a collaborative effort between the City, the Downtown Westfield Association (and its individual members) and the Chamber of Commerce.
 - ii. The group recommends that Grand Junction branding needs to be completed and such themes/elements should be included in promotion and marketing of downtown Westfield.
 - iii. The group feels strongly that the community needs to get the word out that Grand Junction is open for business. The group noted a good example of this type of activity with the formation of Grand Junction Properties, a real estate group formed by Curt Whitesell with a focus on Grand Junction real estate and business real estate needs.
- g. Facade Improvement: The group identified the Facade Improvement Program, created by the Westfield City Council in 2010, as a useful tool to incentivize aesthetic improvement of the Grand Junction area. Essentially, the program is a 50/50 matching grant for external building and property improvement within the Grand Junction area. The maximum allowable match per year is \$5,000.
 - i. The group acknowledged that this tool has been a very effective one at improving the appearance of downtown.
 - ii. The group suggested that the program be reviewed to determine whether the award criteria provide enough opportunities to incentivize improvement and to ensure that the program is adequately funded to maximize meaningful aesthetic improvements downtown.
 - iii. The group also suggested that the boundaries establishing geographic eligibility for the facade program be reviewed to determine if it makes sense for it to relate more to the Sub-district boundaries contemplated in this plan.
 - iv. The group suggested that more can be done to promote the facade grant program.

Grand Junction Discussion Outline/Items:

1. PUBLIC SPACES

- a. Parks/Park Facilities
 - i. Existing and Planned
 - (a) Old Friends Cemetery Park
 - (b) Asa Bales Park
 - (c) Natalie Wheeler/Grand Junction Trail
 - (d) Freedom Trail Park
 - (e) Midland Trace Trail
 - (f) School Properties
 - (g) Grand Junction Plaza
 - (h) Fish Property?
 - ii. Amount
 - iii. Proximity
 - iv. Function
 - v. Facilities/Improvements
 - vi. Encourage/Discourage
- b. Trails/Streets
- c. Other Public Facilities (Schools, City Hall, Library)
- d. Trees
 - i. Preserve
 - ii. Plant New
- e. Flood Plain/Regional Detention
- f. Grand Junction Plaza
- g. Natural areas
- h. Public Art

2. ECONOMIC DEVELOPMENT

- a. Previously Identified Priorities (Developer Charrette)
 - i. New households within walking distance
 - ii. Land assembly
 - iii. Access to capital
- b. Economic Development Functions
 - i. New Development
 - (a) Residential SF (no comps)
 - (b) Residential MF
 - (c) Commercial
 - ii. Business Retention
 - iii. Business Expansion (Economic Gardening)
- c. Discussion Topics
 - i. DWA/City Roles
 - ii. Incentives
 - iii. Strategy
 - iv. RFP
 - v. Promotion/Marketing
 - vi. Facade Improvement Program
 - vii. Leased City-Owned Properties

Appendix G – Charrette 7: Review and Top Ten Priorities (December 18, 2012)

Meeting Summary:

In preparation for this charrette the Economic and Community Development Department prepared a consolidated list of all planning objectives identified in previous planning works related to Grand Junction and throughout the six preceding Grand Junction Implementation Plan Charrettes. The primary purpose of Charrette #7 is to review the various Grand Junction planning objectives and to prioritize them in order to develop a coherent and targeted strategy for accomplishing the Grand Junction vision.

The priorities identified by the group will be assembled into a recommendation to the City leadership (in the form of a comprehensive plan amendment, the “Grand Junction Implementation Plan, 2013”) for its consideration and approval. The product of this work is intended to provide guidance to the various decision-makers and stakeholder organizations in their efforts to accomplish the Grand Junction vision.

As contemplated by the group, this planning exercise would be initiated again in the fourth quarter of 2013. During this process, this plan is intended to be reviewed, accomplishments should be measured, remaining goals/objectives should be evaluated and new goals/objectives may be identified for 2014. It is anticipated that the product of future planning activities related to updating this Implementation Plan would also take the form of comprehensive plan amendments.

Grand Junction Discussion Outline/Items:

History and Branding

- ☐ Create/Clearly Establish the Grand Junction Brand.
- ☐ Design a Grand Junction logo/bug/mark.
- ☐ Develop a slogan for Grand Junction.

Decorations

- ☐ Create opportunities for over-street banners to promote Grand Junction events.
- ☐ Improve/enhance/expand use of hanging basket planters and the cross-arms used to hang them within Grand Junction.
- ☐ Purchase and install new and enhanced landscaping planters in Grand Junction (provide more of them and provide for public seating).
- ☐ Install new decorative light poles.
- ☐ Install attractive street furniture.
- ☐ Provide more and improved seasonal decorations within Grand Junction.

Special Events

- ☐ Recruit more involvement/volunteering from residents within Grand Junction and throughout the community.
- ☐ Recruit more organizations than just DWA and the City to host community events in Grand Junction.
- ☐ Develop better coordination with other community organizations (Schools, local sports groups, etc.) regarding event scheduling/timing conflicts.
- ☐ Host at least one special event in Grand Junction every month of the year.
- ☐ Focus on improving the public events that are already hosted in Grand Junction.
- ☐ Develop a stronger partnership with the schools in hosting/promoting public events.

Zoning

- ☐ GATEWAY SUBDISTRICT (Green)
 - ☐ Develop architectural and development standards for the Gateway Subdistrict.
 - ☐ Develop strategy for attracting/encouraging the following land uses within the Gateway Subdistrict: hotel; hotel/conference center; apartments; and offices.
 - ☐ Develop DWA review process for the Gateway Subdistrict.
 - ☐ Develop commercial sign standards for the Gateway Subdistrict.
- ☐ JUNCTION SUBDISTRICT (Orange)
 - ☐ Develop architectural and development standards for the Junction Subdistrict.
 - ☐ Formalize a position with INDOT regarding State Highway 32 expansion through Grand Junction
 - ☐ Develop standards to address modifications to existing structures.
 - ☐ Develop DWA review process for the Junction Subdistrict.
 - ☐ Develop strategy for attracting/encouraging the following land uses within the Junction Subdistrict: trail-oriented businesses (i.e., bike shop, coffee shop); dry cleaner; market; coffee shop; specialty shops; night-time gathering places; restaurants; offices (not at street level).
- ☐ UNION SUBDISTRICT (Yellow)
 - ☐ Develop standards to address modifications to existing structures.
 - ☐ Develop standards for new development (setbacks, architecture, etc.) in the Union Subdistrict.
 - ☐ Develop standards/strategy to encourage property enhancements on Union Street.
 - ☐ Develop standards for mature tree preservation on Union Street parcels.
 - ☐ Develop fence standards applicable to Union Street parcels.
 - ☐ Develop enhanced lighting standards for Union Street parcels.
 - ☐ Develop grass lawn/vegetation requirements for Union Street parcels.
 - ☐ Develop right-of-way access control standards along Union Street.
- ☐ NEIGHBORHOOD SUBDISTRICT (Pink)
 - ☐ Develop vision and standards for future redevelopment of the Neighborhood Subdistrict.
 - ☐ Develop standards for existing structures in the Neighborhood Subdistrict.
- ☐ KENDALL SUBDISTRICT (Blue)
 - ☐ Develop strategy for attracting/encouraging medical/office commercial uses in the Kendall Subdistrict.
 - ☐ Implement standards that would prevent/discourage stand-alone retail within the Kendall Subdistrict.
 - ☐ Implement standards that would prevent/discourage single-family residential uses in the Kendall Subdistrict.
 - ☐ Develop standards/policies that would encourage vertical buildings in the Kendall Subdistrict.
 - ☐ Develop architectural standards for the Kendall Subdistrict.
 - ☐ Develop landscaping standards for the area between future buildings and U.S. Highway 31.
 - ☐ Determine the extent to which the U.S. Highway 31 Overlay Zone is appropriate to apply to the Kendall Subdistrict.

Infrastructure

- ☐ Bury power lines.
- ☐ Develop policy for disposition/repurposing of existing alley property (where appropriate).
- ☐ Develop transit circulation plan as related to Grand Junction and how it connects to the system beyond.
- ☐ Develop standards to encourage transit-oriented development.
- ☐ Continue to expand/enhance the trail network within the Grand Junction.
- ☐ Create pedestrian connections between the Gateway Subdistrict and the Grand Junction Plaza.
- ☐ Install same South Union streetscape treatment in future sidewalk/curb/roadside trail projects on North Union Street and other strategic places within Grand Junction.
- ☐ Design drainage/floodplain areas as amenities and natural areas. Develop the regional detention area south of the Midland Trace Trail corridor as a downtown amenity.
- ☐ Develop plan and install new streetscape amenities including but not limited to benches, trash cans, planters, hanging baskets, bike racks, street lights (including irrigation and speakers where appropriate).
- ☐ Develop plan and install unique public signage/design theme for Grand Junction (as opposed to the rest of the City).
- ☐ Install planned new roads within the Junction and Kendall Subdistricts (*see Grand Junction District Map on Page 24*).

Public Spaces

- ☐ Review/revise trail names within Grand Junction to help with marketing/wayfinding (needs to be visitor-friendly).
- ☐ Develop strategy for reuse/repurposing of Hadley Park.
- ☐ Connect Grand Junction Trail to Asa Bales Park by installing a tunnel under State Highway 32.
- ☐ Develop and implement a plan for a dedicated trail connection between Grand Junction and Grand Park for motorized (non-car) vehicles.
- ☐ Develop centralized municipal building near Grand Junction Plaza.
- ☐ Develop redevelopment plan for existing City Hall property and other adjacent City-owned property.
- ☐ Establish a staggered (staggered in age/maturity) tree growth/planting program within Grand Junction public places.
- ☐ Build Grand Junction Plaza.
- ☐ Develop a plan for the function (seasonal uses) of the Grand Junction Plaza.
- ☐ Formalize strategy, plan and organization to provide for public art improvements throughout Grand Junction.
- ☐ Develop and implement a plan to convert certain public infrastructure (manhole covers, sewer grates, fire hydrants, bridges, sidewalks, intersections, etc.) into pieces of public art.

Economic Development

- ☐ Develop strategy and policies to attract as many households to locate within walking distance of downtown.
- ☐ Continue City land assembly activities to facilitate development and redevelopment in Grand Junction.
- ☐ Develop/refine strategy for business retention, expansion and development in Grand Junction.
- ☐ Develop Grand Junction parking plan.
- ☐ Amend/Revise Grand Junction Economic Development Area (TIF District) to include some missing properties and remove land acquired by State.
- ☐ Invite developer proposals for the redevelopment of parcels north of Grand Junction Plaza.
- ☐ Develop and implement a plan for promotion/marketing of Grand Junction.
- ☐ Continue (and consider expanding) the City's Facade Improvement Program.
- ☐ Consider/explore concept of creating an Economic Improvement District.

Grand Junction Implementation Plan - Top 10 Priorities:

History and Branding

1. Create/Clearly Establish the Grand Junction Brand. Design a Grand Junction logo/bug/mark. Develop a slogan for Grand Junction.

Zoning

2. Gateway Sub-district (green)
 - ☐ Develop architectural and development standards for the Gateway Subdistrict.
 - ☐ Develop strategy for attracting/encouraging the following land uses within the Gateway Subdistrict: hotel; hotel/conference center; apartments; and offices.
 - ☐ Develop DWA review process for the Gateway Subdistrict.
 - ☐ Develop commercial sign standards for the Gateway Subdistrict.
3. Junction Sub-district (orange)
 - ☐ Develop architectural and development standards for the Junction Subdistrict.
 - ☐ Formalize a position with INDOT regarding State Highway 32 expansion through Grand Junction
 - ☐ Develop standards to address modifications to existing structures.
 - ☐ Develop DWA review process for the Junction Subdistrict.
 - ☐ Develop strategy for attracting/encouraging the following land uses within the Junction Subdistrict: trail-oriented businesses (i.e., bike shop, coffee shop); dry cleaner; market; coffee shop; specialty shops; night-time gathering places; restaurants; offices (not at street level).

Infrastructure

4. Develop transit circulation plan as related to Grand Junction and how it connects to the system beyond. Continue to expand/enhance the trail network within the Grand Junction. Create pedestrian connections between the Gateway Subdistrict and the Grand Junction Plaza. Develop and implement a plan for a dedicated trail connection between Grand Junction and Grand Park for motorized (non-car) vehicles.
5. Design drainage/floodplain areas as amenities and natural areas. Develop the regional detention area south of the Midland Trace Trail corridor as a downtown amenity.
6. Develop plan and install new streetscape amenities including but not limited to benches, trash cans, planters, hanging baskets, bike racks, street lights (including irrigation and speakers where appropriate).

Public Spaces

7. Build Grand Junction Plaza.

Economic Development

8. Develop strategy and policies to attract as many households to locate within walking distance of downtown.
9. Continue City land assembly activities to facilitate development and redevelopment in Grand Junction.
10. Develop Grand Junction parking plan.

Appendix H – Suggested Action Items from Advisory Plan Commission Public Hearing

The following action items were suggested during the Advisory Plan Commission public hearing for the Grand Junction Implementation Plan 2013 on July 1, 2013. These additional comments have been incorporated as an appendix to the Implementation Plan so that they may be considered as work begins on the Grand Junction Implementation Plan 2014 in the fall of 2013.

Summary of Comments:

1. Consider creating an advisory group or commission made up of people from the community to provide oversight on historic and cultural preservation.
2. As work continues on the Grand Junction initiative, continue treating citizens and history with respect. Consider better methods of communication among the different groups involved in and affected by the initiative.
3. Consider incorporating (or clarifying) the following themes in Grand Junction initiatives going forward: pride, charm and respect for our history.



Grand Junction Addendum to the Westfield Washington Township Comprehensive Plan

April 2009

Executive Summary

Goal

Over the next 25 years, create a sustainable and compelling Downtown, the “Grand Junction,” that is the unequivocal centerplace of community life in Westfield and has significant regional appeal.

The Grand Junction is envisioned to be an integrated combination of uses and outdoor public spaces that physically express its core *brand promise*—that the Grand Junction is *a place where many kinds of connections are made*. These connections are:

- With family and friends.
- With the larger community.
- With nature.
- With great places to dine.
- With distinctive places to shop.
- With important regional trails and roadways.
- With Westfield’s historic legacy.

This Addendum is both feasible and flexible enough to adapt to marketplace conditions as they evolve. It should be noted, however, that while the assumptions are conservative, the challenges posed by current national, state and local financial and real estate markets cannot be underestimated. As plan implementation begins, it will be critically important to maintain experienced leadership and an advisory team in place to actively manage the process, maximize opportunities and adapt as necessary to the marketplace in a timely manner.

In addition, to the extent that the Grand Junction Master Plan conflicts with the recommendations in the downtown chapter of the Comprehensive Plan, the Grand Junction Master shall supersede the Comprehensive Plan.

Long-term Vision

Grand Junction Plaza

The crown jewel of the Grand Junction Addendum is a new civic plaza in the heart of downtown that captures the essence of the Grand Junction brand. As the focal point, central gathering space and compelling backdrop for important civic institutions, the Grand Junction Plaza provides a signature location for festivals and special events and, just as importantly, a place that brings the community together on a daily basis.

New Landmark-quality Civic Facilities

The Grand Junction Plaza provides a compelling backdrop for a new City Hall and a new Westfield Washington Library. These important civic facilities generate activity and strengthen downtown’s image and identity as the community centerplace.

Extended Trail System

Trails are another expression of the Grand Junction brand’s focus on enhanced connectivity. The Grand Junction has tremendous opportunities to create exceptional trail connectivity between the Monon Trail and the Midland Trace trail, and other local trails, businesses, civic institutions and residential neighborhoods.

Extended Street Network

In addition to new trails, improvements to the street network provide new ways to access and circulate within Downtown Westfield. These improvements include:

- A Poplar Street extension south that connects the proposed Lantern Commons commercial district to Main Street.
- A realigned and extended Jersey Street that provides a new east-west connection between Union Street and Cherry Street.
- An extension of Mill Street that adds a new connection between Main Street and Union Street.

Enhanced Stormwater Management Facilities

Open space along the Anna Kendall Creek provides prospective locations for regional stormwater management facilities that help enable desired patterns of development. These regional facilities have the potential to become attractive water features and recreational gathering places that epitomize the Grand Junction brand.

Signature Downtown Gateway Development

The four quadrants formed by the U.S. 31 and SR 32 interchange are highly visible downtown gateway locations. The quality of development at the interchange will have a significant impact on Downtown Westfield's overall image and identity. Larger scale, premium office buildings that feature landmark-quality architectural design are preferred at these locations. In particular, a signature hotel and conference center facility with strong physical and visual connections to the Grand Junction Plaza is highly preferred for the southeast quadrant of the intersection.

Sustainable Design and Development

Sustainable design and development best management practices provide opportunities to project the Grand Junction brand promise in a highly visible manner. Incorporating techniques such as permeable paving, green roofs and native landscapes will help ensure that the Grand Junction is an attractive and healthy destination that compels residents and visitors to return again and again.

Phases of Development and Returns on Investment

The Grand Junction Vision implementation will be a process of continuous, incremental improvement. All recommended improvements have been carefully vetted and prioritized to maximize the return on investment of public dollars, build investor confidence and create enthusiasm within the community for continued progress towards implementation.

Recommended improvements have been organized into three timeframes that are based on current marketplace conditions, the availability of public resources, and the degree to which related projects already underway can be leveraged.

Short-term Improvements

The first phase focuses on key infrastructure projects that will set the stage for private investment and future infrastructure improvements. These include:

- An enhanced Union Street streetscape
- Phase I of the Grand Junction Plaza
- Realignment of, and streetscape enhancements to, Jersey Street between Mill Street and Union Street
- Improvements to the parking lot south of Asa Bales Park that include a new trailhead
- A trail extension that links the Midland Trace trail to new residential development south of the trail

One of the most significant Grand Junction projects is the construction of a new Westfield Washington Public Library in the heart of downtown. The library will be a new civic landmark and signature expression of the Grand Junction brand—a *place where many kinds of connections are made*.

Support for private sector redevelopment is strongly recommended. High quality redevelopment in the area northwest of the Main Street / Union Street intersection will set the standard for significant private sector investments that are anticipated during the next phases of implementation. The same is true for new residential redevelopment that is expected to occur on both sides of Anna Kendall Creek southwest of the new Grand Junction Plaza.

A number of critical issues must be successfully addressed in the early stages of plan implementation to help ensure momentum is maintained. These include public policy, financing, land acquisition, communications, water resources and stormwater management.

Intermediate-term Improvements

This phase will be driven by a number of important infrastructure projects that will firmly establish the Grand Junction brand and its image and identity for decades to come. These include:

- Phase II of the Grand Junction Plaza
- A new City Hall on a site that helps to frame the Plaza similar to the Westfield Washington Library
- Main Street roadway improvements and streetscape enhancements
- Extensions of Mill and Jersey streets
- Extension of the Monon Trail along Anna Kendall Creek west to U.S. 31
- Streetscape enhancements to Jersey Street, Park Street, Mill Street and Poplar Street
- Significant new regional stormwater facilities west of Anna Kendall Creek
- New public parking facilities on the periphery of downtown

Improvements to U.S. 31 are also expected to be completed at this time. The SR 32 interchange is Downtown Westfield's most visible gateway and the place where many visitors will form their first impressions of the Grand Junction brand. The design of the SR 32 interchange bridge and roadway—and especially the landscaping treatments along the edge of the corridor north and south of the new interchange—are important expressions of the brand. It will be critically important to work with Indiana Department of Transportation (INDOT) to help ensure the roadway improvements align with and strengthen the image and identity to which the Grand Junction aspires.

The Grand Junction will also see significant private sector investments that define its brand promise. Among the most important are the redeveloped properties in the four quadrants of the U.S. 31 and SR 32 interchange. The southeast quadrant is an especially critical location. This site will feature a hotel and conference center of signature quality architectural design that provides a bookend to the Grand Junction Plaza and adjacent uses. In between and along the Main Street corridor, new mixed use development provides commercial space that meets the contemporary needs of the marketplace, destinations that leverage the Plaza to attract new visitors and pedestrian-friendly public spaces that support vibrant street-level activity. In addition, significant new residential and multi-use development south of Park Street will leverage regional stormwater facilities and trail amenities along Anna Kendall Creek as they come online.

Long-term Improvements

The infrastructure improvements in the previous phase set the stage for additional high-quality private market redevelopment that creates retail destinations and a variety of residential options. The focus will be the area south of Main Street and east of Union Street where a trail extension along Anna Kendall Creek provides an attractive new recreational amenity adjacent to one of the Grand Junction's most compelling natural features.

In addition, new residents and visitors will help support the anticipated full build out of the Westfield Washington Library and create demand for more parking provided by a new structure south of Asa Bales Park.

Conclusion

The City of Westfield has a remarkable opportunity to transform its downtown into an exciting and memorable center place; however, everything cannot and should not happen at once. Many of our country's most sustainable places—environmentally, economically, socially and culturally—were built and continuously improved over many years' time.

Patience, perseverance and good communications are needed to create and sustain a program of continuous, incremental improvement. Extraordinary efforts will be required to engage stakeholders and maintain project momentum over time. The spirit of respect and cooperation that such an endeavor requires should be embraced by all. The Grand Junction can itself be transformative and energize a community for generations to come.

Opportunity Analysis Summary

Planning Objectives

Establish the “Grand Junction” Brand

A brand, at its most basic, is a promise. A clearly articulated brand promise can help Westfield successfully compete for its share of business, talent, tourists, investors, respect, attention and other precious resources. Project stakeholders expressed their belief that the downtown brand should revolve around the concept of a “Grand Junction,” the place where the Monon Trail and the Midland Trace trail connect. The Grand Junction can also be defined as a place where many other kinds of connections— physical and social—are made. These include connections with family and friends, the larger community, nature, great places to dine, distinctive places to shop and important regional trails and roadways.

Showcase the Natural Environment

The environmental quality and natural features of the Grand Junction area will have a significant impact on its brand promise and image. Current research and trends indicate that emphasis on quality natural features helps to attract desirable uses and build investor confidence. New trails and outdoor recreational amenities mean that the Grand Junction will be continuously exposed to a large number of people throughout the year. These include prospective residents, investors and visitors, all whom have the potential to become enthusiastic supporters of, and salespersons for, the Grand Junction experience. It is critical that stakeholders establish a leadership position around the brand building value of Westfield’s key natural resources. Doing so will help to ensure that this aspect of Grand Junction’s basic brand promise is continuously validated and strengthened.

Create a Downtown that is Comfortable for People

A “pedestrian shed” is the distance that most people will walk to or between destinations. This is typically defined as a five to ten-minute walk, or a distance of one-quarter to one-half miles. A downtown core area of about 100 acres in and around the intersection of Main Street and Union Street meets this rule of thumb.

It is vitally important that key landmarks and uses within the downtown core area are maintained and strengthened, and that a desirable mix of new civic, commercial, residential and recreational destinations are added over time. In addition, the level of pedestrian activity on downtown streets will be a highly visible expression of a Grand Junction brand based on the theme of “many connections.” The needs of motorists and pedestrians must be carefully balanced to create comfortable walking environments that support the desired brand image of the Grand Junction.

Create a Mix of Engaging, Unique Destinations

We have concluded that, because of the proximity of significant existing and planned retail development in and around the City of Westfield, Downtown Westfield will not be a major retail destination. Rather, its success will revolve around a mix of specialty retail, dining, office, residential, institutional, cultural and recreational uses that are artfully and thoughtfully organized into a compelling place and experience that cannot be found in other areas.

Provide Exceptional User Hospitality

A key characteristic of successful mixed use centers is the ease with which they can be accessed and navigated by a variety of transportation modes. Although extensive trail connections are a key aspect of the Grand Junction’s brand, motorists must always be able to easily reach key destinations and park conveniently. For those who walk and ride bikes, the Grand Junction must be a safe, comfortable, attractive and highly enjoyable experience. For those without automobiles (youth, seniors, disabled), there must be provisions made for affordable and convenient public transport.

Maintain Financial Stability

Strategic public infrastructure investments within the Grand Junction will be needed to build investor confidence and stimulate significant private investment. The lack of predictability in the current market underscores the need for the Grand Junction Vision to balance implementation goals with the availability of capital resources.

Opportunities

Create a Signature Grand Junction Public Space in the Heart of Downtown Westfield

Westfield has a tremendous opportunity to create a compelling public space in the heart of the community that becomes the iconic expression of the Grand Junction brand. This public space, the Grand Junction Plaza, can take shape in the area southwest of the Main Street and Union Street intersection where the Anna Kendall Creek, the J.W. Thompson Creek, the Monon Trail and the Midland Trace trail converge.

The opportunity exists to leverage these natural resources and recreational amenities to create a destination that will not only draw visitors, but serve as a catalyst for private investment. What makes this opportunity unique is the convergence of not only the trails and natural features, but also heavy automobile traffic on Main Street and Union Street that can bring even larger numbers of users to the site.

Expedite Plans for an Extensive Local Trail System Linked to Regional Trails

The Monon Trail is one of the region's most popular and successful recreational amenities. That popularity can be reasonably assumed for its extension into Westfield and to other future trails. The City has positioned itself to capitalize on this trend for some time and has made extensive strides to create a network of trails within the community. An opportunity exists to expand the thinking about this trail system and start to adopt an attitude that Westfield is one of the state's premier destinations for trails and outdoor recreational activities.

Create a Street Network that Links the Grand Junction with Surrounding Neighborhoods, the rest of Westfield and the Region

In concert with an extensive trail system, the Grand Junction area can also have an exceptionally attractive street network that is easy to access and navigate. The mantra cannot be just "great trails" or "great roads." It must be both, and they must be designed with all potential users in mind.

Westfield's location at the frontier of Indianapolis' suburban expansion means pressure will increase to effectively address roadway congestion. The Grand Junction represents a magnificent opportunity to create the most extensive and attractive combination of streets and trails of any community within the region.

Plans to transform U.S. 31 into a limited-access interstate-style highway are already underway. Planned improvements to SR 32 are also in progress. These roadways are the Grand Junction's two most important vehicular gateways. Their high traffic volumes provide will significant levels of exposure for Grand Junction destinations and amenities. It is extremely important that planned roadway improvements align with and strengthen the Grand Junction's brand as a place where many kinds of connections can be made.

In addition to these larger roadways, a local network of "complete streets"—streets that accommodate all potential users and not just vehicles—can be constructed in a way that enhances Grand Junction connectivity and the marketplace awareness of the Grand Junction brand.

Incorporate a New Westfield Washington Library and a New City Hall into the Grand Junction

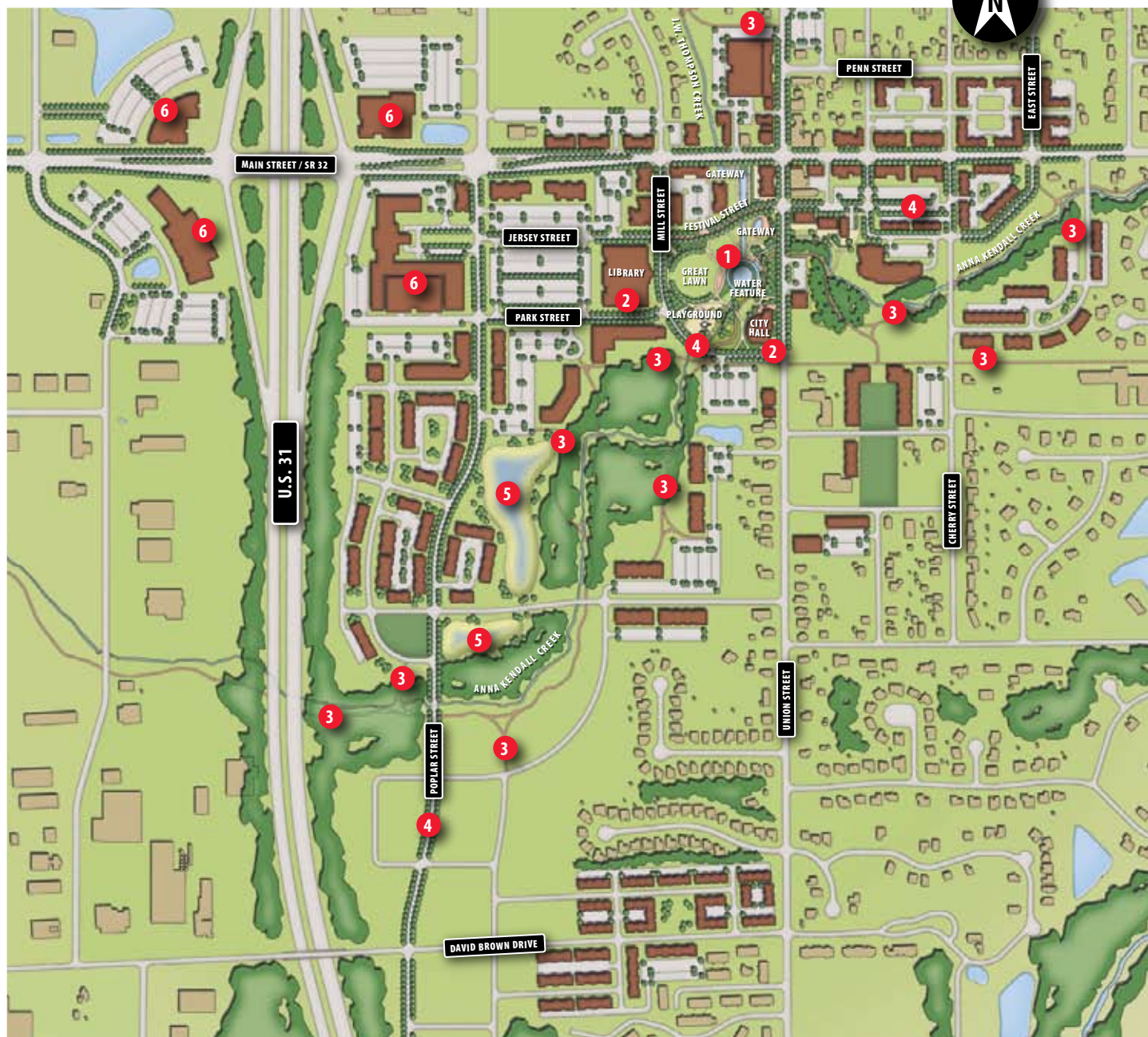
Civic buildings are classic downtown destinations that generate high levels of activity throughout the year. They are usually among a community's most significant landmarks and sources of civic pride. Due in part to its rapid rate of growth, the community of Westfield is at a point where decisions about 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.

Grand Junction Master Plan Vision

Key Initiatives



- 1 Grand Junction Plaza**
 Key features include:
 - New connections to the Monon Trail and Midland Trace trail.
 - A signature water element as a focal point.
 - A Great Lawn gathering space.
 - Highly visible gateway areas.
 - A family-friendly playground.
 - A realigned, specially paved Jersey Street.
- 2 New Landmark-quality Civic Facilities**
 A new City Hall and a new Westfield Washington Library strengthen downtown's image and identity as the community centerplace.
- 3 Extended Trail System**
 Creates exception connectivity between the Monon Trail and Midland Trace trail, other local trails, businesses, civic institutions and residential neighborhoods.
- 4 Extended Street Network**
 Key features include:
 - A Poplar Street extension south to the proposed Lantern Commons.
 - A realigned and extended Jersey Street between Union Street and Cherry Street.
 - An extension of Mill Street that connects Main Street and Union Street.
- 5 Enhanced Stormwater Management Facilities**
 Regional stormwater facilities help enable desired patterns of development, serve as attractive water features and provide convenient recreational space for nearby residents.
- 6 Signature Downtown Gateway Development**
 A signature hotel and conference center, along with premium office buildings, create a high quality downtown gateway at the U.S. 31 and SR 32 interchange.

The Grand Junction Vision: Grand Junction Plaza

The Grand Junction Plaza is the crown jewel of the Grand Junction Vision. As the Grand Junction’s signature public space, the plaza is designed to be a regional destinations, a backdrop for new landmark-quality civic facilities and a catalyst for private sector investment. The Plaza also doubles as an important stormwater management facility.



Note: This artist's rendering is intended to illustrate only the broad, overall character of Master Plan recommendations.



The Grand Junction Vision: Downtown Westfield

In the first two phases of implementation, significant public and private sector improvements in the area between Union Street and U.S. 31 will establish and solidify the Grand Junction brand image and experience. Included are mixed use and commercial redevelopment on both sides of Main Street in the first two blocks east of Union Street, the result of opportunities created by right-of-way property acquisitions necessary to enable Main Street / SR 32 roadway improvements.

In the third phase of implementation, the attention is expected to focus more fully on commercial and residential development opportunities to the east of Union Street. This is especially true of residential development, where marketplace demand for a variety of high quality products is expected to because of the close proximity of shops, restaurants and signature Grand Junction recreational amenities.

Ultimately, Downtown Westfield will be a mix of older commercial structures with historic charm and character, and newer structures that provide space that meets the contemporary marketplace needs of retailers and restaurants. Close by, a similar mix of older homes and a variety of newer residences, are within easy walking distance of downtown's core area. A significant aspect of these new residential opportunities is that longtime Westfield residents who currently reside in single family homes will have the ability to stay close to family and friends as they as they enjoy their retirement years.

New downtown residential options also place prospective patrons closer to shops and restaurants and helps to create the vibrant, active streets to that strengthen the Grand Junction brand.

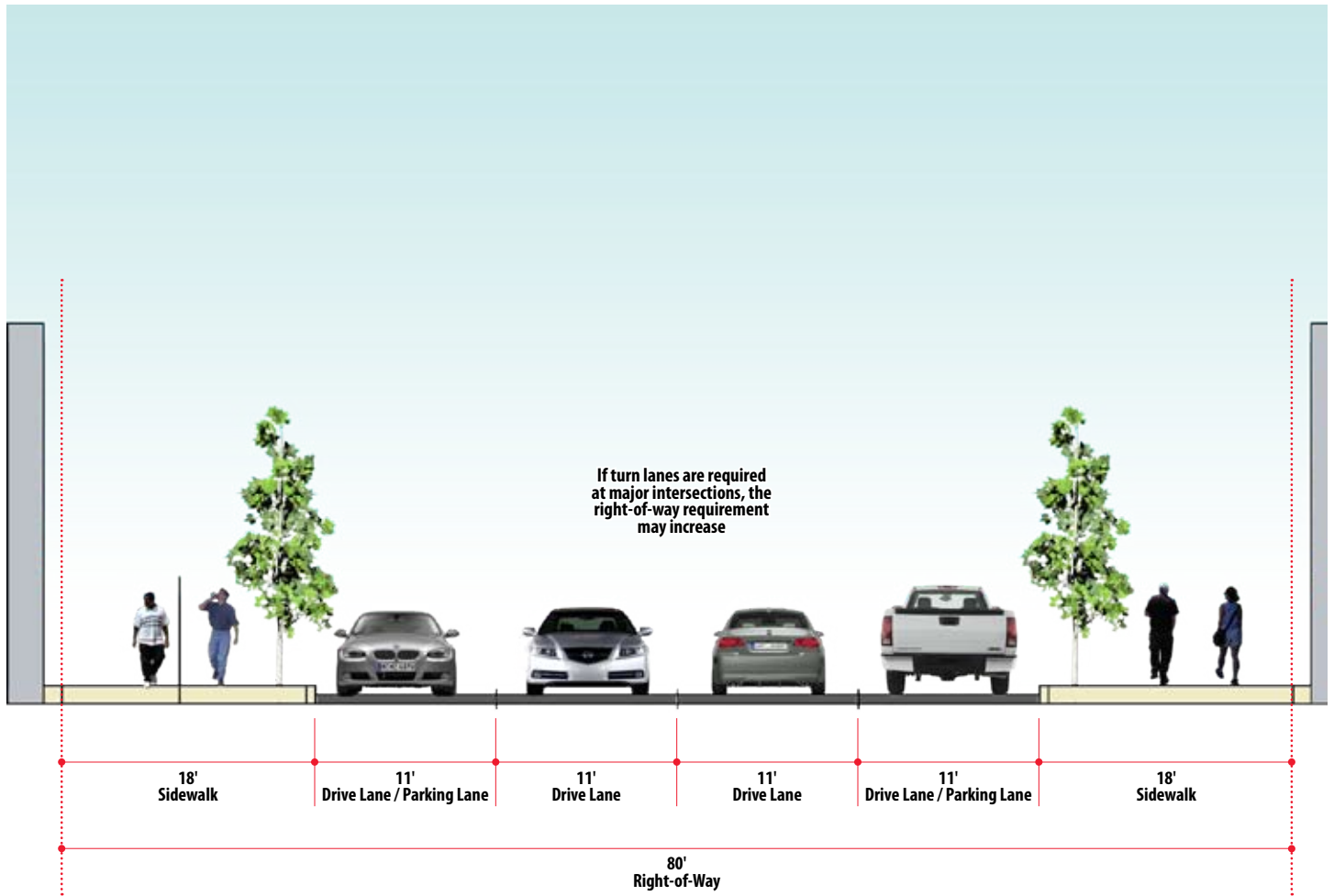
The Grand Junction Vision: Main Street / SR 32 Improvements

Planned roadway improvements to Main Street / SR 32 will have a significant impact on the character of Downtown Westfield. It is vitally important that these improvements help to create a downtown core area that is comfortable for people and one that provides exceptional user hospitality. Both are principle objectives of the Master Plan and cornerstones of the brand promise—that the Grand Junction is *a place where many kinds of connections are made*.

To facilitate the movement of pedestrians and trail users across Main Street, it is strongly recommended that the overall roadway cross-section remain as narrow as possible between Mill Street and East Street. This will likely reduce right-of-way acquisition costs and provide more space for sidewalks and streetscape elements. In addition, the narrower roadway cross-section will allow for wider sidewalks. The wider sidewalks will provide the space for streetscape enhancements such as parkway trees, curbed landscape planters, benches and other streetscape enhancements that will help to create the pedestrian-friendly environment envisioned by the Master Plan.

