



CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda_08_15_2016

Monday, August 15, 2016 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Monday, August 15, 2016 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 1, 2016

Documents: [August 1, 2016, Minutes](#)

Review APC Rules & Procedures

ITEMS OF BUSINESS

1604-DDP-13

Radrick Professional Building

Bridgewater Marketplace (Northwest Corner of Gray Road and Radrick Drive)

Justin Gilmore by R.E. Thomason & Associates requests Detailed Development Plan approval of a 10,000 sq. ft. +/- office building on 1.47 acres +/- in the Bridgewater Planned Unit Development (PUD) District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Detailed Development Plan](#) | [Exhibit 4: Site Plan](#) | [Exhibit 5: Landscaping Plan](#) | [Exhibit 6: Building Elevations](#) | [Public Comment](#)

1607-DDP-25

J.C. Hart Harmony

Harmony Mixed Use District, Lot 3

J.C. Hart Company, Inc. by Nelson & Frankenberger requests approval of a Detailed Development Plan for 257 Multi-family Dwellings on 11.89 acres +/- on Lot 3 in the Harmony Mixed Use District Subdivision in the Harmony Planned Unit Development (PUD) District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Site Plan](#) | [Exhibit 4: Elevations](#) | [Exhibit 5: Landscape Plan](#) | [Exhibit 6: Lighting Plan](#)

1607-PUD-10

*Big Hoffa's Restaurant in the Junction
Planned Unit Development (PUD) District*

Northeast Corner of Main Street and East Street

Big Hoffa's Restaurant by EdgeRock Development, LLC requests a change of zoning of 2.66 acres +/- from the SF3: Single-Family Medium Density District to the Big Hoffa's Restaurant in the Junction Planned Unit Development (PUD) District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Illustrative Character Exhibits](#) | [Exhibit 5: Landscape Plan](#) | [Exhibit 6: Big Hoffa's Restaurant PUD Ordinance \(Ord. 16-19\)](#) | [Exhibit 7: Sub-District Addendum](#) | [Exhibit 8: Public Comment Petitioner Response](#) | [Exhibit 9: Grand Junction Task Group Letter of Support](#)

PUBLIC HEARINGS

1608-PUD-13 [PUBLIC HEARING]

*The Trails Planned Unit Development (PUD) District
Southeast Corner of State Highway 32 and Oak Ridge Road*

EdgeRock Development, LLC requests to expand and amend The Trails Planned Unit Development (PUD) District, consisting of 21.0 acres +/-.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: The Trails PUD Amendment \(Ord. 16-26\)](#) | [Exhibit 5: The Trails PUD \(original\) \(Ord. 15-27\)](#) | [Public Comment](#)

1510-DDP-17 [PUBLIC HEARING]

*Towne Road Wireless Communication Tower
16414 Towne Road*

Crown Castle by Bingham Greenbaum Doll, LLP requests Detailed Development Plan review for a new wireless communication tower on approximately 34.2 acres +/-, located in the AG-SF1 District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Detailed Development Plan](#) | [Exhibit 4: Statement of Need and Coverage Maps](#)

CONTINUED ITEMS

1607-PUD-09 [CONTINUED]

*Liberty Ridge Planned Unit Development (PUD) District
South side of 151st Street; East of Towne Road*

CalAtlantic Homes of Indiana, Inc. by Nelson & Frankenberger requests a change of zoning of 59.95 acres +/- from the AG-SF1: Agriculture / Single-Family Rural District to the Liberty Ridge Planned Unit Development (PUD) District.

1607-ODP-09 & 1607-SPP-08 [CONTINUED]

Liberty Ridge

South side of 151st Street; East of Towne Road

CalAtlantic Homes of Indiana, Inc. by Weihe Engineers, Inc. requests approval of an Overall Development Plan and a Primary Plat for 123 single-family residential lots on 59.95 acres +/- in the proposed Liberty Ridge Planned Unit Development (PUD) District.

1606-DDP-20 [CONTINUED]

CVS, Harmony

Northwest Corner of 146th Street and Ditch Road

TMC Developers, LLC by Nelson & Frankenberger requests approval of a Detailed Development Plan for a 12,900 sq. ft.+/- building on 1.96 acres+/- on Lot 1 in the Harmony Mixed Use District Subdivision in the Harmony Planned Unit Development (PUD) District.

1606-PUD-07 [CONTINUED]

Harmony Planned Unit Development (PUD) District Amendment (Commercial Area)

Northwest Corner of 146th Street and Ditch Road

TMC Developers, LLC by Nelson & Frankenberger requests an amendment to the Mixed-Use District (Commercial Area) of the Harmony Planned Unit Development (PUD) District.

1602-CPA-01 [CONTINUED]

The Conservancy Addendum

The Conservancy Task Group requests approval of The Conservancy Addendum, an amendment to the Westfield-Washington Township Comprehensive Plan.

1601-ODP-01 & 1601-SPP-01 [CONTINUED]

The Trails

South of State Highway 32, East of Oak Ridge Road

Edge Rock Development, LLC by TERRA Site Development, Inc. requests approval of an Overall Development Plan and Primary Plat for two (2) lots on 13.75 acres +/- in the Trails Planned Unit Development (PUD) District.

1512-PUD-27 [WITHDRAWN]

Bridgewater Planned Unit Development (PUD) District Amendment

Bridgewater Marketplace (Northwest Corner of 146th Street and Gray Road)

KRG Bridgewater, LLC by Bose McKinney & Evans LLP requests an amendment to the Bridgewater Planned Unit Development (PUD) District Ordinance to allow a discount store, in excess of 10,000 sq. ft. of gross floor area, but not to exceed 20,000 sq. ft. of gross floor area, within Bridgewater Marketplace.

1607-DDP-28 [WITHDRAWN]

Children's Montessori House (CMH) Expansion

4535 E. 169th Street

Omar Usmani requests approval of a Detailed Development Plan for a parking lot

addition and perimeter landscaping on 2.17 acres +/- in the SF3: Single-Family Medium Density District.

REPORTS/COMMENTS

Plan Commission Members

City Council Liaison

Board of Zoning Appeals Liaison

Economic and Community Development Department

ADJOURNMENT



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

1604-DDP-13
August 15, 2016

Petition Number:	1604-DDP-13
Subject Site Address:	NWC of Gray Road and Radrick Drive
Petitioner:	Justin Gilmore by R.E. Thomason & Associates
Request:	Petitioner requests Detailed Development Plan review for a new 10,000 square-foot professional/medical office building.
Current Zoning:	Bridgewater PUD District • Parcel M2 is in Area Y
Current Land Use:	Vacant
Approximate Acreage:	1.47 acres +/-
Zoning History:	Ord. 06-49 (restated Bridgewater PUD Ordinance) Ord. 15-29 (applicable Bridgewater PUD amendment) Ord. 16-13 (applicable Bridgewater PUD amendment) (1606-PUD-08) 1510-SFP-34, Secondary Plat
Exhibits:	1. Staff Report 2. Location Map 3. Detailed Development Plan 4. Site Plan 5. Landscaping Plan 6. Building Elevations
Staff Reviewer:	Kevin M. Todd, AICP

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, and variances associated with the site, and any commitments associated with the site.

This petition received a public hearing at the July 18, 2016, Advisory Plan Commission (the "APC") meeting. Notice of the July 18, 2016 APC meeting was provided in accordance with Indiana law and the APC's Rules of Procedure.

PROJECT OVERVIEW:

The project is for the construction of a new 10,000 square-foot medical/professional office building.

The restated Bridgewater PUD District ordinance was approved on October 9, 2006 (Ord. 06-49). The ordinance was amended on October 12, 2015 (Ord. 15-29) as it applies to the subject property, however, Ordinance 15-29 only modified development standards for multi-family dwellings. Since the proposed project is for an office building, the original standards from Ordinance 06-49 will apply. In addition, the modified development standards outlined in the Bridgewater PUD Amendment (Radrick Professional Building) (pending approval) would also apply to this Detailed Development Plan.

The petition was reviewed by the Technical Advisory Committee at its March 22, 2016, meeting. The petition has been properly noticed for a public hearing at the Advisory Plan Commission's July 18, 2016, meeting.

BIDGEWATER PUD DEVELOPMENT REQUIREMENTS:

Bridgewater PUD Standards (Ord. 06-49)

Section 5: The Village Marketplace (see Exhibit 6)

Exhibit 6: Local Business

1. Use of Required Yards.

All required yards shall be maintained as green space and landscaped with grass, trees, shrubbery or hedge, or in combination with other suitable ground cover materials in compliance with the requirements of Chapter 6. Landscape Standards of this Ordinance, and shall remain free from buildings or structures except when expressly permitted below:

- a. Front Yard Adjacent to Non-Residential Districts (**south**) - Required front yards adjacent to non-residential districts may include driveways and parking areas, provided that (i) no portion of the parking area may be located closer to the right-of-way than ten (10) feet; and, (ii) the remainder of said required front yard shall be maintained as green space free from buildings or structures. – **COMPLIANT**
- b. Front Yard Adjacent to Residential Districts (**east and west**) – Required front yards adjacent to residential districts may include driveways and parking areas, provided that (i) no portion of the parking area may be located closer to the right-of-way than thirty (30) feet; and, (ii) the remainder of said required front yard shall be maintained as green space free from buildings or structures. – **COMPLIANT per Ordinance 16-13**
- c. Side and Rear Yards Adjacent to Non-Residential Districts – Required side and rear yards may include interior access driveways, provided that the remainder of said required side or rear yard shall be maintained as green space free from buildings or structures. – **NOT APPLICABLE**

- d. Side and Rear Yards Adjacent to Residential Districts (**north**) – Required side and rear yards shall be maintained as green space free from buildings or structures. – **COMPLIANT**
- 2. Maximum Building Height
 - a. No building or structure shall be erected above a projected 1:3 proximity slope line (See WC. 16.04.040 B 11) – **COMPLIANT**
 - b. The maximum height of any building or structure shall be forty-five (45) feet above grade – **NOT APPLICABLE. Superseded by Ordinance 06-49.**
- 3. Parking
 - a. Parking Space Size. 10 feet by 20 feet. – **COMPLIANT per Ordinance 16-13**
 - b. Parallel Space Size. 10 feet by 24 feet. **NOT APPLICABLE**
 - c. Access Aisle Width (90 degree spaces). 24 feet. **COMPLIANT**
 - d. Surfacing. Concrete or asphalt required. **COMPLIANT**
- 4. Loading – See WC 16.04.120. – **NOT APPLICABLE**
- 5. Lighting – See WC 16.07.010 – **COMPLIANT**
- 6. Development Plan

Development Plan filed for any construction, building additions, new or expanded surface parking areas, new or expanded surface loading areas, exterior building renovations or signs in the LB District shall, in addition to any Development Requirements contained elsewhere in this Ordinance, also comply with the following additional Development Requirements:

 - a. Pedestrian Access and Orientation - Developers of sites in the Local Business District shall provide sidewalks or pathways along all adjoining public or private streets. Such sidewalks or pathways shall be designed so as to connect to an existing or proposed sidewalk, pathway or trail network. – **COMPLIANT**
 - b. Building Fascia - All buildings and structures within a Local Business District development shall share a common architectural style. – **COMPLIANT**
 - c. Vehicle Access - Each vehicle access point shall be designed in compliance with the criteria set forth in this Ordinance and the "Town of Westfield Construction Standards", administered by the Westfield Utilities Department. – **COMPLIANT**
 - d. Development Pattern:
 - i. Developments may be either: (i) a freestanding individual development; or. (ii) an integrated development containing more than one (1) business in one (1) or more buildings. – **COMPLIANT**
 - ii. In order to create an integrated development that may include Out Lots, a rezone to the LB-PD shall be required. – **NOT APPLICABLE**
 - iii. In the case of an integrated development, documentary assurances shall be filed with the Plan Commission indicating that all lots or uses within the integrated development shall be provided with, at a minimum the following: (i) regular trash pick-up; (ii) snow removal; (iii) common vehicle access point(s), drive(s)



and parking areas, including maintenance thereof; and, (iv) one (1) shared or common ground or pylon sign – **NOT APPLICABLE**

Section 8: Uses

Permitted uses for Area Y shall include all uses permitted in the LB-Local Business and Neighborhood District of the Zoning Ordinance on the date of the enactment of the Restate Bridgewater PUD, as indicated by an "X" in the "Local Business" column specified on what is attached and made part of as Exhibit 10, other than those uses specified in Exhibit 10 through which a line has been drawn.

Permitted uses within Area Y shall also include the following, all of which shall be permitted uses and not special exceptions, even if (i) stricken from Exhibit 10, or (ii) not shown on Exhibit 10 as a permitted use.

1. Physicians – **COMPLIANT**
2. Office Buildings – General Purpose – **COMPLIANT**

Section 10: Development and Architectural Standards (see Exhibit 17)

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. – **COMPLIANT**
2. Open Space shall be greater than or equal to twenty percent (20%) of Area Y. – **COMPLIANT**
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. – **NOT APPLICABLE**

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. – **NOT APPLICABLE**
 - 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. – **NOT APPLICABLE**
 - c. Fixtures such as extended awnings, canopies, or large umbrellas shall be permitted to provide shade. Fixture colors shall complement building colors. – **NOT APPLICABLE**
 - d. Outdoor cafes shall be required to provide additional outdoor trash receptacles. – **NOT APPLICABLE**
 - 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. – **NOT APPLICABLE**
 - 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. – **NOT APPLICABLE**
5. Retail establishments (exclusive of a General Store and gasoline station) shall be permitted to have sidewalk displays of retail merchandise. The following standards and guidelines are applicable:
 - a. Sidewalk displays are permitted directly in front of an establishment, provided that a minimum of five (5) feet of sidewalk clearance along the curb and leading to the storefront entrance is maintained free of display, and the display area does not exceed seventy-five percent (75%) of the length of the storefront. – **NOT APPLICABLE**
 - b. Sidewalk displays shall be permitted only during normal business hours and shall be removed at the end of the business day. Cardboard boxes or pallets shall not be used for sidewalk displays. – **NOT APPLICABLE**
 - c. Sidewalk displays shall maintain a clean, litter-free, and well-kept appearance at all times. – **NOT APPLICABLE**
6. All Non-residential Uses and Mixed-Use Buildings:
 - a. Minimum lot area: two thousand (2,000) square feet. – **COMPLIANT – 64,033 square feet +/-**
 - b. Minimum lot width at building line: twenty-five (25) feet – **COMPLIANT – 230 feet +/-**
 - c. Minimum lot depth: seventy (70) feet. – **COMPLIANT – 277 feet +/-**

- d. Yard dimensions
 - i. Set back from Internal Streets – No minimum – **COMPLIANT**
 - 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. – **COMPLIANT**
 - iii. Side yard (each side) – No minimum – **COMPLIANT**
 - iv. Rear yard – A minimum of twenty (20) feet unless abutting a common parking lot, in which event no rear yard is required. – **COMPLIANT**
 - e. Maximum building height – Fifty (50) feet – **COMPLIANT**
 - f. Maximum building footprint coverage – One hundred percent (100%) – **COMPLIANT 15.6 percent coverage.**
 - 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. – **NOT APPLICABLE**
7. 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; – **NOT APPLICABLE**
 - 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; – **NOT APPLICABLE**
 - c. One single tenant office space may be up to forty thousand (40,000) square feet; – **NOT APPLICABLE**
 - 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; – **NOT APPLICABLE**
 - 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; – **NOT APPLICABLE**
 - 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. – **COMPLIANT**
8. 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: Office. Three (3) parking spaces for each one thousand (1,000) square feet of floor area, provided however that in no case shall any individual tenant or owner provide less than five (5) parking spaces). – **COMPLIANT. 30 spaces required; 55 spaces provided.**

Exhibit 17. General Architectural Standards – Area Y

1. Neo-traditional architectural style – **COMPLIANT.**
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. – **COMPLIANT (windows, window keystones, soldier course brick)**
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 – **COMPLIANT**
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. – **COMPLIANT**

Section 11. Landscaping (see Exhibit 18 for additional standards)

1. For Parcels along Internal Streets, there shall be a five (5) foot buffer yard required between (i) adjoining residential and non-residential districts and (ii) adjoining residential districts provided, however, that there shall be no buffer yard required for parcels separated by street or rights-of-way. – **NOT APPLICABLE. The Bridgewater PUD Ordinance does not require buffering between uses within PUDs (Exhibit 18, WC 16.06.060, G).**
2. Area Y Perimeter Yards along External Streets shall be landscaped with shade trees, ornamental trees, and shrubs. At least one (1) shade tree or two (2) ornamental trees per forty (40) linear feet and eight (8) shrubs per forty (40) linear feet shall be planted. Such plantings should be arranged in a manner to provide street tree plantings and building foundation plantings to enhance the appearance of the buildings and streets. – **COMPLIANT per Ordinance 16-13**
3. Where parking or loading areas occur adjacent to External Streets, the following standards shall apply:
 - a. Parking Lot and Drive-Through Facility Screening. Parking lots and drive-through facilities along External Streets shall be screened using one continuous evergreen shrub row, measuring a minimum of twenty-four (24) inches at planting and maintained to a minimum of five (5) feet at maturity, across one hundred percent (100%) of the parking lot length. Individual shrubs shall be spaced not more than thirty-six (36) inches on center, planted in a double staggered row, so as to form a continuous visual screen a minimum of thirty six (36) inches in height above grade, under normal growing conditions, within one (1) year after planting. One (1) shade tree or two (2) ornamental trees per forty (40) linear feet shall also be planted.

Gray Road Parking (70')	Required	Provided	Compliant
Evergreen Shrub row (24" min height)	Double Staggered Row; full length of parking area	Double Staggered Row; full length of parking area	Compliant
Shade/Ornamental Trees	2 shade trees or 4 ornamental trees	0 trees	Compliant per Ord. 16-13

- b. Loading Area Screening. Loading areas shall be screened along External Streets using a brick or stone masonry wall or an evergreen tree hedge. If a masonry wall is used, it shall be at least six (6) feet in height and it shall match the exterior of the building it serves. If an evergreen tree hedge is used, it shall be a minimum of six (6) feet in height at planting. Individual evergreen trees shall be spaced no more than eight (8) feet apart, planted in a double staggered row so as to form a continuous visual screen along the entire length of the loading area. One (1) shade tree or two (2) ornamental trees per forty (40) linear feet shall also be planted. – **Not Applicable**

Exhibit 18 Landscaping

1. Trash and Loading Facilities – **COMPLIANT per Ordinance 16-13**
2. Heating and cooling facilities. – **COMPLIANT per Ordinance 16-13**
3. Softening of walls and fences. – **COMPLIANT per Ordinance 16-13**
4. On-Site

Business (1.47 ac)	Required	Provided	Compliant
Shade Trees	15	13	Compliant per Ord. 16-13
Ornamental/Evergreen Trees	15	15+	Compliant
Shrubs	37	37+	Compliant

5. Road Frontage

Market Center (230')	Required	Provided	Compliant
Shade Trees	6	4 shade trees; 3 ornamental trees	Compliant per Ord. 16-13

Gray Road (230')	Required	Provided	Compliant
Shade Trees	Superseded by Bridgewater PUD Ord	See Perimeter Yard along External Street requirements above.	See Perimeter Yard along External Street requirements above.

Radrick Drive (277')	Required	Provided	Compliant
Shade Trees	7	3 shade trees; 4 ornamental trees	Compliant per Ord. 16-13

- 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. – **COMPLIANT**

6. Buffer Yards – **NOT APPLICABLE (see above).**

7. Interior Parking Lot Landscaping

a. Interior Parking Lot Area.

57 spaces (11,400 SF)	Required	Provided	Compliant
10% area required	1,140 SF	2,400 SF	Compliant
1 tree & 4 shrubs/island	1 tree & 4 shrubs/island	1 tree & 4 shrubs/island	Compliant

i. Minimum Island Size – 6 inches tall; 7 feet wide; 120 square feet – **COMPLIANT**

ii. Curbed islands – **COMPLIANT**

iii. Unbroken rows of parking can be a maximum of 200 feet – **COMPLIANT**

8. Perimeter Parking Lot Landscaping – **COMPLIANT per Ord. 16-13**

WESTFIELD DEVELOPMENT REQUIREMENTS

Development Plan Review (WC 16.04.165, D)

1. Zoning District Standards – See “**BRIDGEWATER PUD DEVELOPMENT REQUIREMENTS**”

2. Overlay District Standards – **The property does not fall within an overlay district.**

3. Subdivision Control Ordinance – **NOT APPLICABLE to this lot. Property has already been secondary platted (1510-SFP-34).**

4. Development Plan Review (WC 16.04.165)

a. Site Access and Site Circulation:

- (1) All proposed site access locations shall comply with the requirements of the Indiana Department of Transportation, Driveway Permit Manual (1996 Version) and any amendments thereto, which is hereby incorporated into and made a part of this Ordinance by this reference; -- **COMPLIANT**
- (2) All proposed site access locations shall provide for the safe and efficient movement of vehicular and pedestrian movement to and from the proposed development; – **COMPLIANT**
- (3) Site circulation patterns shall be designed to minimize conflicts between vehicular and pedestrian traffic, and create a safe and efficient movement of both vehicular and pedestrian traffic in and around the subdivision.

Subdivisions shall be provided with internal sidewalks or pathways along all internal streets as well as sidewalks or pathways along perimeter streets. All sidewalk or pathway systems shall be designed so as to connect to an existing or proposed sidewalk or pathway network. – **COMPLIANT**

- b. Landscaping – See WC 16.06 et seq. – See **“BRIDGEWATER PUD DEVELOPMENT REQUIREMENTS, Ordinance 06-49, Section 11 and Exhibit 18.**
- c. Lighting – See WC 16.07 et seq. – See **comments above.**
- d. Signs – See WC 16.08 et seq. – **Any signs shown on the Detailed Development Plan will not be reviewed for compliance. Approval of the Detailed Development Plan does not constitute approval of any depicted signage. Signage will be reviewed and approved through a separate sign permit process.**
- e. Building Orientation. – See **“BRIDGEWATER PUD DEVELOPMENT REQUIREMENTS, Ordinance 06-49, Section 10 and Exhibit 17.”**
- f. Building Materials. – See **“BRIDGEWATER PUD DEVELOPMENT REQUIREMENTS, Ordinance 06-49, Section 10 and Exhibit 17.”**

5. Comprehensive Plan Compliance – **The Future Land Use Concept Map in the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”) identifies the Property as “Suburban Residential”. Commercial uses were anticipated for this corner with the adoption of Ordinance 06-49, prior to the adoption of the Comprehensive plan in 2007. Comprehensive Plan policies for this area state that infill development should be compatible in mass, scale, density, materials and architectural style; and, should not alter the character of the area. Elevations of the proposed building are necessary to determine compliance with the Comprehensive Plan.**

6. Street and Highway Access – **COMPLIANT**

7. Street and Highway Capacity - **COMPLIANT**

8. Utility Capacity - **COMPLIANT**

9. Traffic Circulation Compatibility – **COMPLIANT**

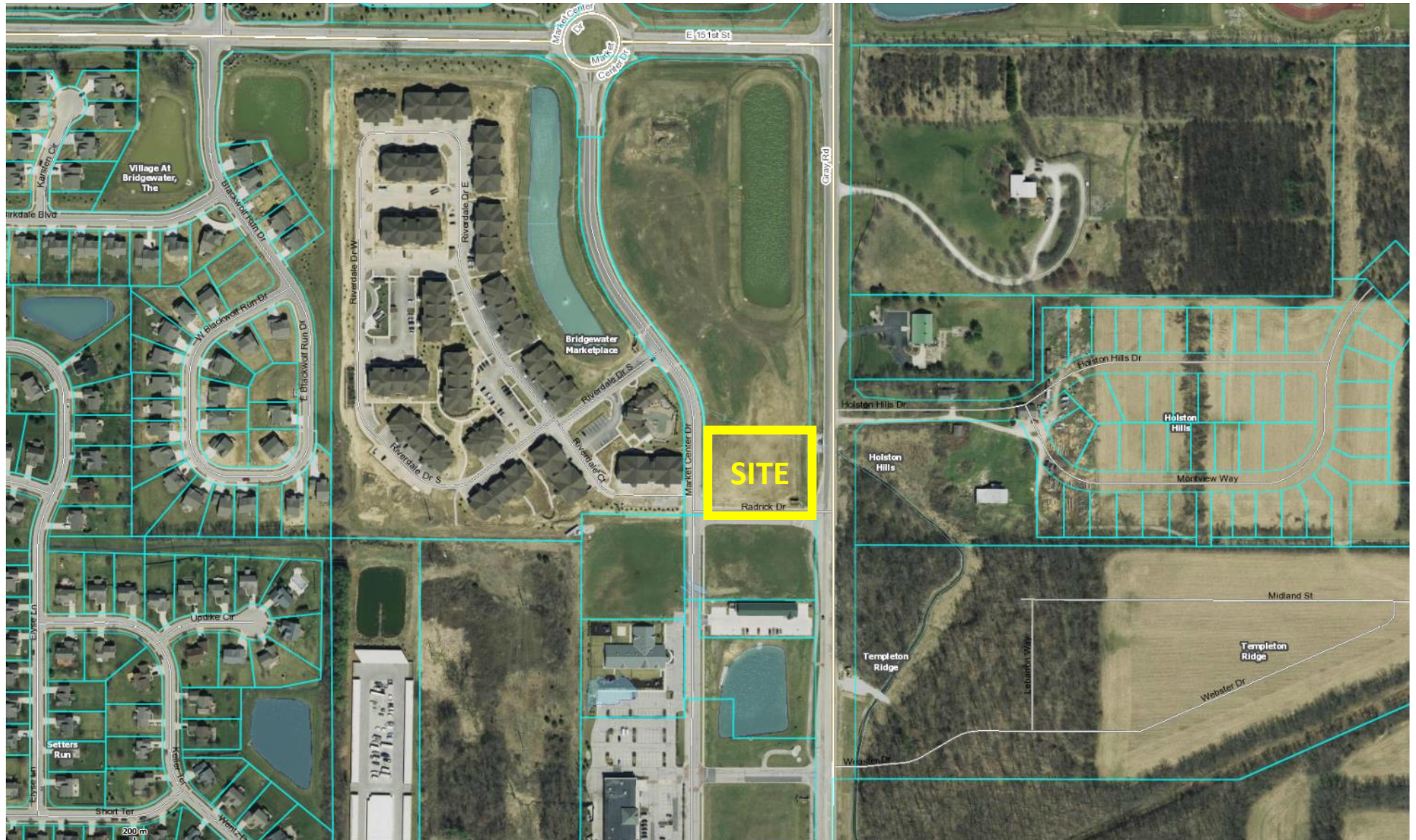


DEPARTMENT COMMENTS:

1. The Detailed Development Plan complies with the applicable PUD and zoning ordinances.
2. **Recommendation:** The Department recommends **approving the petition with the condition that all necessary approvals be obtained from the Westfield Public Works Department, Westfield Fire Department and the Hamilton County Surveyor's Office prior to the issuance of an improvement location permit.**
3. If any APC member has questions prior to the public hearing, please contact Kevin Todd at ktodd@westfield.in.gov or 317.379.6467.

Bridgewater PUD Amendment – Parcel M3

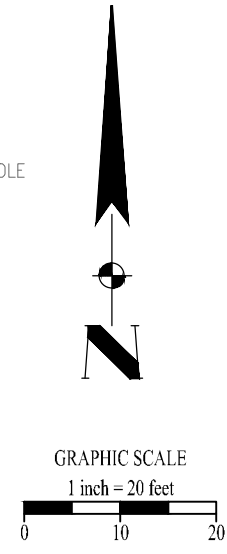
1606-PUD-08 & 1604-DDP-13



- A. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION ISSUED BY AGC OF AMERICA AND THE SAFETY AND HEALTH REGULATIONS OF CONSTRUCTION ISSUED BY THE U.S. DEPARTMENT OF LABOR.
- B. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS NECESSARY TO COMPLETE ALL WORK SHOWN ON THESE PLANS.
- C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL CONTACT THE UTILITIES COMPANY AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF WORK.
- D. WHEN NECESSARY FOR COMPLETION OF NEW CONSTRUCTION, THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING FEATURES (I.E. PAVING, UTILITIES, DRAINAGE, ETC.), WHICH ARE TO REMAIN AT NO ADDITIONAL COST TO THE OWNER.
- E. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY TO PROVIDE A SMOOTH VERTICAL AND HORIZONTAL TRANSITION BETWEEN EXISTING AND PROPOSED PAVEMENTS.
- F. ALL SITE CONSTRUCTION, MATERIALS, AND FEATURES (I.E. CURBS, WALKS, PAVING, CONCRETE, STORM DRAINAGE FEATURES, SEEDING, SODDING, EARTHWORK, ETC.) SHALL BE IN ACCORDANCE WITH ALL CITY AND STATE STANDARDS AND SPECIFICATIONS.
- G. THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS BEFORE ORDERING MATERIAL. ANY DISCREPANCIES SHALL BE REPORTED TO THE OWNER OR HIS REPRESENTATIVE AND RESOLVED PRIOR TO THE COMMENCEMENT OF WORK.
- H. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE SPECIFIED.
- I. ALL CURB RADII ARE 3.0 FEET UNLESS OTHER WISE SPECIFIED.
- J. CONTACT THE PROJECT ENGINEER FOR AN ELECTRONIC FILE CONTAINING COORDINATE GEOMETRY OF THE PROPOSED DEVELOPMENT.
- K. CONFIRM ALL BUILDING DIMENSIONS WITH THE ARCHITECTURAL PLANS. HOLD ALL BUILDING DIMENSIONS SHOWN ON THE ARCHITECTURAL PLANS.

	Chain Link Fence		Electric Meter
	Board Fence		Water Meter
	Open Wire Fence		Telephone Junction Box
	Iron Fence		Electric Junction Box
	Overhead Utility Line		Bollard
	Flow line of ditch		Gate Post
	Buried Gas Line		Electric Manhole
	Buried Water Line		Traffic Manhole
	Buried Telephone Line		Traffic Signal Pole
	Buried Electric Line		Parking Meter
P.O.B.	Point of Beginning		Fuel Filler Cap
	Telephone Pedestal		Fuel Tank lid
	Telephone Manhole		Monitoring Well
	Clean Out		Soil Boring Hole
	Inlet		Lot Number
	Storm Manhole	R/W	Right of Way
	Utility Pole	RCP	Reinforced Concrete Pipe
	Utility Pole w/ light	CCP	Corrugated Metal Pipe
	Utility Pole w/ trans.	OMP	Corrugated Plastic Pipe
	Sign	VCP	Vitrified Clay Pipe
	Light Standard		Plot Dimension
	Gas Valve		Measured Dimension
	Fire Hydrant		Deed Dimension
	Air Conditioner		Calculated Dimension
	Gas Meter		Fire Protection Valve
	Water Valve		Post Indicator Valve
	Sprinkler Control Valve	B.L.	Building Line (per plat)
	Stand Pipe	U.E.	Utility Easement (per plat)
	Fiber Optic Marker		Iron Pin Set (5/8" Rebar w/ red cap marked "Firm #0006".
	Gas Line Marker		Mag Nail Set / Found
	Sanitary Manhole		Cut "X" Set / Found
	Guy Wire		Existing Contour
	Curb Inlet		Existing Spot Elevation
	Mailbox		Finished Floor Elevation
	Electric Transformer		
	Cable Pedestal		
	Flag Pole		
	800.32		
	FFE		

NOTE	DESCRIPTION	DATE
	TAC PLANS	2-26-14
1	REV. PER TAC REVIEW: STORM DRAINAGE	6-16-14



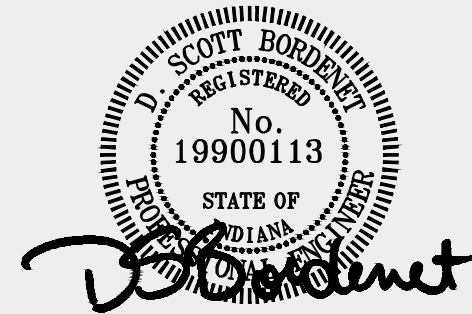
City of Westfield, Indiana

Site Engineer: Bordenet Civil Engineering &
Land Surveying, LLC
sbordenet@civil-ls.com
Ph. 317-536-6181
8902 Alibeck Ct.
Indianapolis, IN 46256

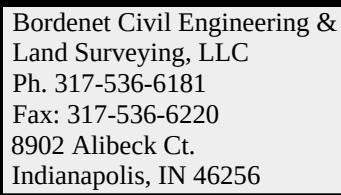
Regulatory Agency: City of Westfield Economic & Community Development
Ph. 317-804-3170
Fax 317-804-3181
2728 E. 171st Street
Westfield, Indiana 46074

FINAL CONSTRUCTION PLANS

Plan Date: June 16th, 2016



NOTE	DETAIL/SH.	DESCRIPTION
1.		RELOCATE STREET LIGHT TO INDICATED LOCATION.
2.		REMOVE EXISTING SIDEWALK AND CURB FOR NEW DRIVEWAYS.
3.	SA/C3.1	PAVE EXISTING DRIVES AND PARKING LOTS WITH STANDARD ASPHALT SECTION.
4.	CD/EC/C3.1	CONSTRUCT STAND OR EXTRUDED TYPE CURB. CITY OF FISHERS DETAILS SHEET 9 FOR STAND CURB DETAILS.
5.	MWC/C3.1	CONSTRUCT MONOLITHIC SIDEWALK AND CURB.
6.	RD/C3.1	CONSTRUCT BUILDING RAMP WHERE INDICATED.
7.		CONSTRUCT DUMPSTER ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS.
8.	SW/C3.1	CONSTRUCT SIDEWALK.
9.	INDOT/C3.1	CONSTRUCT SIDEWALK RAMP WITH TRUNCATED DOME.
10.	HC/C3.1	STRIPED HANDICAPPED PARKING SPACE.
11.		STRIPED PARKING SPACES WITH 4" WIDE WHITE PARKING STRIPES.
12.		CONSTRUCT 1-1/2" WATER SERVICE WITH DRAIN WATER METERS AT PROPERTY LINE AND BUILDING VALVE AT BUILDING FACE. COORDINATE SEWER WITH WATER SERVICE PROVIDER.
13.		CONSTRUCT 6" SEWER LATERAL AND BUILDING CLEANOUT TO CITY OF WESTFIELD SPECIFICATION. SEE GRADING PLAN FOR TOP OF CASTING AND PIPE INVERT ELEVATIONS.
14.		CONSTRUCT STORM SEWER TO CITY OF WESTFIELD STANDARDS. SEE GRADING PLAN FOR INVERT AND TOP OF CASTING ELEVATIONS.
15.		CONSTRUCT GAS SERVICE LINE. SET GAS METER AT BUILDING FACE. COORDINATE GAS LOAD INFORMATION AND SERVICE APPLICATION WITH THE UTILITY PROVIDER.
16.		CONSTRUCT ELECTRIC SERVICE LINE AND PANEL TRANSFORMER WHERE INDICATED. SET ELECTRIC METER AT BUILDING FACE. COORDINATE SERVICE INFORMATION AND APPLICATION WITH THE UTILITY PROVIDER.
17.		CONSTRUCT TELEPHONE SERVICE LINE. COORDINATE SERVICE INFORMATION AND APPLICATION WITH THE UTILITY PROVIDER.



Project Number:

2016-153

Sheet No. :

C2.0 (SITE PLAN)

10% OF VEHICULAR USE AREAS SHALL BE LANDSCAPED AREA. PARKING LOT ISLANDS SHALL INCLUDE AT LEAST 1 TREE AND 4 SHRUBS.

SYMBOL	PARKING SPACES	LANDSCAPED AREA NEEDED	LANDSCAPED AREA PROVIDED	TREES NEEDED	TREES PROVIDED	SHRUBS NEEDED	SHRUBS PROVIDED
	56	2,527SF	2,811SF	6	5	24	24

MIN. 5' WIDE; MIN. 1 TREE/ 30 LFT, 1 SHRUB/ 3 LFT

SYMBOL	TOTAL LENGTH	TREES NEEDED	TREES PROVIDED	SHRUBS NEEDED	SHRUBS PROVIDED
	474'	15.8	8	3' O.C.	100

MIN. 1 SHADE TREE/ 40

SYMBOL	TOTAL LENGTH	SHADE TREES NEEDED	SHADE TREES/ ORNAMENTAL PROVIDED
	709'	17.7	11

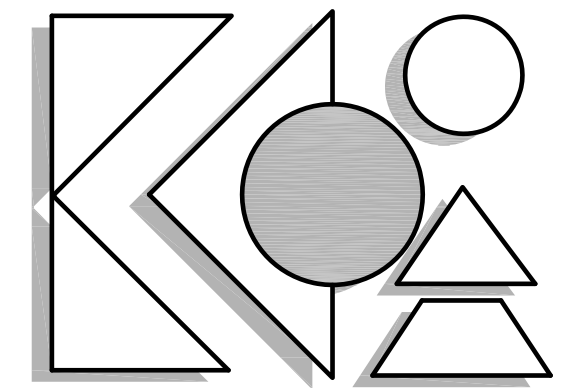
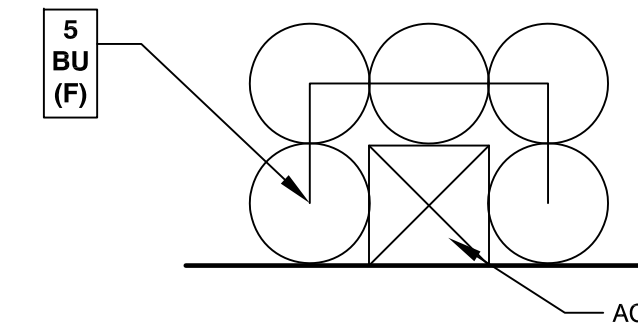
MIN. 1 EVERGREEN TREE / 30 LFT; 5 EVERGREEN SHRUBS/ 30 LFT

SYMBOL	TOTAL LENGTH	EVERGREEN TREES NEEDED	EVERGREEN TREES PROVIDED	EVERGREEN SHRUBS NEEDED	EVERGREEN SHRUBS PROVIDED
	278	9.2	10	46.3	31

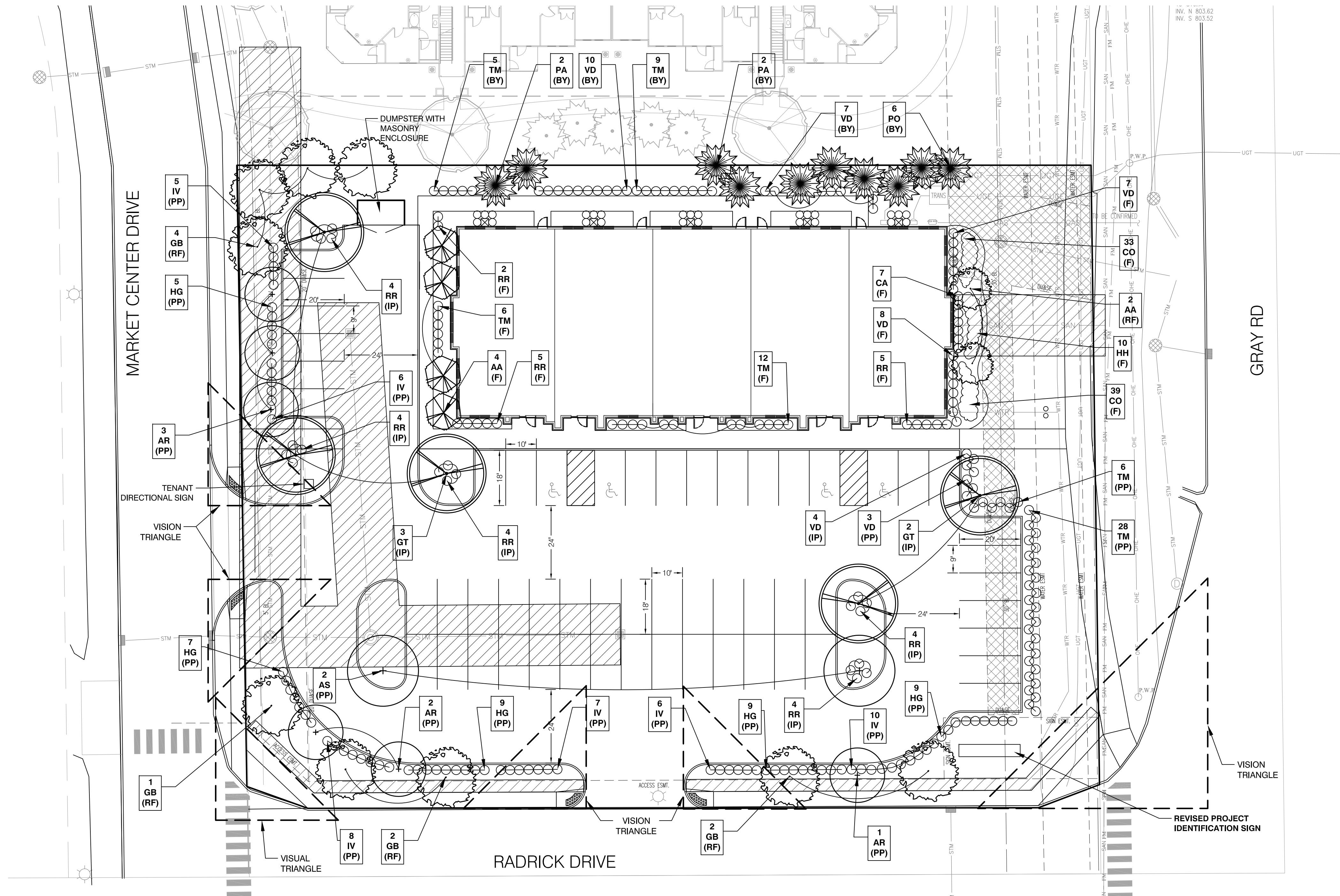
MIN. 10 SHADE TREES/ ACRE, 10 ORNAMENTAL TREE/ ACRE, 25 SHRUBS/ ACRE

TOTAL AREA	SHADE/ EVERGREEN TREES NEEDED	SHADE TREES PROVIDED BY ROAD FRONTAGE PLANTING	ORNAMENTAL/ EVERGREEN TREES NEEDED	EVERGREEN TREES PROVIDED BY BUFFER YARD PLANTING	SHRUBS NEEDED	SHRUBS PROVIDED
1.53ACRE	15.3	16	15.3	16	38.25	39

SYMBOL	DESCRIPTION		4 AG (SY)	PLANT QUANTITY
				PLANT TYPE REQ. LOCATION
(IP)	INTERIOR PARKING LOT REQUIREMENTS			
(PP)	PERIMETER PARKING LOT REQUIREMENTS			
(RF)	ROAD FRONTAGE REQUIREMENTS			
(BY)	BUFFER YARD REQUIREMENTS			
(F)	FOUNDATION PLANTS			



**KEVIN K. PARSONS
& ASSOCIATES, INC.**
landscape architecture
land planning
urban design
212 West 10th Street • Suite A-290
Indianapolis, Indiana 46202
317-955-9155 • Fax 317-955-9455



TREES					
KEY	QTY.	PLANT NAME	SIZE	SPACING	NOTES
AA	6	AMELANCHIER x GRANDIFLORA 'AUTUMN BRILLIANCE' EASTERN REDBUD	1 1/2' CAL.	AS SHOWN	FULL, UNSHEARED
AR	6	ACER RUBRUM 'ARMSTRONG' ARMSTRONG RED MAPLE	2 1/2' CAL.	AS SHOWN	FULL, STRONG STRAIGHT TRUNK
AS	2	ACER SACCHARUM 'GREEN MOUNTAIN' GREEN MOUNTAIN MAPLE	2 1/2' CAL.	AS SHOWN	FULL, STRONG STRAIGHT TRUNK
BU	25	BUXUS x 'GREEN VELVET' GREEN VELVET BOXWOOD	NO. 3 CONT.	AS SHOWN	FULL, MATCH, UNSHEARED
CA	7	CALAMAGROSTIS x ACUTIFLORA 'KARL FOERSTER' KARL FOERSTER FEATHER REED GRASS	24" TALL	36" O.C.	
CO	72	COREOPSIS G 'EARLY SUNRISE' EARLY SUNRISE COREOPSIS	1 GAL.	18" O.C.	
GB	9	GINKGO BILOBA 'PRINCETON SENTRY' PRINCETON SENTRY GINKGO	2 1/2' CAL.	AS SHOWN	FULL, STRONG STRAIGHT TRUNK
GT	5	GLEDITSIA TRIACANTHOS L. 'SKYCOLE' SKYLINE HONEYLOCUST	2 1/2' CAL.	AS SHOWN	FULL, STRONG STRAIGHT TRUNK
HG	39	HYDRANGEA M 'ENDLESS SUMMER TWIST-N-SHOUT' TWIST-N-SHOUT HYDRANGEA	24" TALL	36" O.C.	
HH	41	HEMEROCALLIS 'HAPPY RETURNS' HAPPY RETURNS YELLOW DAYLILY	1 GAL.	18" O.C.	
IV	42	ITEA VIRGINICA VIRGINIA SWEETSPIRE	24" TALL	36" O.C.	
PA	4	PICEA ABIES NORWAY SPRUCE	6'-7' HT.	AS SHOWN	FULL TO GROUND, MATCHED UNSHEARED, STRAIGHT TRUNK
PO	6	PICEA OMORIKA SERBIAN SPRUCE	6'-7' HT.	AS SHOWN	FULL TO GROUND, MATCHED UNSHEARED, STRAIGHT TRUNK
RR	28	ROSA 'RADTKOPINK' PINK DOUBLE KNOCK OUT ROSE	18-24" HT.	36" O.C.	
TM	66	TAXUS x MEDIA 'DENSIFORMIS' DENSE SPREADING YEW	18-24" HT.	36" O.C.	FULL TO GROUND, UNSHEARED
VD	39	VIBURNUM DENTATUM 'BLUE MUFFIN' BLUE MUFFIN VIBURNUM	18-24" HT.	36" O.C.	

CERTIFICATION

GILMORE

WESTFIELD, INDIANA

LANDSCAPE PLAN

PROJECT: KPA-16502
DRAWN: YL

CHECKED: KKP/JML
SCALE: AS SHOWN
ISSUE DATE: 03/03/2016
REVISION: 03/31/2016
04/18/2016
06/01/2016

SITE LANDSCAPE PLAN

L1.01

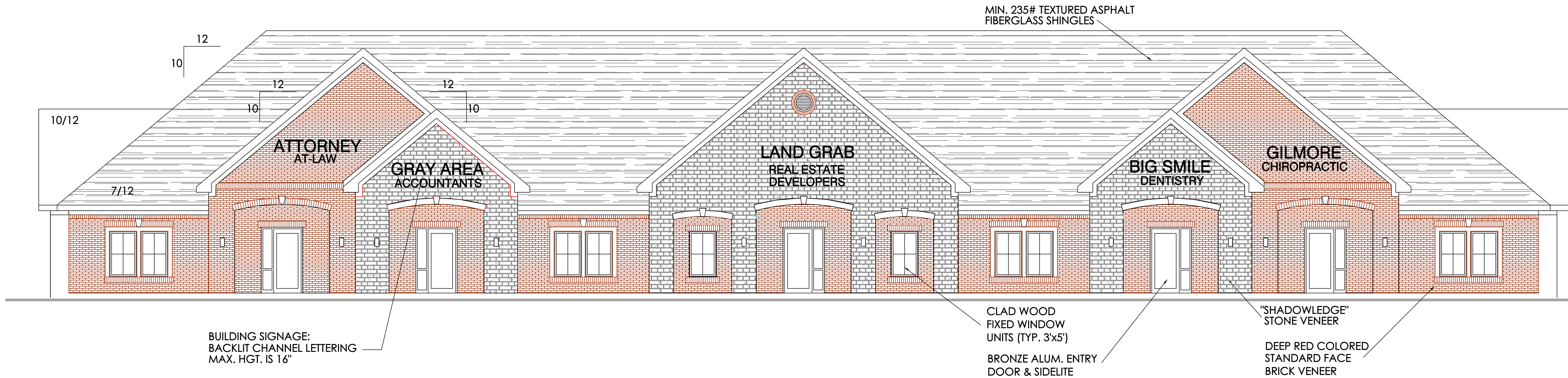
01 SITE LANDSCAPE PLAN

L1.01 $1^{\circ}=20'-0''$



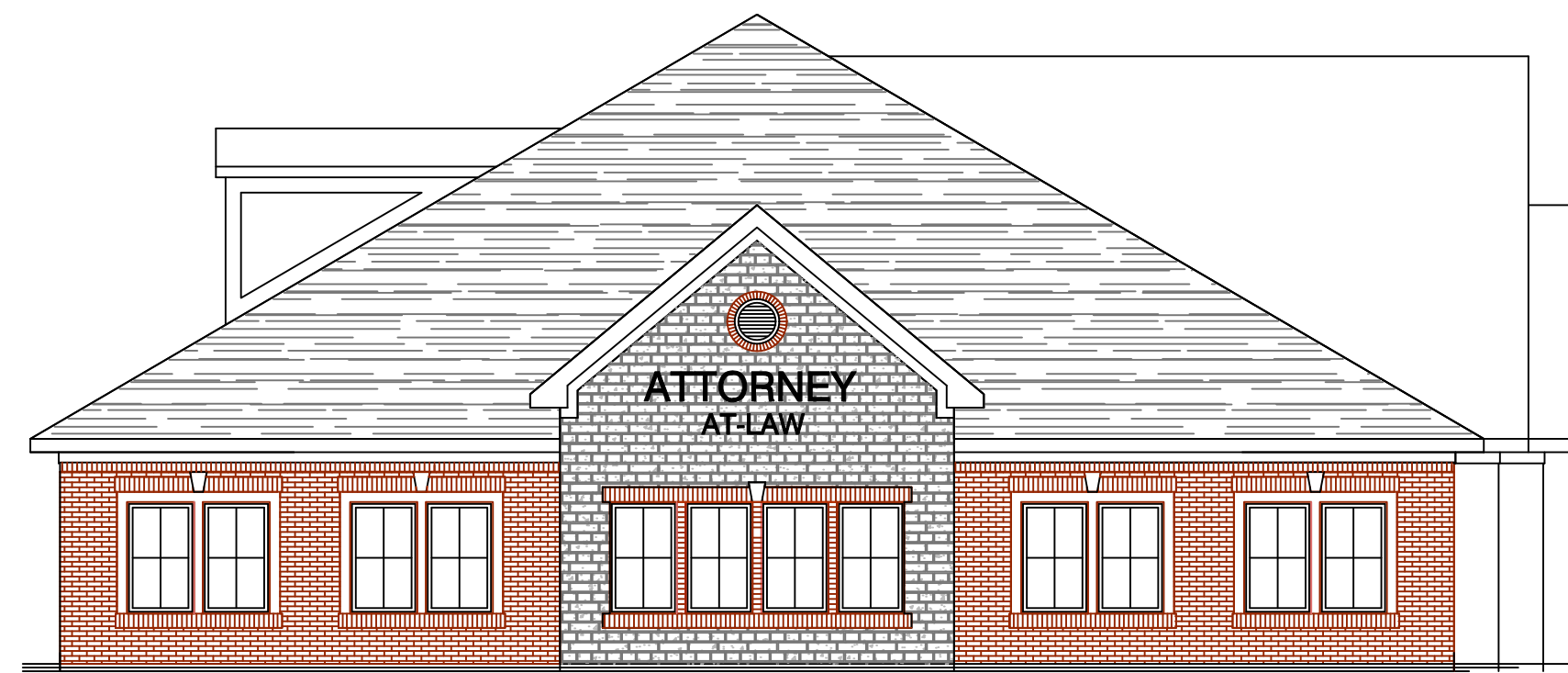
02 TYPICAL AC UNIT SCREENING



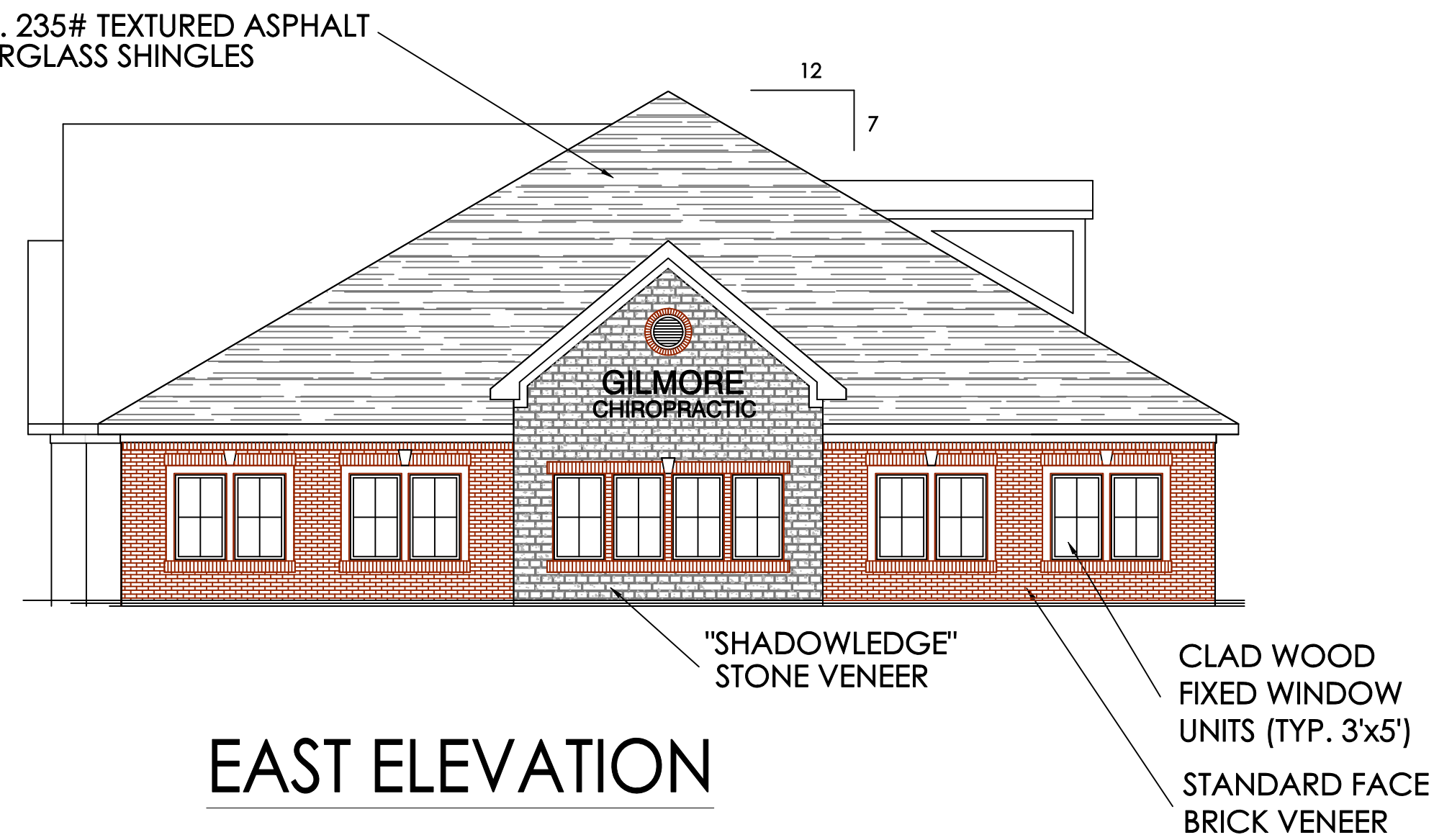


SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



WEST ELEVATION

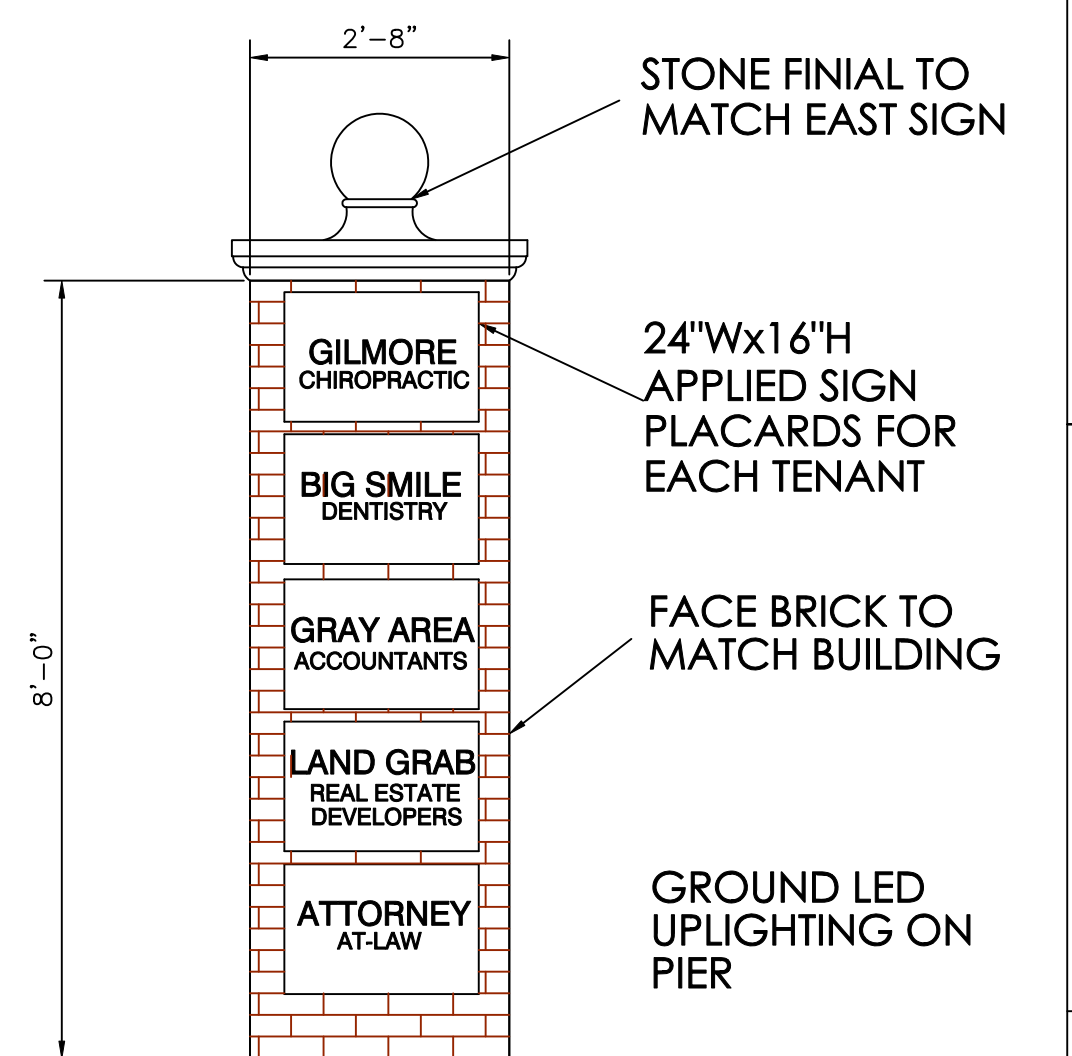


EAST ELEVATION

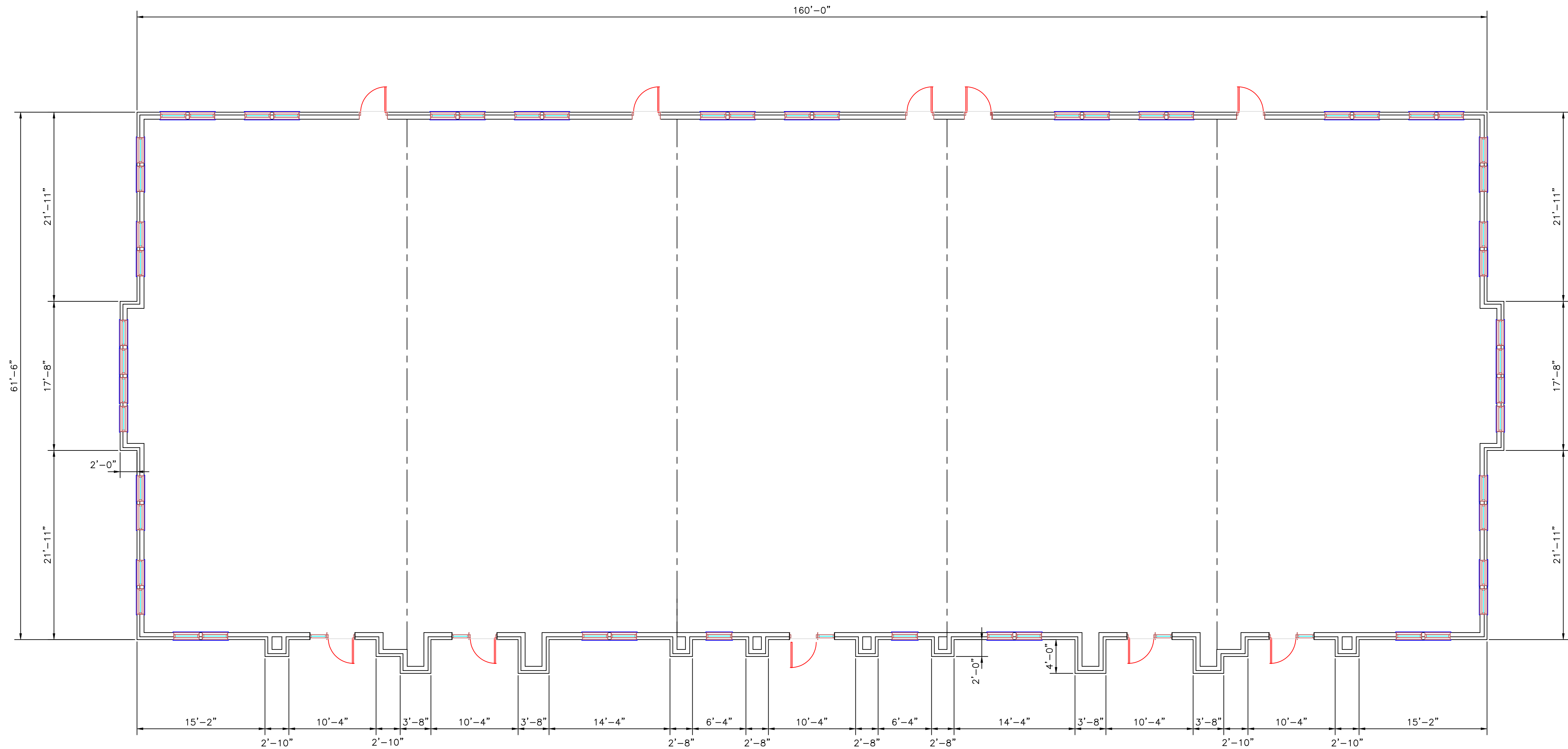


NORTH ELEVATION

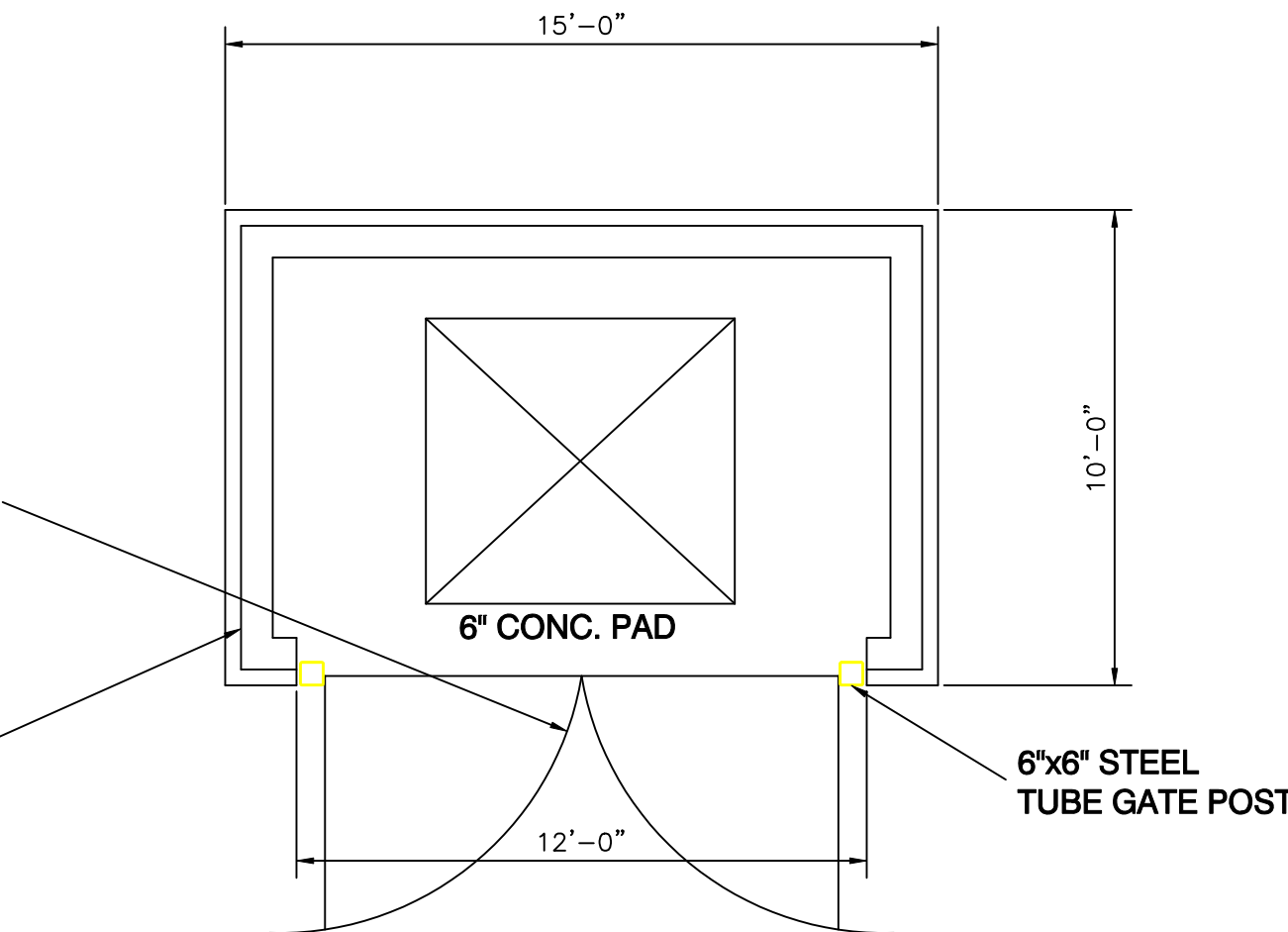
SCALE: 1/8" = 1'-0"



WEST ENTRY SIGN PIER

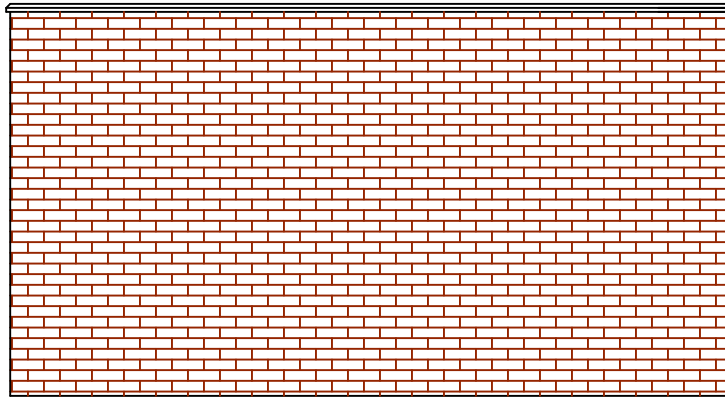


PROPOSED FLOOR PLAN

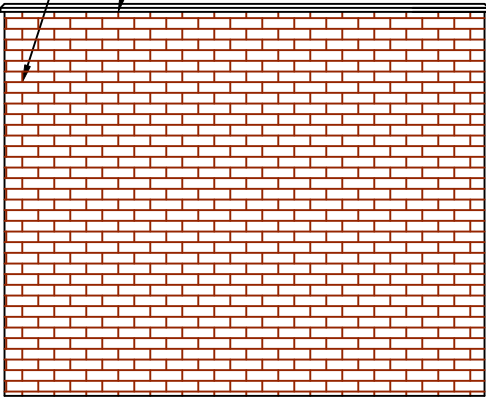


DUMPSTER ENCLOSURE PLAN

SCALE: 1/4" = 1'-0"

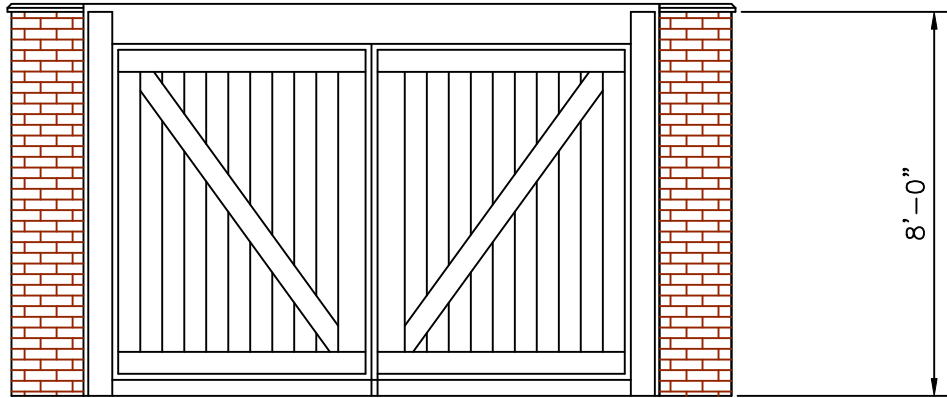


NORTH ELEVATION



WEST ELEVATION

EAST ELEVATION SIMILAR



SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

These drawings or parts thereof shall not be reproduced in any form by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the written consent of R. E. Thomason & Associates, P.C.

Do not scale these drawings. All dimensions shall be taken from the original drawings. Discrepancies with the Architect's plot to construction.

FOR DR. JUSTIN GILMORE

RADRICK PROFESSIONAL BUILDING

N. Gray Road & Radrick Dr. WESTFIELD, INDIANA

PROJECT: 16001

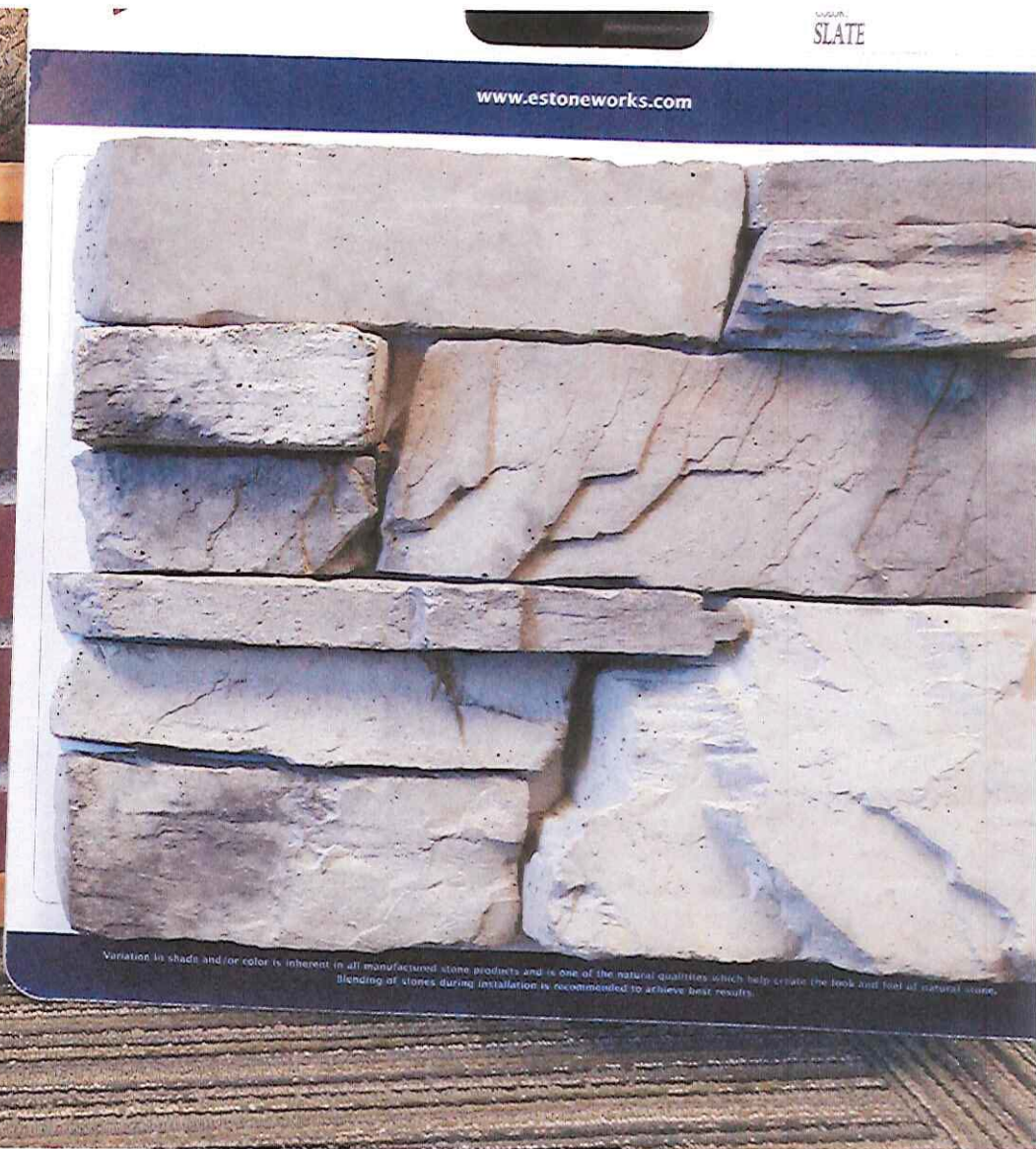
DATE: 5 JULY 16

REVISIONS:

r.e. Thomason & associates, p.c.,
architecture & planning
7202 East 87th Street
Suite 113
Indianapolis, IN 46256
317.913.2160
fax 317.913.2155

PRELIMINARY DESIGN

A-2





WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

August 15, 2016
1510-DDP-17

Petition Number: 1510-DDP-17

Subject Site Address: 16414 Towne Road

Petitioner: Crown Castle

Request: Development Plan approval of a new wireless communication service facility.

Current Zoning: AG-SF1

Current Land Use: Residential

Approximate Acreage: 34.2 acres +/- (parent property)
10,000 square feet (lease area)

Zoning History: 1510-SE-03 – Special Exception (approved, July 12, 2016)

Exhibits:

1. Staff Report
2. Location Map
3. Detailed Development Plan
4. Statement of Need and Coverage Maps

Staff Reviewer: Kevin M. Todd, AICP

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, and variances associated with the site, and any commitments associated with the site.

This petition is scheduled to receive a public hearing at the August 15, 2016, Advisory Plan Commission (the "APC") meeting. Notice of the August 15, 2016 APC meeting was provided in accordance with Indiana law and the APC's Rules of Procedure.

PROJECT DESCRIPTION:

Location: The subject parent property is approximately 34.2 acres +/- in size and located at 16414 Towne Road (**see Exhibit 2**) (the "Property"). The Property is zoned AG-SF1 and currently contains a residential structure. The surrounding adjacent properties to the north, west, and east are zoned AG-SF1 and are large-lot, rural-residential/agricultural in nature and use. Adjacent property to the south is zoned SF-2 and is currently pending plat approval for a residential subdivision called Bent Creek.



Wireless Communication Service Facilities are permitted by Special Exception within the AG-SF1 zoning classification. The request is to allow a Wireless Communication Service Facility on the Property.

Project Description: In order to provide a certain level of wireless communication service within this area of Westfield, new antenna equipment is needed. There are no existing nearby co-location options that could accommodate the volume of equipment needed to affect the service level, so a new tower would be needed in order to install new equipment. The proposal is to install a new monopole tower that is 168 feet tall (including lighting rod) and ancillary equipment building(s) on the Property. Proposed access to the tower and equipment would be within an access and utility easement from Towne Road. The proposal indicates fencing and landscaping would be installed around the perimeter of the lease area for the tower.

As proposed, the tower would be over 200 feet from any property line, which exceeds with the setback requirements of the Wireless Communication Service Facilities ordinance (Article 6.20). The tower would also be approximately 475 feet from the nearest building (which is the residential building on the Property).

Special Exception Approval: On July 12, 2016, the Board of Zoning Appeals approved a Special Exception request (1510-SE-03) to allow the proposed tower on the subject property. There were no conditions associated with the Board's approval.

Comprehensive Plan: The Comprehensive Plan identifies this Property within the "New Suburban" land use classification. Single-family residential land uses are recommended in this area of the community.

WESTFIELD UNIFIED DEVELOPMENT ORDINANCE:

Zoning Districts (Chapter 4)

AG-SF1 District (Article 4.2)

1. Permitted Uses

Comment: COMPLANT (per 1510-SE-03 approval on July 12, 2016)

2. Minimum Lot Area = 3 acres

Comment: COMPLIANT

3. Minimum Lot Frontage = 250 feet

Comment: COMPLIANT

4. Minimum Building Setback Lines

a. Front Yard = 100

Comment: Not Applicable. Superseded by Wireless Communication Service Facility Standards.



- b. Side Yard = 30 feet
Comment: Not Applicable. Superseded by Wireless Communication Service Facility Standards.
- c. Rear Yard = 30 feet
Comment: Not Applicable. Superseded by Wireless Communication Service Facility Standards.
- 5. Minimum Lot Width = 100 feet
Comment: COMPLIANT
- 6. Maximum Building Height = 2.5 stories
Comment: Not Applicable
- 7. Minimum Living Area
Comment: Not Applicable

Overlay Districts (Chapter 5) – Not Applicable

Development Standards (Chapter 6)

Landscaping Standards (Article 6.8)

- 8. External Street Frontage
A minimum of 3 shade or evergreen trees, 2 ornamental trees and 25 shrubs per 100 feet is required along Towne Road.
Comment: Staff is working with the petitioner to ensure compliance.

Lot Standards (Article 6.10)

- 9. All Lots shall abut on a Street or Private Street and shall have a minimum Lot Frontage as set forth by the Zoning District or Overlay District.
Comment: COMPLIANT
- 10. Residential Corner Lots shall be of sufficient width to permit appropriate Building Setback Lines and driveway setbacks from both Streets.
Comment: Not Applicable



Setback Standards (Article 6.16)

Comment: COMPLIANT

Vision Clearance Standards (Article 6.19)

Comment: COMPLIANT

Wireless Communication Service Facilities (Article 6.20)

11. An Applicant for a Wireless Communication Service Facility must demonstrate that they have exhausted all efforts to locate the proposed facilities upon existing antenna support structures in the geographical area of the proposed Wireless Communication Service Facility, which shall include submitting a master plan for their Wireless Communication Service Facilities throughout the Planning Jurisdiction of the Plan Commission. The master plan should show efforts to minimize the size and number of antenna support structures throughout the geographical area, taking into consideration existing technology.

Comment: COMPLIANT. See Exhibit 4.

12. The height of the antenna support structure shall not exceed two hundred (200) feet.

Comment: COMPLIANT (168 feet).

13. The antenna support structure shall be set back a minimum of forty (40) feet from the Lot Line, unless the adjoining Lot is zoned or used for a residential use. If the antenna support structure adjoins a Lot which is zoned or used for residential use, then the setback shall not be less than the height of the support structure.

Comment:

- North (Residential) = 168' required = **COMPLIANT**
- West (Residential) = 168' required = **COMPLIANT**
- East (Recreational) = 40' required = **COMPLIANT**
- South (Residential) = 168' required = **COMPLIANT**

14. Except as required by the Federal Aviation Administration or Federal Communications Commission, the antenna support structure shall not be illuminated by any artificial means and shall not display strobe lights.

Comment: Acknowledged



15. No Signs or advertising shall be placed upon an antenna support structure and associated equipment buildings or structures.

Comment: COMPLIANT

16. The support structure and any antenna located on the support structure must be designed to blend into the surrounding environment through the use of color and camouflaging architectural treatment.

Comment: COMPLIANT.

17. All utility buildings and structures accessory to the antenna support structure must be architecturally designed to blend into the surrounding area.

Comment: Not Applicable. Will be reviewed for compliance during subsequent applications for any associated structure.

18. A Landscape Plan for the Wireless Communication Service Facility shall be submitted with the application and shall be substantially similar to landscaping required for other uses in Business or Industrial Districts.

Comment: See "Landscaping Standards" (Article 6.8) section above.

19. All Wireless Communication Service Facilities shall be designed structurally, electrically, and in all other respects to accommodate the user's equipment and the equipment of at least two (2) additional service providers.

Comment: COMPLIANT

20. A qualified and licensed engineer must approve the design of the antenna support structure and certify that it is constructed to comply with the requirements set out in this Article.

Comment: Will be reviewed at time of permitting.

21. All applications shall include a notarized letter of intent committing the antenna support structure owner or lessee on behalf of themselves and their successors in interest that the antenna support structure shall be shared with additional users if the additional user(s) agrees to meet reasonable terms and conditions of shared use.

Comment: Will be reviewed at time of permitting.

22. No transmissions from a Wireless Communication Service Facility shall interfere with any existing public safety communications.

Comment: Acknowledged.



DESIGN STANDARDS (Chapter 8)

23. Easement Standards (Article 8.3)

Comment: COMPLIANT

24. Pedestrian Network Standards (Article 8.7)

Comment: Staff is working with petitioner to ensure compliance.

25. Street and Right-of-Way Standards (Article 8.9)

Comment: Staff is working with petitioner to ensure compliance.

26. Surety Standards (Article 8.12)

Comment: Staff is working with petitioner to ensure compliance.

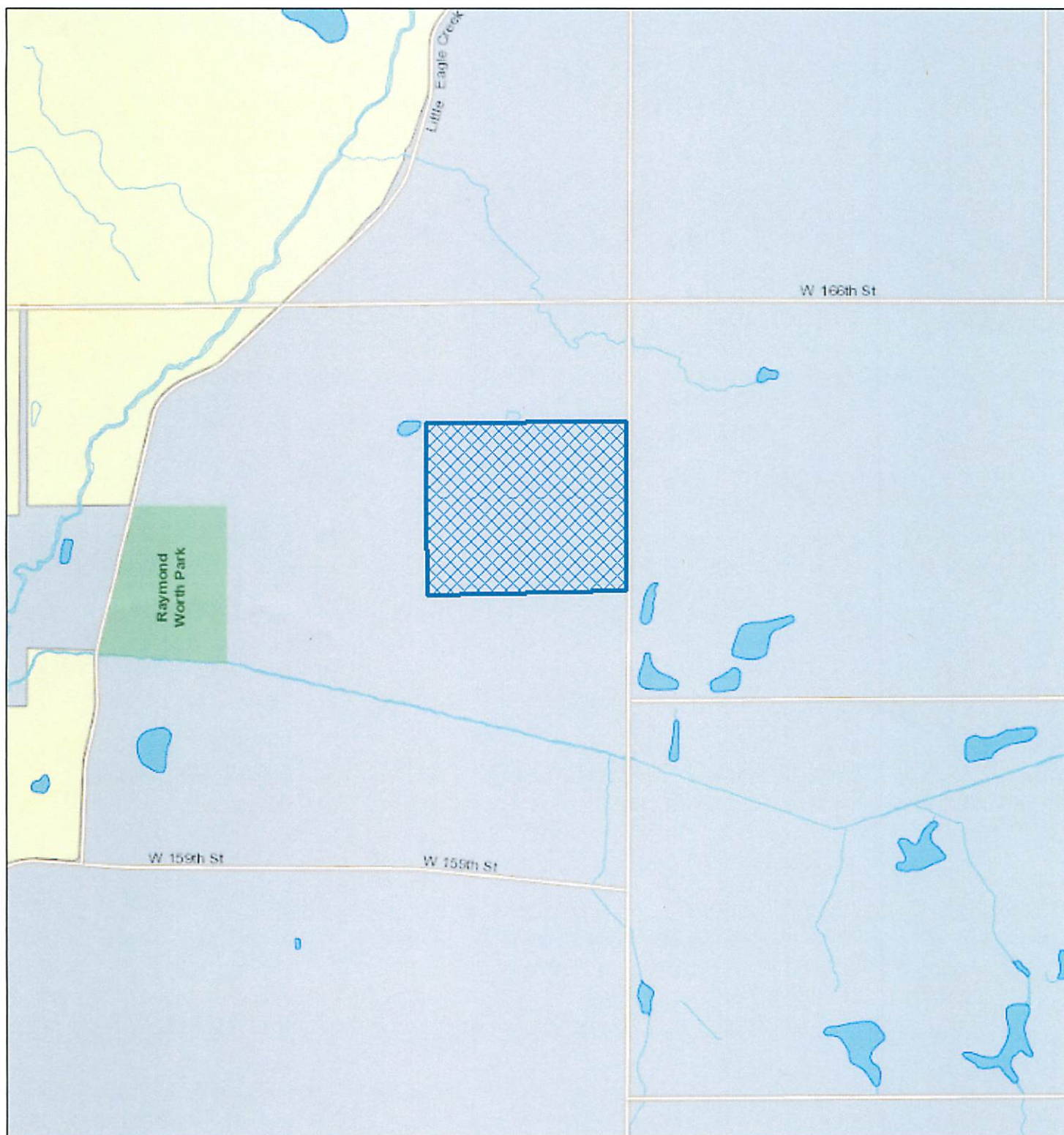
27. Utility Standards (Article 8.13)

Comment: COMPLIANT

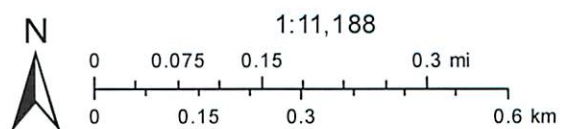
DEPARTMENT COMMENTS:

1. **Action: Hold a public hearing at the August 15, 2016, Plan Commission meeting.**
2. The Petitioner will make any necessary revisions to the plans, as noted in this report as outstanding. The Economic and Community Development staff will confirm compliance prior to this item being placed on the next Plan Commission agenda.
3. If any APC member has questions prior to the public hearing, please contact Kevin Todd at ktodd@westfield.in.gov or 317.379.6467.

16414 Towne Road (near 161st and Towne)



August 27, 2015



Basemap information here

Search Area Map





11 GRANDVIEW CIRCLE, SUITE 220
CANONSBURG, PA 15317

GN 161ST & TOWNE

BU# 821809

16414 TOWNE RD
WESTFIELD, IN 46074
HAMILTON COUNTY

TENANT: GTE MOBILNET OF INDIANA LIMITED PARTNERSHIP
d/b/a VERIZON WIRELESS
GN 161ST & TOWNE

FROM GUION ROAD MTSO: 3965 INDUSTRIAL BLVD. INDIANAPOLIS, IN: HEAD NORTH ON INDUSTRIAL BLVD TOWARD GUION RD (0.4 MI.). TURN LEFT (NORTH) ONTO GUION RD (3.6 MI.). TURN RIGHT (EAST) ONTO W 71ST ST (1.2 MI.). TURN LEFT (NORTH) N MICHIGAN RD (0.9 MI.). TURN RIGHT (EAST) ONTO W 79TH ST (0.7 MI.). TURN LEFT (NORTH) ONTO TOWNSHIP LINE RD (2.0 MI.). AT THE TRAFFIC CIRCLE, TAKE THE 2ND EXIT ONTO TOWNE RD (3.0 MI.). AT THE TRAFFIC CIRCLE, TAKE THE FIRST EXIT AND STAY ON TOWNE RD (0.2 MI.). AT THE TRAFFIC CIRCLE, TAKE THE 2ND EXIT AND STAY ON TOWNE RD (0.3 MI.). AT THE TRAFFIC CIRCLE, TAKE THE 2ND EXIT AND STAY ON TOWNE RD (2.3 MI.). SITE WILL BE LOCATED ON THE LEFT (WEST) SIDE OF THE ROAD.

PROPOSED 160' MONOPOLE TOWER w/8' LIGHTNING ROD -TOTAL TOWER HEIGHT 168'

CROWN CASTLE SITE
GN 161ST & TOWNE
BU # 821809
JOB # 332509
VERIZON WIRELESS SITE
GN 161ST & TOWNE
PROJECT#: 20151179397
MARKET ID: INDIANAPOLIS
LOCATION CODE: 311960
SITE ADDRESS
16414 TOWNE RD
WESTFIELD, IN 46074
HAMILTON COUNTY
E911 ADDRESS: TBD

POLICE
WESTFIELD POLICE DEPT.
17535 E 5TH ST
WESTFIELD, IN 46074
PHONE: 317-886-9336
FIRE
WESTFIELD FIRE DEPT.
17535 GARDEN RD
WESTFIELD, IN 46074
PHONE: 317-886-2704

GENERAL INFORMATION
LATITUDE: 40° 31' 23.58" N
LONGITUDE: 86° 12' 13.49" W
1983 (NAD83)
ELEVATION: 903.50' AMSL
1988 (NAD83)

CROWN CASTLE LEASE AREA
100'-0" x 100'-0"
10,000 SF

PROPERTY OWNER
THOMAS M & LISABETH D ARMSTRONG
16414 TOWNE RD
WESTFIELD, IN 46074
CONTACT: THOMAS ARMSTRONG
PHONE: 317-418-1229
E-MAIL: N/A

VERIZON WIRELESS LEASE AREA
22'-0" x 36'-0"
(792 SF)

PROJECT SUMMARY



PROJECT DESCRIPTION

NOTE: ALL ITEMS WITHIN THESE CONSTRUCTION DOCUMENTS ARE BY TOWER OWNER'S GENERAL CONTRACTOR AND HIS SUB-CONTRACTORS UNLESS NOTED AS (VZW GC) WHICH SHALL INCLUDE VERIZON WIRELESS GENERAL CONTRACTOR AND HIS SUB-CONTRACTORS. GENERALLY DESCRIBED BELOW:
CROWN CASTLE OF SCOPE
• INSTALL A NEW 160' MONOPOLE TOWER w/ 8' LIGHTNING ROD (TOTAL 168')
• INSTALL A NEW TOWER FOUNDATION SYSTEM
• INSTALL A NEW 80'-0" x 80'-0" FENCED GRAVEL COMPOUND
• INSTALL A NEW ELECTRICAL SERVICE PUN TO SITE H-FRAME
• INSTALL A NEW GRAVEL ACCESS DRIVE
• NO WATER OR SEWAGE SERVICES RUN TO SITE
• INSTALL NEW TOWER & SITE GROUNDING SYSTEM
• INSTALL NEW VZW SUBSURFACE CROUING SYSTEM
• INSTALL A NEW 11'-6" x 25'-5.5" CONCRETE EQUIPMENT PAD & FOUNDATION
• INSTALL ELECTRICAL SERVICE CONDUIT WITH PULL TAPES FROM EQUIPMENT SHELTER TO UTILITY H-FRAME
• INSTALL (1) NEW FIBER OPTIC CONDUIT w/ PULL TAPE FROM NEW PULL BOX AT COMPOUND TO PUBLIC R.O.W. w/ NEW PULL BOX AT R.O.W. FOR FUTURE FIBER
• INSTALL (1) NEW VERIZON WIRELESS ONLY FIBER OPTIC CONDUIT w/ PULL TAPE & TRACER WIRE FROM VZW EQUIPMENT SHELTER TO NEW VERIZON WIRELESS ONLY HAND HOLE OUTSIDE COMPOUND
• INSTALL (1) NEW VERIZON WIRELESS ONLY FIBER OPTIC CONDUIT w/ PULL TAPE FROM NEW HAND HOLE & STUB UP AT FUTURE FIBER PEDISTAL LOCATION
• VERIZON WIRELESS SCOPE (VZW GC)
• INSTALL A NEW 11'-6" x 25'-5.5" PREFABRICATED RADIO EQUIPMENT SHELTER ON EXISTING CONCRETE PAD
• INSTALL VZW ICE BRIDGE AND FOUNDATIONS
• INSTALL VZW ANTENNA MOUNTING SUPPORT STRUCTURE ON TOWER
• INSTALL VZW ANTENNAS, LINES, COAX, GPS ANTENNAS & RADIO EQUIPMENT
• INSTALL EXISTING SUBSURFACE GROUND LEADS TO VZW EQUIPMENT & FACILITIES
• INSTALL VZW ELECTRIC SERVICE CONDUCTORS FROM UTILITY H-FRAME TO VZW EQUIPMENT SHELTER
• INSTALL (2) 1-1/4" & (1) 1" INDUCTORS w/ PULL TAPES & TRACER WIRE WITHIN OWNER INSTALLED VERIZON WIRELESS ONLY FIBER OPTIC CONDUIT

PROJECT DESCRIPTION



ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

BUILDING CODE 2014 INDIANA BUILDING CODE (IBC 2012)
STRUCTURAL CODE TB/EIA-222 - REVISION C
MECHANICAL CODE 2014 INDIANA MECHANICAL CODE (IMC 2012)
PLUMBING CODE 2012 INDIANA PLUMBING CODE (IPC 2004)
ELECTRICAL CODE 2008 NATIONAL ELECTRICAL CODE (NEC) - NFPA 70
FIRE/LIFE SAFETY CODE 2014 INDIANA FIRE CODE (2012 IFC)
ENERGY CODE 2010 INDIANA ENERGY CODE (IEC) 90.1-200 (COMMERCIAL)
GAS CODE 2014 INDIANA FUEL GAS CODE (IFGC 2012)

ACCESSIBILITY REQUIREMENTS:
FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH THE 2009 IBC BUILDING CODE.

APPLICABLE CODES

SURVEYOR
BENCHMARK SERVICES, INC.
318 NORTH MAIN STREET P.O. BOX 5
HUNTINGBURG, IN 47542
PHONE: 812-683-3049
FAX: 812-683-2040
ELECTRICAL
IP: ADDRESS: TBD
CONTACT: MEMBER OF SERVICE DEPT
PHONE: 1-800-321-2232
EMAIL: TBD

ARCHITECTURAL
GPD GROUP
8275 ALLISON POINTE TRAIL
SUITE 220
INDIANAPOLIS, IN 46250
CONTACT: TRACI PREBLE
317-299-2995

ELECTRICAL UTILITY COORDINATION
IS NOT FINALIZED. DO NOT PROCEED WITH CONSTRUCTION.

CONSULTANT TEAM



SHEET NUMBER	DESCRIPTION
T-1	PROJECT INFORMATION, VICINITY MAP, & SHEET INDEX
DATA	SURVEY PLAN
DWG	
P-1	PRELIMINARY OVERALL SITE PLAN w/ AERIAL
P-2	PRELIMINARY OVERALL SITE PLAN
P-3	PRELIMINARY DETAILED SITE PLAN
ARCHITECTURAL	
P-4	PRELIMINARY TOWER ELEVATION

NOTE:
THIS IS A REDUCED SIZE COPY. THESE PLANS WERE PRODUCED USING A 22"x34" FORMAT. DO NOT SCALE FROM THESE PRINTS.



520 South Main Street, Suite 2531
Aurora, OH 44202
330.572.2100 Fax: 330.572.2102



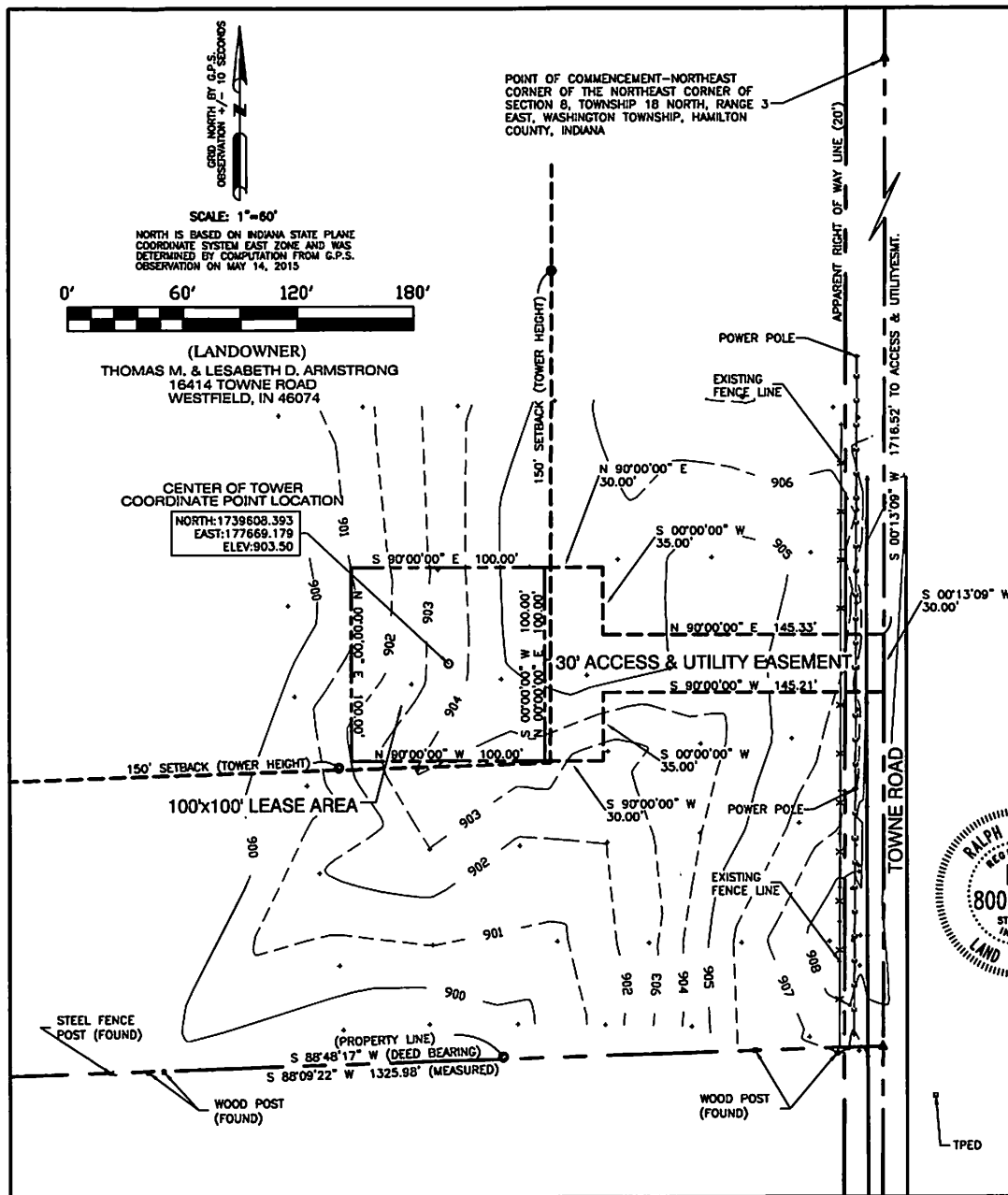
REV	DATE	DESCRIPTION
1	10/15/15	PRELIMINARY CHANGES

GN 161ST & TOWNE
161ST & TOWNE RD
WESTFIELD, IN 46074
PROJECT INFORMATION,
VICINITY MAP, &
SHEET INDEX

ISSUED FOR:	
PERMIT	-
BID	-
CONSTRUCTION	-
RECORD	-
PROJECT MANAGER	DESIGNER
TTP	SEK

JOB NO.
2015710.25

T-1



100'x100' LEASE AREA DESCRIPTION

A PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 18 NORTH, RANGE 3 EAST, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE ABOVE REFERENCED NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF SECTION 8, THENCE SOUTH 00 DEGREES 52 MINUTES 21 SECONDS WEST (DEED BEARING) AND BEING SOUTH 00 DEGREES 13 MINUTES 09 SECONDS WEST (MEASURED BEARING BY GPS AND BEING THE BASIS OF BEARINGS) 1716.52 FEET TO A POINT AND PASSING OVER THE NORTHEAST CORNER OF THE ARMSTRONG NORTHEAST PROPERTY CORNER AT 784.88 FEET (BY DEED); THENCE CONTINUING SOUTH 00 DEGREES 13 MINUTES 09 SECONDS WEST 30.00 FEET; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 145.21 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST 35.00 FEET; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 30.00 FEET TO THE SOUTHEAST LEASE CORNER AND BEING THE TRUE PLACE OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 100.00 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 100.00 FEET; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 100.00 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST 100.00 FEET TO THE TRUE PLACE OF BEGINNING AND CONTAINING 10,000 SQUARE FEET, (0.23 ACRES), MORE OR LESS.

30' ACCESS & UTILITY EASEMENT DESCRIPTION

A PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 18 NORTH, RANGE 3 EAST, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE ABOVE REFERENCED NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF SECTION 8, THENCE SOUTH 00 DEGREES 52 MINUTES 21 SECONDS WEST (DEED BEARING) AND BEING SOUTH 00 DEGREES 13 MINUTES 09 SECONDS WEST (MEASURED BEARING BY GPS AND BEING THE BASIS OF BEARINGS) 1716.52 FEET TO THE TRUE PLACE OF BEGINNING OF THIS ACCESS AND UTILITY EASEMENT DESCRIPTION AND PASSING OVER THE NORTHEAST CORNER OF THE ARMSTRONG NORTHEAST PROPERTY CORNER AT 784.88 FEET (BY DEED); THENCE CONTINUING SOUTH 00 DEGREES 13 MINUTES 09 SECONDS WEST 30.00 FEET; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 145.21 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST 35.00 FEET; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 30.00 FEET TO THE SOUTHEAST LEASE CORNER; THENCE ALONG THE EAST LINE OF SAID LEASE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST 100.00 FEET TO THE NORTHEAST LEASE CORNER; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 30.00 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST 35.00 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 145.33 FEET TO THE TRUE PLACE OF BEGINNING AND CONTAINING 7358.1 SQUARE FEET, (0.17 ACRES), MORE OR LESS.

UTILITIES

TELEPHONE COMPANY: A.T. & T. MEMBER OF SERVICE DEPT. 1.800.660.3000

POWER COMPANY: IPL MEMBER OF SERVICE DEPT. 1.800.521.2232

POLICE CONTACTS: WESTFIELD POLICE DEPT. CHIEF JOEL D. RUGH 317.804.3200

FIRE CONTACTS: WESTFIELD FIRE DEPT. CHIEF JOE LYONS 317.804.3333



FLOOD DATA: THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 18057C01156 WHICH HAS AN EFFECTIVE DATE OF 11/19/2014 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. THERE WAS NO FIELD SURVEY PERFORMED TO DETERMINE THIS ZONE. AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION FROM FEMA.

LAND SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND SURVEY WERE MADE UNDER MY SUPERVISION AND THAT THE ANGULAR AND LINEAR MEASUREMENTS AS WITNESSED BY MONUMENTS SHOWN HEREON ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Ralph M. Wallem
RALPH M. WALLEM

PLS NO. 80040185

NOTE: THIS DRAWING DOES NOT REPRESENT A BOUNDARY SURVEY.



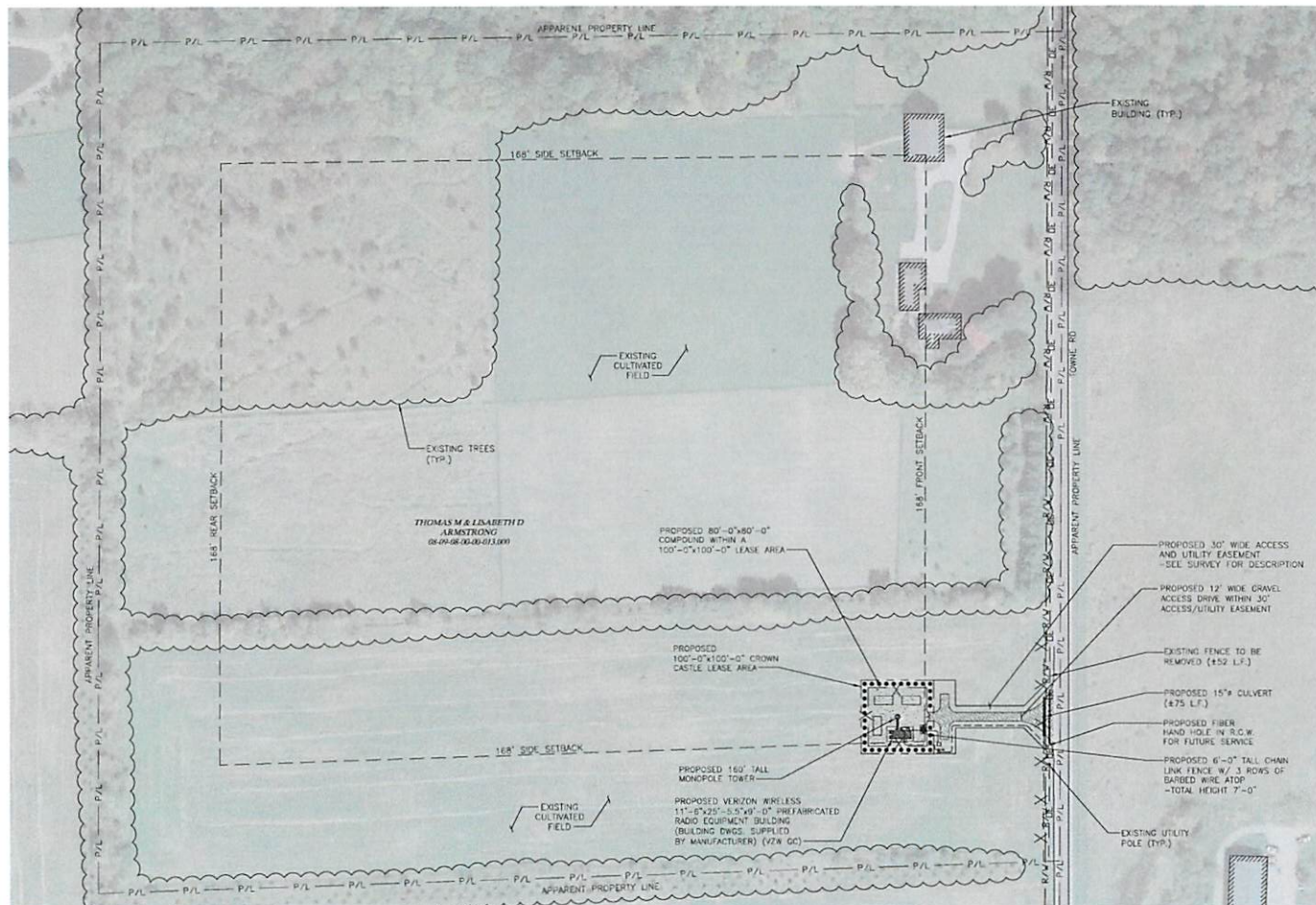
BENCHMARK SERVICES, INC.
Consulting Engineers
Land Surveyors
318 North Main Street
P.O. Box 0
Huntingburg, Indiana 47542
Phone: (512) 663-3049
e-mail: benchmark@bme.twcba.com

SITE NUMBER:	
SITE NAME:	GN 161ST and TOWNE
SITE ADDRESS:	16414 TOWNE ROAD WESTFIELD, IN 46074
LEASE AREA:	10000 SQ. FT.
PROPERTY OWNER:	THOMAS M. & LESABETH D. ARMSTRONG 16414 TOWNE ROAD WESTFIELD, IN 46074
SECTION/TOWNSHIP/RANGE:	SEC 8, T18N, R3E
COUNTY:	HAMILTON COUNTY
SOURCE OF TITLE:	INST#9809839293
LATITUDE:	40° 01' 23.583" N
LONGITUDE:	86° 12' 13.486" W
DWG BY:	GVV
CHKD BY:	RMW
DATE:	5.26.15
NO. REVISION/ISSUE	DATE:
TITLE:	SURVEY PLAN
SHEET:	1 OF 1

C:\Users\jgordon\Documents\161ST & TOWNE RD\161ST & TOWNE RD\161ST & TOWNE RD.dwg
June 3, 2014 2:20 PM - JGORDON



NOTICE TO CONTRACTOR
 PER PERMITTING AGENCY (P/A) 811-111-1111 (811)
 AGAINST THE LAW TO EXCAVATE WITHOUT
 NOTIFYING THE UNDERGROUND UTILITY SERVICE
 AND (2) WORKING DAYS BEFORE COMMENCING WORK



PRELIMINARY OVERALL SITE PLAN w/ AERIAL

SCALE: 1" = 80' (22"x34")
 SCALE: 1" = 160' (11"x17")



520 South Main Street, Suite 2031
 Akron, OH 44311
 330.572.2100 Fax: 330.572.2102



REV DATE DESCRIPTION
 A 06/03/15 PRELIMINARY DRAWING

161ST & TOWNE
 16144 TOWNE RD
 WESTFIELD, IN 46074

PRELIMINARY OVERALL SITE PLAN w/ AERIAL

ISSUED FOR:
 PERMIT -
 BID -
 CONSTRUCTION -
 RECORD -

PROJECT MANAGER DESIGNER
 TTP SEK

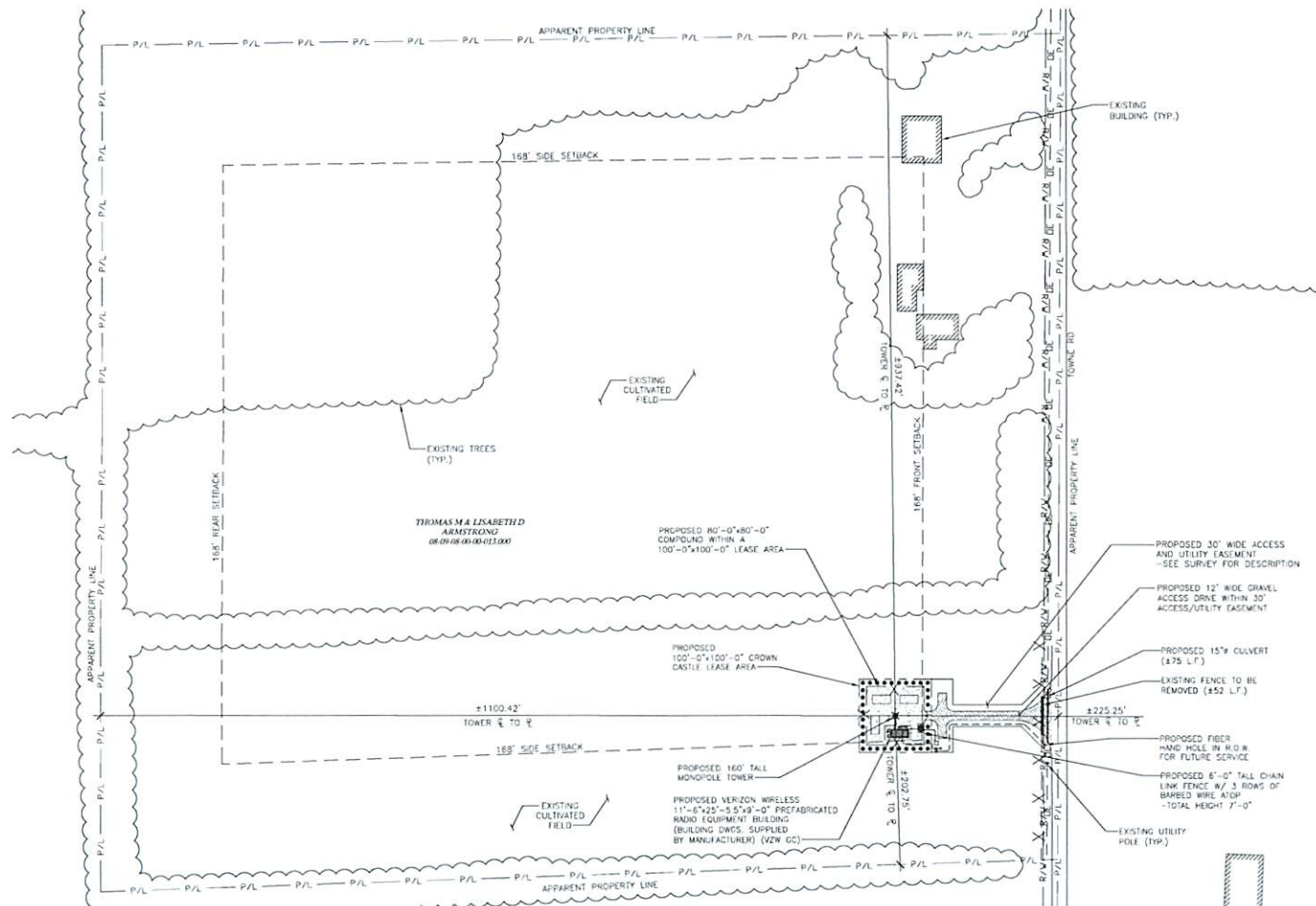
JOB NO.
 2015710.25

P-1

Check Notes: 01/25/2015 11:51 AM TOWNCAST/Engineering/161st and Town Preliminary DWG
 June 2, 2015 2:20 PM - JAW/ENG

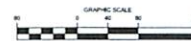


NOTICE TO CONTRACTOR
 THE BORER SHOWN ON THIS PLAN IS NOT TO BE USED AS A BASIS FOR ANY EXCAVATION WITHOUT THE LAW TO EXCAVATE WITHOUT THE BORER SHOWN ON THIS PLAN. THE BORER SHOWN ON THIS PLAN IS NOT TO BE USED AS A BASIS FOR ANY EXCAVATION WITHOUT THE LAW TO EXCAVATE WITHOUT THE BORER SHOWN ON THIS PLAN.



PRELIMINARY OVERALL SITE PLAN

SCALE: 1" = 80' (22'x34')
 SCALE: 1" = 160' (11'x17')



520 South Main Street, Suite 2131
 Akron, OH 44311
 330.572.2100 Fax: 330.572.2102



REV DATE DESCRIPTION
 A 10/01/15 PRELIMINARY DRAWINGS

161ST & TOWNE
 16414 TOWNE RD
 WESTFIELD, IN 46074
PRELIMINARY OVERALL SITE PLAN

ISSUED FOR:	
PERMIT	-
BID	-
CONSTRUCTION	-
RECORD	-

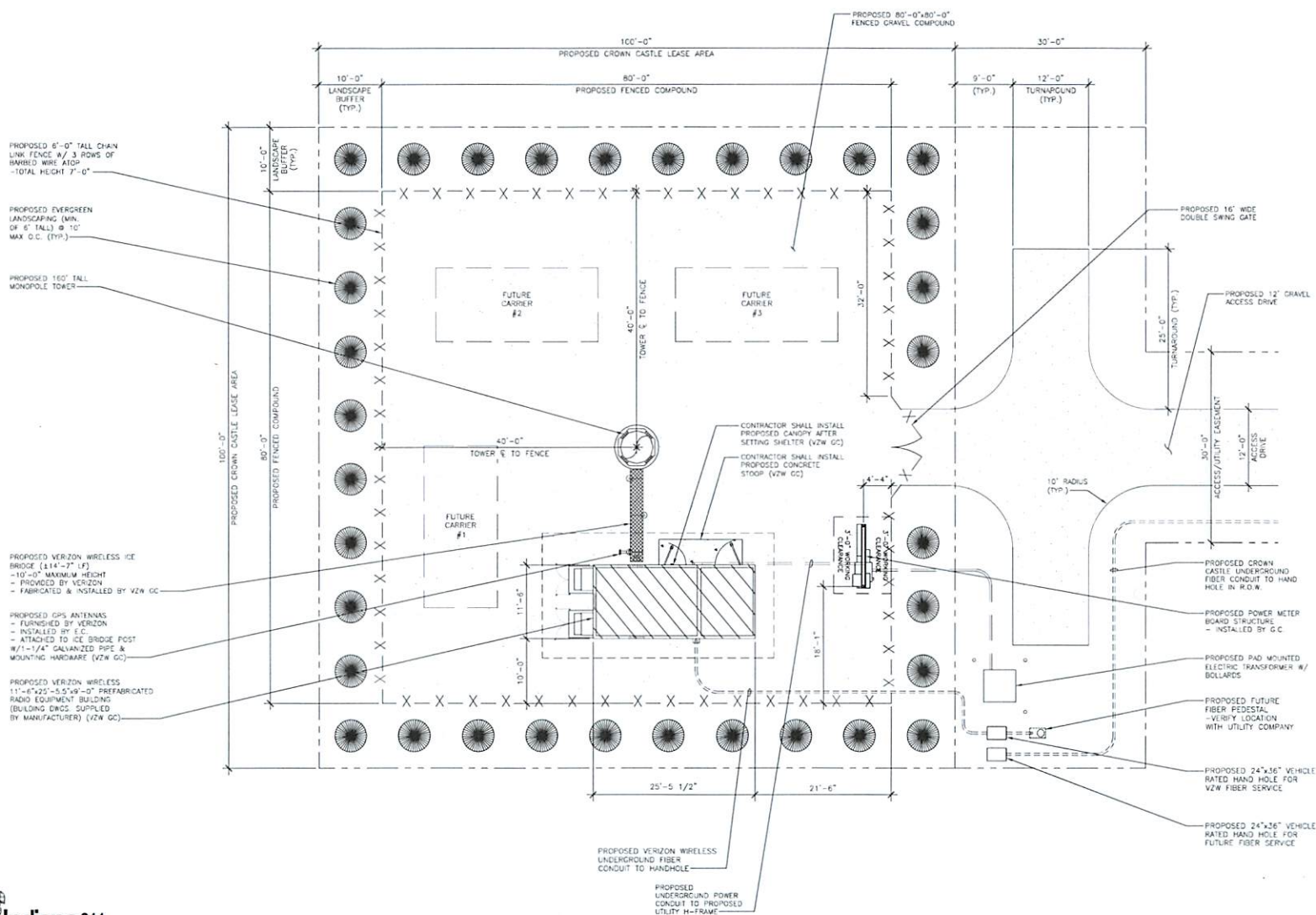
PROJECT MANAGER	DESIGNER
TTP	SEK

JOB NO.
 2015710.25

P-2



NOTICE TO CONTRACTOR
PER INDIANA STATE LAW IC-8-1-26-18, IT IS
AGAINST THE LAW TO EXCAVATE WITHOUT
NOTIFYING THE UNDERGROUND LOCATION SERVICE
TWO (2) WORKING DAYS BEFORE COMMENCING WORK.



PRELIMINARY DETAILED SITE PLAN

SCALE: 1/8" = 1'-0" (22"x34")
SCALE: 1/16" = 1'-0" (11"x17")



520 South Main Street, Suite 2531
Akron, OH 44311
330.572.2100 Fax: 330.572.2102

REV.	DATE	DESCRIPTION
A	06/03/15	PRELIMINARY DRAWINGS

161ST & TOWNE
16414 TOWNE RD
WESTFIELD, IN 46074

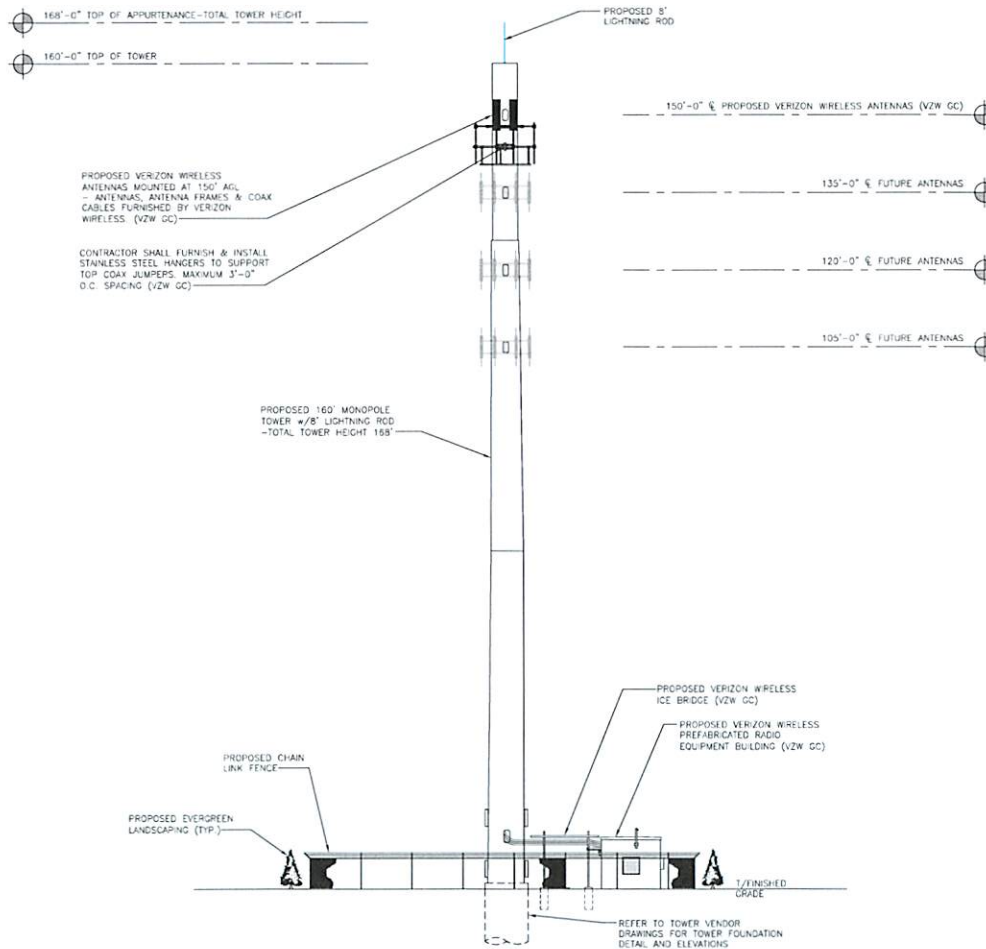
**PRELIMINARY
DETAILED SITE PLAN**

ISSUED FOR:	
PERMIT	-
BID	-
CONSTRUCTION	-
RECORD	-

PROJECT MANAGER	DESIGNER
TTP	SEK

JOB NO.
2015710.25

P



PRELIMINARY TOWER ELEVATION

SCALE: N.T.S.



120 South Main Street, Suite 2531
 Austin, TX 78701
 330.572.2100 Fax: 330.572.2102



11 GRANDVIEW CIRCLE, SUITE 220
 CHANDLER, AZ 85226
 USA

REV	DATE	DESCRIPTION
1	10/20/15	PRELIMINARY DRAWINGS

1611ST & TOWNE
 16414 TOWNE RD
 WESTFIELD, IN 46074
PRELIMINARY TOWER ELEVATION

ISSUED FOR:	
PERMIT	-
BID	-
CONSTRUCTION	-
RECORD	-

PROJECT MANAGER	DESIGNER
TTP	SEK

JOB NO.
2015710.25

P-4



June 6, 2016

RE: Proposed Verizon Wireless Communications Facility Site Name: 161st and Towne

To Whom It May Concern:

As a radio frequency engineer for Verizon Wireless, I am providing this letter to state the need for a Verizon Wireless site called **161st and Towne**.

The 161st and Towne site is proposed with the below objectives:

1. Offload 4G traffic from multiple sites in the vicinity.
2. Improve 4G throughput to existing heavy data users.
3. Improve 4G network reliability by increasing the amount of time our customers operate on 4G instead of 3G.

Currently the area is experiencing high demand for wireless high-speed data. Growth forecasts have triggered the need for an additional site in the area. The tower is needed to provide all Verizon customers in the area with the best experience on their 4G wireless devices.

Raw Land – Design plans for a new monopole would provide an antenna height of 150'. The new structure will be placed in an area that will allow for the offload of traffic from multiple sites. This location provides optimum site spacing to enable long-term network capacity relief.

Verizon Wireless cares about the communities as well as the environment and prefers to collocate on existing structures when available. We prefer collocation due to reduced construction costs, faster deployment, and environment protection. However, Verizon Wireless was unable to find a suitable structure to collocate the proposed 161st and Towne site.

There were no existing structures in the search area on which to collocate.

Verizon Wireless design engineers establish search area criteria in order to effectively meet coverage objectives as well as offload existing Verizon cell sites. When met, the criterion also reduces the need for a new site to cover the area in the immediate future. Each cellular site covers a limited area, depending on site configuration and the surrounding terrain. Cell sites are built in an interconnected network; which means each cell site must be located so that their respective coverage areas are contiguous. This provides uninterrupted communications

throughout the coverage area.

Since collocation is generally the most cost-effective means for prompt deployment of new facilities, Verizon Wireless makes every effort to investigate the feasibility for using existing towers or other tall structures for collocation when designing a new site or system expansion. However, collocation on an existing tower or tall structure is not always feasible due to location of existing cell sites. Cell sites are placed in a way so they provide smooth hand off to each other and are placed at some distance from each other to eliminate too much overlap. Too much overlap may result in a waste of resources and raise a system capacity overload concern.

The 161st and Towne site will allow Verizon Wireless to provide continuous coverage in the city and along portions of major roadways in its vicinity. The site will provide the quality coverage our customers expect and rely on. Customers will experience access to mobile voice and wireless data services that may have been previously unavailable, and support Homeland Security through enhanced 911 services.

This cell site has been designed, and will be constructed and operated in a manner that satisfies regulations and requirements of all applicable governmental agencies that have been charged with regulating tower specifications, operation, construction, and placement, including the FAA and FCC.

RF exposure readings at this site in the accessible areas would be well below the applicable limits for FCC Uncontrolled/General Population and FCC Controlled/Occupational environments as outlined in 47 CFR 1.1301 through 1.1319. The site would carry appropriate RF exposure signage to the public entering the site area.

This site would transmit frequencies within the licensed frequency bands and the power limitations set by FCC regulatory authority. The site will go through a complete rigorous regulatory process before it comes on-air to provide service to our customers.

Verizon Wireless currently holds multiple FCC licenses in Hamilton County in order to provide multiple forms of wireless services to its current and prospective customers.

Sincerely,

Christopher Britt
RF Engineer, Verizon Wireless



June 6, 2016

RE: City of Westfield Zoning Plots; Site Name: **161st and Towne**

To Whom It May Concern:

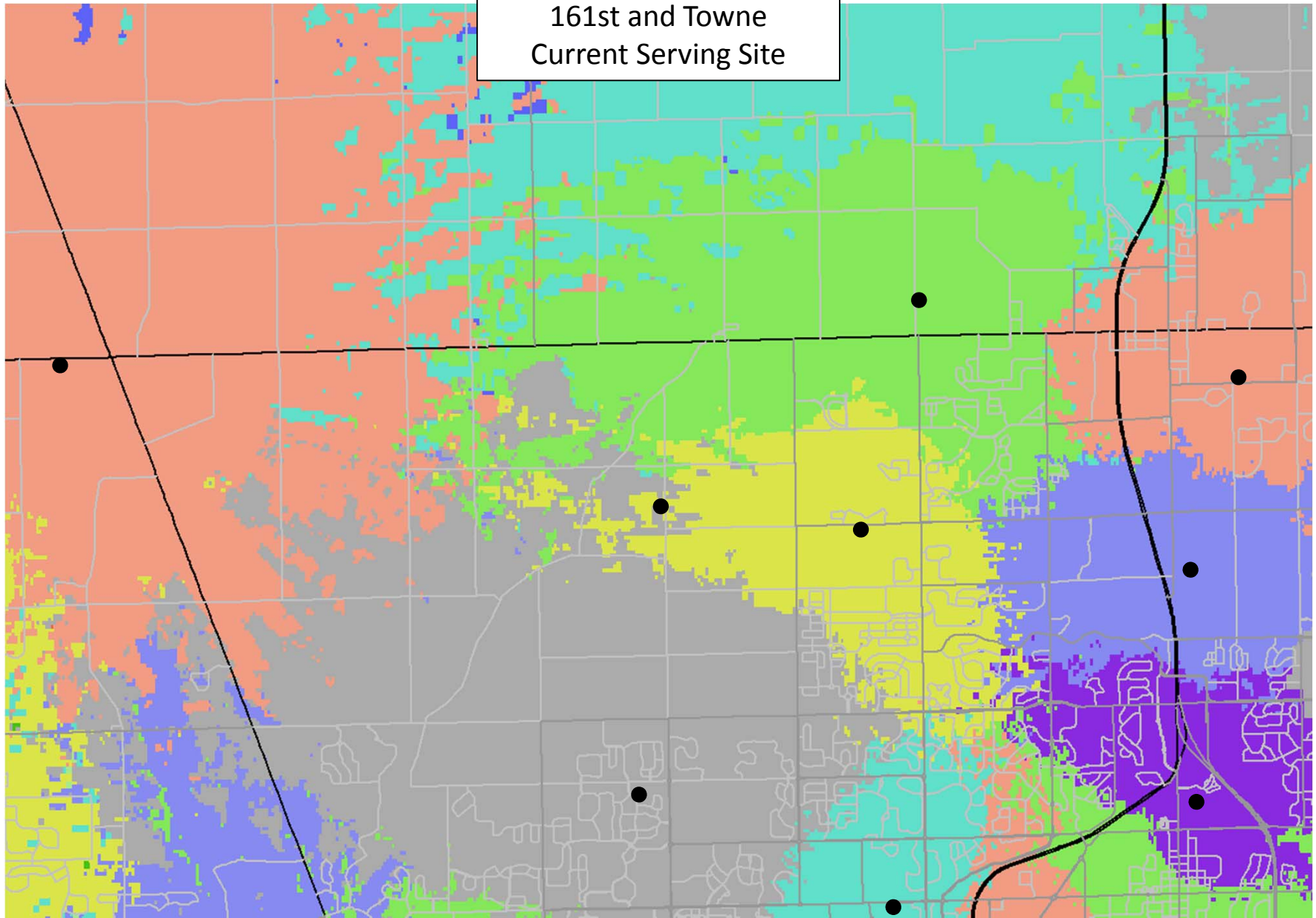
This map is not a guarantee of coverage and may contain areas with no service. This map reflects a depiction of predicted and approximate wireless coverage of the network and is intended to provide a relative comparison of coverage. The depictions of coverage do not guarantee service availability as there are many factors that can influence coverage and service availability. These factors vary from location to location and change over time. The coverage areas may include locations with limited or no coverage. Even within a coverage area shown, there are many factors, including but not limited to, usage volumes, service, outage, customer's equipment, terrain, proximity to buildings, foliage, and weather that may impact service.

The proposed site is needed to offload capacity from existing sites. This map reflects the predicted coverage area that will be offloaded from existing sites and transferred to the proposed site.

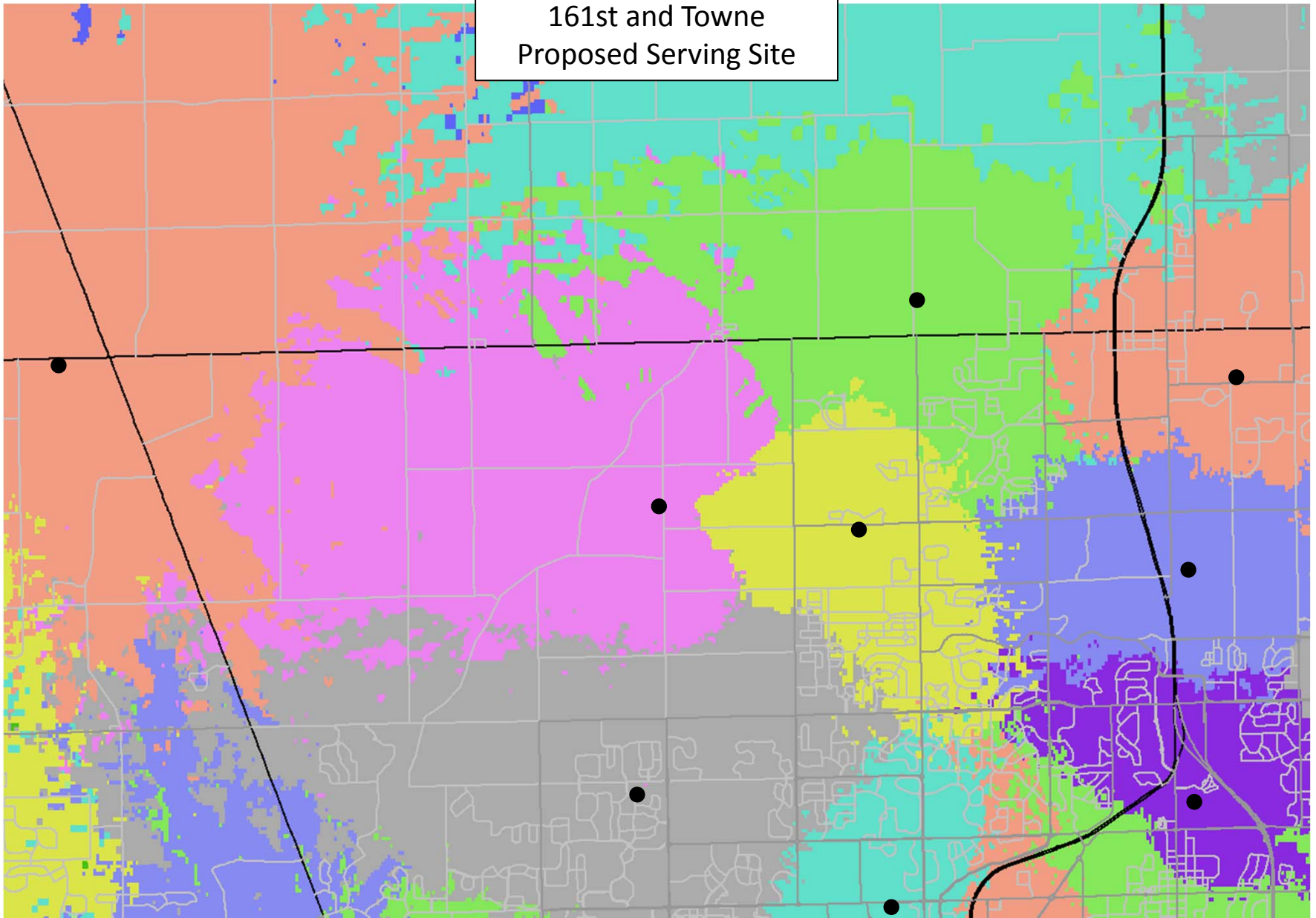
Sincerely,

Christopher Britt
RF Engineer, Verizon Wireless

161st and Towne
Current Serving Site



161st and Towne
Proposed Serving Site





WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

August 15, 2016
1607-DDP-25
Exhibit 1

Docket Number: 1607-DDP-25

Petitioner: J.C. Hart Company, Inc. by Nelson & Frankenberger

Request: Approval of a Detailed Development Plan for 257 Multi-family Dwellings on 11.89 acres +/- on Lot 3 in the Harmony Mixed Use District Subdivision in the Harmony Planned Unit Development (PUD) District.