The diagram at right illustrates how an 80' right-of-way provides sufficient space for 18' sidewalks and four 11' drive lanes. A turn lane at major intersections adds an additional lane. Note that the outer lanes are identified as both drive lanes and parking lanes. This approach allows for four drive lanes with restricted turn movements during peak travel times, and two drive lanes with merchant-friendly, on-street parking during non-peak travel times.





The Grand Junction Vision: Streetscape Enhancements

In addition to the Main Street / SR 32 improvements, premium streetscape enhancements are also needed for other downtown streets to create the pedestrian-friendly Grand Junction brand experience envisioned by the Master Plan

This especially true of the streets that encircle and / or provide direct connections to the Grand Junction Plan, including Union Street, Mill Street and Park Street. Jersey Street, realigned to bisect the plaza, is to include high-quality paving treatment so that it can be closed and used as expanded plaza space during festivals and special events.

The Grand Junction's image and identity will also be highly influenced by the appearance of the U.S. 31 / SR 32 interchange. Planned intersection improvements provide the opportunity to create an iconic and memorable gateway experience that strengthens the Grand Junction brand in the marketplace.



▲
View South of Union Street South of Jersey Street

The streets that encircle and / or lead directly to the Grand Junction Plaza will include premium streetscape features.

►
View Southwest of the SR 32 / Union Street Intersection Towards the Grand Junction Plaza

A significant amount of the Grand Junction brand experience will occur in public spaces. The bird's eye at right perspective captures the premium streetscapes envisioned by the Master Plan for the streets around the Grand Junction Plaza.





▲ **View North Towards the U.S. 31 / SR 32 Interchange**

Planned interchange improvements provide the opportunity to create a memorable gateway to the Grand Junction.



▲ **View southeast from the SR 32 / Union Street Intersection**

New development, including parking lots, provides opportunities to incorporate sustainable design elements such as native landscaping, bioswales, permeable pavers and dark-sky lighting.

▲ **View South of Poplar Street South of Main Street / SR 32**

Premium streetscape enhancements to Poplar Street, extended south to David Brown Drive, will help to bring the Grand Junction brand experience into the neighborhoods that surround of downtown.

The Grand Junction Vision: Signage and Wayfinding

Hospitality has a tremendous impact on the impressions that visitors form about a given place. The ease with which pedestrians and motorists can find and comfortably reach desired destinations informs perceptions of quality. A thoughtful signage and wayfinding system is one of the most important aspects of hospitality, especially for environments that expect to attract many new visitors on a regular basis. Signage is also one of the most visible applications of an identity system that aligns with and supports a brand's strategic goals.

Similarly, signage and wayfinding should enhance Grand Junction visitor hospitality and reinforce the core brand promise that revolves around the concept of connectedness. In practical terms, this means sufficient signage should be provided to enhance visitors' ability to comfortably navigate the Grand Junction. High production values will help to ensure the signs convey the message of quality. Perhaps, most importantly, the graphics should be not only legible, but also convey the message that the Grand Junction is an inviting place with urban amenities surrounded by an attractive natural environment.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

September 8, 2015
1509-PUD-17
Exhibit 1

Docket Number: 1509-PUD-17 (Ordinance No. 15-26)

Petitioner: City of Westfield

Request: An amendment to the Grand Park Indoor Sports and Recreation Facility PUD Ordinance to incorporate additional real estate into the PUD District to allow for the development of a hotel.

Current Zoning: AG-SF1: Agricultural / Single-Family Rural District

Current Land Use: Undeveloped / Parking Lot

Zoning History: 1411-SPP-23 Primary Plat (11/17/14)
1412-SFP-43 Secondary Plat (12/17/14)

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plans
4. Character Exhibit
5. Grand Park PUD Ordinance
6. Amendment Ordinance

Staff Reviewer: Jesse M. Pohlman, Senior Planner

PETITION HISTORY

This petition was introduced at the August 10, 2015, City Council meeting. The petition will receive a public hearing at the September 8, 2015, Advisory Plan Commission (the "APC") meeting.

PROJECT OVERVIEW

Project Location: The petitioner is requesting an amendment to the Grand Park Indoor Sports and Recreation Facility Planned Unit Development (PUD) District Ordinance No. 14-35 (the "PUD Ordinance") (see **Exhibit 5**) for the 5.26-acres located on the south side of 191st Street, west of Grand Park Boulevard (see **Exhibit 2**).

Property History: The property is currently zoned the AG-SF1: Agriculture / Single-Family Rural District. In November 2014, the Plan Commission approved a primary plat that included this property. The secondary plat was subsequently recorded on December 17, 2014, and identified this property as Lot 2 of the Grand Park Subdivision.

AMENDMENT REQUEST

The petitioner requests this amendment to expand the adjacent Grand Park Indoor Sports and Recreation Facility Planned Unit Development (PUD) District in order to allow a hotel or lodging use on the property, which is intended to complement the Grand Park sports campus and adjacent indoor facility.

Default Standards: The proposed ordinance (see **Exhibit 6**) defaults to the GB: General Business District as the Underlying Zoning District, similar to the existing PUD Ordinance.

Permitted Uses: The PUD Ordinance permits those uses identified within the existing PUD Ordinance and the Underlying Zoning District.

Development and Design Standards: As proposed, the ordinance generally defaults to the existing PUD Ordinance and Westfield – Washington Township Unified Development Ordinance, but then further incorporates character exhibits to further establish the benchmark for the quality and character of the development.

Comprehensive Plan: The Future Land Use Plan in the Westfield-Washington Township Comprehensive Plan identifies the Property as part of the “Family Sports Capital of America” area, as set forth in the Comprehensive Plan’s Family Sports Capital Addendum II” (collectively, the “Comprehensive Plan”). The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions; however, the proposed amendment is consistent with the goals and objectives of the Comprehensive Plan for this Property.

The Comprehensive Plan envisions the development of a regional/national championship quality sports facility with a multigenerational focus (the “Sports Campus”). In addition to the sports-related uses within the Sports Campus, the Comprehensive Plan anticipated that other related and supporting land uses will be located within, adjacent to and nearby the Sports Campus and that such land uses would likely include hotels, restaurants, healthcare and sports medicine facilities, professional offices, retail uses, higher density residential uses and other supporting commercial uses.

A specific goal of the Comprehensive Plan is to “[p]ursue economic development opportunities to capitalize on Westfield’s already-developing intergenerational sports niche. Examples include: (1) multiple championship quality sports facilities; (2) complementary health, recreation and technology related land uses; (3) supporting entertainment, dining, lodging land uses; and (4) other uses which would support and compliment the Westfield intergenerational sports initiative.”

PROCEDURAL

Public Hearing: Amendments to a Planned Unit Development (PUD) District are required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is scheduled for the September 8, 2015, 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.

DEPARTMENT COMMENTS

1. **Action:**

Hold a public hearing at the September 8, 2015, Plan Commission meeting.

2. **Recommendation:**

Subject to comments as a result of the public hearing, the Department recommends forwarding this petition to the Council with a favorable recommendation if the Plan Commission is satisfied with the proposed amendment ordinance.

3. If any Plan Commission member has questions prior to the public hearing, then please contact Jesse Pohlman at 317.402.4380 or jpohlman@westfield.in.gov.

Aerial Location Map

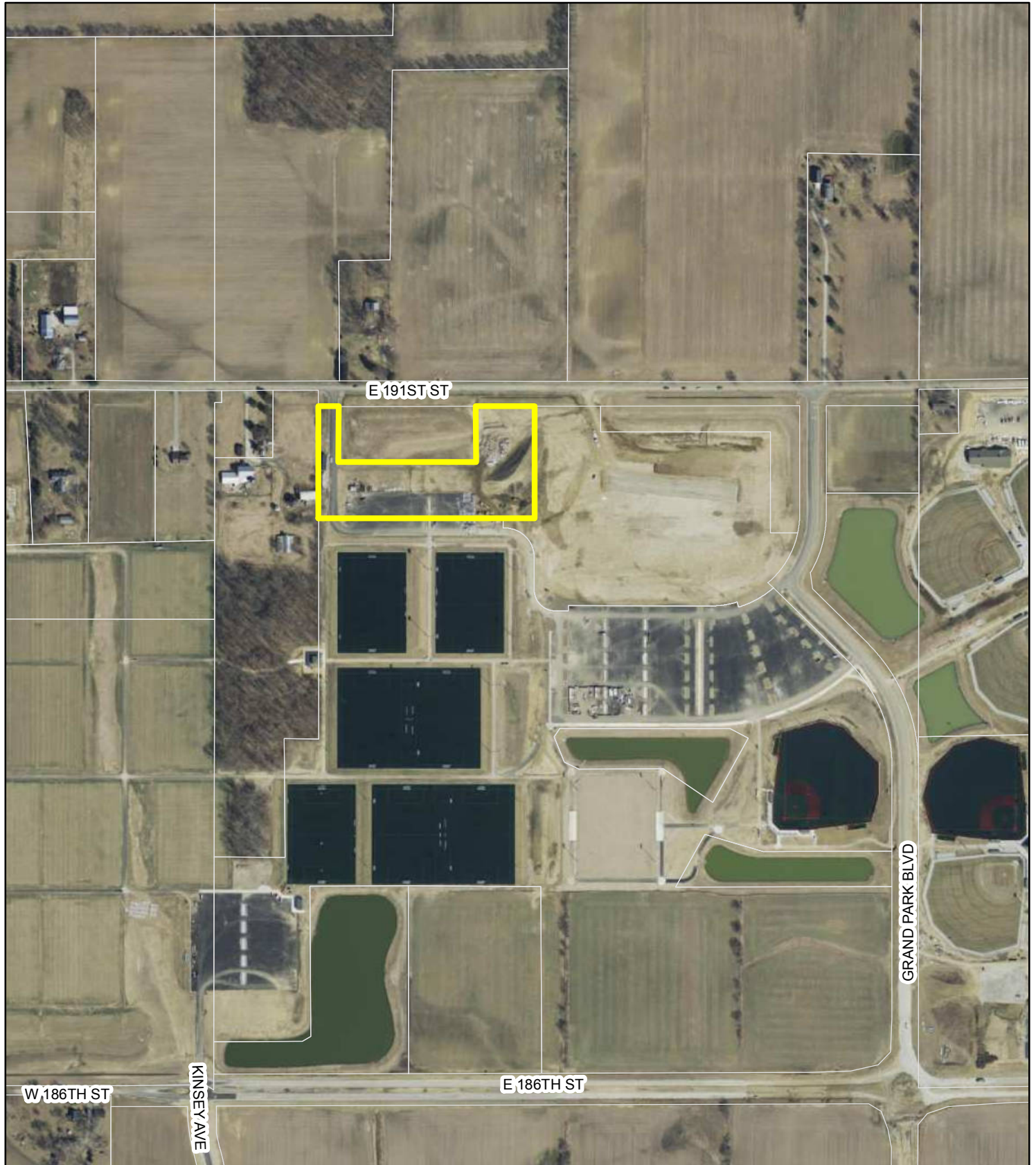


EXHIBIT B
CONCEPT PLANS

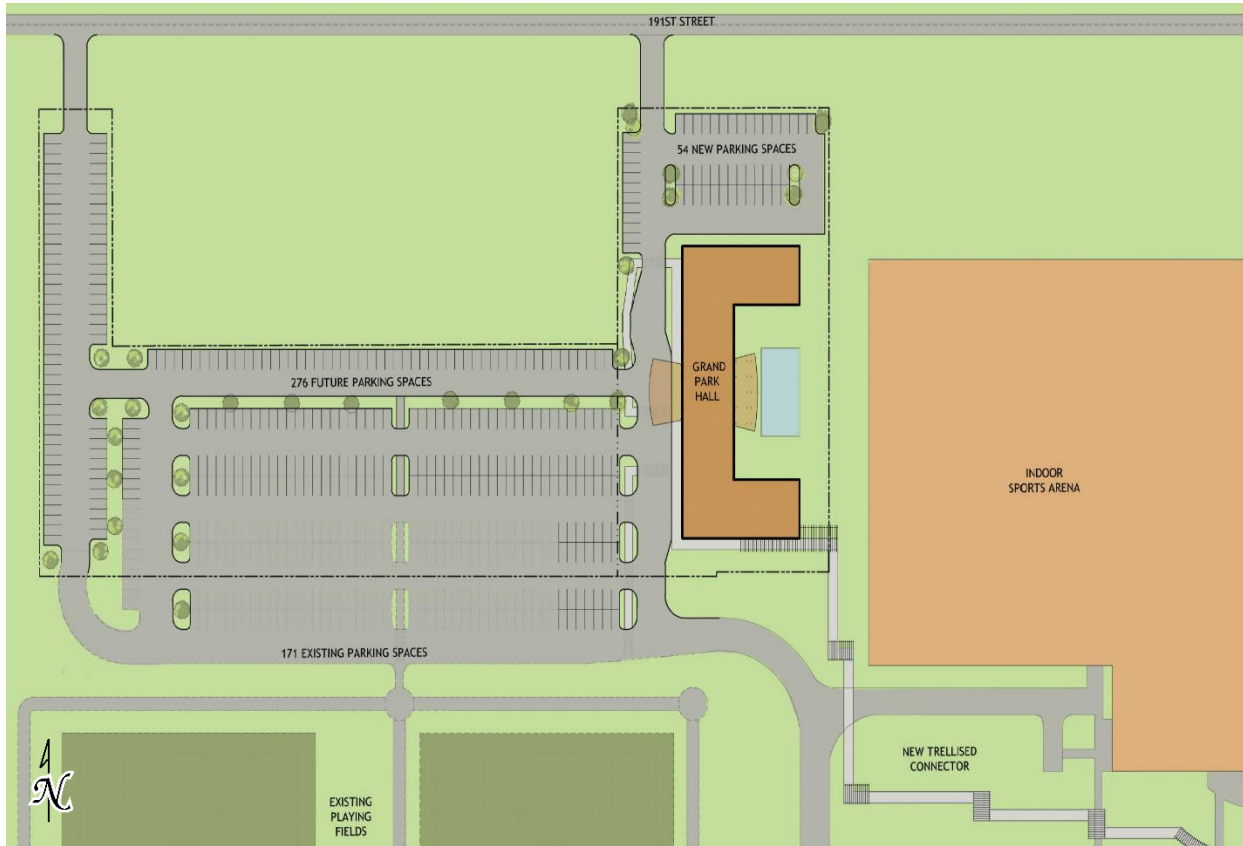


EXHIBIT C
CHARACTER EXHIBIT



ORDINANCE NUMBER 14-35

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO
TITLE 16 – LAND USE CONTROLS**

This is a planned unit development ordinance (the “Grand Park Indoor Sports and Recreation Facility PUD Ordinance”) to amend the Westfield-Washington Zoning Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the “Zoning 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 (“City”) and the Township of Washington, both of Hamilton County, Indiana are subject to the Westfield-Washington Township Zoning Ordinance;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) held a public hearing on September 2, 2014 for a petition (Docket 1408-PUD-12), filed by Holladay Properties requesting to rezone lands within the City;

WHEREAS, the Commission took action to forward said petition (Docket 1408-PUD-12) to the Westfield City Council (the “Council”) with a favorable recommendation (by a vote of 7 in favor and 0 opposed) in accordance with Ind. Code § 36-7-4-608, as required by Ind. Code § 36-7-4-1505, on September 15, 2014;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the City Council on September 16, 2014;

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

**NOW THEREFORE BE IT ORDAINED BY THE WESTFIELD CITY COUNCIL THAT
THE ZONING ORDINANCE AND ZONING MAP BE AMENDED AS FOLLOWS:**

SECTION 1. APPLICABILITY OF ORDINANCE.

- 1.1 This PUD District Ordinance (the “Ordinance”) applies to the subject real estate more particularly described in Exhibit A attached hereto and incorporated herein (the “Real Estate”).
- 1.2 The underlying zoning district shall be the GB – General Business District (the “GB District”). Except as modified, revised, supplemented or expressly made

inapplicable by this Ordinance, the standards of the Zoning Ordinance applicable to the GB District shall apply.

- 1.3 All provisions and representations of the Zoning Ordinance that conflict with the provisions of this Ordinance are hereby replaced as applied to the Real Estate and shall be superseded by the terms of this Ordinance.

SECTION 2. PERMITTED USES.

- 2.1 Indoor Athletic Field Facility and uses contained therein, including but not limited to the following: Office, Restaurant, Retail Sales, Athletic and Recreational Uses, and other temporary and permanent associated uses as may be approved by the City of Westfield Economic and Community Development Department Director (the "ECD Director").

SECTION 3. DEVELOPMENT STANDARDS.

- 3.1 Minimum Lot Frontage on Road – none.
- 3.2 Minimum Setback Lines
 - A. Minimum Front Yard building setback – ten (10) feet.
 - B. Minimum Side Yard building setback – ten (10) feet.
 - C. Minimum Rear Yard building setback – ten (10) feet.
- 3.3 Building Height shall not exceed eighty-five (85) feet.
- 3.4 No Off-Street Parking shall be required on the Real Estate. Off-street parking shall be shared on adjacent property within the Grand Park Sports Campus. A parking easement shall be provided for during platting.
- 3.5 Building Orientation: The building orientation standards of the Zoning Ordinance shall apply. Modifications to the building orientation standards may be made as approved by the ECD Director.
- 3.6 Building Materials: Building Materials and elevations shall be in substantial compliance with the building elevations attached hereto and incorporated herein by Exhibit B. Modifications to the building materials and elevations may be made as approved by the ECD Director.
- 3.7 Landscaping: The landscaping plan attached hereto and incorporated herein by Exhibit C shall be the landscaping plan for the Real Estate.
 - A. Landscaping shall be installed in substantial compliance with the plantings shown on Exhibit C.

- B. Dumpster enclosure shall be screened per the requirements of the Zoning Ordinance.
 - C. All HVAC equipment shall be screened per the requirements of the Zoning Ordinance.
 - D. Modifications to the required landscaping may be made as approved by the ECD Director.
- 3.8 Lighting: The standards of the Zoning Ordinance shall apply. All building decorative or accent lighting shall be permitted as approved by the ECD Director.
- 3.9 Signage: the standards of the Zoning Ordinance shall apply with the following exceptions:
- A. Signs shall be consistent with the Grand Park Sports Campus (including: color, style, lighting, size, etc.). Modifications to the signage may be made as approved by the ECD Director.
 - B. Wall signs shall be individual letters with reverse lighting.
 - C. Ground signs shall be consistent with the Grand Park Sports Campus (including: color, style, lighting, size, etc.). Modifications to the signage may be made as approved by the ECD Director.
 - D. Information Signs and Directory Signs shall be consistent with the Grand Park Sports Campus (including: color, style, lighting, size, etc.) and the Zoning Ordinance. Modifications to the signage may be made as approved by the ECD Director.
 - E. Temporary Signage shall only be permitted as approved by the ECD Director.

SECTION 4. APPROVAL. Upon motion duly made and seconded, this Ordinance was fully passed by the members of the Common Council this 22 day of September, 2014.

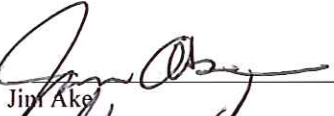
ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF WESTFIELD,
HAMILTON COUNTY, INDIANA THIS 22 DAY OF September, 2014.

**WESTFIELD CITY COUNCIL
HAMILTON COUNTY, INDIANA**

Voting For

Voting Against

Abstain


Jim Ake

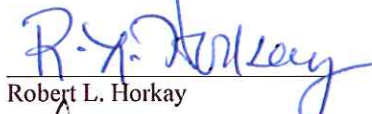
Jim Ake

Jim Ake


Steven Hoover

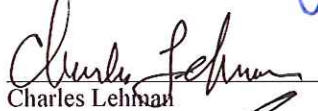
Steven Hoover

Steven Hoover


Robert L. Horkay

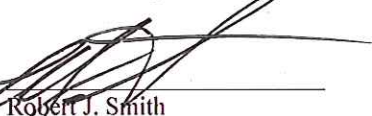
Robert L. Horkay

Robert L. Horkay


Charles Lehman

Chuck Lehman

Chuck Lehman


Robert J. Smith

Robert J. Smith

Robert J. Smith


Cindy L. Spoljaric


Cindy L. Spoljaric

Cindy L. Spoljaric


Robert W. Stokes

Robert W. Stokes

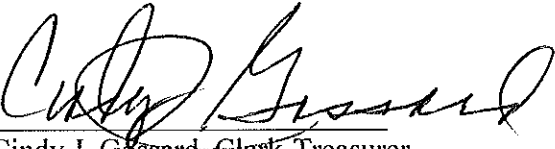
Robert W. Stokes


Cindy L. Gossard, Clerk-Treasurer

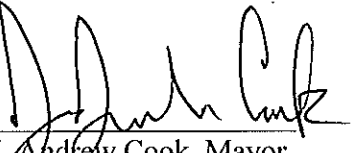
I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law: Jennifer M. Miller

Prepared by: Jennifer M. Miller, AICP
Assistant Director of Economic and Community Development
City of Westfield, 2728 East 171st Street, Westfield, IN 46074
317-804-3170

I hereby certify ORDINANCE 14-35 was delivered to the Mayor of Westfield on the
23 day of Sept., 2014, at 8:30 : am.


Cindy J. Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE 14-35
this 23 day of Sept., 2014.


J. Andrew Cook, Mayor

I hereby VETO ORDINANCE 14-35
this _____ day of _____, 2014.

J. Andrew Cook, Mayor

ATTEST:

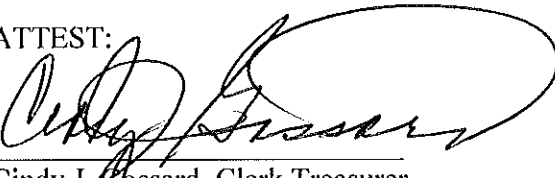
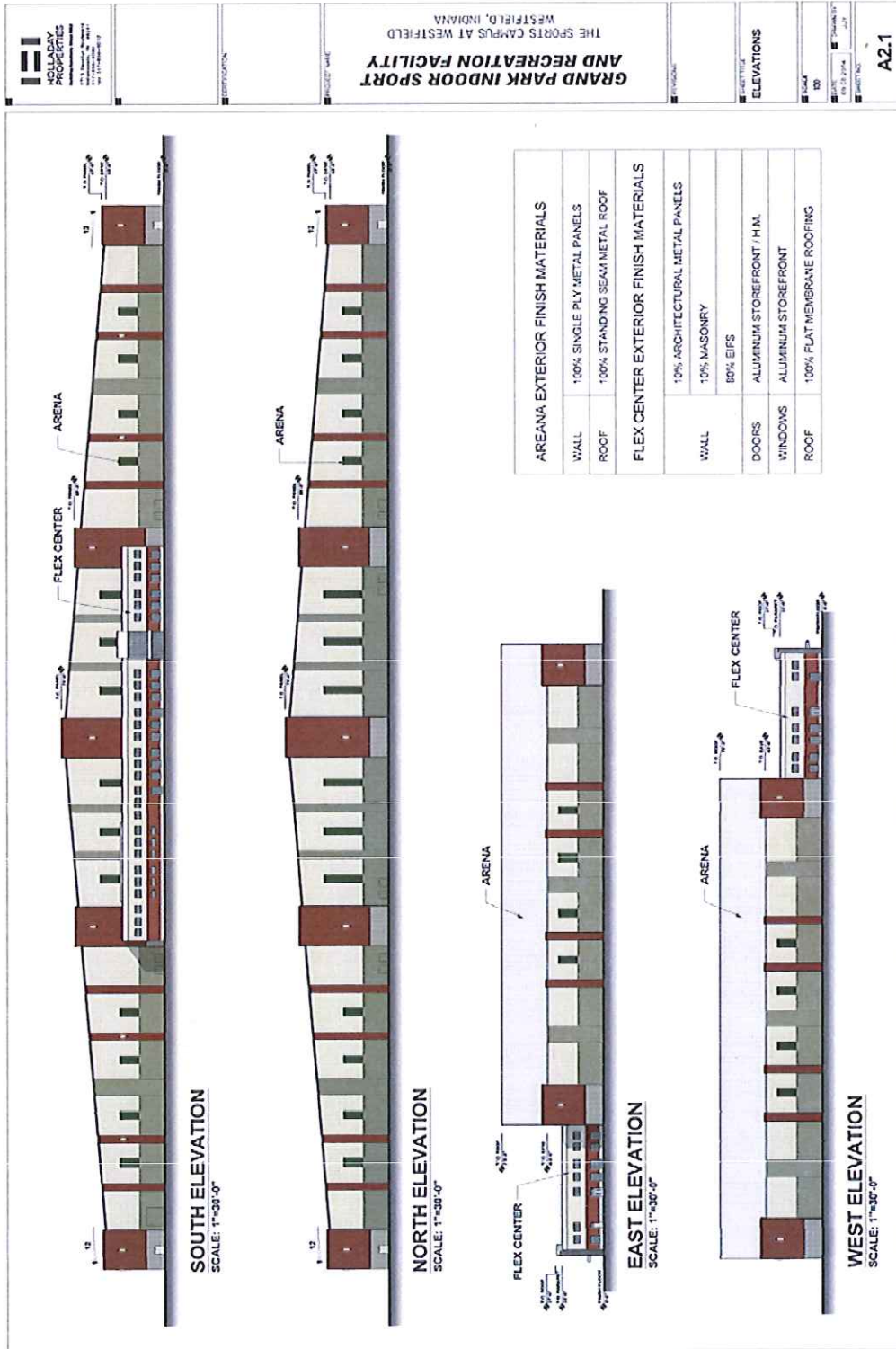

Cindy J. Gossard, Clerk Treasurer

EXHIBIT A – LEGAL DESCRIPTION

A part of the Southeast Quarter of Section 26, Township 19 North, Range 3 East, Hamilton County, Indiana, described as follows: Commencing at the Northeast Corner of said Quarter Section; thence South 89 degrees 54 minutes 07 seconds West 1,196.82 feet along the north line of said Quarter Section; thence South 00 degrees 00 minutes 07 seconds East 40.00 feet to the point of beginning of this description; thence South 00 degrees 00 minutes 07 seconds East 131.49 feet; thence North 90 degrees 00 minutes 00 seconds East 639.08 feet; thence South 00 degrees 00 minutes 00 seconds East 380.00 feet; thence North 90 degrees 00 minutes 00 seconds East 101.94 feet; thence southwesterly 221.70 feet along an arc to the right having a radius of 336.00 feet and subtended by a long chord having a bearing of South 30 degrees 53 minutes 39 seconds West and a length of 217.77 feet; thence South 45 degrees 36 minutes 00 seconds East 28.62 feet; thence southwesterly 149.81 feet along an arc to the right having a radius of 364.50 feet and subtended by a long chord having a bearing of South 61 degrees 09 minutes 11 seconds West and a length of 148.75 feet; thence North 17 degrees 04 minutes 23 seconds West 20.00 feet; thence westerly 96.13 feet along an arc to the right having a radius of 348.57 feet and subtended by a long chord having a bearing of South 80 degrees 52 minutes 39 seconds West and a length of 95.82 feet; thence North 89 degrees 54 minutes 40 seconds West 539.70 feet; thence South 00 degrees 05 minutes 20 seconds West 20.00 feet; thence North 89 degrees 54 minutes 40 seconds West 42.79 feet; thence northwesterly 132.02 feet along an arc to the right having a radius of 80.00 feet and subtended by a long chord having a bearing of North 47 degrees 16 minutes 39 seconds West and a length of 117.54 feet; thence North 00 degrees 00 minutes 00 seconds East 122.52 feet; thence northwesterly 172.79 feet along an arc to the left having a radius of 110.00 feet and subtended by a long chord having a bearing of North 45 degrees 00 minutes 00 seconds West and a length of 155.56 feet; thence North 90 degrees 00 minutes 00 seconds West 5.92 feet; thence North 00 degrees 00 minutes 00 seconds East 41.56 feet; thence North 90 degrees 00 minutes 00 seconds East 115.00 feet; thence North 00 degrees 00 minutes 00 seconds East 451.06 feet; thence North 89 degrees 54 minutes 07 seconds East 250.91 feet to the point of beginning and containing 14.501 acres, more or less.

EXHIBIT B – BUILDING ELEVATIONS



(page 1 of 2)

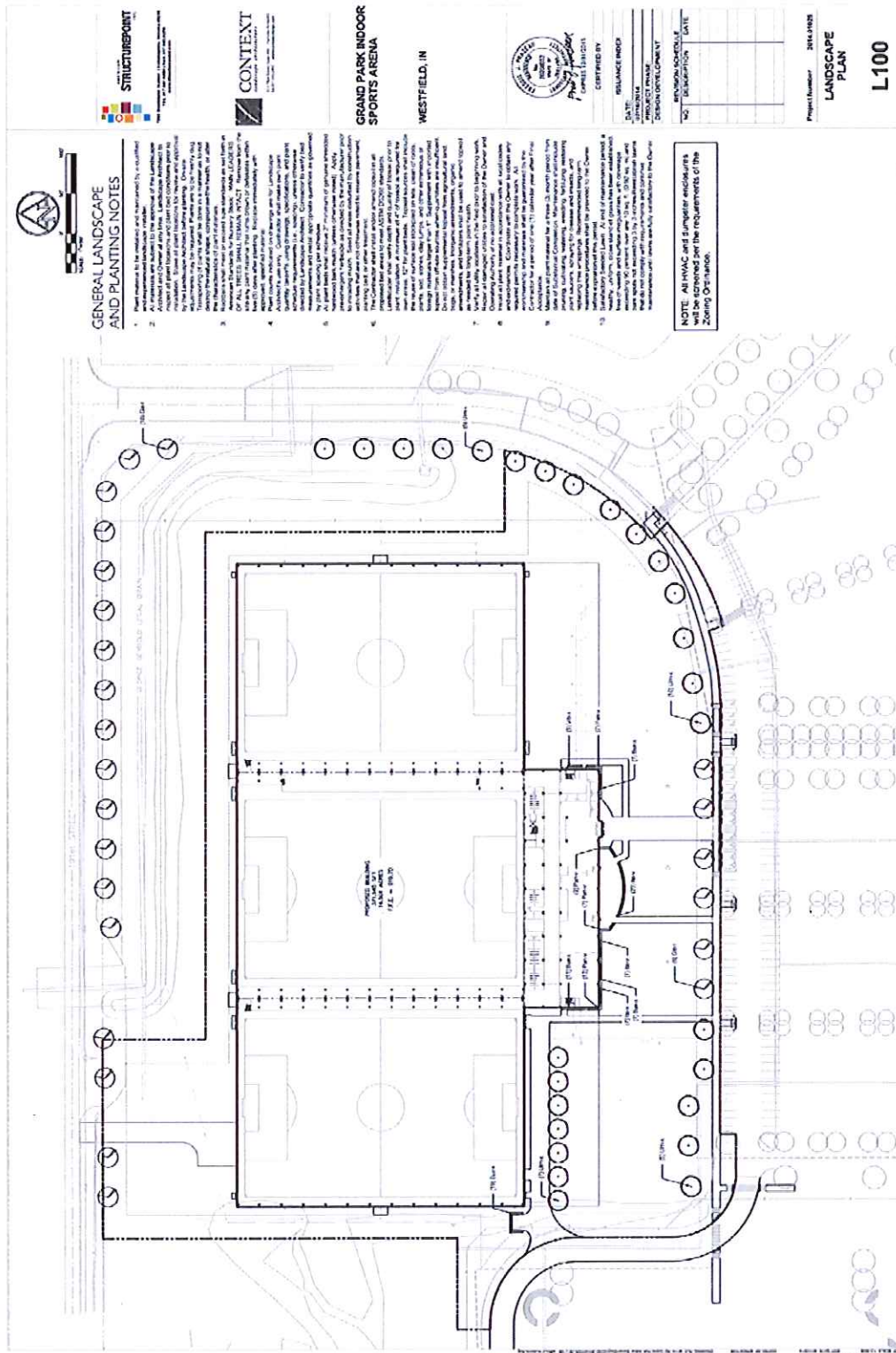


EXHIBIT C – LANDSCAPING

(page 2 of 2)



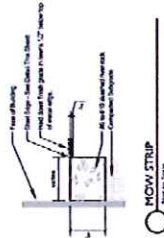
GRAND PARK INDOOR
SPORTS ARENA

WESTFIELD, IN

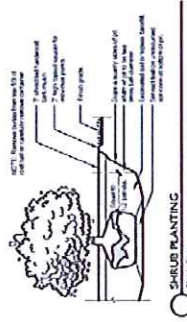


DESIGNED BY	DAVID J. SMITH
CHECKED BY	DAVID J. SMITH
DATE	10/15/2019
PROJECT NO.	19-001
PROJECT NAME	GRAND PARK INDOOR SPORTS ARENA
PROJECT LOCATION	WESTFIELD, IN
NO. OF SHEETS	1
SHEET NO.	1

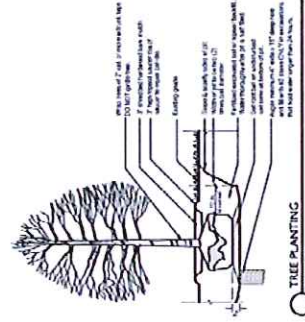
Project Number: 19-001
LANDSCAPE
DETAILS
L101



FLOWER BED
101-101

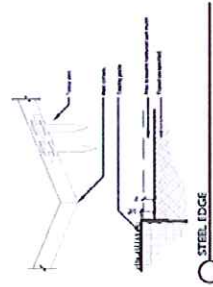


SHRUB PLANTING
101-101



TREE PLANTING
101-101

Symbol	Material Name	Comments/Notes	Size	Quantity	Notes
101-101	Flower Bed	Flower Bed	1' x 1'	1	Flower Bed
101-102	Shrub Planting	Shrub Planting	1' x 1'	1	Shrub Planting
101-103	Tree Planting	Tree Planting	1' x 1'	1	Tree Planting
101-104	Steel Edge	Steel Edge	1' x 1'	1	Steel Edge



STEEL EDGE
101-101

ORDINANCE NUMBER 15-26

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO THE UNIFIED DEVELOPMENT ORDINANCE AND THE GRAND PARK INDOOR SPORTS AND RECREATION FACILITY PLANNED UNIT DEVELOPMENT DISTRICT ORDINANCE

This is an Ordinance (this "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 Council enacted Ordinance No. 14-35, the Grand Park Indoor Sports and Recreation Facility PUD District (the "Grand Park PUD Ordinance"), on September 22, 2014;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1509-PUD-17**), requesting an amendment to the Unified Development Ordinance, the Zoning Map and the Grand Park 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. 1509-PUD-17** 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 _____, 2015;

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, Zoning Map and Grand Park Indoor Sports and Recreation Facility Planned Unit Development District Ordinance (the "Grand Park PUD Ordinance") are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 The Unified Development Ordinance and Zoning Map are hereby changed to incorporate the Real Estate into the Grand Park Indoor Sports and Recreation Facility Planned Unit Development District (the “District”). This area of the District shall be known as the “Haven at Grand Park”.
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, (ii) the Grand Park PUD Ordinance; 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 or the Grand Park PUD 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.

- 2.1 Underlying Zoning District: The Zoning District of the Unified Development Ordinance that shall govern the development of this District and its various subareas, as set forth in Section 4 of this Ordinance.

Section 3. Concept Plan. The Concept Plans, collectively attached hereto as **Exhibit B**, are hereby incorporated in accordance with Article 10.9(F)(2) Planned Unit Development Districts; PUD District Ordinance Requirements; Concept Plan. The Concept Plans depict two (2) alternative plans for the general development of the Real Estate.

Section 4. Underlying Zoning District(s). The Underlying Zoning District of this District shall be the General Business (GB) District as set forth by the Grand Park PUD Ordinance.

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

- 5.1 All uses permitted in the Underlying Zoning District, as set forth in Chapter 4 and Chapter 13, and the Grand Park PUD Ordinance, shall be permitted.

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 otherwise modified by the Grand Park PUD Ordinance.

Section 7. **Development Standards.** The standards of Chapter 6: Development Standards shall apply to the development of the District, except as otherwise modified below or by the Grand Park PUD Ordinance.

7.1 **Architectural Standards:** Article 6.3 Architectural Standards of the UDO shall apply. In addition, the Character Exhibit, attached hereto as **Exhibit C**, is hereby incorporated as a compilation of images designed to capture the intended quality of structures to be constructed on the Real Estate. Although the exhibits do not necessarily represent the final design or specify a required architectural style or element, they do hereby establish a benchmark for the quality and appearance of structures that are 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.

7.2 **Landscaping Standards:** Article 6.8 Landscaping Standards of the UDO shall apply with the following modifications:

A. **Article 6.8(N) Buffer Yard Requirements** shall not apply.

B. **Article 6.8(O) Parking Area Landscaping** shall apply with the following modifications: (i) A minimum of one (1) interior Parking Area island shall be required per twenty (20) Parking Spaces. The island shall be a minimum of one hundred and twenty (120) square feet in size and shall include a minimum of one (1) tree and four (4) shrubs; (ii) if Perimeter Parking Area Landscaping is required, then the minimum number of plantings shall be one (1) tree and ten (10) shrubs per sixty (60) linear feet of Parking Area length. Plantings may be clustered in an aesthetically pleasing manner.

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 approved by the Plan Commission or Department of Public Works in consideration to the preservation of the natural topography and environment and in consideration to the unique design intent of the District.

Section 9. **Design Standards.** The standards of Chapter 8: Design Standards shall apply to the development of the District, except as otherwise modified by the Grand Park PUD Ordinance.

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2015.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Charles Lehman

Charles Lehman

Charles Lehman

Robert J. Smith

Robert J. Smith

Robert J. Smith

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 15-26** was delivered to the Mayor of Westfield
on the _____ day of _____, 2015, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 15-26**
this _____ day of _____, 2015.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 15-26**
this _____ day of _____, 2015.