Current Zoning: Harmony PUD District Ord. 12-14, as amended by Ord. 15-18

Current Land Use: Vacant / Undeveloped

Property History: 1205-PUD-05 Harmony PUD District (Ordinance 12-14) (01/16/13)
1605-SPP-06 Mixed Use District Primary Plat (06/06/16)
1605-ODP-06 Mixed Use District Overall Development Plan (06/06/16)
1606-SFP-16 Mixed Use District Secondary Plat (pending)
1607-PUD-11 PUD Ordinance Amendment (Ord. 12-24) (08/08/16)

Exhibits:

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

Staff Reviewer: Jesse M. Pohlman, Senior Planner

PROCEDURAL

Approval of a Detailed Development Plan must be granted if the submitted plans demonstrate compliance with the terms of the underlying zoning district, subdivision control ordinance and/or applicable Planned Unit Development (PUD) District Ordinance, any variances associated with the site, and any commitments associated with the site.

PROJECT OVERVIEW

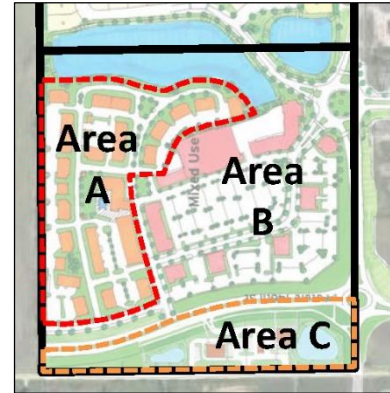
Location: The 11.89 acres +/- is located on the north side of 146th Street, west of Ditch Road (see **Exhibit 2**). The subject property encompasses "Area A" of the Harmony PUD District, a part of the "Mixed Use District" (see graphic on page 2).

Applicable Zoning: The applicable zoning district is the Harmony PUD District Ordinance No. 12-14 (the "PUD Ordinance" or "Ord. 12-14"). The applicable underlying zoning district for Area A is the MF2: Multi-Family Medium Density District (the "MF2 District"). The PUD Ordinance was amended by Ordinance 15-18, adopted in July 2015, which modified the setbacks from internal driveways/parking areas and maximum building height standards for multi-family uses.

Zoning Amendment: The review comments herein note the PUD Ordinance amendment (1607-PUD-11) that was recently approved by the Council (Ord. 16-25), which was forwarded to the Council by the Plan Commission on July 5, 2016, with a favorable recommendation.

Property History: The PUD Ordinance was adopted in 2013, and includes 278 acres. Since then, the detached single-family areas of the PUD District have been under development.

On June 6, 2016, the Plan Commission approved the [primary plat \(1605-SPP-06\)](#) and [overall development plan \(1605-ODP-06\)](#) for the Mixed Use District (which includes this property). In April 2016, the secondary plat (1606-SFP-16) was filed for the Mixed Use District and is currently pending. The subject property is Lot 3 of the pending Harmony Mixed Use District subdivision.



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

Comment: Plans comply with the below standards.

- 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):

Comment: Plans comply with the below standards.

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.

Comment: Please see District Standards comments herein.

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

Comment: Property is located within the Harmony Planned Unit Development (PUD) District. Please see PUD District Standards comments herein.

- 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

Comment: Plans comply with Article 4.14 (LB District) and the Harmony PUD Ordinance, as amended, unless otherwise noted below.

- 22) Concept Plan (Section 1.4 of Ord. 12-14): The Real Estate shall be developed in a manner substantially similar to the layout shown in Exhibit C-1 Illustrated Site Development Plan.

- 23) Permitted Land Uses (Section 2.2 of Ord. 12-14): Underlying Zoning District.

Comment: The proposed multifamily residential uses are specifically permitted.

- 24) Development Standards (Section 2.4 of Ord. 12-14):

Comment: Plans comply unless otherwise noted below.

- a) Minimum Lot Area: None
- b) Minimum Lot Frontage on Road: None.
Access required.
- c) Minimum Setback Lines (applied to perimeter of the Mixed Use District and lots abutting Public Ways):
 - i) Front Yard: 20 feet
 - ii) Side Yard: 20 feet
 - iii) Rear Yard: 20 feet
- d) Minimum Setback from Internal Driveways/Parking Areas: 0 feet (per Ord. 15-18)
- e) Maximum Density: None
- f) Maximum Number of Attached Dwelling Units per Structure: 30 units

Comment: Plans comply. Between 7 and 20 units per building are proposed.

- g) Maximum Number of Attached Dwelling Units: 270 units

Comment: Plans comply. 257 units are proposed.

- h) Minimum Square Footage per Attached Dwelling Unit:
 - i) One-bedroom: 650 sq. ft.
 - ii) Two-bedroom: 850 sq. ft.
 - iii) Three-bedroom: 1,000 sq. ft.



- i) Maximum Building Height: 3 stories (per Ord. 15-18)
- j) Minimum Building Separation: 20 feet
- k) Development Amenities within Area A of the Mixed Use District requires:
 - i) Clubhouse (minimum 8,000 square feet containing an exercise room, gathering room, conference space, reception area, sales offices, kitchen, conference room, maintenance area and restrooms.
 - ii) Pool with a minimum surface area of 800 square feet.
 - iii) An integrated trail and sidewalk system connecting buildings within common areas through Area A of the Mixed Use District.
- l) Architectural Standards and Building Materials for all Principal Buildings

Comment: Plans comply.

- i) Building massing and quality of design and materials shall meet or exceed the standards reflected in the illustrations found in Exhibit F of Ord. 12-14 (images incorporate elevations from Union Street Flats).
- ii) Permitted exterior building materials shall include: cultured stone, Masonry, wood, EIFS, stucco, and concrete fiber board. Vinyl or aluminum clad windows with wood (or wood composite material) exterior trim shall be permitted. Vinyl and aluminum siding are prohibited.

Comment: Plans comply. All buildings include fiber cement siding and then either brick or stone.

- iii) All buildings shall utilize a minimum of two (2) exterior building materials (excluding window, door, and roofing materials).

Comment: Plans comply. All buildings include fiber cement siding and then either brick or stone.

- iv) Masonry or Natural Materials¹ shall be the exterior building material on a minimum of thirty percent (30%) of the elevation of all buildings, excluding openings such as doors and windows, roofs, and the area within any dormer projecting from a roof.

Comment: Plans comply. 100% of the exterior building materials are fiber cement siding and then either brick or stone.

- v) All buildings shall utilize a minimum of two (2) Exterior Building Material Designs² per elevation. Horizontal concrete fiber board and shake concrete fiber board constitute different exterior building materials for the purpose of this standard.

¹ PUD Ordinance defines "Natural Materials" as "brick, wood, limestone, fiber cement siding, or natural stone."

² PUD Ordinance defines "Exterior Building Material Design" as "the combination of exterior building materials used on a building."

- vi) All windows shall have either shutters and/or Enhanced Architectural Window Treatment³.

Comment: Plans comply. No shutters are proposed. Windows surrounded by masonry comply with brick soldier course head and rowlock sills at opening. Windows surrounded by fiber cement siding include a 1x4 sill and 1x4 jamb trim and a minimum 1x6 head trim surround, and that some buildings include a typon cross head detail to the top of the 1x head trim to give a cove detail to the trim top, depending on the architectural style of the building façade.

- vii) The minimum Primary Roof Pitch on the front and sides of all Principal Buildings shall be 6/12, unless a flat roof is being used for the building. Elements such as porches, bays, walkways, etc., may be covered with a lower roof pitch. Lower roof pitches may occur on rear elevations if concealed by side roof elements.

- viii) Roof vents shall be located to the rear of the dwelling. All vents shall be positioned to be minimally visible from the street and shall be painted to match the roofing material, black, or for those made of metal, left natural or painted to match the roofing material.

- m) Development Plans (building layout)

Comment: Plans comply.

- i) In the event that more than one building is proposed, they shall be designed to be located so that no more than two (2) buildings are in a straight, unbroken line.
- ii) Architectural Breaks⁴ shall be constructed at intervals of not greater than sixty (60) feet.

DEVELOPMENT STANDARDS (Chapter 6 of UDO)

Comment: Plans comply, as applicable to a Detailed Development Plan.

25) Accessory Use and Building Standards (Article 6.1)

- a) Screening of Receptacles and Loading Areas (Article 6.1(H))

³ PUD Ordinance defines "Enhanced Architectural Window Treatment" as "Architectural Detailing of elements around window openings. For windows in a Masonry elevation, the treatment shall be of natural or Masonry materials and be applied to the sill and header at a minimum. For windows in a non-Masonry elevation, the treatment shall be of Natural Materials and be applied to the sill, header, and jams. The width of the treatment shall be a minimum of 3½ inch reveal dimension of the base siding material." PUD Ordinance defines "Architectural Detailing" as "detailed design, location, composition and correlation of elements that provide ornamentation."

⁴ PUD Ordinance defines "Architectural Break" as "the corner of a projection along an elevation of a building. The exterior corners of a covered porch and a projection with a height of no less than six (6) feet and projection of no less than two (2) feet shall count as an Architectural Break."

Comment: Plans comply. Approved amendment (1607-PUD-11) modified the setback to accommodate the proposed location.

26) Architectural Standards (Article 6.3(E))

Comment: The architectural standards of Ord. 12-14, as noted herein, supersede the architectural standards of the UDO.

27) Building Standards (Article 6.4)

28) Fence Standards (Article 6.5)

29) Height Standards (Article 6.6)

30) Landscaping Standards (Article 6.8, as modified by Article 5 of Ord. 12-14):

- a) General Screening Standards (Article 6.8(H))
- b) Minimum Lot Landscaping Requirements (Article 6.8(K))

Comment: Plans comply.

	Required	Provided	Revision
Shade Trees	1 per D.U. 257 total	246	258 complies
Ornamental or Evergreen Trees	1 per D.U. 257 total	249	263 complies
Shrubs	4 per D.U. 1028 total	1413	1453 complies

- c) Foundation Plantings (Article 6.8(L)): Plant materials shall be required approximately every forty (40) feet of Building Facades. Plant materials shall also be required along the Front Building Façade of all Buildings at a minimum ratio of one (1) shrub or ornamental tree per twelve (12) lineal feet. (Planting beds of less than eight (8) feet in width shall be permitted where equivalent planting area is provided around the building perimeter pursuant to Ord. 15-22).
- d) External Street Frontage Landscaping.

Comment: Plans comply. Section 5.3 of Ord. 12-14 establishes “Buffer Yard Requirements” along the property’s 146th Street which modifies the otherwise applicable External Street Frontage Landscaping Requirements of the UDO.

- i) Buffer yards shall not be required internal to the Real Estate.
- ii) In the areas noted Landscape Buffer A on the following illustration, Figure #1, a landscape buffer a minimum of 20 feet wide and planted with a minimum of one and one half (1.5) evergreen trees, and five (5) evergreen shrubs per 30 linear feet of frontage shall be installed.

Comment: Landscape Buffer A does not apply to this property along 146th Street.

- iii) In the areas noted Landscape Buffer B on the following illustration, Figure #1, a landscape buffer a minimum of 10 feet wide and planted with a minimum of one (1) evergreen tree, and five (5) evergreen shrubs per 30 linear feet of frontage shall be installed.

Comment: Plans comply. Landscape Buffer B applies to the property's 146th Street frontage.

	Evergreen Trees		Evergreen Shrub	
	Required	Provided (revision)	Required	Provided (revision)
146 th Street* (509' +/-)	1 / 30' 17 required	17 complies	5 / 30' 85 required	85 complies

*Plantings located between 146th Street and the proposed building and parking improvements were credited towards this requirement.

e) Buffer Yard Requirements

Comment: Plans comply. Ord. 12-14 does not require buffer yards internal to the PUD District. As a result, the only buffer yard applicable to this property is along the west property line (approximately 1020.54' minus 51' wide right-of-way for Waterleaf Drive). The approved amendment (1607-PUD-11) establishes that Buffer A, with a minimum width of twenty feet, apply along the west property line. Buffer A requires a minimum width of 30 feet with 3 shade trees, 3 evergreen trees and 10 shrubs per 100 lineal feet.

West Property Line (970 linear feet +/-)	Width		Shade Trees		Evergreen Trees		Shrubs	
	Required	Provided (revision)	Required	Provided (revision)	Required	Provided (revision)	Required	Provided (revision)
Buffer A (per Amendment)	20 feet	20 feet complies	3 / 100' 29 total	38 complies	3 / 100' 29 total	37 complies	10 / 100' 97 total	142 complies

f) Interior Parking Area Islands:

- i) **Minimum Area Required:** A minimum of ten percent (10%) landscape area of Parking Areas shall be set aside for Parking Area islands.
- ii) **Location:** Parking Area islands shall be dispersed throughout Parking Areas in a design and configuration that aesthetically corresponds to the size and shape of Parking Areas. Combining or placing Parking Area islands together such that more than one (1) tree may be planted in the island shall be considered when possible. Parking Area islands shall be dispersed so as to define aisles and limit unbroken rows of parking spaces to a maximum of two hundred (200) feet in length.
- iii) **Design:** Parking Area islands shall be: (a) constructed at least six (6) inches above the surface of Parking Areas and curbed in a manner that restricts vehicles from driving over landscaped areas; (b) a minimum area of one hundred twenty (120) square feet; and (c) a minimum of seven (7) feet in width, measured from back of curb to back of curb.

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

g) Perimeter Parking Area Landscaping:

- i) Application: Perimeter landscaping is required for Parking Areas with ten (10) or more spaces where the Parking Area is located within: (i) an Established Front Yard; (ii) a required Yard; or (iii) twenty (20) feet of a Lot Line or Right-of-way line
- ii) Parking Lot Screening Ord. 12-14: Parking lots and spaces within twenty (20) feet of a Public Way or adjacent to single or multi-family development shall be screened by either a three-foot tall wall or fence or by a solid hedge row (with a mature height of three (3) feet, planted forty-eight inches (48") on center and a minimum eighteen inches (18") in height).
- iii) Design: Perimeter Parking Area landscaping shall be a minimum of five (5) feet wide and shall extend along the perimeter of Parking Areas and include: (a) A minimum of one (1) tree per thirty (30) linear feet of Parking Area length. Trees may be clustered in an aesthetically pleasing manner. (b) A minimum of one (1) shrub per three (3) feet of Parking Area length. Shrubs may be clustered in an aesthetically pleasing manner. (c) Grass or other permitted Groundcover for areas not planted with trees or shrubs.
- iv) Drive Aisles: Plantings within perimeter Parking Area landscape areas between drive aisles and a Rear or Side Lot Line may be reduced by up to fifty percent (50%) of the required plantings above, if no Parking Spaces are located between the Lot Line and the drive aisle.
- v) Multi-family Districts: In addition to the other standards set forth in this Article, the following shall apply to Multi-family Districts:
 - (1) Parking Areas, Parking Spaces and service facility areas in a Multifamily District that may be visible from Streets or perimeter Lot Lines shall be screened by walls or other solid materials in addition to landscaping required herein. Screening shall be depicted on the Development Plan.
 - (2) Solid screens or landscape materials shall be installed to protect the privacy of residents when parking spaces are located within ten (10) feet of residential units and to prevent headlights from shining directly into windows.

31) Lighting Standards (Article 6.9)

- a) All Light Fixtures shall be Fully Shielded and direct light downward toward the earth's surface. All lighting sources shall be directed away from reflective surfaces to minimize glare upon adjacent Lots and Rights-of-way.
- b) Light pole height shall not exceed twenty-five (25) feet. All Light Fixtures in Parking Areas shall be designed and located to confine emitted light to the Parking Area.
- c) Light meter readings shall not exceed one (1.0) foot candle at all Lot Lines.

- d) All Parking Area lighting shall be reduced (e.g., turned off or dimmed) by a minimum of thirty percent (30%) within thirty (30) minutes of closing of the last business or no later than 11:00 p.m.

32) Lot Standards (Article 6.10)

33) Outside Storage and Display (Article 6.12)

34) Outdoor Café and Eating Areas (Article 6.13)

35) Parking and Loading Standards (Article 6.14 and Article 4 of Ord. 12-14)

- a) Required Spaces. Parking spaces accessory to designated uses shall be provided to meet the following minimum requirements: (i) One (1) parking space per bedroom of each dwelling unit; (ii) minimum number of garage parking spaces shall be equal to sixty (60) percent of the total number of dwelling units; and (iii) two (2) parking spaces for every one thousand (1,000) square feet of clubhouse.

Comment: Plans comply. 366 surface parking spaces and 131 garage parking spaces are proposed. The approved amendment (1607-PUD-11) requires a minimum number of parking garages spaces of 50%, rather than 60%, of the total number of dwelling units.

103 one-bedroom units, 119 two-bedroom units, and 35 three-bedroom units are proposed (257 units with a total of 446 bedrooms). As a result, a minimum of 446 parking spaces are required, with a minimum of 129 under the approved amendment.

- b) Access and Tandem Spaces: Each required parking space shall open directly upon an aisle or driveway. Tandem parking spaces adjacent to individual garages shall meet this requirement provided that both the garage and tandem space are dedicated to the same tenant.
- c) A bicycle parking facility, that will accommodate a minimum of ten (10) bicycles, shall be provided by the clubhouse within Area A of the Mixed Use District.

36) Setback Standards (Article 6.16)

37) Sign Standards (Article 6.17)

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

38) Vision Clearance Standards (Article 6.19)

39) Yard Standards (Article 6.21)

DESIGN STANDARDS (Chapter 8 of UDO)

Comment: Plans comply.

40) Easement Standards (Article 8.3)

41) Open Space and Amenity Standards (Article 8.6)

Comment: The amenity standards of Ord. 12-14, as otherwise noted herein, supersede the open space and amenity standards of the UDO.

42) Pedestrian Network Standards (Article 8.7)

a) Internal Pedestrian Network Standards:

b) Perimeter / External Pedestrian Network Standards:

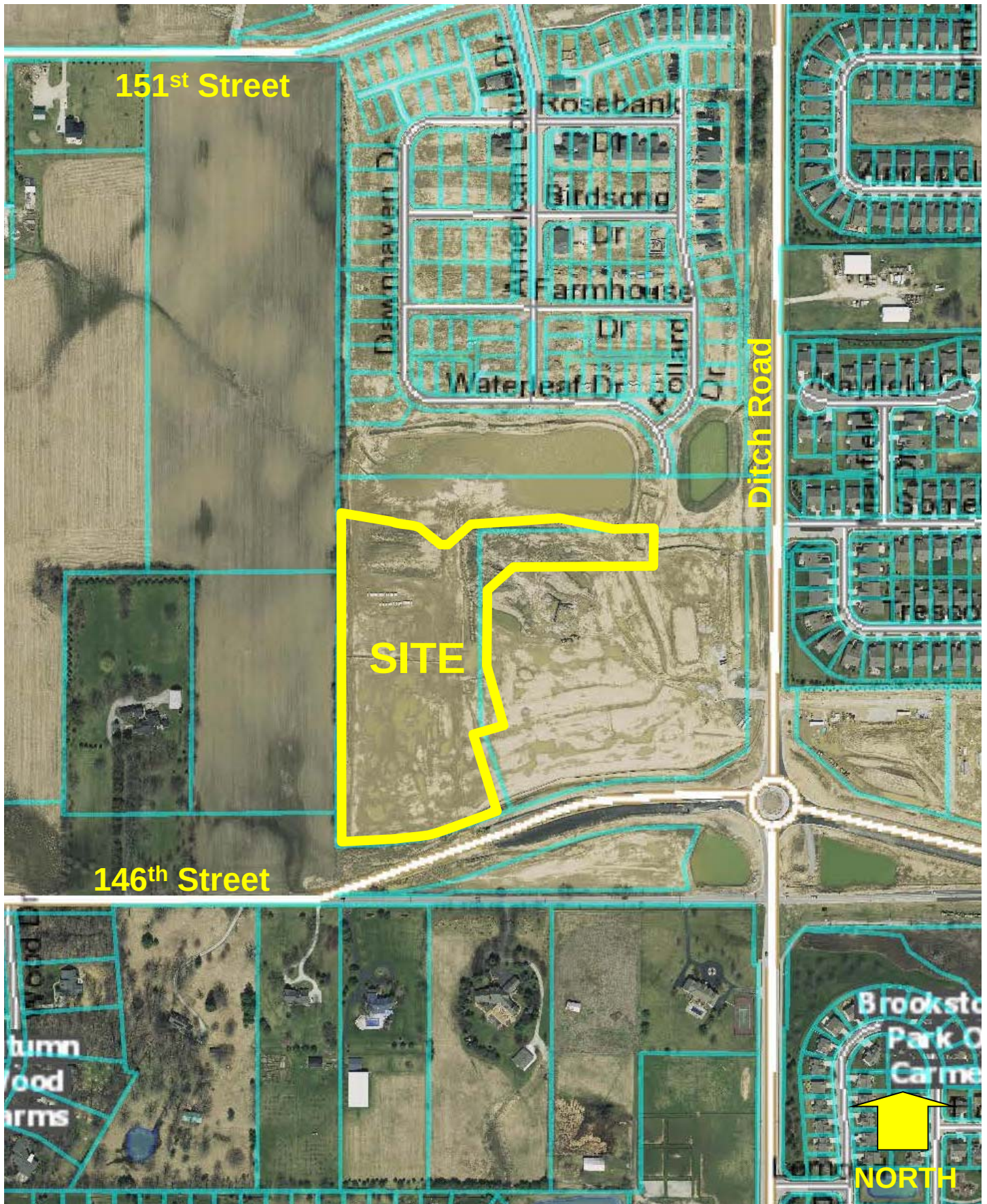
43) Street and Right-of-Way Standards (Article 8.9)

44) Surety Standards (Article 8.12)

45) Utility Standards (Article 8.13)

DEPARTMENT COMMENTS

- 1) The plans as presented comply with the applicable zoning ordinances.
- 2) **Action:** Approve detailed development plan (1607-DDP-25) with the condition that the Secondary Plat for the property shall be recorded prior to the issuance of an Improvement Location Permit.
- 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.



Harmony Apartments
Site Location Map / Aerial Photograph

 **Innovative**
Engineering &
Consulting, Inc.

3961 Perry Boulevard
Whitestown, IN 46075
Ph. 317-769-2916
Fax. 317-769-3990

REVIEWS:

1. 06/23/16 wk. Review per IAC comments dated 6-21-16
2. 06/28/16 wk. Review property line between CA 2 and Apartments to maintain 20' setbacks
3. 07/08/16 wk. Review per WPAI comments dated 7-05-16
4. 08/02/16 wk. Review per WPAI street, motorcycle & comments from mla w/ f.i. on 08/04/16
5. 08/10/16 wk. Review per WPAI email comments dated 08-10-16

PREPARED FOR:

*J.C. Hart Company, Inc.
805 City Center Drive, Suite #120
Carmel Indiana 46032
317-573-4800*

*J.C. Hart - Harmony
Apartment Community
Westfield, Indiana*

PRELIMINARY
PENDING
AGENCY
APPROVAL

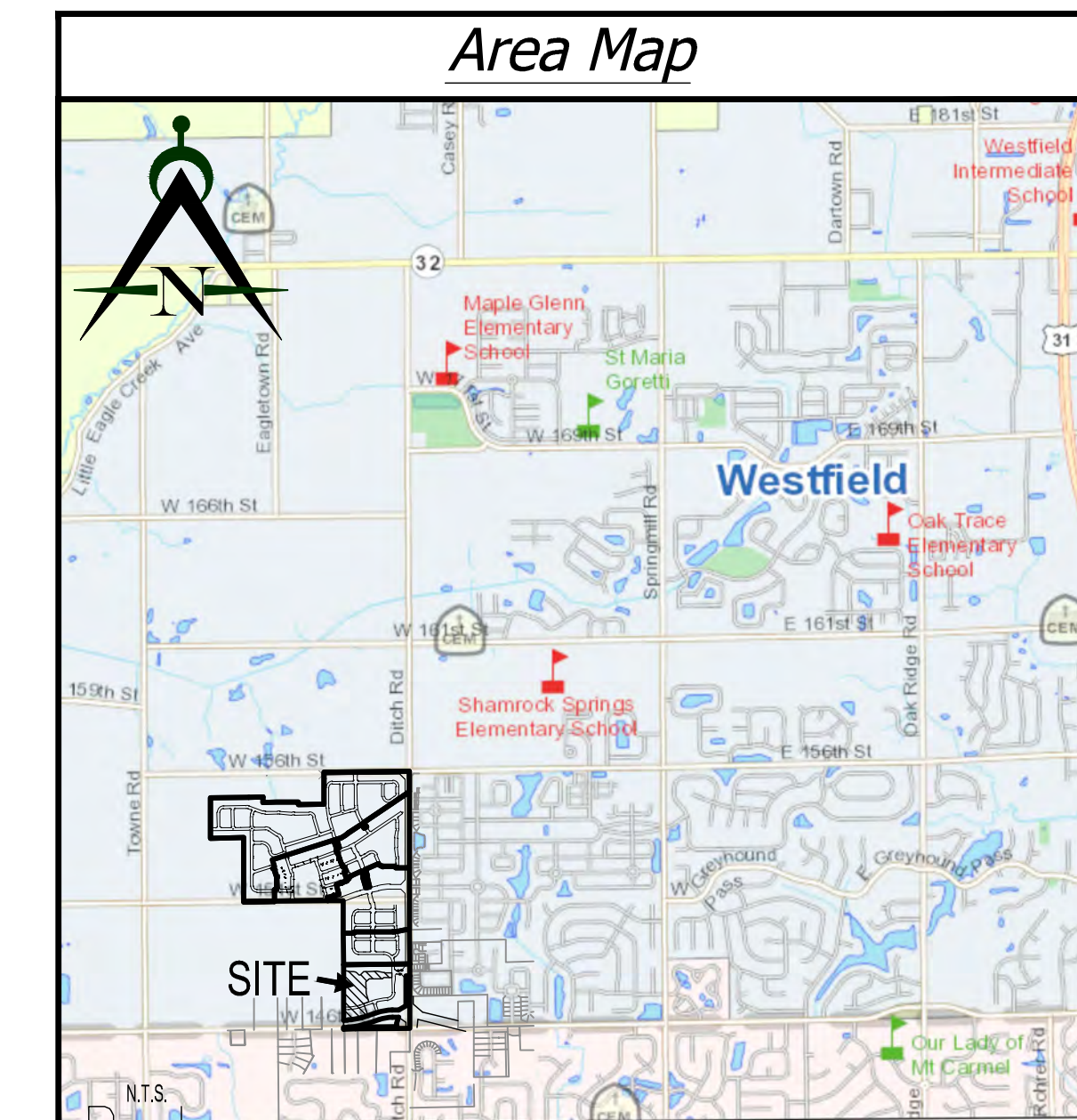
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Legal Description

J.C. PART - HARMONY APARTMENT COMMUNITY

A PART OF THE SOUTHEAST QUARTER AND SOUTHEAST QUARTER SECTION 16, TOWNSHIP 18 NORTH, RANGE 3 EAST OF THE SECOND PRINCIPAL MERIDIAN, IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHERN CORNER OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 25 MINUTES 04 SECONDS WEST (BASIS OF BEARING = ALTA/ACSM LAND TITLE SURVEY BY THE SCHNEIDER CORPORATION, JOB NO. 4934.001, DATED MARCH 10, 2004) ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER A DISTANCE OF 1,352.44 FEET TO THE SOUTHWEST CORNER OF SAID QUARTER QUARTER SECTION; THENCE NORTH 00 DEGREES 18 MINUTES 09 SECONDS WEST ALONG THE WEST LINE OF SAID QUARTER QUARTER A DISTANCE OF 179.67 FEET TO THE POINT OF BEGINNING OF AN ARC CURVE WITH A RADIUS OF 100 FEET, AS DESCRIBED IN PLAT 10, INCIDENT NO. 20130641-10, IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA, (THE FOLLOWING THREE (3) COURSES BEING ALONG THE NORTHERLY AND WESTERLY LINES OF SAID PARCEL 1); (1) NORTH 89 DEGREES 25 MINUTES 36 SECONDS EAST 78.48 FEET TO A POINT ON A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 925.00 FEET, THE RADIUS POINT OF WHICH BEARS NORTH 00 DEGREES 34 MINUTES 24 SECONDS WEST; (2) EASTERLY ALONG SAID CURVE AN ARC DISTANCE OF 300.26 FEET TO A POINT WHICH BEARS SOUTH 19 DEGREES 10 MINUTES 18 SECONDS EAST FROM SAID RADIIUS POINT; (3) NORTH 70 DEGREES 48 MINUTES 42 SECONDS EAST 130.07 FEET; THENCE NORTH 19 DEGREES 10 MINUTES 18 SECONDS EAST 10.00 FEET TO THE POINT OF BEGINNING OF AN ARC CURVE WITH A RADIUS OF 100 FEET, AS DESCRIBED IN PLAT 10, INCIDENT NO. 45 SECONDS EAST A DISTANCE OF 106.74 FEET; THENCE NORTH 00 DEGREES 05 MINUTES 05 SECONDS WEST A DISTANCE OF 186.48 FEET; THENCE NORTH 00 DEGREES 12 MINUTES 08 SECONDS WEST A DISTANCE OF 235.69 FEET; THENCE NORTH 45 DEGREES 40 MINUTES 36 SECONDS EAST A DISTANCE OF 89.92 FEET; THENCE NORTH 89 DEGREES 47 MINUTES 52 SECONDS EAST A DISTANCE OF 273.21 FEET; THENCE NORTH 51 DEGREES 08 MINUTES 17 SECONDS EAST A DISTANCE OF 32.02 FEET; THENCE NORTH 89 DEGREES 47 MINUTES 52 SECONDS EAST A DISTANCE OF 11.00 FEET TO THE POINT OF BEGINNING OF AN ARC CURVE WITH A RADIUS OF 100 FEET, AS DESCRIBED IN PLAT 10, INCIDENT NO. SOUTH 89 DEGREES 41 MINUTES 37 SECONDS WEST A DISTANCE OF 127.28 FEET; THENCE NORTH 33 DEGREES 05 MINUTES 25 SECONDS WEST A DISTANCE OF 42.55 FEET; THENCE NORTH 80 DEGREES 00 MINUTES 41 SECONDS WEST A DISTANCE OF 137.00 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 12 SECONDS WEST A DISTANCE OF 184.76 FEET; THENCE SOUTH 84 DEGREES 54 MINUTES 40 SECONDS WEST A DISTANCE OF 106.88 FEET; THENCE SOUTH 84 DEGREES 54 MINUTES 40 SECONDS WEST A DISTANCE OF 103.60 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST A DISTANCE OF 241.2 FEET; THENCE NORTH 46 DEGREES 05 MINUTES 36 SECONDS WEST A DISTANCE OF 68.06 FEET; THENCE NORTH 59 DEGREES 38 MINUTES 08 SECONDS WEST A DISTANCE OF 30.47 FEET; THENCE NORTH 73 DEGREES 10 MINUTES 40 SECONDS WEST A DISTANCE OF 45.36 FEET; THENCE NORTH 89 DEGREES 01 MINUTE 15 SECONDS WEST A DISTANCE OF 94.21 FEET; THENCE NORTH 86 DEGREES 28 MINUTES 15 SECONDS WEST 15 FEET TO THE POINT OF BEGINNING OF AN ARC CURVE WITH A RADIUS OF 100 FEET, AS DESCRIBED IN PLAT 10, INCIDENT NO. 18 MINUTES 09 SECONDS EAST ALONG THE WEST LINE OF SAID QUARTER QUARTER A DISTANCE OF 1,018.74 FEET TO THE POINT OF BEGINNING, CONTAINING 11,881 ACRES OF LAND, MORE OR LESS.



Developer:

J.C. HART COMPANY, INC.

805 City Center Drive, Suite 120
Carmel, IN 46032
317-573-4800
Contact: Todd May
Email: Todd@homejschart.com

Engineer:

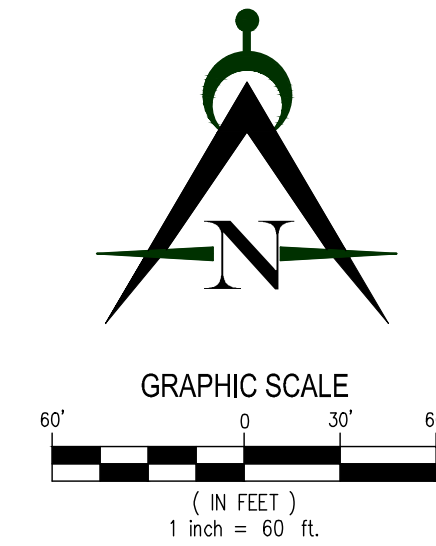
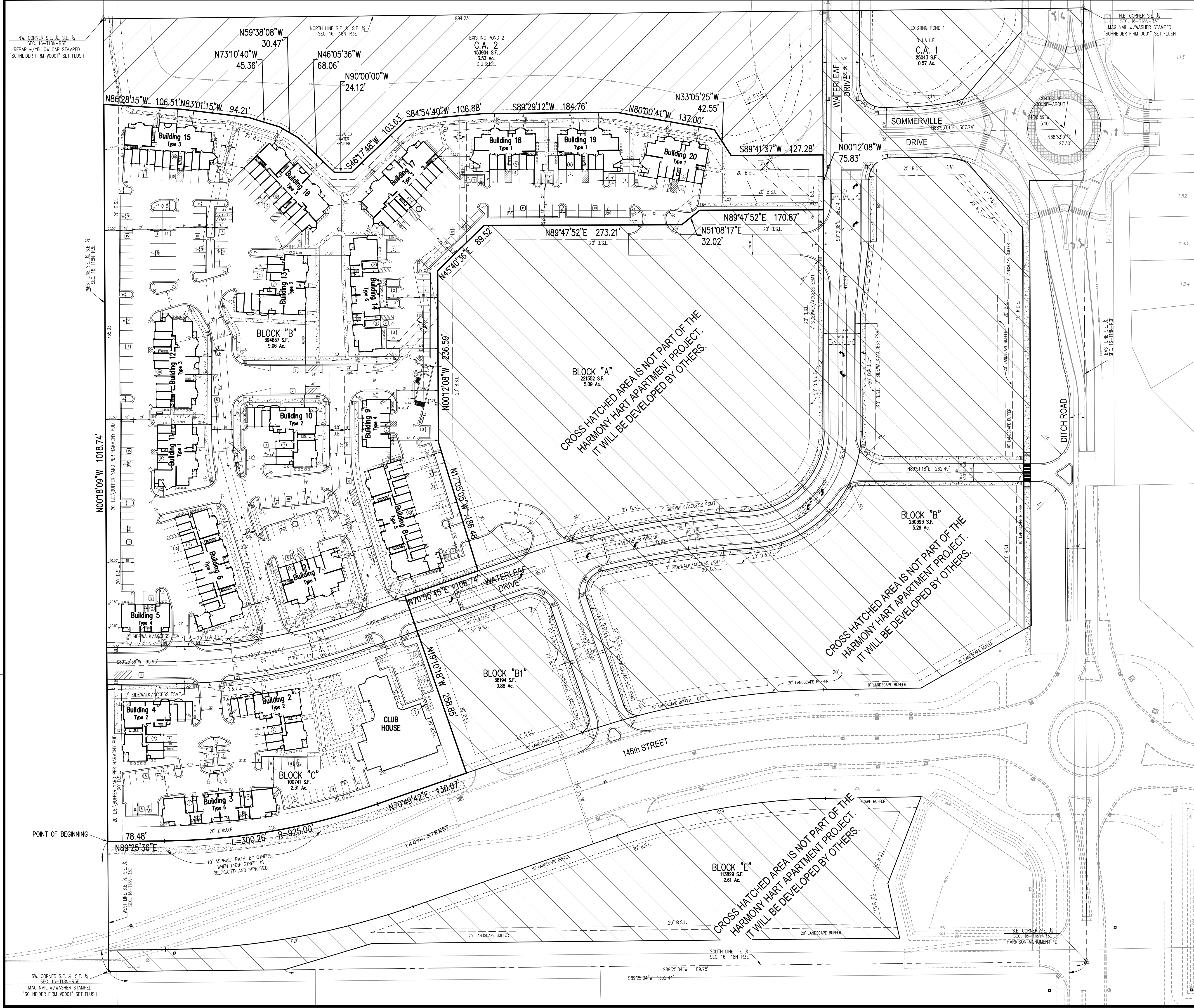
Innovative
Engineering & Consulting, Inc.

3061 Perry Boulevard
Whitestown, IN 46075
Ph. 317-769-2916
Fax: 317-769-3800
Contact: Jerry Kittle
Email: j.kittle@innovativeveeci.com

LANDSCAPE NOTES:

1. ALL STREET TREES ARE TO MATCH THE CURRENT CITY OF WESTFIELD MASTER TREE LIST.
2. STREET TREES SHALL NOT BE WITHIN 4 FEET OF ANY PAVEMENT.
3. THERE SHALL BE NO TREES WITHIN 10 FEET OF ANY STORM SEWER INCLUDING SSD.

CALCULATED ERU:
TOTAL IMPERVIOUS AREA: 289,552 S.F./3500 = 83 ERU



LEGEND

- ① Bicycle Racks (10 Bikes)
- ② Garage Parking Spaces
- ⑤ 9'x18' 00" Surface Parking Spaces
- ⑤ 9'x24' Parallel Surface Parking Spaces
- △ 9'x18' Surface' Handicap Parking
- ☆ New Light Pole Base
- B.S.L. Building Setback Line
- R.D.E. Regulated Drainage Easement
- D.&U.E. Drainage & Utility Easement

DEVELOPMENT SUMMARY

OVERALL BEDROOM MIX:
1 BEDROOM = 103
2 BEDROOM = 119
3 BEDROOM = 35

BUILDING TYPE	#UNITS	#GARAGES
TYPE 1	11	5
TYPE 2	13	7
TYPE 3	17	10
TYPE 4	7	2
TYPE 5	20	13
TYPE 6	14	4

TOTAL UNITS = 257
TOTAL ACREAGE = 11.38ac. (BLOCKS C & D)
TOTAL DENSITY = 22.58 units/acre

PARKING:
SURFACE PARKING = 366
GARAGE PARKING = 131
TOTAL PARKING = 497 SPACES
PARKING RATIO = 1.93:1

NOTE:
TANDEM PARKING SPACES IN FRONT OF GARAGES ARE DEDICATED FOR USE BY TENANT OF THE ADJACENT CORRESPONDING GARAGE PARKING SPACE.



NOTE:
For character review only.

TYPICAL BIKE RACK DETAIL

NOTES:

- THERE WILL BE NO ON STREET PARKING WITHIN 20' FROM CURB RETURNS AT INTERSECTIONS.
- THERE SHALL BE A MINIMUM 5' NO PARKING PEDESTRIAN/EMERGENCY ACCESS AISLES BETWEEN PARALLEL PARKING SPACES NEAR EACH ENTRANCE TO THE BUILDINGS.
- NO PARKING WITHIN 15' OF FIRE HYDRANTS PER ORDINANCE 96-21.
- 2' MINIMUM SEPARATION REQUIRED BETWEEN PARKING AND PLANTINGS FOR OPERATIONS OF DOORS.

REVISIONS:
1. 06/22/16. kwk. Reissue per IAC comments dated 6-21-16.
2. 06/22/16. kwk. Reissue property line between C.A. 2 and Apartments to maintain 20' setbacks.
3. 06/22/16. kwk. Reissue per IAC comments dated 6-21-16.
4. 06/22/16. kwk. Reissue per IAC comments dated 6-21-16.
5. 06/22/16. kwk. Reissue per IAC comments dated 6-21-16.

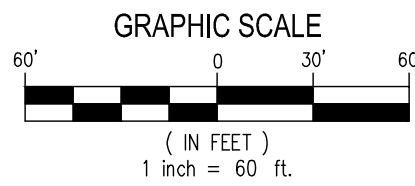
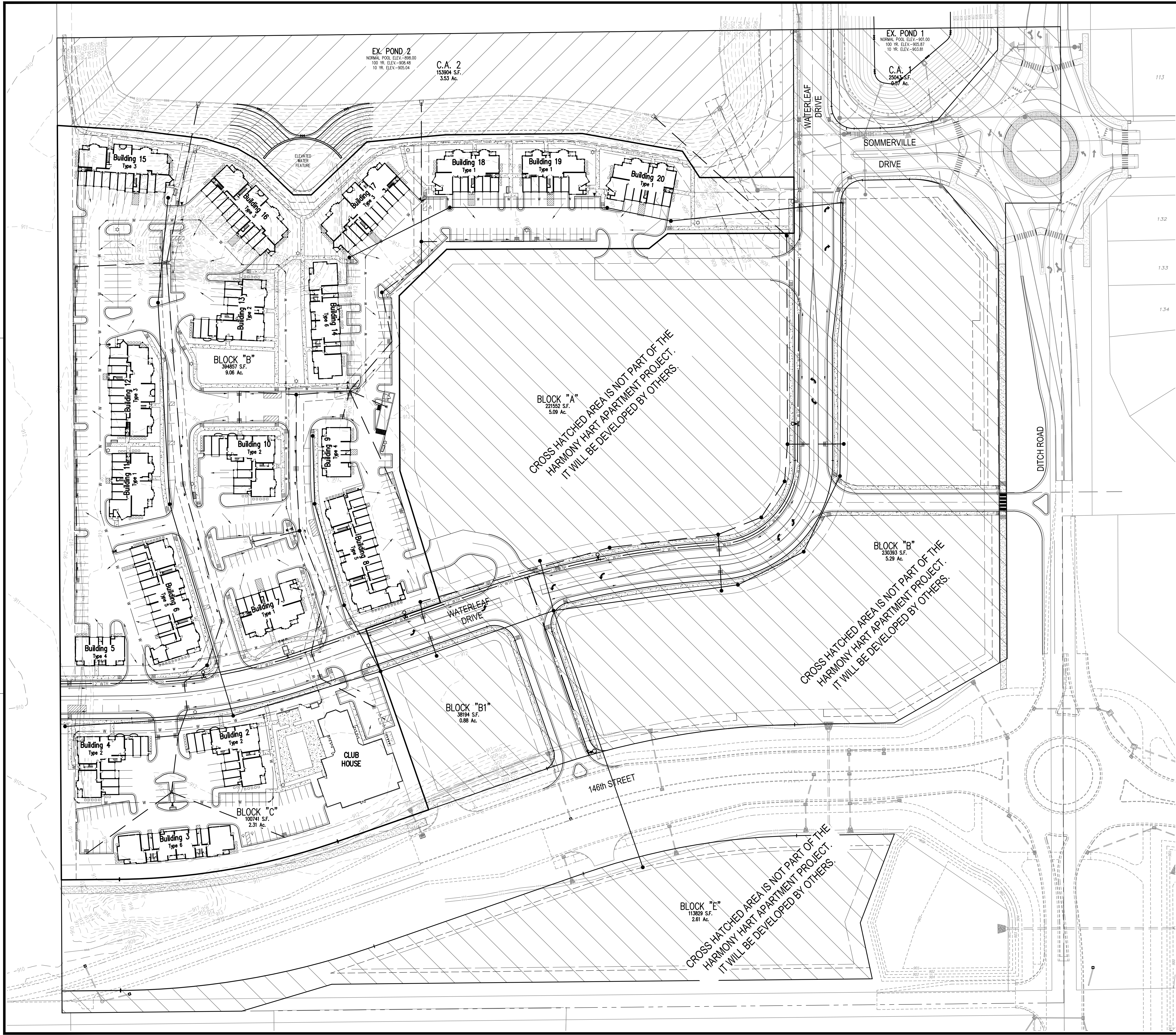
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J.C. Hart Company, Inc.
805 City Center Drive, Suite #120
Carmel Indiana 46032
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J.C. Hart - Harmony
Apartment Community
Westfield, Indiana
Detailed Site Plan

PRELIMINARY
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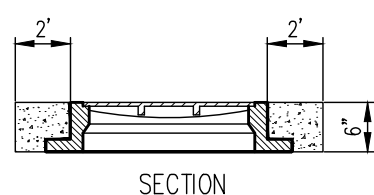
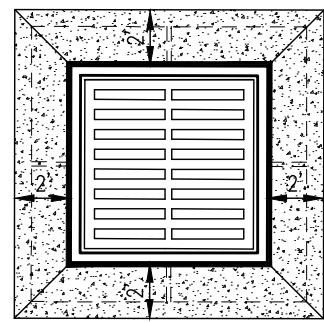
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LEGEND

- Existing Storm Sewer
- New Storm Sewer
- Existing Sanitary Sewer
- New Sanitary Sewer
- Existing Elevation
- Flow Arrow
- Swale (S)
- Water Main
- Existing Trees
- Existing Gas Main
- Existing Telephone
- Existing Water Main
- Existing Flowline
- Existing Overhead Utilities

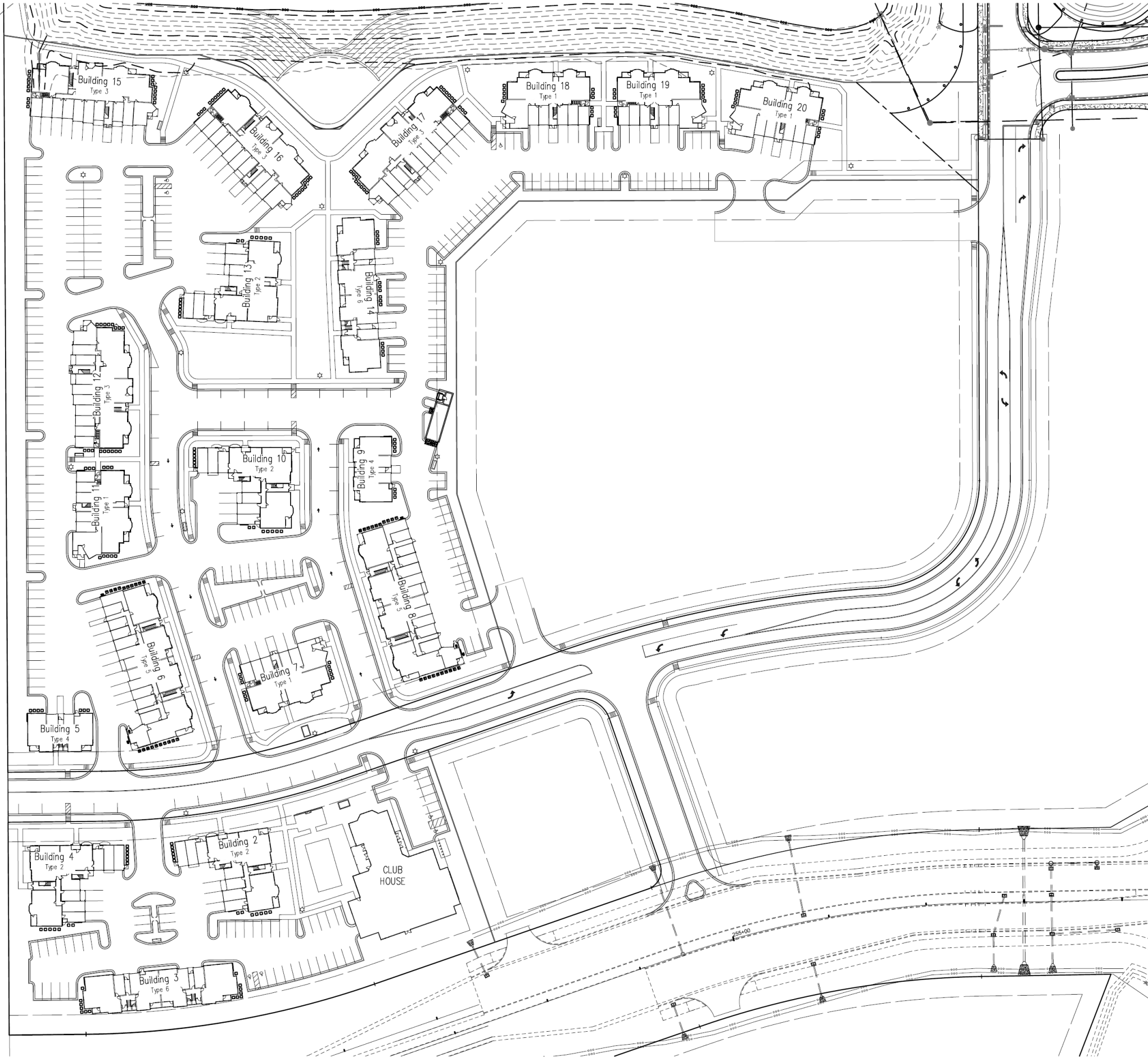


CONCRETE COLLAR DETAIL
FOR STORM INLETS IN
INVERTED CROWN SITUATIONS
NTS

Harmony Architectural Plan Submission Drawing Index:

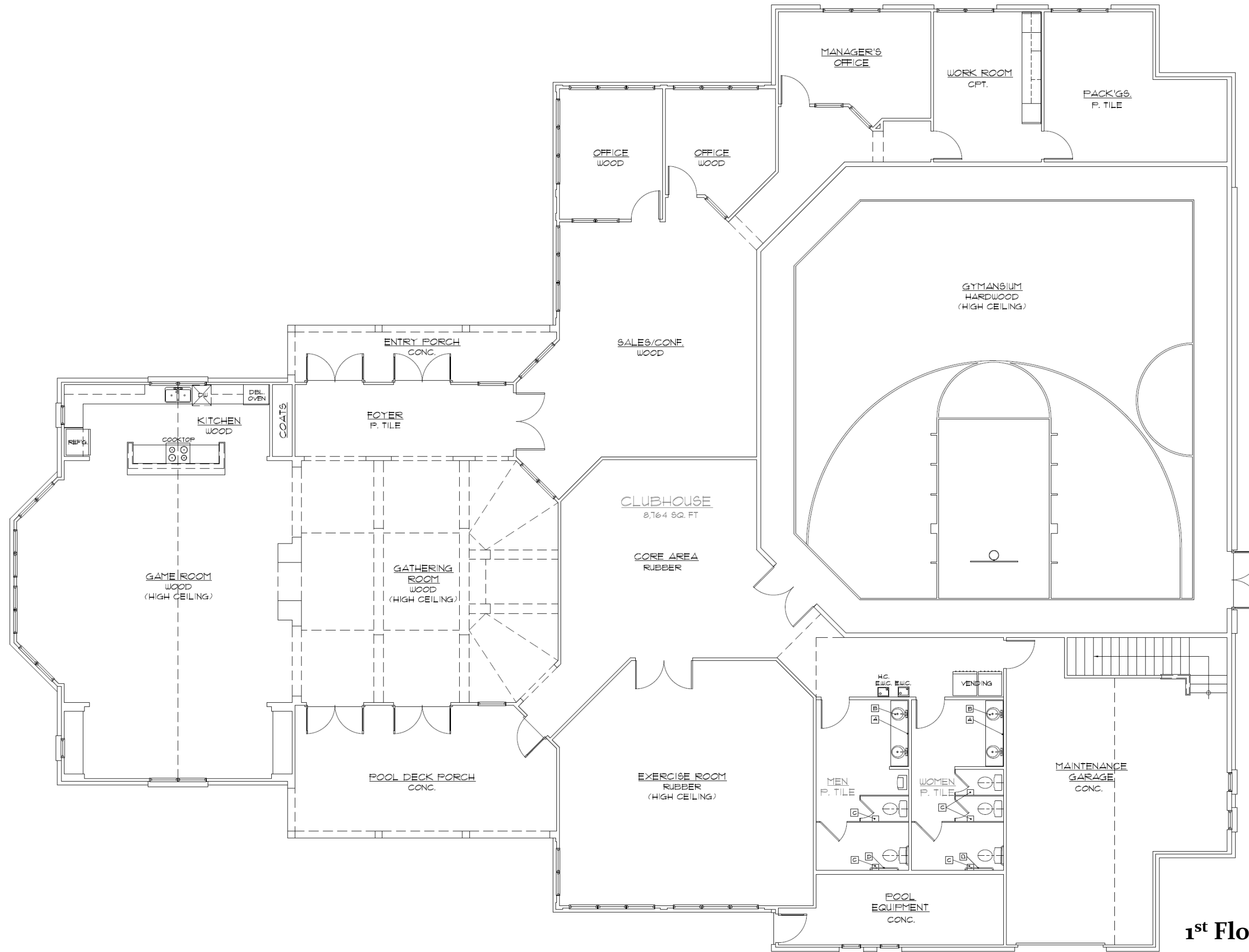
CS	Cover Sheet – Drawing Index
1	Site Plan Building Key
2	Clubhouse First Floor Plan
3	Clubhouse Color Rendered Front Elevation
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5	Clubhouse Right and Left Side Elevations
6	Clubhouse Typical Exterior Materials
7	Building Type 1 First Floor Plan
8	Building Type 1 Second Floor Plan
9	Building Type 1 Third Floor Plan
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26	Building Type 4 Third Floor Plan
27	Building Type 4 Color Rendered Front Elevation
28	Building Type 4 Rear, Left, Right and Front Elevations
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31	Building Type 5 Second Floor Plan
32	Building Type 5 Third Floor Plan
33	Building Type 5 Color Rendered Front Elevation
34	Building Type 5 Front and Left Elevations
35	Building Type 5 Right and Rear Elevations
36	Building Type 5 Typical Exterior Elevations
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40	Building Type 6 Color Rendered Elevation
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42	Building Type 6 Typical Exterior Materials
43	Site Light Poles
44	Garage and Unit Porch Coach Lights and Building Entry Coach Lights
45	Trash Compactor / Recycling Center

Cover Sheet – Drawing Index



BUILDING TYPE 1	SQ. FT	# OF UNITS	(5) BLDG TOTAL
(Site Building #'s: 7, 11, 18, 19 & 20)			
UNIT U3 (1BR/1B)	673 SF.	1	5
UNIT U8 (1BR/1B)	764 SF.	1	5
UNIT U8-A (1BR/1B)	762 SF.	1	5
UNIT D3 (2BR/1B)	903 SF.	1	5
UNIT D7 (1BR/DEN/1B)	987 SF.	2	10
UNIT D10-A (2BR/2B)	1,148 SF.	1	5
UNIT D10B (2BR/2B)	1,026 SF.	1	5
UNIT D14 (2BR/2B)	1,071 SF.	1	5
UNIT T1 (3BR/2B)	1,176 SF.	2	10
		11	55 UNITS
5 GARAGES = 5 Garage Parking Spaces/Bldg.			25 GARAGE P.S.
BUILDING TYPE 2	SQ. FT	# OF UNITS	(4) BLDG TOTAL
(Site Building #'s: 2, 4, 10 & 13)			
UNIT U4 (1BR/1B)	673 SF.	2	8
UNIT U12 (1BR/1.5B)	825 SF.	1	4
UNIT D2 (1BR/DEN/1B)	904 SF.	2	8
UNIT D9 (2BR/2B)	1,014 SF.	1	4
UNIT D9-A (2BR/2B)	1,017 SF.	2	8
UNIT D12 (2BR/2.5B)	1,084 SF.	1	4
UNIT D12-A (2BR/2.5B)	1,039 SF.	2	8
UNIT D13 (2BR/2B)	1,029 SF.	2	8
		13	52 UNITS
7 GARAGES = 7 Garage Parking Spaces/Bldg.			28 GARAGE P.S.
BUILDING TYPE 3	SQ. FT	# OF UNITS	(4) BLDG TOTAL
(Site Building #'s: 12, 15, 16 & 17)			
UNIT U5 (1BR/1B)	705 SF.	1	4
UNIT U5B (1BR/1B)	690 SF.	1	4
UNIT U6 (1BR/1.5 B)	746 SF.	2	8
UNIT U7 (1BR/1B)	713 SF.	3	12
UNIT U8 (1BR/1B)	724 SF.	1	4
UNIT U8-A (1BR/1B)	762 SF.	1	4
UNIT D4 (1BR/DEN/1B)	901 SF.	2	8
UNIT D6 (2BR/2B)	933 SF.	2	8
UNIT D10 (2BR/2B)	1,072 SF.	1	4
UNIT D10-A (2BR/2B)	1,148 SF.	1	4
UNIT D10-B (2BR/2B)	1,026 SF.	1	4
UNIT T4 (3BR/2B)	1,433 SF.	1	4
		17	68 UNITS
10 GARAGES = 10 Garage Parking Spaces/Bldg.			40 GARAGE P.S.
BUILDING TYPE 4	SQ. FT	# OF UNITS	(2) BLDG TOTAL
(Site Building #'s: 5 & 9)			
UNIT NEW TH-2(2BR/1.5B)	1,178 SF.	1	2
UNIT U10 & U10A (1BR/1B)	732 SF.	5	10
UNIT U10B (1BR/1B)	713 SF.	1	2
		7	14 UNITS
2 GARAGES = 2 Garage Parking Spaces/Bldg.			4 GARAGE P.S.
BUILDING TYPE 5	SQ. FT	# OF UNITS	(2) BLDG TOTAL
(Site Building #'s: 6 & 8)			
UNIT U1 (1BR/1B)	650 SF.	2	4
UNIT U2 (1 BR/1B/VANITY)	655 SF.	2	4
UNIT U9 (1BR/1B)	795 SF.	2	4
UNIT U11(1BR/1.5B)	845 SF.	2	4
UNIT U13 (1BR/DEN/2B)	759 SF.	2	4
UNIT D8 (2BR/2B)	992 SF.	1	2
UNIT D8-A (2BR/2B)	992 SF.	1	2
UNIT D8-B (2BR/2B)	977 SF.	1	2
UNIT D11 (2BR/2B)	1,055 SF.	4	8
UNIT T3 (3BR/2B)	1,271 SF.	1	2
UNIT T3A (3BR/2B)	1,225 SF.	1	2
UNIT T3B (3BR/2B)	1,211 SF.	1	2
		20	40 UNITS
13 GARAGES = 13 Garage Parking Spaces/Bldg.			26 GARAGE P.S.
BUILDING TYPE 6	SQ. FT	# OF UNITS	(2) BLDG TOTAL
(Site Building #'s: 3 & 14)			
UNIT NEW TH-1(2 BR/1.5B)	1,119 SF.	2	4
UNIT U10C & U10E (1BR/1B)	787 SF.	5	10
UNIT U10D (1BR/1B)	770 SF.	1	2
UNIT T2 (3BR/2B)	1,205 SF.	4	8
UNIT D5 (2BR/2B)	930 SF.	2	4
		14	28 UNITS
4 GARAGES = 4 Garage Parking Spaces/Bldg.			8 GARAGE P.S.
CLUBHOUSE	SQ. FT		
Clubhouse	8,764 SF.		
Pool	1,250 SF.		
BEDROOM MIX			
BEDROOM = 107 DU = 41.6%			
2 BEDROOM = 115 DU = 44.7%			
3 BEDROOM = 35 DU = 13.6%			
TOTAL UNITS = 257 D.U.			
TOTAL GARAGE P.S. = 131			

Site Plan Building Key



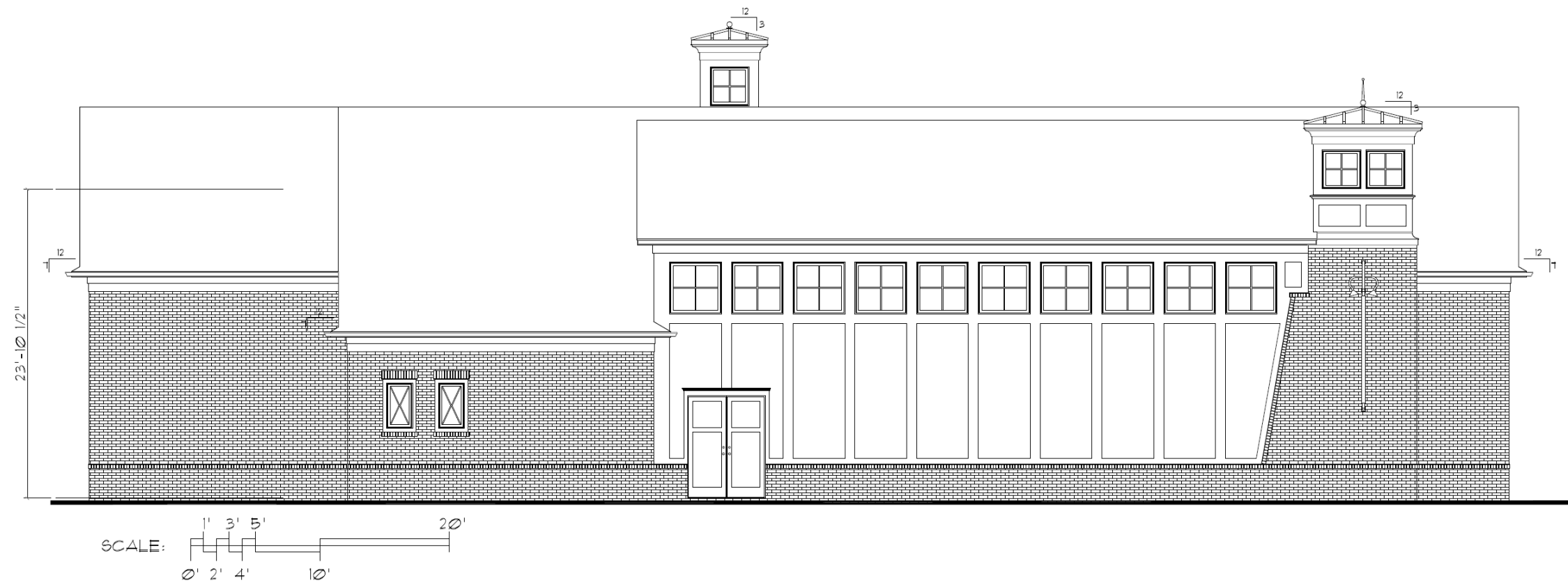
1st Floor Plan-Clubhouse



Front Elevation –Clubhouse



Front and Rear Elevations – Clubhouse



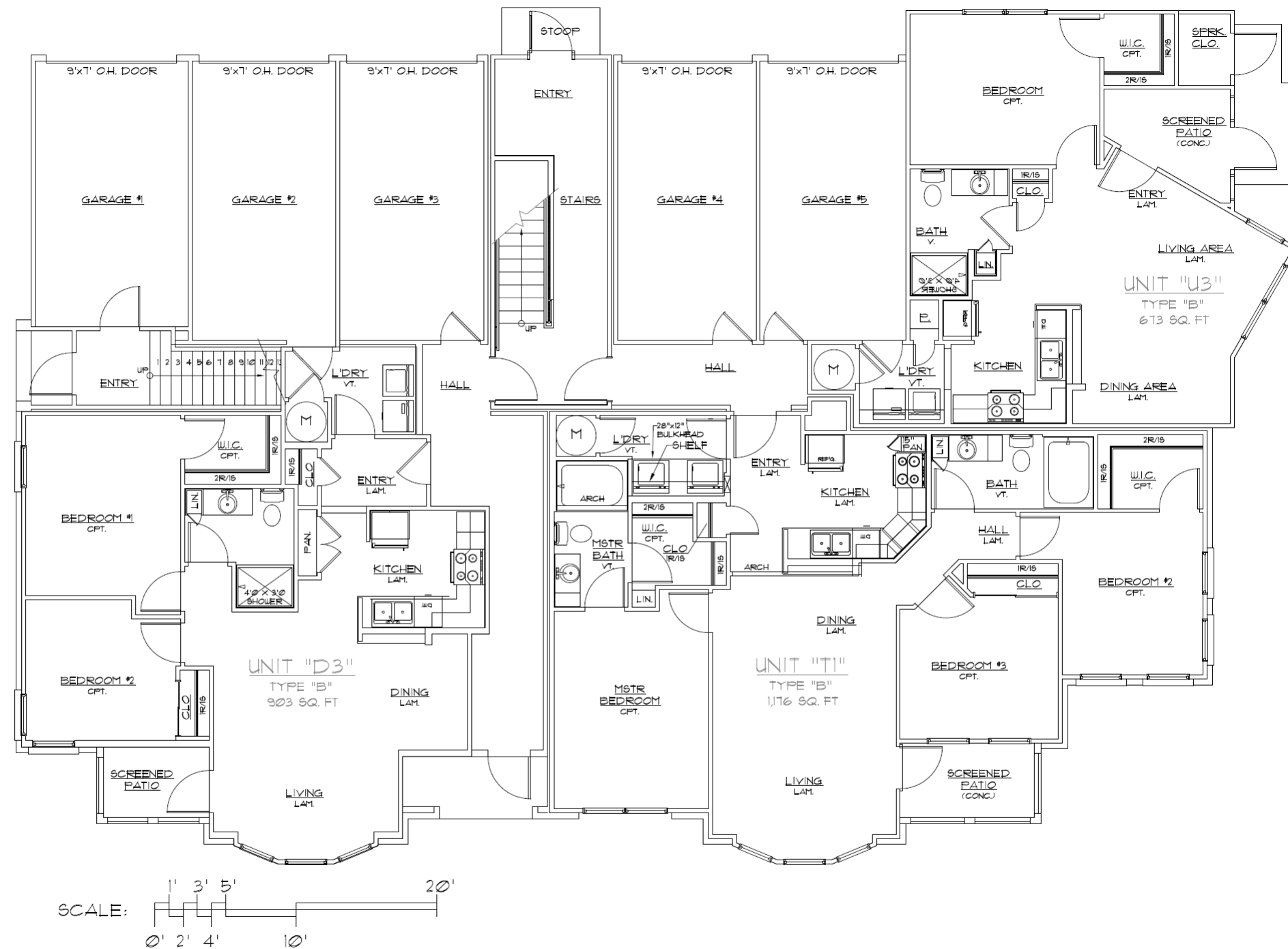
Right and Left Side Elevations – Clubhouse