J. Andrew Cook, Mayor

This document prepared by: Jesse M. Pohlman, 2728 E. 171st Street, 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: Jesse M. Pohlman

SCHEDULE OF EXHIBITS

Exhibit A Real Estate (Legal Description)

Exhibit B Concept Plans

Exhibit C Character Exhibit

EXHIBIT A
REAL ESTATE

Lot 2, Grand Park Subdivision - Secondary Plat as recorded per Instrument Number 2014-57320, in the Office of the Recorder of Hamilton County, Indiana also described as follows:

A part of the Southeast Quarter of Section 26, Township 19 North, Range 3 East, Hamilton County, Indiana, described as follows: Commencing at the Northeast Corner of said Quarter Section; thence South 89 degrees 54 minutes 07 seconds West [Basis of bearings: Indiana State Plane Coordinate System, East Zone (NAD 1983)] 1447.73 feet along the north line of said Quarter Section; thence South 00 degrees 00 minutes 00 seconds East 75.00 feet to the point of beginning of this description: thence South 00 degrees 00 minutes 00 seconds East 416.06 feet; thence North 90 degrees 00 minutes 00 seconds West 115.00 feet; thence South 00 degrees 00 minutes 00 seconds East 4.04 feet; thence North 90 degrees 00 minutes 00 seconds West 694.45 feet to a western line of that 146.070 acre tract depicted and described on the ALTA/ACSM Land Title Survey prepared by DLZ Indiana, LLC and recorded as Instrument Number 2012018330 in in the Office of the Recorder of Hamilton County, Indiana; thence North 00 degrees 05 minutes 53 seconds West 418.71 feet along said western line to a point 75.00 feet south, by perpendicular measurement, of the north line of the Southeast Quarter of said section; thence North 89 degrees 54 minutes 07 seconds East 75.00 feet, parallel to said north line, to a western line of that 8.441 acre tract depicted and described on said ALTA/ACSM Land Title Survey; thence South 00 degrees 05 minutes 53 seconds East 212.50 feet along the west line of said 8.441 acre tract to a southwest corner thereof; thence North 89 degrees 46 minutes 10 seconds East 517.94 feet to the western line of that 5.027 acre tract depicted and described on the Survey prepared by DLZ Indiana, LLC and recorded as Instrument Number 2012020314 in in said Office of the Recorder; thence North 00 degrees 05 minutes 20 seconds East 211.30 feet along the western line of said 5.027 acre tract to a point 75.00 feet south, by perpendicular measurement, of the north line of the Southeast Quarter of said section; thence North 89 degrees 54 minutes 07 seconds East 216.54 feet parallel to said north line to the point of beginning and containing 5.265 acres, more or less.

EXHIBIT B
CONCEPT PLANS

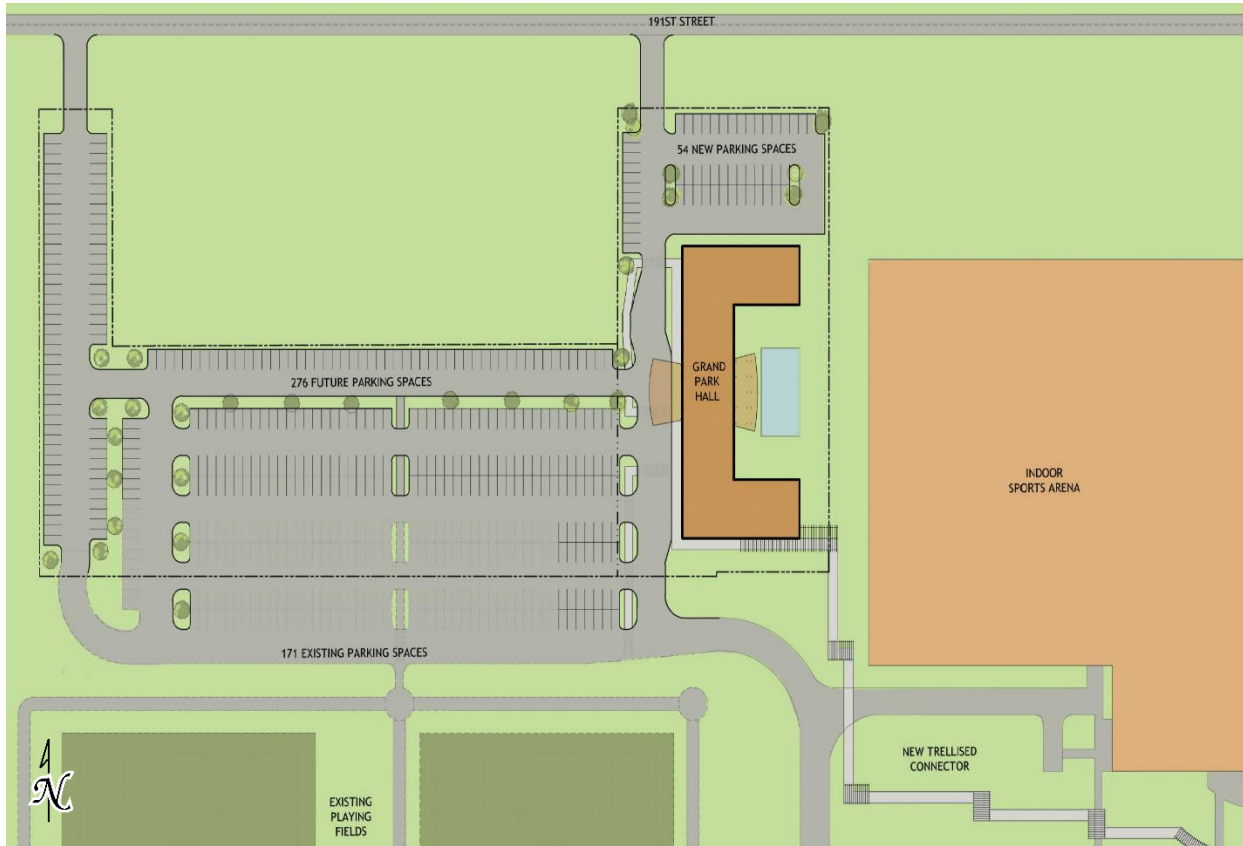


EXHIBIT C
CHARACTER EXHIBIT





Petition Number: 1509-SPP-19, 1509-ODP-19 & 1509-DDP-16

Subject Site Address: NW Corner of Gray Road & 146th Street

Petitioner: KGR Bridgewater, LLC by American Structurepoint, Inc. (the "Petitioner")

Request: KRG Bridgewater, LLC by American Structurepoint requests Overall Development Plan and Primary Plat review of two (2) commercial lots on approximately 7.63 acres +/- and Detailed Development Plan review for a new 14,400 square-foot retail building on Outlot 2 of the Bridgewater Marketplace, Section 4, located in the Bridgewater PUD District.

Current Zoning: Bridgewater PUD

Current Land Use: Retail Center

Approximate Acreage: 7.63 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Primary Plat
4. Overall Development Plan
5. Site Plan
6. Detailed Development Plan
7. Building Elevations
8. Open Space Improvement

Staff Reviewer: Andrew Murray

PROCEDURAL

Requests for Overall Development Plan, Primary Plat and Detailed Development Plan review are required to be considered at a public hearing. The public hearing for these petitions are scheduled for the Tuesday, September 8, 2015 Advisory Plan Commission (the "APC") meeting.

Approval of an Overall Development Plan, Primary Plat and 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

The 7.63 acre +/- site is located on the northwest corner of 146th Street and Gray Road (see Exhibit 2) within the Bridgewater Marketplace. The request has two components: (1) approval of an Overall Development Plan/Primary Plat for the Bridgewater Marketplace Section 4 subdivision to allow for the development of Outlot 2; and (2) approval of a Detailed Development Plan for a 14,400 square foot retail building located on Outlot 2 of the Bridgewater Marketplace Section 4 subdivision.

These petitions were reviewed by the Technical Advisory Committee at its August 25, 2015 meeting. This request has been properly noticed for a public hearing at the September 8, 2015 APC meeting.

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

The plans comply except for those items identified as outstanding below:

- 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.

Comment: The Department is working with the Petitioner towards compliance.

- 5) Easements (locations, widths and purposes). (Article 8.3)

Comments: The petitioner is coordinating with the Public Works Department regarding the proposed development and existing drainage infrastructure.

- 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)

Comment: The Department is working with the Petitioner towards compliance.



- 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.

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

The plans comply except for those items identified as outstanding below:

- 20) 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.
- 21) Address and legal description of the property.
- 22) Boundary lines of the property including all dimensions.
- 23) 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.



Comment: The Department is working with the Petitioner towards compliance.

- 24) 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.
- 25) 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.

Comment: The Department is working with the Petitioner towards compliance.

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

Comments: Per the Bridgewater PUD District (Ordinance 06-49), the following is required:

“A series of Open Spaces¹ will be incorporated in the Village Marketplace to allow for seating, passive recreation, events, outdoor dining, and visual aesthetics. The primary open space will be a village park, with lawn areas, landscaping, and benches. As the focal point to the Village Marketplace, the village park will be a place where people can gather, relax, picnic, or play. Other Open Space opportunities with the Village Marketplace may include plazas, courtyards, and gardens. Together these open

¹ Any part of the Real Estate not covered by Public Streets, Private Streets, buildings, or parking lots. Open Space may include, but shall not be limited to, parks, plazas, courtyards, gardens, landscaped parking areas, yards, rights-of-way not paved, landscaping areas, and sidewalks. (Bridgewater PUD – Ord. 06-49)



spaces will provide a pleasant pedestrian experience for shoppers, office workers, and residents.”

The Petitioner has included, as depicted in Exhibit 8, a pavilion structure to comply with this open space requirement. The APC may wish to discuss this more in detail with the Petitioner.

- 36) 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 (Article 10.7(E) of the UDO)

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:

- 37) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
- 38) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- 39) 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.
- 40) 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 the LB District Standards (Bridgewater PUD – Exhibit 6, WC 14.04.050)

- 41) Minimum Setback Requirements.



- 42) Minimum Lot Area.
- 43) Minimum Lot Frontage.
- 44) Use of Required Yards.
- 45) Building Height.
- 46) Square Footage Requirements.
- 47) Parking.
- 48) Loading.
- 49) Lighting.
- 50) Signage.
- 51) Development Plan.

BRIDGEWATER PUD (ORD. 06-49)

The plans comply except for those identified as outstanding below:

52) Section 8: Uses

53) Section 10: Development and Architectural Standards

1. Aggregate Maximum square footage of all buildings, regardless of use, within Area Y shall be seven hundred and one thousand (701,000), and the Maximum Parcel Coverage within Area Y shall be five hundred thirty-five thousand (535,000) square feet.
2. Open Space shall be greater than or equal to twenty percent (20%) of Area Y.
3. Apartments, not to exceed twenty-five (25) apartment units per building or structure, in Area Y may be contained on upper levels in multi-story, mixed-use structures along with Bed and Breakfast, retail or offices. Structures in Area Y shall be architecturally compatible and cohesive, but shall also utilize multiple textures (i.e., rough, smooth, striated, etc.) or multiple architectural elements (quoins, pilasters, soldier courses, lintels, friezes, cornices, dentils, architraves) to achieve variation in terms of footprint and architectural elevations. In a two or three story building, the second and/or third floors may contain Apartments, Bed and Breakfasts, offices, or retail uses.
4. Restaurants shall be permitted to operate outdoor cafes on sidewalks and in courtyards, including areas in public rights-of-way not dedicated to vehicular traffic or parking; provided that pedestrian circulation and access to store entrances are not impaired. The following standards and guidelines are applicable:
 - a. To allow for pedestrian circulation, a minimum of five feet of sidewalk along the curb and leading to the entrance to the establishment shall be maintained free of tables and other encumbrances.
 - b. Planters, posts with ropes, or other removable enclosures are encouraged and may be used as a way of defining the area occupied by the cafe.

- c. Fixtures such as extended awnings, canopies, or large umbrellas shall be permitted to provide shade. Fixture colors shall complement building colors.
 - d. Outdoor cafes shall be required to provide additional outdoor trash receptacles.
 - e. Tables, chairs, planters, trash receptacles, and other elements of street furniture shall be compatible with the architectural character of the building where the establishment is located.
 - f. The operators of outdoor cafes shall be responsible for maintaining a clean, litter-free, and well-kept appearance within and immediately adjacent to the area of their activities.
5. All Non-residential Uses and Mixed-Use Buildings:
- a. Minimum lot area: two thousand (2,000) square feet.
 - b. Minimum lot width at building line: twenty-five (25) feet
 - c. Minimum lot depth: seventy (70) feet.
 - d. Yard dimensions
 - i. Set back from Internal Streets – No minimum
 - ii. Set back from External Streets – This provision shall supersede any requirements of the Zoning Ordinance pertaining to proximity slope. The required set back from External Streets for All Buildings shall be based on and determined by a 1:2 proximity, slope requirement (one (1) foot of building height for every two (2) feet of building set back). In no case shall the setback be less than thirty (30) feet. The setback area shall be landscaped according to standards set forth in Section 10, Landscaping.
 - iii. Side yard (each side) – No minimum
 - iv. Rear yard – A minimum of twenty (20) feet unless abutting a common parking lot, in which event no rear yard is required.
 - e. Maximum building height – Fifty (50) feet
 - f. Maximum building footprint coverage – One hundred percent (100%)
 - g. All loading, off-street parking, and drive-through facilities shall be in rear yards and side yards. Loading, parking, and drive-through facilities located in side yards shall be screened as set forth in Section 11.
6. The following restrictions shall apply to all owner or tenant occupied space in Area Y:
- a. One (1) single tenant or owner occupied space, with any use permitted in Area Y, may be up to sixty-five thousand (65,000) square feet;
 - b. One single tenant or owner of occupied space, with any use permitted in Area Y, may be permitted up to forty-five thousand (45,000) square feet in Parcel M4;
 - c. One single tenant office space may be up to forty thousand (40,000) square feet;
 - d. Two (2) single tenant or owner occupied spaces, with any use permitted in Area Y, may be up to twenty thousand (20,000) square feet;
 - e. Four (4) single tenant or owner occupied spaces, with any use permitted in Area Y, may be up to fifteen thousand (15,000) square feet;

- f. All other single tenant spaces or owner occupied spaces, with any use permitted in Area Y, shall be less than or equal to ten thousand (10,000) square feet.
7. Area Y Parking Requirements
 - a. Parking shall be provided in Area Y both off-street and on-street. For buildings adjacent to Internal Streets with parking bays, those spaces immediately adjacent to the frontage of the building lot shall be included in the calculation for required spaces. Minimum parking spaces accessory to designated areas shall be provided as follows: Retail. Three and one half (3.5) parking spaces for each one thousand square feet of floor area, provided however that in no case shall any individual tenant or owner provide less than five (5) parking spaces).
 - b. M-4 Parking. Parking shall be permitted to exist in the front of the buildings located within the areas identified as Lots 1, 2, 3, and 4, within Parcel M-4.

54) Exhibit 17. General Architectural Standards – Area Y

1. Neo-traditional architectural style
2. Building Facades - Buildings along an External Street shall have two (2) front facades, one of which is faux. Access to the building provided along the internal parking areas. Elevation facing External Street (faux façade) with similar architectural features as access side of the building. Examples of architectural treatments for the External Street side of the building include: windows, doors, pilasters, pediments, rails, and balustrades, cross gables, dormers, cupolas, awnings, water tables, quoins, and dentals. Design elements and detailing shall be contained completely around the structure.
3. Open Space - A series of Open Spaces will be incorporated in the Village Marketplace to allow for seating, passive recreation, events, outdoor dining, and visual aesthetics. The primary open space will be a village park, with lawn areas, landscaping, and benches. As the focal point to the Village Marketplace, the village park will be a place where people can gather, relax, picnic, or play. Other Open Space opportunities within the Village Marketplace may include plazas, courtyards, and gardens. Together these open spaces will provide a pleasant pedestrian experience for shoppers, office workers, and residents

Comment: See comment (35) on page 4 of this report.

4. Pedestrian Circulation - The Village Marketplace has been planned to encourage pedestrian circulation. Parking areas will be located behind and between the buildings to allow for storefronts along sidewalks. The sidewalks themselves will be generously dimensioned to allow for shoppers, strollers, sidewalk displays, and outdoor dining. Open spaces will be incorporated to provide a sequence of respite sites for pedestrians. And most importantly, the sidewalk system will be continuous, accessible, and will connect into the larger Greenway Trail system, allowing numerous opportunities for pedestrian circulation.



55) Section 11. Landscaping

1. Perimeter yards along External Streets shall be landscaped.
2. Area Y Perimeter yards along External Streets shall be landscaped with shade trees, ornamental trees and shrubs.
3. There shall be a landscape buffer along the eastern edge of Parcel M-4, which shall be forty (40) feet in width, and shall include (i) a berm which is a minimum of seven (7) feet in height, and (ii) two parallel rows in which pine trees, which are a minimum of eight (8) feet in height at planting, are planted twelve (12) feet on center in a staggered pattern.
4. Parking Lot and Drive-Through Facilities Adjacent to External Streets.

56) Exhibit 18 – Landscaping Standards (WC 16.06.010)

1. HVAC Units

Comment: The Department is working with the Petitioner towards compliance.

2. Softening of walls and fences.
3. On-Site (Business)
4. Road Frontage
 - a. Shade trees required to be planted along road frontage shall be located outside drainage and utility easement, shall be located in a manner that mitigates interference with infrastructure located within such easement and may be clustered or grouped in order to attain creative site design.

Comment: The Petitioner is coordinating with the Public Works Department and other applicable utility agencies.

5. Buffer Yards - Not applicable
6. Interior Parking Lot Landscaping
7. Parking Lot Island
8. Perimeter Parking Lot Landscaping

DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply except for those items identified as outstanding below:

- 57) Easement Standards
- 58) Utility Standards

DEPARTMENT COMMENTS



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

September 8, 2015
1509-SPP-19, 1509-ODP-19 & 1509-DDP-16

1) Action:

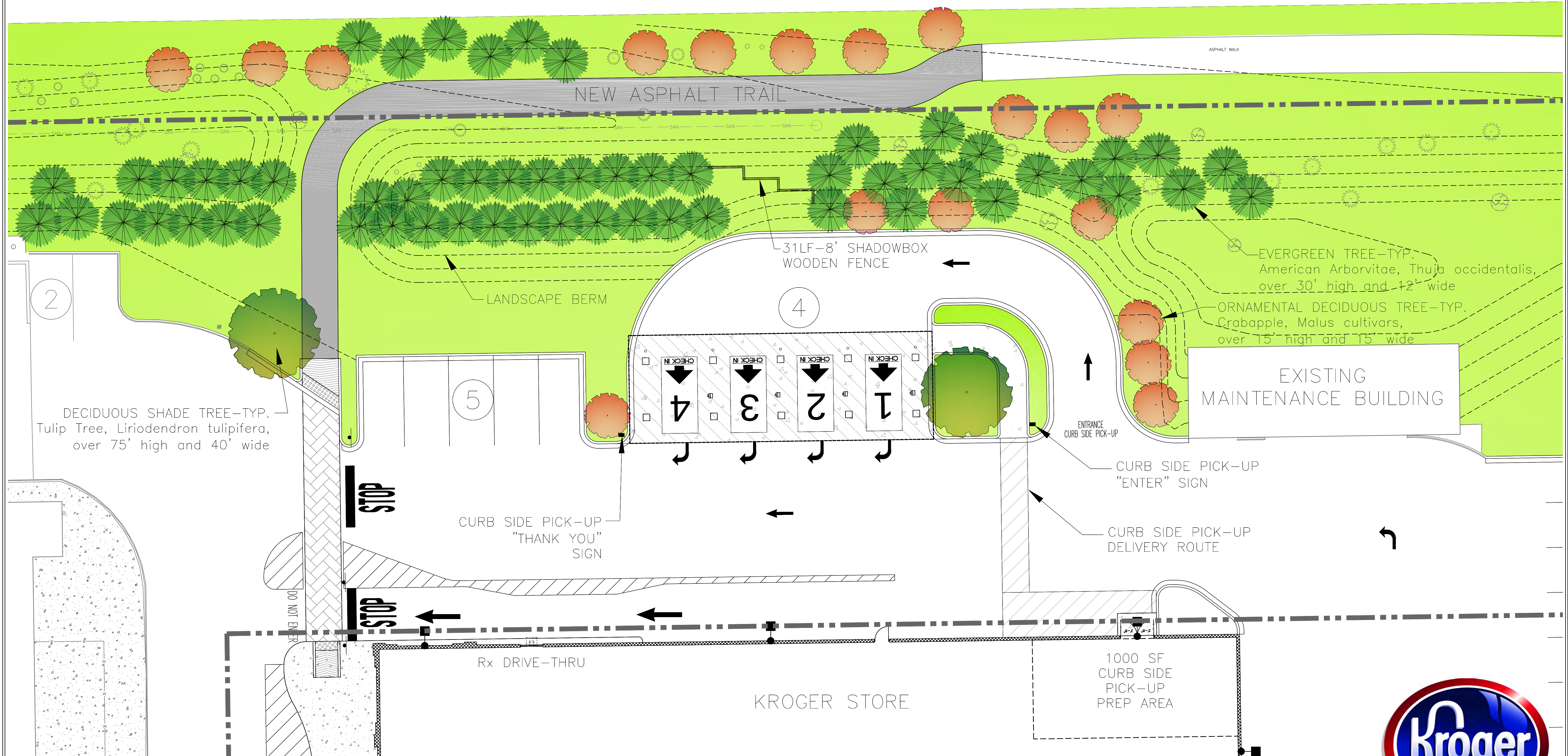
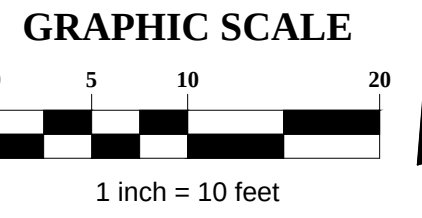
Hold a public hearing at the September 8, 2015, APC meeting.

2) Recommendation:

Prior to the final deposition, the Petitioner will make any necessary revisions to the plans, as noted in this staff report. The Economic and Community Development Department staff will confirm compliance prior to this item being placed on the next APC agenda.

- 3) If any Plan Commission member has questions prior to the public hearing, then please contact Andrew Murray at 317.379.9080 or amurray@westfield.in.gov.

STRAUGHN LANE



Engineers, Surveyors, Planners, Scientists
Job Number: 2015-0601

CURB SIDE PICK-UP PLAN

September 03, 2015

SITE DATA	
SPACES LOST TO E-COMMERCE	0



J970 Westfield, Indiana



NORTH/SOUTH ELEVATION



EAST/WEST ELEVATION

ALL MATERIALS ON PROPOSED CANOPY TO
MATCH MATERIALS ON FUEL CENTER CANOPY



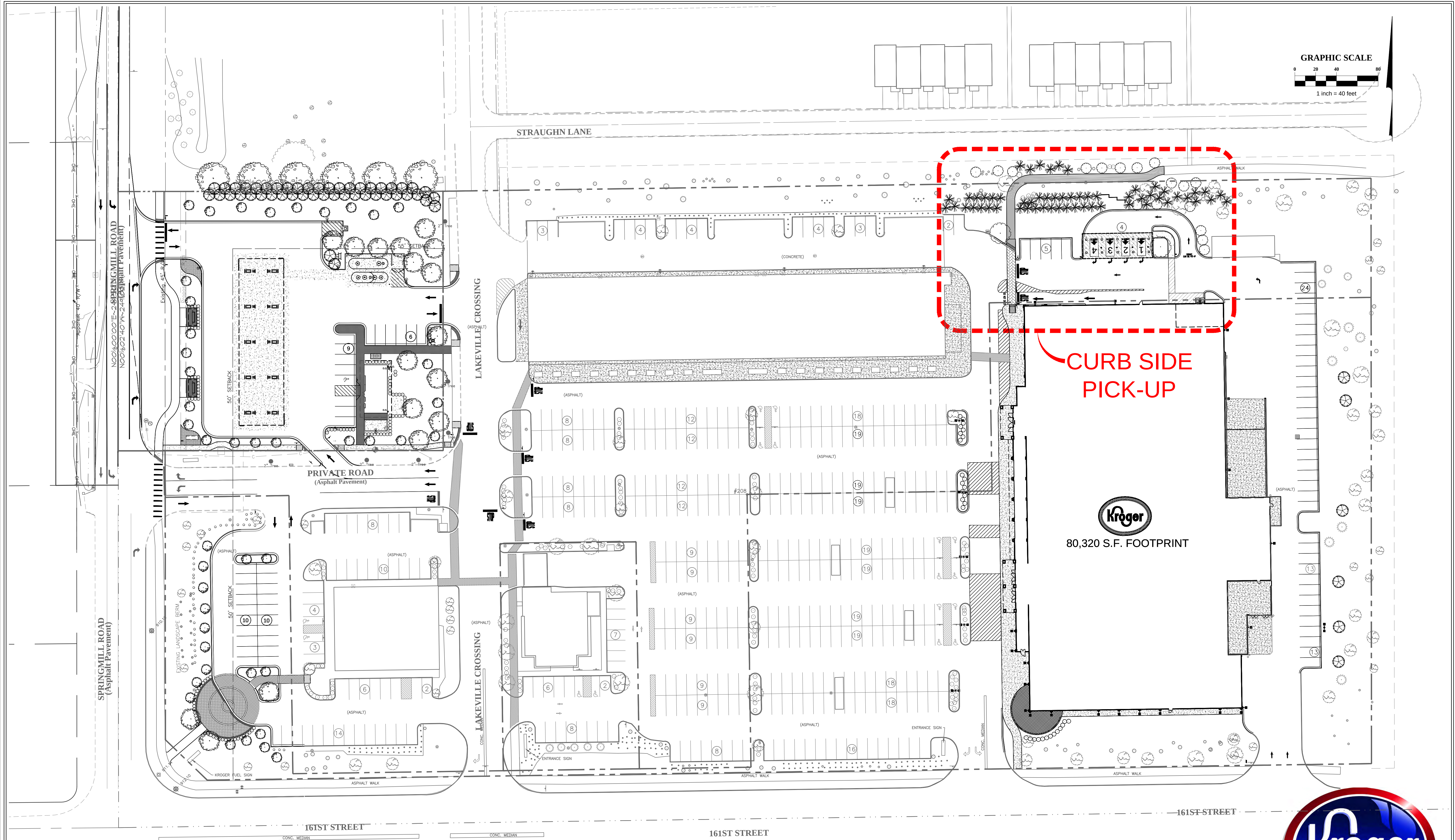
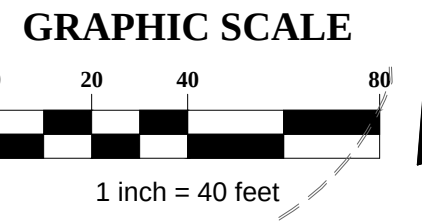
proposed canopy

July 21, 2015

Kroger J970

Westfield, IN
51311





Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

CURB SIDE PICK-UP OVERALL PLAN

September 03, 2015

SITE DATA	
SPACES LOST TO E-COMMERCE	0



J970 Westfield, Indiana

EXHIBIT C.1



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

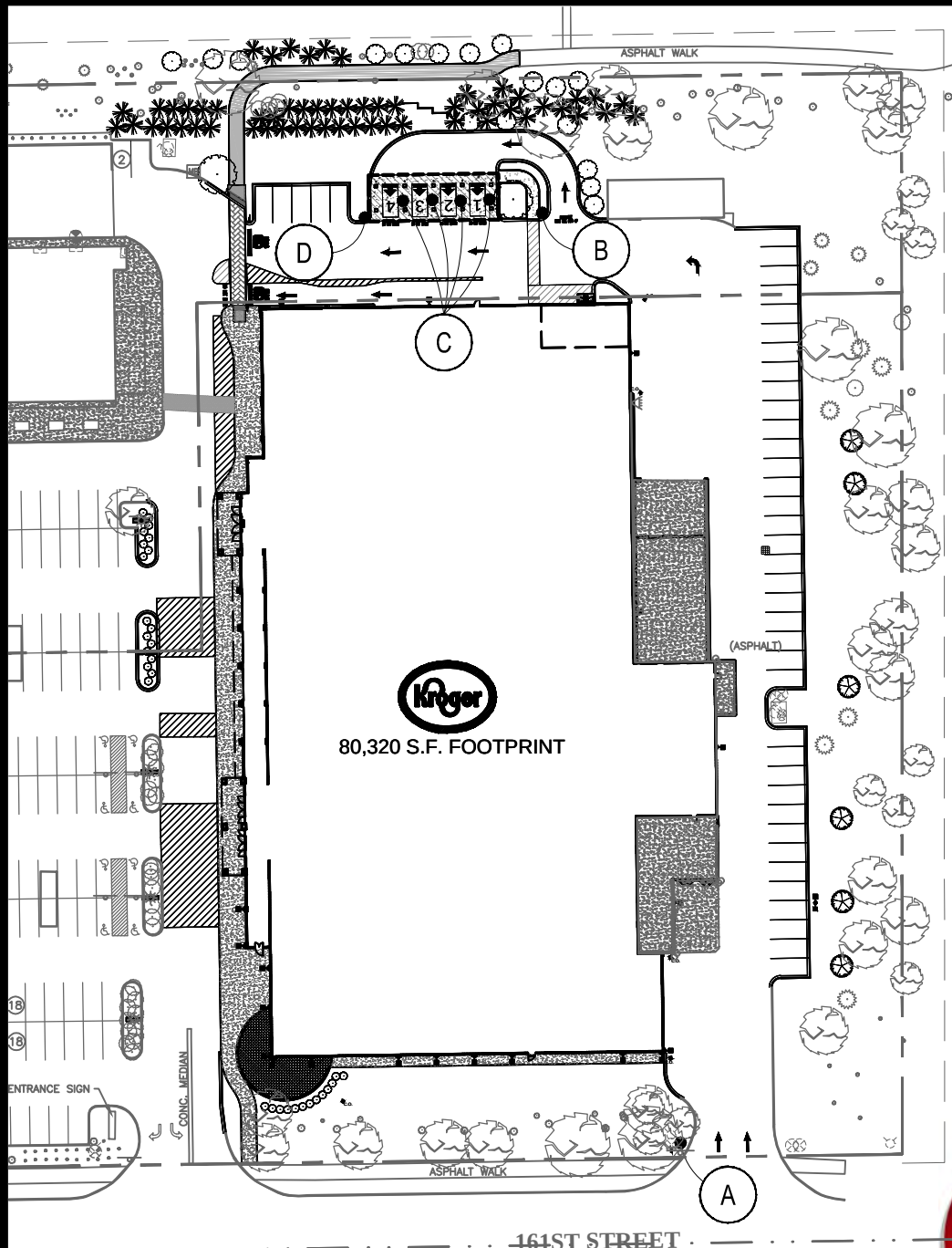
FOR

KROGER J-970 CURB SIDE PICK-UP SIGNAGE PLAN

DATE: August 10, 2015

JOB NO. 2015-0601

SCALE: None



KEY

- (A) MONUMENT SIGN
- (B) "ENTER" SIGN
- (C) CALL BOX SIGN
- (D) "EXIT" SIGN



Engineers, Surveyors, Planners, Scientists



EXHIBIT C.2



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

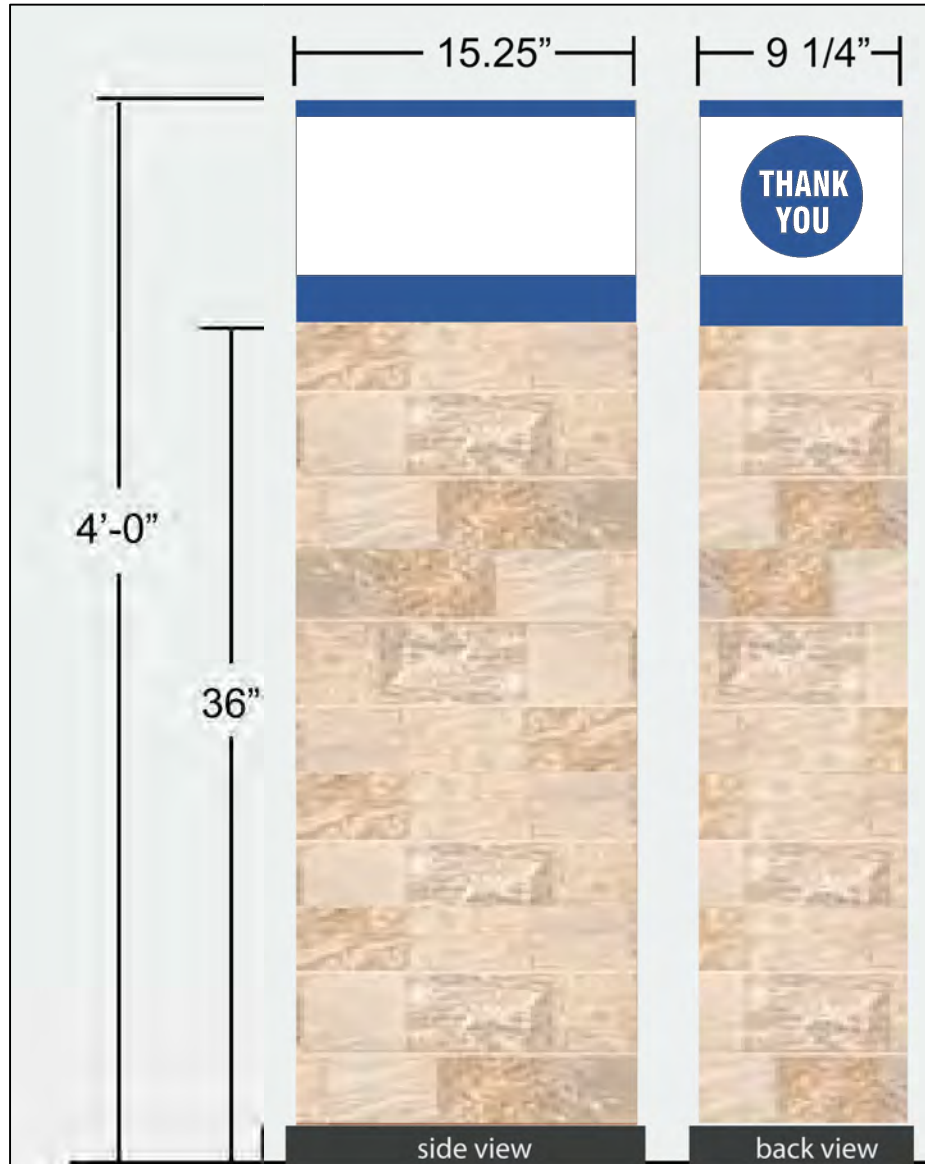
FOR

KROGER J-970 CURB SIDE PICK-UP "THANK YOU" SIGN - DETAIL D

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



"THANK YOU" SIGN (NON-ILLUMINATED)

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.
Directional copy to be 1st surface white reflective vinyl decoration.
PMS 293U Blue circle on a white background.

Quarry Stone:
Color: Desert Slate

COLOR KEY

PMS 293U

WHITE

EXHIBIT C.3



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

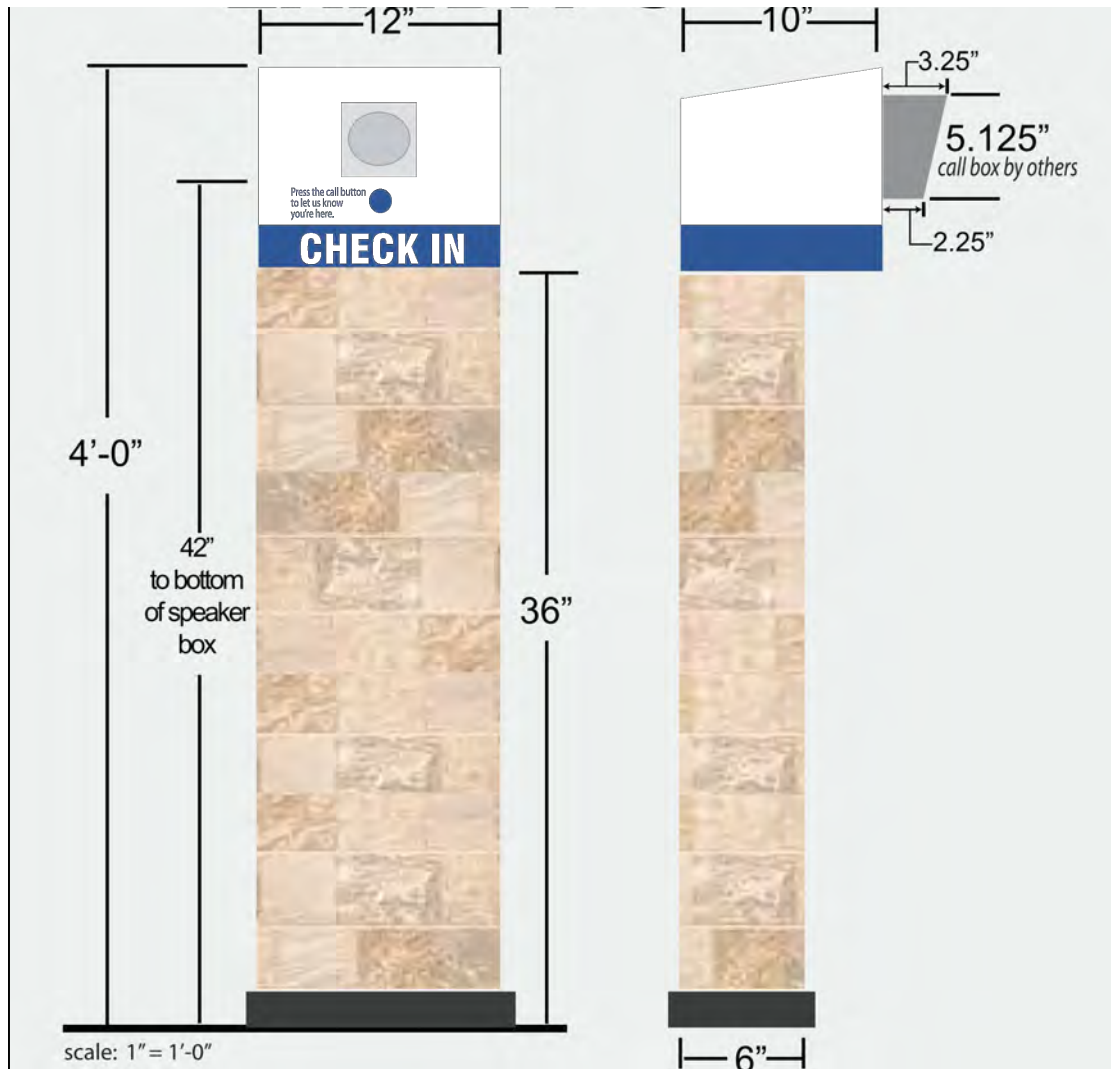
FOR

KROGER J-970 CURB SIDE PICK-UP CALL BOXES - DETAIL C

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



CALL BOXES

Speaker mechanism by others.