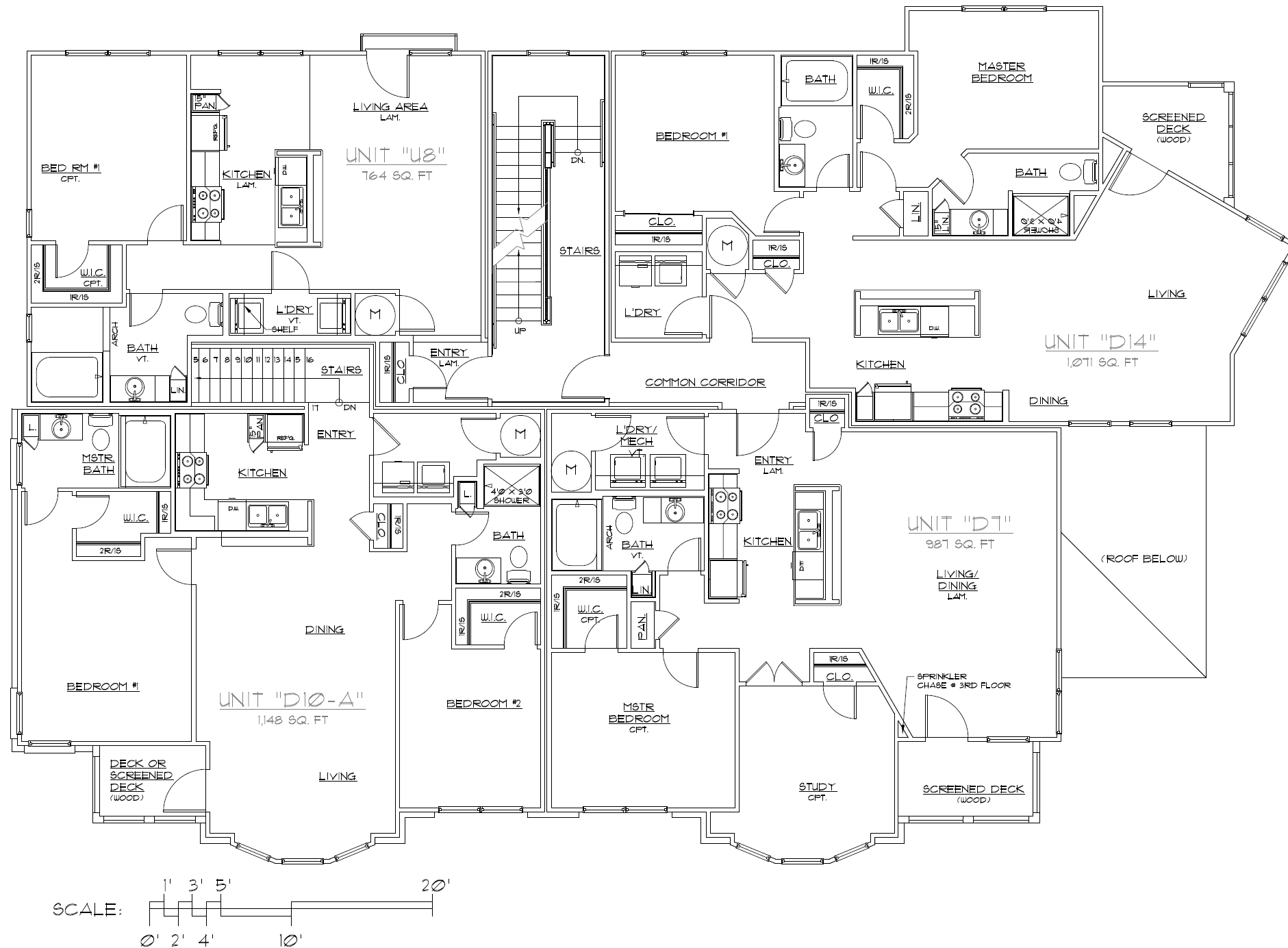
EXTERIOR MATERIALS KEY:

- ① QUEEN SIZE BRICK VENEER
- ② FIBER CEMENT PANELS
- ③ SMOOTH STONE WINDOW SURROUND
- ④ STEEL ENTRY DOOR (w/ TEMPERED GLASS) - PAINT
- ⑤ WOOD BRACKET - PAINT
- ⑥ VINYL WINDOW
- ⑦ BRICK ROWLOCK WATER TABLE CAP
- ⑧ 1x TRIM PORCH COLUMN - PAINT, SIZE AS NOTED
- ⑨ PRE-FINISHED ALUMINUM K-STYLE GUTTER
- ⑩ CONTINUOUS RIDGE VENT EQUAL TO SHINGLE VENT II
- ⑪ PAINTED 1x TRIM (SMOOTH)
- ⑫ ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLE
- ⑬ CUPOLA WITH STANDING SEAM METAL ROOF, PAINTED SMOOTH WOOD TRIM AND COVE DETAILING AND VINYL WINDOWS
- ⑭ PAINTED WOOD TRIM HIP DORMERS WITH PAINTED WOOD VENT

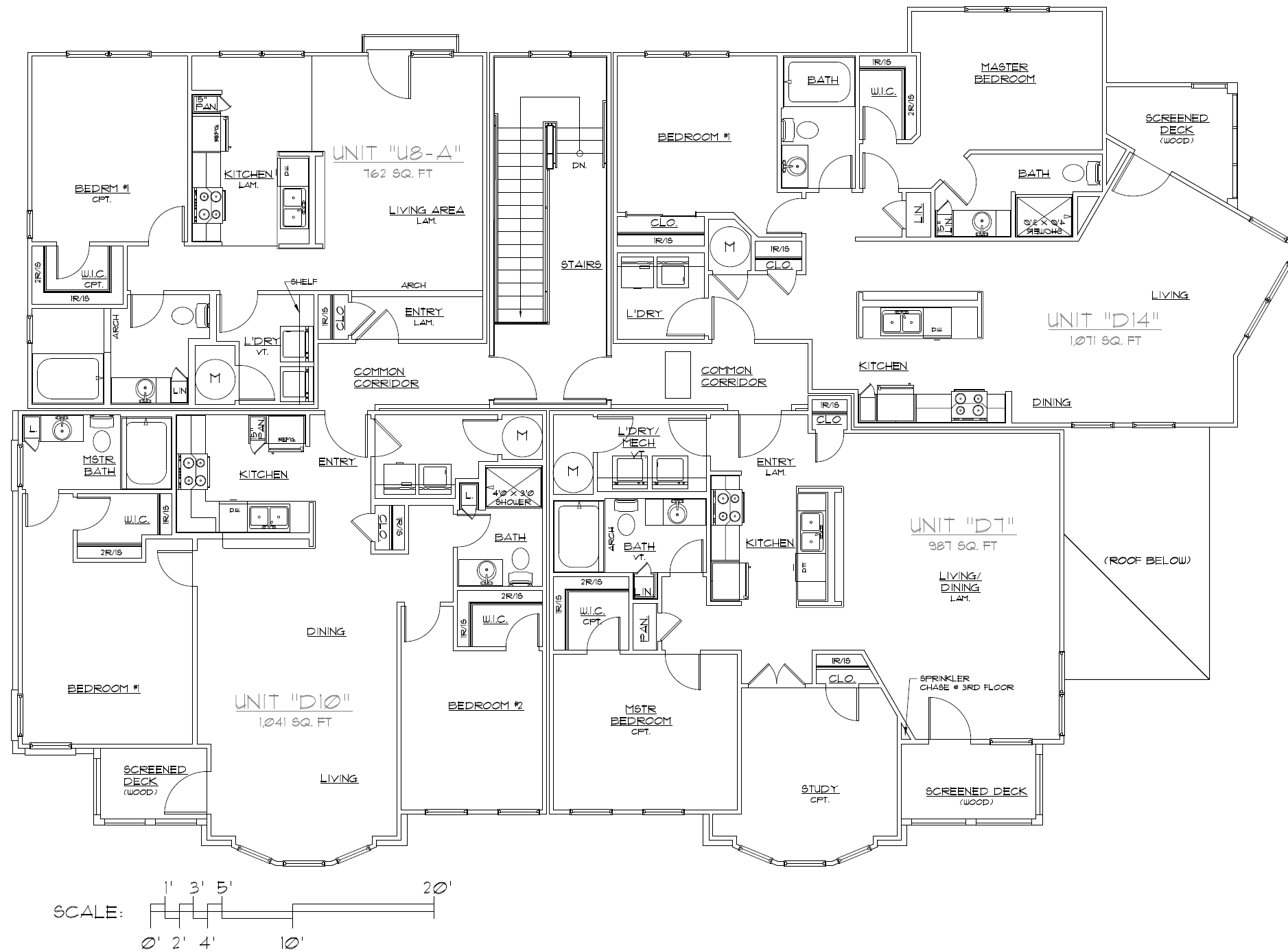
Typical Exterior Materials-Clubhouse



1st Floor Plan–Building Type 1



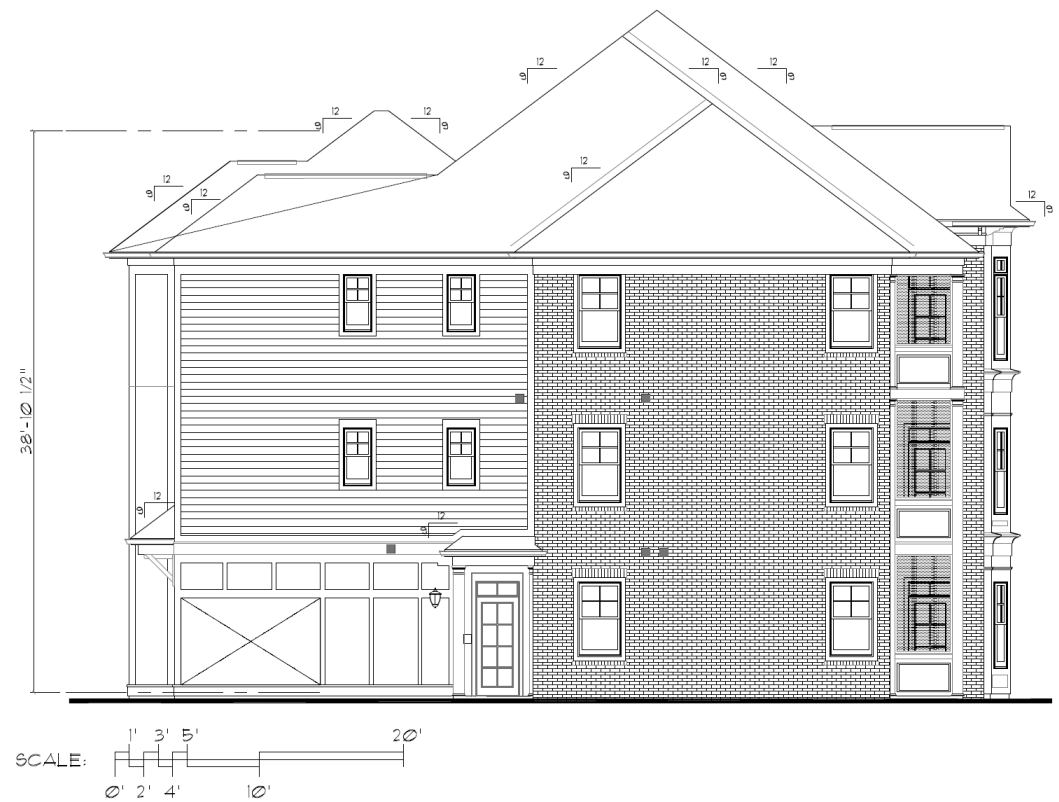
2nd Floor Plan–Building Type 1



3rd Floor Plan-Building Type 1



Front Elevation –Building Type 1



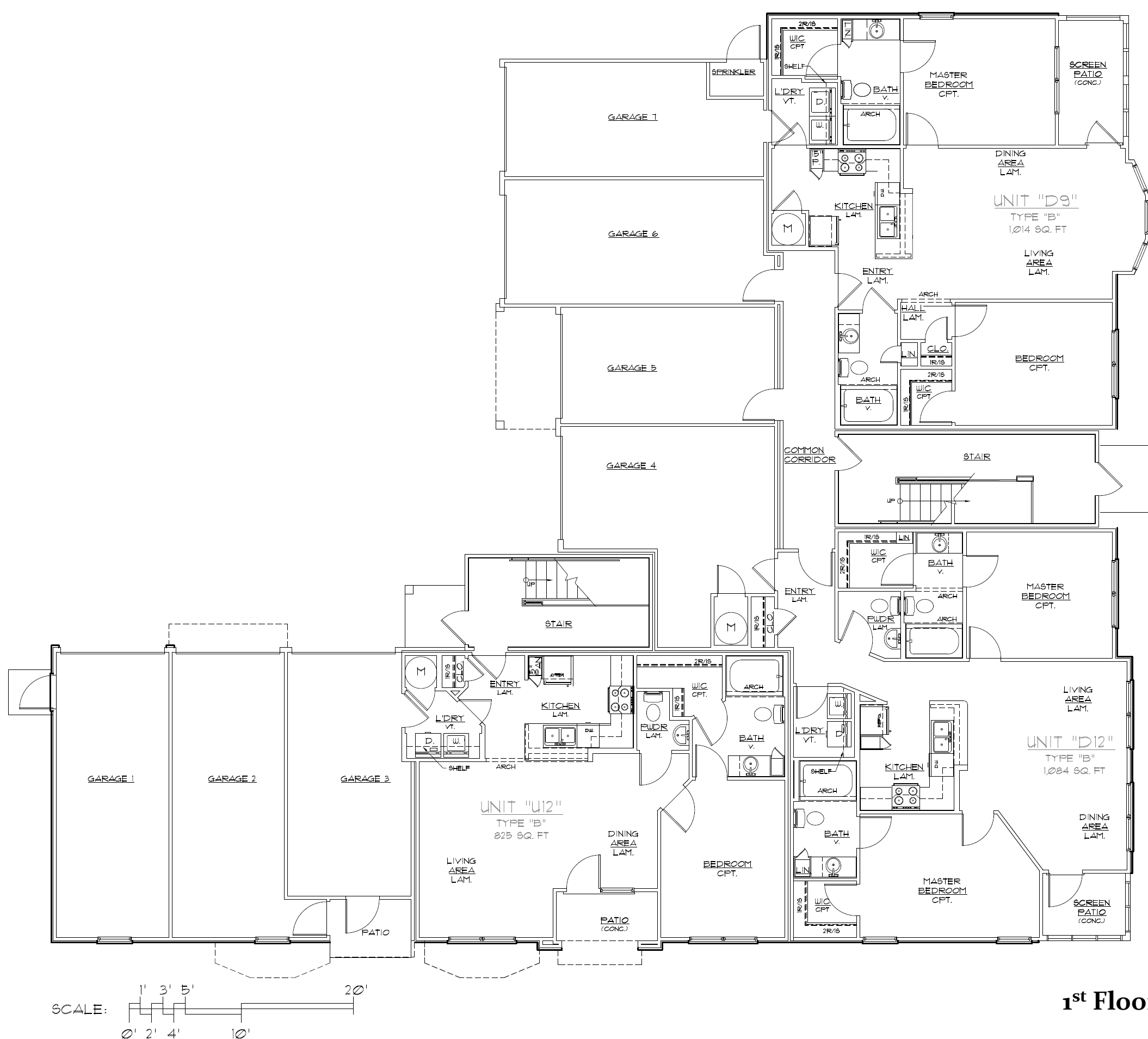
Right, Rear, Left and Front Elevations –Building Type 1



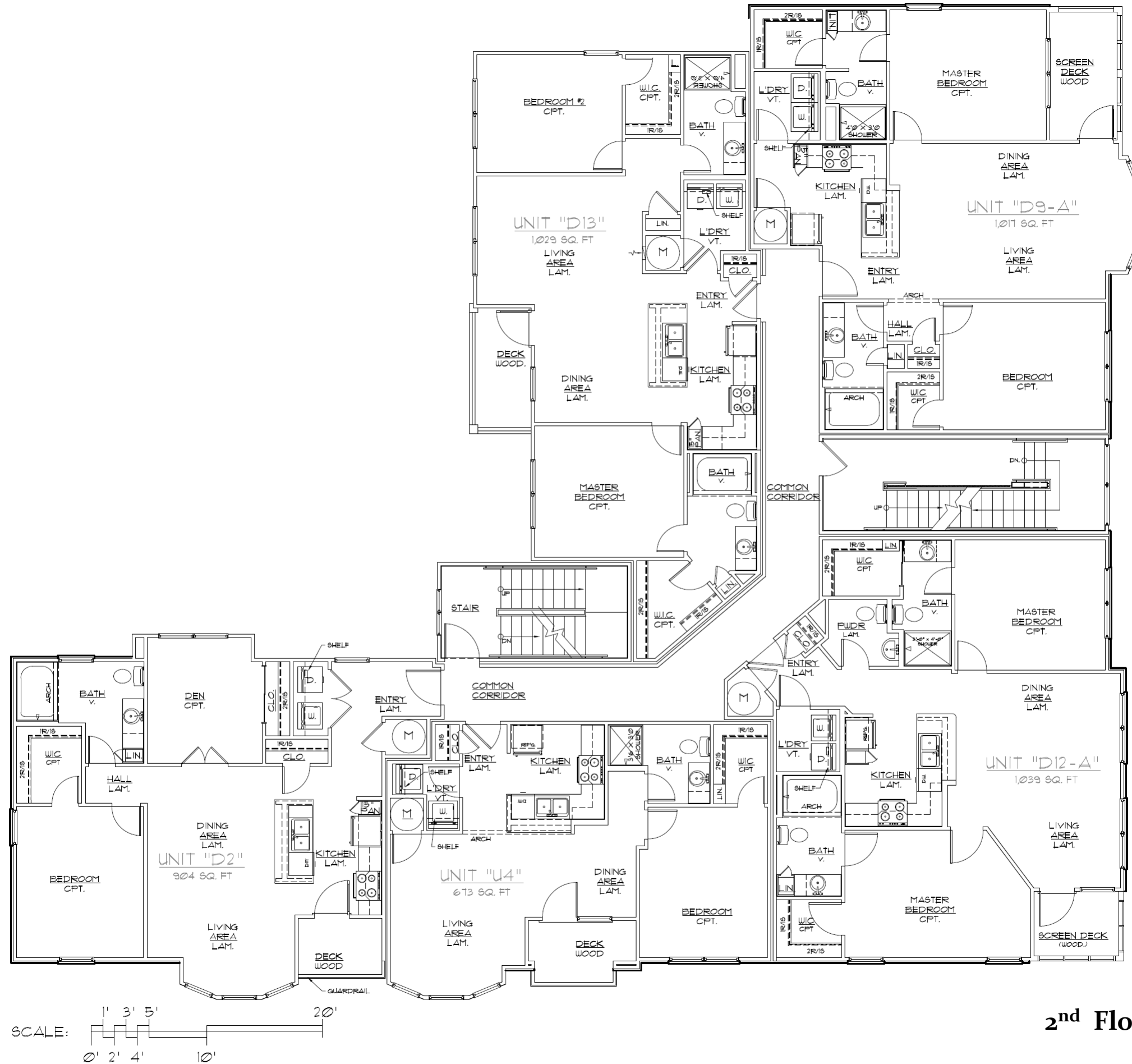
EXTERIOR MATERIALS KEY:

- ① QUEEN SIZE BRICK VENEER
- ② FIBER CEMENT PANELS
- ③ STEEL ENTRY DOOR (w/ TEMPERED GLASS) - PAINT
- ④ WOOD BRACKET - PAINT
- ⑤ VINYL WINDOW
- ⑥ BRICK SOLDIER COURSE HEAD & ROWLOCK SILL AT OPENING
- ⑦ FIBERGLASS SCREENING AT PATIO/PORCH/DECK
- ⑧ 1x TRIM PORCH COLUMN - PAINT, SIZE AS NOTED
- ⑨ PRE-FINISHED ALUMINUM K-STYLE GUTTER
- ⑩ CONTINUOUS RIDGE VENT EQUAL TO SHINGLE VENT II
- ⑪ PAINTED 1x TRIM (SMOOTH)
- ⑫ ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLE
- ⑬ PRE-FIN. ALUMINUM FLASHING @ VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
- ⑭ COVE MOLDING OVER 1x8 BAND BOARD
- ⑮ 1x4 JAMB TRIM, 1x10 SILL TRIM AND 1x8 HEAD TRIM AT WINDOWS

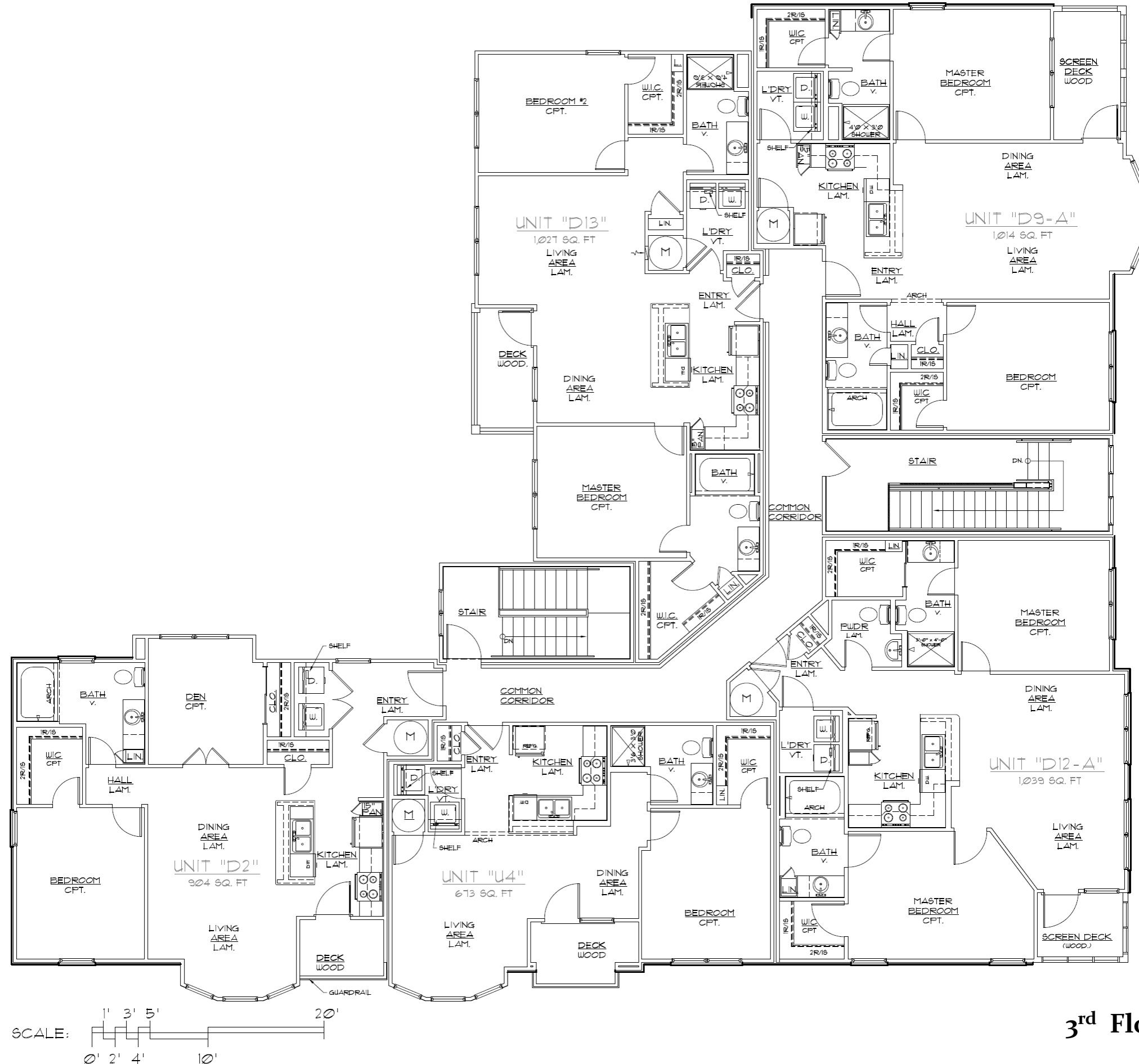
Typical Exterior Materials–Building Type 1



1st Floor Plan-Building Type 2



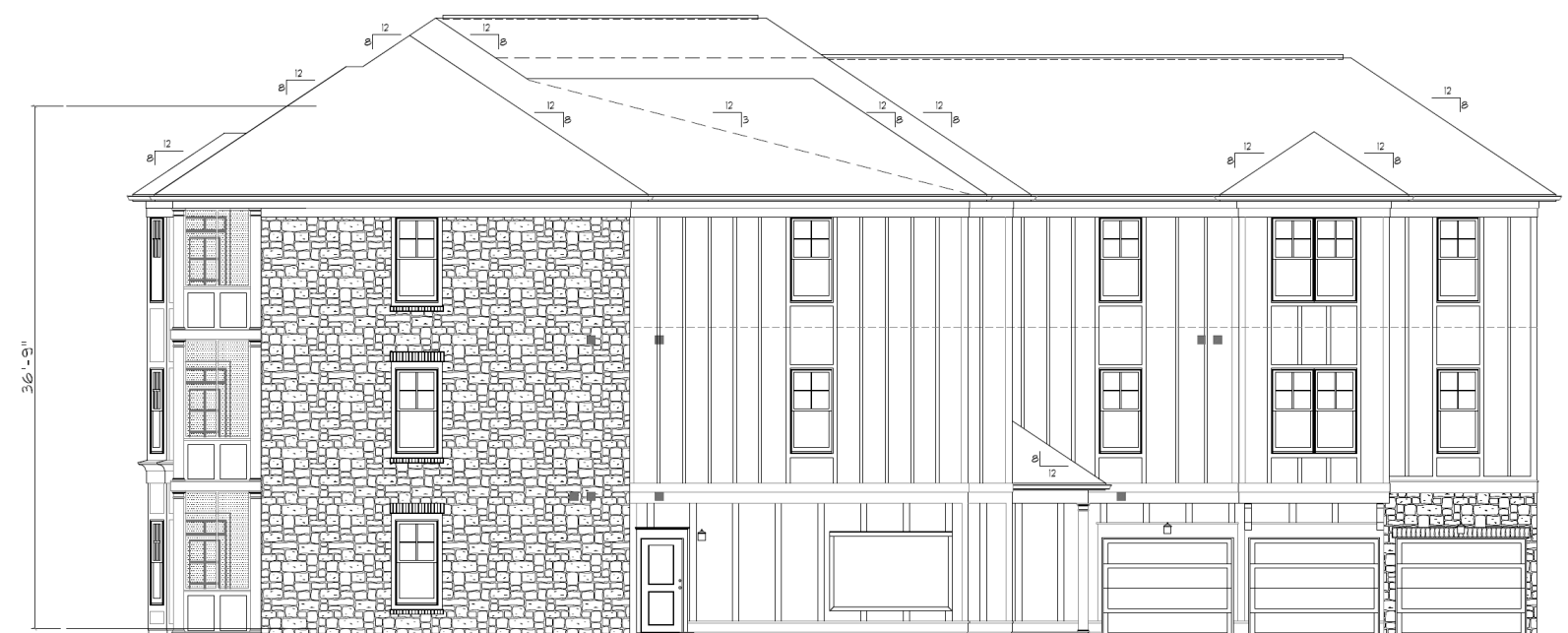
2nd Floor Plan-Building Type 2



3rd Floor Plan-Building Type 2



Front Elevation –Building Type 2



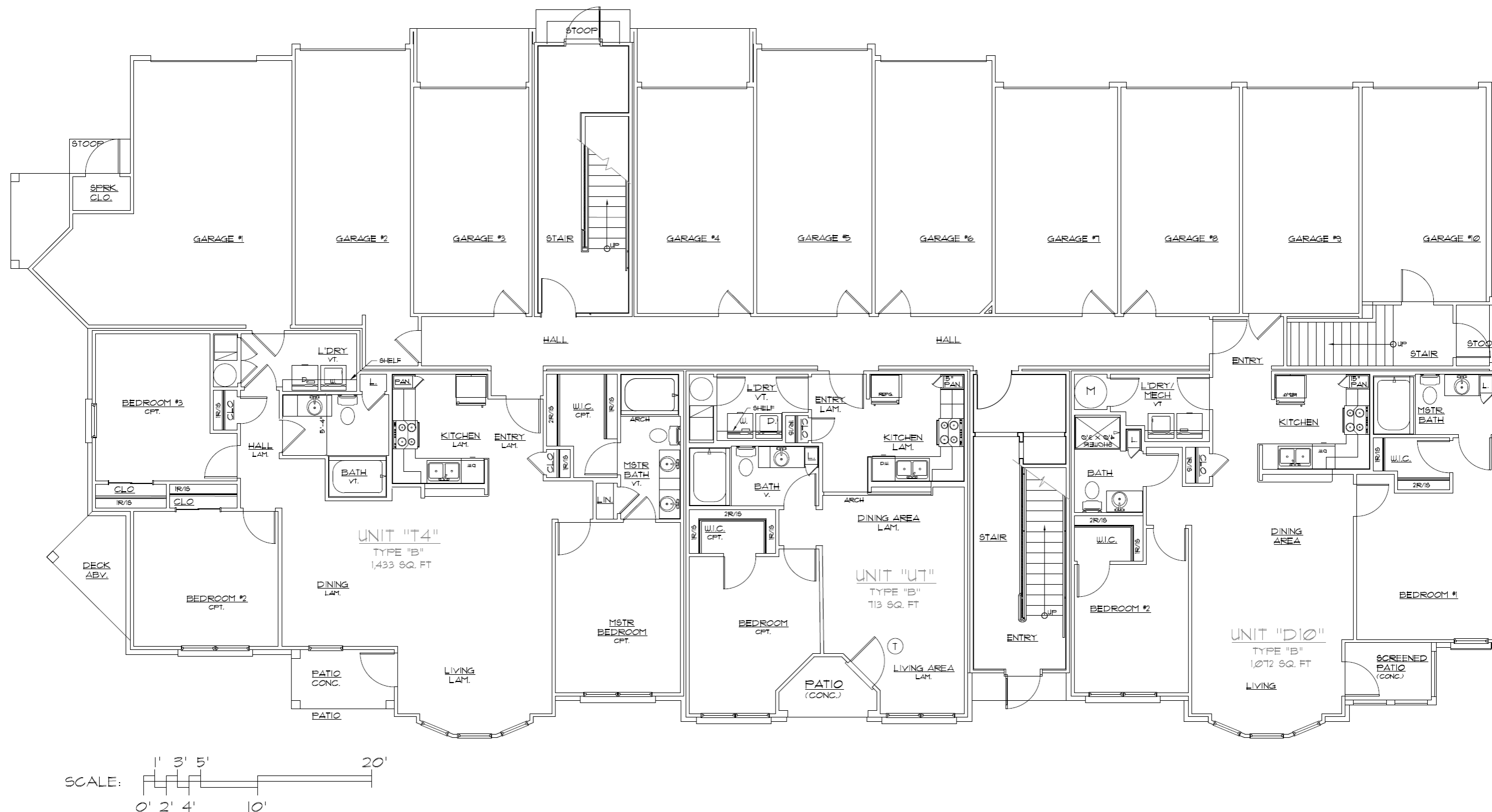
Front, Left, Rear and Right Elevations –Building Type 2



EXTERIOR MATERIALS KEY:

- ① MANUFACTURED STONE VENEER
- ② FIBER CEMENT PANELS
- ③ STEEL ENTRY DOOR (w/ TEMPERED GLASS) - PAINT
- ④ WOOD BRACKET -PAINT
- ⑤ VINYL WINDOW
- ⑥ BRICK SOLDIER COURSE HEAD AT OPENING
- ⑦ FIBERGLASS PORCH SCREEN
- ⑧ 1x TRIM PORCH COLUMN - PAINT, SIZE AS NOTED
- ⑨ PRE-FINISHED ALUMINUM K-STYLE GUTTER
- ⑩ CONTINUOUS RIDGE VENT EQUAL TO SHINGLE VENT II
- ⑪ PAINTED 1x TRIM (SMOOTH)
- ⑫ ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLE
- ⑬ PRE-FIN. ALUMINUM FLASHING @ VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
- ⑭ BRICK ROWLOCK CAP
- ⑮ PAINTED WOOD FINIAL
- ⑯ 1x4 HEAD, JAMB AND SILL TRIM ON WINDOWS

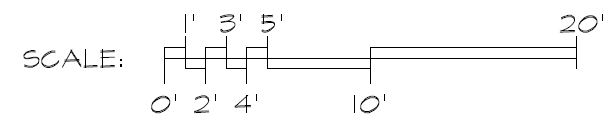
Typical Exterior Materials–Building Type 2



1st Floor Plan—Building Type 3



2nd Floor Plan-Building Type 3



3rd Floor Plan-Building Type 3



Front Elevation –Building Type 3

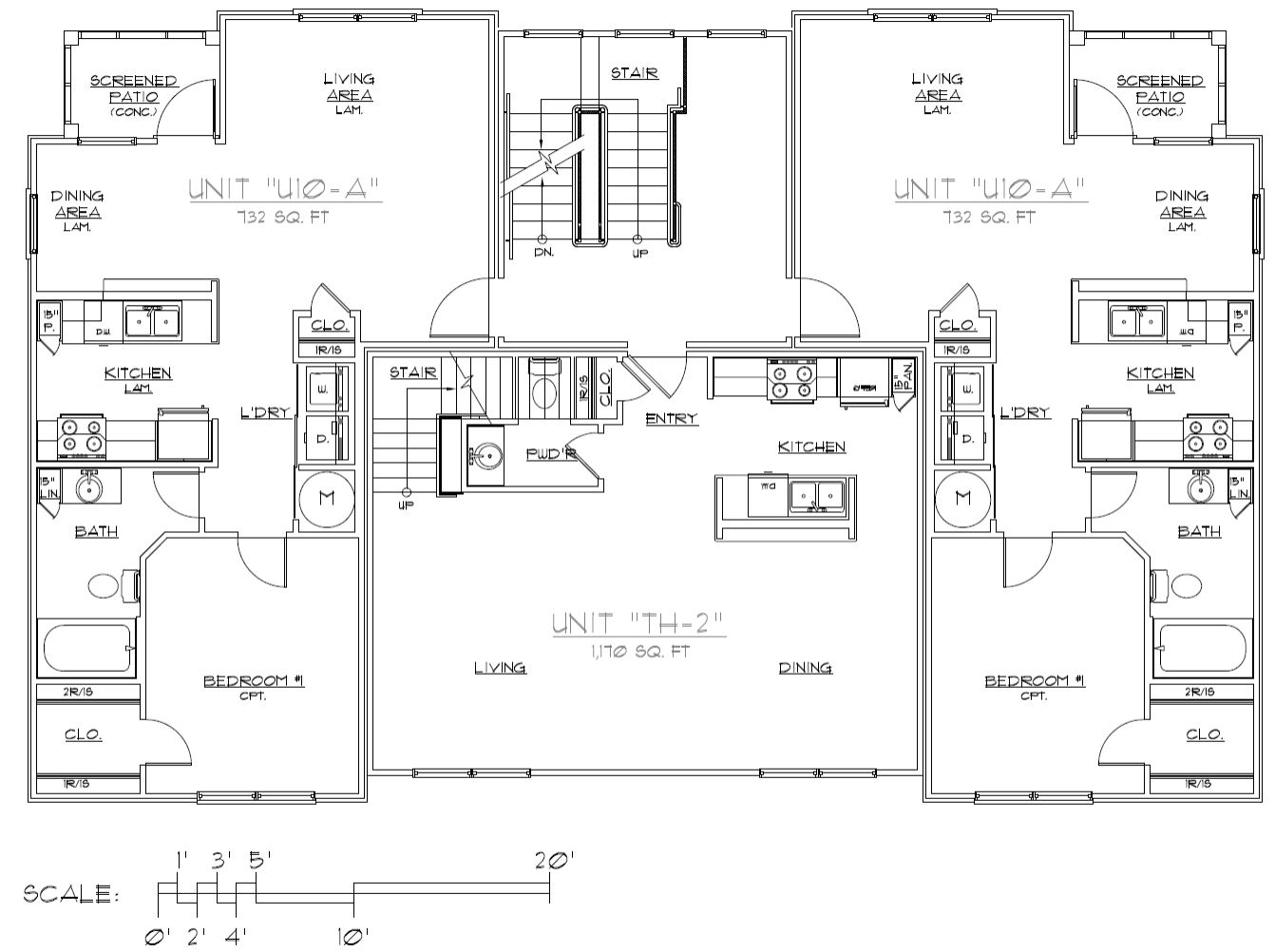
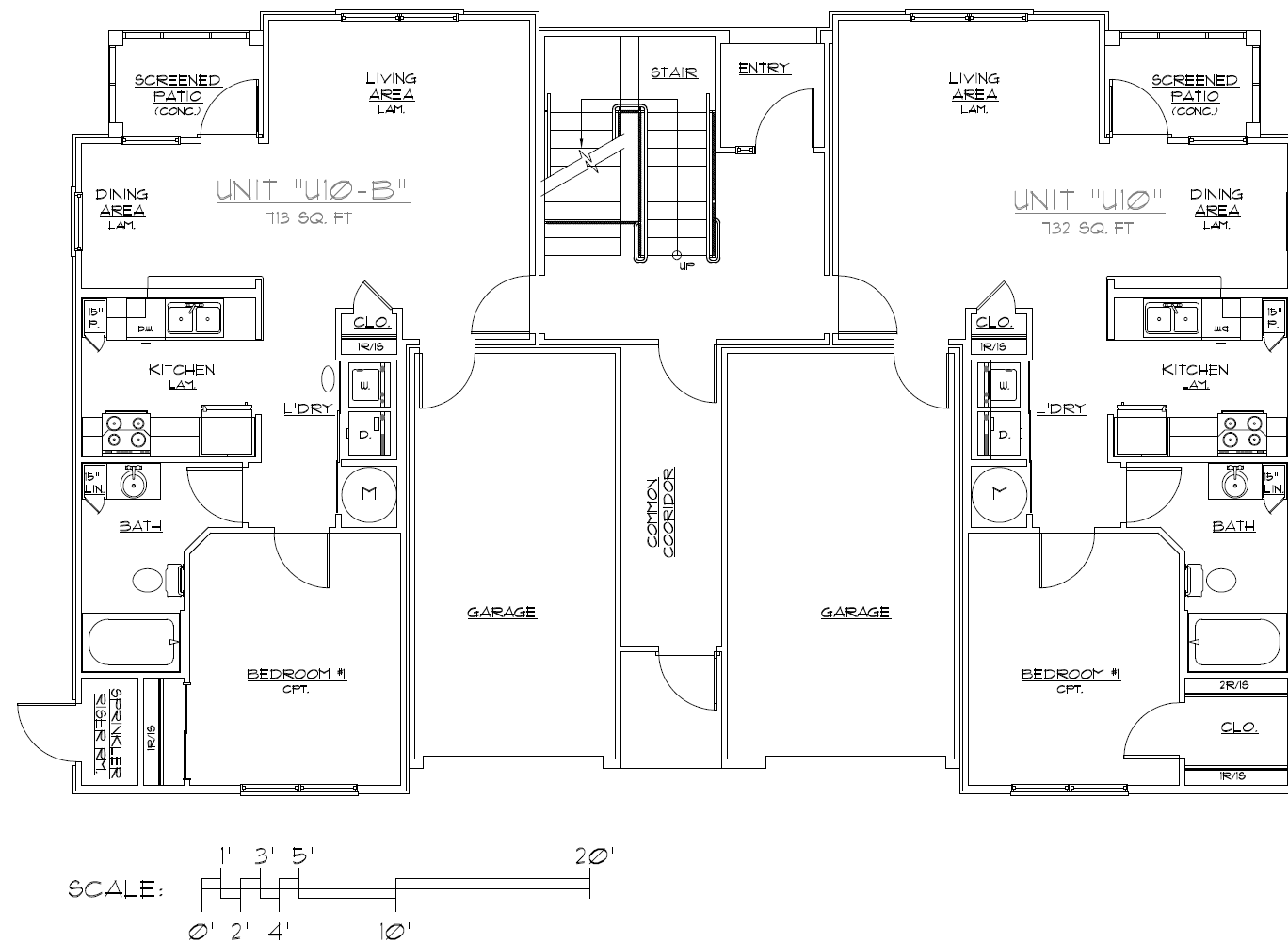


Front, Right, Rear and Left Elevations –Building Type 3

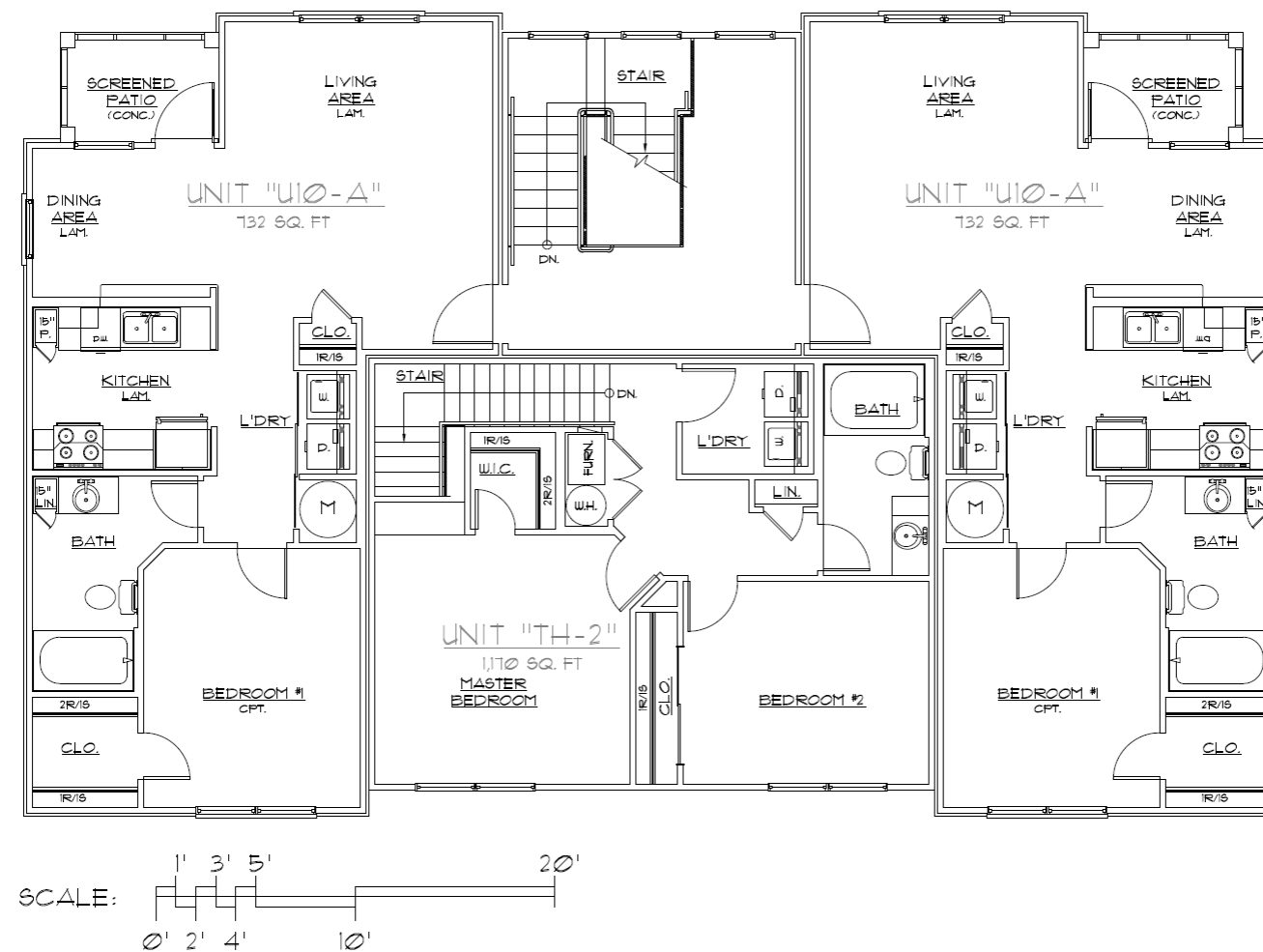


EXTERIOR MATERIALS KEY:

- ① QUEEN SIZE BRICK VENEER
- ② FIBER CEMENT PANELS
- ③ STEEL ENTRY DOOR (w/ TEMPERED GLASS) - PAINT
- ④ WOOD BRACKET -PAINT
- ⑤ VINYL WINDOW
- ⑥ BRICK SOLDIER COURSE HEAD & CAST STONE SILL AT OPENING
- ⑦ POWDER COATED METAL RAIL AND PICKETS
- ⑧ 1x TRIM PORCH COLUMN - PAINT, SIZE AS NOTED
- ⑨ PRE-FINISHED ALUMINUM K-STYLE GUTTER
- ⑩ CONTINUOUS RIDGE VENT EQUAL TO SHINGLE VENT II
- ⑪ PAINTED 1x TRIM (SMOOTH)
- ⑫ ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLE
- ⑬ PRE-FIN. ALUMINUM FLASHING @ VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
- ⑭ COVE MOLDING OVER 1x8 BAND BOARD
- ⑮ PAINTED FIBER CEMENT LAP SIDING
- ⑯ 1x4 JAMB AND SILL TRIM, 1x6 HEAD TRIM



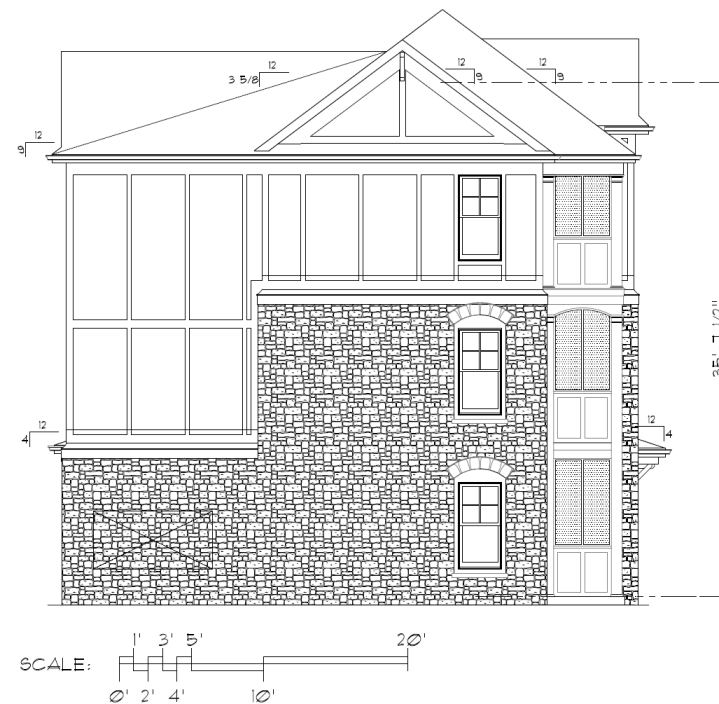
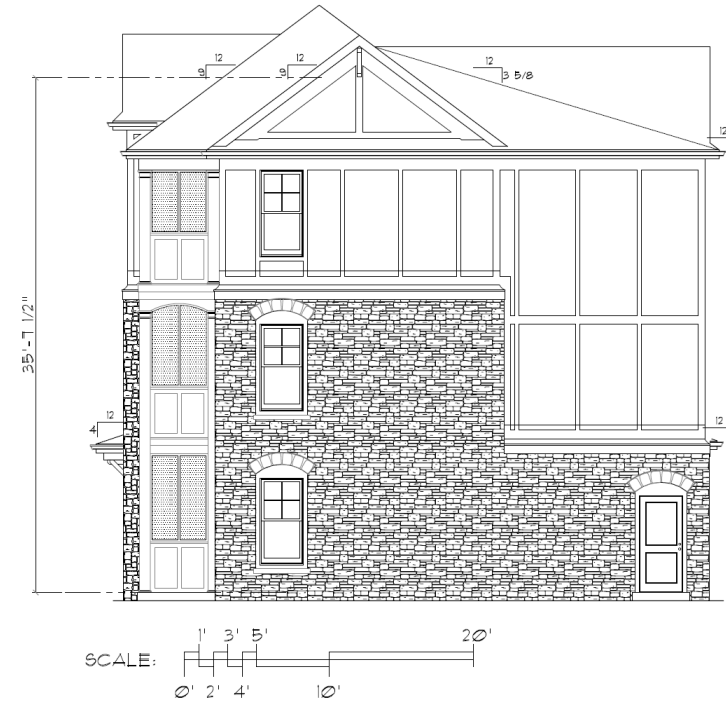
1st & 2nd Floor Plan–Building Type 4



3rd Floor Plan–Building Type 4



Front Elevation –Building Type 4



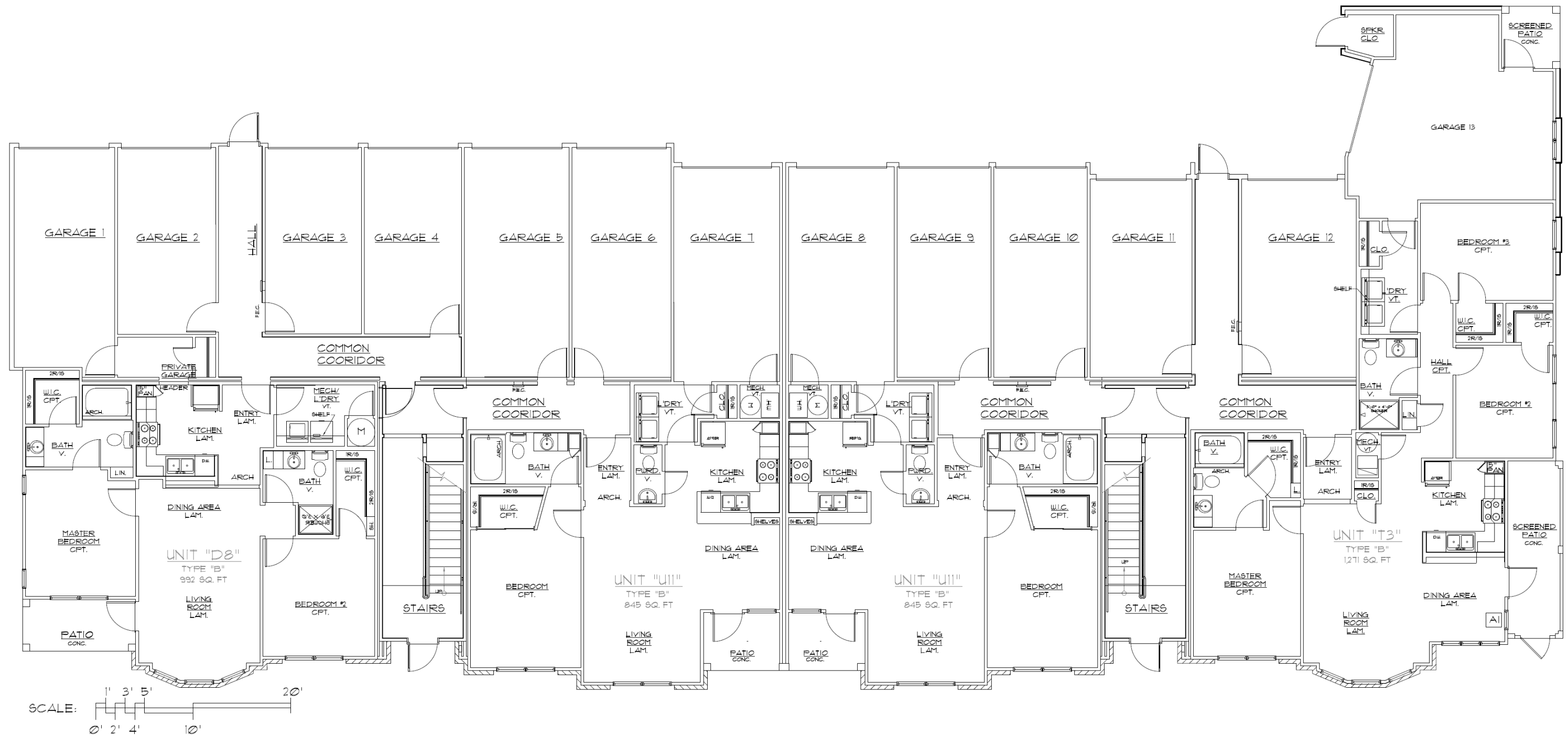
Rear, Left, Right and Front Elevations –Building Type 4



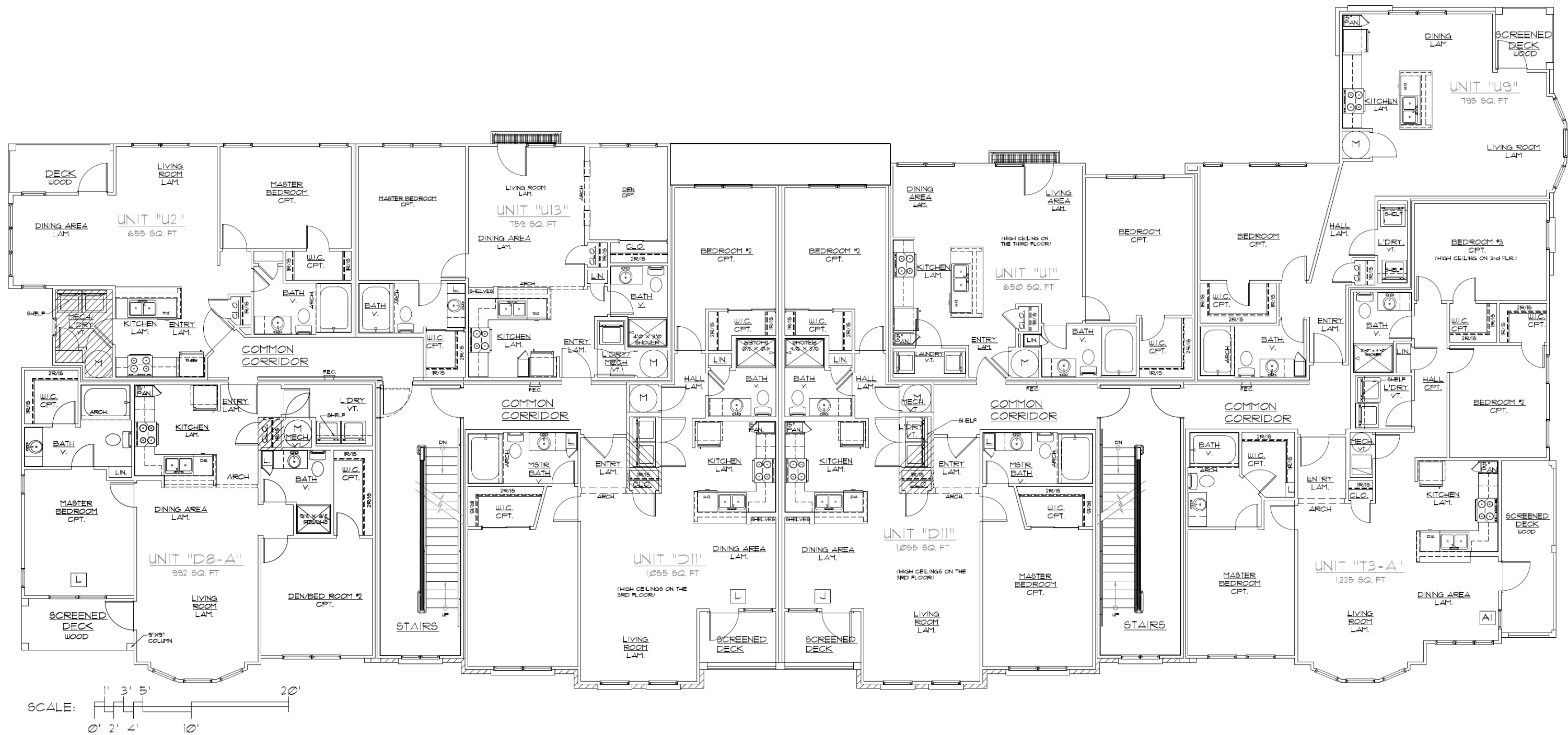
EXTERIOR MATERIALS KEY:

- ① MANUFACTURED STONE VENEER
- ② FIBER CEMENT PANELS
- ③ STEEL ENTRY DOOR (w/ TEMPERED GLASS) - PAINT
- ④ WOOD BRACKET -PAINT
- ⑤ VINYL WINDOW
- ⑥ STONE SOLDIER COURSE HEAD & CAST STONE SILL AT OPENING
- ⑦ FIBERGLASS SCREENING AT PATIO/PORCH/DECK
- ⑧ 1x TRIM PORCH COLUMN - PAINT, SIZE AS NOTED
- ⑨ PRE-FINISHED ALUMINUM K-STYLE GUTTER
- ⑩ CONTINUOUS RIDGE VENT EQUAL TO SHINGLE VENT II
- ⑪ PAINTED 1x TRIM (SMOOTH)
- ⑫ ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLE
- ⑬ PRE-FIN. ALUMINUM FLASHING @ VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
- ⑭ COVE MOLDING OVER 1x8 BAND BOARD
- ⑮ 1x4 JAMB AND SILL TRIM, 1x6 HEAD TRIM

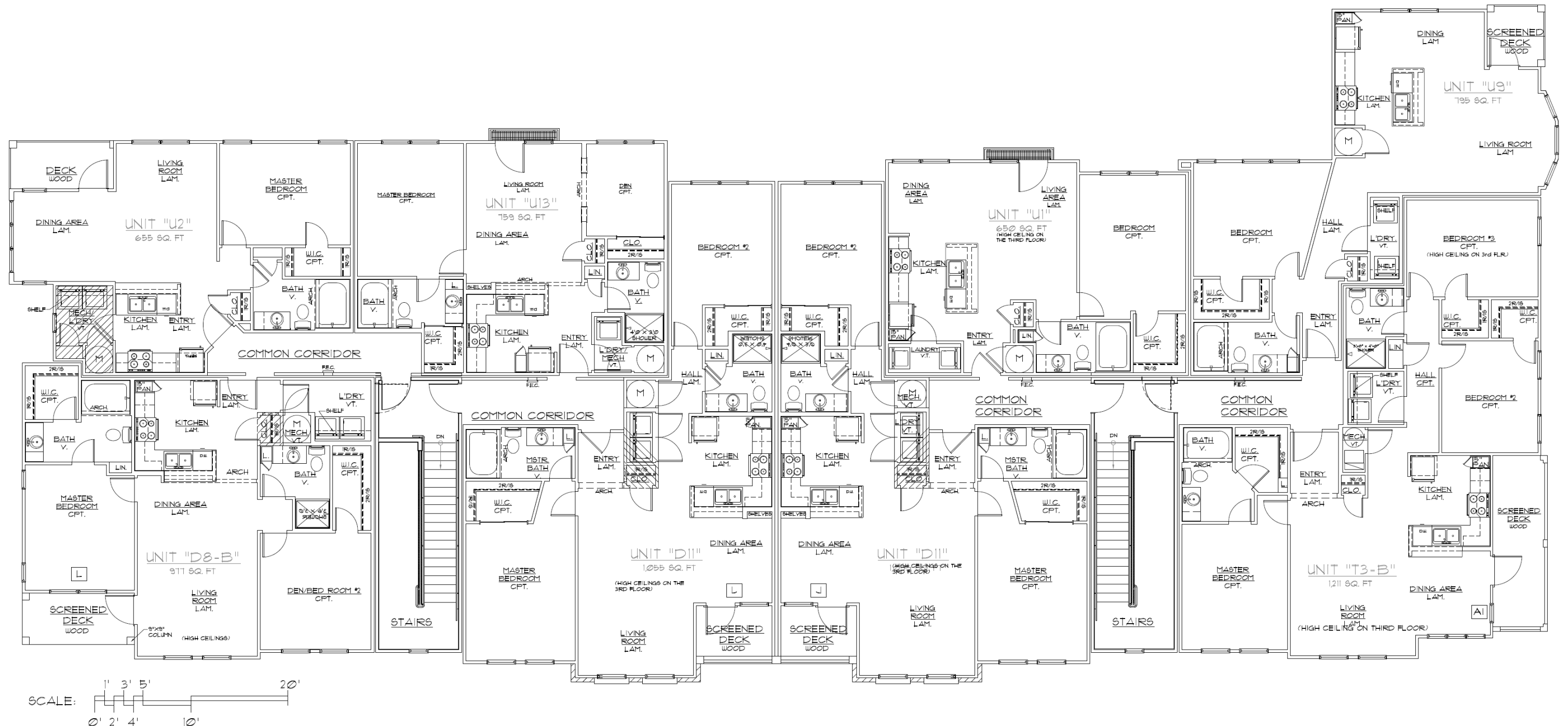
Typical Exterior Materials–Building Type 4



1st Floor Plan–Building Type 5



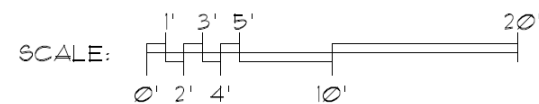
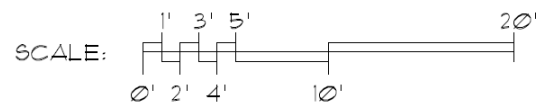
2nd Floor Plan-Building Type 5



3rd Floor Plan-Building Type 5



Front Elevation –Building Type 5



Front and Left Elevations –Building Type 5



SCALE: 0' 2' 4' 10' 20'



SCALE: 0' 2' 4' 10' 20'

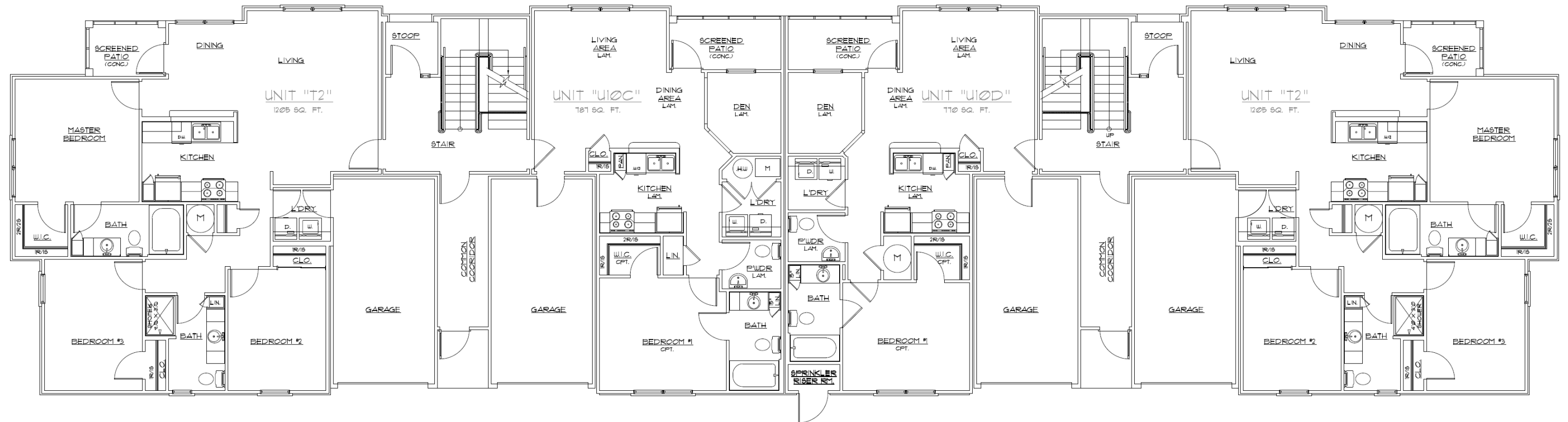
Right and Rear Elevations –Building Type 5



EXTERIOR MATERIALS KEY:

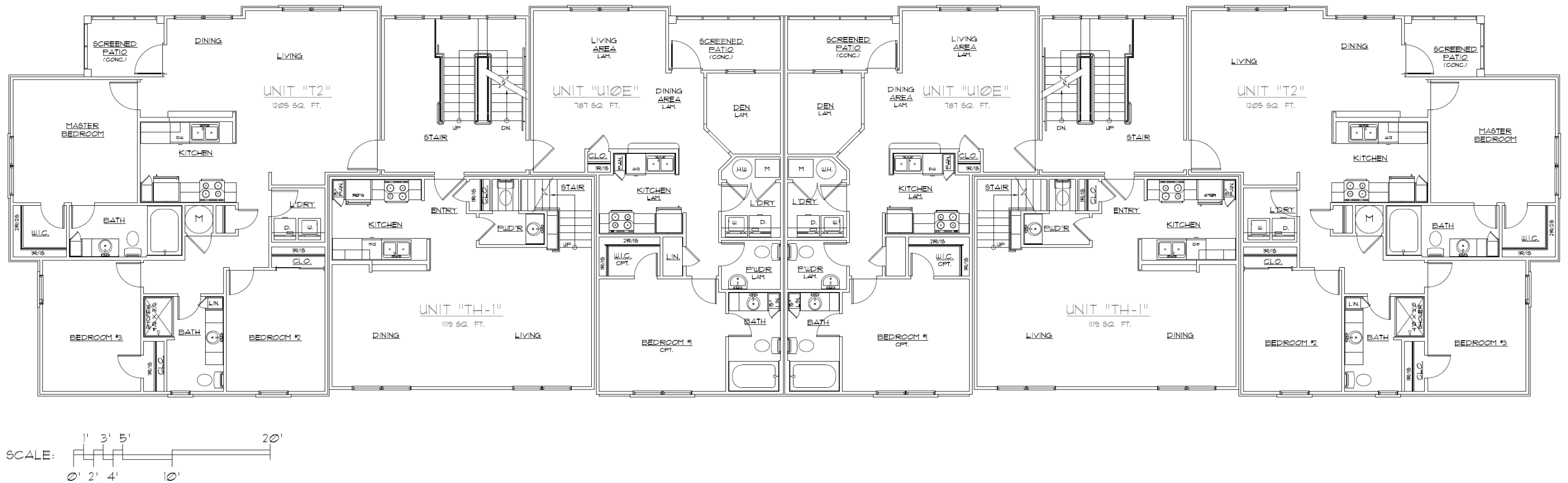
- ① QUEEN SIZE BRICK VENEER
- ② FIBER CEMENT PANELS
- ③ STEEL ENTRY DOOR (w/ TEMPERED GLASS) - PAINT
- ④ WOOD BRACKET -PAINT
- ⑤ VINYL WINDOW
- ⑥ BRICK SOLDIER COURSE HEAD & CAST STONE SILL AT OPENING
- ⑦ FIBERGLASS SCREENING AT PATIO/PORCH/DECK
- ⑧ 1x TRIM PORCH COLUMN - PAINT, SIZE AS NOTED
- ⑨ PRE-FINISHED ALUMINUM K-STYLE GUTTER
- ⑩ CONTINUOUS RIDGE VENT EQUAL TO SHINGLE VENT II
- ⑪ PAINTED 1x TRIM (SMOOTH)
- ⑫ ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLE
- ⑬ PRE-FIN. ALUMINUM FLASHING @ VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
- ⑭ COVE MOLDING OVER 1x8 BAND BOARD
- ⑮ PAINTED FIBER CEMENT LAP SIDING
- ⑯ 1x4 JAMB AND SILL TRIM, 1x6 HEAD TRIM WITH CROSSHEAD TRIM

Typical Exterior Materials–Building Type 5

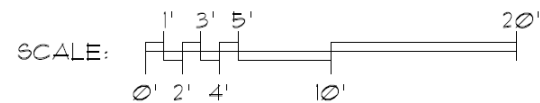
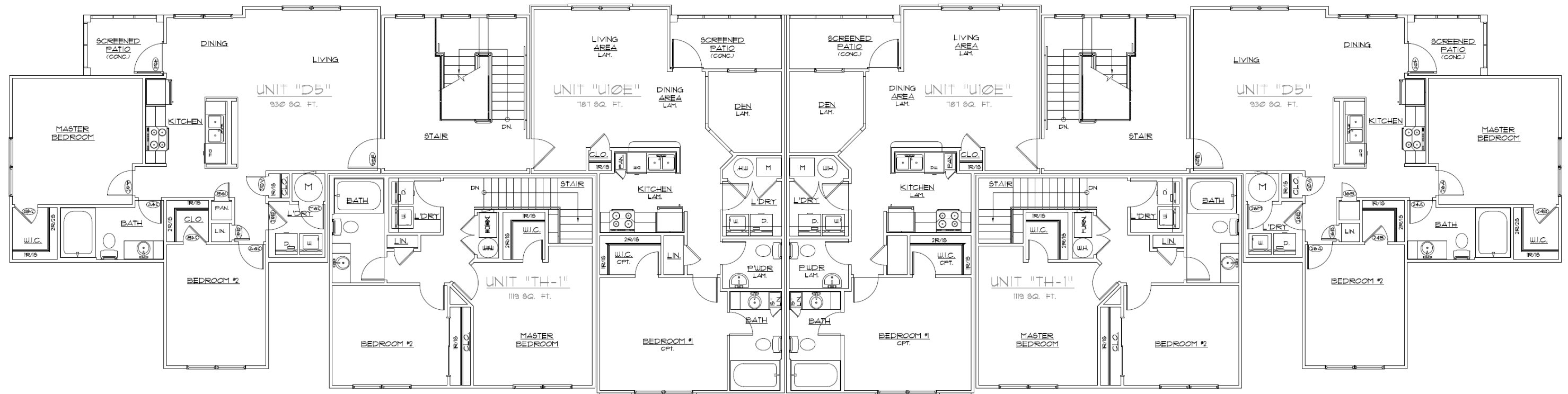


1st Floor Plan-Building Type 6

Harmony Apartments



2nd Floor Plan–Building Type 6



3rd Floor Plan–Building Type 6



Typical Elevations –Building Type 6



SCALE: 0' 2' 4' 10' 20'



SCALE: 0' 2' 4' 10' 20'



SCALE: 0' 2' 4' 10' 20'



SCALE: 0' 2' 4' 10' 20'

Front, Left, Right and Rear Elevations –Building Type 6



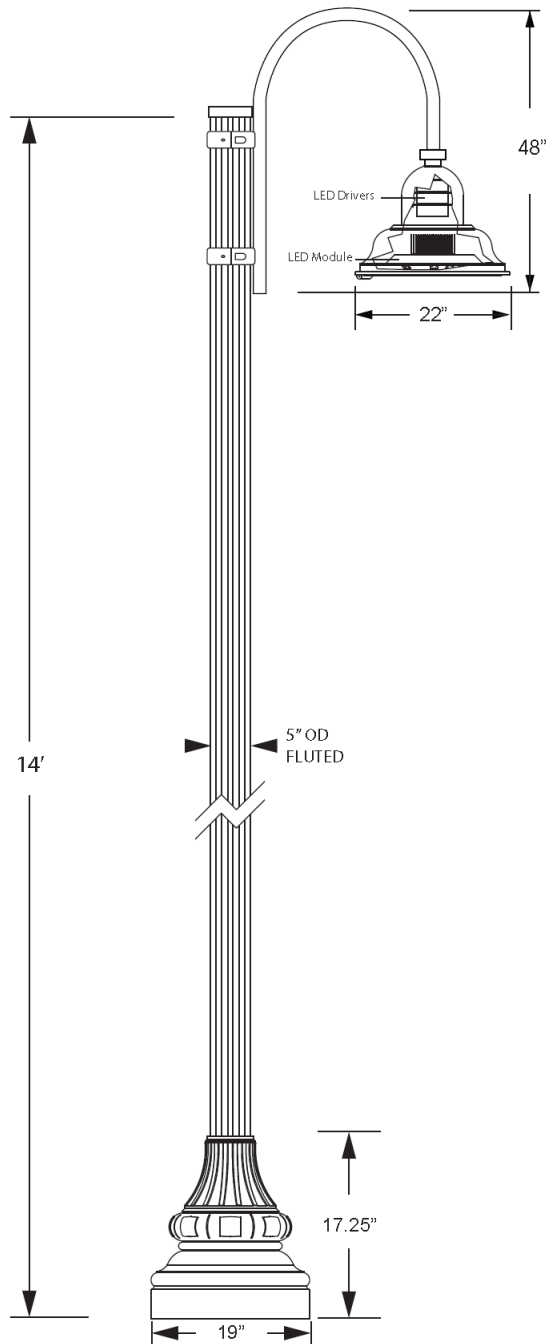
EXTERIOR MATERIALS KEY:

- ① MANUFACTURED STONE VENEER
- ② FIBER CEMENT PANELS
- ③ STEEL ENTRY DOOR (w/ TEMPERED GLASS) - PAINT
- ④ WOOD BRACKET -PAINT
- ⑤ VINYL WINDOW
- ⑥ STONE SOLDIER COURSE HEAD & CAST STONE SILL AT OPENING
- ⑦ FIBERGLASS SCREENING AT PATIO/PORCH/DECK
- ⑧ 1x TRIM PORCH COLUMN - PAINT, SIZE AS NOTED
- ⑨ PRE-FINISHED ALUMINUM K-STYLE GUTTER
- ⑩ CONTINUOUS RIDGE VENT EQUAL TO SHINGLE VENT II
- ⑪ PAINTED 1x TRIM (SMOOTH)
- ⑫ ARCHITECTURAL TAB DIMENSIONAL ROOF SHINGLE
- ⑬ PRE-FIN. ALUMINUM FLASHING @ VERTICAL INTERSECTIONS w/ ROOF LINES. VALLEY FLASH ALL VALLEYS
- ⑭ COVE MOLDING OVER 1x8 BAND BOARD
- ⑮ 1x4 JAMB AND SILL TRIM, 1x6 HEAD TRIM

Typical Exterior Materials–Building Type 6



Part String: GP145-14/CP148P/GC6223/120WLED-T5/BT



Customer:
CBMC INC.