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.

Copy to be 1st surface vinyl decoration.

PMS 293U Blue background with white copy for "Check In".

PMS 293U Blue copy for call button instruction.

Open bottom for conduit.

Quarry Stone:
Color: Desert Slate

COLOR KEY
PMS 293U
WHITE

EXHIBIT C.4



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Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

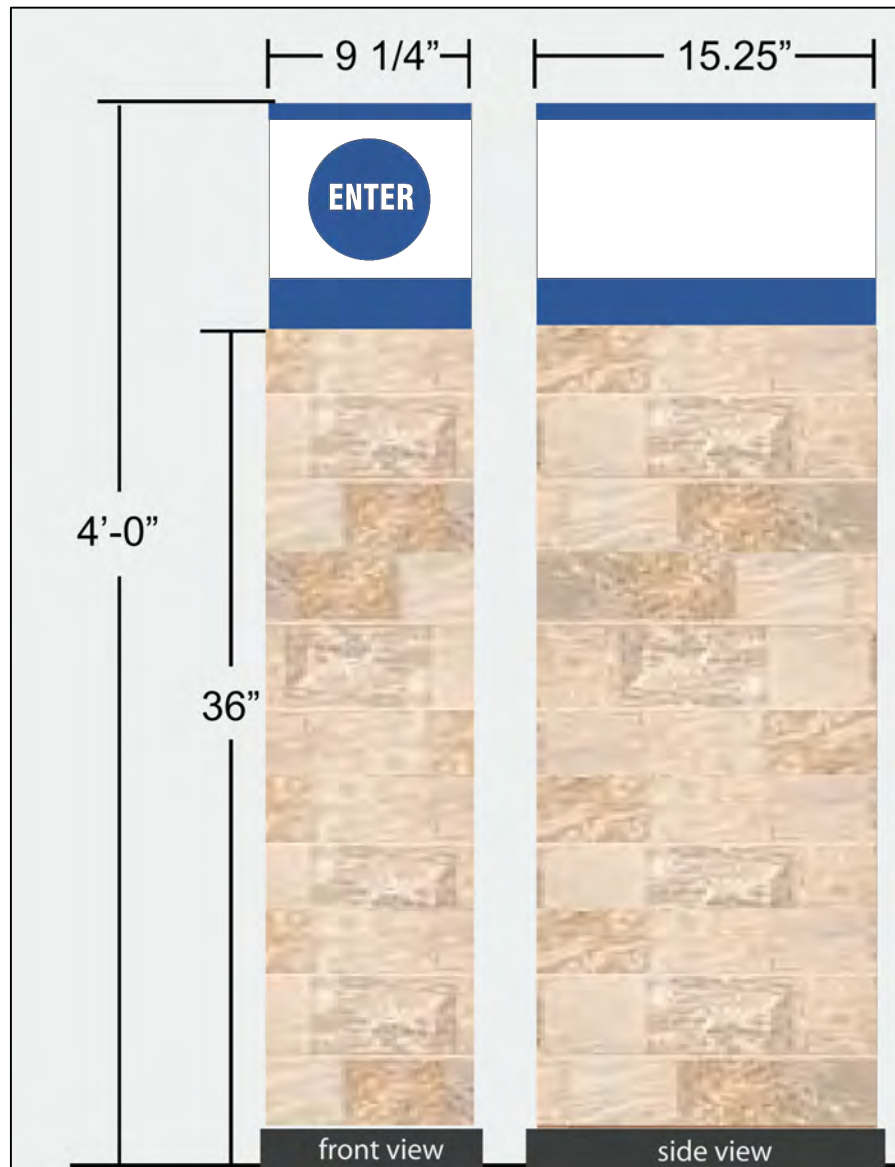
FOR

KROGER J-970 CURB SIDE PICK-UP "ENTER" SIGN - DETAIL B

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



"ENTER" SIGN (NON-ILLUMINATED)

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.
Directional copy to be 1st surface white reflective vinyl decoration.
PMS 293U Blue circle on a white background.

Quarry Stone:
Color: Desert Slate

COLOR KEY

■ PMS 293U

□ WHITE

EXHIBIT C.5



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA
EXHIBIT

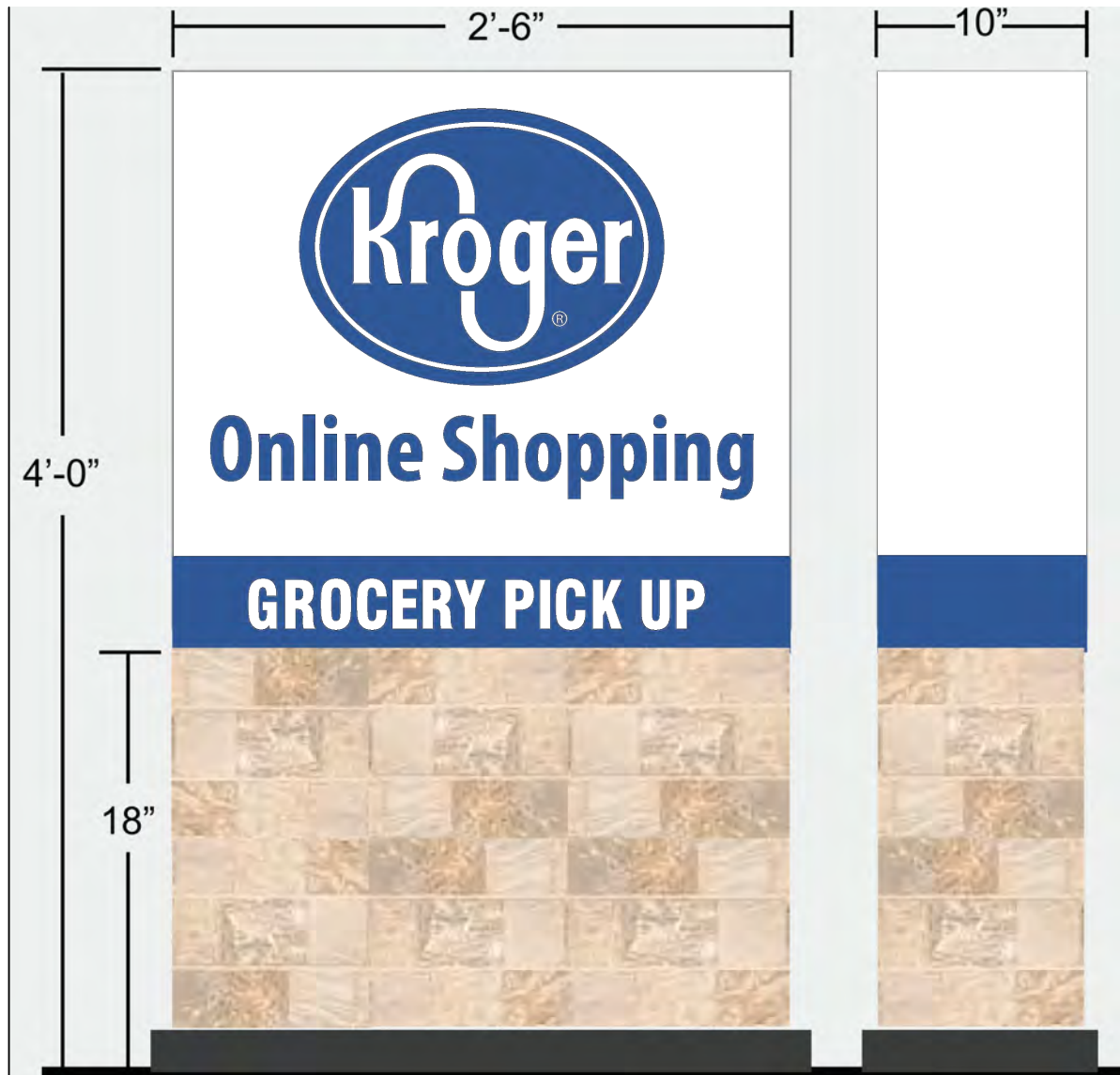
FOR

KROGER J-970 CURB SIDE PICK-UP MONUMENT SIGN @ 161ST - DETAIL A

DATE: August 3, 2015

JOB NO. 2015-0601

SCALE: None



MONUMENT SIGN (INTERNALLY ILLUMINATED)

Routed aluminum faces with push-thru, illuminated copy.
Base to be decorated with Desert Slate Quarry Stone.
Removeable base cover - aluminum painted dark grey.
Open bottom for conduit.
Fabricated white "topper" to be single piece,
removable via top fasteners.

Quarry Stone:
Color: Desert Slate

COLOR KEY
■ PMS 293U
□ WHITE

EXHIBIT C.6



EMH&T

Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

CANOPY SIGN

August 3, 2015



J970 Westfield, Indiana

[illegible][illegible]

A2.1.1

EXHIBIT D.2

Sign Area: 211.57sf



Project: Kroger

Account Rep:
Danny Gayde

Client Approval:

Address:

Request I.D.

City / State:

Design Date:
June 02.15

Design I.D.:

Photo I.D.

060215Pylon

Scale: 1/4" = 1'-0"
PHOTO ELEV. NOT TO SCALE

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877-381-SIGN 7446



EXHIBIT D.3

Sign Area: 40.47sf

060-00005154 (120v)
060-00005157 (277 v)

SINGLE FACE WALL SIGN

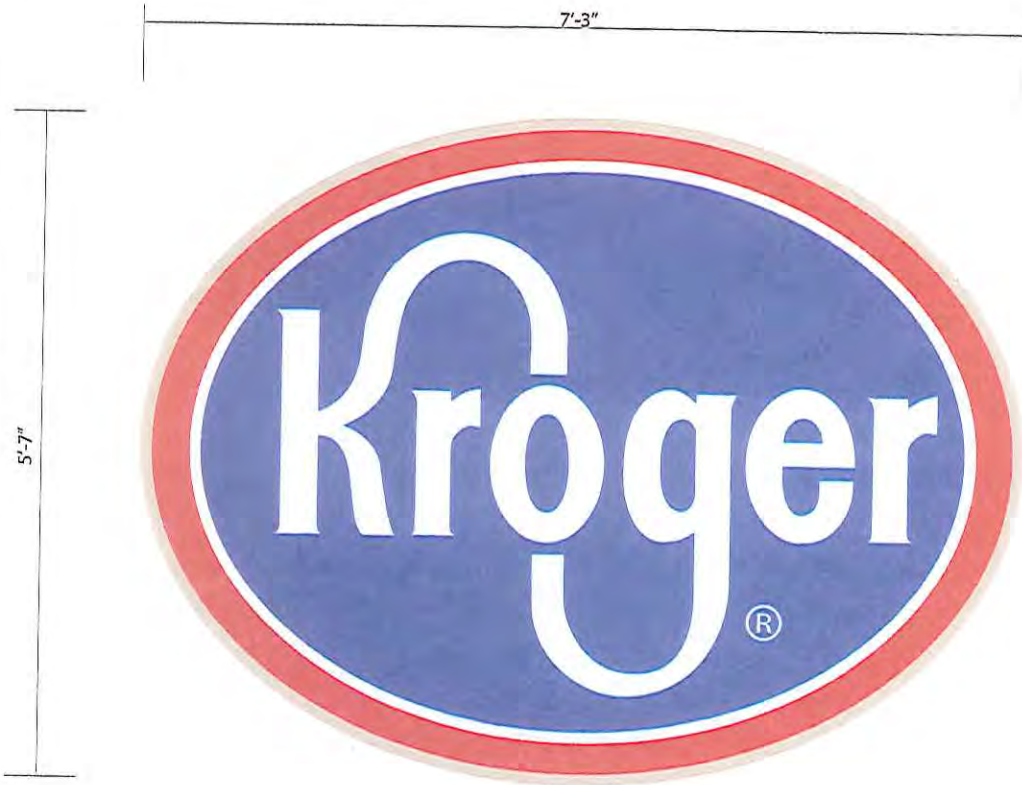
PAN FORMED POLYCARBONATE FACE
EMBOSSSED GRAPHICS.
RED AND BLUE VINYL GRAPHICS

3630-157

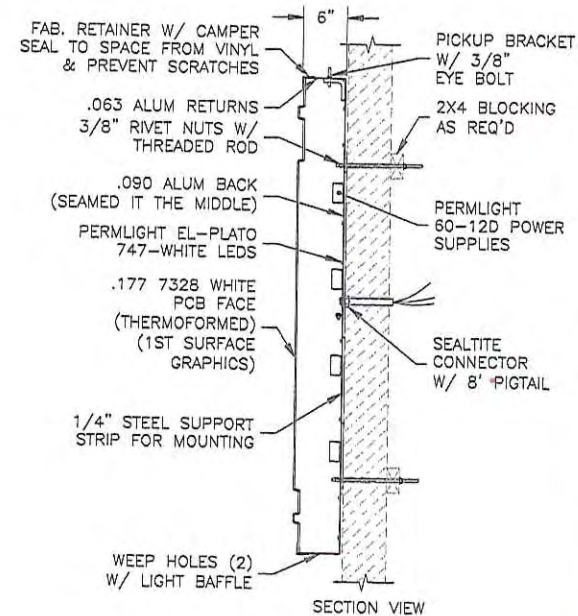
3630-33

WHITE

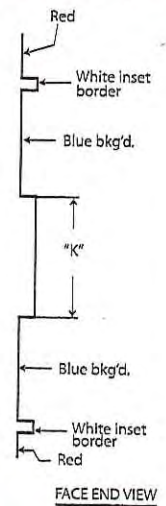
RETURNS:
AKZO TO MATCH
MATTHEWS P&L 2530
CATTAIL GRAY
(Gloss Level T.B.D.)



SCALE: 1" = 1'-0"



EMBOSSMENT DETAIL Embossment Depth T.B.D.



ACTUAL SQ. FT.: 31.65

403-LOGO-5X75C-120
402-LOGO-5X75C-277



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CUSTOMER APPROVAL:

DATE:

Rev. #1

Rev. #2

Rev. #3

DATE BY

DATE BY

DATE BY

Rev. #4

Rev. #5

Rev. #6

DATE BY

DATE BY

DATE BY



DRAWING NO:
52602 MSC

DATE: 6-30-09
S. Hawke

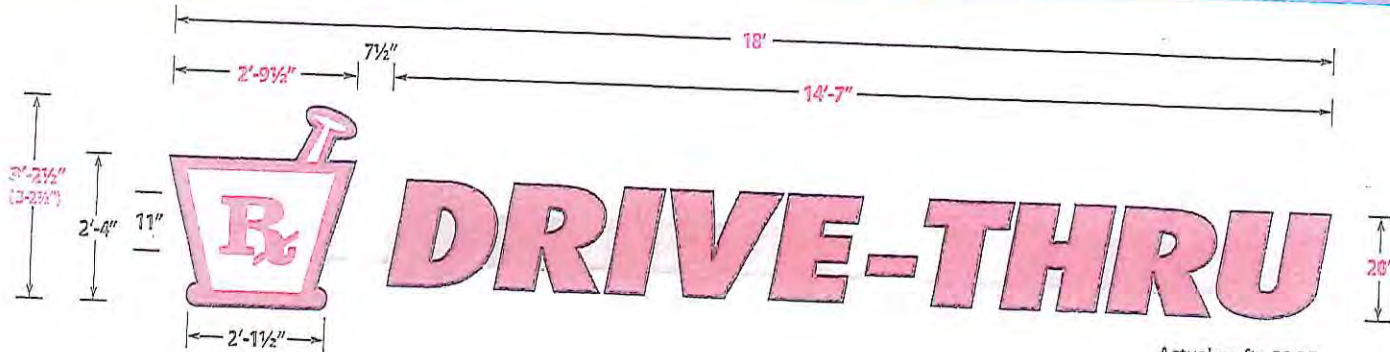
EXHIBIT D.4

Sign Area: 57.75sf

21' in

050-00015010 (11/30/1)
050-00005184 (12/7/1)

CHANNEL LETTER SET - RACEWAY MOUNT



Actual sq. ft.: 33.25

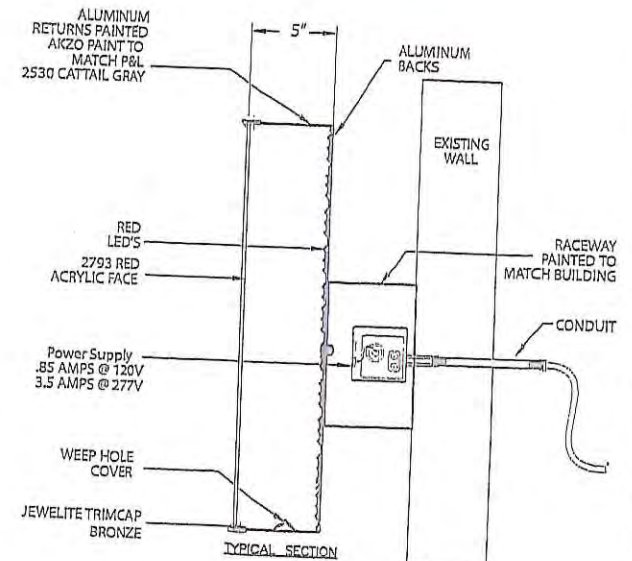
2793 RED ACRYLIC FACE

JEWELITE TRIMCAP BRONZE

FILLER:
AKZO TO MATCH
MATTHEWS P&L 2530
CATTAIL GRAY
(Gloss Level T.B.D.)



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CUSTOMER APPROVAL:

DATE:

Rev. #1	DATE	BY	Rev. #4	DATE	BY
Rev. #2			Rev. #5		
Rev. #3			Rev. #6		

Kroger

050-00015010 (11/30/1)
050-00005184 (12/7/1)

DRAWING NO:

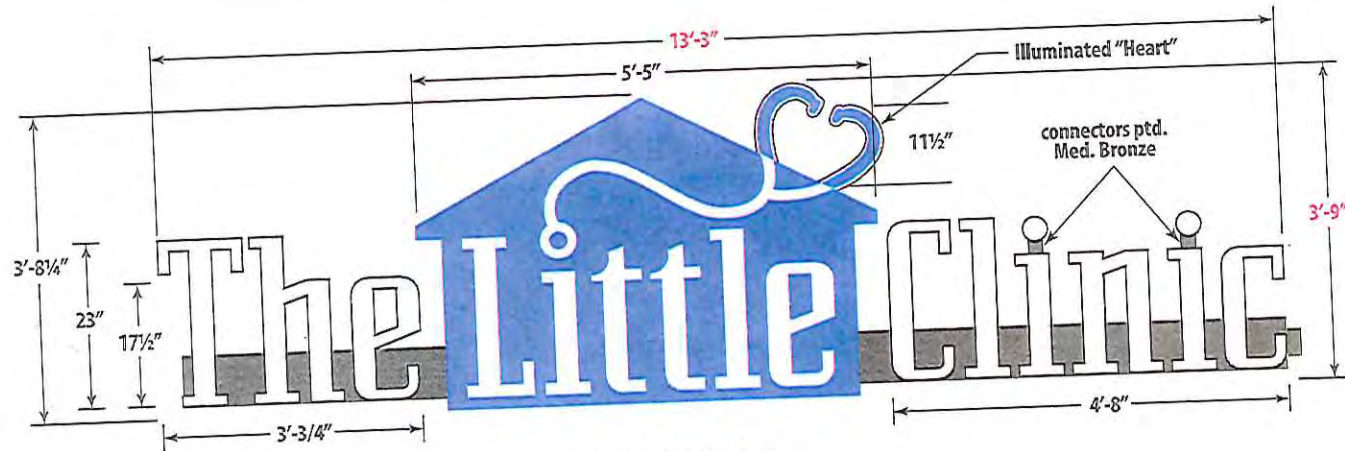
53154.24

DATE: 2-7-09

S. Hawke

EXHIBIT D.5

Sign Area: 49.69sf



Dimensions are Nominal

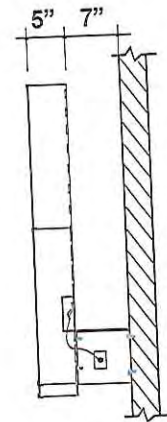
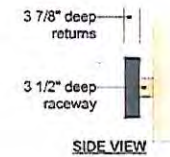
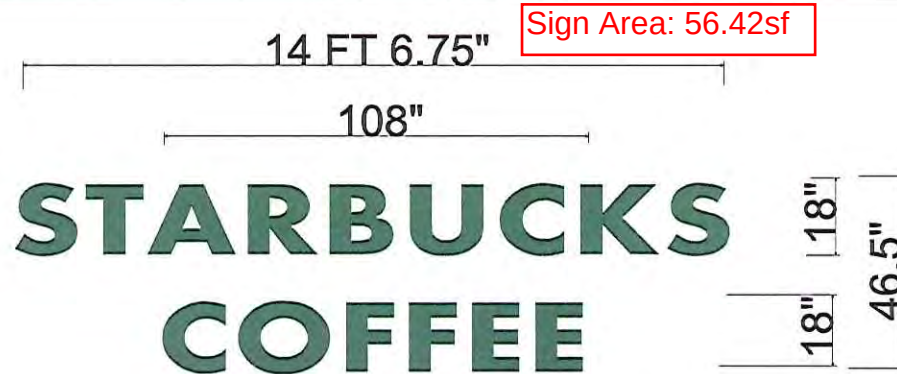


EXHIBIT D.6



SCOPE OF WORK:

Remove and discard existing 18" channel letter set.
Install one (1) new set of raceway mounted channel letters. Letters are 18" tall and internally illuminated with LEDs.
New set installs in same position on elevation.

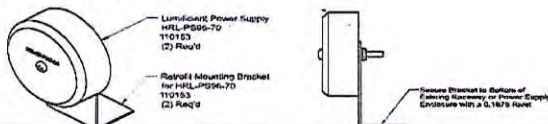
DESCRIPTION:

New set of internally illuminated raceway mounted channel letters. Letters to be of aluminum construction with pre-finished black returns and white letter interior. Letter faces to be 7328 LD white acrylic with translucent vinyl overlay applied first surface. Leave white border around letter perimeter. Faces are secured with Jewelite trimcap. Illumination to be Lumifluent White LED's. All letters are mounted to 5 1/2" tall x 3 1/2" deep aluminum raceway, which installs on elevation. Power supplies are located inside raceway.

COLOR SCHEDULE:

-  Letter faces = 7328 LD white acrylic with 3M 3630-76 Holly Green translucent vinyl overlay leaving outline to show white border around letters
-  Aluminum Returns = Pre-finished black
-  Jewelite Trimcap = 1" Black
-  Internal Illumination = Lumifluent White LED's
-  Aluminum Raceway = TBD is not a color

MOUNTING DETAIL



Client Approval:

ELECTRICAL NOTES			
1.	All materials and fasteners meet 3004.4		
2.	All electrical components are UL listed and approved.		
3.	Sign grounded according to NEC 600.7		
4.	Signs manufactured and listed NEC 600.3 and marked per NEC 600.4.		
5.	All branch circuits per NEC 600.5 (B), 1 or (B), 2.		
6.	All Signs controlled by photocell or time clock per FBC 13-415. (ABC), 1.4.		
7.	One visible 20 amp disconnect per sign per circuit per NEC 600.6(A), 1		

ELECTRICAL CHART			
POWER SUPPLY	BANK	LED Pk + Jumpers (w/LED-enclosed)	AMPS (at 120V)
1	1	22.0' x 3"	0.6A
	2	20.0' x 4"	
2	1	10.0' x 4"	0.6A
	2	Not Used	
TOTAL		66.0' x 11" Jumpers	1.2A

KEY	
	LED
	Jumper

LED's Provided by: Refer to the

Project: STARBUCKS

Account Rep: Danny Gayde

Design Date: 8.06.15

Version: Version 1 STACKED

Scale: 1/2" = 1'-0"

PHOTO ELEV. NOT TO SCALE

Checklist	
Please ✓ all appropriate lines.	
Art approved as is.	
All spelling is correct.	
All colors are correct.	
All dimensions are correct.	
Art is approved with noted changes.	
Changes noted, provide revision.	

"WHEN DEPENDABILITY MATTERS"

SIGN DOC

IDENTITY LLC.

317-247-9670

www.SIGNDoc.com

DG GRAPHICS

DIGITAL GRAPHICS & WRAPS

A Division of SignDoc

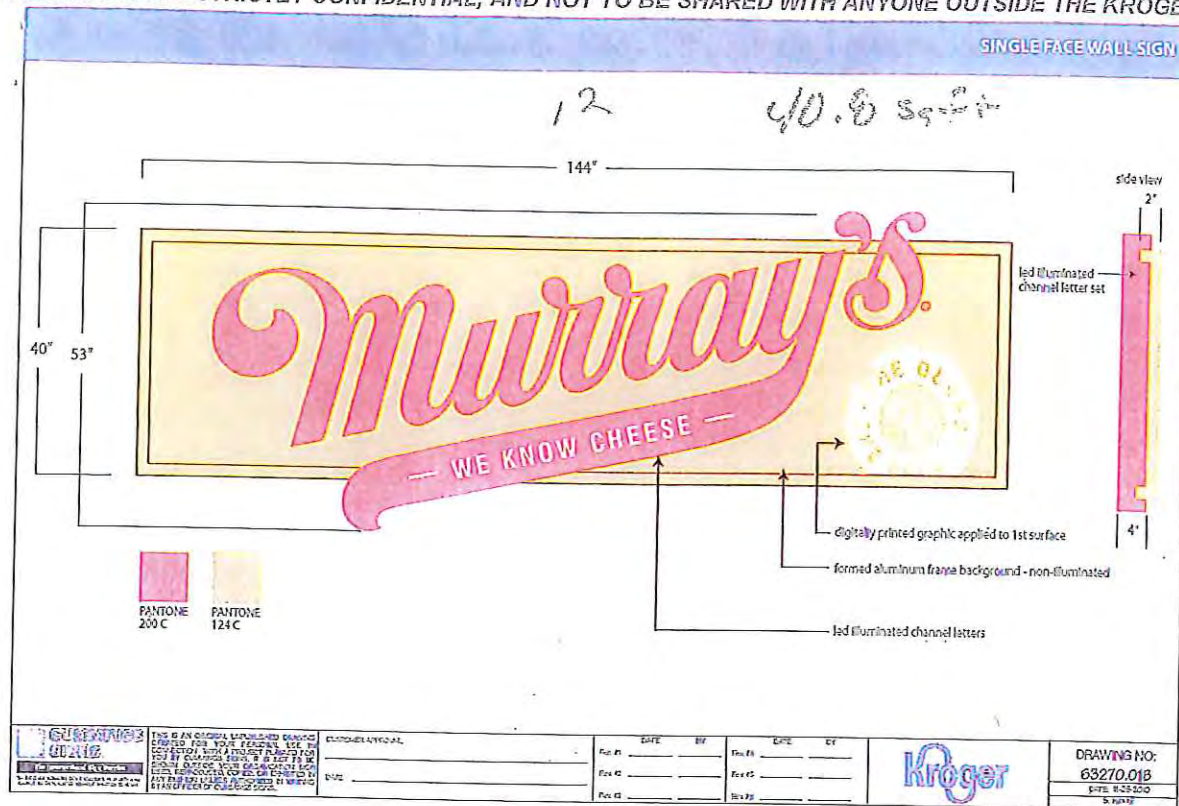
765-349-9500

www.DGGRAPHICSIGNS.com

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EXHIBIT D.7

THIS INFORMATION IS STRICTLY CONFIDENTIAL, AND NOT TO BE SHARED WITH ANYONE OUTSIDE THE KROGER CO.



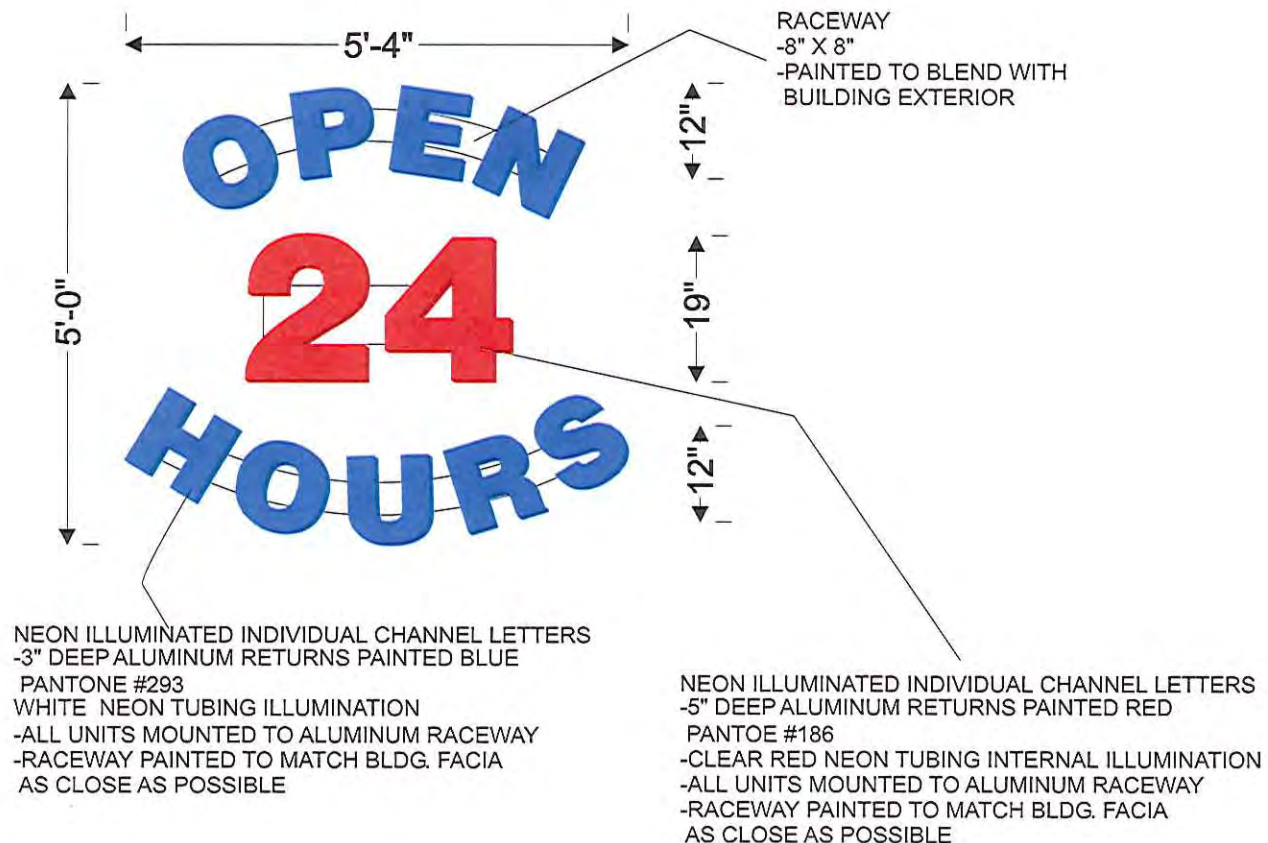
Self-Contained Internally Illuminated Hanging Sign is recommended to be used if zoning does not permit the use of exterior Murray's Cheese signage

Sign Area: 53.00sf

EXHIBIT D.8

OPEN FACE NEON ILLUMINATED CHANNEL LETTERS RACEWAY MOUNTED

Sign Area: 26.67sf



Project:

Account Rep:

Client Approval:

Address:

Request I.D.

City / State:

Design Date:

Jan 14-10

Design I.D.:

Photo I.D.

ID

Scale: 1/2" = 1'-0"

PHOTO ELEV. NOT TO SCALE

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Engineers, Surveyors, Planners, Scientists

J970 KROGER CURB SITE PICK UP NEIGHBORHOOD MEETING MINUTES

Date: September 29, 2015
To: Ms. Pamela Howard
From: Paula J. Gartner, PE, LEED AP
Subject: J970 Kroger Curb Side Pick Up
Neighborhood Meeting
Copies: Mark Salma, Matt Bala, Diana Moore

A neighborhood meeting was held on September 29, 2015 at Shamrock Springs Elementary School located at 747 West 161st Street, Westfield Indiana for the proposed Kroger Curb Side Pick Up project. Seven (7) people were in attendance as represented on the attached signup sheet. Notification letters were sent to the adjainers list for the entire PUD area giving notice of the meeting. The meeting started at approximately 6:10 pm and finished at 7:00 pm after the residents indicated they had no more questions.

Paula J. Gartner, the petitioner representing The Kroger Company, presented the project to the residents in attendance. Paula presented the history of the project, explaining the corporate direction of having ten (10) stores with this amenity in Indiana by the end of this year, with these ten (10) stores being designated as having the highest priority due to their demographics out of the companies 3000 stores nationwide.

Paula explained the general concept, with customers ordering online, entering the site from 161st, going to one of the four (4) parking stalls and using the call box to let the Kroger employee know they are here, then having their groceries loaded into their car.

Paula explained the process and actions taken to date to seek input including Council introduction, meeting with Chris Bluto, the president of Spring Mill Station Group, a meeting with Spring Mill Station Group on site, Technical Advisory Committee, and meetings with the City of Westfield

planning staff. She explained the forthcoming steps including Plan Commission to be held on Monday August 3, 2015.

Paula reviewed the exhibits as attached with the residents, and answered questions as follows:

Will there be enough room in the drive aisle between the pharmacy and the Curb Side Pick Up: Paula explained there is 30 feet. A typical local road has 12 foot lanes. Paula explained that the drive aisle into the parking spots exceed this criteria by 4 feet, and the main aisle had 6 feet extra. Paula also reviewed the turning movements which utilized a Suburban vehicle showing the large vehicle can maneuver into any spot readily.

Hours of operation:
8:00 am to 9:00 pm

Fee associated with the service?
Mark Salma indicated it would be free for the first three, then ~\$4 thereafter.

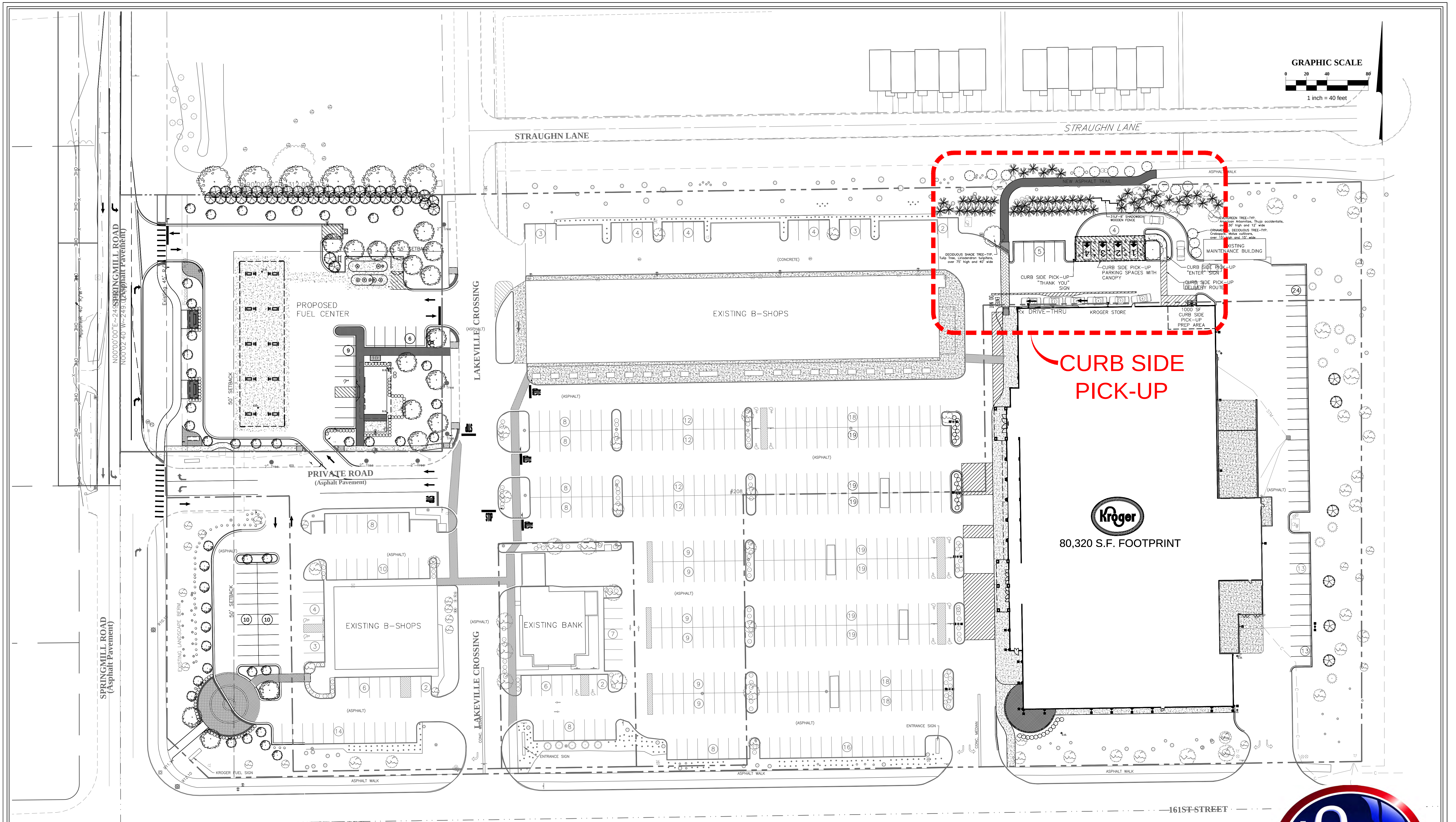
What is the schedule of construction for this site, finishing the store, and the fuel center?
Paula explained Grand Opening scheduled for ~ 6 weeks, the Fuel Center would start in the upcoming weeks, and after obtaining final approvals this project would take about one month. Paula explained once the Fuel Center was open, the old Fuel Center would be demolished then constructed per the approved plans. The goal was to complete this prior to end years, but is highly dependent upon weather and the availability of asphalt given plants may be closed.

Delivery hours in conflict with this service?
Paula and Mark explained that deliveries were early morning, while it was anticipated that this would be used more in the afternoon and after work.

Relationship of this project in compared to existing project and how far north it goes?
Paula drew on an exhibit for a resident showing her the existing project limits to explain the differences.

Kroger proposed Curb Side Pick Up – Neighborhood Meeting – July 29, 2015

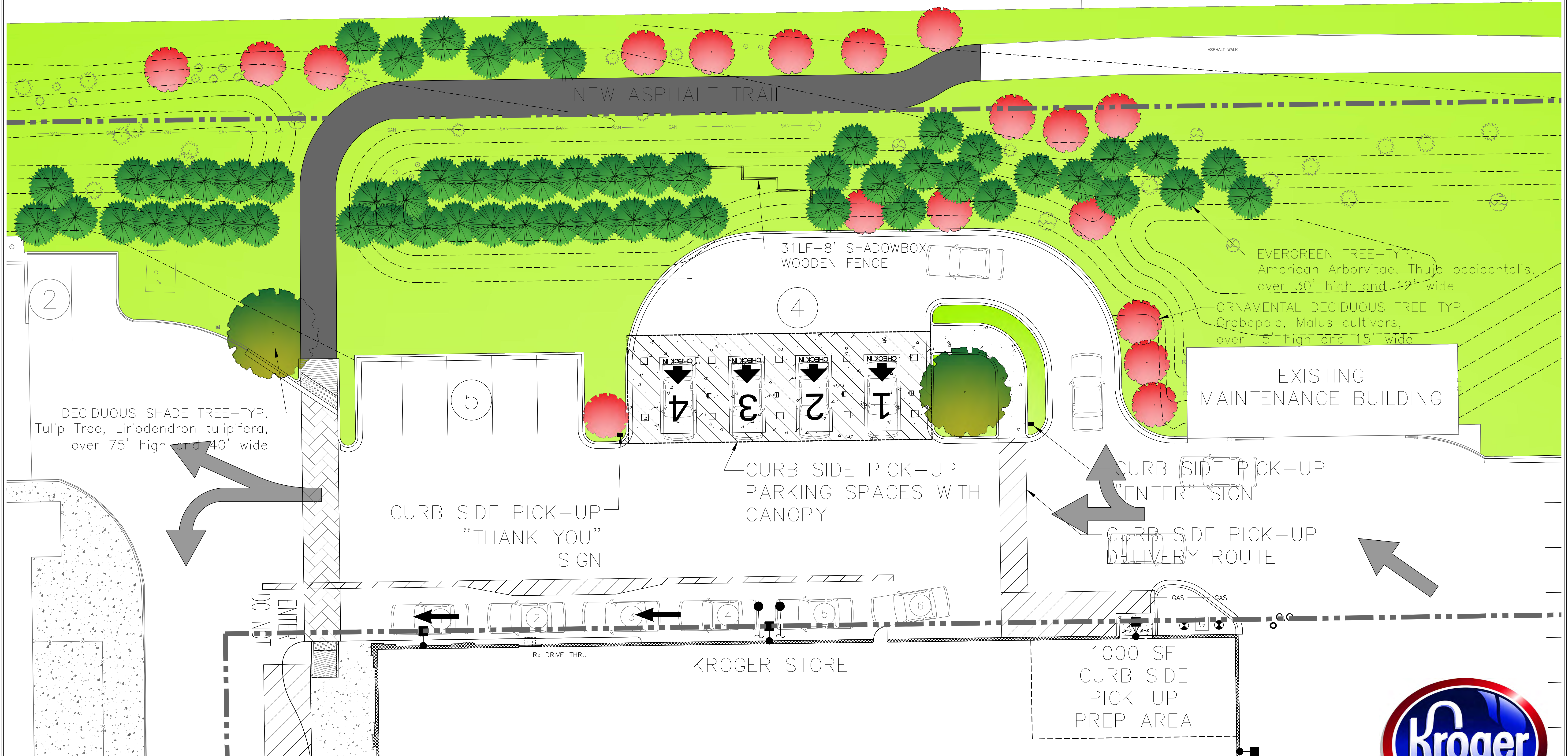
[illegible]



SITE DATA	
SPACES LOST TO E-COMMERCE	0

STRAUGHN LANE

GRAPHIC SCALE
0 5 10 20
1 inch = 10 feet



EMH&T

Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

CURB SIDE PICK-UP PLAN

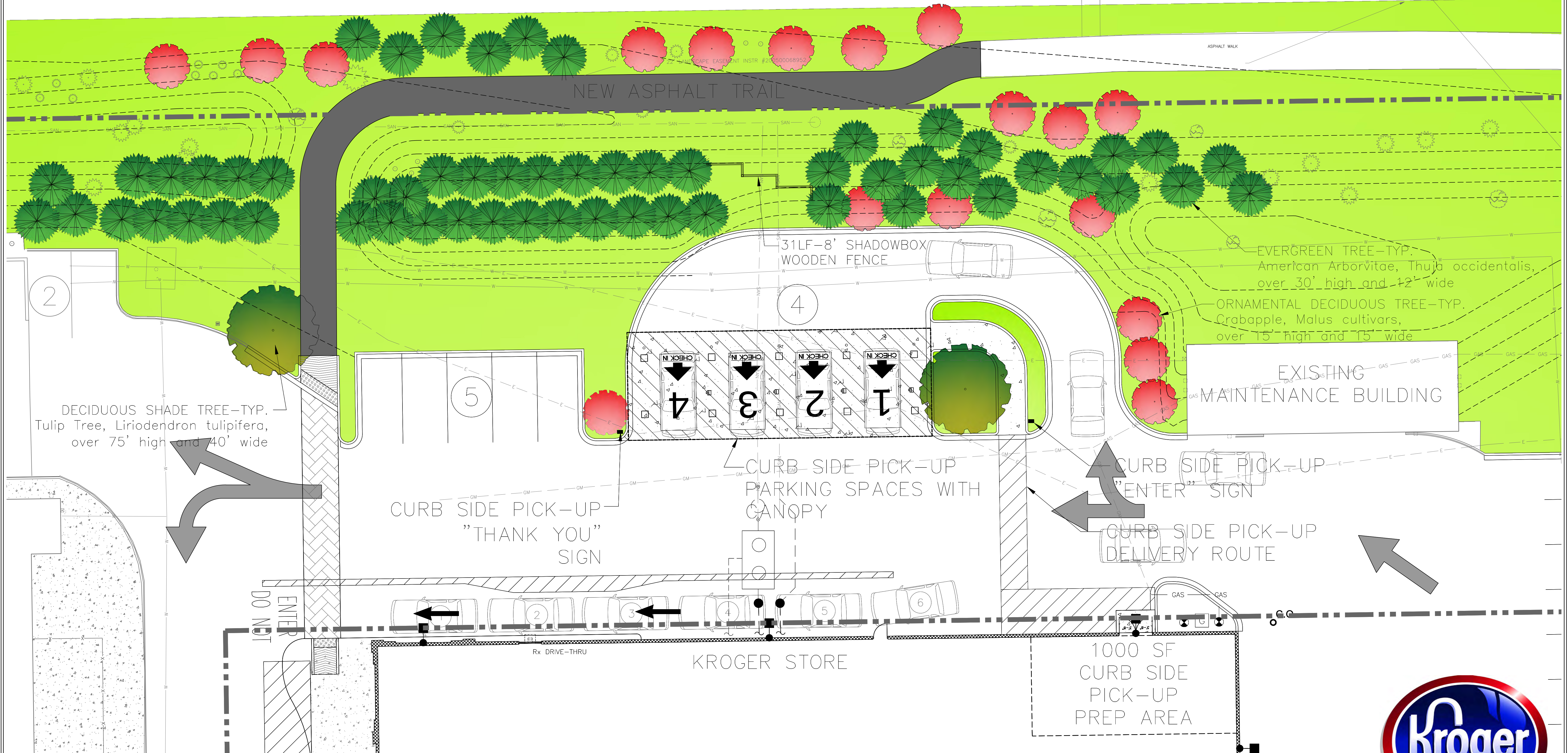
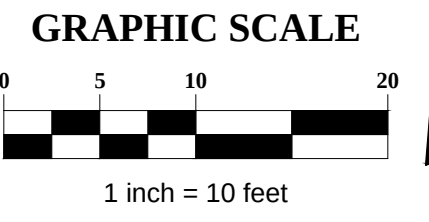
July 28, 2015

SITE DATA	
SPACES LOST TO E-COMMERCE	0



J970 Westfield, Indiana

STRAUGHN LANE



Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

CURB SIDE PICK-UP PLAN

July 28, 2015

SITE DATA	
SPACES LOST TO E-COMMERCE	0



9970 Westfield, Indiana



NORTH/SOUTH ELEVATION



EAST/WEST ELEVATION

ALL MATERIALS ON PROPOSED CANOPY TO
MATCH MATERIALS ON FUEL CENTER CANOPY



proposed canopy

July 21, 2015

Kroger J970

Westfield, IN
51311







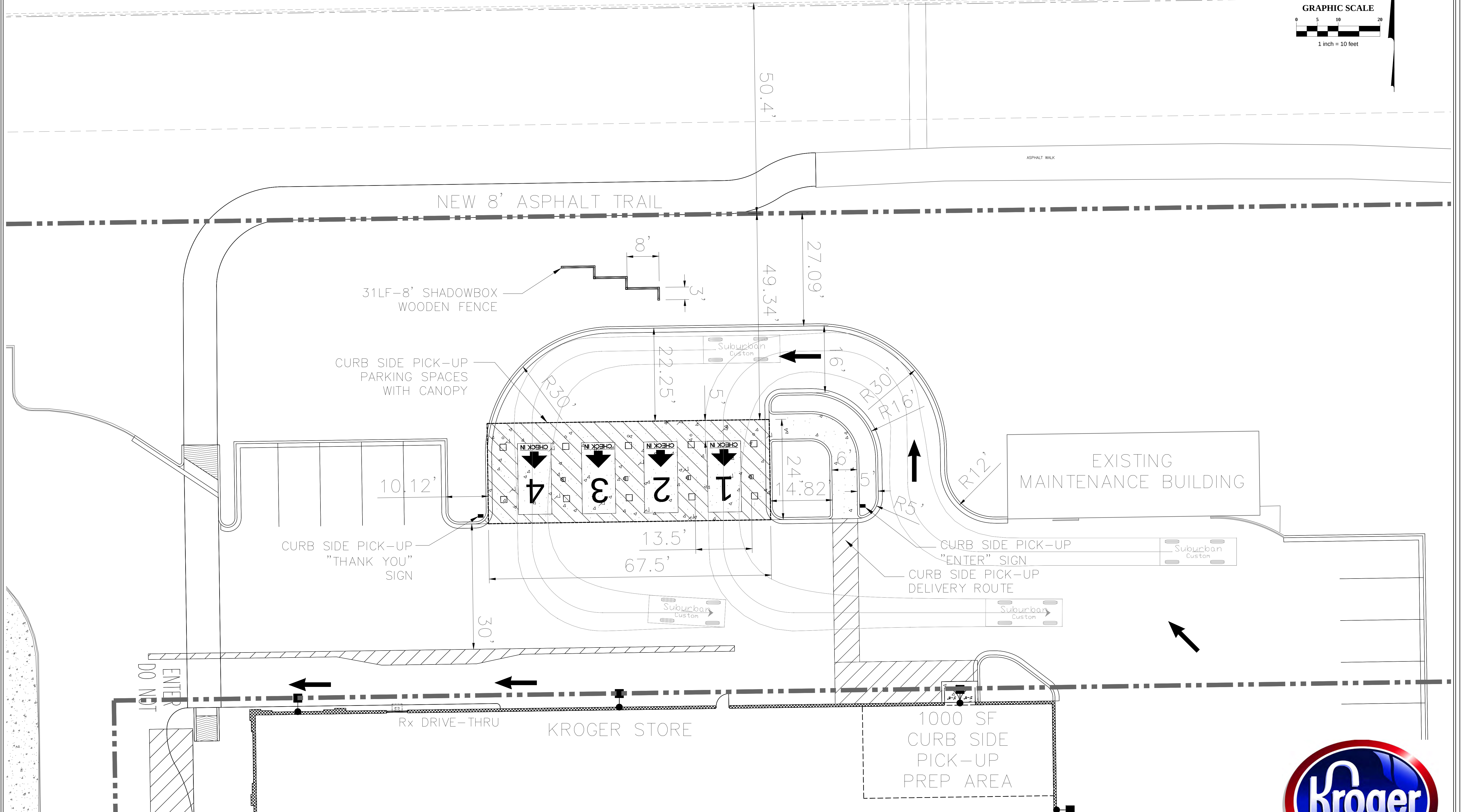
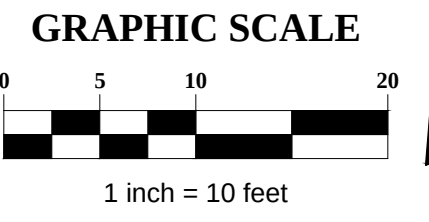








STRAUGHN LANE



Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

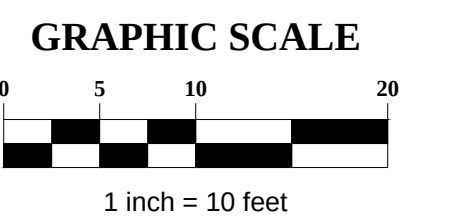
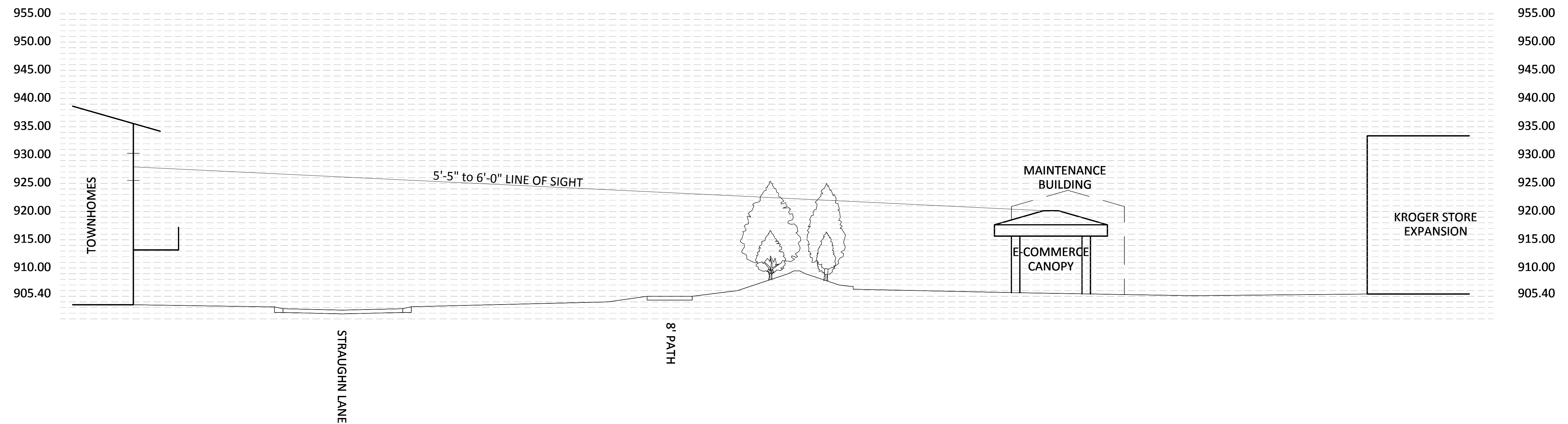
CURB SIDE PICK-UP DIMENSION PLAN

July 28, 2015

SITE DATA	
SPACES LOST TO E-COMMERCE	0



J970 Westfield, Indiana

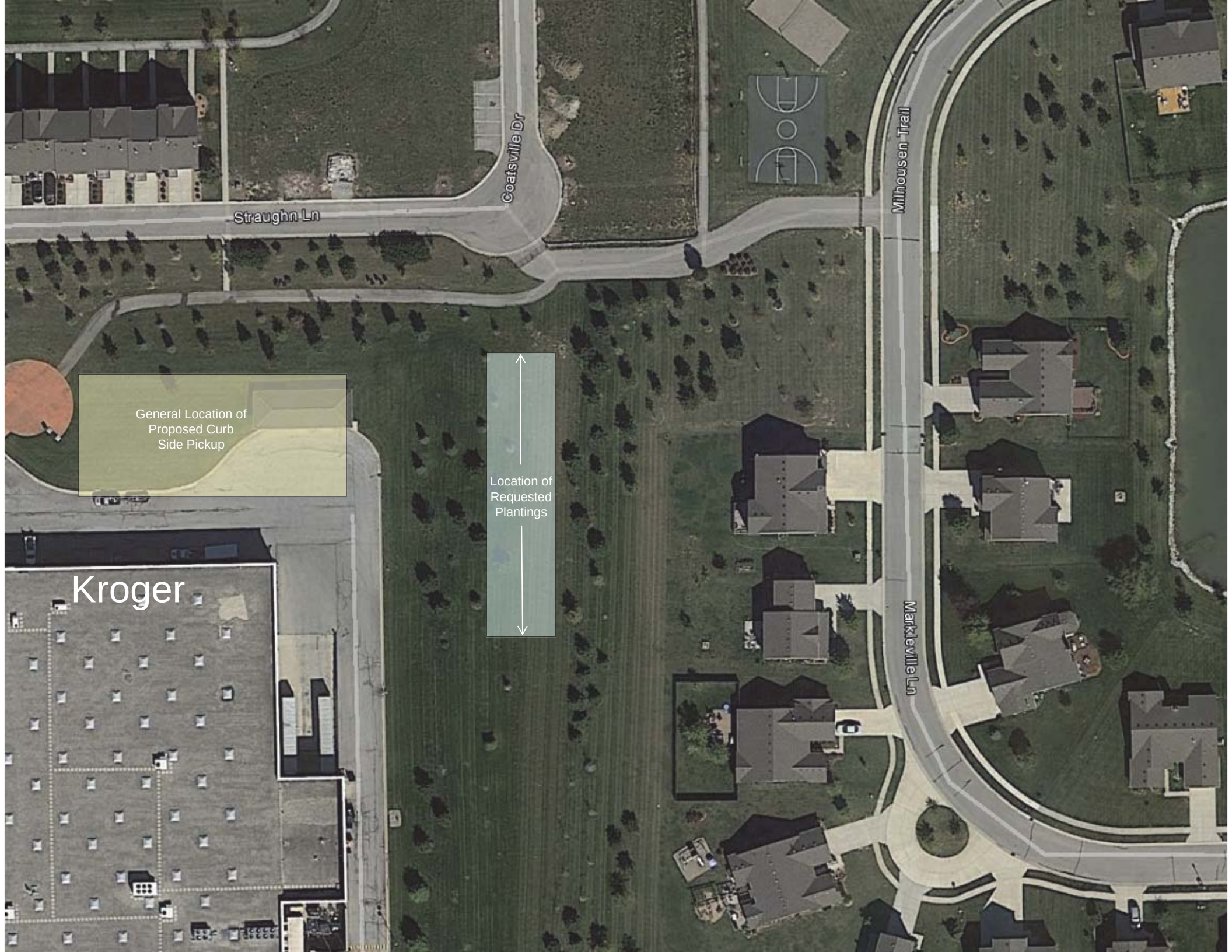


Pamela Howard

From: Brian - Jessica <fredfamily1@hotmail.com>
Sent: Friday, July 31, 2015 12:16 PM
To: Pamela Howard
Subject: Kroger Curb Side Pick Up
Attachments: Kroger Expansion.pdf; ATT00001.htm

We received notice about Kroger's plans to add a curb site pick up service at their store at 161st and Springmill. My wife and I own a home at [69 Markleville Lane](#) that lies essentially due east of the proposed improvements. Our only concern with this proposal would be any outdoor lighting that would be added that may become a nuisance to the homes that face this new addition. Our suggestion would be for Kroger to plant additional evergreens on the berm that separates the Kroger property and the Countryside neighborhood to mitigate any concerns about the lighting (see attached).

Brian & Jessica Frederick
[69 Markleville Lane](#)



Straughn Ln

Coatsville Dr

Milhousen Trail

Markleville Ln

Kroger

General Location of
Proposed Curb
Side Pickup

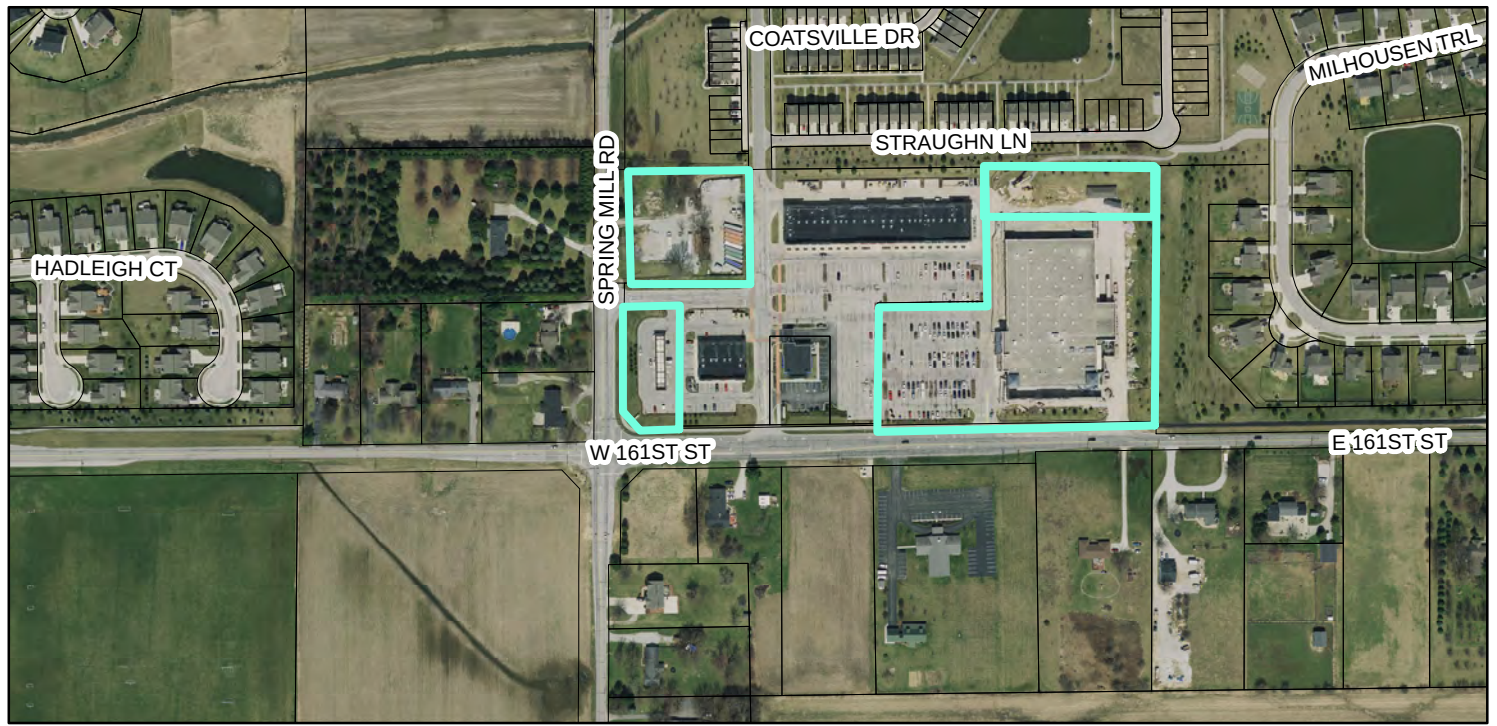
Location of
Requested
Plantings



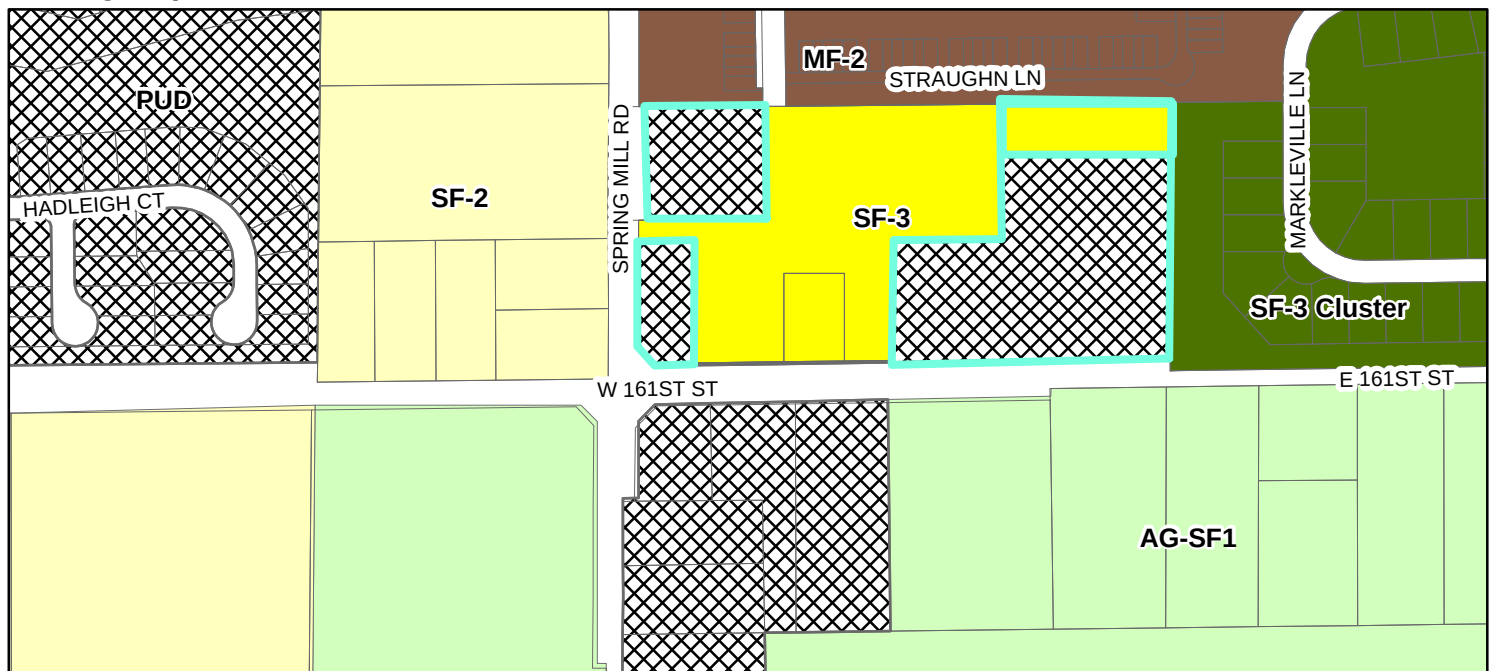
Location Map Spring Mill Station Northeast Quadrant PUD Amendment 1508-PUD-15



Aerial Location Map



Zoning Map



ReferenceLayers.DBO.ParcelsWPWDServAreaMVPmibor

Zoning

- AG-SF1 (Agriculture - Single Family - 1)
- MF-2 (Multiple Family - 2)



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

September 8, 2015

1508-PUD-15

Exhibit 1

Docket Number: 1508-PUD-15 (Ordinance No. 15-24)

Petitioner: Paula Gartner, EMH&T on behalf of Kroger Limited Partnership

Request: An amendment to add an additional 0.529 acres+/- to the Spring Mill Station NE Quadrant PUD. The amendment includes adding Curbside Pickup as a permitted use, adding associated development standards, and modifying the sign standards.

Current Zoning: Andover North PUD District (Ordinance 06-12)

Current Land Use: Residential / Agricultural

Zoning History: 1405-PUD-06, Rezoning to Spring Mill Station NE Quadrant PUD
1409-DP-28 & 1409-SIT-13, Fuel Station Development Plan
1410-DP-31 & 1410-SIT-14, Grocery Store Expansion Development Plan
1508-DDP-14, Curbside Pickup Detailed Development Plan (Pending)

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Amendment Ordinance
5. Character Exhibit
6. Overall Site Plan
7. Signage Plan
8. Neighborhood Meeting Summary

Staff Reviewer: Pam Howard, Associate Planner

PETITION HISTORY

This petition was introduced at the July 2, 2015, City Council meeting. The petition received a public hearing at the August 3, 2015, Advisory Plan Commission (the "APC") meeting.

Due to changes to the proposed amendment, a new public hearing is required and will be held on September 8, 2015.

PROCEDURAL

Public Hearing:

Amendments to a Planned Unit Development District are required to be considered at a public hearing by the APC. A public hearing for this petition was held at the August 3, 2015, APC meeting and a second public hearing is being held at the September 8, 2015, APC meeting. Notice of both public hearings was provided in accordance with Indiana law.

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.

PROJECT OVERVIEW

Project Location: The Petitioner is requesting an amendment to the Spring Mill Station NE Quadrant PUD (the "PUD Ordinance"), which is located at the northeast corner of 161st Street and Springmill Road (see **Exhibit 2**).

Amendment Request: The Petitioner is requesting an amendment to incorporate additional land, as well as modify the permitted uses, development standards, and sign standards, as further described below.

1. Changes to the Real Estate: The proposed amendment incorporates an additional 0.529 acres+/- directly north of the current store into the PUD District as "Area A.4" (the "Property") (see **Exhibit 2**).
2. Definitions: The proposed amendment defines "Curb Side Pickup Station" as "Dedicated parking spaces with covering canopy, appurtenances and wayfinding/identification signage where merchandise is picked up." The proposed amendments also defines "Anchor Store" as "The existing Kroger building located in Area A.1, as generally depicted in Exhibit B.1 of the PUD Ordinance.
3. Permitted Uses: The proposed amendment permits a Curb Side Pickup Station on Area A.4 the Property. Additionally, the proposed amendment allows the curb side delivery service to be provided using existing parking spaces in Area A.1 until construction of the Canopy is completed, also requiring that the use be discontinued in Area A.1 by January 2, 2016 unless otherwise approved by the Director.
4. Setbacks: The existing PUD Ordinance requires side and rear setbacks of sixty (60) feet when abutting a residential district. The amendment proposes a setback of forty (40) feet along the north property line. Additionally, the amendment proposes the separation between the Curb Side Pickup Station and existing grocery store be at least thirty (30) feet.
5. Parking: The PUD Ordinance defaults to the Zoning Ordinance (UDO). The proposed amendment eliminates the requirement for stacking spaces and a by-pass lane for a Curb Side Pickup Station.
6. Landscaping and Screening: The PUD Ordinance defaults to the Zoning Ordinance (UDO). The proposed amendment incorporates a landscaping exhibit for the Property specific to the Curb Side Pickup Station use, and requires that the landscaping be in substantial compliance with the exhibit. As a result, the UDO standards would not apply to this area of the PUD.

7. Sign Standards: The PUD Ordinance defaults to the Zoning Ordinance (UDO). The proposed amendment allows one hundred (100) square feet of signage for the Curb Side Pickup Station, and five hundred (500) square feet of signage for the Anchor Store. Additionally, the proposed amendment requires that all signs be either reverse channel letter or externally lit with gooseneck light fixtures. The proposed amendment also requires that ground identification signs be architecturally compatible with the building architecture, and incorporates exhibits portraying the signage to be used in the development. The signage portrayed for the Anchor Store does not comply with the lighting requirements listed above. The proposed amendment allow them to install the nonconforming signs, but requires them to be removed by January 2, 2016, or when conforming signs area installed, whichever occurs first.
8. Architectural and Streetscape Design Standards: The proposed amendment incorporates Character Exhibits for the Curb Side Pickup Station to establish the applicable architectural character. As a result, the UDO's architectural standards would not apply to this area of the PUD.

Comprehensive Plan: The area surrounding the intersection of 161st Street and Spring Mill Road was included in the Spring Mill Station Addendum (the "Addendum") to the Comprehensive Plan. The area is envisioned to develop as a "neighborhood hub" with a mix of uses that will generate both auto and pedestrian trips from a close proximity. The northeast corner, where this parcel is located, was used commercially before the Addendum was created. It was included in the Addendum to ensure that any future development of the site be cohesive with the vision of the Addendum.

The petitioner has worked with the Spring Mill Station Task Group to ensure that the proposed development meets the vision of the Addendum. This vision includes the style of architecture, layout of the site, buffering, and connectivity to surrounding developments.

MODIFICATIONS SINCE THE FIRST PUBLIC HEARING

Since the first public hearing, changes have been proposed that require the petition to be heard again. Those changes and their reasoning are outlined in the table below.

Change	Reason
Allowing for increased sign area for Anchor Store to 500sf	Kroger is consider an outlot per the UDO, sign area determined by street frontage (204' on 161 st)
Allow the currently pending sign permits to be approved, requiring the noncompliant signs to be replaced by January 2, 2016	Signs already constructed, new signs will take ~90 days once ordered. Grand Opening is in Sept.
Temporarily allow the Curbside Pickup use in the existing Grocery Store parking lot, until the Canopy is constructed, but no later than 180 days after the adoption of the ordinance, unless otherwise approved by the Director.	Would like to begin offering the service at the grand opening

Additionally, some changes were requested by the APC at the first public hearing. In response to those requests, the petitioner has modified the sign standards to require that all signs be either reverse channel letter or externally lit with gooseneck light fixtures. Sign exhibits have also been incorporated into the ordinance. Additionally, the petitioner will install directional striping to the area between the pickup canopy and building to discourage vehicles from entering the Curb Side Pickup Station from the west (front of the building) instead of from the east (rear of the building).

PUBLIC COMMENTS

One written comment was received prior to the public hearing. Comments made during the hearing can be found in the minutes of the June 1st meeting. Any additional written comments that are received prior to Monday's meeting will be added to the existing Public Comments exhibit uploaded to the Plan Commission's September 8th agenda.

STAFF RECOMMENDATION

The Petitioner has satisfactorily addressed the Department's comments and incorporated the Department's recommendations into the proposed ordinance and Concept plan. If the Plan Commission is otherwise satisfied with the revisions to the proposed amendment, then the Department recommends forwarding this petition to the City Council with a favorable recommendation.

If any APC member has questions prior to the meeting, then please contact Pam Howard at 317-531-3751 or phoward@westfield.in.gov.

ORDINANCE NUMBER 15-24

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO THE UNIFIED DEVELOPMENT ORDINANCE AND THE SPRING MILL STATION NORTHEAST QUADRANT PLANNED UNIT DEVELOPMENT DISTRICT ORDINANCE

This is an Ordinance to amend the Westfield-Washington 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 Council enacted Ordinance No. 14-39, Spring Mill Station Northeast Quadrant Planned Unit Development on September 8, 2014;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1508-PUD-15**), requesting an amendment to the Unified Development Ordinance, the Zoning Map and the Spring Mill Station Northeast Quadrant PUD Ordinance with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (collectively, the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1508-PUD-15** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a **positive** recommendation (8-0) 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 September 9th, 2015;

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 Spring Mill Station Northeast Quadrant Planned Unit Development 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 incorporate the real estate described in **Exhibit A.4** into the Spring Mill Station Northeast Quadrant Planned Unit Development District (the “District”), and the real estate shall hereinafter be known as “Area A.4”.
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, (ii) the Spring Mill Station Northeast Quadrant PUD Ordinance (the “PUD Ordinance”); 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 or the PUD Ordinance.
- 1.3 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

Section 2. Definitions. The definitions of the PUD Ordinance shall apply in addition to the following:

- 2.1 **Curb Side Pickup Station:** Dedicated parking spaces with covered canopy, appurtenances and way finding/identification signage where merchandise is picked up.
- 2.2 **Anchor Store:** The existing Kroger building located in Area A.1, as generally depicted in **Exhibit B.1** of the PUD Ordinance.

Section 3. Permitted Uses. The permitted use in Area A.4 shall be a Curb Side Pickup Station. The service of curb side delivery shall be permitted utilizing existing parking spaces in Area A.1 with temporary signage, until such time that construction is complete on the elements as shown in **Exhibit B.** The curb side delivery service shall be discontinued in Area A. 1 one hundred eighty (180) days after the adoption of this Ordinance; unless otherwise approved by the Director.

Section 4. Setbacks/Building Separation. The following shall apply to “Area A.4”.

- 4.1 The separation between the Curbside Pickup Station and the existing grocery store shall be at least thirty (30) feet.
- 4.2 Side and Rear yards that abut existing residential shall be at least forty (40) feet.

Section 5. Parking. Article 6.14 of the UDO shall apply; however, Article 6.14(E), Stacking Requirements for Drive-Through Facilities, shall not apply.