Light Distribution:
☐ Type III Distribution
☒ Type V Distribution
☐ Standard Symmetrical
☐ Specify _____

Finish:
☐ BK Black
☒ BT Textured Black
☐ GN Green
☐ GV Green Vein
☐ WH White
☐ CV Copper Vein
☐ SB Statuary Bronze
☐ Custom _____

Voltage:
☐ 120 ☐ 277
☐ 208 ☐ 480
☐ 240 ☐ Multitap
☒ Auto (120V-277V) [LED]

Specify _____

Light Source:
☐ 50W MH ☐ 50 HPS
☐ 70W MH ☐ 70 HPS
☐ 100W MH ☐ 100 HPS
☐ 150W MH ☐ 150 HPS
☐ 175W MH-PS ☐ 250 HPS
☐ 250W MH-PS ☐ Incandescent
☐ PL 13 ☐ CFL
☐ 26W LED ☐ 40W LED
☐ 60W LED ☐ 80W LED
☒ 120W LED ☐ SPEC

Specify _____

Note:
LED - Light Emitting Diode
MH - Metal Halide
HPS - High Pressure Sodium
PL & CF - Compact Fluorescents

Drawn By: ZP

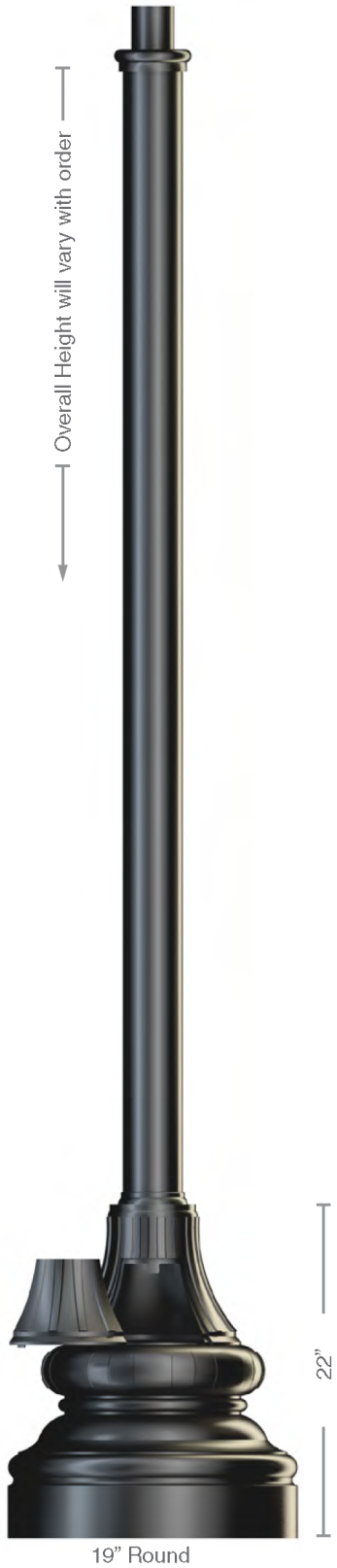
Notes: Drawing for reference only, subject to change. Attach drawing with order. Do Not Scale.

Hardware:
Stainless Steel Hardware included.
Note: Wall Mounting Hardware NOT included.
Fixture Details:
Cast Aluminum fitter

Electrical:
Auto-Sensing Voltage
110VAC- 2 77VAC

Pole details:
Cast Aluminum Base
Extruded Aluminum Shaft
1/2" X 18" Double nut double washer Anchor Bolts

GP140 SERIES



The **GP140 Series** is a Decorative, traditional style Cast Aluminum Base with a door that provides easy access to the Anchor Bolts and wiring connections.

FEATURES

- Strong, lightweight and easy to install.
- Extruded Aluminum shaft welded to the base.
- 3" tenon standard for luminaire mounting. (Pictured on left)
- Access door for wiring secured with stainless steel screws.
- Ground Lug included inside base.
- Hot Dipped Galvanized Anchor Bolts included.

AVAILABLE EXTRUDED ALUMINUM SHAFTS

	4" OD Fluted .125 wall		4" OD Smooth .125 wall
	GP143 - 08		GP144 - 08
	GP143 - 10		GP144 - 10
	GP143 - 12		GP144 - 12
	5" OD Fluted .156 wall		5" OD Smooth .125 wall
	GP143 - 14		GP144 - 14
	GP145 - 08		GP146 - 08
	GP145 - 10		GP146 - 10
	5" OD Fluted .156 wall		5" OD Smooth .125 wall
	GP145 - 12		GP146 - 12
	GP145 - 14		GP146 - 14

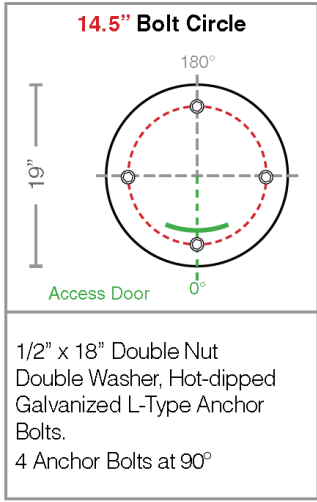
Standard wall thickness and height specified above; contact factory for additional options.

MATERIALS

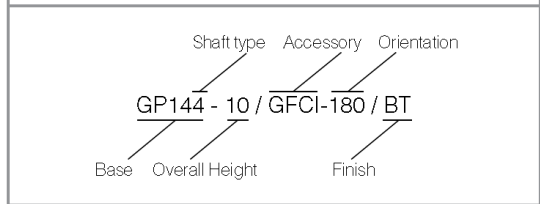
Base	Cast Aluminum (A319)	Tenon	Cast Aluminum (A319)
Shaft	Extruded Aluminum (6063-T6)	Anchor Bolts	Hot dipped galvanized steel

ACCESSORIES

GFCI	Ground Fault Circuit Interrupter	PCL	Photocell
WIUC	While in Use Cover for GFCI		



ORDERING SEQUENCE



STANDARD FINISH

BK	Black
BT	Textured Black
SB	Statuary Bronze
GN	Green

PREMIUM FINISH

WH	White
CV	Copper Vein
GV	Green Vein
CF	Custom Finish

All decorative aluminum components have an electrostatically applied thermoset scratch-resistant powder coat finish.

Site Light Poles

Product Specifications Report



Job Name:		Job Type:	
Comments:		Quantity:	
89048BLE-12: Manufactured by Sea Gull Lighting  89048BLE-12 - Single-Light Yorktowne Wall Lantern Collection: Yorktowne - Forged Iron One Light Outdoor Wall Fixture in Black Finish with Swirled Marbleized Glass UPC #: 785652904813 Fixture Type: Fluorescent Finish: Black (12)		Dimensions: Width: 6" Diameter of Glass: 4 3/4" Height: 8 1/4" Diameter of Fitter: 1 5/8" Extends Max: 7 1/2" Center of outlet box Down: 3" Wire: 6 1/2" Canopy Depth: 3/4" Canopy Height: 5" Canopy Width: 5" Bulbs: 1 - G24q-1 PLS13 13w max - Bulb Included Material List: Material #1: Body - Die Cast Aluminum - Black Material #2: Panels - Glass - Swirled Marbleized Glass	

Light Bulb Data:											
Product #			Type	Base	Watts	Watts Consumed	Volts	Hours	Lumens	Temp (°K)	CRI
97040			PLS13	GX24q-1	13		120v	10000	860	2700	82

Features:	
•Photocell included	Replacement Bulb(s) Order: 97040 •Replacement Glass Order: G500645-686 Instruction Sheets •English(HC-642) •French(F-009) •Additional(A-779)

Shipping Information (UPS Shipable:NO)														
Individual	Weight	Length	Width	Height	Carton	Weight	Length	Width	Height	Case	Weight	Length	Width	Heig
Qty: 1	lbs	"	"	"	Qty:	lbs	"	"	"	Qty:	lbs	"	"	"

Garage and Unit Porch Coach Lights

Product Specifications Report



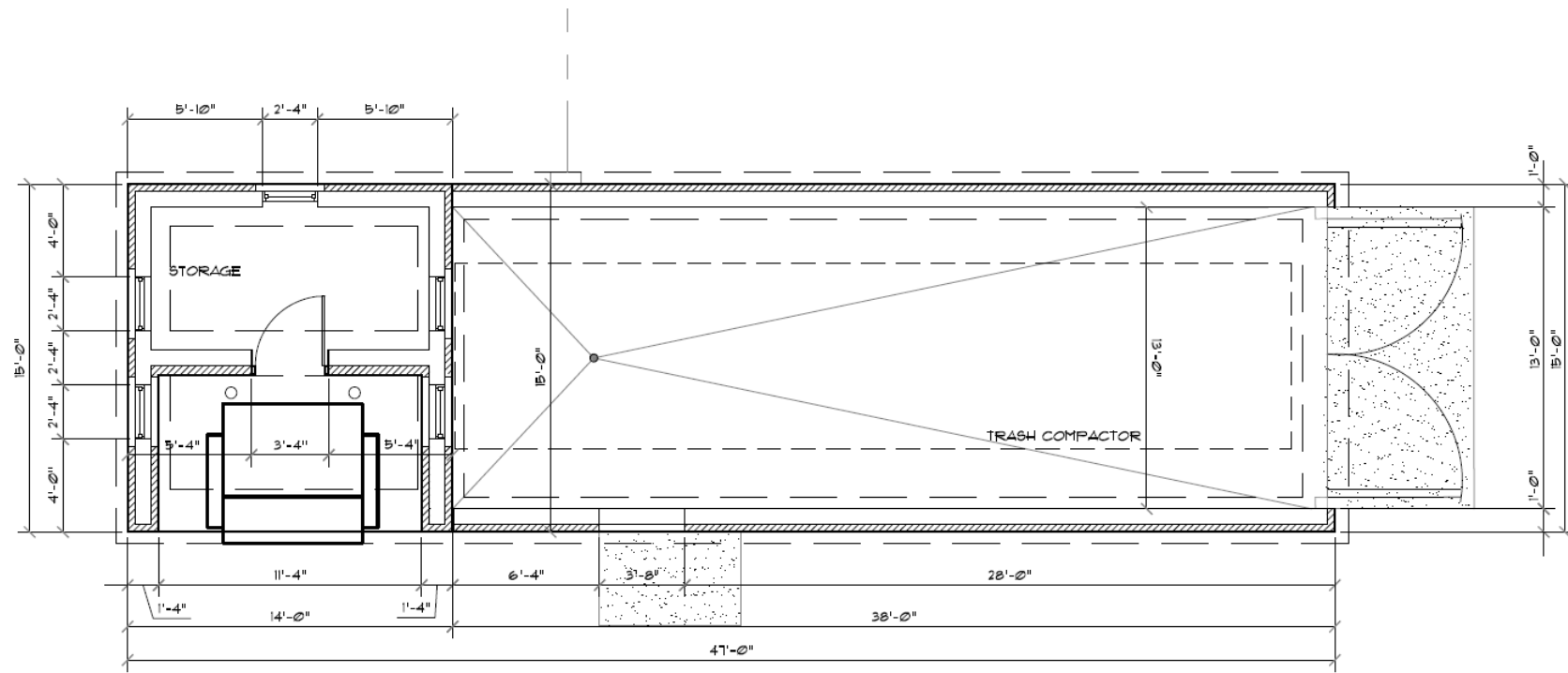
Job Name:		Job Type:	
Comments:		Quantity:	
89050BLE-12: Manufactured by Sea Gull Lighting  89050BLE-12 - Single-Light Yorktowne Wall Lantern Collection: Yorktowne - Forged Iron One Light Outdoor Wall Fixture in Black Finish with Swirled Marbleized Glass UPC #: 785652905018 Fixture Type: Fluorescent Finish: Black (12)		Dimensions: Width: 10" Center of outlet box Down: 9" Height: 16" Canopy Depth: 1" Extends Max: 12" Canopy Height: 9" Wire: 6 1/2" Canopy Width: 5 1/2" Bulbs: 1 - G24q-3 PLS26 26w max - Bulb Included Material List: Material #1: Body - Die Cast Aluminum - Black Material #2: Glass - Glass - Swirled Marbleized Glass	

Light Bulb Data:											
Product #			Type	Base	Watts	Watts Consumed	Volts	Hours	Lumens	Temp (°K)	CRI
97045			PLS26	GX24q-3	26		120v	10000	1600	2700	82

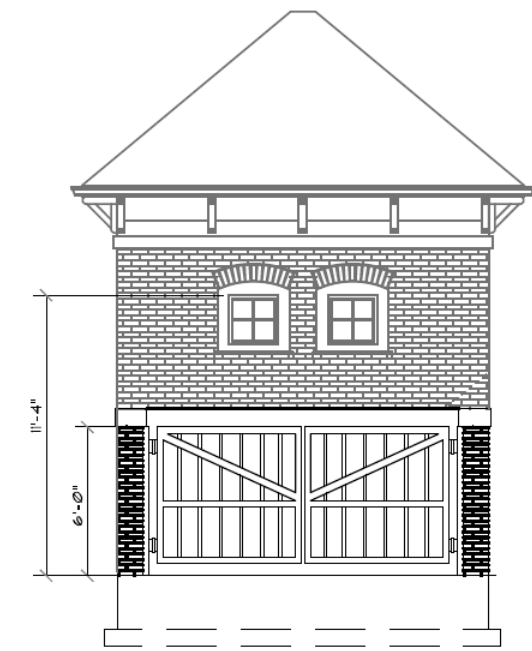
Features:	
•Photocell included	Replacement Bulb(s) Order: 97045 •Replacement Glass Order: G500647-686 Instruction Sheets •English(HC-643) •French(F-009) •Additional(A-779, A-783)

Shipping Information (UPS Shipable:NO)														
Individual	Weight	Length	Width	Height	Carton	Weight	Length	Width	Height	Case	Weight	Length	Width	Heig
Qty: 1	lbs	"	"	"	Qty:	lbs	"	"	"	Qty:	lbs	"	"	"

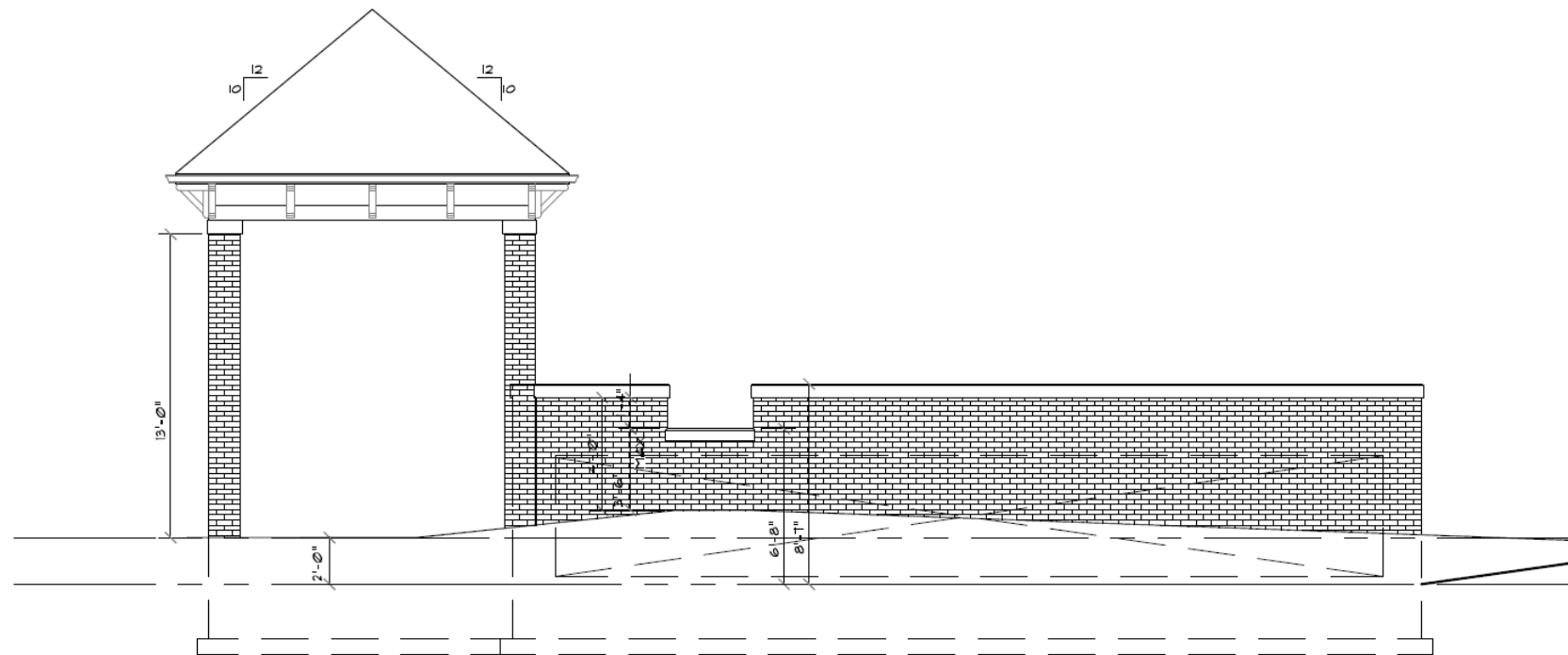
Building Entry Coach Lights



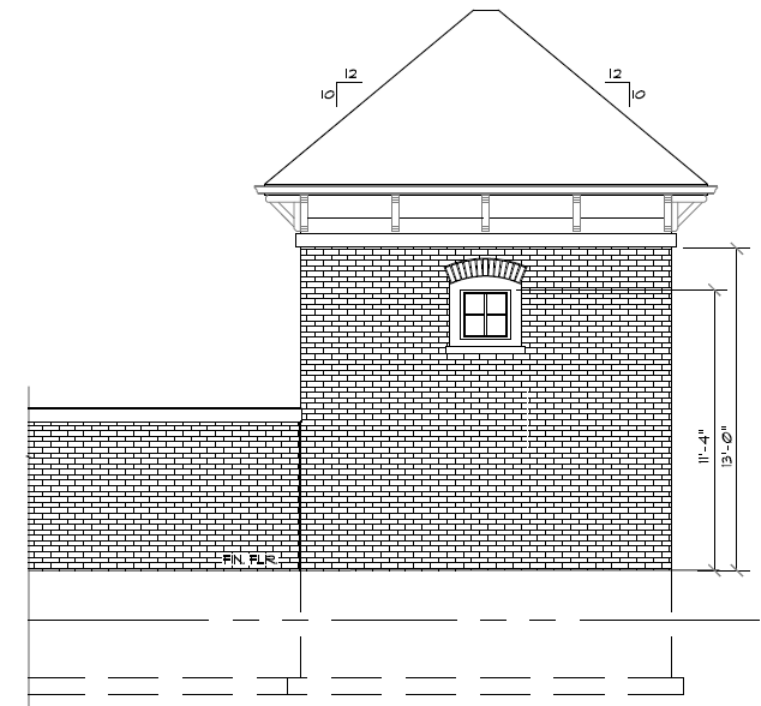
Plan View



Right Side Elevation

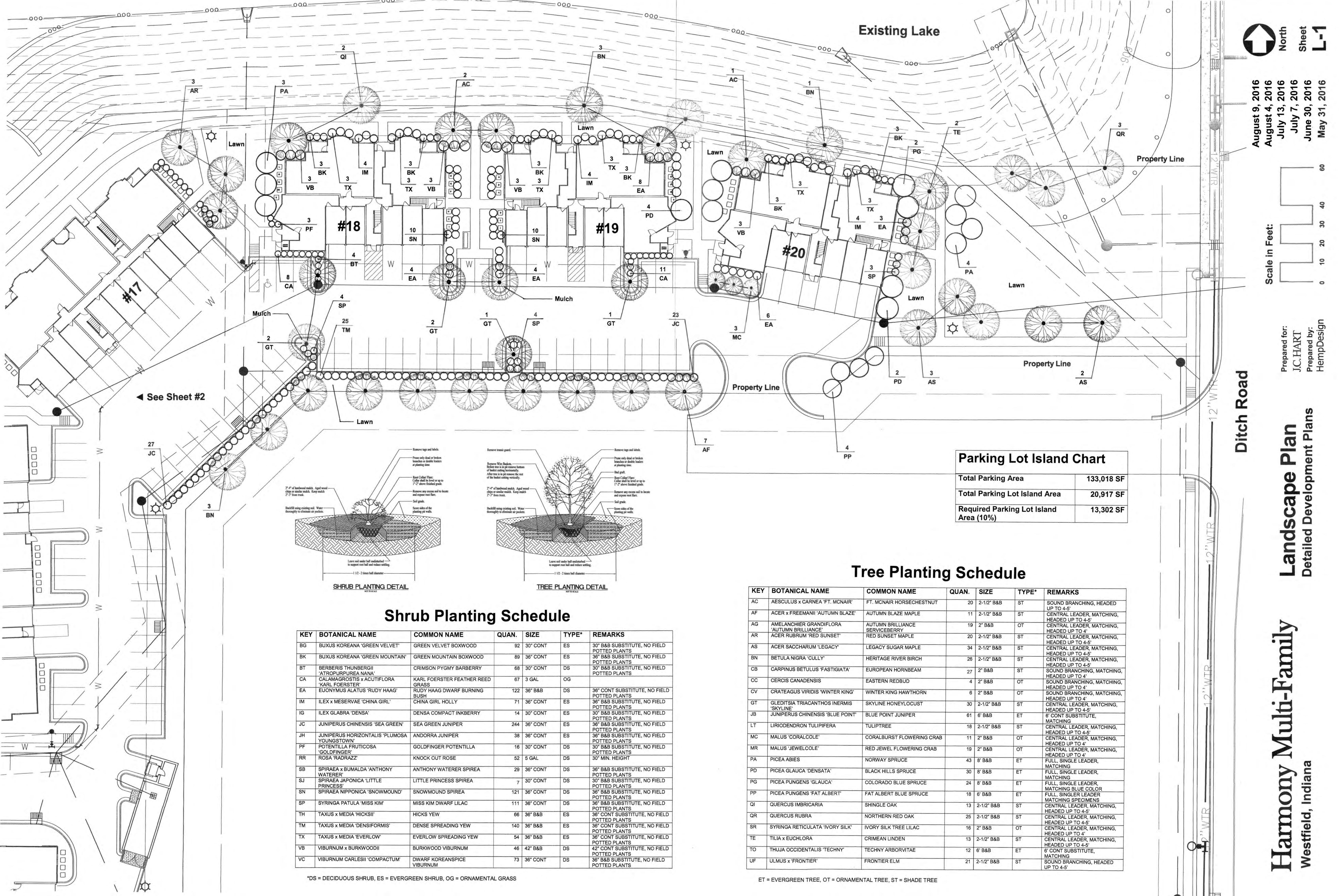


Front Elevation

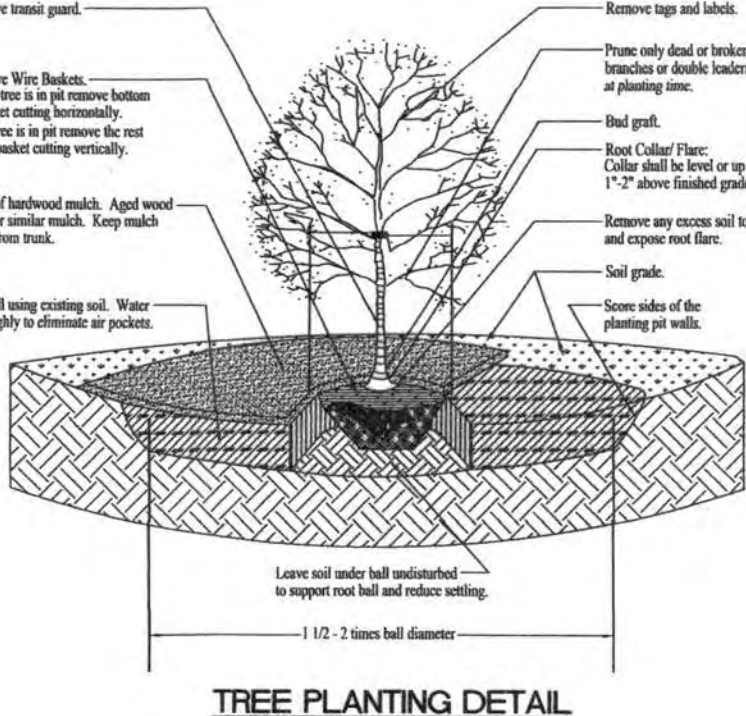
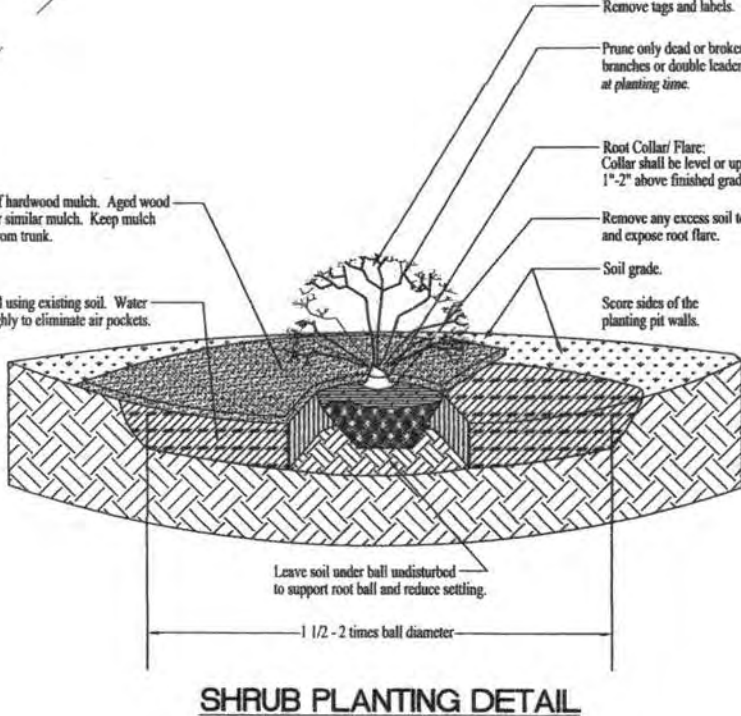


Partial Rear Elevation

Trash Compactor / Recycling Center



See Sheet #2



Shrub Planting Schedule

KEY	BOTANICAL NAME	COMMON NAME	QUAN.	SIZE	TYPE*	REMARKS
BG	BUXUS KOREANA 'GREEN VELVET'	GREEN VELVET BOXWOOD	92	30" CONT	ES	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
BK	BUXUS KOREANA 'GREEN MOUNTAIN'	GREEN MOUNTAIN BOXWOOD	89	36" CONT	ES	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
BT	BERBERIS THUNBERGII 'ATROPURPUREA NANA'	CRIMSON PYGMY BARBERRY	68	30" CONT	DS	30" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
CA	CALAMAGROSTIS x ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	67	3 GAL	OG	
EA	EUONYMUS ALATUS 'RUDY HAAG'	RUDY HAAG DWARF BURNING BUSH	122	36" B&B	DS	36" CONT SUBSTITUTE, NO FIELD POTTED PLANTS
IM	ILEX x MESERVAE 'CHINA GIRL'	CHINA GIRL HOLLY	71	36" CONT	ES	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
IG	ILEX GLABRA 'DENSE'	DENSE COMPACT INKBERRY	14	30" CONT	ES	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
JC	JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER	244	36" CONT	ES	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
JH	JUNIPERUS HORIZONTALIS 'PLUMOSA YOUNGSTOWN'	ANDORRA JUNIPER	38	36" CONT	ES	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
PF	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER POTENTILLA	16	30" CONT	DS	30" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
RR	ROSA 'RADRAZZ'	KNOCK OUT ROSE	52	5 GAL	DS	30" MIN. HEIGHT
SB	SPIRAEA x BUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	29	36" CONT	DS	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
SJ	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	7	30" CONT	DS	30" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
SN	SPIRAEA NIPPONICA 'SNOWMOUND'	SNOWMOUND SPIREA	121	36" CONT	DS	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
SP	SYRINGA PATULA 'MISS KIM'	MISS KIM DWARF LILAC	111	36" CONT	DS	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
TH	TAXUS x MEDIA 'HICKSII'	HICKS YEW	66	36" B&B	ES	36" CONT SUBSTITUTE, NO FIELD POTTED PLANTS
TM	TAXUS x MEDIA 'DENSIFORMIS'	DENSE SPREADING YEW	140	36" B&B	ES	36" CONT SUBSTITUTE, NO FIELD POTTED PLANTS
TX	TAXUS x MEDIA 'EVERLOW'	EVERLOW SPREADING YEW	54	36" B&B	ES	36" CONT SUBSTITUTE, NO FIELD POTTED PLANTS
VB	VIBURNUM x BURKWOODII	BURKWOOD VIBURNUM	46	42" B&B	DS	42" CONT SUBSTITUTE, NO FIELD POTTED PLANTS
VC	VIBURNUM CARLESII 'COMPACTUM'	DWARF KOREANSPICE VIBURNUM	73	36" CONT	DS	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS

*DS = DECIDUOUS SHRUB, ES = EVERGREEN SHRUB, OG = ORNAMENTAL GRASS

Parking Lot Island Chart

Total Parking Area	133,018 SF
Total Parking Lot Island Area	20,917 SF
Required Parking Lot Island Area (10%)	13,302 SF

Tree Planting Schedule

KEY	BOTANICAL NAME	COMMON NAME	QUAN.	SIZE	TYPE*	REMARKS
AC	AESCULUS x CARNEA 'FT. MCNAIR'	FT. MCNAIR HORSECHESTNUT	20	2-1/2" B&B	ST	SOUND BRANCHING, HEADED UP TO 4-5'
AF	ACER x FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	11	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
AG	AMELANCHIER GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	19	2" B&B	OT	CENTRAL LEADER, MATCHING, HEADED UP TO 4'
AR	ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	20	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
AS	ACER SACCHARUM 'LEGACY'	LEGACY SUGAR MAPLE	34	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
BN	BETULA NIGRA 'CULLY'	HERITAGE RIVER BIRCH	26	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
CB	CARPINUS BETULUS 'FASTIGIATA'	EUROPEAN HORNBEAM	27	2" B&B	ST	SOUND BRANCHING, MATCHING, HEADED UP TO 4'
CC	CERCIS CANADENSIS	EASTERN REDBUD	4	2" B&B	OT	SOUND BRANCHING, MATCHING, HEADED UP TO 4'
CV	CRATEAGUS VIRIDIS 'WINTER KING'	WINTER KING HAWTHORN	6	2" B&B	OT	SOUND BRANCHING, MATCHING, HEADED UP TO 4'
GT	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'	SKYLINE HONEYLOCUST	30	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
JB	JUNIPERUS CHINENSIS 'BLUE POINT'	BLUE POINT JUNIPER	61	6" B&B	ET	6" CONT SUBSTITUTE, MATCHING
LT	LIRIODENDRON TULIPIFERA	TULIPTREE	18	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
MC	MALUS 'CORALCOLE'	CORALBURST FLOWERING CRAB	11	2" B&B	OT	CENTRAL LEADER, MATCHING, HEADED UP TO 4'
MR	MALUS 'JEWELCOLE'	RED JEWEL FLOWERING CRAB	19	2" B&B	OT	CENTRAL LEADER, MATCHING, HEADED UP TO 4'
PA	PICEA ABIES	NORWAY SPRUCE	43	8" B&B	ET	FULL, SINGLE LEADER, MATCHING
PD	PICEA GLAUCA 'DENSATA'	BLACK HILLS SPRUCE	30	8" B&B	ET	FULL, SINGLE LEADER, MATCHING
PG	PICEA PUNGENS 'GLAUCA'	COLORADO BLUE SPRUCE	24	8" B&B	ET	FULL, SINGLE LEADER, MATCHING BLUE COLOR
PP	PICEA PUNGENS 'FAT ALBERT'	FAT ALBERT BLUE SPRUCE	18	6" B&B	ET	FULL, SINGLER LEADER MATCHING SPECIMENS
QI	QUERCUS IMBRICARIA	SHINGLE OAK	13	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
QR	QUERCUS RUBRA	NORTHERN RED OAK	25	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
SR	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	16	2" B&B	OT	CENTRAL LEADER, MATCHING, HEADED UP TO 4'
TE	TILIA x EUCHLORA	CRIMEAN LINDEN	13	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
TO	THUJA OCCIDENTALIS 'TECHNY'	TECHNY ARBORVITAE	12	6" B&B	ET	6" CONT SUBSTITUTE, MATCHING
UF	ULMUS x 'FRONTIER'	FRONTIER ELM	21	2-1/2" B&B	ST	SOUND BRANCHING, HEADED UP TO 4-5'

ET = EVERGREEN TREE, OT = ORNAMENTAL TREE, ST = SHADE TREE

North

Sheet

L-1

August 9, 2016

August 4, 2016

July 13, 2016

July 7, 2016

June 30, 2016

May 31, 2016

Scale in Feet:

0 10 20 30 40 60

Prepared for:

J.C.HART

Prepared by:

HempDesign

Landscape Plan

Detailed Development Plans

Harmony Multi-Family

Westfield, Indiana

Ditch Road

12" WTR

12" WTR

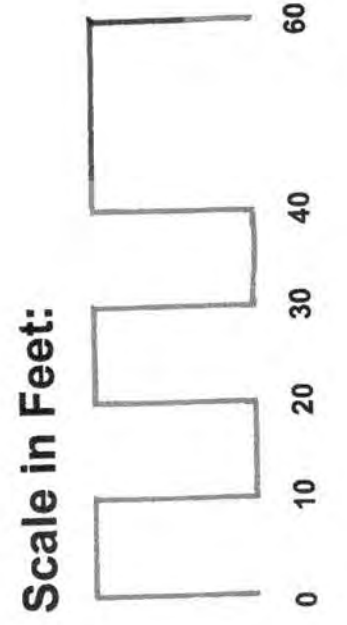
12" WTR



▲ See Sheet #2

North
Sheet
L-3

August 9, 2016
August 4, 2016
July 13, 2016
July 7, 2016
June 30, 2016
May 31, 2016



Prepared for:
J.C. HART

Prepared by:
HempDesign

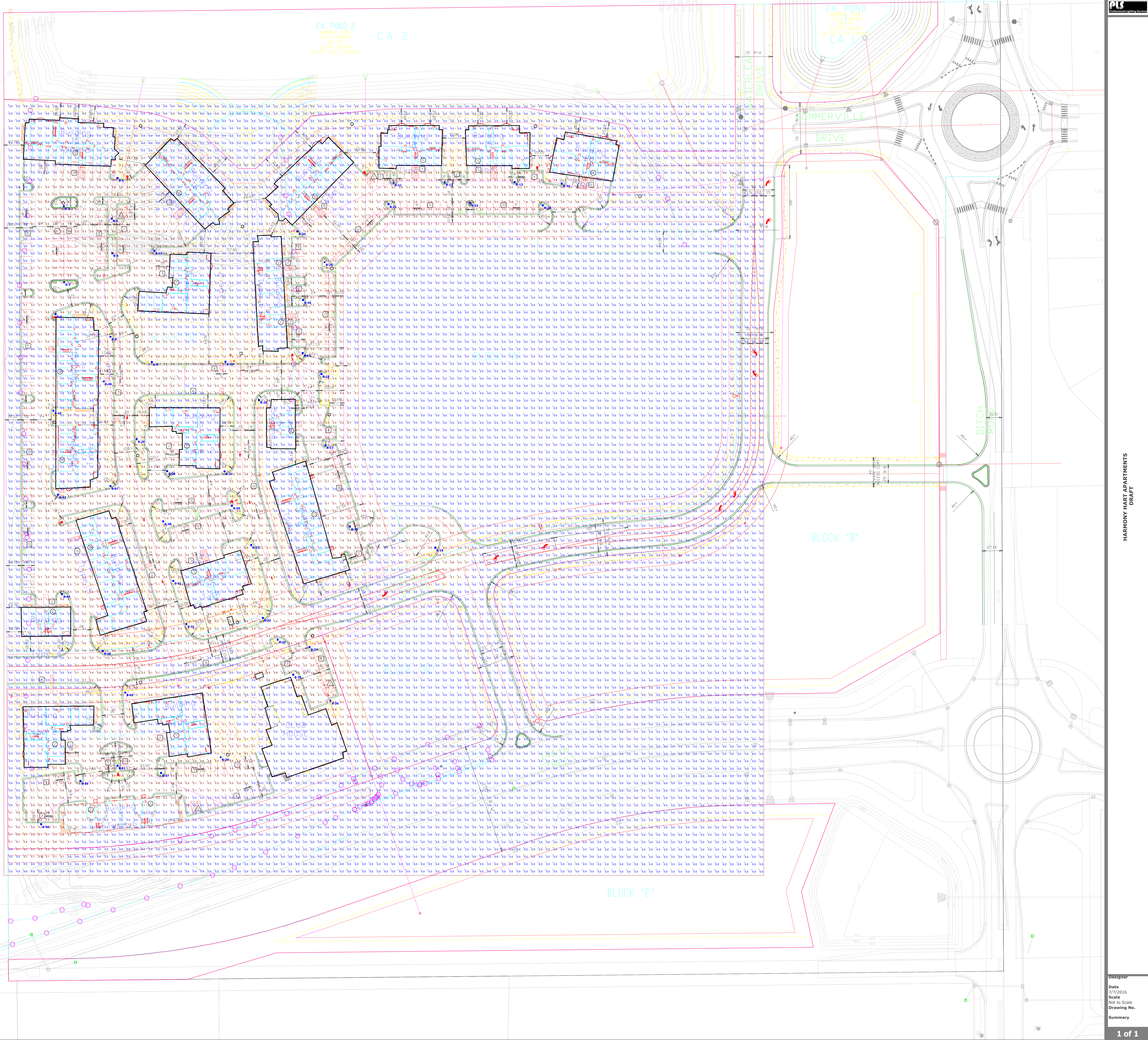
Landscape Plan

Detailed Development Plans

Harmony Multi-Family

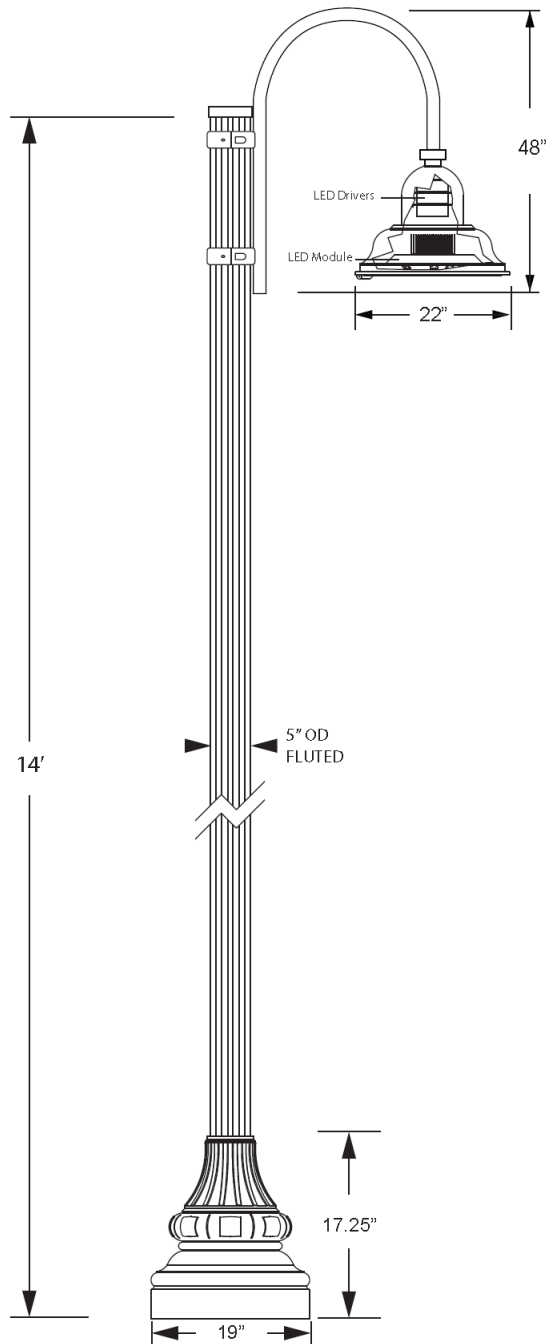
Westfield, Indiana

Note: See Sheet #1 for
Plant Schedules





Part String: GP145-14/CP148P/GC6223/120WLED-T5/BT



Customer:
CBMC INC.

Light Distribution:

- ☐ Type III Distribution
☒ Type V Distribution
☐ Standard Symmetrical
☐ Specify _____

Finish:

- ☐ BK Black
☒ BT Textured Black
☐ GN Green
☐ GV Green Vein
☐ WH White
☐ CV Copper Vein
☐ SB Statuary Bronze
☐ Custom _____

Voltage:

- ☐ 120 ☐ 277
☐ 208 ☐ 480
☐ 240 ☐ Multitap
☒ Auto (120V-277V) [LED]

Specify _____

Light Source:

- ☐ 50W MH ☐ 50 HPS
☐ 70W MH ☐ 70 HPS
☐ 100W MH ☐ 100 HPS
☐ 150W MH ☐ 150 HPS
☐ 175W MH-PS ☐ 250 HPS
☐ 250W MH-PS ☐ Incandescent
☐ PL 13 ☐ CFL
☐ 26W LED ☐ 40W LED
☐ 60W LED ☐ 80W LED
☒ 120W LED ☐ SPEC

Specify _____

Note:
LED - Light Emitting Diode
MH - Metal Halide
HPS - High Pressure Sodium
PL & CF - Compact Fluorescents

Drawn By: ZP

Notes: Drawing for reference only,
subject to change.
Attach drawing with order.
Do Not Scale.

Hardware:
Stainless Steel Hardware
included.
Note: Wall Mounting
Hardware NOT included.
Fixture Details:
Cast Aluminum fitter

Electrical:
Auto-Sensing Voltage
110VAC- 2 77VAC

Pole details:
Cast Aluminum Base
Extruded Aluminum Shaft
1/2" X 18" Double nut double
washer Anchor Bolts

GP140 SERIES



The **GP140 Series** is a Decorative, traditional style Cast Aluminum Base with a door that provides easy access to the Anchor Bolts and wiring connections.

FEATURES

- Strong, lightweight and easy to install.
- Extruded Aluminum shaft welded to the base.
- 3" tenon standard for luminaire mounting. (Pictured on left)
- Access door for wiring secured with stainless steel screws.
- Ground Lug included inside base.
- Hot Dipped Galvanized Anchor Bolts included.

AVAILABLE EXTRUDED ALUMINUM SHAFTS

	4" OD Fluted .125 wall		4" OD Smooth .125 wall
	GP143 - 08		GP144 - 08
	GP143 - 10		GP144 - 10
	GP143 - 12		GP144 - 12
	5" OD Fluted .156 wall		5" OD Smooth .125 wall
	GP143 - 14		GP144 - 14
	GP145 - 08		GP146 - 08
	GP145 - 10		GP146 - 10
	5" OD Fluted .156 wall		5" OD Smooth .125 wall
	GP145 - 12		GP146 - 12
	GP145 - 14		GP146 - 14

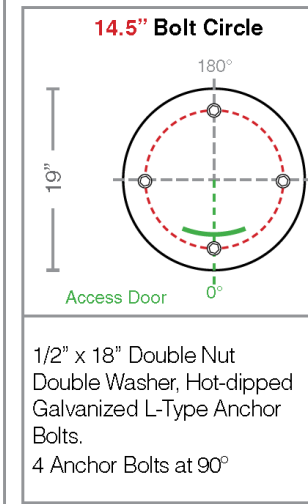
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MATERIALS

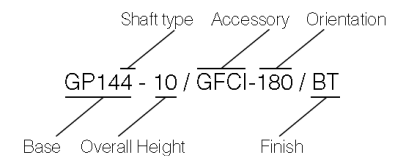
Base	Cast Aluminum (A319)	Tenon	Cast Aluminum (A319)
Shaft	Extruded Aluminum (6063-T6)	Anchor Bolts	Hot dipped galvanized steel

ACCESSORIES

GFCI	Ground Fault Circuit Interrupter	PCL	Photocell
WIUC	While in Use Cover for GFCI		



ORDERING SEQUENCE



STANDARD FINISH		PREMIUM FINISH	
BK	Black	WH	White
BT	Textured Black	CV	Copper Vein
SB	Statuary Bronze	GV	Green Vein
GN	Green	CF	Custom Finish

All decorative aluminum components have an electrostatically applied thermoset scratch-resistant powder coat finish.

Product Specifications Report



Job Name:		Job Type:	
Comments:		Quantity:	
89048BLE-12: Manufactured by Sea Gull Lighting  89048BLE-12 - Single-Light Yorktowne Wall Lantern Collection: Yorktowne - Forged Iron One Light Outdoor Wall Fixture in Black Finish with Swirled Marbleized Glass UPC #: 785652904813 Fixture Type: Fluorescent Finish: Black (12)		Dimensions: Width: 6" Diameter of Glass: 4 3/4" Height: 8 1/4" Diameter of Fitter: 1 5/8" Extends Max: 7 1/2" Center of outlet box Down: 3" Wire: 6 1/2" Canopy Depth: 3/4" Canopy Height: 5" Canopy Width: 5" Bulbs: 1 - G24q-1 PLS13 13w max - Bulb Included Material List: Material #1: Body - Die Cast Aluminum - Black Material #2: Panels - Glass - Swirled Marbleized Glass	

Light Bulb Data:											
Product #			Type	Base	Watts	Watts Consumed	Volts	Hours	Lumens	Temp (°K)	CRI
97040			PLS13	GX24q-1	13		120v	10000	860	2700	82

Features:	
•Photocell included	Replacement Bulb(s) Order: 97040 •Replacement Glass Order: G500645-686 Instruction Sheets •English(HC-642) •French(F-009) •Additional(A-779)

Shipping Information (UPS Shipable:NO)														
Individual	Weight	Length	Width	Height	Carton	Weight	Length	Width	Height	Case	Weight	Length	Width	Heig
Qty: 1	lbs	"	"	"	Qty:	lbs	"	"	"	Qty:	lbs	"	"	"

Garage and Unit Porch Coach Lights

Product Specifications Report



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Comments:		Quantity:	
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Light Bulb Data:											
Product #			Type	Base	Watts	Watts Consumed	Volts	Hours	Lumens	Temp (°K)	CRI
97045			PLS26	GX24q-3	26		120v	10000	1600	2700	82

Features:	
•Photocell included	Replacement Bulb(s) Order: 97045 •Replacement Glass Order: G500647-686 Instruction Sheets •English(HC-643) •French(F-009) •Additional(A-779, A-783)

Shipping Information (UPS Shipable:NO)														
Individual	Weight	Length	Width	Height	Carton	Weight	Length	Width	Height	Case	Weight	Length	Width	Heig
Qty: 1	lbs	"	"	"	Qty:	lbs	"	"	"	Qty:	lbs	"	"	"

Building Entry Coach Lights



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

August 15, 2016
1607-PUD-10
Exhibit 1

Docket Number: 1607-PUD-10 (Ordinance No. 16-19)

Petitioner: Big Hoffa's Restaurant by EdgeRock Development, LLC

Request: A change in zoning from the SF-3: Single-Family Medium Density District to the Big Hoffa's Restaurant Planned Unit Development (PUD) District.

Current Zoning: SF-3: Single-Family Medium Density District

Current Land Use: Vacant/Residential

Acreage: 2.66 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Illustrative Character Exhibits
5. Landscaping Plan
6. Big Hoffa's Restaurant PUD Ordinance (Ord. 16-19)
7. Sub-District Addendum
8. Public Comment Petitioner Response
9. Grand Junction Task Group Letter of Support

Staff Reviewer: Amanda Rubadue, Associate Planner

PETITION HISTORY

This petition was introduced at the June 13, 2016, City Council meeting. The petitioner held a neighborhood meeting on June 16, 2016. The petition received a public hearing at the July 5, 2016, Advisory Plan Commission (the "APC") meeting.

PROJECT OVERVIEW

Project Location: The petitioner is requesting a change in zoning to the Big Hoffa's Restaurant Planned Unit Development (PUD) District (see **Exhibit 3**) for approximately 2.66 acres located on the northeast corner of East Street and State Road 32 (see **Exhibit 2**).

The property is located within the Junction Sub-District within the Grand Junction District as set forth in the Westfield-Washington Township Comprehensive Plan. The Grand Junction Addendum: Sub-Districts of the Grand Junction (the "Sub-District Addendum") further identifies this property as primarily located within the Main Street Corridor (see **Exhibit 7**).

Property History: The property is currently zoned SF-3: Single-Family Medium Density. Adjacent properties to the north and east are also zoned SF-3. Properties to the south and west are zoned LB-H: Local Business/Historical District.

ZONING REQUEST

The petitioner requests this change in zoning to allow for the relocation of Big Hoffa's restaurant on the subject property.

Default Standards: The Big Hoffa's Restaurant PUD Ordinance (the "PUD Ordinance") (see **Exhibit 3**) defaults to the GB: General Business District as the Underlying Zoning District.

Permitted Uses: The PUD Ordinance permits those uses identified within the Underlying Zoning District and incorporates a prohibition of automobile dominated uses with a drive-through or pick up window as contemplated by the Sub-District Addendum.

Development and Design Standards: As proposed, the PUD Ordinance defaults to the Development and Design Standards as identified in the Westfield-Washington Township Unified Development Ordinance (the "UDO"), including application of the State Highway 32 Overlay District. The PUD Ordinance proposes modifications that accommodates the proposed development and generally includes modifications pertaining to setbacks, landscaping and architecture. The proposed modifications are generally consistent with the recommended guidelines of the Sub-District Addendum.

Round-About: The Sub-District Addendum establishes the policy for the community's desired design for future development that abuts the Main Street Corridor and establishes the community's position with regard to the State Highway 32 expansion through downtown (see page 37-43 of the Sub-District Addendum). As detailed in the Sub-District Addendum, a round-about is contemplated at the intersection of East Street and Main Street. In working with the City's Public Works Department and this Department, the petitioner's proposed PUD Ordinance accommodates the anticipated round-about (see Concept Plan).

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

In 2015, the Grand Junction Addendum: Sub-Districts of the Grand Junction was adopted, and then amended in May, 2016, to include the Junction Sub-District (the "Sub-District Addendum").

The subject property is located within the Junction Sub-District. The Sub-District Addendum further identifies this property as primarily located within the Main Street Corridor (see **Exhibit 7**). The Sub-District Addendum provides a detailed vision for the Junction Sub-District as established by the Implementation Plan.

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

The desired character for the “Main Street Corridor” is characterized as follows within the Sub-District Addendum (page 20):

With the exception of the Grand Junction Plaza Block sub-area, the Main Street Corridor generally includes a block north and a block south of State Highway 32 extending from Poplar Street to east of East Street.

Main Street serves as the backbone through Grand Junction and should focus on form over function. New buildings should be located along a build-to-line on the adjacent right-of-way line to frame the public space. New buildings shall be a minimum of two usable stories, with three plus stories encouraged. First floor building facades should be designed for a pedestrian-scale and contribute to the public realm to which it abuts.

Land uses are encouraged to be a mix of uses typically associated with central business and entertainment districts. Residential uses should generally be restricted from the first floor with this sub-area.

The Sub-District Addendum further establishes recommended design requirements (e.g., landscaping, lighting, signage, architecture) for development within the Main Street Corridor (see page 61 of the Sub-District Addendum).

The complete Sub-District Addendum has been included with this report for reference (see **Exhibit 7**)

MODIFICATIONS SINCE THE JULY 5, 2016 APC MEETING

1. Formatting and clarification modifications were made to the PUD Ordinance, per staff’s direction and comments. Landscaping plan and fence details were added.
2. Written public comment was received and included as **Exhibit 8** of this report.

PROCEDURAL

Public Hearing: Planned Unit Development (PUD) Districts are required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is scheduled for the July 5, 2016, 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

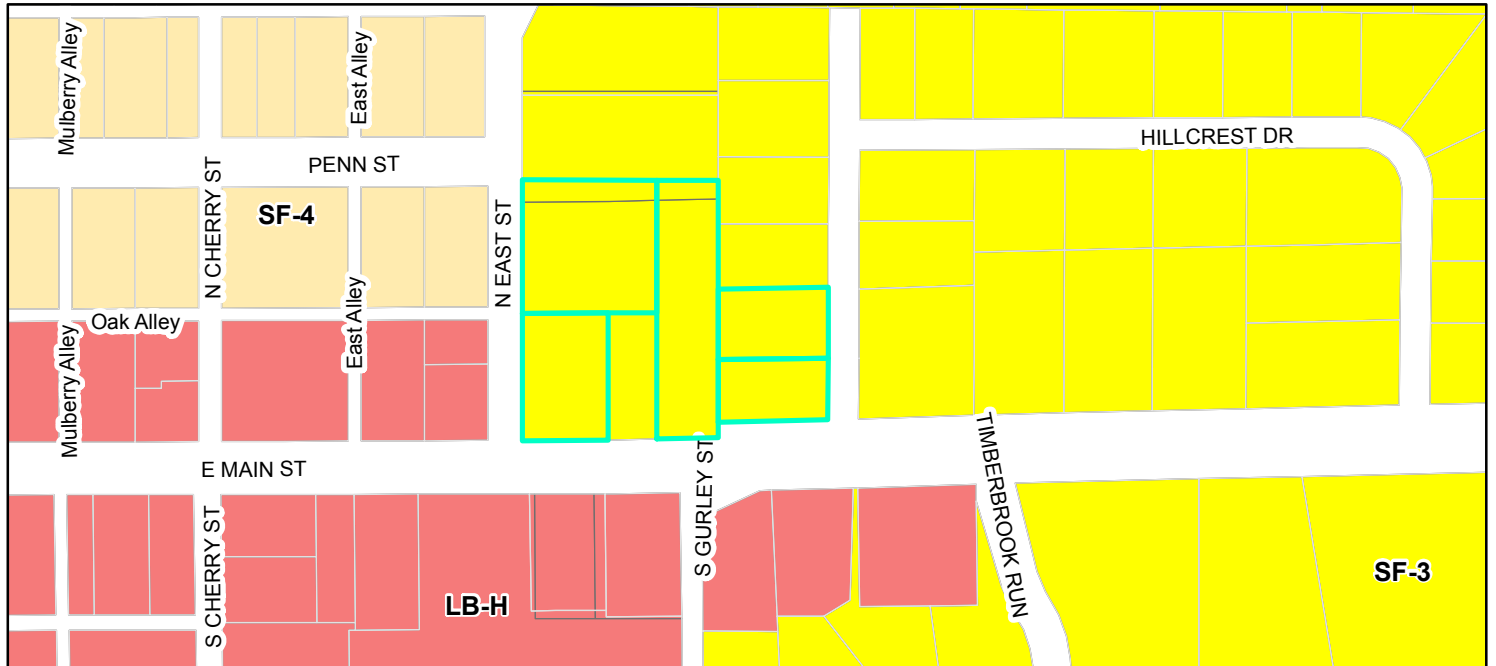
1. **Action:** Forward a recommendation to the City Council.
2. **Recommendation:** If the Plan Commission is otherwise satisfied with the proposed Big Hoffa's Restaurant PUD (Docket No. 1607-PUD-10, Ordinance 16-19), then the Department recommends forwarding the ordinance to the City Council with a favorable recommendation.
3. If any Plan Commission member has questions prior to the meeting, then please contact Amanda Rubadue at 317.432.6663 or arubadue@westfield.in.gov.