Section 6. Landscaping. Article 6.8 of the UDO shall not apply; rather, landscaping and

screening shall be installed in substantial compliance with **Exhibit B.**

Section 7. **Sign Standards.** Article 6.17 of the UDO shall apply, except as otherwise modified below.

- A. The maximum permitted Sign Area for the Curb Side Pickup Station shall be one hundred (100) square feet.
- B. The maximum permitted Sign Area for the Anchor Store shall be five hundred (500) square feet.
- C. All signs shall be either (i) reverse channel letter, in accordance with Article 6.17(F)(9) of the UDO; or (ii) externally lit with gooseneck light fixtures.
- D. Ground identification signs shall be architecturally compatible with the architecture of the Real Estate's buildings.
- E. Signs for the Curb Side Pickup Station shall be installed in substantial compliance with **Exhibit C.**
- F. The signs depicted in **Exhibit D** shall be permitted until January 2, 2016, or until signs that conform to Section 7(C) of this Ordinance are installed, whichever occurs first.

Section 8. **Architectural and Streetscape Design Standards.** Article 6.3 of the UDO shall not apply; however, buildings shall be developed in substantial compliance with **Exhibit E.**

ALL OF WHICH IS ORDAINED/RESOLVED THIS 8th DAY OF SEPTEMBER, 2015.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Charles Lehman

Charles Lehman

Charles Lehman

Robert J. Smith

Robert J. Smith

Robert J. Smith

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 15-24** was delivered to the Mayor of Westfield

on the _____ day of _____, 2015, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 15-24**

this _____ day of _____, 2015.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 15-24**

this _____ day of _____, 2015.

J. Andrew Cook, Mayor

This document prepared by: Paula J. Gartner, PE

EXHIBIT A.1



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

TOWN OF WESTFIELD, HAMILTON, INDIANA

EXHIBIT "A.1"

FOR

KROGER J970

GROCERY STORE EXPANSION AREA

LAND DESCRIPTION

DATE: August 14, 2014

JOB NO. 20130351

SCALE: None

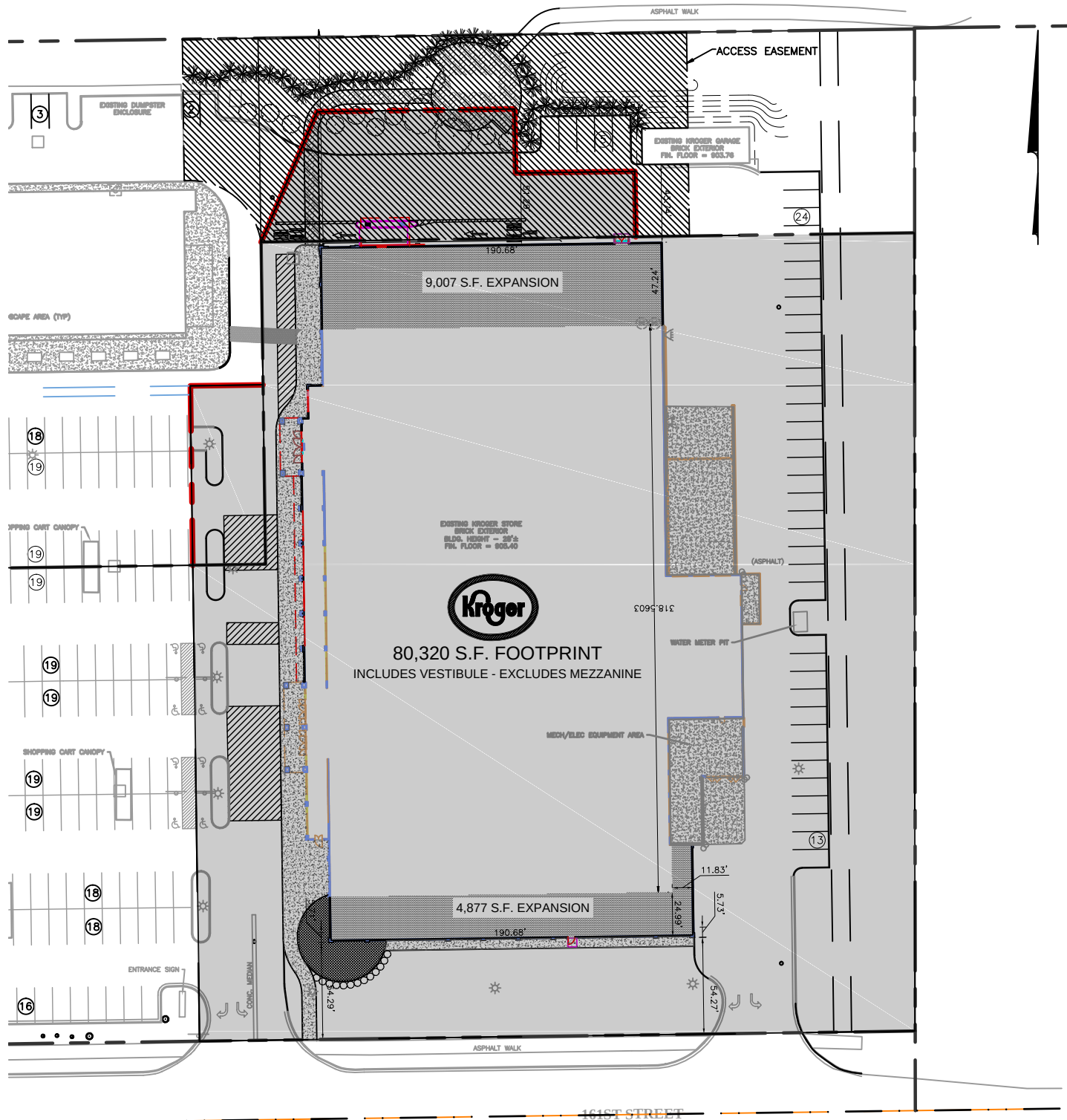


EXHIBIT A.1



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

TOWN OF WESTFIELD, HAMILTON, INDIANA

EXHIBIT "A.1"

FOR

KROGER J970

GROCERY STORE EXPANSION AREA

LAND DESCRIPTION

DATE: **AUGUST 14, 2014**

JOB NO. **20130351**

SCALE: **None**

DESCRIPTION FOR GROCERY STORE EXPANSION AREA:

PART OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 18 NORTH, RANGE 03 EAST,
HAMILTON COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID QUARTER SECTION AND RUNNING THENCE
NORTH 89 DEGREES 11 MINUTES 57 SECONDS EAST ALONG THE SOUTH LINE THEREOF A DISTANCE OF
1203.25 FEET; THENCE NORTH 00 DEGREES 02 MINUTES 40 SECONDS WEST A DISTANCE OF 44.66
FEET TO THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 11 MINUTES 17 SECONDS WEST A
DISTANCE OF 401.55 FEET; THENCE NORTH 00 DEGREES 48 MINUTES 43 SECONDS WEST A DISTANCE
OF 367.66 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 17 SECONDS EAST A DISTANCE OF 40.87
FEET; THENCE NORTH 00 DEGREES 48 MINUTES 43 SECONDS WEST A DISTANCE OF 80.07 FEET;
THENCE NORTH 23 DEGREES 16 MINUTES 50 SECONDS EAST A DISTANCE OF 79.66 FEET; THENCE
NORTH 89 DEGREES 13 MINUTES 36 SECONDS EAST A DISTANCE OF 110.91 FEET; THENCE SOUTH 00
DEGREES 43 MINUTES 51 SECONDS EAST A DISTANCE OF 35.92 FEET; THENCE NORTH 89 DEGREES 13
MINUTES 36 SECONDS EAST A DISTANCE OF 66.97 FEET; THENCE SOUTH 00 DEGREES 49 MINUTES 03
SECONDS EAST A DISTANCE OF 36.68 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 17 SECONDS
EAST A DISTANCE OF 156.33 FEET; THENCE SOUTH 00 DEGREES 02 MINUTES 40 SECONDS EAST A
DISTANCE OF 447.76 FEET TO THE POINT OF BEGINNING; CONTAINING 4.35 ACRES, MORE OR LESS.

EXHIBIT A.2



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

TOWN OF WESTFIELD, HAMILTON, INDIANA

EXHIBIT "A.2"

FOR

KROGER J970

FUEL CENTER EXPANSION AREA

LAND DESCRIPTION

DATE: August 14, 2014

JOB NO. 20130351

SCALE: None

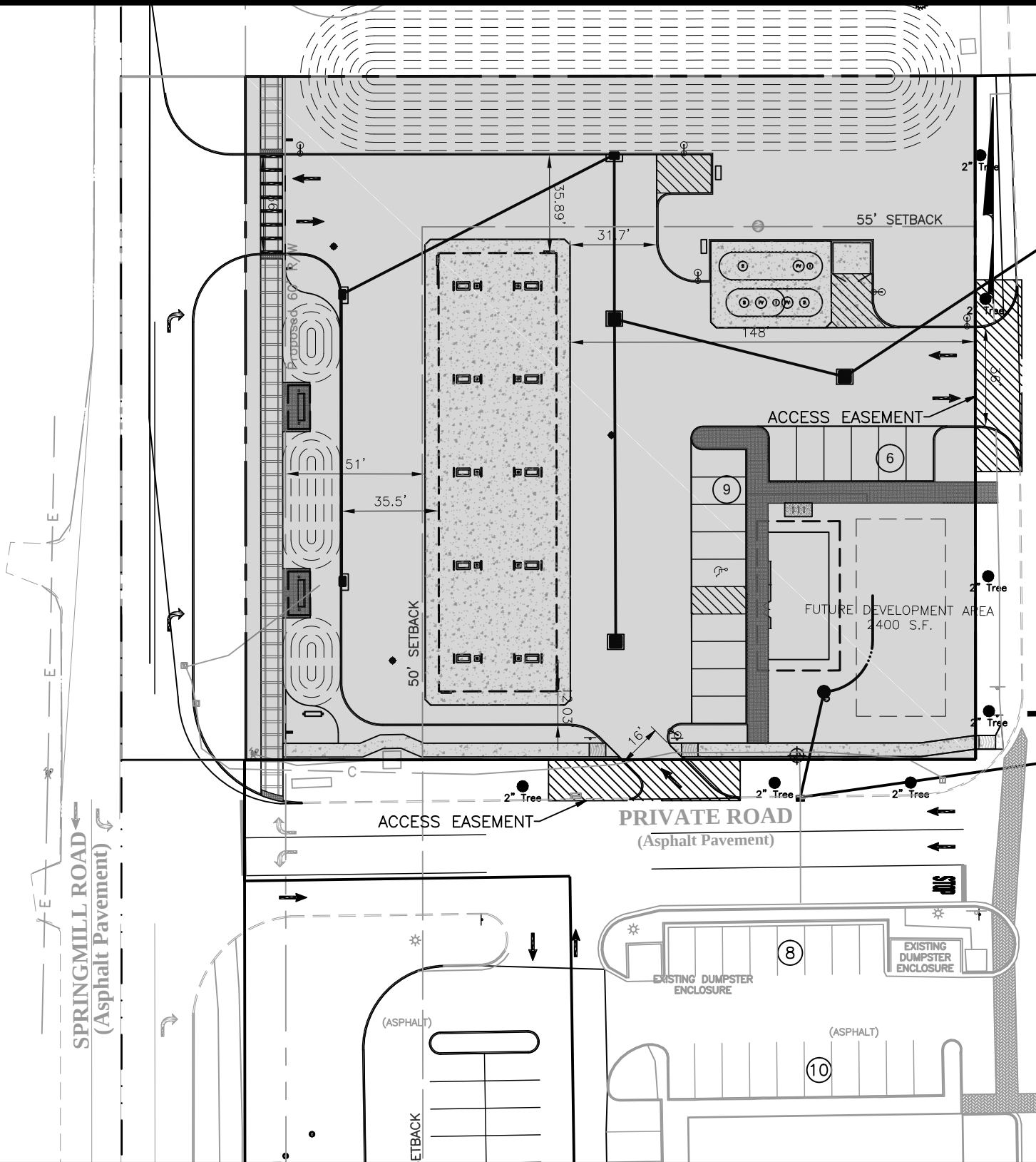


EXHIBIT A.2



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

TOWN OF WESTFIELD, HAMILTON, INDIANA

EXHIBIT "A.2"

FOR

KROGER J970

FUEL CENTER EXPANSION AREA

LAND DESCRIPTION

DATE: **August 14, 2014**

JOB NO. **20130351**

SCALE: **None**

DESCRIPTION FOR FUEL CENTER EXPANSION AREA:

PART OF THE NORTHWEST QUARTER SECTION 11, TOWNSHIP 18 NORTH, RANGE 3 EAST, HAMILTON COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE ABOVE MENTIONED QUARTER, NORTH 00 DEGREES 00 MINUTES (ASSUMED BEARING) ALONG THE WEST LINE OF SAID QUARTER SECTION 361.38 FEET TO THE PLACE OF BEGINING TO THIS DESCRIPTION, THENCE CONTINUING ALONG SAID LINE 249.52 FEET TO A POINT; THENCE NORTH 90 DEGREES 00 MINUTES EAST 312.00 FEET TO A POINT; THENCE SOUTH 00 DEGREES 00 MINUTES EAST 249.52 FEET TO A POINT; THENCE SOUTH 90 DEGREES 00 MINUTES WEST 312.00 FEET TO A POINT WHICH IS THE BEGINNING POINT OF THIS DESCRIPTION; CONTAINING, EXCLUDING THE RIGHT-OF-WAY OF SPRING MILL ROAD, 1.527 ACRES, MORE OR LESS.

EXHIBIT A.3



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

TOWN OF WESTFIELD, HAMILTON, INDIANA

EXHIBIT "A.3"

FOR

KROGER J970

EXISTING FUEL CENTER REDEVELOPMENT AREA LAND DESCRIPTION

DATE: August 14, 2014

JOB NO. 20130351

SCALE: None

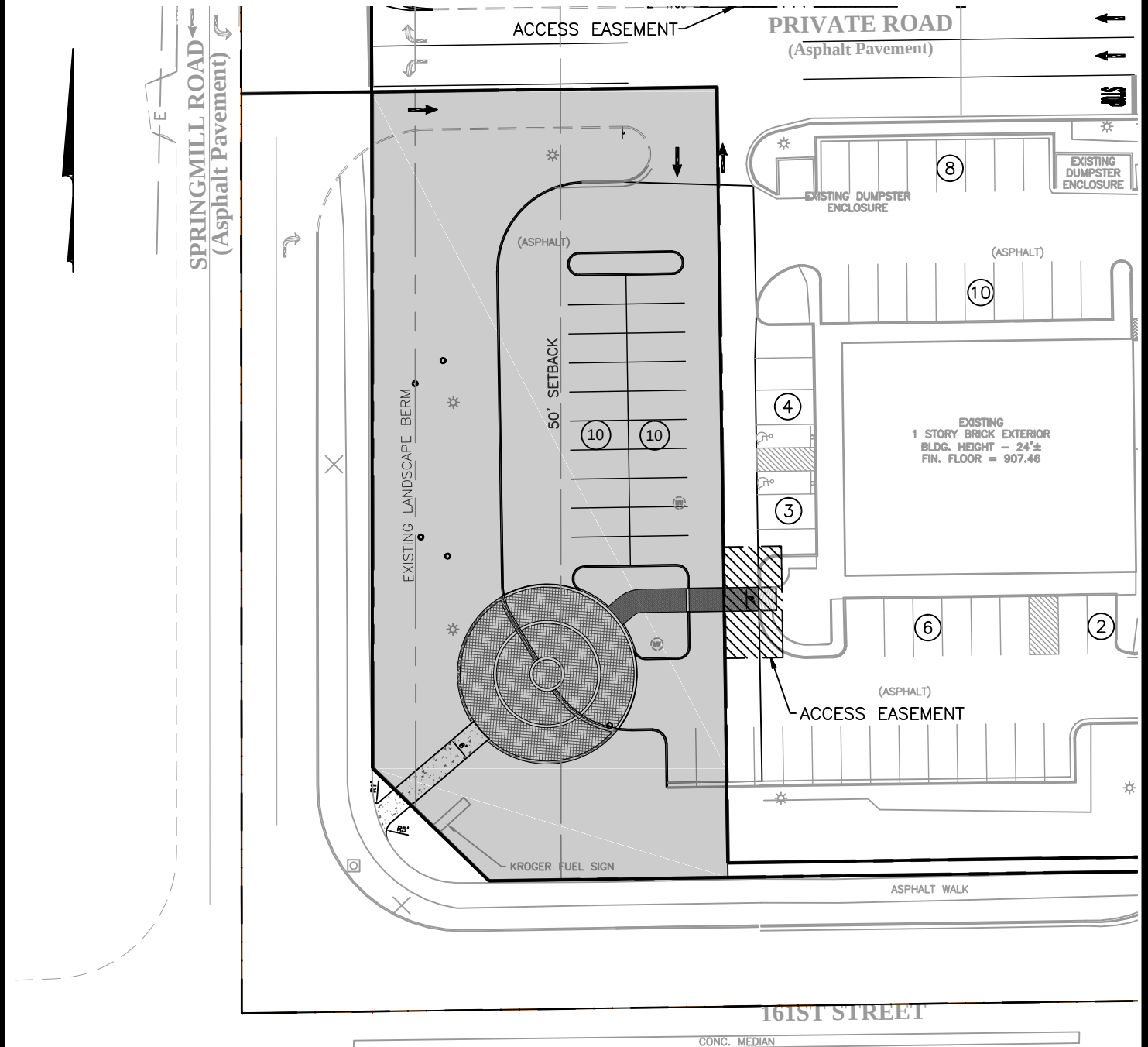


EXHIBIT A.3



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

TOWN OF WESTFIELD, HAMILTON, INDIANA

EXHIBIT "A.3"

FOR

KROGER J970

EXISTING FUEL CENTER REDEVELOPMENT AREA LAND DESCRIPTION

DATE: **August 14, 2014**

JOB NO. **20130351**

SCALE: **None**

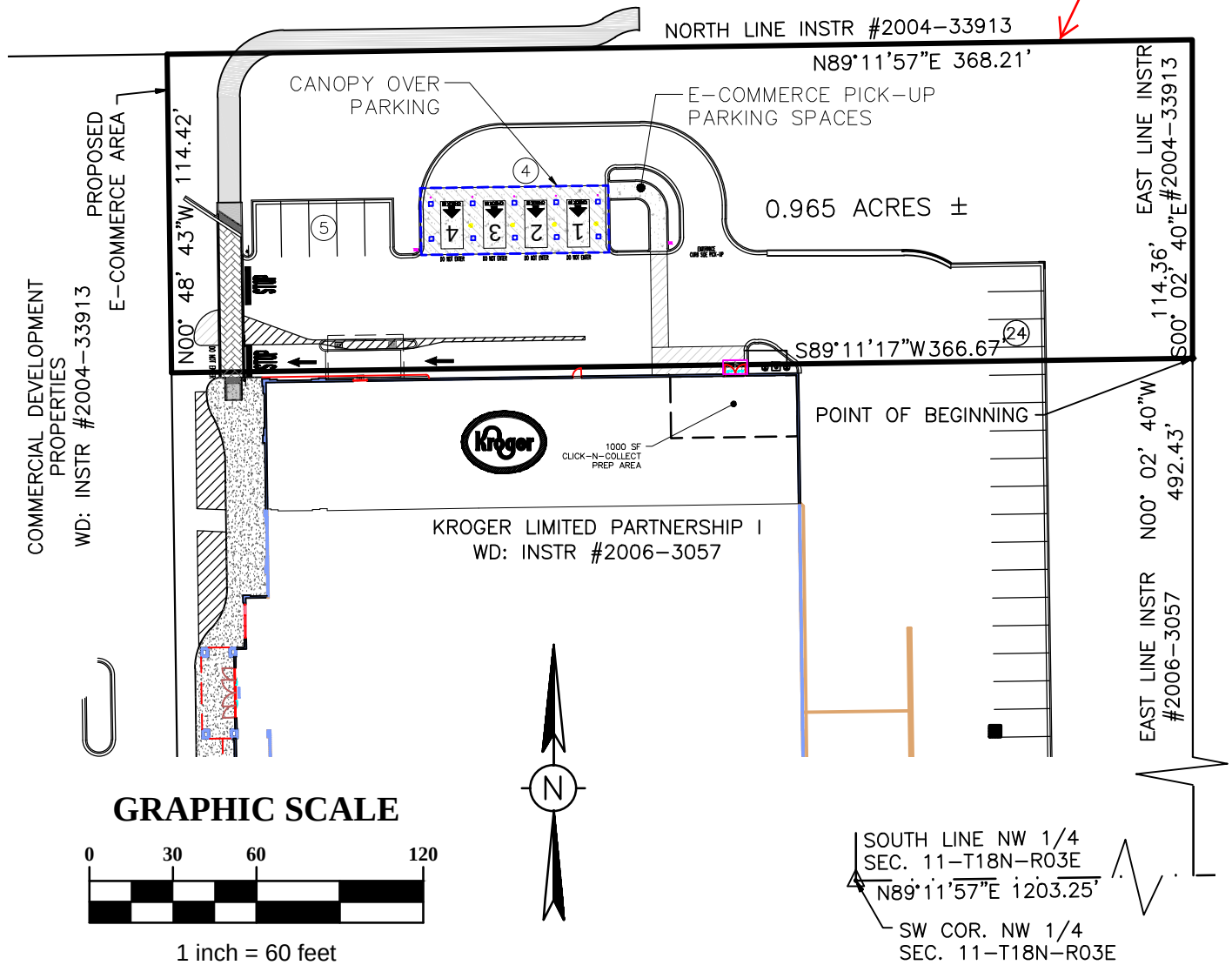
DESCRIPTION FOR EXISTING FUEL CENTER REDEVELOPMENT AREA:

PART OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 18 NORTH, RANGE 03 EAST, HAMILTON COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID QUARTER SECTION AND RUNNING THENCE NORTH 00 DEGREES 02 MINUTES 40 SECONDS WEST (ASSUMED BEARING) ALONG THE WEST LINE THEREOF A DISTANCE OF 316.60 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 17 SECONDS EAST A DISTANCE OF 45.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 11 MINUTES 17 SECONDS EAST 118.85 FEET; THENCE SOUTH 00 DEGREES 48 MINUTES 43 SECONDS EAST A DISTANCE OF 272.15 FEET; THENCE SOUTH 89 DEGREES 11 MINUTES 17 SECONDS WEST A DISTANCE OF 82.30 FEET; THENCE NORTH 46 DEGREES 03 MINUTES 43 SECONDS WEST A DISTANCE OF 55.79 FEET; THENCE NORTH 00 DEGREES 03 MINUTES 23 SECONDS WEST A DISTANCE OF 232.90 FEET TO THE POINT OF BEGINNING; CONTAINING 0.736 ACRES, MORE OR LESS.

EXHIBIT A.4

AREA A.4



PROPOSED E-COMMERCE AREA DESCRIPTION

PART OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 18 NORTH, RANGE 03 EAST IN THE CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID QUARTER SECTION; THENCE NORTH 89 DEGREES 11 MINUTES 57 SECONDS EAST ALONG THE SOUTH LINE THEREOF A DISTANCE OF 1203.25 FEET; THENCE NORTH 00 DEGREES 02 MINUTES 40 SECONDS WEST ALONG THE EAST LINE OF THE LAND DESCRIBED TO KROGER LIMITED PARTNERSHIP I IN INSTRUMENT #2006-3057 RECORDED IN THE OFFICE OF THE HAMILTON COUNTY RECORDER A DISTANCE OF 492.42 FEET TO THE NORTHEAST CORNER THEREOF AND THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89 DEGREES 11 MINUTES 17 SECONDS WEST ALONG THE NORTH LINE OF SAID LAND A DISTANCE OF 366.67 FEET TO THE NORTHWEST CORNER THEREOF; THENCE NORTH 00 DEGREES 48 MINUTES 43 SECONDS WEST A DISTANCE OF 114.42 FEET TO THE NORTH LINE OF THE LAND DESCRIBED TO COMMERCIAL DEVELOPMENT PROPERTIES IN INSTRUMENT #2004-33913 RECORDED IN THE OFFICE OF THE HAMILTON COUNTY RECORDER; THENCE NORTH 89 DEGREES 11 MINUTES 57 SECONDS EAST ALONG THE NORTH LINE OF SAID LAND A DISTANCE OF 368.21 FEET TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 00 DEGREES 02 MINUTES 40 SECONDS EAST ALONG THE EAST LINE OF SAID LAND A DISTANCE OF 114.36 FEET TO THE POINT OF BEGINNING, CONTAINING 0.965 ACRES, MORE OR LESS.

EMH&T
 Evans, Mechwart, Hambleton & Tilton, Inc.
 Engineers • Surveyors • Planners • Scientists
 7400 N. Shadeland Ave., Ste. 150, Indianapolis, IN 46250
 Phone: 317.913.6930 Toll Free: 888.775.3648
 emht.com

CITY OF WESTFIELD, INDIANA

EXHIBIT A

FOR

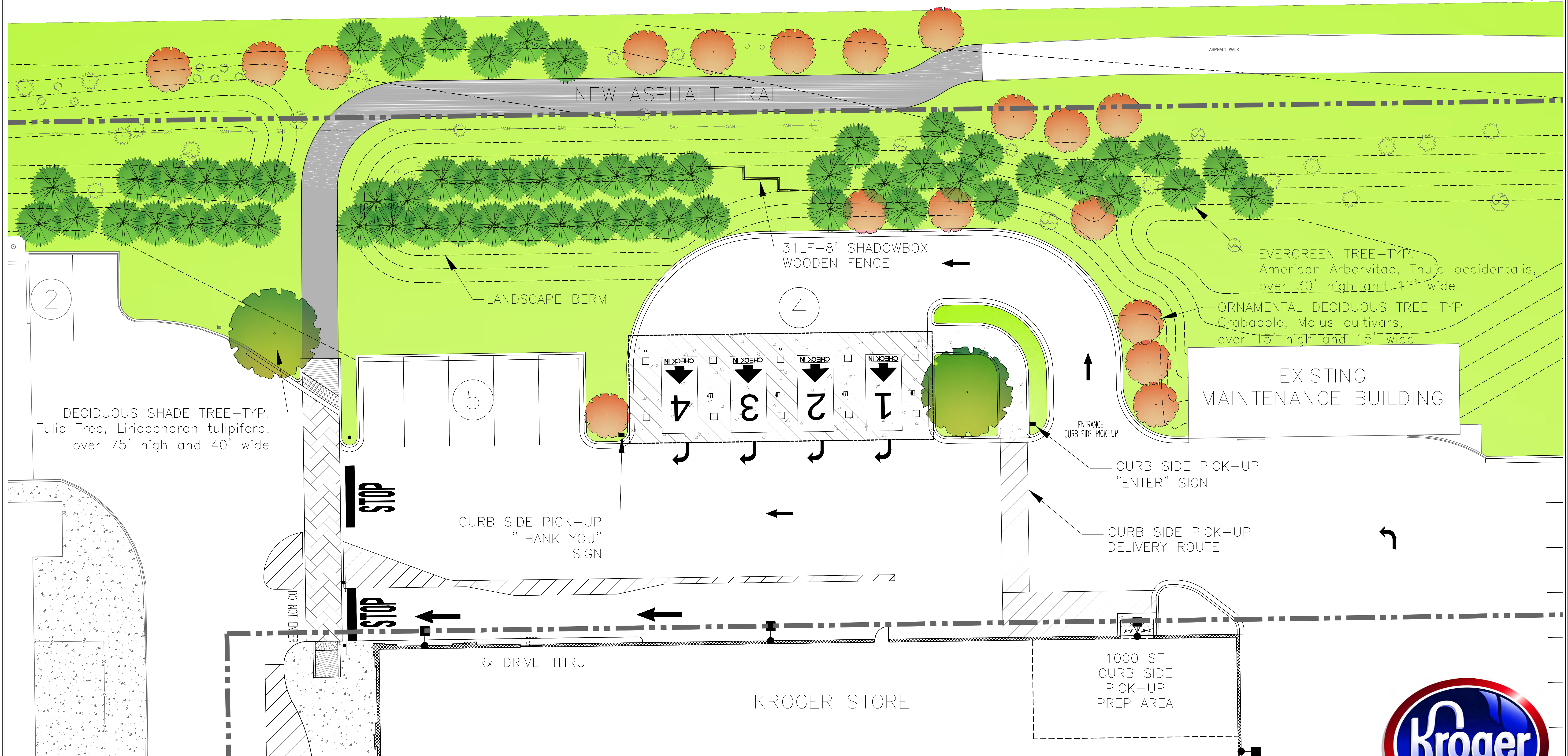
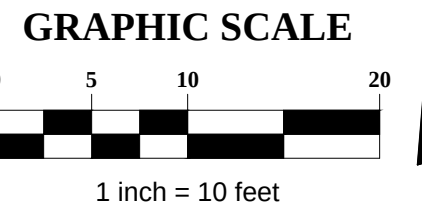
KROGER J970
CURB SIDE PICK UP

JULY 23, 2015

1" = 60'

2015-0601

STRAUGHN LANE



Engineers, Surveyors, Planners, Scientists
Job Number: 2015-0601

SITE DATA	
SPACES LOST TO E-COMMERCE	0



CURB SIDE PICK-UP PLAN

September 03, 2015

J970 Westfield, Indiana

EXHIBIT C.1



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CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

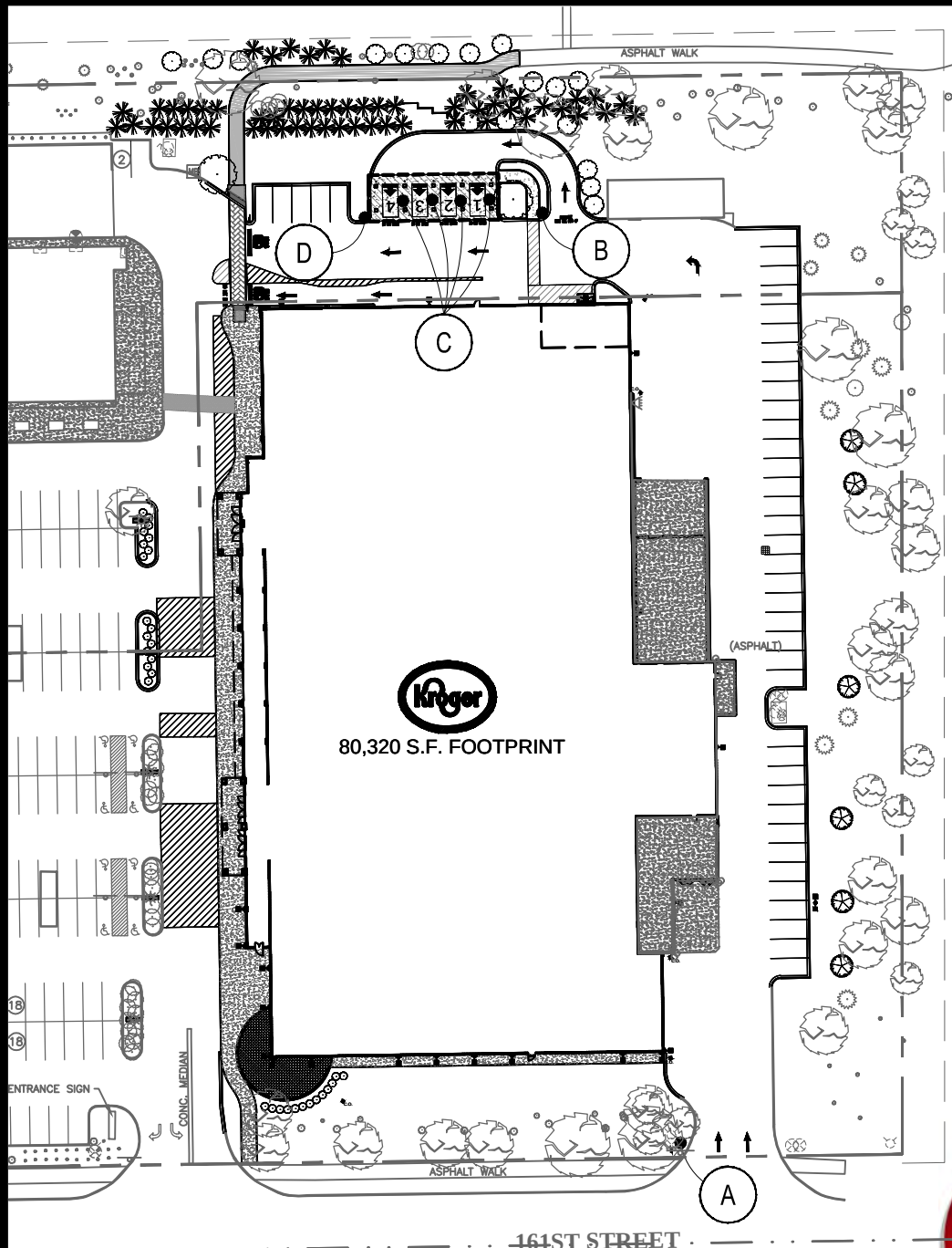
FOR

KROGER J-970 CURB SIDE PICK-UP SIGNAGE PLAN

DATE: August 10, 2015

JOB NO. 2015-0601

SCALE: None



KEY

- (A) MONUMENT SIGN
- (B) "ENTER" SIGN
- (C) CALL BOX SIGN
- (D) "EXIT" SIGN



Engineers, Surveyors, Planners, Scientists



EXHIBIT C.2



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emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

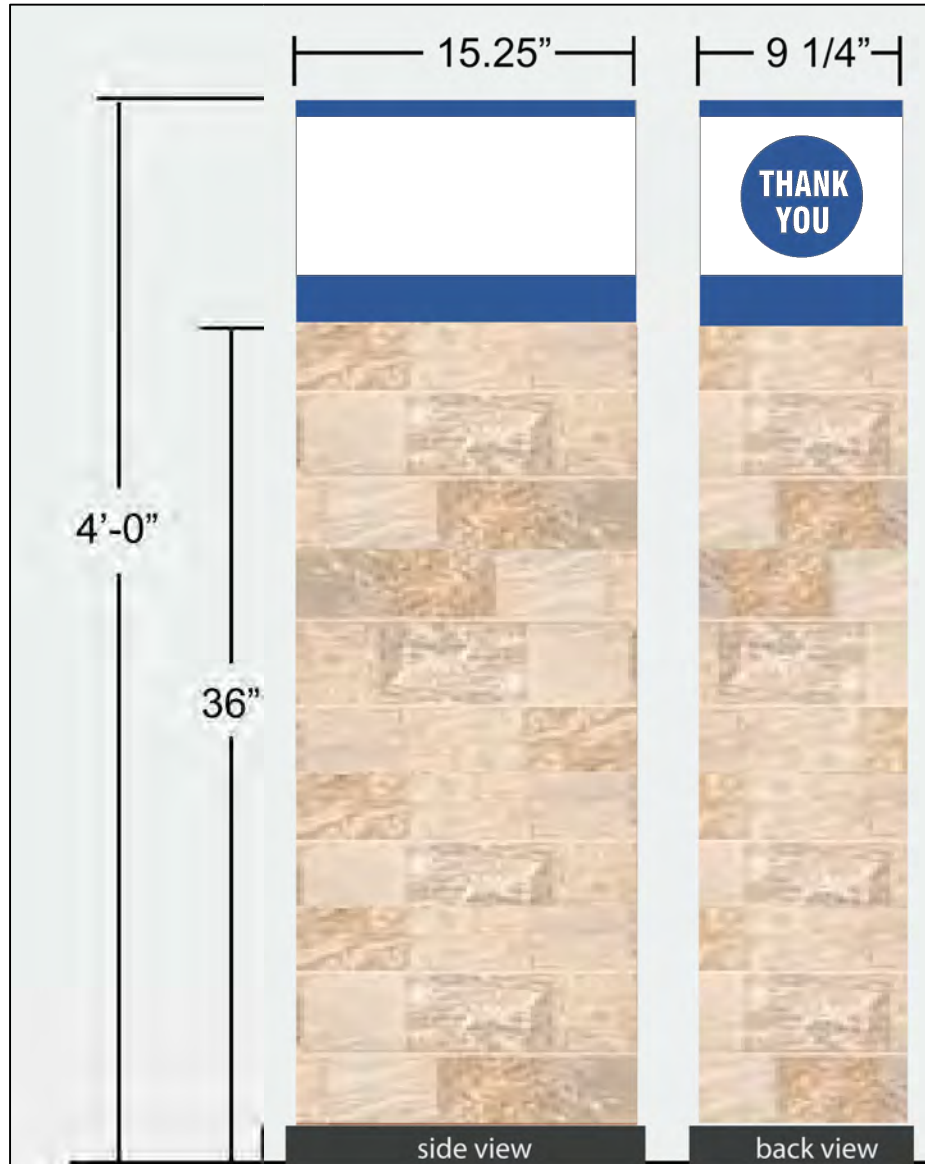
FOR

KROGER J-970 CURB SIDE PICK-UP "THANK YOU" SIGN - DETAIL D

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



"THANK YOU" SIGN (NON-ILLUMINATED)

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.
Directional copy to be 1st surface white reflective vinyl decoration.
PMS 293U Blue circle on a white background.

Quarry Stone:
Color: Desert Slate

COLOR KEY

PMS 293U

WHITE

EXHIBIT C.3



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CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

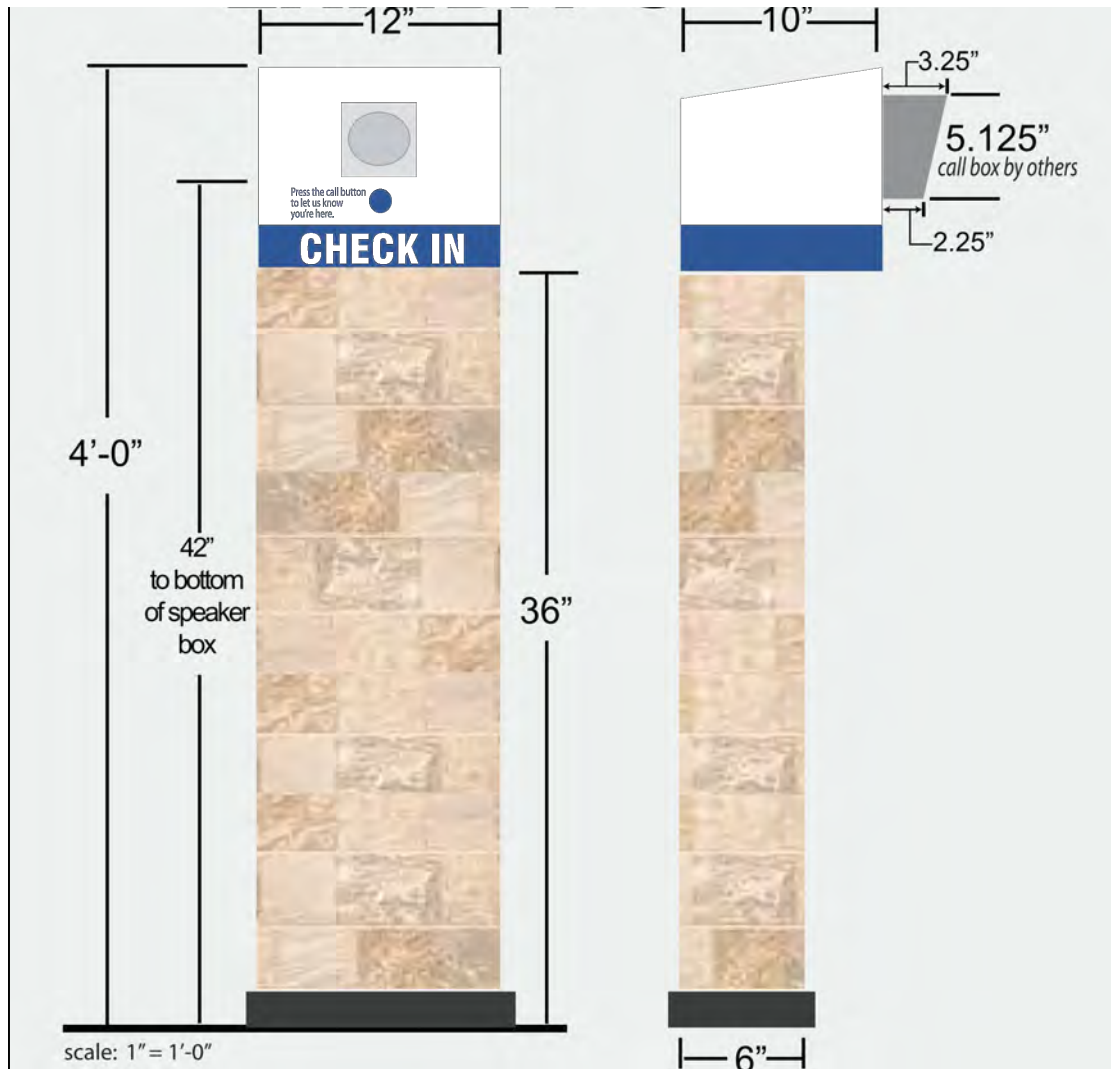
FOR

KROGER J-970 CURB SIDE PICK-UP CALL BOXES - DETAIL C

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



CALL BOXES

Speaker mechanism by others.

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.

Copy to be 1st surface vinyl decoration.

PMS 293U Blue background with white copy for "Check In".

PMS 293U Blue copy for call button instruction.

Open bottom for conduit.

Quarry Stone:
Color: Desert Slate

COLOR KEY
PMS 293U
WHITE

EXHIBIT C.4



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Engineers • Surveyors • Planners • Scientists
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Phone: 317.913.6930 Toll Free: 888.775.3648

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CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

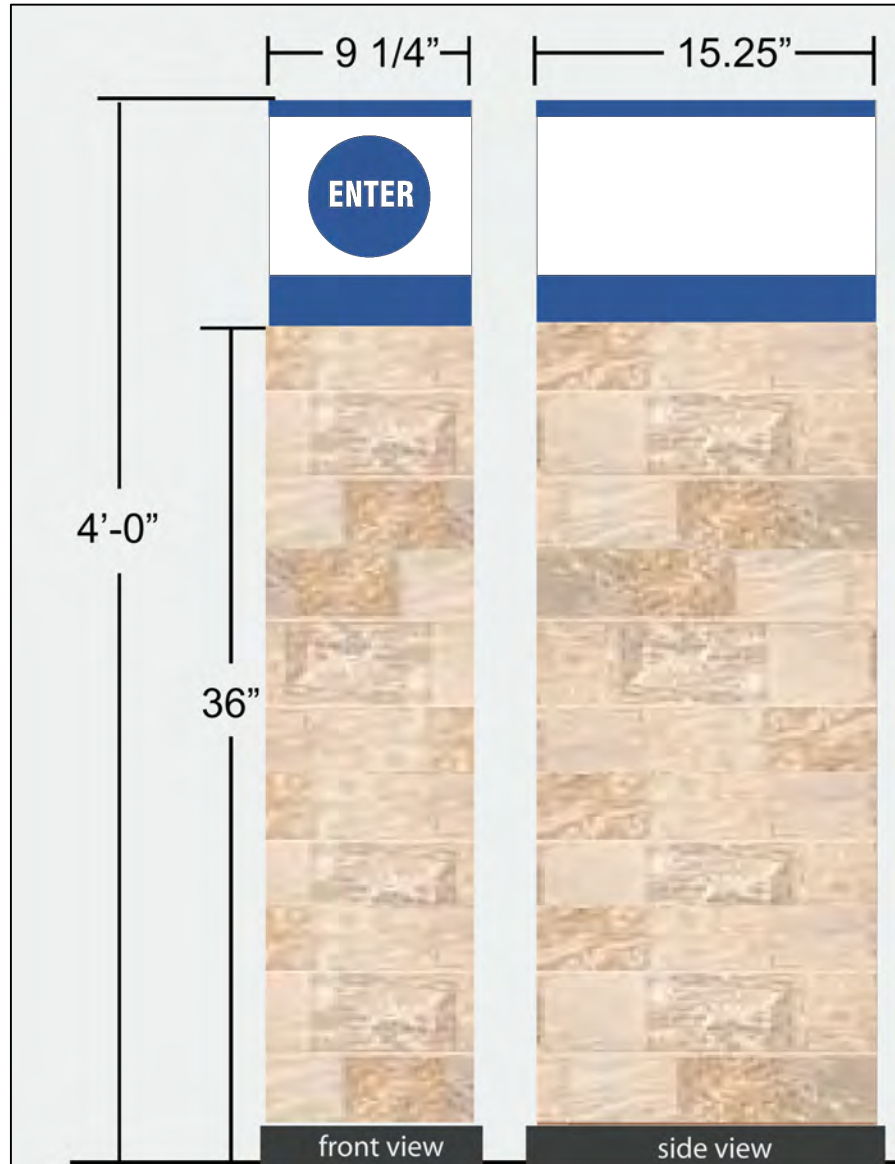
FOR

KROGER J-970 CURB SIDE PICK-UP "ENTER" SIGN - DETAIL B

DATE: June 12, 2015

JOB NO. 2015-0596

SCALE: None



"ENTER" SIGN (NON-ILLUMINATED)

Aluminum angle frame with aluminum and Desert Slate Quarry Stone.
Directional copy to be 1st surface white reflective vinyl decoration.
PMS 293U Blue circle on a white background.

Quarry Stone:
Color: Desert Slate

COLOR KEY

■ PMS 293U

□ WHITE

EXHIBIT C.5



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Engineers • Surveyors • Planners • Scientists
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Phone: 317.913.6930 Toll Free: 888.775.3648

emht.com

CITY OF WESTFIELD, HAMILTON COUNTY, INDIANA

EXHIBIT

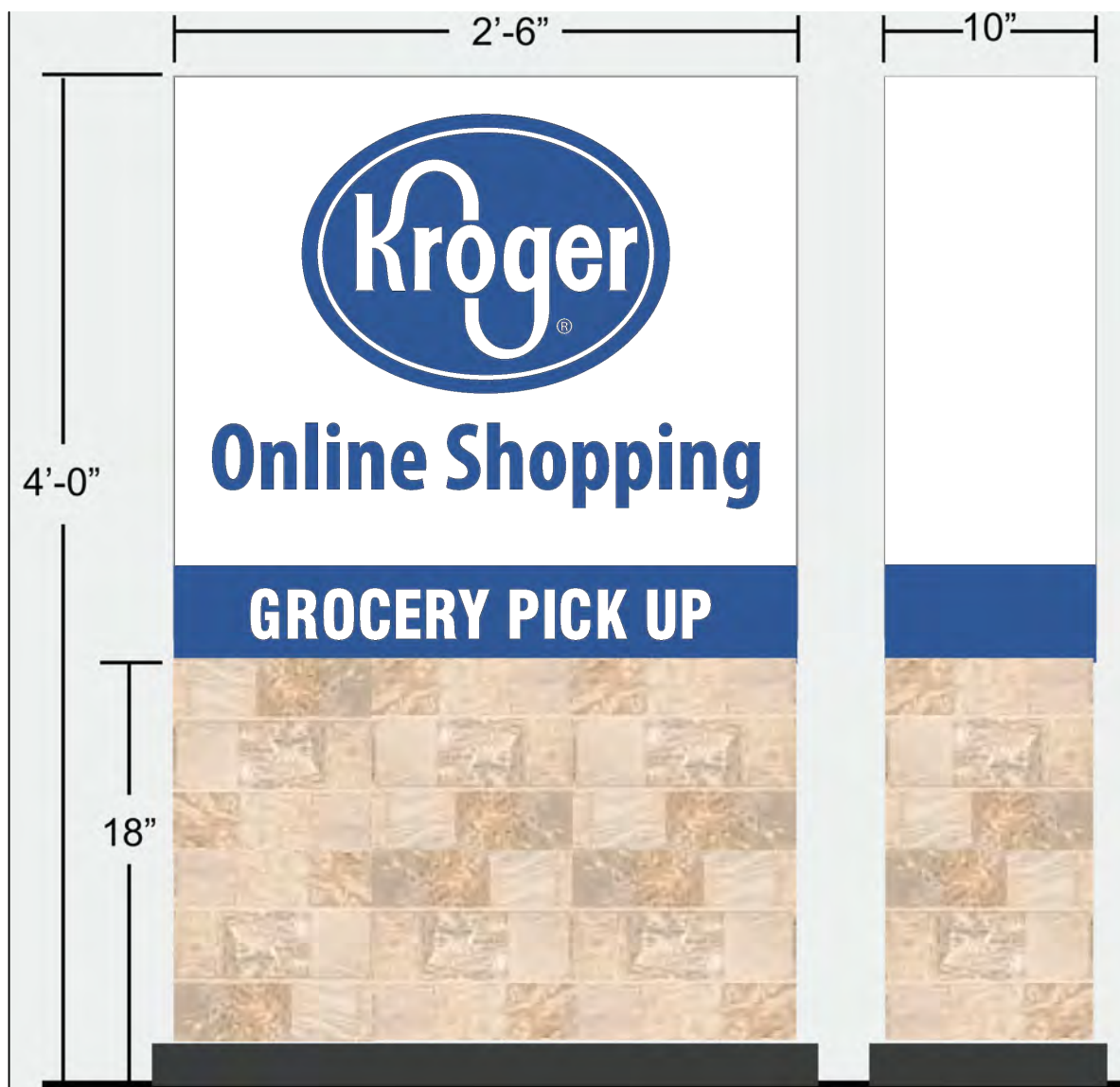
FOR

KROGER J-970 CURB SIDE PICK-UP MONUMENT SIGN @ 161ST - DETAIL A

DATE: August 3, 2015

JOB NO. 2015-0601

SCALE: None



MONUMENT SIGN (INTERNALLY ILLUMINATED)

Routed aluminum faces with push-thru, illuminated copy.
Base to be decorated with Desert Slate Quarry Stone.
Removeable base cover - aluminum painted dark grey.
Open bottom for conduit.
Fabricated white "topper" to be single piece,
removable via top fasteners.

Quarry Stone:
Color: Desert Slate

COLOR KEY

■ PMS 293U
□ WHITE

EXHIBIT C.6



Engineers, Surveyors, Planners, Scientists

Job Number: 2015-0601

CANOPY SIGN

August 3, 2015



J970 Westfield, Indiana

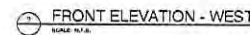
[illegible]

GENERAL NOTES

1. CLEAN LIPCARDS TO BE INSERTED INTO MICRODIP SLITS. CLEAN LIPCARDS NOT IDENTIFIED OR NOT PROVIDED TO THE USER BY THE TOOL AND AGENT SHALL BE DISCARDED. THE USER SHALL PROVIDE THE PROPERLY IDENTIFIED LIPCARDS TO THE AGENT TO BE DISCARDED.
2. ALL EXISTING EPOXY SURFACES TO REMAIN AS IS TO BE PROTECTED FROM FURTHER DAMAGE, LIPCARDS ARE REMOVED.
3. TO PREPARE TO ALLOW WALL SECTIONS FOR INSULATED MATERIALS.
4. TUCK POINT EXISTING MATERIALS NOT IDENTICAL, AS REQUIRED.
5. REPAIR CRACKS. SEALANT AT EXISTING JOINTS, CRACKS.
6. REPLACE DAMAGED / MISSING BRIDGE.
7. TREAT EXISTING FACE WITH ROUGHENING WITH PNEUMATIC BRUSHING TO REMOVE ALL TRACINGS, FILLERS, LIPCARDS.
8. TOOTHMAN REPAIRS WITH DOUGLAS VENEER, OR OTHER EQUIVALENT ARE BEING SUPPLIED.
9. REPAIR AND CRACK DAMAGED WHERE BRIDGE HAS BEEN REMOVED.
10. REPAIR AND CRACK DAMAGED OTHERWHERE, CLEAN CRACKS, EXISTING SURFACES AND COMPARTMENTS TO REMOVAL OF PRECAST AND REBAR EXPOSED.
11. ALL WEARINGS CAN ONLY TO REMAIN AS IS TO BE PROTECTED FROM FURTHER DAMAGE, LIPCARDS ARE REMOVED.
12. ALL WEARINGS LOCATED UNABLE TO BE NAMED.



- [illegible]



Technical drawings of two types of cast stone units, CS-01 and CS-02.

CAST STONE UNIT CS-01
 Model: T-101F

CAST STONE UNIT CS-02
 Model: T-101F



PREPARED BY:
EXPANSION/REMODEL
J-970
150 W 161 ST
WESTFIELD, IN 46074
COMMISSION NO. 517611
ISSUE DATE 11/06/2014
PROJECT TITLE
**EXTERIOR
ELEVATIONS**

A2.1.1

EXHIBIT D.2

Sign Area: 211.57sf



Project: Kroger

Account Rep:
Danny Gayde

Client Approval:

Address:

Request I.D.

City / State:

Design Date:
June 02.15

Design I.D.:

Photo I.D.

060215Pylon

Scale: 1/4" = 1'-0"
PHOTO ELEV. NOT TO SCALE

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EXHIBIT D.3

Sign Area: 40.47sf

060-00005154 (120v)
060-00005157 (277 v)

SINGLE FACE WALL SIGN

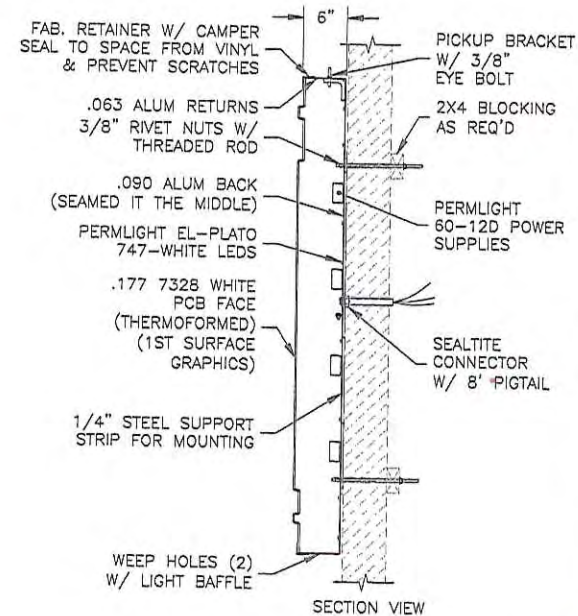
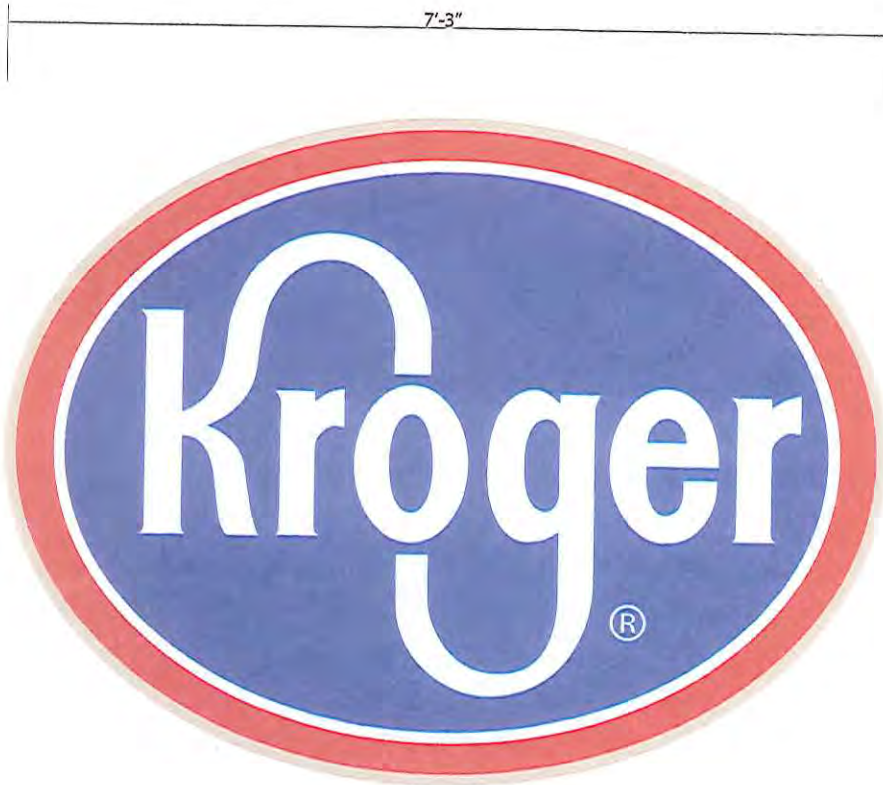
PAN FORMED POLYCARBONATE FACE
EMBOSSSED GRAPHICS.
RED AND BLUE VINYL GRAPHICS

3630-157

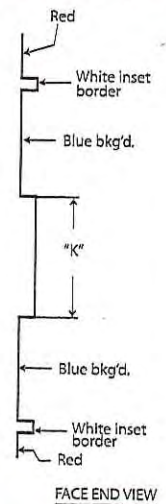
3630-33

WHITE

RETURNS:
AKZO TO MATCH
MATTHEWS P&L 2530
CATTAIL GRAY
(Gloss Level T.B.D.)



EMBOSSMENT DETAIL Embossment Depth T.B.D.



SCALE: 1" = 1'-0"

ACTUAL SQ. FT.: 31.65

403-LOGO-5X75C-120
402-LOGO-5X75C-277



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CUSTOMER APPROVAL:

DATE:

Rev. #1

DATE

BY

Rev. #2

Rev. #3

Rev. #4

DATE

BY

Rev. #5

Rev. #6



DRAWING NO:
52602 MSC

DATE: 6-30-09

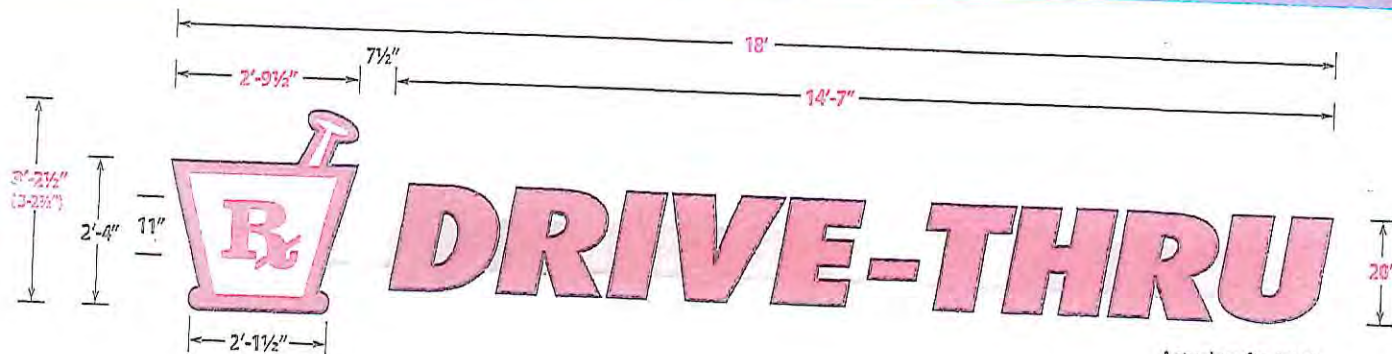
S. Hawke

Sign Area: 57.75sf

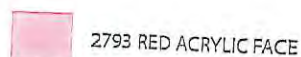
 21^4 in

056-00615010 11 2005
056-006003184 12/7/05

CHANNEL LETTER SET - RACEWAY MOUNT



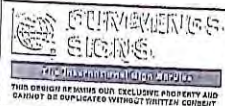
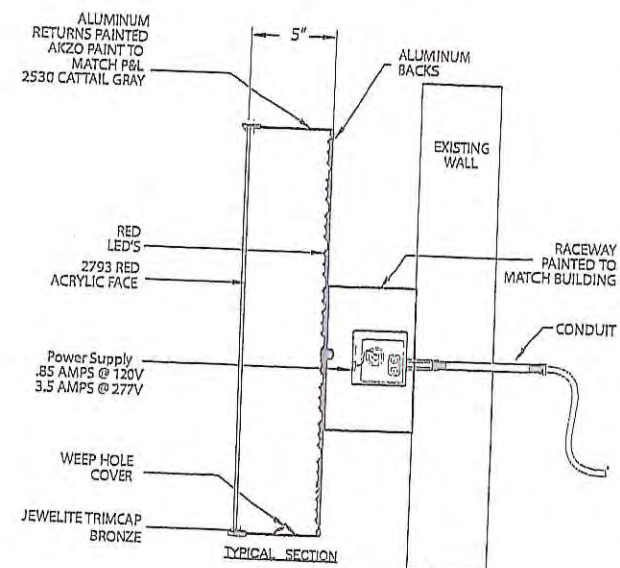
Actual sq. ft.: 33.25



FILLER:
AKZO TO MATCH
MATTHEWS P&L 2530
CATTAIL GRAY
(Gloss Level T.B.D.)



FOR EXAMPLE PLACEMENT INDICATION ONLY



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CUSTOMER APPROVAL:

DATE:

Rev. #1
Rev. #2
Rev. #3

DAT

FM

Rev. #4
Rev. #5
Rev. #6

100

Kroger

405-CL20470X(DNF-1)W/1220
405-CL20470X(DNF-1)W/277

DRAWING NO:

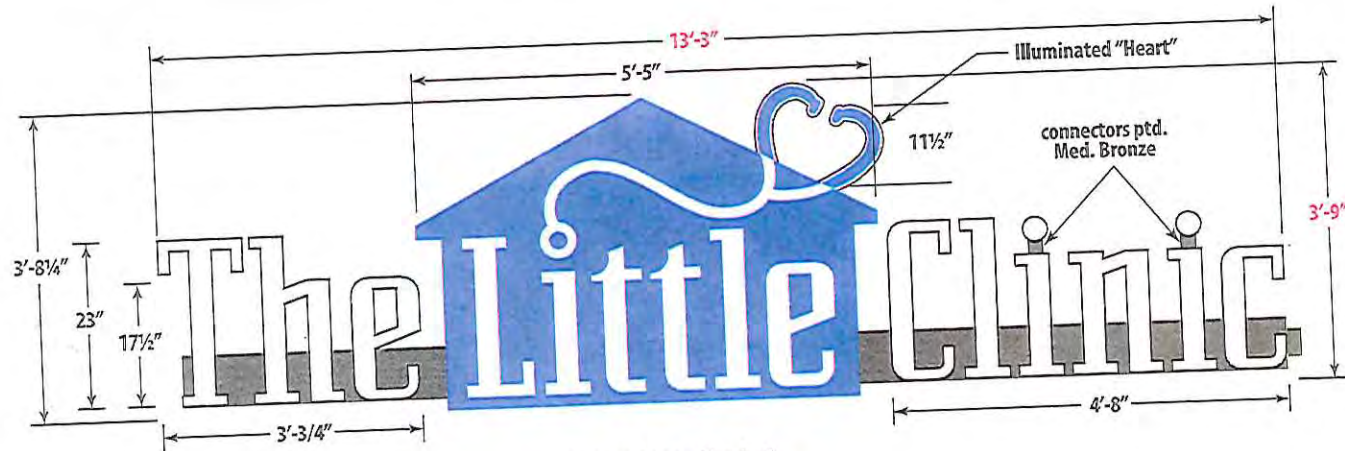
53154.24

DATE: 2.7.09

S. Hawke

EXHIBIT D.5

Sign Area: 49.69sf



Dimensions are Nominal

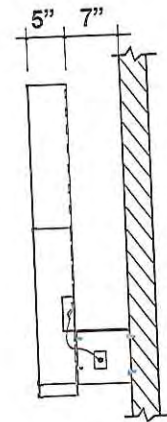
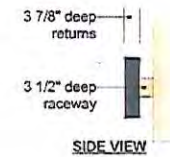
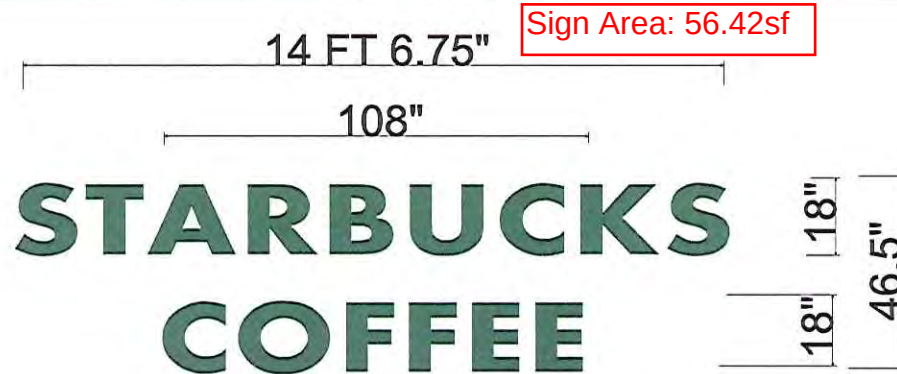


EXHIBIT D.6



SCOPE OF WORK:

Remove and discard existing 18" channel letter set.
Install one (1) new set of raceway mounted channel letters. Letters are 18" tall and internally illuminated with LEDs.
New set installs in same position on elevation.

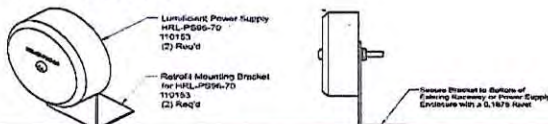
DESCRIPTION:

New set of internally illuminated raceway mounted channel letters. Letters to be of aluminum construction with pre-finished black returns and white letter interior. Letter faces to be 7328 LD white acrylic with translucent vinyl overlay applied first surface. Leave white border around letter perimeter. Faces are secured with Jewelite trimcap. Illumination to be Lumifluent White LED's. All letters are mounted to 5 1/2" tall x 3 1/2" deep aluminum raceway, which installs on elevation. Power supplies are located inside raceway.

COLOR SCHEDULE:

-  Letter faces = 7328 LD white acrylic with 3M 3630-76 Holly Green translucent vinyl overlay leaving outline to show white border around letters
-  Aluminum Returns = Pre-finished black
-  Jewelite Trimcap = 1" Black
-  Internal Illumination = Lumifluent White LED's
-  Aluminum Raceway = TBD is not a color

MOUNTING DETAIL



Client Approval:

ELECTRICAL NOTES			
1.	All materials and fasteners meet 3004.4		
2.	All electrical components are UL listed and approved.		
3.	Sign grounded according to NEC 600.7		
4.	Signs manufactured and listed NEC 600.3 and marked per NEC 600.4.		
5.	All branch circuits per NEC 600.5 (B), 1 or (B), 2.		
6.	All Signs controlled by photocell or time clock per FBC 13-415. (ABC), 1.4.		
7.	One visible 20 amp disconnect per sign per circuit per NEC 600.6(A), 1		

ELECTRICAL CHART			
POWER SUPPLY	BANK	LED Pk + Jumpers (w/LED-enclosed)	AMPS (at 120V)
1	1	22.0' x 3"	0.6A
	2	20.0' x 4"	
2	1	10.0' x 4"	0.6A
	2	Not Used	
TOTAL		66.0' x 11" Jumpers	1.2A

KEY	
	LED
	Jumper

LED's Provided by: Refer to the

Project: STARBUCKS

Account Rep: Danny Gayde

Design Date: 8.06.15

Version: Version 1 STACKED

Scale: 1/2" = 1'-0"

PHOTO ELEV. NOT TO SCALE

Checklist	
Please ✓ all appropriate lines.	
Art approved as is.	
All spelling is correct.	
All colors are correct.	
All dimensions are correct.	
Art is approved with noted changes.	
Changes noted, provide revision.	

"WHEN DEPENDABILITY MATTERS"

SIGN DOC

IDENTITY LLC.

317-247-9670

www.SIGNDoc.com

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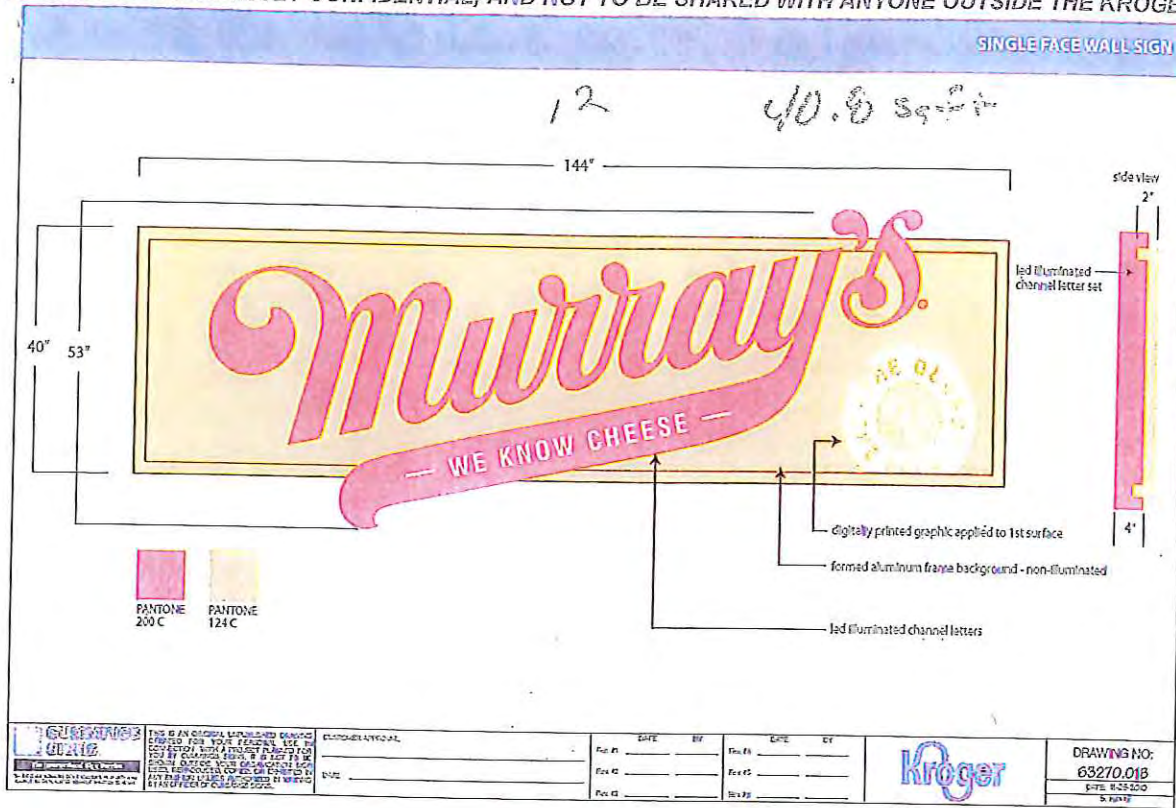
765-349-9500

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EXHIBIT D.7

THIS INFORMATION IS STRICTLY CONFIDENTIAL, AND NOT TO BE SHARED WITH ANYONE OUTSIDE THE KROGER CO.



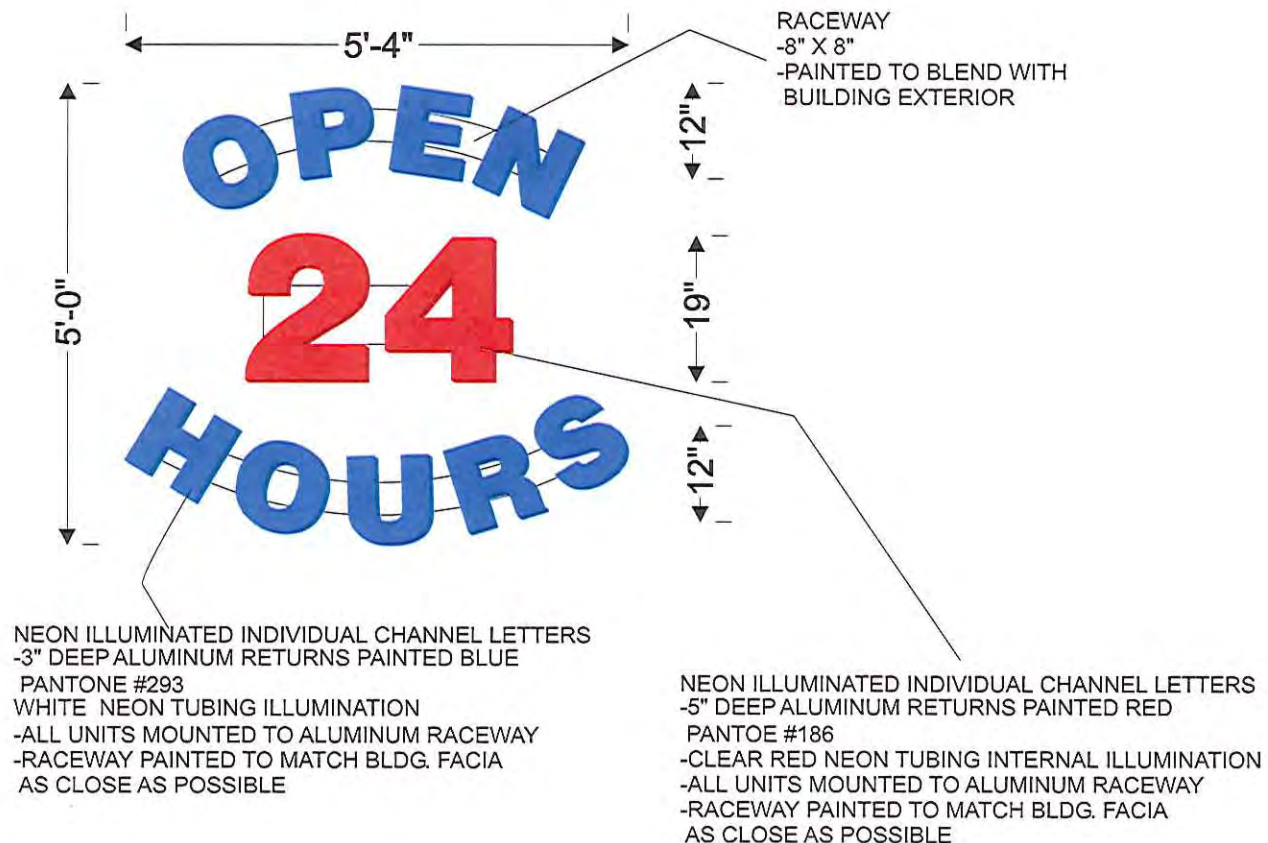
Self-Contained Internally Illuminated Hanging Sign is recommended to be used if zoning does not permit the use of exterior Murray's Cheese signage

Sign Area: 53.00sf

EXHIBIT D.8

OPEN FACE NEON ILLUMINATED CHANNEL LETTERS RACEWAY MOUNTED

Sign Area: 26.67sf



Project:

Account Rep:

Client Approval:

Address:

Request I.D.

City / State:

Design Date:

Jan 14-10

Design I.D.:

Photo I.D.

ID

Scale: 1/2" = 1'-0"

PHOTO ELEV. NOT TO SCALE

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EXHIBIT E



NORTH/SOUTH ELEVATION



EAST/WEST ELEVATION

ALL MATERIALS ON PROPOSED CANOPY TO
MATCH MATERIALS ON FUEL CENTER CANOPY



proposed canopy

July 21, 2015

Kroger J970

Westfield, IN
513111





WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

September 8, 2015

1509-PUD-18

Exhibit 1

Petition Number: 1509-PUD-18

Subject Site Address: *East side of Oak Ridge Road, south of State Road 32*

Petitioner: EdgeRock Development

Request: Petitioner requests a change in zoning of approximately 13.75 acres +/- from the AG-SF1: Agriculture / Single-Family Rural District to The Trails PUD District.