Aerial Location Map

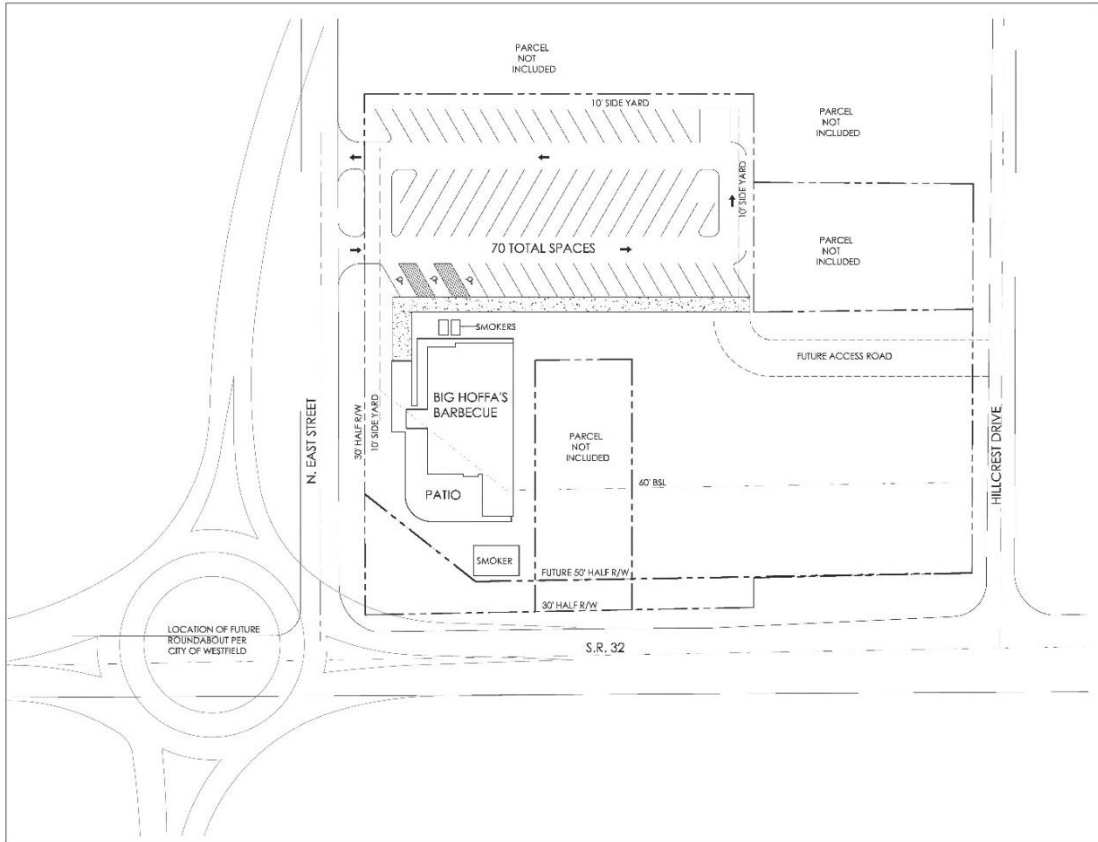
 Site



Zoning Map



 Parcel **Zoning**  SF-3 (Single Family - 3)  SF-4 (Single Family - 4)
 LB-H (Local Business - Historical)



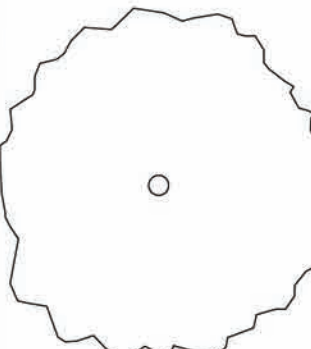


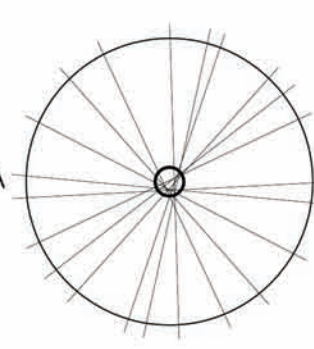


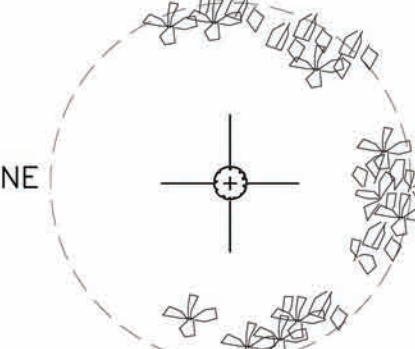


LANDSCAPE SCHEDULE

NO.	QTY	COMMON NAME (BOTANICAL NAME)	SIZE
L1	16	ZELKOVA (ZELKOVA SERRATA)	4" #
L2	17	WHITE PINE (PINUS STROBUS)	4" #
L3	14	HONEY LOCUST (GLYSTIA TRICANTHOS)	4" #
L4	133	KARL FOERSTER FEATHER REED GRASS (CALAMAGROSTIS ACUTIFLORA)	1 GALLON
L5	28	BURNING BUSH (EUONYMUS ALATUS)	5 GALLON
L6	38	CREeping JUNIPER (JUNIPERUS HORIZONTALIS)	3 GALLON
L7	34	SEASONAL PLANTINGS (VARIES)	VARIES
L8	64	VEGETABLES AND HERBS (VARIES)	VARIES

ZELKOVA

WHITE PINE

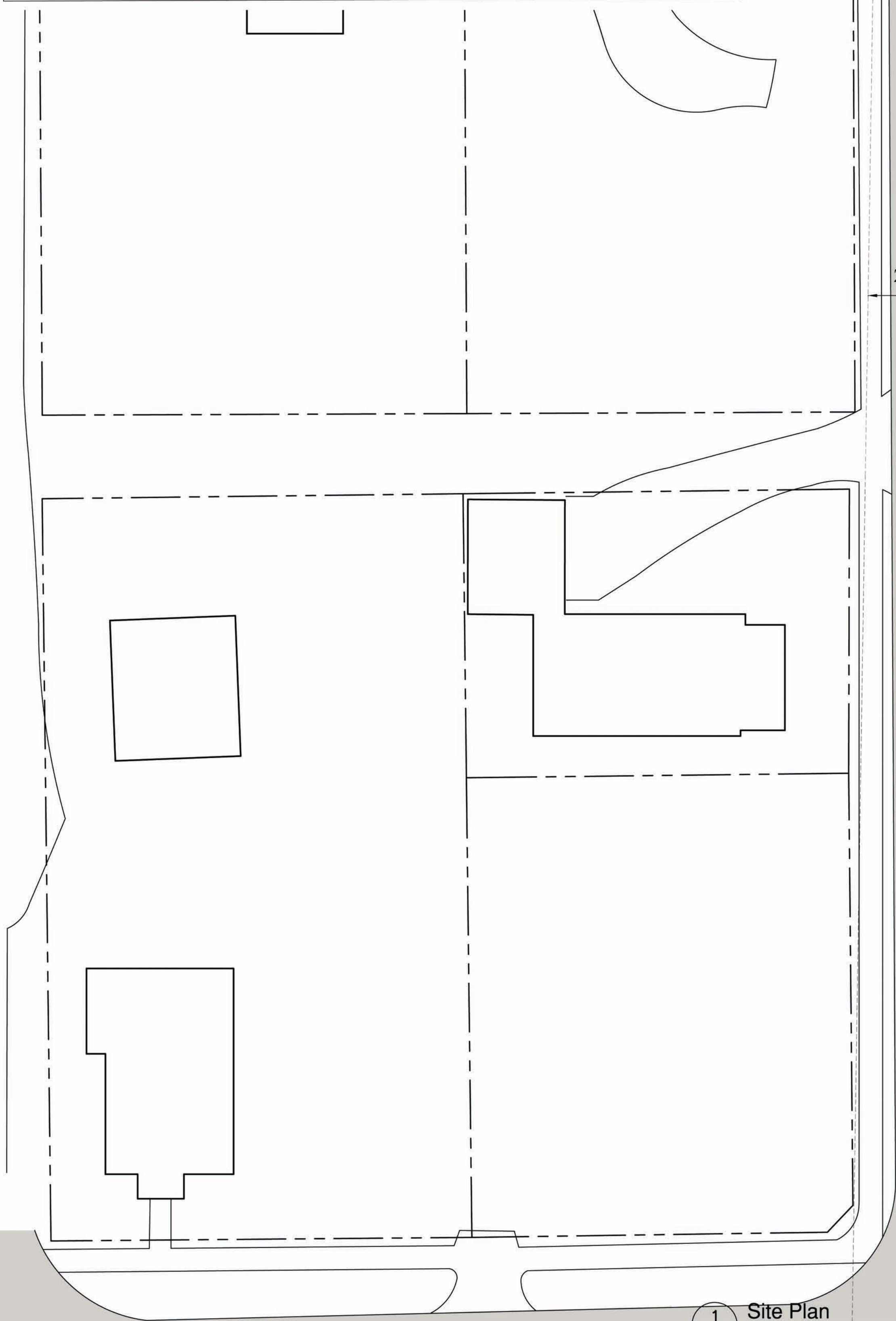
HONEY LOCUST

KARL FOERSTER
FEATHER REED GRASS

BURNING BUSH

CREeping JUNIPER

SEASONAL PLANTINGS



1 Site Plan
CE1 SCALE: 1/16" = 1'-0"



CURRENT PROPERTY LINE
and DIMENSIONS
N89°52'16"W 130.00'

130'-0"



TABBERTSON

architects

Indiana Office

2900 West Torquay Road
Muncie, Indiana 47304-3229
phone: 317.371.3692

Big Hoffa's Smokehouse Bar-B-Que

Adam Hoffman

420 East Main Street
Westfield, Indiana



William Tabbertson, AIA
NCARB Certification No. 48418
Indiana Certification No. 19700041

COPYRIGHT PROTECTION NOTICE:

All design drawings, construction documents, and specifications furnished by William Tabbertson, Architect are and shall remain the property of the Architects. They are to be used only for the construction of this project.

REVISIONS:

NO.	DESCRIPTION
-----	-------------

SITE PLAN

CE1

DRAWING NUMBER:

AUGUST 10, 2016
DRAWING ISSUE DATE:
15.546 BIG HOFFA'S
PROJECT FILE NUMBER:

ORDINANCE NUMBER 16-19

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

This is a Planned Unit Development District Ordinance (to be known as the “**BIG HOFFA’S RESTAURANT IN THE JUNCTION PUD DISTRICT**”) to amend the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance"), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended.

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

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1607-PUD-10**), requesting an amendment to the Unified Development Ordinance and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1607-PUD-10** 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 _____, 2016;

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

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

Section 1. Applicability of Ordinance.

- 1.1 The Unified Development Ordinance and Zoning Map are hereby changed to designate the Real Estate as a Planned Unit Development District to be known as the "**Big Hoffa's Restaurant in the Junction**" (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance.
- 1.3 Chapter ("Chapter") and Article ("Article") cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.4 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

Section 2. Definitions. Capitalized terms not otherwise defined in this Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance.

- 2.1 Big Hoffa Parcel: The portion of the Real Estate that includes the "Big Hoffa's Barbeque" use (e.g., building, Smoker, parking) as labeled and depicted on the Concept Plan.
- 2.2 Remainder Parcel: The Real Estate except the Big Hoffa Parcel.
- 2.3 Smoker: Equipment used by a barbecue restaurant to slow-cook meats at low temperatures.
- 2.4 Sub-District Addendum: The Grand Junction Implementation Plan 2013 (Resolution 13-112) and the Grand Junction Addendum: Sub-Districts of the Grand Junction (Resolution 15-119, as amended by Resolution 16-106), as amended.

Section 3. Concept Plan. The Concept Plan, attached hereto as **Exhibit B**, is hereby incorporated in accordance with Article 10.9(F)(2) Planned Unit Development Districts; PUD District Ordinance Requirements; Concept Plan. The Real Estate shall be developed in a manner substantially consistent with the Concept Plan.

Section 4. Underlying Zoning District(s). The Underlying Zoning District of this District shall be the GB: General Business District (the "Underlying Zoning District").

Section 5. Land Uses. All uses permitted in the Underlying Zoning District shall be permitted on the Real Estate except as otherwise set forth below.

- 5.1 Prohibited Uses: A Gasoline Service Station and other automobile-dominated uses with a drive-through or pick-up window (e.g., restaurant, pharmacy, and financial institution).

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

the Real Estate, except as otherwise modified below.

6.1 Minimum Building Setback Lines:

- A. Front Yard: 0 feet
- B. Side Yard: 20 feet
- C. Rear Yard: 20 feet

6.2 Maximum Building Setback Lines:

- A. Front Yard: 50 feet

Section 7. **State Highway 32 Overlay District.** The regulations of Article 5.3 Overlay Districts; State Highway 32 Overlay District (the “SR32 Overlay”) shall apply to the development of the Real Estate, except as otherwise modified below.

7.1 Article 5.3(F)(3) Access Control Requirements requiring an access road parallel to State Highway 32 shall not apply. As part of the development of the Real Estate, right-of-way shall be dedicated to accommodate a round-about at the intersection of State Highway 32 and East Street, in the location and size as generally depicted on the Concept Plan.

7.2 Article 5.3(G) Setback Requirements: Shall not apply.

7.3 Article 5.3(K) Architectural Design Requirements: Shall apply, except as otherwise modified below by the Illustrative Character Exhibit.

A. Illustrative Character Exhibit. Buildings constructed on the Real Estate shall be substantially similar in quality and character with the Illustrative Character Exhibit, attached hereto as **Exhibit C.**

B. Article 5.3(K)(2)(f) Roofs: Shall apply. In addition, shed roofs, which comply with the pitched roof material and modulation standards applicable to the SR32 Overlay standards for a pitched roof, shall be permitted and may form the top of a building façade, as depicted in the Illustrative Character Exhibit.

C. Article 5.3(K)(2)(k)(iii) Building Materials; Masonry Materials: Shall be modified to require that a minimum of forty percent (40%) of each building façade, exclusive of windows (including faux windows and glazing), doors and loading berths, shall be covered with Masonry Materials.

D. Article 5.3(K)(2)(k)(iv) Building Materials; Other Materials: Shall be modified to permit no more than forty percent (40%) of each Building Façade, exclusive of windows (including faux windows and glazing), doors and loading berths, may be covered with another single building material (exclusive of Masonry Materials).

7.4 Article 5.3(L) Trail Corridor Requirement: Shall not apply.

Section 8. **Development Standards.** The standards of Chapter 6: Development Standards shall apply to the development of the Real Estate, except as otherwise modified

below.

- 8.1 Article 6.1 Accessory Use and Building Standards: A Smoker shall be permitted in the Established Front Yard, as illustrated on the Concept Plan, and shall comply with the standards of Article 6.1 Accessory Use and Building Standards, as otherwise modified herein. Smoker shall be located within an open (no walls) Accessory Building that matches the architecture design and theme (e.g., building materials, roof design, color) of the Principal Building.
- 8.2 Article 6.3 Architectural Standards: Article 6.3 shall not apply, with the exception of Article 6.3(F)(1) Mechanical Screening which shall apply. Rather, the architectural standards of the SR32 Overlay, as modified herein, shall apply.
- A. Franchise and Prototype Architecture: Buildings that are stylized in an attempt to use the building itself as advertising or is contractually required as a standardized or prototype building by a use as a formula from or for another location shall be prohibited, particularly where the proposed architecture is the result of corporate or franchise architecture.
- 8.3 Article 6.8 Landscaping Standards: The Minimum Lot Landscaping Requirements (Article 6.8(K)), Foundation Plantings (Article 6.8(L)), External Street Frontage Landscaping Requirements (Article 6.8(M)), Buffer Yard Requirements (Article 6.8(N)), and Parking Area Landscaping (Article 6.8(O)) shall not apply; rather, the following shall apply.
- A. Big Hoffa Parcel: Landscaping shall be required and installed in substantial compliance with the Landscape Plan, attached hereto as **Exhibit D**.
- B. Remainder Parcel: When future development is being proposed for the Remainder Parcel a landscaping plan shall be required and applied in a similar manner to the landscaping required for the Big Hoffa Parcel.
- C. Landscape Plan Modifications: The Landscape Plan implements the recommendations of the Sub-District Addendum; however, it is contemplated that alternatives that accomplish the design intent of the Sub-District Addendum and intended character of the Main Street corridor may be appropriate. As a result, modifications to the landscaping standards may be approved as part of a Detailed Development Plan if the Plan Commission or Department find that the modifications further the objectives of the Sub-District Addendum.
- 8.4 Article 6.9 Lighting Standards: Shall apply, except as otherwise modified below.
- A. Lighting shall be designed so that light is not directed off the Real Estate and the light source is shielded from direct offsite viewing.
- B. Exterior lighting may overflow to adjacent properties and rights-of-way; however, for any use abutting a Single-family District or existing single-family uses, illumination levels should not exceed 0.5 foot candles at the Lot Line. The minimum amount of light possible for lighting sidewalks shall be used to not wash out Building Facades but still maintain a safe

environment.

- C. Exterior lighting shall be decorative (e.g., gooseneck) and fixtures shall be architecturally integrated with the building style, material and color. Fixtures shall not obscure any building ornamentation. Rooftop lighting is prohibited.
- D. All exterior architectural, display, decorative and sign lighting shall be generated from concealed, low level fixtures.

Section 9. **Design Standards.** The District's infrastructure shall comply with the Unified Development Ordinance and the City's Construction Standards (Chapter 7 Subdivision Regulations and Chapter 8 Design Standards), 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.

- 9.1 **Intersection Right-of-way:** Additional right-of-way at the intersection of East Street and State Highway 32 shall be dedicated to accommodate the improvement of the intersection and adjacent rights-of-way in accordance with the Thoroughfare Plan, as further defined by the Sub-District Addendum. The right-of-way to be dedicated shall be as generally depicted on the Concept Plan.

[Remainder of this page intentionally left blank;
signature pages follow.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2016.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

James J. Edwards

James J. Edwards

James J. Edwards

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Mark F. Keen

Mark F. Keen

Mark F. Keen

Charles Lehman

Charles Lehman

Charles Lehman

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 16-19** was delivered to the Mayor of Westfield
on the _____ day of _____, 2016, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 16-19**
this _____ day of _____, 2016.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 16-19**
this _____ day of _____, 2016.

J. Andrew Cook, Mayor

This document prepared by: Adam Horkay
EdgeRock Development, LLC
733 E. State Road 32, Westfield, IN 46074

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Illustrative Character Exhibit
Exhibit D	Landscape Plan

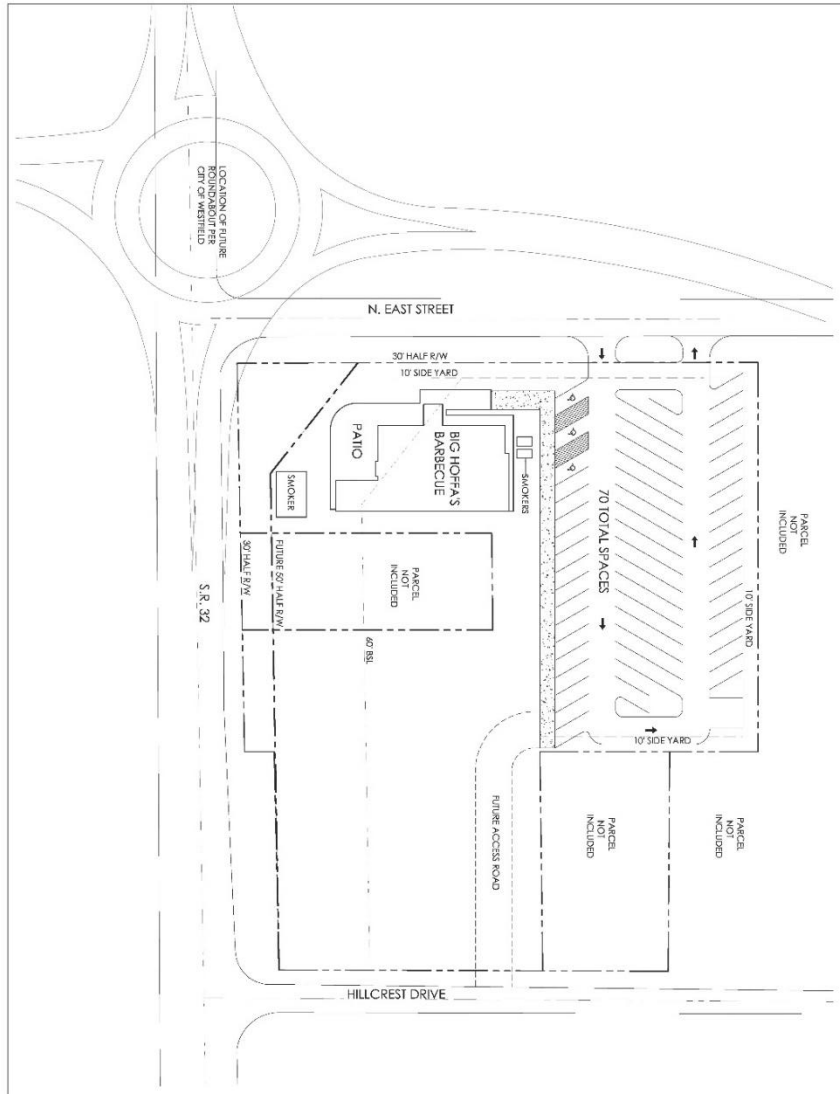
EXHIBIT A
REAL ESTATE

A part of the South Half of the Southwest Quarter of Section 32, Township 19 North, Range 4 East in Hamilton County, Indiana, Described as follows:

Commencing at the Southwest Corner of said Half Quarter Section: thence N 89 degrees 42 minutes 33 seconds E (Grid Bearing) along the South line of said Half Quarter section, 1145.00 feet to the center of East Street and the Point of Beginning; thence N 00 degrees 25 minutes 50 seconds East, along the center of East Street, 372.00 feet; thence N 89 degrees 42 minutes 33 seconds E, parallel with said South line, 274.33 feet to the West monumental line of Roberts Revised Rolling Acres, recorded in Plat Book 2, pages 40—41 in the Office of the Recorder of Hamilton County, Indiana; thence S 00 degrees 02 minutes 22 seconds W, along said West Line, 140.89 feet to the Northwest corner of Lot 2 in said Roberts Revised Rolling Acres; thence East 150.00 feet, along the North line of said lot, to the Northeast corner of said lot; thence South 173.4 feet, along the East lines of Lots 2 and 1, to the Southeast corner of said Lot 1; thence West 150.00 feet to the Southwest corner of said Lot 1; thence S 00 degrees 02 minutes 22 seconds W 53.7 feet to the South line of said Half Quarter Section; thence N 89 degrees 42 minutes 33 seconds W 80.00 feet along said South line; thence N 00 degrees 25 minutes 50 seconds E 191.75 feet, parallel with the centerline of East Street; thence S 89 degrees 42 minutes 33 seconds W, parallel with said South line, 65.58 feet; thence S 00 degrees 25 minutes 50 second W 191.75 feet, parallel with said centerline, to said South line; thence S 89 degrees 42 minutes 33 seconds W, along said South line, 130.00 feet to the Point of Beginning and containing 2.66 acres, more or less.

Subject to all legal easements, rights of way, and restrictions of record.

EXHIBIT B CONCEPT PLAN



CONCEPT-PUD
SR 32 AND N. EAST STREET
WESTFIELD, INDIANA
JUNE 1, 2016



EXHIBIT C
ILLUSTRATIVE CHARACTER EXHIBIT

(Page 1 of 3)



EXHIBIT C
ILLUSTRATIVE CHARACTER EXHIBIT
(Page 2 of 3)



EXHIBIT C
ILLUSTRATIVE CHARACTER EXHIBIT
(Page 3 of 3)



GRAND JUNCTION ADDENDUM

SUB-DISTRICTS OF THE GRAND JUNCTION



an Addendum to the Westfield-Washington Township Comprehensive Plan

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

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acknowledgements



MAYOR:

J Andrew Cook

CLERK TREASURER:

Cindy Gossard

CITY COUNCIL:

- Chuck Lehman, President
- Jim Ake, Vice-President
- James J. Edwards
- Steve Hoover
- Robert L Horkay
- Dr. Mark F. Keen
- Cindy L Spoljaric

PLAN COMMISSION:

- Randell Graham, President
- Andre Maue, Vice-President
- Nathan Day
- Steve Hoover
- Robert L Horkay
- David Schmitz
- Robert Smith, Esq.
- Tom Smith
- Chris Woodard

DEPARTMENT HEADS:

- Todd Burtron, Administration
- Matthew Skelton, Economic and Community Development Department
- Jeremy Lollar, Public Works
- Melody Jones, Parks and Recreation
- Christopher Larson, Informatics
- Joel Rush, Chief of Police
- Joe Lyons, Fire Chief
- Erin Verplank, Communications

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TASK GROUP REVIEW

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

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

LEGEND

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

5

CHAPTER 1:

GATEWAY SUB-DISTRICT

CHAPTER CONTENTS

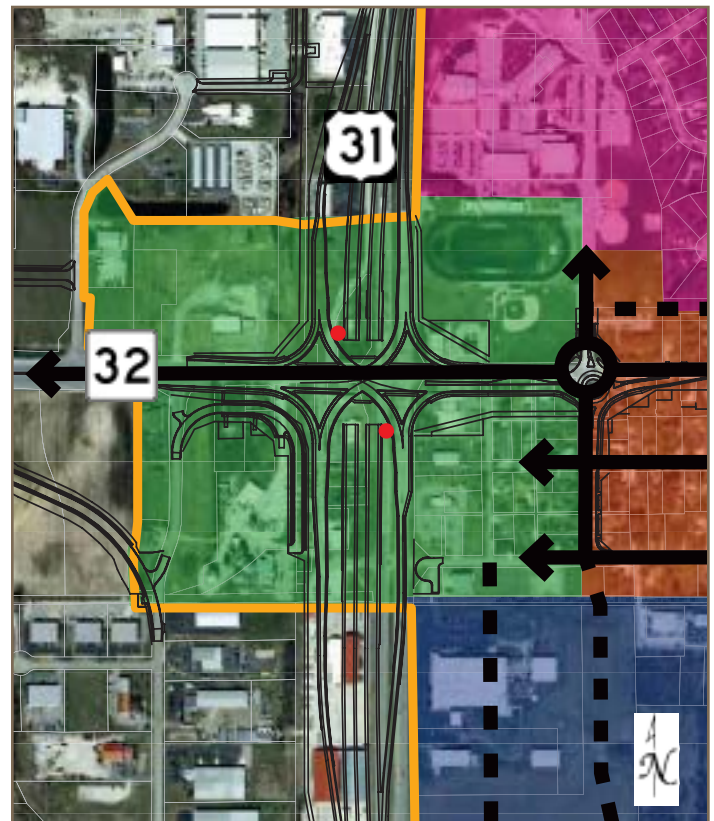
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INTRODUCTION

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

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

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



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

VISION

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

WEST AND EAST SIDES OF U.S. HIGHWAY 31

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

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

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

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

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

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

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

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

LAND USES

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

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

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

1. gateway sub-district

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

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

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



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



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



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



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

DESIGN REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

2. Eastern Quadrants - Buildings Adjacent to State Road 32: For buildings on the east side of U.S. Highway 31 that have frontage on State Road 32 but do not have frontage on U.S. Highway 31, the desirable minimum building height is twenty-eight (28) feet. This preferred minimum building height is consistent with traditional Midwestern downtown development. When placed properly next to the street, buildings that are at least two-stories in height help create the desirable effect for a comfortable pedestrian-friendly downtown street. Because of the pedestrian-friendly, pedestrian-scale nature of these buildings, a maximum building height of fifty (50) feet is appropriate for buildings on these lots.

3. All Quadrants - Buildings Adjacent to Existing Single-Family Residential Uses: In order to protect existing single-family homes from being overcome by tall buildings, new buildings in this sub-district which are adjacent to single-family residential buildings should not exceed forty (40) feet in height.

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

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

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



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



Figure 1.3.C (Source: Department Photo)



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



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



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



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

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



D. Building Setbacks:

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

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

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

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

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

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

possible.

3. Minimum Lot Landscaping Requirements:

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

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

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

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

7. Interior Parking Area Landscaping: All surface parking lots within this sub-district

should be able to comply with the existing Interior Parking Area Landscaping requirements. These requirements, however, should not apply to multi-story parking structures.

8. Perimeter Parking Area Landscaping:

Depending on the site layout, the Perimeter Parking Area Landscaping requirements may be excessive for an urban environment. It is suggested that the planting requirements either be reduced or supplemented with the option of allowing certain hardscape (i.e. decorative fencing or masonry walls) in addition to or in lieu of plants. This topic should be reviewed on a case-by-case basis for each project within this sub-district.

F. Signage: The City’s Sign Standards address signage for multi-story buildings and other commercial centers. It is believed that with the few exceptions listed below, the existing Sign Standards adequately satisfy the vision for signage in this sub-district. The exceptions include the following: prohibit Monument Signs in this sub-district; increase (i.e., double) the minimum size for Entrance Signs; reduce (to a 1:1 ratio instead of the current 2:1 ratio) the front façade wall sign area calculation for ground-floor tenants; and prohibit panel signs. Reverse-channel letters and channel letters are strongly preferred, in that order.

In addition to auto-oriented signage that is addressed by the City’s Sign Standards, pedestrian-scale signage (for both, building-mounted and ground-mounted) is very important at the street-level of an urban area. Allocation for street-level, pedestrian-scale signage should be considered.

G. Lighting: It is strongly encouraged that decorative lighting fixtures be used throughout Gateway Sub-District. It is also anticipated that all light fixtures and poles will be consistent in style, color, size, height and design throughout a given quadrant. Light fixtures should be compatible with the architectural style of the area in which they are located.

H. Off-Street Parking & Loading: Surface parking is discouraged and should be minimized within this sub-district – especially in the eastern quadrants. If surface parking is provided, then it should not be allowed to be located between a structure and the

U.S. 31 right-of-way. It should also not be allowed to be located between a structure and the State Road 32 right-of-way. Sites should be designed in a way that minimizes or eliminates visibility of surface parking lots from both, the U.S. 31 and State Road 32 highways. All surface parking lots should be paved or equivalent (e.g. porous pavers).

Each Principal Building within the sub-district should include a minimum of ten (10) bicycle parking spaces/ racks in order to accommodate and encourage bicycle use within the Grand Junction District.

Loading berths should be oriented in a manner so that they are not visible from either U.S. Highway 31 or State Road 32. Materials such as opaque walls or fences should be consistent with the architecture and materials of the associated building, and they should be used to screen loading berths from view and minimize their visibility from all rights-of-way and adjacent properties. If appropriate to the context of the site, landscaping should be considered to help soften the visual impact of a screen wall or fence.

- I. **Outdoor Storage and Display:** It is expected that there will not be any outdoor storage and/or display of equipment, merchandise, inventory, etc. within this sub-district. Exceptions may be considered for temporary sidewalk sales and other similar events.
- J. **Dumpsters:** It is expected that the City's standards for screening garbage containers, trash receptacles, pallet storage areas, trash compactors, recycling areas and other similar facilities (Article 6.1 (H) of the Unified Development Ordinance) be followed within this sub-district. In addition, a roof which is architecturally-consistent with the architecture of the associated building should be required for all such structures/areas.

Figure 1.4: Architecturally-Consistent Dumpsters
Figure 1.4.A (Source: www.thebuildingcodeforum.com)



Figure 1.4.B (Source: www.securetechfence.com)



Figure 1.4.C (Source: www.a-gradeps.com)

AMENITIES

A. Outdoor Public Space: Successful pedestrian-friendly urban areas are full of comfortable, usable outdoor public and semi-public spaces ("Public Spaces"). Public Spaces help give a community its identity. They help bring a downtown area to life. There are economic, social, cultural, and environmental benefits to having great places for people 'to see and be seen'. Great public spaces enhance the health of a community. The City is investing in the Grand Junction Plaza for this very reason. But a successful Downtown Westfield will need more Public Spaces than Grand Junction Plaza alone. Businesses, institutions, multi-family developers, and civic uses should also consider creating their own areas for public engagement, gathering, and recreation. The spaces do not have to be the very large to be successful. Examples of Public Spaces include but are not limited to: courtyards, plazas, gardens, public squares, fountains, marketplaces, public commons, or promenades. Public Spaces, such as lobbies, concourses, or lounges could even be located indoors as long as they were truly open to the public.

According to the [American Planning Association](http://www.planning.org), there are eight (8) characteristics of a great Public Space (source: www.planning.org):

- ▶ Promotes human contact and social activities;
- ▶ Safe, welcoming, and accommodating for all users;
- ▶ Has design and architectural features that are visually interesting;

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- ▶ Promotes community involvement;
- ▶ Reflects the local culture or history;
- ▶ Relates well to bordering uses;
- ▶ Well maintained; and
- ▶ Unique or special character.

It is highly desirable that each quadrant of this sub-district be designed with at least one great public space and include as many characteristics listed above as possible.

B. Public Art: Much like Public Spaces, public art helps form the identity and culture of a community. There are also demonstrated economic, social, and cultural benefits to places that have great public art. Downtown Westfield already has a few pieces of public art, but it is highly desirable for the list to expand. Public art may be located within a Public Space, though it is not required.

Each quadrant of this sub-district is encouraged to include at least one (1) sizable piece of public art. Ideally, the art would be visually accessible to the public from either U.S. Highway 31 or State Road 32 and located within a Public Space. However, if it makes more sense for the piece to be someplace that is not visible from either highway, that would be acceptable as well. Connecting to the City's past is also important, so it is encouraged that some of the art pieces within this sub-district include references to Westfield's history. All public art pieces should be coordinated with the Westfield Arts Council.

Figure 1.5: Public Art Examples

Figure 1.5.A (Sources: Department Photos)



Figure 1.5.B (Source: Department Photo)



Figure 1.5.C (Source: Department Photo)



Figure 1.5.D (Sources: Department Photos)



Figure 1.5.E (Sources: Department Photos)



SITE ACCESS & CIRCULATION

A. Vehicular Access: Direct vehicular access from State Road 32 will not be allowed. Access to Gateway Sub-District developments should come from the following intersecting streets: Sun Park Drive (NW Quadrant); Shamrock Boulevard (NE Quadrant); Westfield Business Park Court (SW Quadrant); and Poplar Street (potentially renamed “Westfield Boulevard” in the future) (SE Quadrant). All street design shall be in accordance with the Westfield Construction Standards.

B. Parallel Access Roads:

1. **Western Quadrants:** Depending on the users and ultimate site layout, it may be desirable for the State Highway Access Road Requirements, as described in Article 5.3(F) of the Unified Development Ordinance, to be included in developments in the western quadrants of this sub-district.
2. **Eastern Quadrants:** It is not desirable for the State Highway 32 Access Road Requirements, as described in Article 5.3(F) of the Unified Development Ordinance, to be extended into the eastern quadrants of this sub-district.

C. Existing Right-of-Way and Alleys: If necessary, the City will entertain vacating existing rights-of-way or alleys (especially in the SE Quadrant) in order to make a proposed project design viable. Otherwise, it is anticipated that all road rights-of-way will be dedicated to the City pursuant to the [Westfield Thoroughfare Plan](#).

D. Pedestrian Connectivity: Safe and efficient pedestrian connectivity into and within a Gateway Sub-District site is very important. Perimeter pathways or sidewalks along Sun Park Drive, Shamrock Boulevard, Westfield Business Park Court, and Poplar/Westfield Boulevard are expected to comply with the Westfield Construction Standards. Pathway and sidewalk widths should match what is used in the Junction Sub-District to the east.

Internal sidewalk connections between perimeter pathways/sidewalks, parking areas, Public Spaces, buildings, and other areas needing pedestrian access

are strongly encouraged. All pedestrian pathways that cross vehicular ways (i.e. drive lanes and parking lots) should be delineated and distinguished from driving surfaces through a change of color or material.

E. State Highway 32 Trail Corridor:

1. **Western Quadrants:** It is desirable for the State Highway 32 Trail Corridor, as described in Article 5.3(L) of the Unified Development Ordinance, to be included in developments in the western quadrants of this sub-district.
2. **Eastern Quadrants:** It is not desirable for the State Highway 32 Trail Corridor, as described in Article 5.3(L) of the Unified Development Ordinance, to be extended into the eastern quadrants of this sub-district.

ARCHITECTURAL DESIGN

As mentioned in the vision statement herein, the buildings in this sub-district need to be designed and finished in a manner that is of the highest quality and visual appeal. These buildings will be landmarks in Westfield and should be given special care and attention when being designed. The buildings need to be impressive. It is anticipated that desirable buildings would utilize multiple materials, textures, colors, and architectural breaks. Symmetrical architecture may not be the most desirable design approach. Box-shaped buildings are not desirable. Architectural variation is strongly encouraged, and franchise or formula business architecture is not welcome within this sub-district. With that in mind, the following architectural guidelines establish the City's expectations and design parameters, while maintaining flexibility for creativity and uniqueness.

A. General Architectural Design: It is anticipated that each building will have a defined base, middle, and top element, which are typically defined by a change of building material or texture. Creative building designs which do not include these three elements may be considered, but should have increased architectural features and/or ornamentation.

All buildings should be designed so that the same degree of building materials, architectural details, and architectural treatments are maintained on all sides of the structure. Building facades visible from

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U.S. Highway 31 and State Road 32 should receive increased and enhanced use of architectural features.

All building facades should incorporate offsets (projections or recessions) in a manner that creates architectural interest and visual appeal.

B. Building Orientation:

1. Eastern Quadrants: The City desires each building that fronts State Highway 32 to have at least one (1) public entrance that faces State Highway 32.

C. Building Materials: It is expected that high-quality materials will be used on all buildings within this sub-district. The primary building material(s) used on any façade should be the substantial majority of all external material(s) used on the building. Appropriate primary materials in this sub-district include brick, stone, pre-cast or architectural concrete that simulates brick or stone, architectural metal panels, or glass (if used, reflective glass should only be allowed on the second story or higher). Secondary building materials could include materials such as stucco, EIFS, wood siding, fiber cement siding, and ornamental metal. Vinyl siding, aluminum/metal siding, and concrete masonry units/split-face block should not be allowed in this sub-district.

D. Building Entrances: All main building entrances should be clearly defined and articulated by using multiple architectural elements such as additional associated windows, lintels, pediments, pilasters, columns, awnings, porticos, or stairs leading to the entrance.

E. Windows: Windows and other openings (such as doors, loading berths, faux windows, etc.) should be organized in a manner that align horizontally and vertically. They should also be arranged in a balanced, relatively uniform fashion. An exception would be to arrange windows and other openings in an aesthetically-pleasing manner that is artistically and architecturally-compatible with the character and style of the building.

Window grids and trim elements such as shutters, corbels, keystones, lintels, masonry arches, awnings, decorative stone frames, masonry rowlock frames, or

other such trim or design elements are expected on all windows, when architecturally appropriate.

In order to create a more pedestrian-friendly streetscape, transparent windows are encouraged on the first floor of pedestrian-scaled buildings.

F. Roofs: Landmark-quality rooflines are strongly encouraged because the buildings in this sub-district will establish the City's new skyline, creative, unique. Roofs should be architecturally compatible with the rest of the building design. Box-shaped buildings are strongly discouraged. If a building's roof is pitched, there should be multiple roof lines in order to create architectural interest. If a roof is flat, it should be edged by a three-dimensional, articulated parapet wall that is fully integrated into the architectural design of the building. A building with a flat roof should also include multiple modulations of the roof line. Under no circumstance should the top of any flat roof be visible from any part of the elevated U.S. Highway 31 and associated ramps.

1. Mechanical Equipment: All roof-mounted mechanical equipment, satellite dishes, and other similar improvements should be fully and permanently screened from all rights-of-way (including the elevated U.S. Highway 31 and associated ramps).

G. Walls and Fencing: Walls or fencing being used for screening, landscaping hardscapes, or other purposes should be decorative and consistent with the architectural style and materials of the associated building. Chain-link fences and other non-decorative fences should not be allowed in this sub-district.

H. Accessory Buildings: Accessory buildings should be architecturally compatible with the principal building with which they are associated.

ALTERNATIVE TRANSPORTATION

As of the publishing of this chapter, Indy Connect (a partnership between the Indianapolis Metropolitan Planning Organization, Central Indiana Regional Transportation Authority, and IndyGo) is in the process of designing a Bus Rapid Transit route (called the Red Line)

that will run from Westfield to Greenwood, connecting key destinations such as: Grand Park, Grand Junction, Carmel, Broad Ripple, Butler University, the Children's Museum of Indianapolis, the IU Health Hospital Complex, Eli Lilly, the University of Indianapolis, and Greenwood.

A Bus Rapid Transit station is currently being contemplated within the southeastern quadrant of this sub-district. The redevelopment of this quadrant should incorporate design concepts that embrace and a Bus Rapid Transit station in this area. The area will need to be well-lit, appropriately-signed, and welcoming to visitors. Ideally, special attractions such as a hotel with a conference center, high-quality restaurants, and unique shopping opportunities will locate near this transit stop.

TEMPLATE ORDINANCE

The template PUD District Ordinance found in "Exhibit A" on page 71 should be used for all new PUD District Ordinances.

A. PUD Naming Convention: Because there will likely be multiple PUD District Ordinances created for projects within this sub-district, it is highly desirable that a common and consistent naming convention be used for all projects within this sub-district. The following naming convention is suggested: "Gateway (Insert geographic quadrant name) PUD District". For example, the PUD district in the southeast quadrant could be called the "Gateway Southeast PUD District".

B. Underlying Zoning: As is true with every Planned Unit Development ("PUD") ordinance in the City of Westfield, any new PUD Ordinance within this sub-district will need to establish a base, underlying zoning district to serve as the foundation of the ordinance. Unless otherwise listed in the PUD Ordinance, the standards in a PUD District default to the Unified Development Ordinance. It is suggested that PUDs within this sub-district use the GB: General Business District (Article 4.16) as their underlying zoning district.

C. State Highway 32 Overlay District: It is suggested that the State Highway 32 Overlay District regulations apply to the Gateway quadrants on the west side of U.S. 31 and not apply to the Gateway quadrants on the east side of U.S. 31. The contents

of this Comprehensive Plan Addendum are intended to address all important Gateway Sub-District-related issues that are regulated by the State Highway 32 Overlay District.

D. U.S. Highway 31 Overlay District: It is suggested that the U.S. Highway 31 Overlay District regulations that are in place at the time of the adoption of this chapter not apply to any project within this sub-district. The contents of this Comprehensive Plan Addendum are intended to address all important Gateway Sub-District-related issues that are regulated by the U.S. Highway 31 Overlay District. When the U.S. Highway 31 Overlay District standards are updated in the future, it may be appropriate for the City to re-visit this section of this Comprehensive Plan addendum.

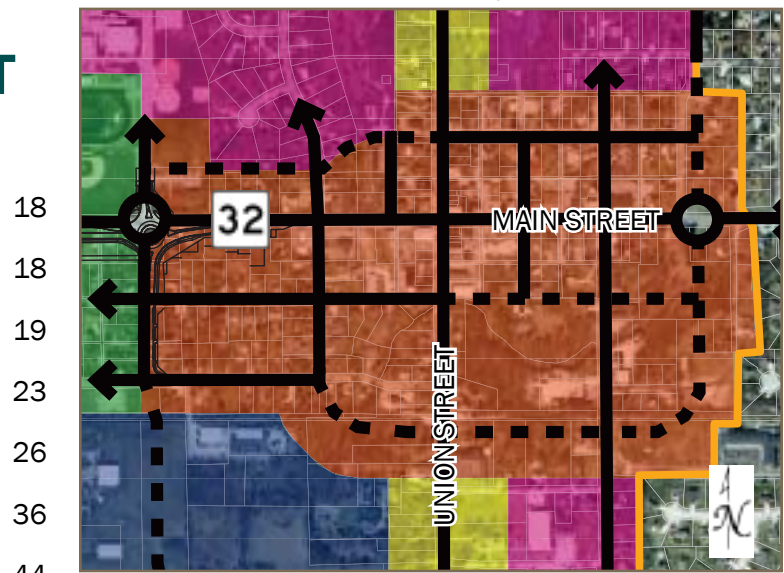
CHAPTER 2:

JUNCTION SUB-DISTRICT

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Figure 2.1: Junction Sub-District (orange area)
(Source: Grand Junction Implementation Plan 2013)



INTRODUCTION

The purpose of this Junction Sub-District addendum (this “chapter”) is to ensure quality development and redevelopment, preserve and enhance property values, and create a positive public perception of property within the core of downtown Westfield.

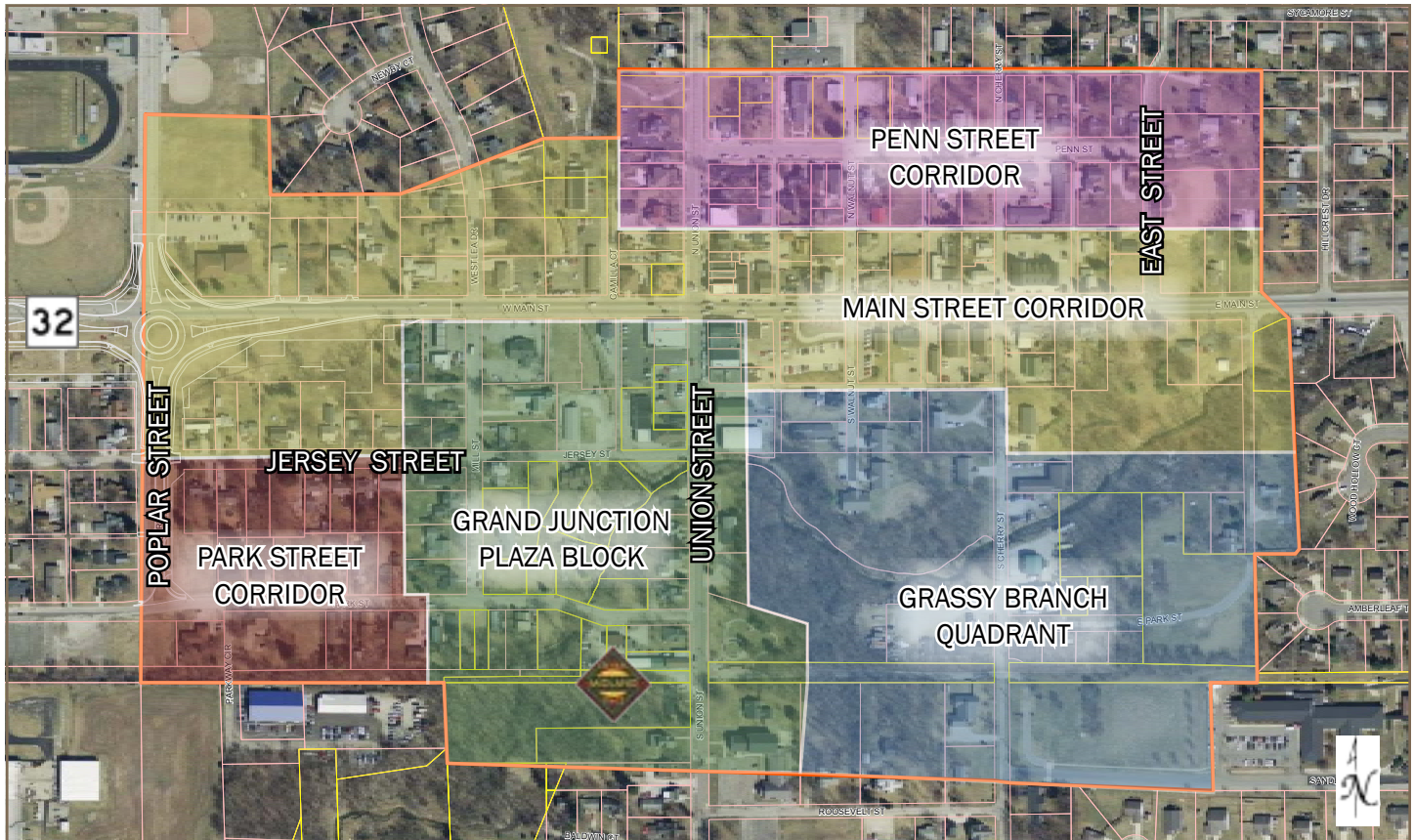
The intent of this chapter is to provide a detailed vision for the Junction Sub-District to serve as a guide for each new development, new use or reuse, or redevelopment as it pertains to changes of zoning, development plans, and/or variance considerations. The City recognizes that there may be creative ideas that accomplish the overall vision, but may not meet some of the detailed criteria established in this chapter.

As shown in [Figure 2.1: Junction Sub-District \(orange area\)](#), the Junction Sub-District centers on Union Street and Main Street. The sub-district extends from just north of Penn Street to just south of the future Mill Street extension and Midland Trace Trail; and then extends from Poplar Street/Shamrock Boulevard to just east of East Street.

SUB-DISTRICT VISION

The vision for the Junction Sub-District (this “sub-district”) is to accommodate future mixed-use development and redevelopment within the core of downtown by balancing the historic charm and character with contemporary, new

Figure 2.2: Junction Sub-District Sub-Areas



places for visitors and residents to connect, shop, eat, live, work and be entertained, as contemplated in the 2009 Grand Junction Addendum of the Westfield-Washington Township Comprehensive Plan. The Junction Sub-District is intended to serve as a focal point for the community, and is where a complete range of goods, services, and entertainment are located.

The regulating of land uses and various design and aesthetic features of development will influence growth and investment in downtown that will increase the quality of life for residents, visitors, and businesses.

SUB-AREA VISION

Within the Junction Sub-District, there are inherently different sub-areas that currently do and will continue to vary from each other both in form and function. This section outlines the basic vision for each sub-area, whereas the specific development and design criteria are further outlined throughout this chapter. [Figure 2.2: Junction Sub-District Sub-Areas](#) depicts the sub-areas within the Junction Sub-District.

Subject to available land and market conditions, it is recognized that the Main Street Corridor may overlap to the south into the Park Street Corridor and/or the Grassy Branch Quadrant.

A. Park Street Corridor (red sub-area): The Park Street Corridor extends from the Gateway Sub-District at Poplar Street east to the Grand Junction Plaza Block. The south edge of the corridor includes the Midland Trace Trail. As a result, this corridor provides a unique opportunity to connect and enhance visitor and resident experiences.

Due to its separation from Main Street (SR32), this corridor is anticipated to have less vehicular traffic than Jersey Street to the north, which lends itself to a more pedestrian-oriented design and streetscape that embraces the Midland Trace Trail and related land uses.

The overarching vision for this sub-area is a village character that includes the adaptive reuse of existing structures (see [Figure 2.3: Existing Adaptively Reused Buildings](#)) while encouraging new construction on individual lots that is contextually appropriate.

Figure 2.3: Existing Adaptively Reused Buildings
Figure 2.3.A (Source: Department Photo)



Figure 2.3.B (Source: www.railepicureanmarket.com)



Figure 2.3.C (Source: Department Photo)



Appropriate land uses primarily include restaurants, specialty shops, and uses that otherwise complement the Midland Trace Trail. Sites should be designed to provide opportunities for outdoor experiences that connect with the public realm of the Park Street streetscape and/or that embrace and are aesthetically sensitive to the Midland Trace Trail.

The village character includes smaller lots, minimal building setbacks, one or two story eclectic buildings, and front porches and entryways that are oriented towards the street. The north edge of the corridor near Jersey Street and the Main Street Corridor may provide for shared parking opportunities for uses within this sub-area.

B. Main Street Corridor (yellow sub-area):

With the exception of the Grand Junction Plaza Block sub-area, the Main Street Corridor generally includes a block north and a block south of State Highway 32 extending from Poplar Street to east of East Street.

Main Street serves as the backbone through Grand Junction and should focus on form over function. New buildings should be located along a build-to-line on the adjacent right-of-way line to frame the public space. New buildings shall be a minimum of two usable stories, with three plus stories encouraged. First floor building facades should be designed for a pedestrian-scale and contribute to the public realm to which it abuts.

Land uses are encouraged to be a mix of uses typically associated with central business and entertainment districts. Residential uses should generally be restricted from the first floor within this sub-area.

Figure 2.4: Existing Main Street Buildings

Figure 2.4.A (Source: Department Photo)



Figure 2.4.B (Source: Department Photo)



C. Penn Street Corridor (purple sub-area):

The Penn Street Corridor extends a half block north and south of Penn Street, bound on the west by Asa Bales Park and extending to a block east of East Street. This corridor includes the existing City Hall and predominantly structures that were originally built as single-family homes. Many of these structures have since been converted to low intensity non-residential uses. This area of the Junction Sub-District could be identified as most closely resembling Westfield’s “old town”.

Figure 2.5: Existing Penn Street Corridor Examples

Figure 2.5.A (Source: Department Photo)



Figure 2.5.B (Source: Department Photo)



Figure 2.5.C (Source: Department Photo)



The overarching vision for this corridor is a transition area between the Main Street Corridor to its south and the predominantly residential areas to the north. The built environment should continue to mirror the “old town” character that includes: small lots and house sizes; narrow two-story house fronts; detached or rear load garages; access from alleys; front porches; and minimum setbacks.

Special attention and consideration should be given to the intersection of Union Street and Penn Street to preserve and enhance the character that currently exists on the west and southeast corners for all four corners (see [Figure 2.6: Union & Penn Intersection](#)).

Figure 2.6: Union & Penn Intersection

Figure 2.6.A (Source: Department Photo)



Figure 2.6.B (Source: Department Photo)



Figure 2.6.C (Source: Department Photo)



Appropriate land uses primarily include residential and low intensity non-residential uses such as office or bed and breakfast uses. The expectation is for non-residential buildings to look and feel from the exterior of an old town single family dwelling (see also [Figure 2.13: Example Detached Residential](#)). Some on-site parking is anticipated for individual uses; however, this corridor may also provide for central parking opportunities for uses on the north side of Main Street.

D. Grand Junction Plaza Block (green sub-area): Grand Junction Plaza is located in the heart of Grand Junction and the Junction Sub-District. Grand Junction Plaza, as illustrated in Land Collective's Design (see [Figure 2.9: Plaza Perspective Exhibit](#) and [Figure 2.16: Grand Junction Plaza](#)), not only represents the geographic center of downtown, but also the activity center of downtown.

The plaza provides key connections with intersecting trail systems and is designed to engage within the plaza while also embracing its surroundings (see [Figure 2.7: Plaza Site Framework](#)). As a result, the block surrounding the plaza warrants special attention to ensure the redeveloped built environment is done in harmony with the plaza.

Even though this sub-area may overlap other sub-areas, the Grand Junction Plaza Block takes precedence and should have a more urban form than the village or old town form of other sub-areas.

Figure 2.7: Plaza Site Framework
(Source: Land Collective)

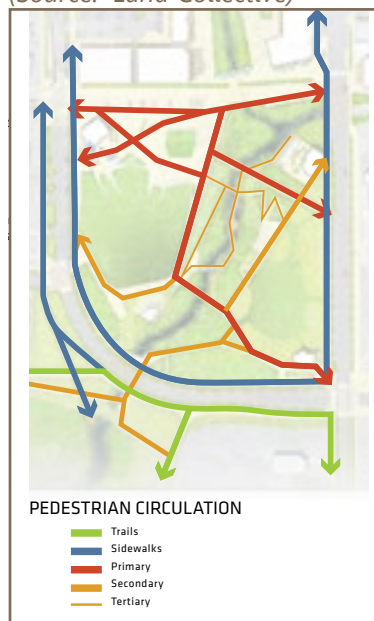


Figure 2.8: Existing Union Street Buildings
(Source: Department Photo)



All buildings should be a minimum of three stories in height, with three to six stories encouraged. First floor facades should be designed for a pedestrian-scale and contribute to the public realm to which it abuts. The public realm between buildings and the plaza should engage the plaza with: pedestrian scale details (furniture, signs, awnings); outdoor dining areas; front doors open towards the plaza; transparent storefront glass for most of the first floor; and, parking in the rear or sides of buildings.

Land uses are encouraged to be a mix of uses typically associated with central business and entertainment districts. Residential uses should be restricted from the first floor within this sub-area.

Figure 2.9: Plaza Perspective Exhibit
(Source: Land Collective)



E. Grassy Branch Quadrant (blue sub-area):

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

*Figure 2.10: Grassy Branch Creek at Cherry Street
(Source: Department Photo)*



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

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

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

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

LAND USES

As the heart and soul of Westfield, this sub-district should include an eclectic mix of uses to accommodate both the community's residents and visitors. A primary goal of this sub-district is to attract people. The description of the sub-areas briefly summarize the intended character of the sub-area and the intended uses. The following is a broader focus on specific uses that can help achieve the overall vision for the Junction Sub-District.

A balanced mix of land uses within the sub-district will contribute to a more vibrant, diverse and sustainable downtown, both socially and economically.

A. Office Uses: Professional, medical, or general office uses (including a visitor's center) are desirable throughout the sub-district and are primarily anticipated along Main Street, Poplar Street and Jersey Street within mixed-use or multi-tenant buildings. Office uses that fit the intended character in the Penn Street Corridor are also appropriate.

B. Trail-Oriented Uses: Grand Junction Plaza provides key connections with intersecting trail systems that include the Midland Trace Trail on the sub-districts southern boundary. Land uses that complement the trail and are trail-oriented (e.g., bike shop, coffee shop), both in site design and targeted market, are encouraged throughout the sub-district, especially within proximity of the Midland Trace Trail.

C. Neighborhood Uses: The sub-district is intended to serve both residents and visitors. The sub-district and surrounding sub-districts will also include a concentration of residential uses. As a result, neighborhood uses (e.g., market, dry cleaner, coffee shop, beauty salon) that cater to both the visitor and resident of the community is encouraged throughout the sub-district where retail and service uses are otherwise appropriate.

D. Cultural and Entertainment Uses: Retail (e.g., specialty or boutique shops), restaurants, cultural, institutional, entertainment, or recreational uses (as defined by the City's Unified Development Ordinance) are anticipated throughout the sub-district as stand alone uses, or within larger mixed-use buildings.

E. Residential: Higher-density housing of all types is encouraged throughout the sub-district, subject to the vision established for the form within each sub-area. Residential uses are important to support a vibrant downtown for live, work and play opportunities.

- 1. Multi-Family:** Multi-family residential uses are desirable on the second floor and above in the Main Street Corridor and the Grand Junction Plaza Block (see [Figure 2.11: Example Mixed-Use with Residential](#)). The street-level for buildings with multi-family uses in these sub-areas should be dedicated to non-residential and non-parking uses. Any integrated parking structures would not have a visible presence on the building's first floor, aside from access points.

Figure 2.11: Example Mixed-Use with Residential
(Source: Department Photo)



Figure 2.12: Example Attached Residential
Figure 2.12.A (Source: Department Photo)



Within the Grassy Branch Quadrant, multi-family uses could be stand alone uses that may include apartments, townhouses or condominiums. This sub-area provides opportunities adjacent to trails and natural features where units could overlook

and embrace unique site characteristics. Multi-family uses in this sub-area could also serve as a buffer from the downtown business area to the surrounding neighborhoods.

Figure 2.12.B

(Source: www.mycobblecreekapartments.com)



- 2. Single-Family Detached:** Single-family detached residential uses are encouraged within the Penn Street Corridor (see [Figure 2.13: Example Detached Residential](#)). This sub-area is starting to experience some redevelopment of new housing stock. The built environment should continue to mirror the “old town” character that includes: small lots and house sizes; narrow two-story house fronts; detached or rear load garages; access from alleys; front porches; and minimal setbacks.

Figure 2.13: Example Detached Residential
Figure 2.13.A (Source: www.funcityfinder.com)



Figure 2.13.B (Source: Department Photo)



Figure 2.13.C (Source: Department Photo)



Figure 2.13.D (Source: Department Photo)



Figure 2.13.E (Source: Department Photo)



Figure 2.13.F (Source: Department Photo)



Figure 2.13.G (Source: Department Photo)



Duplexes would also be permitted, but only in instances where the development was consistent in architecture to the surrounding single family homes and with the “old town” character.

F. Municipal Complex: One of the opportunities identified in the 2009 Grand Junction Addendum was to incorporate a new City Hall and Library into Grand Junction, which went on to further state:

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

Increased demand for services due to growth represents an opportunity that can best be described as “win-win” for both the future of the Grand Junction and the institutions themselves. In the case of the Westfield Washington Library,

a downtown location will provide easy access via the City's most important roadways (U.S. 31 and SR 32) and significant exposure facilitated by a signature location within a short walking distance of other key downtown destinations.

For City Hall, relocation would place this important symbolic civic use in the heart of the community and provide space that meets the contemporary needs of a growing community. Finally, for the Grand Junction itself, these institutional uses would help bring prominence, activity and connections to other downtown uses, which will help to define and differentiate the new Grand Junction brand in the marketplace.

In an effort to combine and reduce the amount of non-taxable property downtown, this opportunity should be broadened to potentially include a larger municipal complex. This complex could also include school administration offices and other civic or not-for-profit uses currently located in or near downtown.

*Figure 2.14: Existing City Hall
(Source: Department Photo)*



As a result, the City should initiate a study to develop a long term facilities plan to identify: (i) interested parties and partners; (ii) scope of community needs for such facilities; (iii) design (and cost estimates) of such facilities; and (iv) potential alternative locations for such facilities, particularly whether potential locations are appropriate in this sub-district.

G. Parking: Parking in the sub-district will be provided with a combination of on and off-street parking areas that include both surface and structure parking (see

page 44). The design parameters for surface and parking structures are further detailed in this chapter.

H. Automobile-Oriented Uses: New automobile-dominated uses such as gasoline service stations, automobile service stations, businesses with a drive-through window (e.g., fast food) are incompatible with the vision of the sub-district and should not be permitted. Special consideration could be given for financial institutions or pharmacies if the drive-through is: (i) integrated into a multi-story structure; (ii) not otherwise visible from the street; and, (iii) designed to minimize any negative impact on vehicular and pedestrian circulation.

AMENITIES

A. Public Spaces: The built environment in the various sub-areas will range in character from “village” to “old town” to “urban”. Although the sub-areas are slightly different in character, a constant is an enhanced focus on the pedestrian scale and pedestrian experience, with the goal of attracting people. Successful pedestrian-friendly areas are full of comfortable, usable outdoor public and semi-public spaces (“Public Spaces”).

Public Spaces contribute to the identity of a community. They help bring a downtown area to life. There are economic, social, cultural, and environmental benefits to having great places for people ‘to see and be seen’. Great Public Spaces enhance the health of a community. The City is investing in the Grand Junction Plaza (see [page 29](#)) for this very reason, but a successful downtown will need more Public Spaces than Grand Junction Plaza alone.

Businesses, institutions, multi-family developers, and civic uses should consider creating their own areas for public engagement, gathering, and recreation. The spaces do not have to be large to be successful. Examples of Public Spaces (see [Figure 2.15: Example Public Spaces](#)) include but are not limited to: courtyards, plazas, gardens, public squares, fountains, marketplaces, public commons, or promenades. Public Spaces, such as lobbies, concourses, or lounges could even be located indoors as long as they were truly open to the public.

According to the [American Planning Association](http://www.planning.org), there are eight (8) characteristics of a great Public Space (source: www.planning.org):

- ▶ Promotes human contact and social activities;
- ▶ Safe, welcoming, and accommodating for all users;
- ▶ Has design and architectural features that are visually interesting;
- ▶ Promotes community involvement;
- ▶ Reflects the local culture or history;
- ▶ Relates well to bordering uses;
- ▶ Well maintained; and
- ▶ Unique or special character.

Figure 2.15: Example Public Spaces

Figure 2.15.A (Source: Department Photo)



Figure 2.15.B (Source: Department Photo)

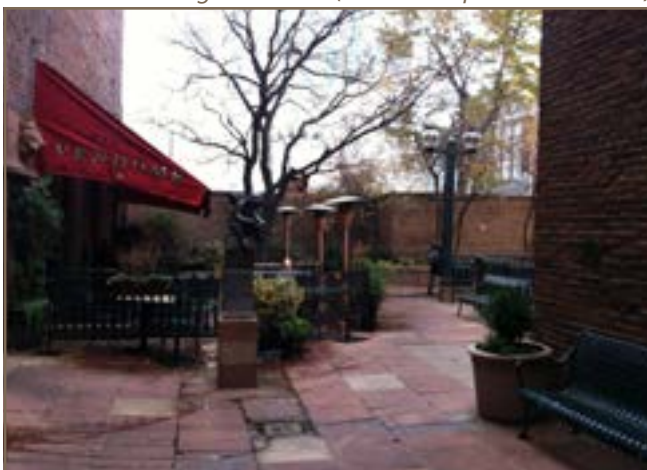


Figure 2.15.C (Source: Department Photo)



Figure 2.15.D (Source: Department Photo)



Figure 2.15.E (Source: Department Photo)



Figure 2.16: Grand Junction Plaza
(Source: Land Collective)

Figure 2.16.A: Site Plan



Figure 2.16.B: Wetland Amphitheater



Figure 2.16.C: Aerial View Looking Northwest

Each development in this sub-district should be designed to embrace Public Spaces, and incorporate design aspects (e.g., building treatment, street furniture, plazas, promenades, landscaping) and uses (e.g., outdoor dining, parks, display areas, courtyards), where appropriate, that complement the Public Space and attracts people.

- B. Grand Junction Plaza:** Grand Junction Plaza encompasses approximately eight (8) acres bound by Jersey Street, Mill Street (as extended), and Union Street. The design for the plaza is depicted in [Figure 2.16: Grand Junction Plaza](#).

Figure 2.16.C: Jersey Street + Plaza



Grand Junction Plaza is planned to include: an amphitheater and lawn gathering place for festivals, concerts and special events; a water feature; an arts garden; a full size ice skating rink in the winter months; a hardscape festival boulevard; and a play in nature area. The plaza will provide programmable space throughout all seasons and will be the connecting point of the Grassy Branch and Midland Trace Trails, allowing for access to Westfield's complete trail system and other points of interest throughout the community. Surrounding pedestrian-friendly streets will invite visitors and residents alike to explore both the plaza and area restaurants and shops.

As of the adoption of this chapter, the phasing for the construction of the plaza had not been determined. The improvement and restoration of the riparian corridor through the plaza from Union Street to the newly extended Mill Street will be completed as part of the first phase of the City's larger detention improvements (see [Figure 2.21: Detention Area & Phasing](#)).

- C. Public Art:** In addition to the demonstrated economic and social benefits, public art will be an important component to identify and share the culture of our community and shape the built environment of this sub-district.

Public art integrated into public and private spaces will create a distinct and unique character that is welcoming and safe for pedestrians, including residents and first time visitors of our community. Additionally, public art encourages pedestrians to explore the downtown environment. The theme for public art should be modern, yet historic, by offering educational and story-telling opportunities.

Figure 2.17: Example Public Art

Figure 2.17.A (Source: Department Photo)



Figure 2.17.B (Source: Department Photo)



Although no specific requirement for public art is identified herein, public art should be incorporated throughout the sub-district to create focal points, places to gather and character. Public art could be simple, yet understated, recognizing that several little pieces of pocket art have a collective impact on the character of the sub-district. Signature or more significant pieces of public art should be provided at nodes or specific focal or gathering points.

Figure 2.17.C (Source: Department Photo)



Figure 2.17.D (Source: Department Photo)



Opportunities for public art to be incorporated as street furniture or public realm improvements (e.g., planters, bicycle racks, seating, lighting, trash cans) or into public infrastructure (e.g., manhole covers) are encouraged (see [Figure 2.18: Public Infrastructure Examples](#)).

Figure 2.18: Public Infrastructure Examples

Figure 2.18.A (Source: Department Photo)



Figure 2.18.B (Source: Department Photo)



The Westfield Arts Alliance, a working committee of the Downtown Westfield Association, has created a plan to begin engaging with the community to develop arts as a community place-maker.



The goals of this plan are to:

- ▶ Develop a vibrant arts culture by establishing a supportive environment for awareness of the arts.
- ▶ Encourage community connections through all forms of art.
- ▶ Use the arts as an economic driver by establishing standards and purpose.
- ▶ Develop sustainable practices designed to increase participation in arts programming.

All public art pieces should be coordinated with the Westfield Arts Alliance.

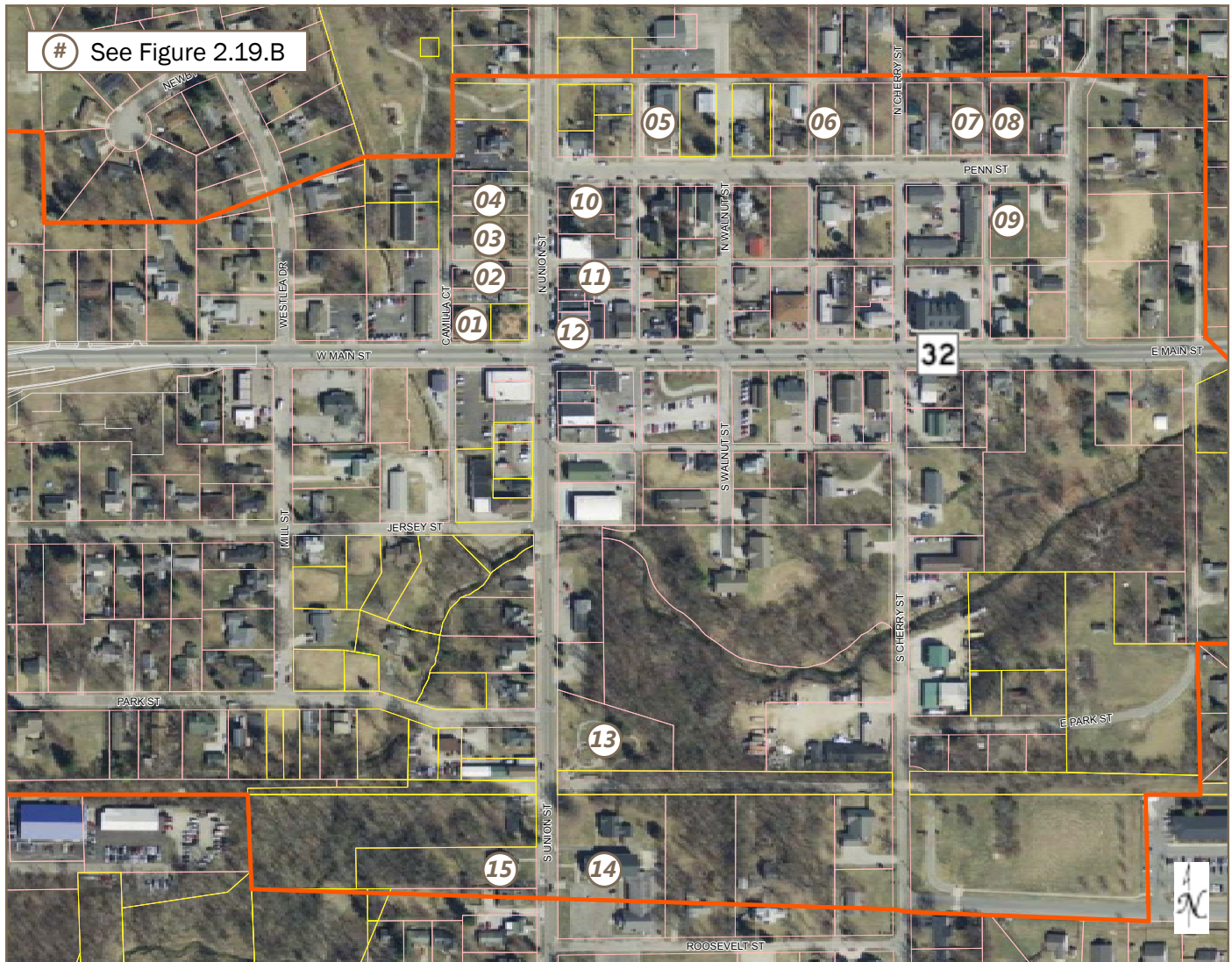
D. Historical Assets: Much of the community's existing architecture is modest, reflecting our strong Quaker heritage. As such, new development and adaptive re-use of existing structures should bridge the gap for future development with the community's history.

As further detailed herein, several sub-areas of this sub-district emphasize the community's "village" or "old town" areas. Even if buildings don't have a historical significance, in the traditional sense, a priority should still be given to emphasize that new and maintained existing buildings are authentic to the intended architectural style and are eclectic. Furthermore, in some instances it may be appropriate to preserve a building's facade rather than preserving the building itself.

Several smaller blocks are noted within this addendum as a priority to maintain the existing character (e.g., north side of Main Street, east of Union Street). In addition, the Hamilton County Interim Report, as amended, published March 1992 by the Historic Landmarks Foundation of Indiana, provides an

Figure 2.19: Existing Interim Report Properties within Sub-District

Figure 2.19.A: Map of Interim Report Properties



inventory of buildings and sites that were surveyed in Hamilton County. The survey and subsequent report was intended as a resource for governmental agencies and organizations in evaluating the potential historical significance in planning and development efforts, as well as serve to boost citizen-awareness of the cultural heritage of a community. A list of the existing buildings and sites that were inventoried and within this sub-district are depicted in [Figure 2.19: Existing Interim Report Properties within Sub-District](#) (an “Interim Report Building”).

Most of the buildings surveyed were rated as “contributing”, which was given to buildings meeting the basic criteria of being pre-1940, but that are not necessarily important enough to stand on their own

as individually significant; rather, such buildings generally contribute to the larger density or continuity of the area’s historic fabric. Two (2) structures were rated as “notable”, meaning further research may reveal that the property could be eligible for National Register listing.

This addendum recommends the development of review criteria to be applied to any potential demolition activities of an Interim Report Building. The intent of this review criteria would be to determine what, if any, level of preservation may be desirable with respect to that building. Such review criteria may include coordination with the Indiana Historical Society or other organizations to further determine the historical significance of the building.

Figure 2.19.B: Photos of Interim Report Buildings
(Source: Department Photos, 2015-2016)

(01) Westfield Carnegie Library (Notable), 104 W Main Street. Craftsman, 1910/1918; Architecture, Social History (Interim Report No. 024).



(02) House (Contributing), 115 N Union Street. I-house, c. 1870; Vernacular/Construction (Interim Report No. 020).



(03) House (Contributing), 119-123 N Union Street. I-house, c. 1855/c. 1880; Vernacular/Construction (Interim Report No. 019).



(04) House (Contributing), 135 N Union Street. Free Classic, c. 1910; Architecture (Interim Report No. 009).



(05) Congregational Church (Contributing), 132 Penn Street. Gable-front/Greek Revival, 1861; Architecture, Religion, Vernacular/Construction (Interim Report No. 010).



(06) House (Contributing), 216 Penn Street. Hall-and-parlor, c. 1845; Vernacular/Construction (Interim Report No. 011).



(07) House (Notable), 312-314 Penn Street. Double-pen/Greek Revival, c. 1845; Architecture, Vernacular/Construction (Interim Report No. 012).



(08) House (Contributing), 320 Penn Street. Central-passage/
Greek Revival, 1845; Architecture, Vernacular/Construction
(Interim Report No. 013).



(09) House (Contributing), Penn Street. Double-pen, c. 1863;
Vernacular/Construction (Interim Report No. 016).



(10) Oscar Brown House (Contributing), 136 N Union Street.
Italianate, c. 1879; Architecture (Interim Report No. 018).



(11) House (Contributing), 116 N Union Street. Gable-front/
Greek Revival, c. 1855; Architecture, Vernacular/Construction
(Interim Report No. 021).



(12) State Bank of Westfield (Contributing), 100 N Union Street. Commercial Vernacular, 1899; Vernacular/Construction
(Interim Report No. 022).



(13) Cemetery (Contributing), S Union Street. c. 1851-c. 1872;
Exploration/Settlement, Religion (Interim Report No. 023).



(14) Westfield Friends Meetinghouse (Contributing), 322 S Union Street. Gable-front, 1888; Religion, Vernacular/
Construction Architecture, Education, Religion (Interim Report
No. 029).



(15) House (Contributing), 323 S Union Street. Gable-front/
Gothic Revival, c. 1860; Architecture, Vernacular/Construction
(Interim Report No. 028).



In order to encourage preservation, the Council established The Westfield Facade Improvement Grant Program in 2011. The program is designed to enhance the development of downtown and increase economic development by assisting owners in making quality real estate improvements fostering a sense of place. The program is intended to increase the overall beauty of downtown by:

- ▶ Increasing pedestrian traffic;
- ▶ Increasing tourism;
- ▶ Promoting an attractive environment for new investment and business activity;
- ▶ Preserving and increasing the quality of life of Westfield residents and visitors; and
- ▶ Providing Downtown businesses and property owners with a higher return on their investment.

Where appropriate in the various sub-areas, adaptive re-use of existing buildings is encouraged and new buildings should be contextually sensitive.

The community's history is as much about Westfield's role in history as it is in the community's existing buildings. As such, a priority is placed on public art that is educational and provides story-telling opportunities of our history (see [Figure 2.20: Historical Story-Telling Examples](#)). This type of public art engages residents and visitors and provides a complementary historical asset differently than preserved buildings.

Figure 2.20: Historical Story-Telling Examples

Figure 2.20.A (Source: Department Photo)



Figure 2.20.B (Source: www.associationforpublicart.org)



E. Detention Design and Planning: A significant amount of land within the downtown area, particularly with the Grand Junction Plaza and the Grassy Branch Quadrant, falls within the floodplain of the Grassy Branch Creek and Thompson waterways. Additionally, storm water detention requirements make development challenging on small parcels of land which primarily exist within the Grand Junction.

In an effort to free up land for development and address existing drainage issues, the City has started work on a larger detention system that impacts the Junction Sub-District west of Union Street and south of Main Street. [Figure 2.21: Detention Area & Phasing](#) depicts the geographic extent of the larger detention area and phasing. Upon completion of the detention improvements, the City anticipates submitting a Letter of Map Revision (LOMR) to reflect the modified floodplain as a result of these improvements.

In addition, the improvements will position for the corridor to be enhanced pursuant to the [City's Parks and Recreation Master Plan](#) with the Monon/Midland Loop and Grassy Branch Trails, which furthers the goals of the Grand Junction Implementation Plan.

1. Phase One (blue): Phase one has been designed and received regulatory approval. This phase will be constructed with the extension of Mill Street (yellow), which is anticipated to start in Spring 2016 and completed in Fall 2016. Phase One includes a pedestrian tunnel/culvert under Mill Street for pedestrian connectivity of the Midland Trace Trail and plaza. Phase

one will accommodate drainage for property encompassed by Jersey Street, Union Street and Mill Street.

2. **Phase Two (red):** Phase two will accommodate drainage within the Junction Sub-District for property west of Mill Street and south of Main Street. Phase two will potentially be constructed as part of the southern extension of Poplar Street, which is currently anticipated for Spring 2018. The extent and location of phase two will be determined at the time of design.

Figure 2.21: Detention Area & Phasing



Drainage in other areas of the sub-district are expected to be managed with on-site or coordinated at a larger scale, if appropriate or necessary, to increase the capacity of existing drainage infrastructure.

- F. **Trails & Greenways:** As depicted in [Figure 2.22: Trails & Greenways Exhibit](#) and the [City's Parks and Recreation Master Plan](#), several trail systems intersect within the Junction Sub-District including the Natalie Wheeler Trail/Grand Junction Trail, Midland Trace Trail, Grassy Branch Trail, and Monon/Midland Loop. The vision established by this chapter is intended to draw on and enhance these trail systems.

An objective of the Grand Junction Implementation Plan 2013 was to “connect Grand Junction Trail to Asa Bales Park by installing a tunnel under State Highway 32.” After further consideration of the existing conditions at the potential tunnel crossing and anticipated improvements, it has been determined a more likely route to connect Grand Junction Trail to Asa Bales Park is to route the Grand Junction Trail along the west side of Union Street and cross State Road 32 at grade with an enhanced pedestrian crossing. The trail would then extend north to the entrance of Asa Bales Park (see page 42 for further details).

Figure 2.22: Trails & Greenways Exhibit

Figure 2.22.A: Midland Trace Trail

(Source: dwna.org)

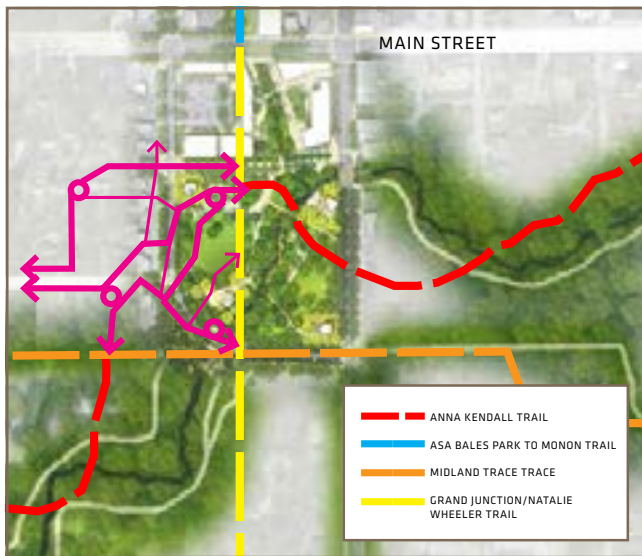


Figure 2.22.B: Grand Junction Trail

(Source: Department Photo)



Figure 2.22.C: Trail Connections
(Source: Land Collective)



ACCESS & CIRCULATION

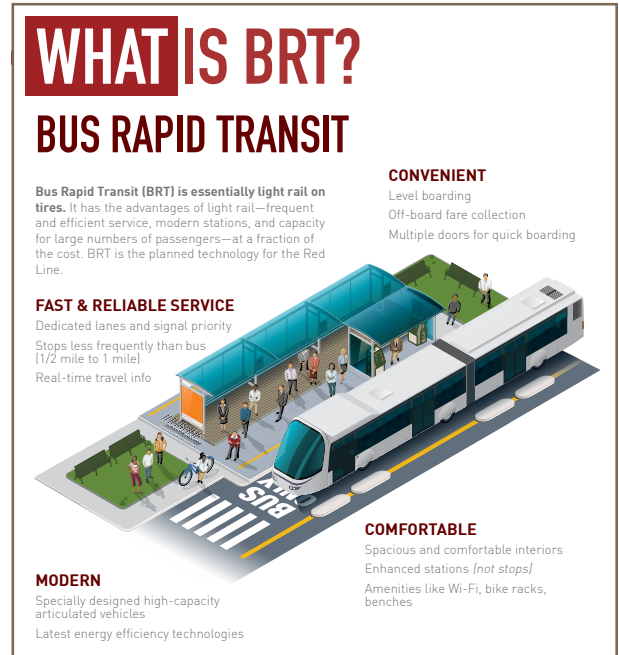
A. Mass Transit

1. **Indy Connect:** Since the adoption of the Grand Junction Implementation Plan in 2013, Westfield has cooperatively worked with Indy Connect (www.indyconnect.org) regarding the initial bus rapid transit plan for the “Red Line”. In 2014, refinements were made to the plan that result in the proposed north terminus for the Red Line at or near Grand Park (see [Figure 2.24: Indy Connect Red Line Recommendations](#)).

As shown, there are locations that have been preliminarily identified as possible stations for the Red Line within Westfield. Due to available land and routing efficiencies, the station that impacts the Junction Sub-District in downtown is anticipated to be located near the intersection of Poplar Street and Main Street (SR32).

As a result, development around the station will need to incorporate transit oriented design elements including walkability; parking; high density and high quality development within a ten (10) minute walk of the station; mixed land uses (residential, office, retail, government, and other employers); potential bike sharing station(s); and, other infrastructure related to a bus rapid transit station.

Figure 2.23: Bus Rapid Transit (Source: IndyConnect)



To the extent possible, the City encourages the consideration of a route stop within a parking garage to increase infrastructure efficiencies and maximize the investment while furthering the design goals and objectives of this chapter.

As of the adoption of this chapter, the Red Line is currently in the Project Development and Preliminary Engineering Phase. This continues to prepare the region to apply for Federal funding to construct the project through the Federal Transit Administration at the appropriate time.

2. **Hamilton County Transit Forum:** In addition to the Indianapolis metropolitan area’s transit efforts, leaders within Hamilton County have initiated the Hamilton County Transit Forum. The Hamilton County Transit Forum is a group consisting of business partners, nonprofit and local government staff, and elected officials that is planning for Indy Connect’s Central Indiana’s Transportation Initiative and the possibility of enhanced local bus service.

Enhanced local bus service includes the possibility of routing local bus service throughout the County that would complement the Red Line. Local bus service could potentially include multiple routes and stops within the Junction Sub-District.

Figure 2.24: Indy Connect Red Line Recommendations (July 2015)(Source: IndyConnect)

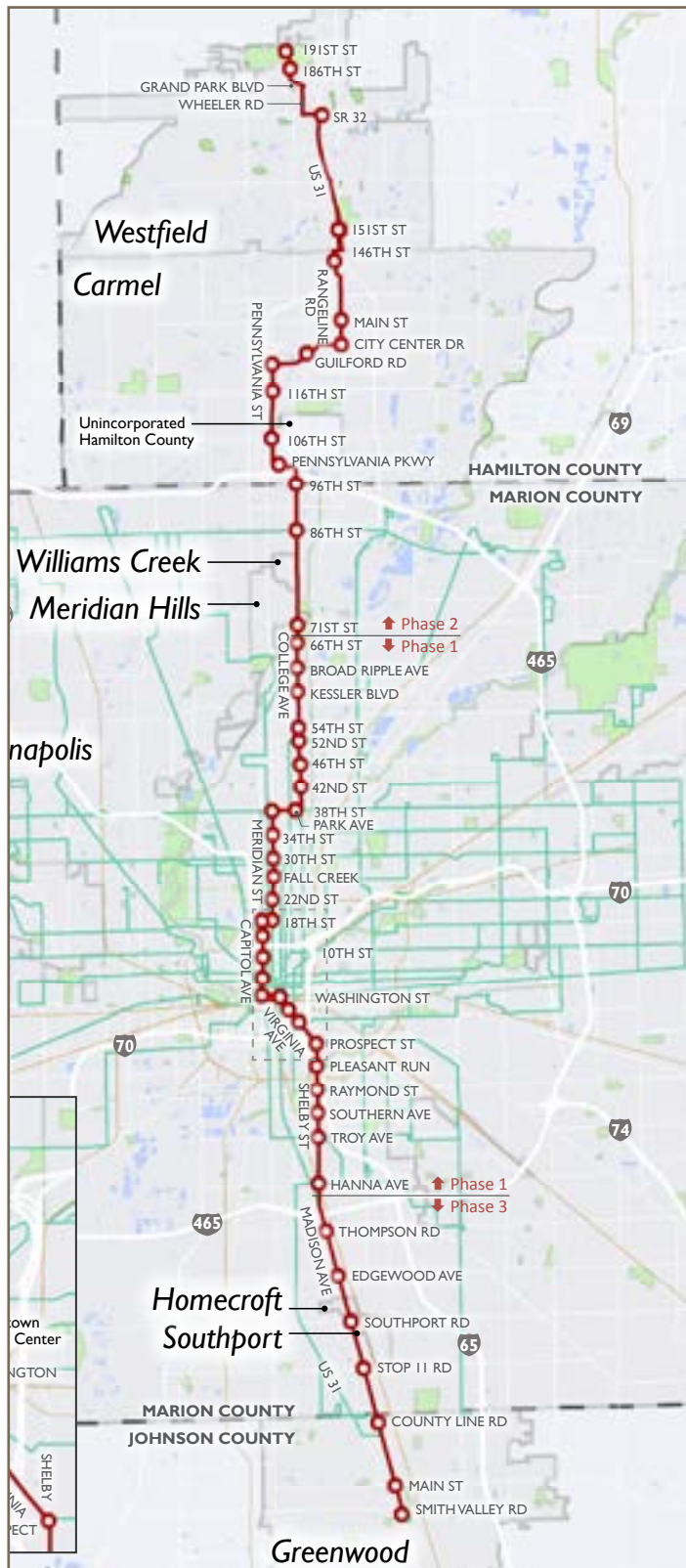


Figure 2.25: Examples of Local Bus Service



Although the potential for local bus service is still in early analysis and planning stages, the purpose of identifying its potential in this chapter is to ensure that as development occurs within the sub-district, consideration should be given to where and how that development embraces these potential bus stops in the future. Bus stops could be enhanced or incorporated within the public and private streetscape. Potential stops or stations should receive special consideration to the public spaces surrounding it and pedestrian safety.

B. Rights-of-Way & Alleys:

- 1. Alleys:** If necessary, the City will entertain vacating existing alleys in order to make a proposed project design viable; however, it is anticipated that existing alleys will need to be enhanced and new alleys will be proposed.

Alleys should primarily function as service corridors for abutting development (e.g., employee activity, deliveries, dumpster and trash service, mechanical equipment); however, enhanced alley ways for pedestrian corridors should also be considered as opportunities for mid-block connections as well as a human-scaled place for temporary special events.

Figure 2.26: Street Cross-Sections

Figure 2.26.A: Right-of-Way with Minimum Build-to-Line (e.g., Jersey Street, Walnut Street)

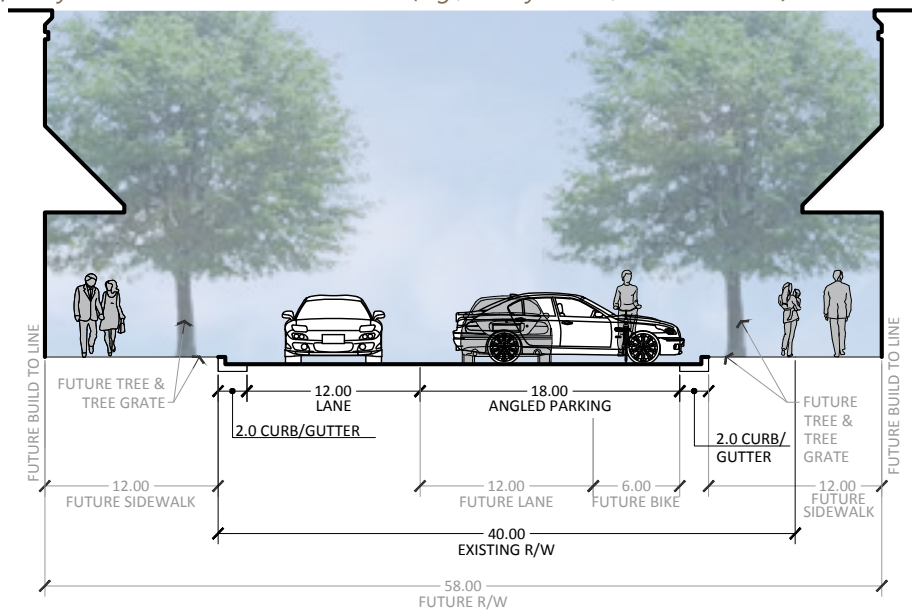


Figure 2.26.B: Right-of-Way with Existing Structures Setback (e.g., Park Street, Penn Street)

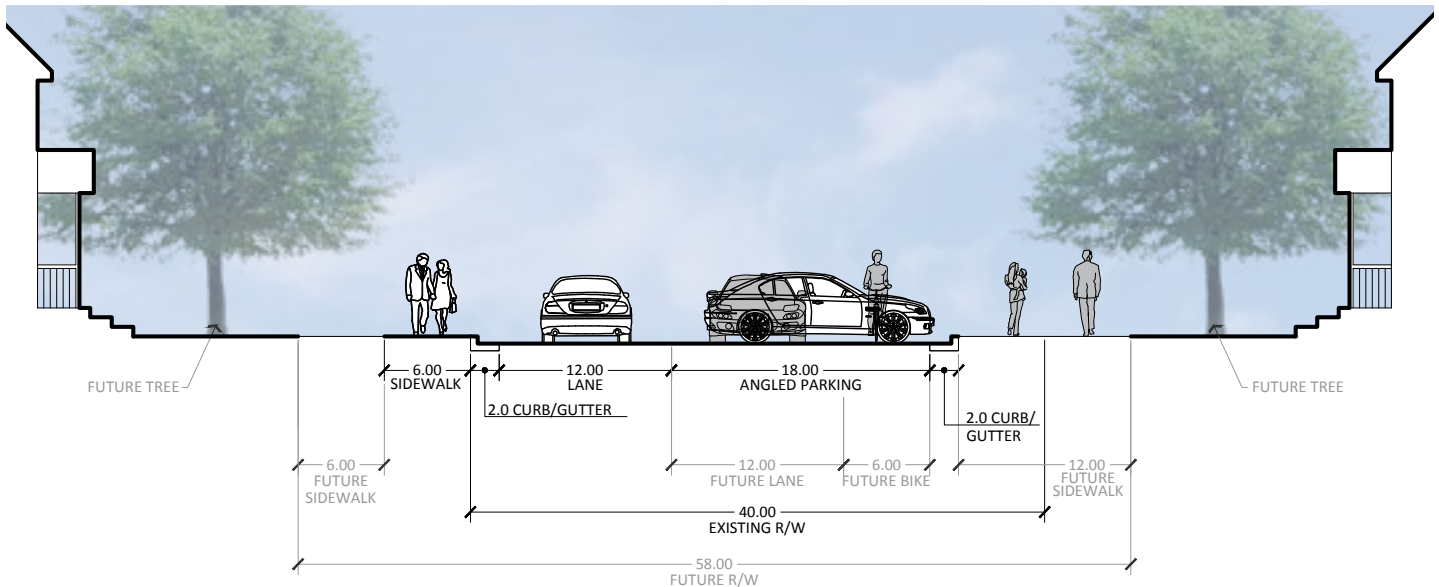


Figure 2.26.C: Jersey Street Right-of-Way Abutting Grand Junction Plaza

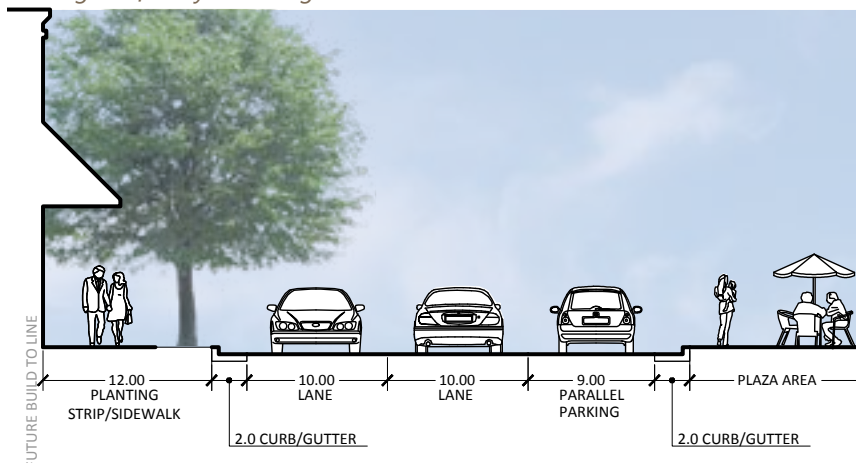
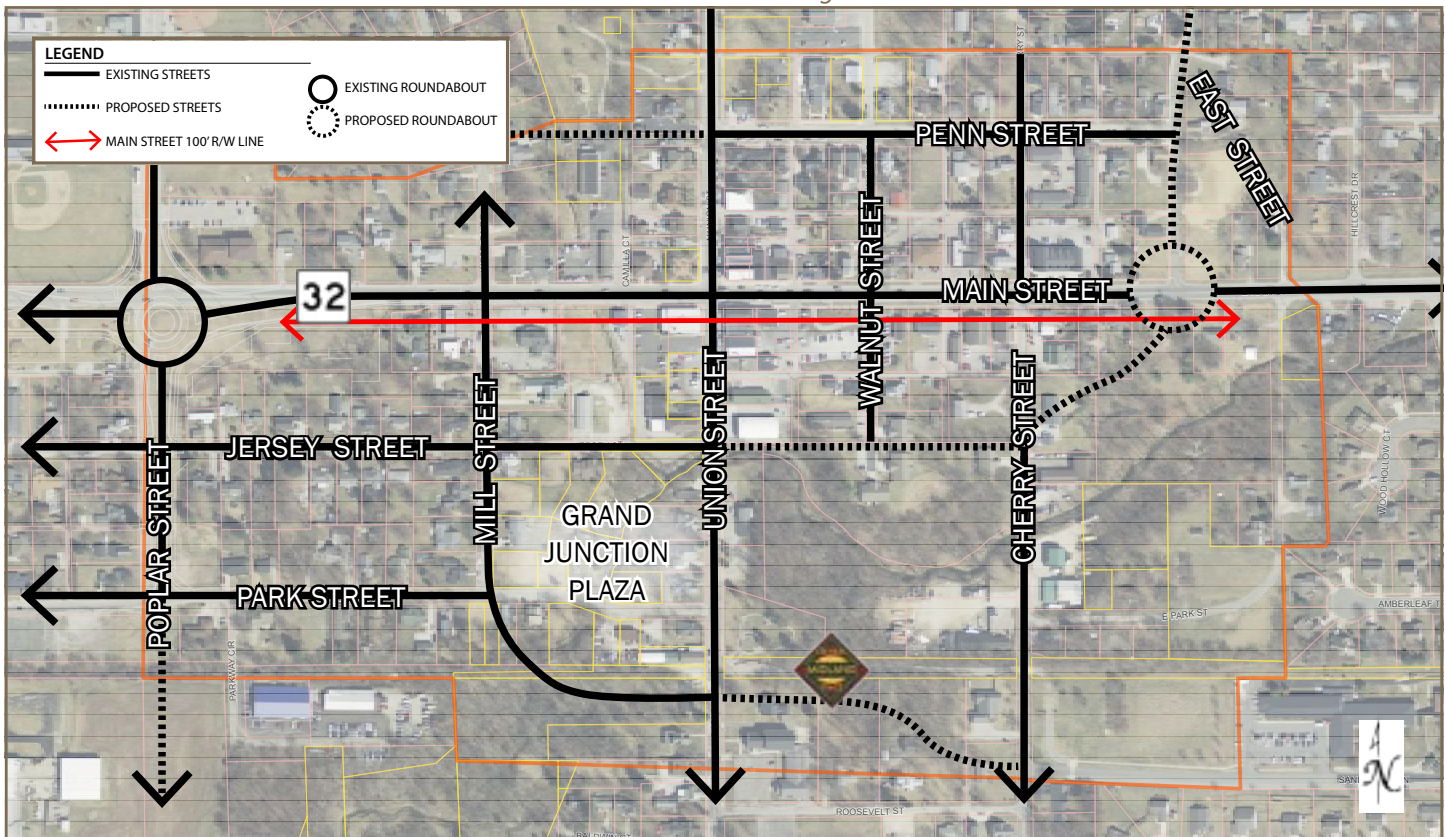


Figure 2.27: Junction Sub-District Street Network Exhibit



Alley cross-section designs will vary on a case-by-case basis; however, alleys are not intended to be designed or used to provide fire access.

2. **Existing Streets:** If necessary, the City will entertain vacating existing streets in order to make a proposed project design viable.

As the sub-district continues to transform, existing street rights-of-way will need to be enhanced to: (i) accommodate an increase in vehicular and pedestrian traffic; (ii) provide for on-street parking, as appropriate; and (iii) improve circulation and safety for both vehicles and pedestrians.

Improvements within the rights-of-way may be short or long term and the specific improvements for existing streets within the sub-district will vary in order to serve the needs of the community at that time. For example, on-street parking should be given a priority until more long term parking solutions become available. As a result, it is possible some existing rights-of-way may need to become one-way traffic only in order to facilitate angled or parallel on-street parking.

Pedestrian facilities are also a priority within the street right-of-way where they do not currently exist, and such pedestrian facilities should be wider in accordance with this chapter.

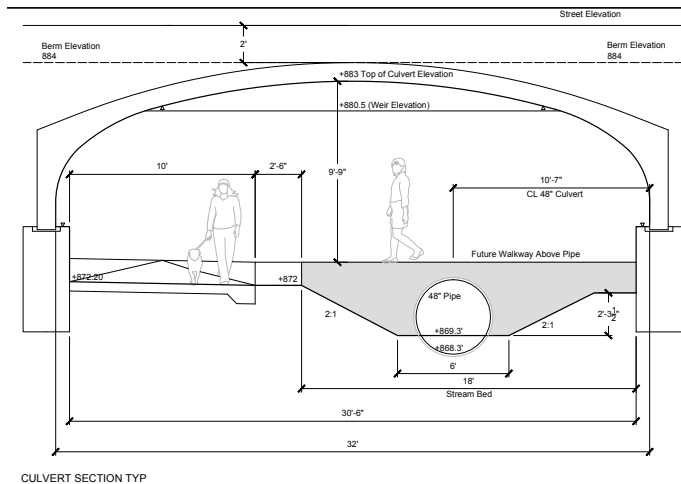
[Figure 2.26: Street Cross-Sections](#) is a series of cross-section scenarios that are appropriate for streets within this sub-district based on right-of-way widths that currently exist and that may need to be expanded.

2. **New Streets:** The Grand Junction Implementation Plan identified the existing and proposed street network within Grand Junction. With the exception of Mill Street, as summarized herein, the construction of new streets will be largely dependent on development in those areas. For purposes of this chapter, the proposed streets have been refined as depicted in [Figure 2.27: Junction Sub-District Street Network Exhibit](#).

All street rights-of-way shall be dedicated to the City pursuant to the Westfield Thoroughfare Plan and this addendum.

- 3. Mill Street:** As noted elsewhere in this chapter (see page 35), the Mill Street extension from Park Street to Union Street is anticipated to start Spring 2015 and be completed Fall 2016. The extension (see [Figure 2.28 Mill Street Pedestrian Tunnel](#)) includes the construction of the pedestrian tunnel/culvert under Mill Street for the Grassy Branch Trail and Midland Trace Trail (see [Figure 2.29: Mill Street Cross-Section](#)).

Figure 2.28 Mill Street Pedestrian Tunnel



Pedestrian connectivity includes increased pedestrian accessibility through the implementation of wider sidewalks, mid-block pedestrian crossings, intersection sidewalk bulb-outs, table speed bumps (where appropriate), bicycle parking amenities, shorter blocks and accessible ramps at crossings (see [Figure 2.30: Example Pedestrian Connectivity Amenities](#)).

Figure 2.30: Example Pedestrian Connectivity Amenities
Figure 2.30.A (Source: Department Photo)

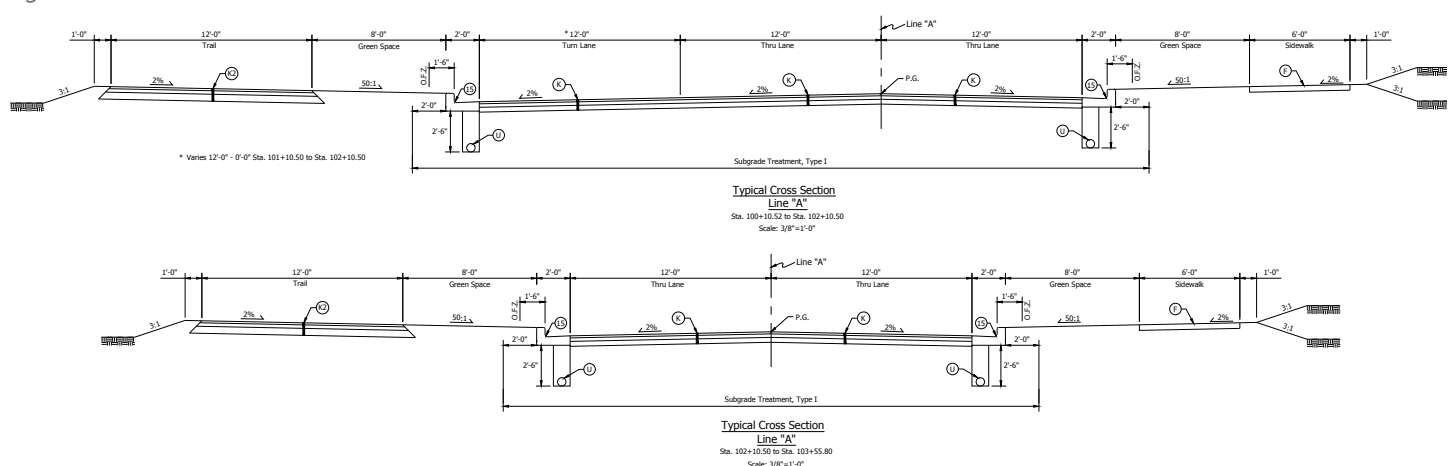


Figure 2.30.B (Source: www.nacto.org)



C. Pedestrian Connectivity: A priority within this sub-district is compactness, connectivity, and walkability with the intent to attract people. As a result, typical suburban prototypes of new buildings and site designs should not be permitted. Rather, features such as adjacent surface parking, drive-through lanes, lack of sidewalks, front entrances from parking areas rather than public realms, and the like are strongly discouraged.

Figure 2.29: Mill Street Cross-Section



Pedestrian pathways and crossings, whether public or private, shall be delineated (e.g., pavers, striping, edging, material) and distinguished from vehicular surfaces (see [Figure 2.31: Delineated Pedestrian / Raised Crossing](#)).

Additionally where appropriate, landscaping, street furniture, planters, walls, etc. should be used to further separate pedestrian spaces from vehicular spaces to create a safe environment for pedestrians.

Figure 2.31: Delineated Pedestrian / Raised Crossing
Figure 2.31.A (Source: www.nacto.org)



Figure 2.31.B (Source: Department Photo)



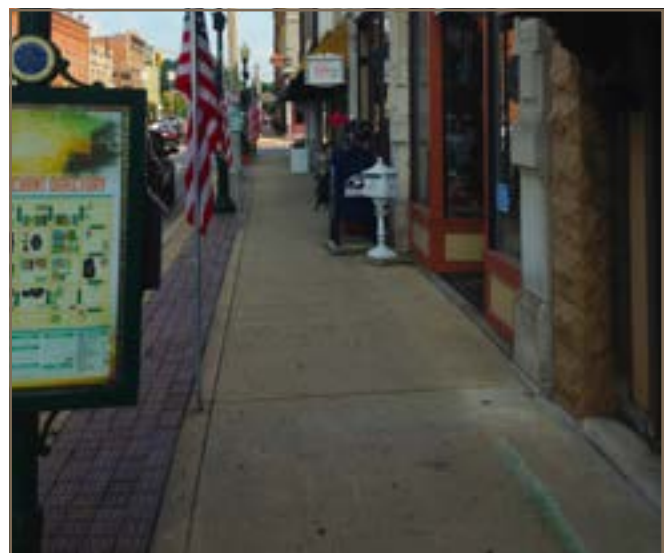
Public Spaces between buildings and the curb should generally include a wider pedestrian sidewalk (e.g., up to fifteen (15) feet wide on primary pedestrian streets and ten (10) feet wide on secondary pedestrian streets) that can accommodate: (i) a five (5) to six (6) foot wide unobstructed walking area; (ii) a two (2) to three (3) foot wide area for related street furniture and amenities (e.g., display space, outdoor dining)

abutting the building; and (iii) a two (2) to three (3) foot area abutting the curb for trash, street lights, signs, and then street trees where sidewalk widens (see [Figure 2.32: Example Public Sidewalk Space](#) and also [Figure 2.26: Street Cross-Sections](#)).

Figure 2.32: Example Public Sidewalk Space
Figure 2.32.A (Source: Department Photo)



Figure 2.32.B (Source: Department Photo)



D. State Highway 32 Corridor: A priority action item of the Grand Junction Implementation Plan is to formalize a position with the Indiana Department of Transportation (INDOT) regarding a potential State Highway 32 expansion through Grand Junction. In addition to providing guidance to INDOT for the community's desired design, formalizing a position as a policy further provides guidance for future development that abuts the Main Street corridor (e.g., setbacks, design, building orientation). The following is intended to establish the community's position with regard to the State Highway 32 expansion through downtown.

1. **Preferred Alternative:** As summarized in the Grand Junction Implementation Plan, a Main Street Corridor Study was completed by American Structurepoint, Inc. in 2010, which recognized the required balance for Main Street to serve both regional and local needs. The vision of the community is a Grand Junction District that is a vibrant, walkable, mixed-use district where people can live, work, and shop, with much of the redevelopment effort anticipated to be concentrated along the Main Street corridor. As an integral part of the Grand Junction District, the Main Street corridor will have direct impacts on the success of this vision.

The purpose of the study was to identify and evaluate transportation improvement alternatives for the corridor as a regional thoroughfare, while also supporting the local redevelopment efforts, and the study concluded with a preferred alternative.

It is hereby established that the policy of the City is to generally adopt the recommended preferred alternative as depicted in [Figure 2.34: Preferred Alternative](#). Where possible, limiting left turns is desirable to increase efficiency of traffic moving through downtown, while also minimizing potential conflict points with pedestrians. In addition, a priority in the design of this corridor and other rights-of-way is for utility lines to be buried.

2. **Width and Location:** The preferred cross-section requires a right-of-way width of one hundred (100) feet (see [Figure 2.35: Preferred Alternative Cross-Sections](#)). The existing right-of-way width is approximately seventy (70) feet. As a result, consistent with the historic asset and character provisions herein, the recommendation is for the right-of-way to be expanded to the south, maintaining the existing north right-of-way line of Main Street. As such, new (re)development should dedicate this additional right-of-way and design building setbacks and public right-of-way improvements (sidewalks, lighting, street furniture) accordingly.
3. **On-Street Parking:** In addition, an emphasis that needs to be taken into consideration at the time of the final design and construction is for on-street parking and safe pedestrian crossings. On-street parking should be permitted on Main Street, even if only permitted during non-peak hours.
4. **Pedestrian Crossings:** Safe pedestrian crossings, particularly during community events and peak tourism seasons, is mandatory to ensure safe pedestrian crossing between the north and south sides of Main Street. Crossings should not only meet safety design criteria, but care should be given in the final design to ensure the crossing provides a welcome and aesthetically-sensitive environment (see [Figure 2.36: Enhanced Pedestrian Crossings](#)). Options to better facilitate pedestrian crossing could include increased pedestrian cycles, scramble (Barnes Dance) lights, or split phase.

The primary pedestrian crossing that has been identified is the crossing of a realigned Grand Junction Trail at Union Street (see page 35). As a result, pedestrian traffic should be channeled and re-directed to Union Street with a wider, at grade crossing.
5. **Curb Cuts:** No new curb cuts onto Main Street should be permitted. Existing curb cuts should be removed upon redevelopment with vehicular access to properties via other streets or alleys.

Figure 2.34: Preferred Alternative
(Source: Main Street Corridor Study)

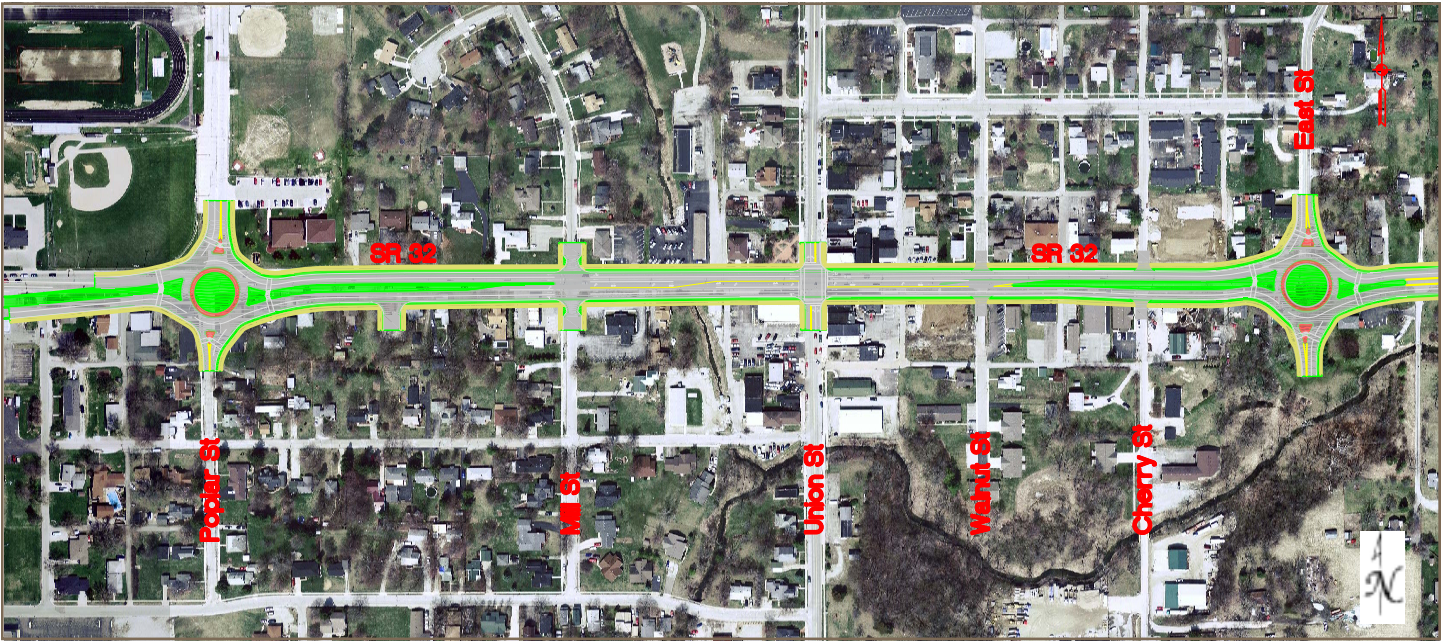


Figure 2.35: Preferred Alternative Cross-Sections
Figure 2.35.A: Cross-Section with Median

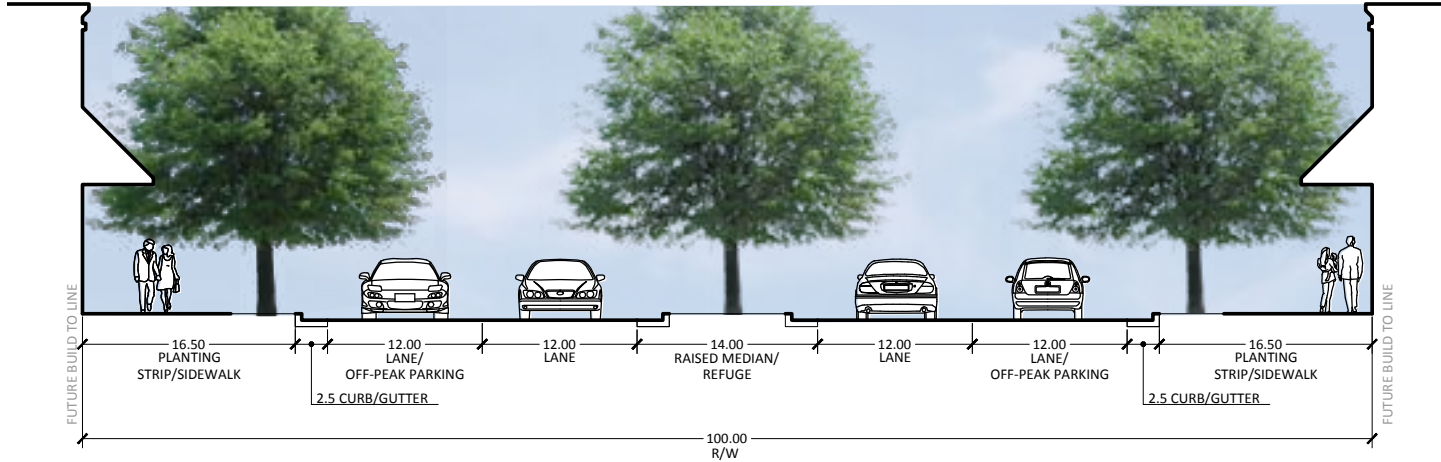


Figure 2.35.B: Cross-Section with Turn Lane

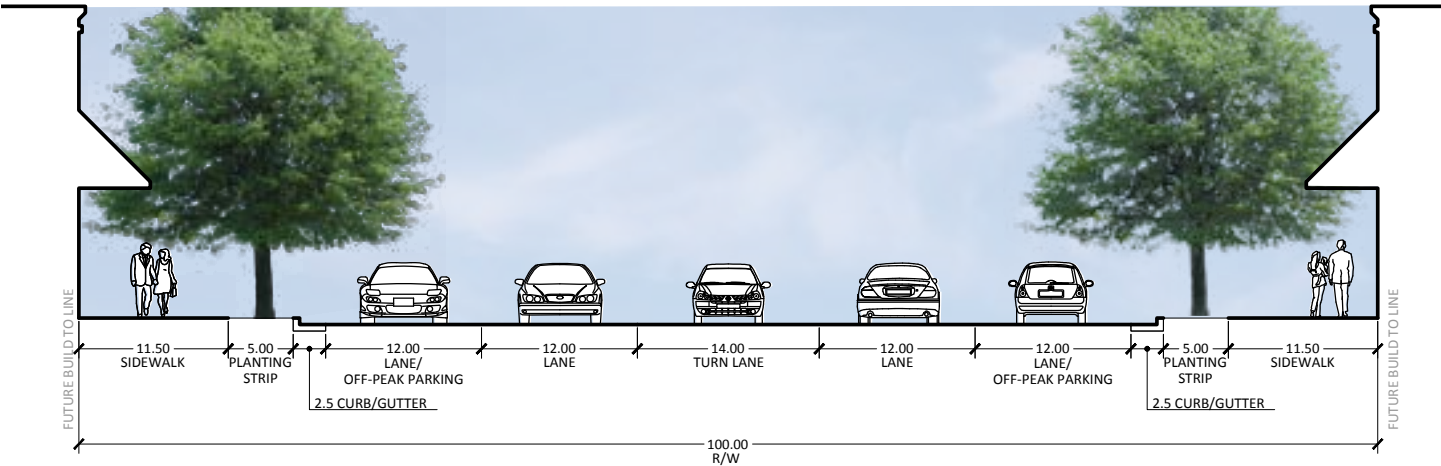


Figure 2.36: Enhanced Pedestrian Crossings
Figure 2.36.A (Source: www.nacto.org)



Figure 2.36.B (Source: www.urbanindy.com)



PARKING

The City's existing parking requirements are conventional for a suburban community and don't necessarily fit the needs of downtown. On-street parking is generally encouraged within the public right-of-way, while flexibility for off-street parking requirements within this sub-district should be provided. Parking requirements should be flexible, respond to market conditions, and address the intended mix of land uses, both short and long term, as development occurs within the sub-district.

In the more dense sub-areas (e.g., Main Street Corridor and Grand Junction Plaza Block) and in close proximity to public transportation hubs, on-site parking and parking structures should be required. In other sub-areas, parking requirements could allow for the ability to be waived or modified as parking is otherwise being provided within proximity of the site (e.g., parking located within four hundred (400) feet for patrons and seven hundred (700) feet for employees).

A. Overarching Parking Policies: The overarching parking policies for this sub-district include:

1. **Sharing Parking:** Minimize exclusive-use parking so that the value of public and private investment in surface and structure parking can be maximized.
2. **Convenient:** Ensure parking is conveniently located and accessible to encourage visitors and residents to be able to park once in downtown and be to walk to multiple destinations.
3. **Accessible:** Provide parking throughout the sub-district that supports mass transit and enhances pedestrian circulation.

B. Basic Parking Policies: The following sets forth the basic policies that should be considered as development and redevelopment is proposed within the sub-district:

1. **Park Street Corridor:** Off-street parking requirements should not be required, or at least should be minimal, for uses within this sub-area.
2. **Penn Street Corridor:** Some, but minimal, off-street parking should be required for uses within this sub-area.
3. **Other Sub-areas:** Off-street parking should be required within all other sub-areas. Off-street parking should be located to the rear and/or interior of buildings with minimal frontage along public streets; however, parking should be readily signed for ease of access and circulation.
4. **On-Street Parking:** On-street parking should not be counted toward individual site parking requirements, rather on-street parking is intended to supply needs for normal residential and visitor use while also offsetting lower parking standards for surrounding uses.
5. **Shared Parking:** On-site surface parking with more than ten (10) parking spaces should remain open for use of the public, as non-exclusive, at least during non-peak hours of the use.
6. **Structured Parking:** Structured parking may be available for exclusive or non-exclusive use.

C. Parking Strategy: In order to develop a broader parking plan for the sub-district, the City engaged a parking consultant in September 2015 to perform a parking study of the sub-district area to assist and complement the City’s planning efforts. As of the adoption of this chapter, that study was in progress; however, the scope of the study set forth its completion in a phased approach as follows:

1. **Phase One:** This phase is the initial parking supply and demand analysis, as well as shared parking analysis. The parking supply/demand inventory and analysis will be conducted, in addition to measuring the overall parking supply and occupancy during a typical day.

Potential shared-use opportunities will be identified and incorporated into the analysis. Current and future conditions will be projected which will pinpoint the actual parking issues and where potential issues will occur in the future as proposed future developments are brought on-line.

This analysis will provide the starting point and baseline from which to develop solutions for mitigating current and future parking issues.

2. **Phase Two:** This phase will be an analysis of alternatives that will build upon the knowledge developed in the first phase and include management strategies. This includes actual current parking conditions as well as projected future parking conditions.

Alternative solutions for mitigating current and future parking issues will be developed. The potential solutions will be evaluated and ranked using a weighted-value matrix that will be created mutually with the client. This way, the final selections of preferred alternatives will reflect community parking-related values.

3. **Phase Three:** This phase would be outside of the initial analysis, but is the next step to preliminarily plan for potential new parking facilities that would include potential sites, qualitative criteria, phasing, costs and funding mechanisms (such as development impact fee assessed on vehicle trips or a parking in lieu fee).

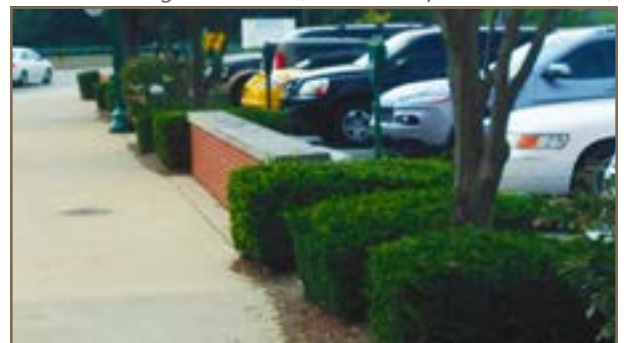
D. Parking Design: The design of parking areas is critical to the success of the sub-district, both for aesthetics and functionality. The parameters below are intended to promote efficient use of limited parking supply while ensuring that parking does not dominate or detract from the public spaces and is appropriately designed for pedestrian circulation.

1. **Parking Structures:** In general, multi-story, above ground parking structures should have a retail and service industry presence at the street level. Parking structures may be incorporated into mixed use buildings or they may be stand-alone buildings as long as the street-level expectations are met. Structures should be architecturally consistent and compatible with nearby and adjacent buildings and should not contain visible parking areas (aside from access points), security grills, or other parking security methods.
2. **Surface Parking:** Surface parking areas may provide for short or long term parking solutions; however, long term surface parking areas will require greater sensitivity to location (limited street frontage); design (softened with landscaping, walls and fences); and, separation from pedestrian activity (see [Figure 2.37: Surface Parking Treatment](#)).

*Figure 2.37: Surface Parking Treatment
Figure 2.37.A (Source: Department Photo)*



Figure 2.37.B (Source: Department Photo)



Surface parking areas should not be allowed to be located between a structure and the Main Street right-of-way nor between a structure and any right-of-way abutting Grand Junction Plaza.

All surface parking areas, even if temporary, should be paved or equivalent (e.g., porous pavers) and landscaped. Larger parking areas should be broken up into smaller areas to reduce the overall area of paving and promote a friendlier pedestrian environment.

3. **Bicycle Parking:** Each principal building within the sub-district should include bicycle parking spaces/racks in order to accommodate and encourage bicycle use within the Grand Junction District. To the extent reasonable, consideration should be given to incorporate creative bicycle racks to function as public art, or as part of public infrastructure improvements.

Figure 2.38: Bicycle Rack Examples

Figure 2.38.A (Source: Department Photo)



Figure 2.38.B (Source: columbusparksfoundation.org)



Figure 2.38.C (Source: Land Collective)



- E. **Service and Loading Areas:** Service and loading berths should be oriented in a manner so that they are not visible from streets or trails (hereinafter, “rights-of-way”), but rather from interior loading areas or alleys.

1. **Screening:** Screening should include opaque walls or fences and should be consistent with the architecture and materials of the associated building. Screening should be used to minimize visibility from all rights-of-way and adjacent properties. If appropriate to the context of the site, then landscaping should be considered to help soften the visual impact of a screen wall or fence.

Elements such as meter boxes, utility conduits, roof projections such as vent and exhaust pipes, and basement window enclosures should be designed and located so as to minimize their visibility and visual impact.

2. **Dumpster Enclosures:** The City’s zoning standards for screening trash receptacles and compactors, pallet storage and recycling areas, and other similar facilities should be applied within this sub-district. In addition, a roof which is architecturally-consistent with the architecture of the associated building should be considered when abutting structures in excess of two-stories (see [Figure 1.4: Architecturally-Consistent Dumpsters](#)).

Exceptions for dumpsters and other similar containers (e.g., walk-in freezers) may be appropriate if not visible from rights-of-way (e.g., located along alleys and/or within building recesses) (see [Figure 2.39 Example Alley](#)).

*Figure 2.39 Example Alley
(Source: Department Photo)*



OUTDOOR STORAGE, DISPLAY AND DINING

A. Outdoor Storage: The City's zoning standards for outdoor storage (Article 6.12 of the Unified Development Ordinance) should be applied within this sub-district. The temporary storage of material inherent to serving the business's needs of products and deliveries (e.g., pallets) should be restricted to within buildings or screened from adjacent properties (e.g., within an enclosure for dumpsters or other similar receptacles).

B. Outdoor Displays: Outdoor displays in the downtown can create an interesting shopping environment that engages pedestrians and supports the business. As summarized herein (see page 26), outdoor displays enhance Public Spaces and attract people; however, outdoor displays can also result in a cluttered and unattractive appearance and create obstructions for pedestrians. If deemed appropriate, then a permitting process should be considered to effectively regulate outdoor displays.

The following provides guidance for outdoor displays within this sub-district, which are encouraged and supported if the following criteria are implemented (see also [Figure 2.32: Example Public Sidewalk Space](#)):

- ▶ Items displayed are limited to the merchandise sold by the business.
- ▶ Displays are located within the business's frontage and immediately adjacent to the building.
- ▶ Displays located adjacent to or in a right-of-way should maintain a minimum unobstructed sidewalk width of five (5) to six (6) feet and be a maximum depth of two (2) feet. Display would be subject to the appropriate encroachment permits if located within the right-of-way.
- ▶ Unobstructed access shall be provided to all building entrances, curb ramps, and fire access, including at least a two-foot linear clearance on each side of a building entrance.
- ▶ Materials and colors used for shelves, racks, easels and similar supports for displayed items

shall complement the architectural style and colors used on the adjacent building façade.

- ▶ Displays must be maintained in an orderly appearance and displayed only during hours of operation for the associated business and shall be removed at the close of each business day.
- ▶ Outdoor displays shall be secured to prevent movement. However, they may not be permanently anchored to the right-of-way nor attached or affixed to any public tree, sign or similar fixture.
- ▶ In no case shall the location of the display occur within an area required for vehicular circulation, parking or loading, or emergency vehicle access.
- ▶ Maximum display area restrictions should be implemented based on a ratio of the business's street frontage.

Figure 2.40 Outdoor Display

Figure 2.40.A (Source: onemorefoldedsunset.com)



Figure 2.40.B (Source: Department Photo)



C. Outdoor Dining: As summarized herein (see page 26), outdoor dining spaces enhance Public Spaces and attract people. The City's zoning standards for Outdoor Cafe and Eating Areas (Article 6.13 of the Unified Development Ordinance) should be applied within this sub-district.

Figure 2.41 Outdoor Dining Spaces
Figure 2.41.A (Source: Department Photo)



Figure 2.41.B (Source: Department Photo)



Figure 2.41.C (Source: Department Photo)



In addition, the following guidelines should be considered:

- ▶ Outdoor dining areas abutting non-restaurant uses should consider barriers or screening to minimize the impact on adjoining properties.
- ▶ Furniture and fixtures relating to the outdoor dining area may not be stored on the public right of way and must be removed from the sidewalk when the restaurant is closed to the public every day and/or night.
- ▶ Outdoor dining areas permitted within the right-of-way are subject to the provisions herein (see also Article 6.13 of the Unified Development Ordinance), and would be subject to the appropriate encroachment permits.
- ▶ Outdoor dining areas located adjacent to or in a right-of-way should maintain a minimum unobstructed sidewalk width of five (5) to six (6) feet. Furniture and barriers should not be secured to trees, lamp posts, street signs, hydrants or any other right-of-way infrastructure.

LANDSCAPING STANDARDS

The City's existing landscaping standards are conventional for a suburban community and don't necessarily fit the needs of downtown. As downtown becomes more impervious, the "urban forest" becomes more important.

A. Purpose: According to the United States Department of Agriculture's "[Sustaining America's Urban Trees and Forests](#)" report (June 2010), urban forests enhance the physical, ecological, and cultural aspects of a community, including:

1. **Environmental:** Trees and landscaping make important contributions by reducing air pollution, ameliorating heat islands, improving hydrological conditions, sequestering carbon, and contributing to wildlife habitat. Use of drought-tolerant trees and landscaping can aide in water conservation.
2. **Economic:** Trees and landscaping can increase property values, increase commercial spending, and reduce maintenance costs of other streetscape elements.

3. **Aesthetic:** The visual characteristics of street trees and landscaping (form, color, texture) add greatly to the aesthetics of streets and can enhance the civic qualities of the public environment.
4. **Psychological:** People derive psychological benefits from symbolic and physical contact with nature provided by a green environment. A planted streetscape provides relief from an otherwise built out environment.
5. **Social:** Opportunities for new social contacts, community identity, and the opportunity to contribute to the establishment and care of a community feature are afforded by the presence of street trees and planting.
6. **Safety:** Consistent tree plantings along a street narrow the perceived width of a street, encouraging decreased vehicular speed and increased awareness of pedestrians.

B. Street Trees: Street trees are a critical element of the streetscape environment. Appropriate tree species selection, location and design will ensure the health of trees, enhance the character of the streetscape, and maximize public and private investment.

Street trees typically include trees planted within the public right-of-way; however, street trees could include trees planted in the front yard in corridors where space within the right-of-way is limited and building setbacks are greater (e.g., Jersey Street, Park Street). Street trees in rights-of-way should be planted in sidewalks with tree grates (minimum size of four (4) feet by (4) four feet) or other treatment, or between sidewalks and streets where planting strips of sufficient width exists.

Figure 2.42: Street Tree Streetscape Examples
Figure 2.42.A (Source: a2dda.org)



Figure 2.42.B (Source: permatill.com)



Figure 2.42.C (Source: www.terrafirmalandarch.com)



When designing a new or renovating an existing street, utilities and other elements should be relocated where feasible to establish regular tree spacing.

C. Abutting Street / Public Spaces: This landscaping area generally includes a space measured from the public right-of-way to the building facade. This area could include spaces identified as public spaces (see [Figure 2.15: Example Public Spaces](#)). General standards for lot or foundation plantings, as currently established by the City's zoning ordinance, do not address the nature of development envisioned in this sub-district (with the exception of single-family detached uses in the Penn Street Corridor).

The lack of yards and increase in impervious surfaces requires the primary focus for landscaping to be within the area immediately abutting the street, where the highest pedestrian activity will occur. This area should be landscaped with vegetation and/or hardscaped. If hardscaped, then window or ground planters should be considered to enhance the building's facade and soften the streetscape. The density of trees and flowers or shrubs will depend on the setback of the building from the street, as generally illustrated in the following exhibits.

Figure 2.43: Example Landscaping
for Buildings less than 10' from Right-of-Way
Figure 2.43.A (Source: destinationmainstreet.com)



Figure 2.43.B (Source: Department Photo)



Figure 2.43.C (Source: lotsafunmaps.com)



Figure 2.44: Example Landscaping
for Buildings 10' to 20' from Right-of-Way
Figure 2.44.A (Source: Department Photo)



Figure 2.44.B (Source: Department Photo)



Figure 2.45: Example Landscaping
for Buildings Greater than 20' from Right-of-Way
Figure 2.45.A (Source: Department Photo)



Figure 2.45.B (Source: Department Photo)



In general, these spaces abutting the right-of-way should be enhanced with natural vegetation to the reasonable extent possible to ensure best practices for the plantings health, while also maximizing the “curb appeal” and streetscape character of the various sub-areas. The building placement will dictate whether a lawn or hardscape is more appropriate.

- D. Off-Street Parking:** Surface parking areas require greater sensitivity when located along streets to aesthetically soften and to separate from pedestrian activity (see also [Figure 2.37: Surface Parking Treatment](#)).

Figure 2.46: Additional Surface Parking Treatment
Figure 2.46.A (Source: phila.gov)



Figure 2.46.B (Source: Department Photo)



The City's existing perimeter and interior parking area landscaping requirements should be applied. It may be appropriate to reduce interior parking area landscaping requirements for parking areas surrounded by buildings. It is also appropriate for perimeter parking area plantings to be enhanced and supplemented with fences or walls.

E. Landscape Buffers: In general, landscape buffers should not be required in this sub-district due to the nature of the intended mix of uses. There may, however, be instances where buffering is appropriate adjacent to existing neighborhoods (e.g., Grassy Branch Quadrant). Additionally, there may be instances where more intense aspects of a use (e.g., outdoor dining) may require screening (e.g., walls, fences, landscaping) to minimize its impact on adjacent uses.

F. Stormwater Management: The design of landscaped areas should consider including appropriate conditions for improved stormwater detention and infiltration and low impact development opportunities (see [Figure 2.47: Example Low Impact Design](#)).

Figure 2.47: Example Low Impact Design
Figure 2.47.A (Source: urbanlandscapes.info)



Figure 2.47.B (Source: Department Photo)



Figure 2.47.C (Source: www.seattle.gov)



Figure 2.47.D (Source: Department Photo)



SIGNAGE STANDARDS

The City's existing sign ordinance is generally conventional for a suburban community. The existing sign standards allow wall signs and ground signs in this sub-district (if the ground sign is located a minimum of five (5) feet from the right-of-way and setback the applicable zoning district's setback for the side and rear lot lines). In addition, the existing sign ordinance permits projecting signs in some areas of the sub-district.

The existing zoning ordinance sign standards for multi-story, mixed use or multi-tenant buildings primarily anticipate these buildings in corporate or business parks and shopping centers, not necessarily in downtown. In addition, the existing design standards in the zoning ordinance are not as restrictive as may be desired (e.g., lighting, materials) and the standards are primarily intended for vehicular traffic without an emphasis on pedestrian traffic (e.g., size and location restrictions).

This sub-district is intended to be an area of high pedestrian activity with buildings of pedestrian scale and architectural interest. This intent is important when considering the use of signs, both permanent and temporary, to ensure the pedestrian experience is enhanced and the need to identify a use is balanced with the character of the building's architecture and streetscape.

Signs that are uniquely designed and placed with respect to the pedestrian-orientation and building's architecture can positively contribute to the character of the streetscape and the pedestrian's experience in this sub-district.

As a result, the following should be considered when alternative sign standards are proposed (e.g., variance, PUD District) within this sub-district:

A. General Guidelines:

1. Signs should be primarily oriented and scaled to the pedestrian.
2. Sign colors, materials and lighting should be restrained and harmonious with the building architecture.
3. Signs should be compatible with adjacent signs and should not compete for attention (such as using excessively bright colors or disproportionately sized letters).

4. Businesses located in alleys, courtyards or arcades, and without a primary customer entrance from the street, should be permitted to be identified from the street.
5. Signs should be durable, well-designed and act as unique expressions of the business.
6. Street numbers should be prominently displayed at the main entrance to every business, and be clearly visible from the street or alley.
7. Electronic signs should be prohibited.

B. Wall Signs:

1. Due to the pedestrian nature, projecting raceways or pins that cause a wall sign to protrude from the wall should not be permitted. Channel letters may be flush-mounted to the building.
2. Wall sign sizes should be limited to allow for the permitted sign area to be distributed for awning or projecting/blade signs.
3. Sign heights and sign area should be limited to a pedestrian scale (e.g., 18" or 24").
4. Internally illuminated signs are not preferred; but rather externally lit with decorative (e.g., gooseneck) light fixtures.

Figure 2.48: Example Wall / Blade / Awning Signs

Figure 2.48.A (Source: hammerworks.com)



Figure 2.48.B (Source: Department Photo)

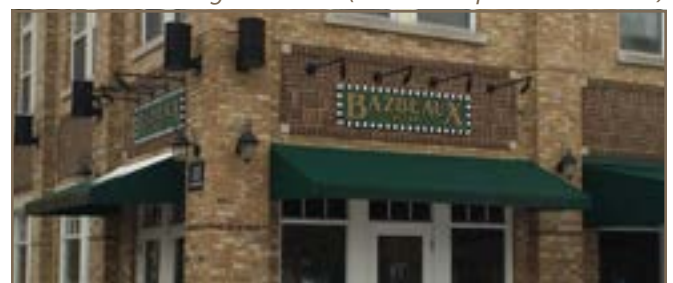


Figure 2.48.C (Source: Department Photo)



Figure 2.48.D (Source: viewpointsign.com)



Figure 2.48.E (Source: redirectionsigndesign.com)



C. Ground Signs: Ground signs should not be permitted within the Main Street Corridor or the Grand Junction Plaza Block. Ground signs within other sub-areas are not preferred, but should only be permitted with the following guidelines:

1. Ground signs should only be permitted for single-tenant buildings with a front yard setback in excess of twenty (20) feet.
2. The design of ground signs should be unique to the business and match the style and materials of the corresponding building.

3. Other alternative types of signs do not provide adequate identification from the street.
4. The scale and location of ground sign complements the building and adjacent properties.
5. Landscaping is integrated with the sign to soften its appearance and not create a site or visual obstruction.
6. Ground signs should not be internally illuminated or back lit.