Current Zoning: AG-SF1 and State Road 32 Overlay District

Current Land Use: Residential/Vacant

Approximate Acreage: 13.75 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Conceptual Site Plans
4. Building Character Exhibit
5. The Trails PUD Ordinance 15-27

Staff Reviewer: Kevin M. Todd, AICP

PETITION HISTORY

This petition was introduced at the August 10, 2015 City Council meeting. The proposal will receive a public hearing at the September 8, 2015 Advisory Plan Commission (the "APC") hearing.

PROCEDURAL

City Council: The PUD Amendment Ordinance was introduced to the City Council at the August 10, 2015, meeting.

Public Hearing: Public hearings by the APC are required for Planned Unit Developments. The petition is scheduled to receive a public hearing at the September 8, 2015 Advisory Plan Commission (the "APC") meeting. Notice of the September 8, 2015, public hearing was provided for in accordance with the APC 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.

PROJECT OVERVIEW

Location: This subject property (the “Property”) is approximately 13.75 acres +/- in size and is located on the east side of Oak Ridge Road, just south of State Road 32 (see Exhibit 2). The Midland Trace Trail abuts the property to the south and the Monon Trail abuts the property to the east. The Property is currently zoned AG-SF1 and it falls within the State Highway 32 Overlay District.

Project Overview: The Petitioner is requesting a change of zoning to a mixed-use Planned Unit Development (PUD) District to be known as “The Trails PUD” (the “Proposal”). As proposed, the project would be divided into two separate lots/districts. The western portion of the Proposal (“Lot 1”) defaults to the MF2: Multi-Family Medium Density District and State Highway 32 Overlay District standards and uses, with a few modifications. Access to Lot 1 would be from a new east/west access road connecting to Oak Ridge Road. The PUD Ordinance provides for two alternative concept plans for developing Lot 1. One plan depicts a more traditional suburban multi-family development with several two or three-story buildings. The alternative plan is for a more urban design which includes a single building that is several stories tall (maximum of 120 feet). The maximum number of dwelling units would be limited to 300 units, as proposed.

The eastern portion of the Proposal (“Lot 2”) defaults to the General Business District and State Highway 32 Overlay District standards and uses, with a few modifications. Access to Lot 2 would be from a new east/west access road connecting to Wheeler Road. The plans also depict a future bridge over the Anna Kendall Drain that would connect the east/west access roads for Lot 1 and Lot 2 together. Lot 2 fronts on the Monon Trail, and businesses that locate on Lot 2 could cater to trail users.

The PUD Ordinance includes a building character exhibit which demonstrates a minimum quality and appearance of structures within the project.

Comprehensive Plan: The 2007 Westfield-Washington Township Comprehensive Plan identifies the Property as being within the Highway/Employment Corridor of State Highway 32. The Comprehensive Plan states that smaller-scale local office and service uses are appropriate along State Highway 32, and that retail uses which are subordinate to and supportive of the corridor’s office and service uses are appropriate. The 2011 Family Sports Capital Addendum II to the Comprehensive Plan anticipates

supporting uses such as restaurants, offices, retail uses, higher density residential, and other supporting commercial uses will be located nearby the Grand Park Sports Campus. State Highway 32 (west of U.S. Highway 31) has been redeveloping into a hospitality corridor, with a focus on providing supporting hospitality-type uses for the visitors to Grand Park.

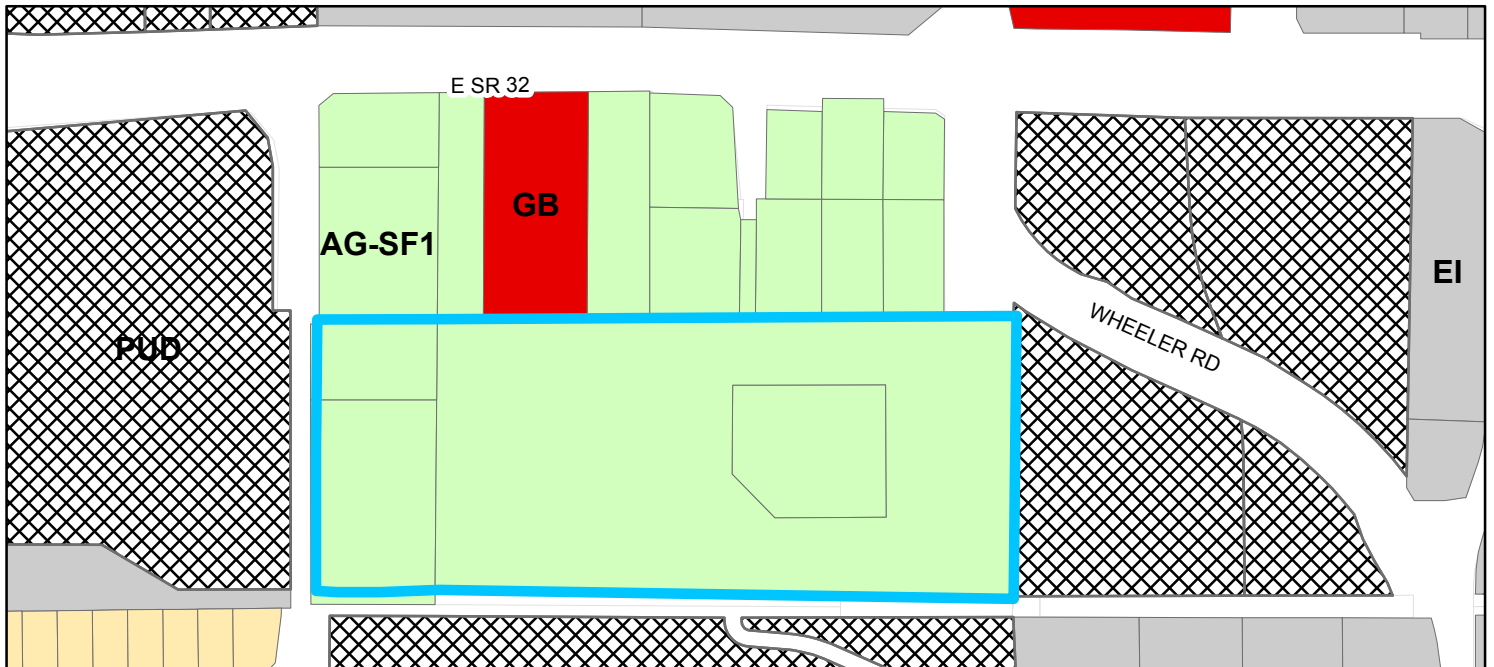
STAFF COMMENTS

1. Hold a public hearing at the September 8, 2015, APC meeting. No action is required at this time.
2. Prior to the final disposition, the petitioner will make any necessary revisions to the proposal based on APC comments, public comments and any additional staff comments.
3. If any APC member has questions prior to the public hearing, then please contact Kevin Todd at 317.379.6467 or ktodd@westfield.in.gov.

Aerial Location Map

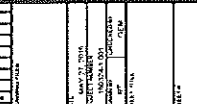


Zoning Map

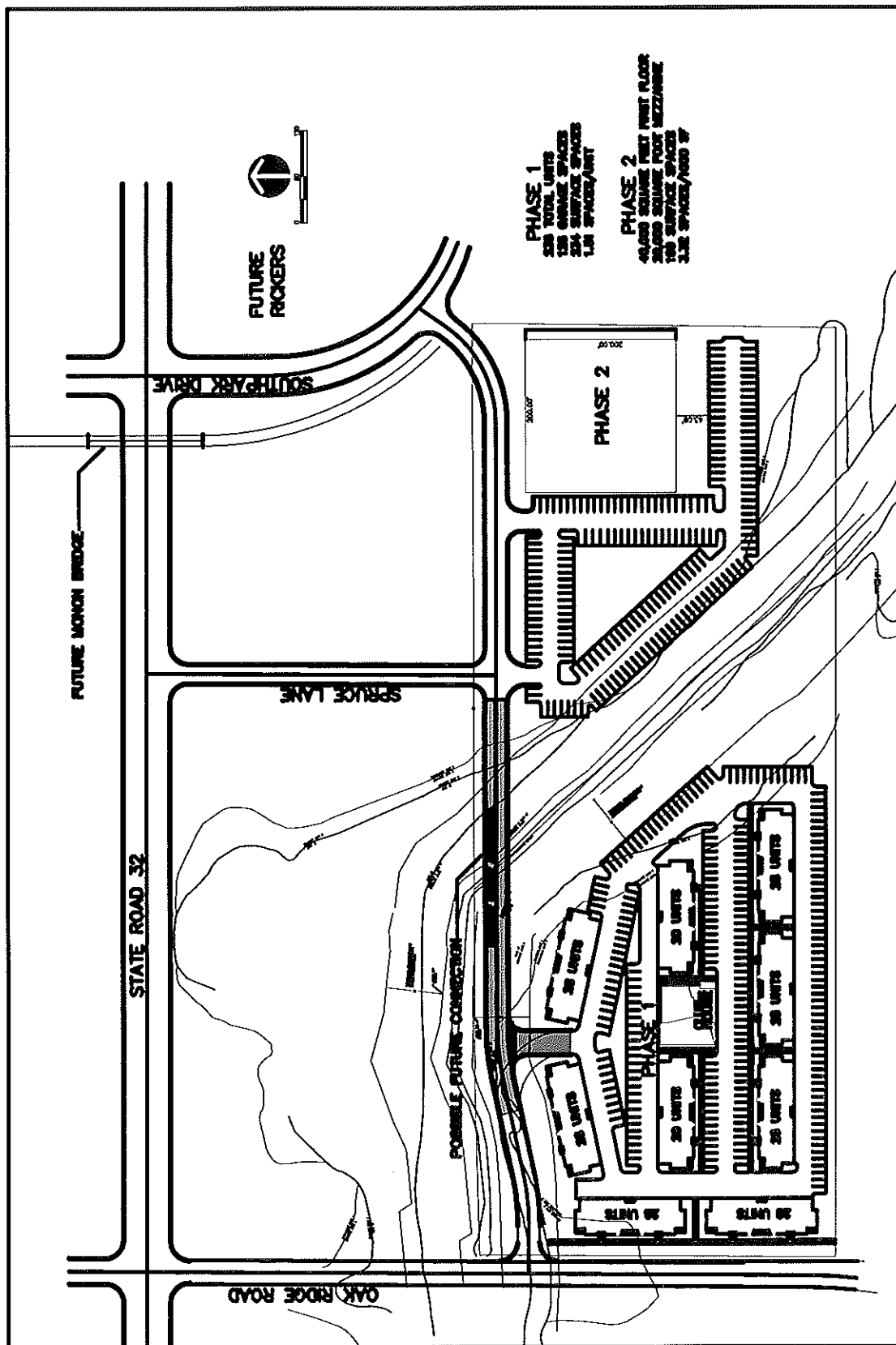


Zoning

- | | |
|--|--------------------------------|
| AG-SF1 (Agriculture - Single Family - 1) | OI (Open Industrial) |
| EI (Enclosed Industrial) | PUD (Planned Unit Development) |
| GB (General Business) | SF-4 (Single Family - 4) |

[illegible]

DATE	6 MAY 77	TIME	1016
NAME	JOHN J. WILSON		
UNIT	160374	CODE	001
POST	4000	TYPE	CHIEF
STATION	160374		





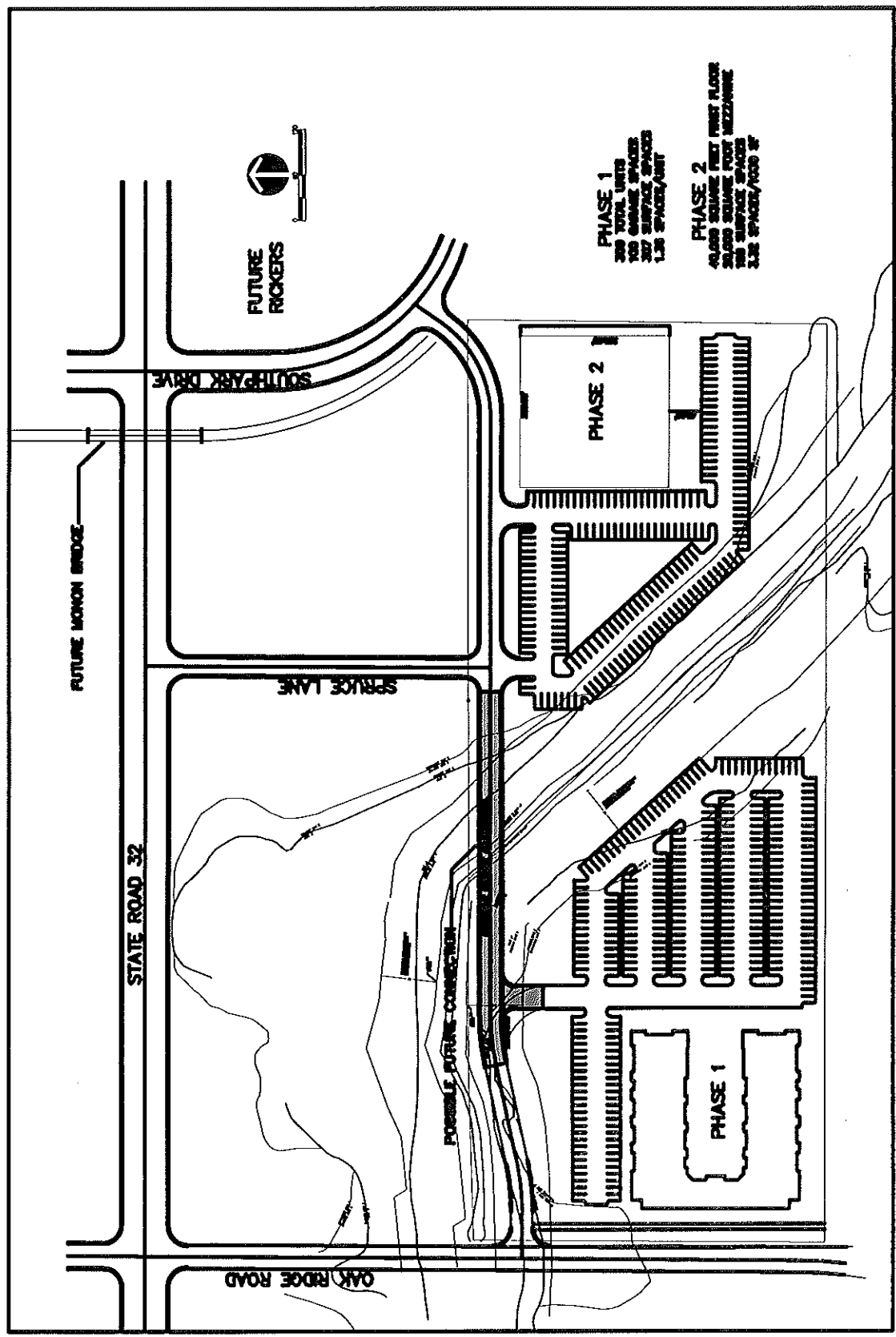
DAVID C. JOHNSON
Professional Engineer
State of Indiana
License No. 12345
Expiry Date: 12/1/2010

PROJECT & EXISTING CONDITIONS
EDGEROCK DEVELOPMENT
733 EAST STATE ROAD 32
WESTFIELD, IN 46074

NO.	DATE	DESCRIPTION
1	12/1/2010	PRELIMINARY
2	12/1/2010	REVISED
3	12/1/2010	REVISED
4	12/1/2010	REVISED
5	12/1/2010	REVISED
6	12/1/2010	REVISED
7	12/1/2010	REVISED
8	12/1/2010	REVISED
9	12/1/2010	REVISED
10	12/1/2010	REVISED

NO.	DATE	DESCRIPTION
1	12/1/2010	PRELIMINARY
2	12/1/2010	REVISED
3	12/1/2010	REVISED
4	12/1/2010	REVISED
5	12/1/2010	REVISED
6	12/1/2010	REVISED
7	12/1/2010	REVISED
8	12/1/2010	REVISED
9	12/1/2010	REVISED
10	12/1/2010	REVISED

NO.	DATE	DESCRIPTION
1	12/1/2010	PRELIMINARY
2	12/1/2010	REVISED
3	12/1/2010	REVISED
4	12/1/2010	REVISED
5	12/1/2010	REVISED
6	12/1/2010	REVISED
7	12/1/2010	REVISED
8	12/1/2010	REVISED
9	12/1/2010	REVISED
10	12/1/2010	REVISED



FUTURE
RICKERS

SOUTHPARK DRIVE

SPRUCE LANE

STATE ROAD 32

OAK RIDGE ROAD

POSSIBLE FUTURE CONNECTION

PHASE 2

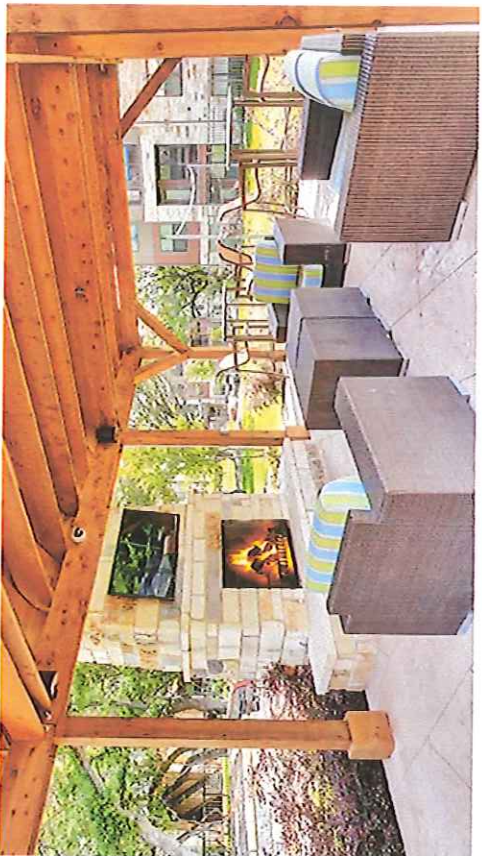
PHASE 1

PHASE 1

PHASE 2

PHASE 1
200 TOTAL UNITS
100 GARAGE SPACES
307 SURFACE SPACES
1.30 SPACES/UNIT

PHASE 2
40,000 SQUARE FEET FIRST FLOOR
20,000 SQUARE FEET MEZZANINE
100 GARAGE SPACES
300 SURFACE SPACES
2.00 SPACES/1,000 SF









FRONT ELEVATION
1/8" = 1'-0"
 DIMENSIONS SHOWN ARE APPROXIMATE FOR
 PRELIMINARY PURPOSES



**New Multi-Venue
 Family Entertainment
 Center**

**24,000 SF
 VIERA, FLORIDA**



Creative
 Entertainment
 Concepts
 2625 N. Meridian Street, 51 52
 Indianapolis, IN 46208

**4 MARCH 2014
 EXHIBIT D**

ORDINANCE 15-27

THE TRAILS PUD

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO TITLE 16 – LAND USE CONTROLS

This is a Planned Unit Development District Ordinance (to be known as The Trails PUD District) to amend the Westfield-Washington Zoning Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the “Zoning 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 Zoning Ordinance;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) considered a petition (Petition 1509-PUD-18), filed with the Commission requesting an amendment to the Zoning Ordinance and to the Zoning Map;

WHEREAS, the Commission forwarded Petition 1509-PUD-18 to the Common Council of the City of Westfield, Hamilton County, Indiana (the “Common Council”) with a _____ recommendation (X-X) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 367-4-1505;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Common Council on _____, 2015; and,

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.

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

Section 1. Applicability of Ordinance.

- 1.1 This PUD District Ordinance (this “Ordinance”) applies to the subject real estate more particularly described in **Exhibit A** attached hereto (the “Real Estate”) and shall hereafter be referred to as the “**THE TRAILS PUD DISTRICT**” (the “District”).
- 1.2 The provisions of the Zoning Ordinance as amended shall govern development of the Real Estate unless specifically modified by the terms of this Ordinance. All provisions and representations of the Zoning Ordinance that conflict with the provisions of this Ordinance shall be superseded by the terms of this Ordinance.
- 1.3 The underlying zoning district for **Lot 1** shall be the **MF2 – Multi-Family Medium Density District**. The underlying zoning district for **Lot 2** shall be **GB – General Business**

District. Except as modified, revised, supplemented or expressly made inapplicable by this Ordinance, the standards of the Zoning Ordinance applicable to the Underlying Zoning District shall apply.

1.4 Chapter (“Chapter”) and Article (“Article”) cross-reference of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.

Section 2. **Definitions.** Capitalized terms not otherwise defined in this Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance.

A. **Family Entertainment Center.** A retail/entertainment establishment which may include any combination of the following activities: bowling, laser tag, arcade, full-service restaurant and bar, outdoor seating, outdoor entertainment, and other similar activities.

B. **Underlying Zoning District.** The Zoning District of the Unified Development Ordinance that shall govern the development of this District and its various subareas, as set forth in Section 4 of this Ordinance.

2.1 **Site Concept Design Plan:** The plans attached hereto and incorporated herein by reference as **Exhibit B.** Exhibit B includes two (2) alternative layouts for multi-family development on Lot 1. Each layout depicts a general plan for the development of the Real Estate. The site shall be developed in substantial compliance with one of the two (2) alternative plans.

A. Exhibit B1 depicts a multi-building multi-family development (“Layout B1”).

B. Exhibit B2 depicts a single-building multi-family development (“Layout B2”).

2.2 **Illustrative Character Exhibit:** The Character Exhibit, attached hereto as **Exhibit C,** is hereby incorporated as a compilation of images designed to capture the intended quality of structures to be constructed in the District. Although the exhibits do not necessarily represent the final design or specify a required architectural style or element, they do hereby establish a benchmark for the quality and appearance of structures that are 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.

Section 3. **Permitted Uses.**

3.1 Lot 1 – All uses permitted in the Underlying Zoning District for **MF2** shall be permitted in Lot 1, except for the following:

A. Utilities – Regulated by IURC

3.2 Lot 2 – All uses permitted in the Underlying Zoning District for **GB** shall be permitted in Lot 2. In addition, the following are also permitted:

A. Multi-Family Dwellings pursuant to the standards set forth in this Ordinance for Lot 1.

B. Family Entertainment Center

- C. Mixed-Use Commercial, including office and/or retail space

Section 4. General Regulations. The regulations of *Chapter 4: Zoning Districts*, as applicable to the Underlying Zoning District, shall apply except as otherwise modified below.

- 4.1 Article 4.11 MF2: Multi-Family Medium Density District
 - A. Location: *Article 4.11 (C)(2)* regarding multi-family zoning district proximity shall not apply.
 - B. Maximum Density: Thirty (30) Dwelling Units per acre.
 - C. Maximum Dwelling Units per Structure:
 - a. Layout B1 – 30 units per building; or
 - b. Layout B2 – Maximum of 300 units
 - D. Maximum Number of Dwelling Units: Three Hundred (300)
 - E. Minimum Building Setback Lines: Front Yard: 0’
 - F. Maximum Building Height:
 - a. Layout B1 – 3 stories
 - b. Layout B2 – 120 feet
 - G. Project Perimeter Setback: *Article 4.11 (J)* regarding proximity slope shall not apply.

Section 5. Development Standards. The standards of *Article 5.3: State Highway 32 Overlay District* and *Chapter 6: Development Standards* shall apply to the development of the Real Estate, except as otherwise modified or enhanced by this Ordinance.

- 5.1 *Article 5.3 (K)* and *Article 6.3 Architectural Standards* shall apply, except as otherwise modified below.
 - A. Architectural Insulated Panels shall be considered a Masonry Material.
- 5.2 *Article 6.14 Parking and Loading Standards* shall apply to the Real Estate, except as otherwise modified below.
 - A. Required Spaces for Multi-family Dwellings: 1.5 spaces per Dwelling Unit

Section 6. Design Standards. The regulations of *Chapter 8: Design Standards* shall apply to the Real Estate, except as otherwise modified below.

- 6.1 *Article 8.6 Open Space and Amenity Standards* shall apply, except as otherwise modified below.
 - A. Minimum Open Space: 15%.
 - B. Development Amenities: Lot 1 shall be developed to include a minimum of five (5) amenities, including but not limited to the following:
 - (i) Clubhouse

- (ii) Fitness Center in Clubhouse
- (iii) Pool at Clubhouse
- (iv) Business Center in Clubhouse
- (v) Grilling Cabana at Clubhouse
- (vi) Dog Park at Clubhouse
- (vii) Trail Access to Monon and Midland Trace Trails
- (viii) Unique Bicycle Storage Units on Ground Level
- (ix) Electric car charging station

ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF
WESTFIELD, HAMILTON COUNTY, INDIANA THIS ____ DAY OF
_____, 2015.

WESTFIELD COMMON COUNCIL
HAMILTON COUNTY, INDIANA

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Chuck Lehman

Chuck Lehman

Chuck Lehman

Bob Smith

Bob Smith

Bob Smith

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy J. 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: Adam H. Horkay

This Instrument prepared by: Adam H. Horkay
EdgeRock Development, LLC.
733 E. State Road 32, Westfield IN 46074

I hereby certify **ORDINANCE 15–27** was delivered to the Mayor of Westfield on the _____ day of _____, 2015.

Cindy J. Gossard, Clerk Treasurer

I hereby APPROVE ORDINANCE 15–27
this _____ day of _____, 2015.

I hereby VETO ORDINANCE 15–27
this _____ day of _____, 2015.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

ATTEST:

Cindy J. Gossard, Clerk Treasurer

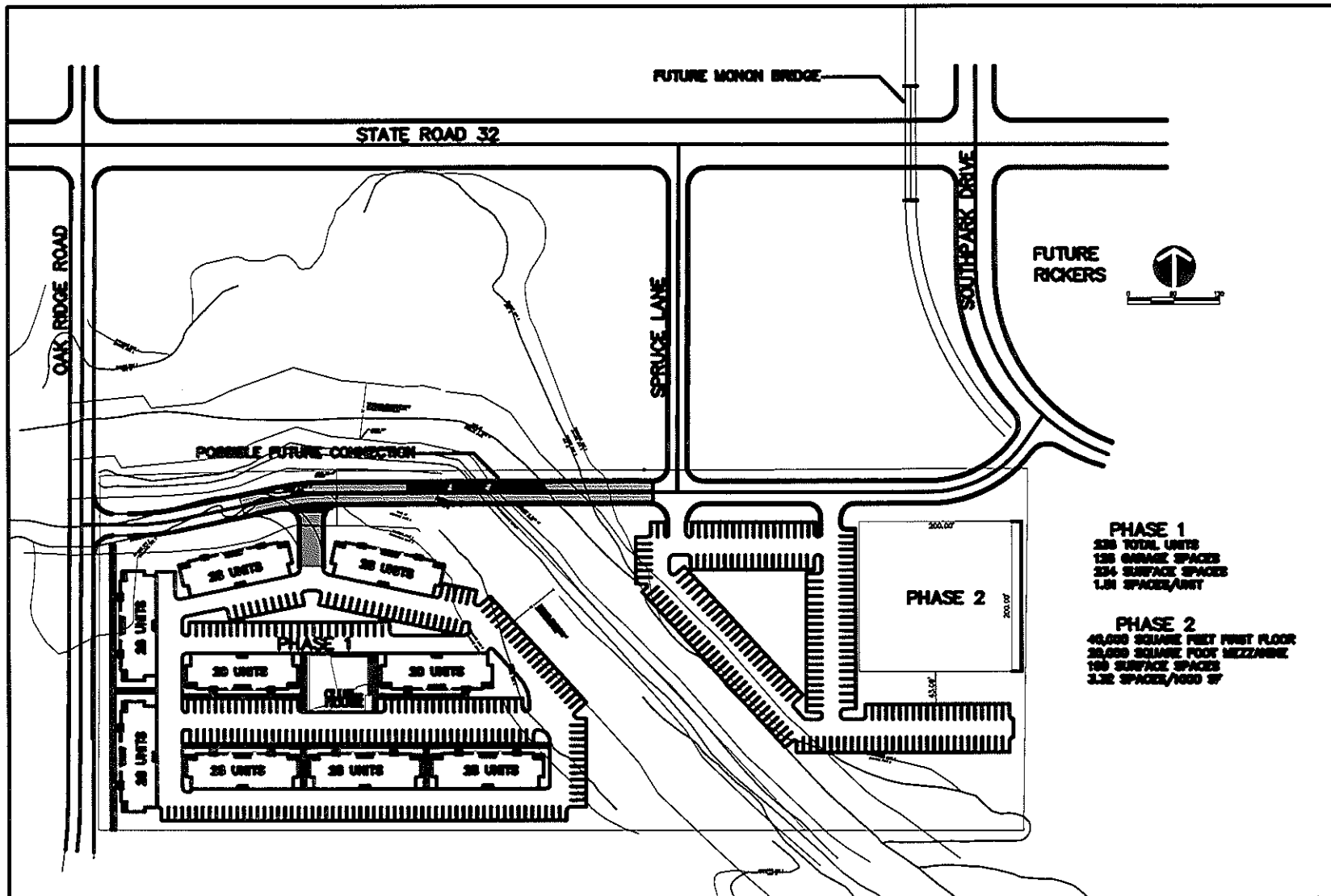
EXHIBIT A

The Trails PUD



EXHIBIT B

Layout B1



David L. Winters
 Mechanical
 18554
 State of Indiana
 License No. 18554
 Mechanical
 10/1/2014
 10/1/2017

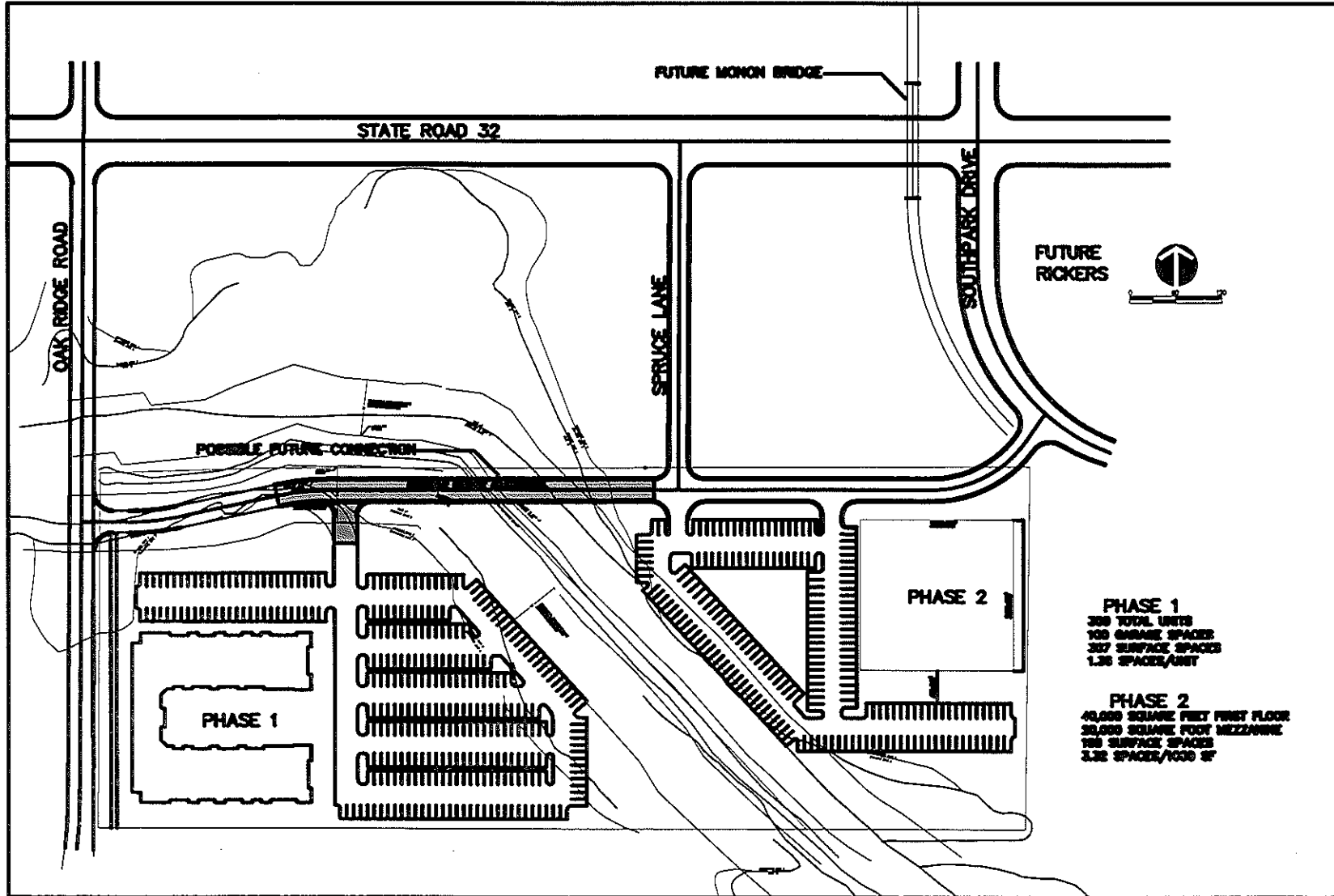
EDGEROCK DEVELOPMENT
 733 EAST STATE ROAD 32
 WESTFIELD, IN 46074

DATE: MAY 27, 2014
 PROJECT: EDGEROCK DEVELOPMENT
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 IN CHARGE: [Signature]

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	5/27/14
2		
3		
4		
5		
6		
7		
8		
9		
10		

DATE: MAY 27, 2014
 PROJECT: EDGEROCK DEVELOPMENT
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 IN CHARGE: [Signature]

Layout B2



PHASE 1
 300 TOTAL UNITS
 100 GARAGE SPACES
 307 SURFACE SPACES
 1.36 SPACES/UNIT

PHASE 2
 40,000 SQUARE FEET FIRST FLOOR
 30,000 SQUARE FOOT MEZZANINE
 100 SURFACE SPACES
 3.20 SPACES/1000 SF



DAVID C. HARTY
 No. 3320348
 STATE OF INDIANA
 PROFESSIONAL ENGINEER
 CIVIL
 EXPIRATION DATE 12/31/2024
 ADDRESS: 1000 N. ALLEN AVENUE, SUITE 200, WESTFIELD, IN 46074
 PHONE: (765) 834-1234
 FAX: (765) 834-1235
 E-MAIL: dharty@edgerock.com

EDGEROCK DEVELOPMENT
 733 EAST STATE ROAD 32
 WESTFIELD, IN 46074

DATE: MAY 27, 2016
 PROJECT: EDGEROCK DEVELOPMENT
 DRAWING: LAYOUT B2
 SCALE: AS SHOWN
 DESIGNED BY: DH
 CHECKED BY: DH
 IN CHARGE: DH

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	5/27/16
2	REVISED TO SHOW PHASE 2	5/27/16
3	REVISED TO SHOW PARKING	5/27/16
4	REVISED TO SHOW DRIVEWAYS	5/27/16
5	REVISED TO SHOW FUTURE CONNECTION	5/27/16
6	REVISED TO SHOW FUTURE BRIDGE	5/27/16
7	REVISED TO SHOW FUTURE RICKERS	5/27/16
8	REVISED TO SHOW FUTURE MONON BRIDGE	5/27/16
9	REVISED TO SHOW FUTURE SERVICE LANE	5/27/16
10	REVISED TO SHOW FUTURE OAK RIDGE ROAD	5/27/16
11	REVISED TO SHOW FUTURE STATE ROAD 32	5/27/16
12	REVISED TO SHOW FUTURE SOUTH PARK DRIVE	5/27/16
13	REVISED TO SHOW FUTURE RICKERS	5/27/16
14	REVISED TO SHOW FUTURE MONON BRIDGE	5/27/16
15	REVISED TO SHOW FUTURE SERVICE LANE	5/27/16
16	REVISED TO SHOW FUTURE OAK RIDGE ROAD	5/27/16
17	REVISED TO SHOW FUTURE STATE ROAD 32	5/27/16
18	REVISED TO SHOW FUTURE SOUTH PARK DRIVE	5/27/16
19	REVISED TO SHOW FUTURE RICKERS	5/27/16
20	REVISED TO SHOW FUTURE MONON BRIDGE	5/27/16

DATE: MAY 27, 2016
 PROJECT: EDGEROCK DEVELOPMENT
 DRAWING: LAYOUT B2
 SCALE: AS SHOWN
 DESIGNED BY: DH
 CHECKED BY: DH
 IN CHARGE: DH

1 of 4

EXHIBIT C









FRONT ELEVATION

1/8" = 1'-0"
DIMENSIONS SHOWN ARE APPROXIMATE FOR
PRELIMINARY PURPOSES



New Multi-Venue
Family Entertainment
Center

24,000 SF
VIERA, FLORIDA



Creative
Entertainment
Concepts

2625 N Meridian Street, St. 52
Indianapolis, IN 46208

4 MARCH 2014

EXHIBIT D

09/08/2015

Westfield – Washington Plan Commission

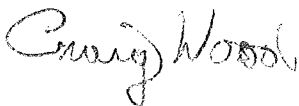
Dear members;

I write this letter regarding the "Haven Project" with mixed feelings. While I am very encouraged about the potential asset it will bring to the Grand Park and the indoor soccer facility, my concerns are about the details and timeliness of their availability relative to the necessary approval of the project. The driving force behind my concerns stand from the fact that the site surrounds property of mine on three sides that has been designated for future development. In inquiring about details for the project, I am finding that there are some specific items which are yet to be determined and which in my mind are points that should be established prior to giving approval for the project. I think that these points will have direct and significant impact on my property.

1. location of the building on the site
2. size of the building
3. value of the building
4. is the land for the building being leased or purchased
5. price point and terms for either lease or purchase
6. what will the remaining land on the site be used for

I regret not being able to attend your meeting on 09/08/2015 due to a previous commitment. However, these points raise questions which I would like to have answers for and preferably sooner then later. I am disappointed that these answers are not already available so that you can truly make an informed decision.

Cordially,



Craig Wood

p.s. I am including my contact information

Craig Wood

craigwoodfarm@gmail.com

317-532-7426 (C)