Figure 2.49: Example Ground Signs

Figure 2.49.A (Source: Department Photos)



Figure 2.49.B (Source: Department Photos)



Figure 2.49.C (Source: Department Photo (left))



(Source: architectural-lighting-and-sign-ideas.blogspot.com (right))

D. Projecting Signs: Projecting or blade signs is the preferred sign type for this sub-district. Projecting signs should be positioned along the first floor level of the facade. Projecting signs may take on their own special shape, or create their own symbol within the overall facade design.

*Figure 2.50: Example Projecting Signs
(Source: Department Photo)*



E. Window Signs / Displays: Window signs and displays are an important aspect to engaging pedestrians along the streetscape; however, if done poorly can negatively contribute to the intended character. The following should apply.

1. Window graphics and displays should be tasteful and minimal, and designed to be pedestrian friendly.
2. Window graphics should use high quality, durable materials to prevent flaking and fading.
3. Window graphics should reinforce the identification of the store, and not compete with wall signs or distract from the business.
4. Illuminated window signs are discouraged. Signs such as “open” that are less than four (4) square feet in sign area are appropriate to allow.
5. Window graphics and displays should create an open and inviting appearance and express the nature or “personality” of the business without obscuring visibility.
6. Merchandise may be displayed but should not be stacked in the windows for storage, resulting in

visual clutter.

7. Flashing or moving signs visible from the street through or on windows should not be permitted.

*Figure 2.51: Example Window Signs / Displays
Figure 2.51.A (Source: archinect.net)*



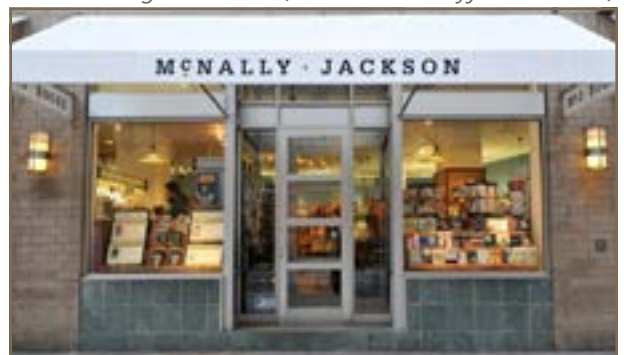
Figure 2.51.B (Source: shelf-awareness.com)



Figure 2.51.C (Source: designsalononline.com)



Figure 2.51.D (Source: mcnallyjackson.com)



LIGHTING STANDARDS

The City's zoning standards for lighting (Article 6.9 of the Unified Development Ordinance) should generally be applied within this sub-district, except as noted below.

Street lighting should be provided as part of all projects, on both sides of the street when possible, and spaced approximately one hundred (100) feet apart, and be of a decorative design as established by the City. Light poles should not obstruct pedestrian circulation.

Figure 2.52: Example Street Lights

Figure 2.52.A (Source: panaramio.com)(left)

(Source: valmontstructures.com)(right)



Lighting of the building or site should be designed so that light is not directed off the site and the light source is shielded from direct offsite viewing. It is anticipated that exterior lighting will overflow to adjacent properties and rights-of-way; however, for any use abutting single-family residential uses, illumination levels should not exceed 0.5 foot candles at the property line (in accordance with the Unified Development Ordinance). The minimum amount of light possible for lighting sidewalks should be used to not wash out building facades but still maintain a safe environment.

Decorative exterior lighting is encouraged, but fixtures should be architecturally integrated with the building style, material and color. Fixtures should not obscure any building ornamentation. Rooftop lighting should be prohibited. All exterior architectural, display, decorative and sign lighting should be generated from concealed, low level fixtures.

Figure 2.52.B (Source: Department Photo)



The maximum height of light poles in parking areas should not exceed twenty-five (25) feet, in accordance with the Unified Development Ordinance; however, when light poles abut or are within ninety (90) feet of single family residential uses, then the height should not exceed fifteen (15) feet.

Figure 2.53: Example Decorative Fixtures

Figure 2.53.A (Source: kiterealty.com)



Figure 2.53.B (Source: cornerbakerycafe.com)



GENERAL DESIGN REQUIREMENTS

The following guidelines apply to all Sub-District Sub-Areas.

A. Franchise and Prototype Architecture:

Buildings that are stylized in an attempt to use the building itself as advertising or is contractually required as a standardized or prototype building by a use as a formula from or for another location should be prohibited, particularly where the proposed architecture is the result of corporate or franchise architecture.

B. General Architecture:

1. Street Level Architecture: The street level of a building should be designed with architecture that engages the street/sidewalk in a contextually appropriate manner, and integrates the building and landscape architecture.

2. Pedestrian Scale:

- a. Pedestrian scale detailing should be incorporated on the front facade of all buildings.
- b. Particularly, the street level of building facades should incorporate a higher level of visual interest and richer architectural detailing.
- c. Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.

3. Building Composition:

- a. Building design elements should include an expression of a building base, a middle, and a top with articulated elements at the top of the first floor and the top of the building, as further described herein.
- b. The composition of all floors should be coordinated, which will usually be indicated by the alignment of upper floor windows and other features with openings and features of the first floor.

4. Mechanical and Electrical Elements:

Elements such as meter boxes, utility conduits, transformers, roof projections such as vent and exhaust pipes, basement window enclosures, and other mechanical systems should be designed and located so as to minimize their visibility and visual impact from rights-of-way and important view corridors.

C. Building Materials:

1. Existing Buildings: Existing buildings include a variety of shake shingles, clapboard siding, vinyl siding, brick and stone. Renovations of existing buildings should include materials that include and complement the existing building.

2. Permitted Materials: New buildings should be faced with authentic natural materials such as wood, brick, and stone. Highly reflective materials, exterior insulation finishing systems (EIFS), vinyl siding, and concrete block should not be permitted. Precast is not preferred, though with attention to finishes and jointing, it could be considered appropriate.

3. Alternate Materials: The limited use of alternate materials (e.g., synthetic materials, fiber cement siding, vinyl siding, or other modern materials) as a secondary exterior building material may be appropriate on a case by case basis if used in the same way as traditional materials, and is consistent with an intended historical architectural style (e.g., shape, size, profile, texture matching the historical practice when these elements were used).

4. Durability: Building materials should be selected for longterm durability and minimal maintenance requirements, particularly at pedestrian levels. Less durable materials (e.g., stucco, fiber cement siding) should only be used above the first story.

5. Material Variation: The building material selection for all building facades should be supplemented with multiple colors and multiple textures (e.g., rough, smooth, striated, etc.).

6. Material Transitions: If material changes are proposed, then they should generally occur

at corners, changes of exterior planes, or be delineated by a specific horizontal transitional detail such as pronounced belt course or substantial reveal. The heavier material should always be placed beneath the lighter material.

7. **Trim Details:** Close attention should be paid to trim details such as corner beads, window and door trim, soffits and eaves, and accent surfaces to ensure a correct match to traditional wood.

D. Four-sided Architecture: All building facades should be constructed with the same building material quality and level of architectural detail (e.g., window number, type, and placement; trim; ornamentation) on all building facades (e.g., 360 degree architecture). Exemptions could be considered for facades along alleys or when zero-lot lines exist.

E. Building Orientation:

1. All principal buildings should face a street, with a primary entrance readily apparent as a prominent architectural feature visible from the street.
2. The front facade should provide relief for windows and surrounds, storefronts, doors and features such as coursing, pilasters and lintels.
3. When applicable, retail storefronts should be oriented along the street facade of the first floor, except for pedestrian entrances to parking areas or trails, or small entrance lobbies for upper floors.
4. Buildings should be sited so that service activities (i.e. loading docks, garages and dumpster enclosures) are not adjacent to the street or a trail. When a lot configuration requires such activities from a street, these components should be architecturally integrated into the design of the façade and screened.

F. Building Entrances:

1. Entrances should include a functional overhead weather protection such as porches, awnings or building recesses.
2. Awnings should complement the building's architectural style, material, colors and details, and be of a non-reflective material (metal or

aluminum awnings should be prohibited). Awnings should not be internally illuminated.

3. Doors and entryways should follow a traditional storefront design (usually recessed) and should be compatible with the architectural style of the structure. Other traditional elements include bulkheads, window displays and transom windows.
4. Entrances should be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, and other design elements appropriate to the architectural style and details of the building as a whole.
5. Building entrances should be transparent and well lit at night for the pedestrian.

G. Foundations: Exposed foundations should be covered with masonry materials (e.g., limestone, granite, fieldstone) or architectural concrete that matches a color and texture that is historically consistent with the building's architectural style.

H. Windows:

1. General Design:

- a. All window designs should be compatible with the style, materials, color, details and proportion of the building and desired pedestrian scale.
- b. The number of window panes, the number of window openings, window trim and other architectural design elements designed to accent the windows should be consistent with and complementary to the architectural style of the building.
- c. When a window design has been selected for a building, then the same design should be used on all facades. Use of other window designs as accents may be appropriate if consistent with the architectural style of the building.

2. **Window Trim:** Window trim and other architectural design elements designed to accent the windows should be on all windows (e.g.,

shutters, keystones, masonry arches, awnings, decorative stone frames, masonry row-lock frames, or other such trim).

3. **Shutters:** When shutters are used, they do not necessarily need to be used on all elevations. Shutters should be solid-paneled or louvered and they should be sized and mounted in a way that gives the appearance of operability and full coverage of the window.
4. **Window Materials:** Window frames should be made of wood and may have either vinyl or aluminum cladding on the exterior.

I. **Roof Design:**

1. **Pitched Roofs:** Pitched roofs should have:
 - a. Minimum pitch of 5 (vertical units): 12 (horizontal units).
 - b. Three (3) or more roof slope planes.
 - c. High quality roofing materials such as natural clay tiles, slate, concrete tiles (with natural texture and color), wood shakes or shingles (with adequate fire protection), three-dimensional asphalt or fiberglass shingles.
2. **Flat Roofs:** Flat roofs should be:
 - a. Edged by a parapet wall with a distinct, three-dimensional cornice or molding.
 - b. Fully integrated into the architectural design of the building both below and above the roofline to create a seamless design transition (e.g., it should not be readily evident what portion of the wall extends above the roof line).
 - c. The rear of parapet walls should not be visible from the street level and should be designed with color, material and/or ornamentation that matches the front elevation.
3. **Pedestrian Weather Protection:** Roof design should incorporate measures to prevent falling snow or ice onto pedestrian areas.

- J. **Gutters and Downspouts:** Should be visually integrated with the architectural style of the structure. The color of gutters and downspouts should be selected to complement or to be consistent with the building materials.

K. **Highly-Visible Buildings:**

1. Corner buildings should have a strong corner presence by defining the street intersection with distinctive architectural features such as tower elements, rounded walls, recessed entries or other design features.
2. Building corners should be treated with distinct massing and materials to heighten the sense of pedestrian visual interest.
3. Entrances, large windows with transparency, balconies, terraces and special rooms should be incorporated to take advantage of the important corner views.
4. Buildings located at visual focal points should demonstrate a higher degree of architectural strength to emphasize their location and important view corridors.

L. **Walls and Fences:**

1. The design of fencing, sound walls, trash enclosures and similar site elements should replicate the architecture of the primary building in construction material and detailing.
2. Low, wrought iron fences and stone or brick walls no taller than thirty (30) inches should be permitted in the established front yard to further define the streetscape.
3. Wrought iron, shadow box wood fences, or other approved fence, or brick or stone walls up to six (6) feet tall should only be permitted in side and rear yards.
4. Chain link fencing should not be permitted.

- M. **Accessory Buildings:** If accessory buildings are necessary, then they should be architecturally compatible with the principal building and otherwise comply with the Unified Development Ordinance.

N. Adaptive Reuse:

1. **General:** The conversion of a building to a new use that is different from that which its original design reflects should be done in a way that enhances the existing building while minimizing the negative changes to the building's features.
2. **General Site Improvements:** A property proposed to be adaptively reused should be improved to ensure that any facade and/or yard that abuts a right-of-way enhances the streetscape and engages the pedestrian from the street. Such improvements should include, but are not limited to: installing a sidewalk; creating a prominent entrance; incorporating landscaping and hardscaped areas.
3. **Access:** No new driveways or curb cuts onto streets should be permitted. Driveways or curb cuts onto streets are deemed undesirable because driveways:
 - ▶ Increase the likelihood of pedestrian and bicycle accidents with automobiles.
 - ▶ Interrupt the continuity-frontage of buildings.
 - ▶ Decrease the ability to provide desired on-street parking.
 - ▶ Decrease the ability to provide desired streetscaping (e.g., sidewalks, landscaping, furniture).

In general, access to private property should be via an alley as opposed to a private curb cut. As properties are redeveloped, curb cuts should be eliminated unless otherwise deemed appropriate for vehicular circulation (e.g., access, parking, deliveries).

4. Rehabilitations / Additions:

- a. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize an existing structure should be preserved, enhanced and replicated as appropriate.
- b. Additions should be compatible in scale, materials, and character with the main building.
- c. Additions should not damage or obscure architectural details and materials of the main building.
- d. Alterations that remove porches, original windows or doors, or other notable features should be avoided.
5. **Yards:** Existing yards and setbacks which do not meet the current zoning requirements or the guidelines of this addendum should continue to be permitted, provided any proposed improvements do not further encroach into the regulated yards.
6. **Development Plan Review:** An administrative development plan review process should be required and implemented when residential structures are converted to non-residential uses to ensure compatibility and compliance with applicable standards.

- O. **Minimum Living Area:** Except as otherwise set forth herein, a general guideline for the minimum living area (as defined by the Unified Development Ordinance) of a residential dwelling unit within this sub-district should be seven hundred (700) square feet per dwelling unit.

PARK STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. **Frontage:** No minimum or maximum.
2. **Lot Size:** No minimum or maximum.
3. **Building Height:** Minimum of two stories. Maximum of three stories.
4. **Building Size:** No minimum or maximum size; however, to maintain and enhance the desired character of the corridor, a single use or tenant should not exceed two (2) tenants or five thousand (5,000) square feet per building.
5. **Front Setback / Build-to Line:** Minimum of twenty (20) feet, subject to recorded easements. Maximum of forty (40) feet. New buildings should be sited in consideration to adjacent lots.
6. **Side & Rear Setbacks:** Minimum building separation of twenty (20) feet. Minimum rear yard setback of ten (10) feet. Minimum twenty-five (25) feet abutting Midland Trace Trail.

B. Architectural Design:

1. **Roofs:** Flat roofs should not be permitted. Pitched, flat, gambrel or mansard roof are appropriate.
2. **Alternate Materials:** The use of alternate materials (i.e. synthetic materials, fiber cement siding, or other modern materials) is appropriate in this sub-area if consistent with existing buildings.
3. **Architectural Theme:**
 - a. The design of a new infill building or renovation/addition of an existing building should be designed to look appropriate and compatible with surrounding buildings.
 - b. Sensitivity should be given to the character of the building in relation to the corridor and adjacent buildings.

PENN STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. **Frontage:** Minimum lot frontage of forty (40) feet, or fifty (50) feet for corner lots.
2. **Lot Size:** Minimum four thousand (4,000) square feet.
3. **Building Height:** Minimum of two stories. Maximum of three stories.
4. **Building Size:** Buildings should have a minimum first floor footprint of one thousand (1,000) square feet. No maximum.
5. **Minimum Living Area:** One thousand and five hundred (1,500) square feet.
6. **Front Setback / Build-to Line:** Minimum of ten (10) feet, subject to recorded easements. Maximum of twenty (20) feet. New buildings should be sited in consideration to adjacent lots using the average of adjacent buildings. Porches may encroach into this setback, subject to recorded easements.
7. **Side & Rear Setbacks:** Minimum side yard setback of eight (8) feet. Minimum rear yard setback of ten (10) feet.

B. Architectural Design:

1. **Building Entrances:**
 - a. The front door of the main unit should face Penn Street with the front facade of the building parallel to Penn Street.
 - b. All buildings should incorporate a prominent front porch with a minimum depth of four (4) feet and size of thirty-six (36) square feet.
 - c. Porches on homes on corner lots should wrap around the corner facing the intersecting street and should extend a minimum of six (6) feet facing the intersecting street.

2. Roofs:

- a. Flat roofs should not be permitted. Pitched, flat, gambrel or mansard roof are appropriate.
- b. Minimum roof overhangs should be twelve (12) inches.
- c. Minimum roof pitch of the main roof structure of the primary building should be 7:12.

3. Driveways & Garages: Driveways and garages should be rear loaded (e.g., accessed from an alley) and should not be permitted to be located directly on or visible from Penn Street. If a lot is not accessible by an alley, then a front load garage may be appropriate if setback a minimum of twenty (20) feet behind the primary front elevation.

4. Preferred Materials: New buildings should primarily be faced with brick, stone or fiber cement siding and trimmed in stone, contrasting brick, stucco, wood, or wood composite. Exposed surfaces of chimneys should be masonry.

5. Alternate Materials: The use of alternate materials (i.e. synthetic materials, fiber cement siding, or other modern materials) is appropriate in this sub-area if consistent with existing buildings.

6. Windows: Each building should have a minimum of two (2) windows per floor per facade. Where architecturally appropriate, buildings should incorporate dormers, bay windows, or palladian or venetian style windows.

7. Example Character: [Figure 2.5: Existing Penn Street Corridor Examples](#) and [Figure 2.13: Example Detached Residential](#) includes examples of buildings that illustratively represent the intended quality and character of this sub-area.

MAIN STREET CORRIDOR DESIGN REQUIREMENTS

A. Development Standards:

1. Building Frontage: A building should occupy a minimum of seventy percent (70%) of the lot's frontage. Exceptions may be appropriate for buildings on lots with one hundred and twenty (120) feet or less of frontage provided the building still occupies the maximum frontage possible exclusive of driveways, sidewalks and landscape areas.

2. Lot Size: No minimum or maximum; however, traditional suburban outlots (e.g., single use lot, single story structure, parking area between street and building) should not be permitted.

3. Building Height: The minimum building height should generally be three (3) stories in this sub-area. It is expected that buildings near the intersection of Main Street and Union Street or in the Grand Junction Plaza Block (collectively, the "core") will be a minimum of three (3) to six (6) stories. A minimum building height of two (2) usable stories and thirty-four (34) feet is appropriate for buildings away from the core or for secondary or tiered sections of a taller building.

4. Minimum Ground Floor Height: Minimum of sixteen (16) feet ground floor-to-second floor height at the sidewalk level in order to allow conversions of commercial, retail, or other active uses. Adequate ventilation, mechanical and electrical equipment should be provided, or allowance for future conversion/expansion to a variety of tenant uses, such as a retail store or restaurant.

5. Minimum Ground Floor Building Depth: Along streets where retail is permitted, a minimum building depth of fifty (50) feet (from storefront to back of tenant space) should be provided for commercial tenant space to ensure functional viability.

6. Building Size: Minimum building footprint should be eight thousand (8,000) square feet.

The third and higher floor(s) should be at least fifty percent (50%) the size of the building footprint and oriented to the front of the building such that its front facade is equal to that of the first floor.

7. **Front Setback / Build-to Line:** The minimum should be zero (0) feet, subject to recorded easements. The maximum should be ten (10) feet; however, up to seventy-percent (70%) of the front façade may be recessed for entrances and outdoor seating; however, no entrance should be recessed more than ten (10) feet.
8. **Side & Rear Setbacks:** There should be no minimum side or rear setbacks; however, walkways to rear parking should be a minimum of six (6) feet wide.

B. Architectural Design: It is not the intent of this addendum to encourage one specific architectural theme or limit architectural styles. Variations in architectural designs, materials and textures are encouraged. As a result, other well executed quality materials and architectural styles that are not otherwise supported by this addendum may be considered.

1. **Preferred Materials:** New buildings should primarily be faced with brick or stone and trimmed (consisting of less than fifteen percent (15%) of the facade) in contrasting stone, brick, stucco, wood, metal, or precast concrete.
2. **Building Facades:** Building façades should provide relief by windows and surrounds, storefronts, doors, and features such as special brick coursing, pilasters and lintels.
3. **Building Massing:** Buildings in this sub-area are anticipated to occur in continuous rows, sharing party walls and with a continuous sequence of storefronts along the sidewalk; however, large massed blocks should be visually “broken up” into a series of smaller masses appropriate for the pedestrian-scale.

In general, continuous front façades more than fifty (50) feet in length should be designed with vertical offsets at intervals which evenly divide the façade into halves, thirds, or quarters, etc., or

designed at intervals not less than fifty (50) feet. Smaller massing could be accomplished with projections, recessions, or changes in building material or detailing.

4. **Pedestrian Passage:** Buildings with front facades, or facades that include multiple components sharing a common wall that create a single facade, greater than two hundred (200) feet in length should provide a pedestrian passage through the building with a minimum width of ten (10) feet.
5. **Building Base Design:** The base building facade is generally, depending on the overall height of the building, the lower facade from the ground to the beginning of the second story. It is approximately the lower twenty percent (20%) of the facade.
 - a. This portion of the facade is the most important part of the building as this is the facade that pedestrians will interact with at the ground level. As a result, this portion of building facade should be designed with architecture that engages the street/sidewalk in a contextually appropriate manner.
 - b. Pedestrian scale detailing should be incorporated along this portion of the facade by incorporating a higher level of visual interest and richer architectural detailing.
 - c. Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.
 - d. The overall fenestration pattern should be vertically proportioned with columns or window mullions creating a rhythm. Window frames should be recessed or not otherwise flush with the exterior wall.
 - e. Overall window glazing of this portion of the facade should be a minimum of fifty percent (50%) consisting of non-reflective glass. Window displays, as addressed elsewhere herein, are encouraged.

- f. Retail, service, and other active uses that face a street or public space should have a minimum of sixty percent (60%) of the first floor facade (between three and eight feet above grade) consisting of non-reflective glass.
6. **Building Middle Design:** The middle building facade is the main mid-section of the facade, situated between the top building facade and base building facade.
- a. Fenestration should be organized to create a rhythmic pattern for the streetscape.
 - b. Window frames should be recessed or not otherwise flush with the exterior wall.
 - c. Overall window glazing should comprise a minimum of thirty percent (30%) of the facade but should not exceed seventy-five percent (75%).
 - d. For buildings with residential uses, the window patterns should be generally vertical in proportion. Continuous horizontal strip windows should not be permitted.
 - e. This portion of the facade may be flush with the base building facade or could be stepped back to provide a clear definition along the street.
 - f. The massing, materials and colors of this portion of the facade should vary from the base building facade to create visual interest.
 - g. Projections like balconies, bay windows, and horizontal or vertical shading devices should be incorporated to provide visual interest.
7. **Building Top Design:** The top, or upper building facade, includes approximately the top twenty percent (20%) of the facade.
- a. This portion of the facade could be flush with the middle portion of the building or could have discretionary setbacks to provide distinct definition along the street at the upper levels.
 - b. Overall window glazing should comprise a minimum of thirty percent (30%) of the facade but should not exceed seventy-five percent (75%).
- c. This portion of the facade provides the opportunity for building identity and visual interest against the sky with a distinct profile, materials and/or colors.
 - d. Roof elements, such as pergolas or penthouse balconies should be integrated into the design.
 - e. The roof line should be distinguished, as further described herein, with a cornice/parapet design and/or roof elements to create interest.
 - f. Elements like terraces, balconies and pergolas, should be used to create interesting massing and relief from the building's facade.
8. **Windows:** Every facade with frontage on a street should have openings for windows in a pattern that suggests habitation, generally with a minimum of one (1) window per structural bay per floor. Blank, windowless walls should not be permitted.

GRAND JUNCTION PLAZA BLOCK DESIGN REQUIREMENTS

The design requirements of the Main Street Corridor shall also apply to this sub-area.

GRASSY BRANCH QUADRANT DESIGN REQUIREMENTS

This chapter (see page 23) establishes that land uses within this sub-area could include: higher density residential uses (e.g., apartments, townhouses); potential municipal uses; and, transitional uses that could include a blend of retail or restaurant uses, as supported by the market.

As a result, the design requirements for this sub-area should vary depending on the use, but in general, the following should apply:

- A. Multi-family Uses:** The Unified Development Ordinance standards (development and architectural) applicable to multi-family uses should generally apply.
- B. Mixed-Use Buildings:** The guidelines applicable to the Main Street Corridor should generally apply to mixed-use buildings or non-residential buildings with multiple stories or multiple tenants.
- C. Retail/Restaurant Uses:** The guidelines applicable to the Park Street corridor generally apply for single or two story buildings with single tenants.

TEMPLATE ORDINANCE

The template PUD District Ordinance found in “Exhibit A” on page 71 should be used for all new PUD District Ordinances.

- A. PUD Naming Convention:** Because there will likely be multiple PUD District Ordinances created for projects within this sub-district, it is highly desirable that a common and consistent naming convention be used for all projects within this sub-district. The following naming convention is suggested: “[Project Name] in the Junction PUD District”.
- B. Underlying Zoning:** As is true with every Planned Unit Development (“PUD”) District ordinance in the City of Westfield, any new PUD Ordinance within this sub-district will need to establish a base, underlying zoning district to serve as the foundation of the ordinance. Unless otherwise listed in the PUD Ordinance, the standards in a PUD District default to the Unified Development Ordinance. It is suggested that PUDs within this sub-district use the GB: General Business District (Article 4.16) as the underlying zoning district.
- C. State Highway 32 Overlay District:** The State Highway 32 Overlay District regulations of the UDO do not currently apply to downtown. Although many of the architectural standards of the overlay may be appropriate for consideration, this chapter incorporates all important Junction Sub-District-related issues that are regulated by the State Highway 32 Overlay District. As such, the State Highway 32 Overlay District regulations should not apply to this sub-district.

CHAPTER 3:

UNION SUB-DISTRICT

RESERVED FOR FUTURE USE

[PAGE INTENTIONALLY LEFT BLANK.]

CHAPTER 4:

KENDALL SUB-DISTRICT

RESERVED FOR FUTURE USE

[PAGE INTENTIONALLY LEFT BLANK.]

CHAPTER 5:

NEIGHBORHOOD SUB-DISTRICT

RESERVED FOR FUTURE USE

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EXHIBIT A

TEMPLATE PUD DISTRICT ORDINANCE

SEE FOLLOWING PAGES.

1. Will the proposed development increase speeding along East Street?

Response: *Speeding is a current problem and we do not believe Big Hoffa's PUD will add to this.*

2. Will the proposed development cause increased traffic at the intersection of East Street and State Road 32?

Response: *Yes, traffic may increase somewhat as Big Hoffa's is moving approximately .5 miles from current rented location. We support the roundabout plans for the intersection and are working with staff to provide for it.*

3. Will noise emanating from the proposed development be incompatible with adjacent uses?

Response: *One can observe current Big Hoffa's operation and ascertain that there is little to no noise increase from current traffic noise on State Road 32 and East Street.*

4. Will the smell or smoke emanating from the proposed development be incompatible with adjacent uses?

Response: *Same as item three, current operation demonstrates current and future conditions. The new smokers will have a smoke dampening system or a smoke extractor if you will. It sucks the smoke from the smoker through a long piped vent system and dissipates as it rises through the system, eventually going straight up in the air. This prevents the smoke from coming into the restaurant as well as thinning the smoke out as it reaches a higher altitude.*

5. Is the proposed buffer an adequate transition between adjacent and proposed uses?

Response: *Buffer to the North. We are working with staff and neighbors on providing a fenced and landscape buffer design to create a buffer. Along with meeting with Mrs. Baldwin and The Smith family to the North. We will be submitting the fence rendering as part of the landscape.*

6. Will alcohol consumption on the property adversely impact the adjacent neighborhoods?

Response: *Big Hoffa's is not a bar but rather a full service family restaurant with catering services.*

7. Will lighting for the proposed development be incompatible with adjacent uses?

Response: *The parking lighting will be designed to focus light down towards parking lot from the back fence to maintain a safe walking environment, while at the same time providing low lighting that is shielded from radiating into surrounding lots. Other safety lighting as per requirements. See architect's rendering of fence and lighting.*

8. Will the proposed development create safety issues for the daycare located within the proposed development?

Response: *We don't expect any impact to the daycare program at all as any connecting road to Hillcrest will not be built until such time the parcel where the day care is located is redevelopment. Further with the fence being built it will provide a barrier.*

9. Will the proposed development change the character and atmosphere of the adjacent neighborhoods?

Response: We believe it will provide a positive economic impact to the area as the large investment and high quality of building will set a new standard for the East Street and East State Road 32 corridor commercial development, and will provide a full service indoor / outdoor restaurant gathering location that is a walking destination.

10. Will the proposed development create drainage issues for the adjacent properties?

Response: No, Terra Site Development will engineer the site to handle any drainage issues that arise from the project.

GRAND JUNCTION TASK GROUP

MEETING

MARCH 8, 2016

I am writing this letter of support on behalf of the Grand Junction Task Group (GJTG).

GJTG met Tuesday March 8, 2016 at the Downtown Westfield Association (DWA) office at 211 South Union Street at 9:00 A.M.

There were 25 people present to review and discuss plans going through the process of a possible Planned Unit Development (PUD) to appear at the Advisory Plan Commission (APC).

Owner Adam Hoffma of "Big Hoffa's", Adam's architect Bill Tabberson and Contractor Dan Dawson were present to answer any questions the group might have. Also present was Andrew Murray from the Westfield Economic Development Department. Andrew displayed renderings of the proposal with a map of the proposed property at State Road 32 and East Street. If this building were built Adam would relocate to this site to operate his BBQ business. He has simply outgrown the current location in particular the kitchen. The new location would have an outdoor cooker. The new location would be owned by Adam Hoffma rather than him leasing as he is currently doing. The material used would be local Indiana materials. The parking would accommodate 85 spots from his 43 spots he can use currently.

The design was met well by the group with some questions on placement of smoker and bicycle rack placement.

Thank you for the opportunity to review this proposal the consideration and interest in the GJTG opinion.

Teresa Otis Skelton, Executive Director
Downtown Westfield Association
(317) 508-3392



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

August 15, 2016
1608-PUD-13
Exhibit 1

Docket Number: 1608-PUD-13 (Ordinance No. 16-26)

Petitioner: EdgeRock Development, LLC

Request: To expand and amend The Trails Planned Unit Development (PUD) District, consisting of 21.0 acres +/-.

Current Zoning: The Trails PUD (Ord. 15-27); AG-SF1; and GB

Current Land Use: Residential and Office

Acreage: 21.0 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. The Trails PUD Amendment (Ord. 16-26)
5. The Trails PUD Ordinance (original) (Ord 15-27)

Staff Reviewer: Kevin M. Todd, AICP

PETITION HISTORY:

This petition was introduced at the June 25, 2016, City Council meeting. The petition will receive a public hearing at the August 15, 2016, Advisory Plan Commission (the "APC") meeting.

PROJECT OVERVIEW:

Project Location: The petitioner is requesting add to and modify the Trails Planned Unit Development (PUD) District. The property is located on the south side of State Road 32, and is located between Oak Ridge Road and Westfield Park Road. The southern portion of the property is zoned Trails PUD (Ord. 15-27). The northern portion of the property is currently zoned a combination of AG-SF1 and General Business.

Property History: The southern portion of the property was zoned Trails PUD in November 2015 (1509-PUD-18; Ordinance 15-27).

ZONING REQUEST:

The petitioner requests this PUD amendment to allow commercial development on the northern portion of the property and to allow multi-family on the entire southern portion of the property.

Default Standards: The Trails PUD Ordinance refers to the southern portion of the project as Lot A and the northern portion of the project as Lots B and C. Lot A would default to MF2: Multi-Family Medium Density District. Lot B and Lot C would default to GB: General Business District.

Permitted Uses: Lot A would default to MF-2 permitted uses. Lot B and Lot C would default to GB permitted uses.

General Development and Design Standards: As proposed, the PUD Ordinance defaults to the Development and Design Standards as identified in the Westfield-Washington Township Unified Development Ordinance, but includes some modifications to accommodate the proposal. It also defaults to the applicable sections of the original Trails PUD (Ord. 15-27). Before the next APC appearance, staff will work with the petitioner to identify, clarify, and consolidate the applicable sections of the original Trails PUD Ordinance into the current amendment (Ord. 16-26) so that administration of the ordinance can be simplified in the future.

Lot A Bulk and Density Standards: The proposal modifies setback, building separation, and building materials standards for the multi-family development of Lot A as follows:

	MF-2 Requirement (per UDO)	Trails PUD Amendment
Front Yard Setback	30 feet	0 feet (same as original Trails PUD requirement)
Side Yard Setback	12 feet	5 feet
Rear Yard Setback	20 feet	10 feet
Minimum Distance Between Buildings	20 feet	15 feet
Use of Masonry Materials	Min. of 75% of each building Façade	Min. of 60% of each building Façade

State Highway 32 Overlay: The Trails PUD Amendment proposal defaults to the State Highway 32 Overlay District standards of the UDO, except as outlined below:

	SR 32 Overlay (per UDO)	Trails PUD Amendment
Use of Masonry Materials	Min. of 60% of each Building Façade	Min. of 40% of each Building Façade
Use of Other Materials	No more than 25% of each Building Façade may be covered with metal, Fiber Cement Siding, Polymeric Cladding, EIFS, stucco, or vinyl	No more than 40% of each Building Façade may be covered with another single building material (exclusive of Masonry Materials)

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.

PROCEDURAL:

Public Hearing: Planned Unit Development (PUD) Districts are required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is scheduled for the August 15, 2016, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission's Rules of Procedure.

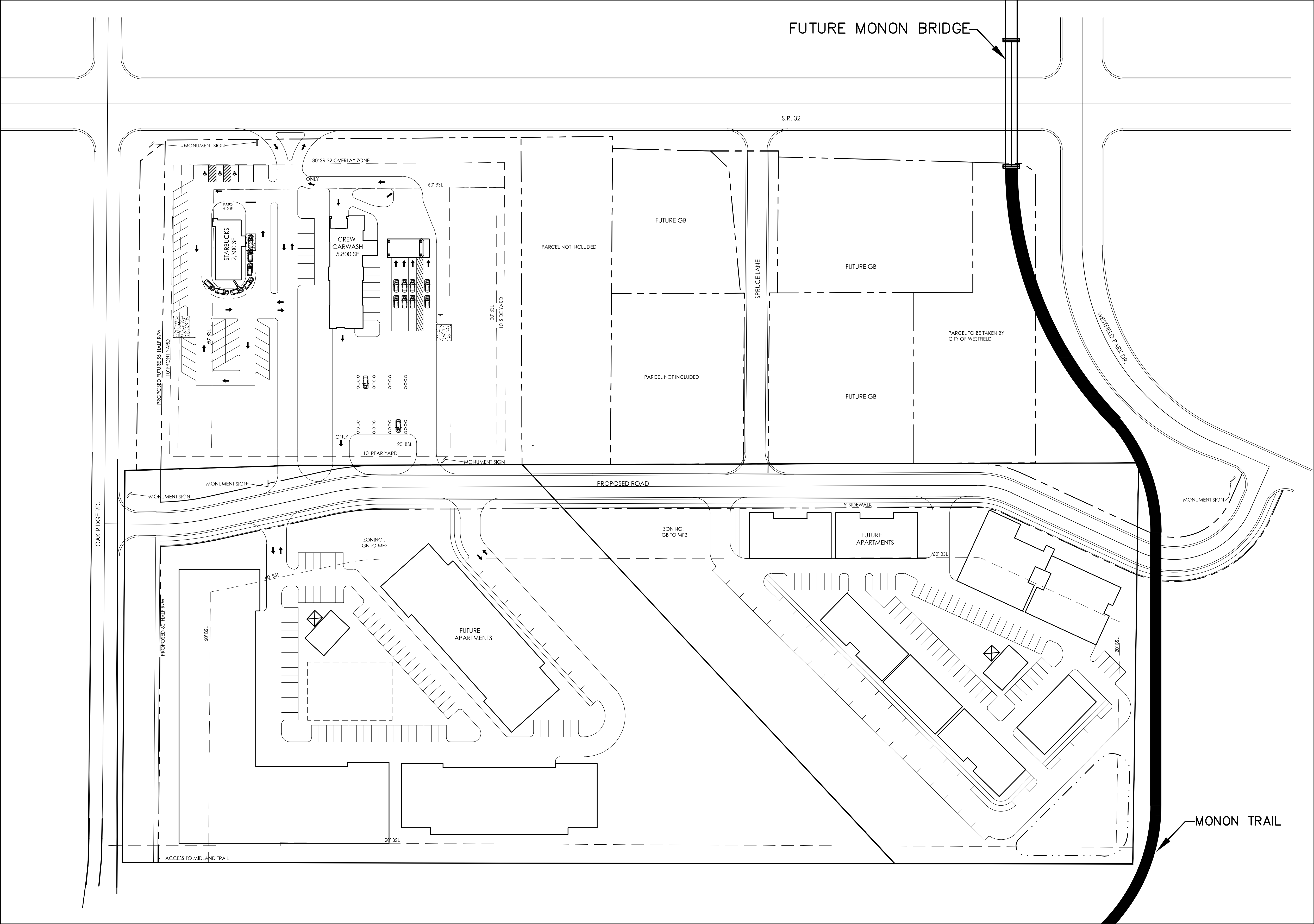
Statutory Considerations:

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:

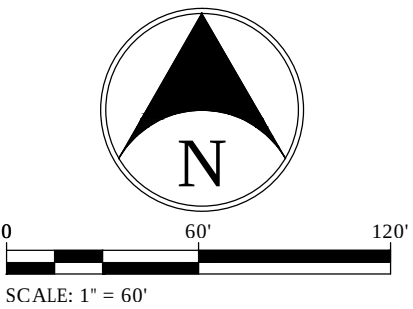
1. The Comprehensive Plan.
 2. Current conditions and the character of current structures and uses.
 3. The most desirable use for which the land is adapted.
 4. The conservation of property values throughout the jurisdiction.
 5. Responsible growth and development.
-

DEPARTMENT COMMENTS:

1. **Action: Hold a public hearing at the August 15, 2016 Plan Commission meeting.**
2. If any Plan Commission member has questions prior to the public hearing, then please contact Kevin Todd at 317.379.6467 or ktodd@westfield.in.gov.



MASTER-PUD
SR 32 AND SPRUCE LANE
WESTFIELD, INDIANA
JULY 7, 2016

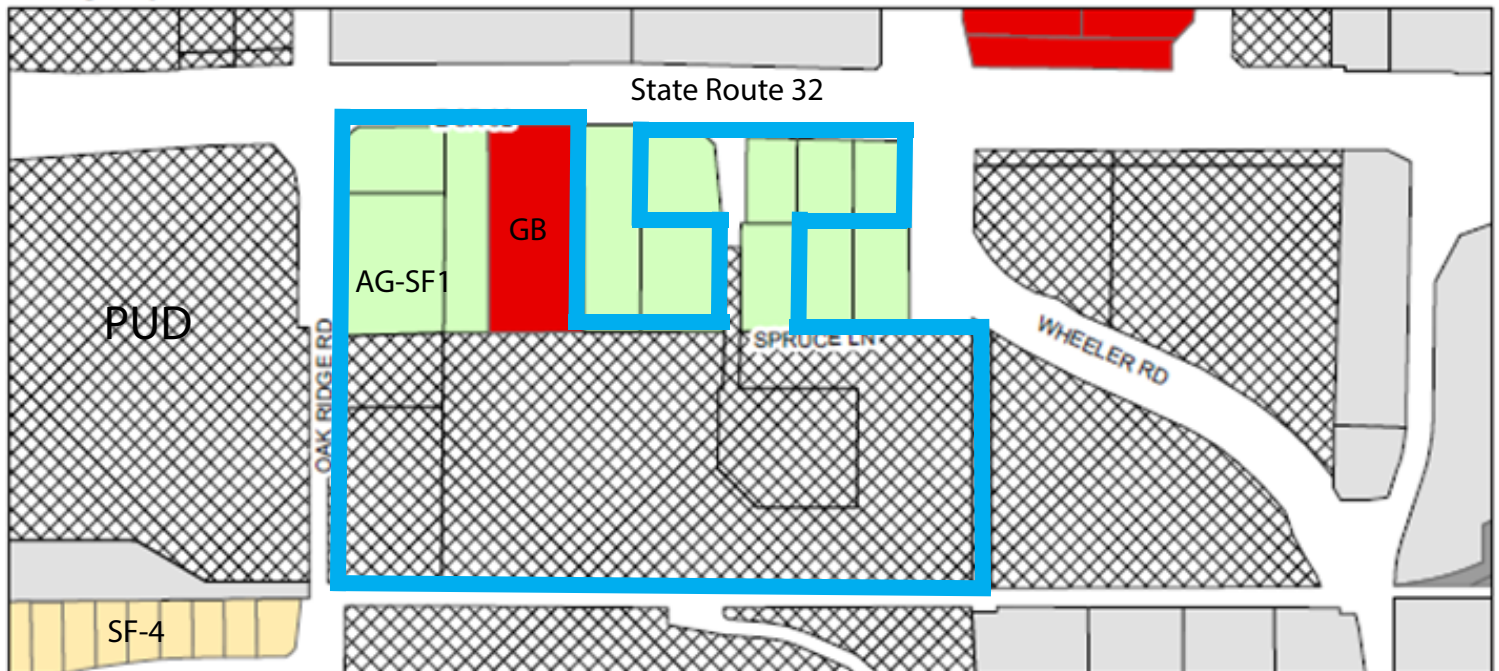


Aerial Location Map

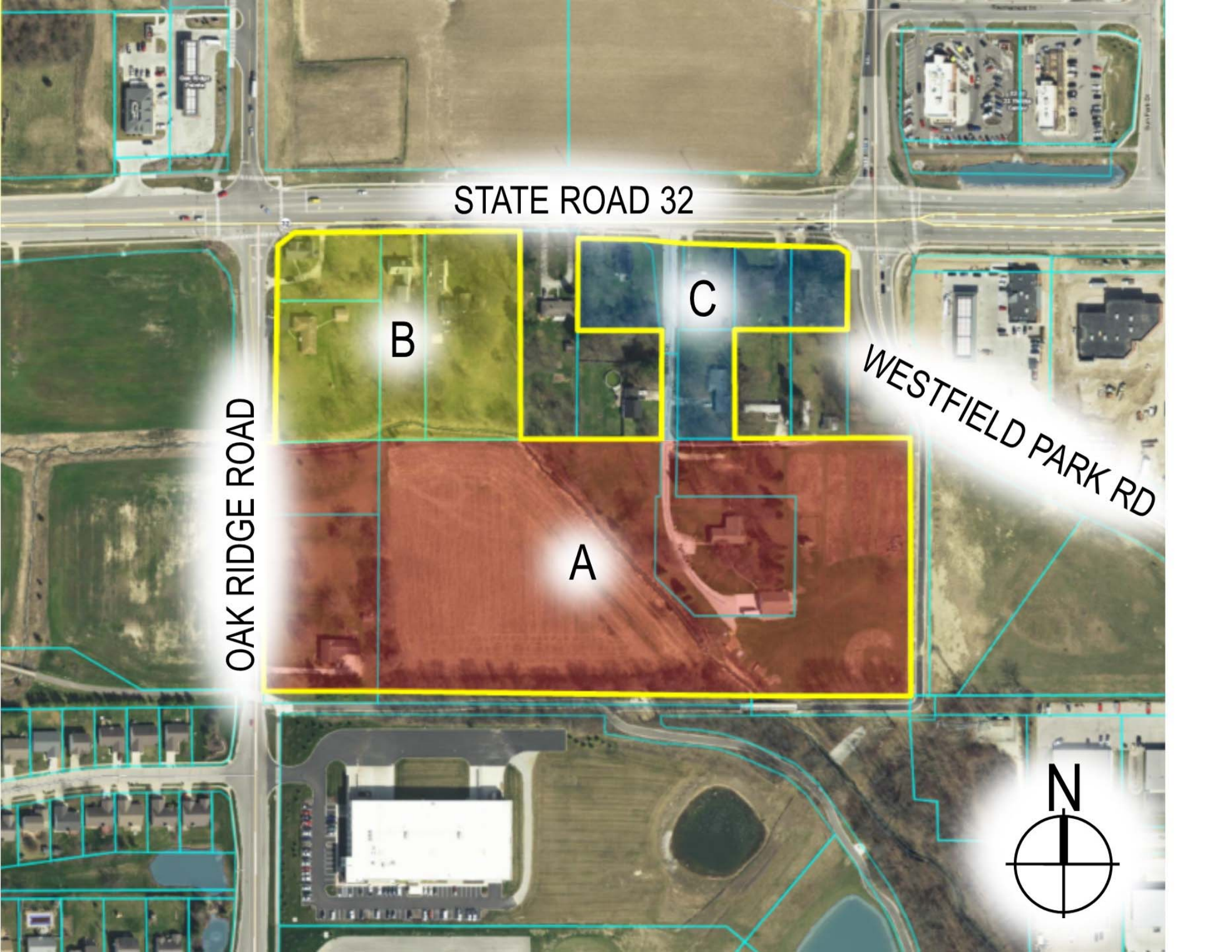
Site



Zoning Map



Zoning		GB		PUD
		AG-SF1		OI
		SF-4		
		EI		



STATE ROAD 32

B

C

WESTFIELD PARK RD

OAK RIDGE ROAD

A



ORDINANCE 15-27

THE TRAILS PUD

2015059892 ORDINANCE \$43.00
11/20/2015 09:54:11A 16 PGS
Jennifer Hayden
HAMILTON County Recorder IN
Recorded as Presented


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 favorable recommendation (7-0) 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 November 3, 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. Architectural Insulated Panels: An insulated metal panel with a foamed core and an exterior finish that simulates the look of stucco.
 - B. 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.
 - C. 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. Family Entertainment Center
 - B. 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* regulations shall apply to Lot 1, except as modified below.
- 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 – 80 feet
 - G. Project Perimeter Setback: *Article 4.11 (J)* regarding proximity slope shall not apply.
- 4.2 *Article 4.16: General Business District* regulations shall apply to Lot 2.

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. Lot 2 – If Architectural Insulated Panels are used as an exterior building material on Lot 2, then the following applies:
 - 1. A minimum of thirty-three percent (33%) of each Building Façade, exclusive of windows (including faux windows and glazing), doors and loading berths, shall be covered with Masonry Materials.
 - 2. No more than sixty-seven percent (67%) of each Building Façade, exclusive of windows (including faux windows and glazing), doors and loading berths, may be covered with Architectural Insulated Panels.

3. No more than twenty-five percent (25%) of each Building Façade, exclusive of windows (including faux windows and glazing), doors and loading berths, may be covered with metal (that is not Architectural Insulated Panels), Fiber Cement Siding, Polymeric Cladding, E.I.F.S., stucco, or vinyl exterior building materials.

B. Lot 2 – If Architectural Insulated Panels are not used as an exterior building material on Lot 2, then the architectural standards under *Article 5.3 (K)* and *Article 6.3 Architectural Standards* shall apply.

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

5.3 The existing trees and other vegetation along the Midland Trace Trail corridor shall be preserved and maintained. Direct access to the Midland Trace Trail from the Real Estate shall not be permitted, except as otherwise requested or required by the City.

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) Unique Bicycle Storage Units on Ground Level
- (viii) Electric car charging station

6.2 Trail Access

A. Access to the Midland Trace Trail shall be limited to the intersection with perimeter pathway along Oak Ridge Road, unless otherwise requested or required by the City.

B. Lot 2 shall include direct access to the Monon Trail.

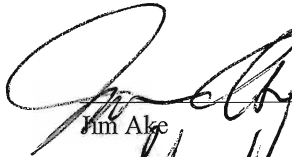
ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF
WESTFIELD, HAMILTON COUNTY, INDIANA THIS 9 DAY OF
Nov, 2015.

WESTFIELD COMMON COUNCIL
HAMILTON COUNTY, INDIANA

Voting For

Voting Against

Abstain



Jim Ake

Jim Ake

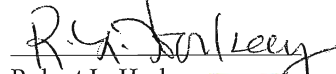
Jim Ake



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:

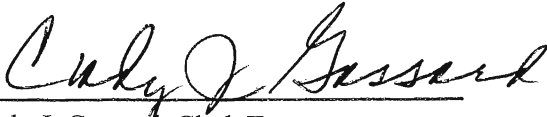


Cindy J. Gossard, Clerk-Treasurer

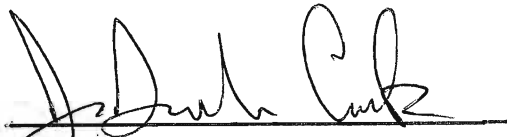
I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law: Adam H. Horkay

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
10 day of Nov, 2015.


Cindy J. Gossard, Clerk Treasurer

I hereby APPROVE ORDINANCE 15-27
this 11 day of November, 2015.


J. Andrew Cook, Mayor

I hereby VETO ORDINANCE 15-27
this ____ day of _____, 2015.

J. Andrew Cook, Mayor

ATTEST:


Cindy J. Gossard, Clerk Treasurer

EXHIBIT A

The Trails PUD

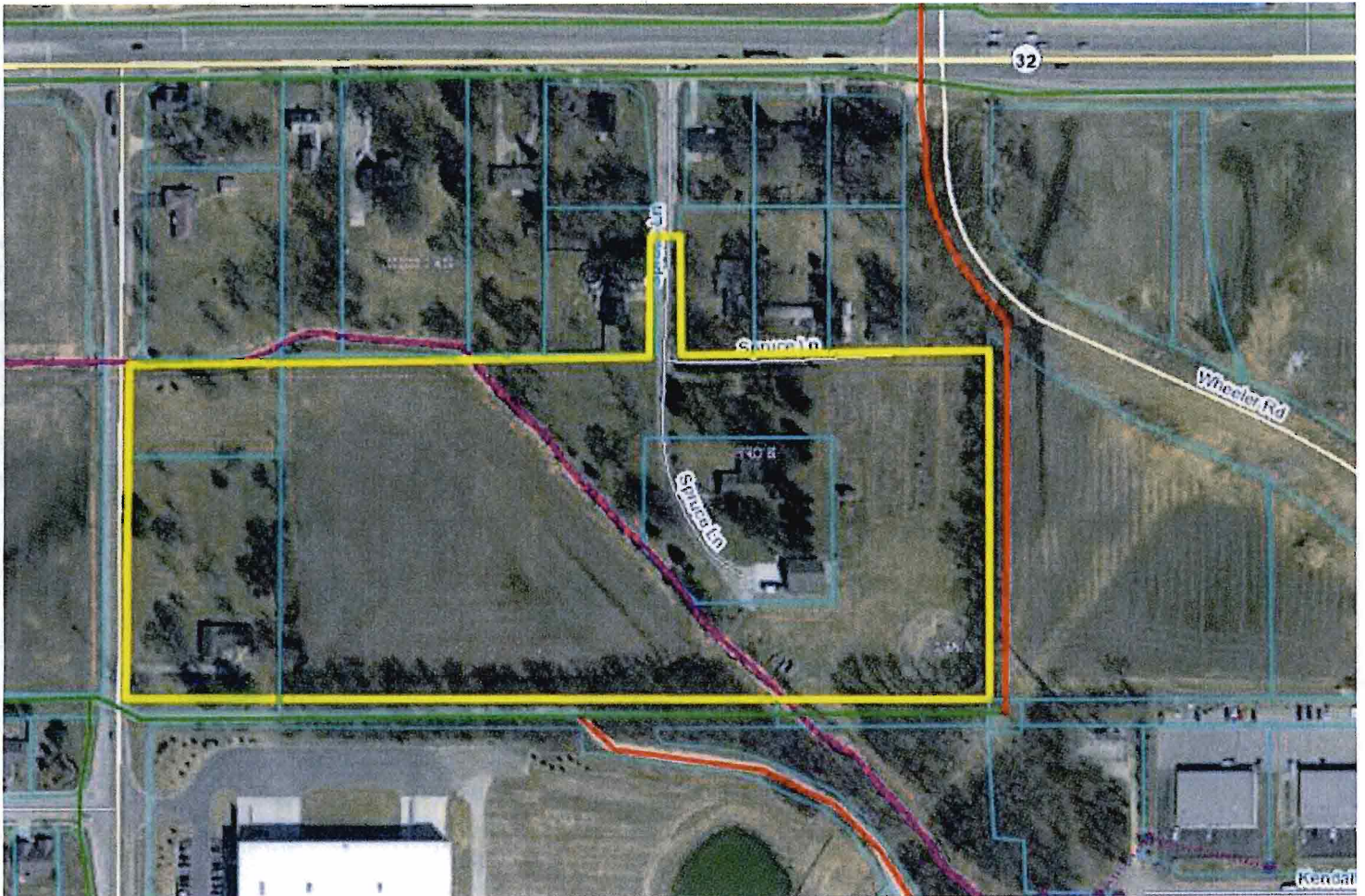
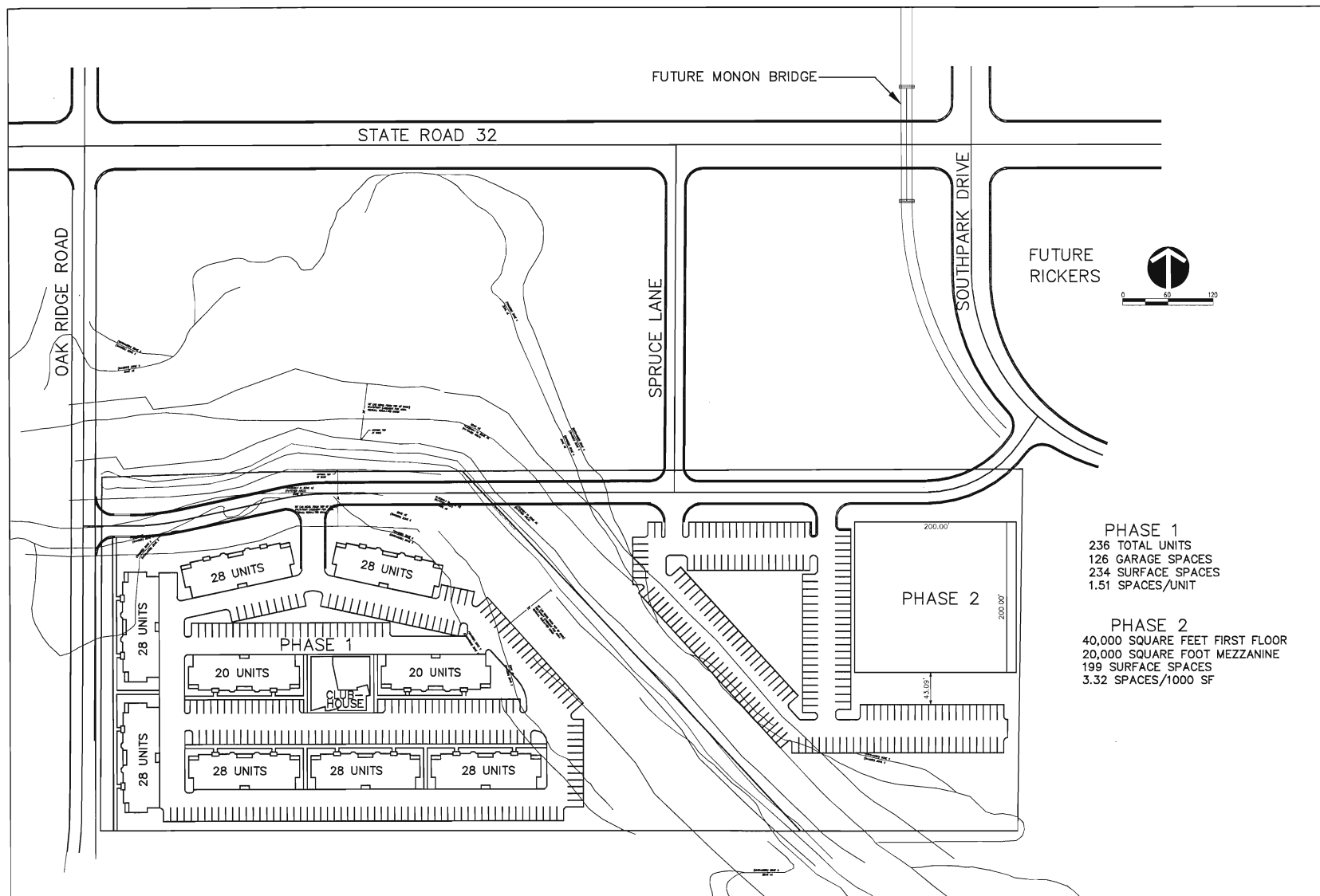


EXHIBIT B

Layout B1



PHASE 1
236 TOTAL UNITS
126 GARAGE SPACES
234 SURFACE SPACES
1.51 SPACES/UNIT

PHASE 2
40,000 SQUARE FEET FIRST FLOOR
20,000 SQUARE FOOT MEZZANINE
199 SURFACE SPACES
3.32 SPACES/1000 SF



David L. Winters
Professional Engineer

David L. Winters
Professional Engineer
No. 9300348
State of Indiana
Exp. 12/31/2018
www.dlwinters.com

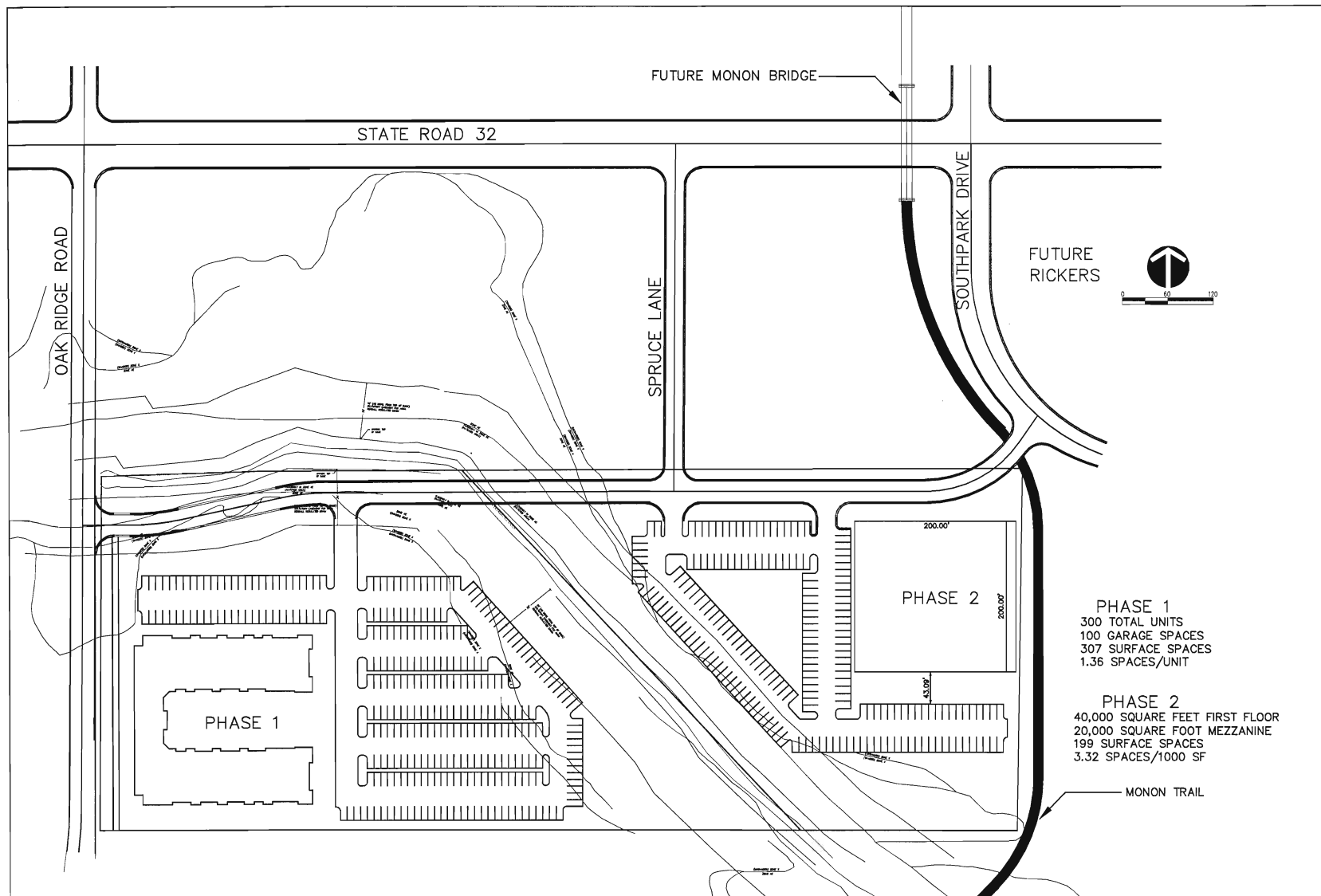
EDGEROCK DEVELOPMENT & ENGINEERING CONSULTANTS

EDGEROCK DEVELOPMENT
733 EAST STATE ROAD 32
WESTFIELD, IN 46074

REVISION	DATE	BY	DESCRIPTION

DATE	MAY 27, 2015
PROJECT NUMBER	180224-1.001
DRAWN BY	RT
CHECKED BY	GEM
SHEET TITLE	
SHEET #	
OF #	8

Layout B2



NORTH
1307 W. 161st Street
Mascoutah, Indiana 46074

SOUTH
Purdue Technology Center of
Indianapolis
5225 Exploration Drive, Suite 130
Indianapolis, Indiana 46261

P: 317.299.1218
F: 317.299.1216
www.TEPMUkinder.com

DEVELOPMENT & ENGINEERING CONSULTANTS

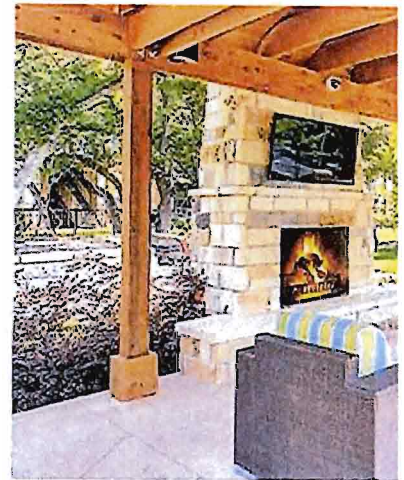
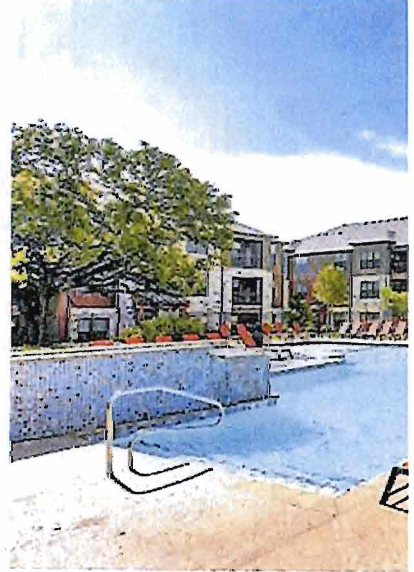
EDGEROCK DEVELOPMENT
733 EAST STATE ROAD 32
WESTFIELD, IN 46074

[illegible]

DRAWING FILES:	
DATE: MAY 27, 2015	
PROJECT NUMBER: 150324-1.001	
DRAWN BY: RT	CHECKED BY: GEM
SHEET TITLE:	
SHEET #:	
of 8	

EXHIBIT C

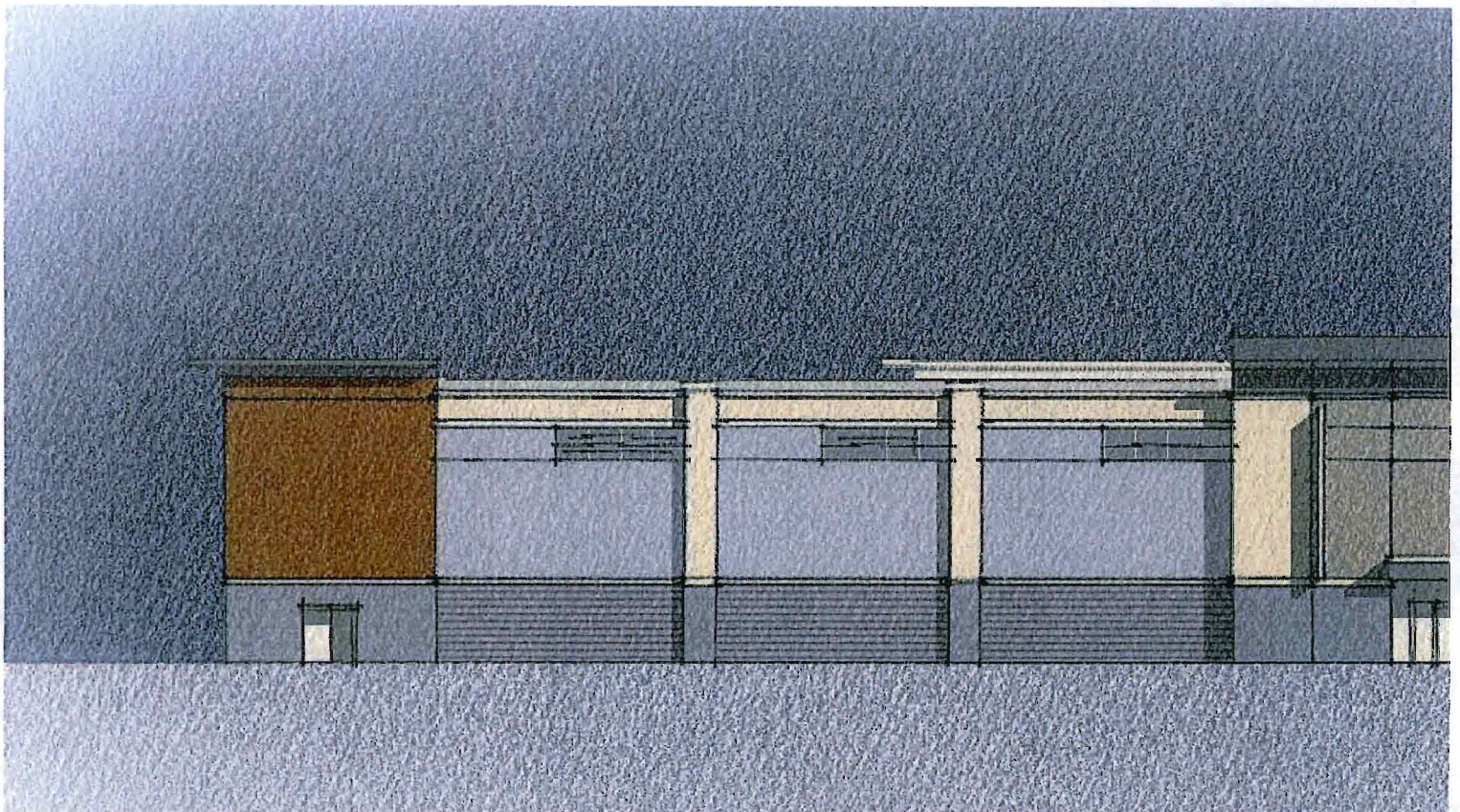
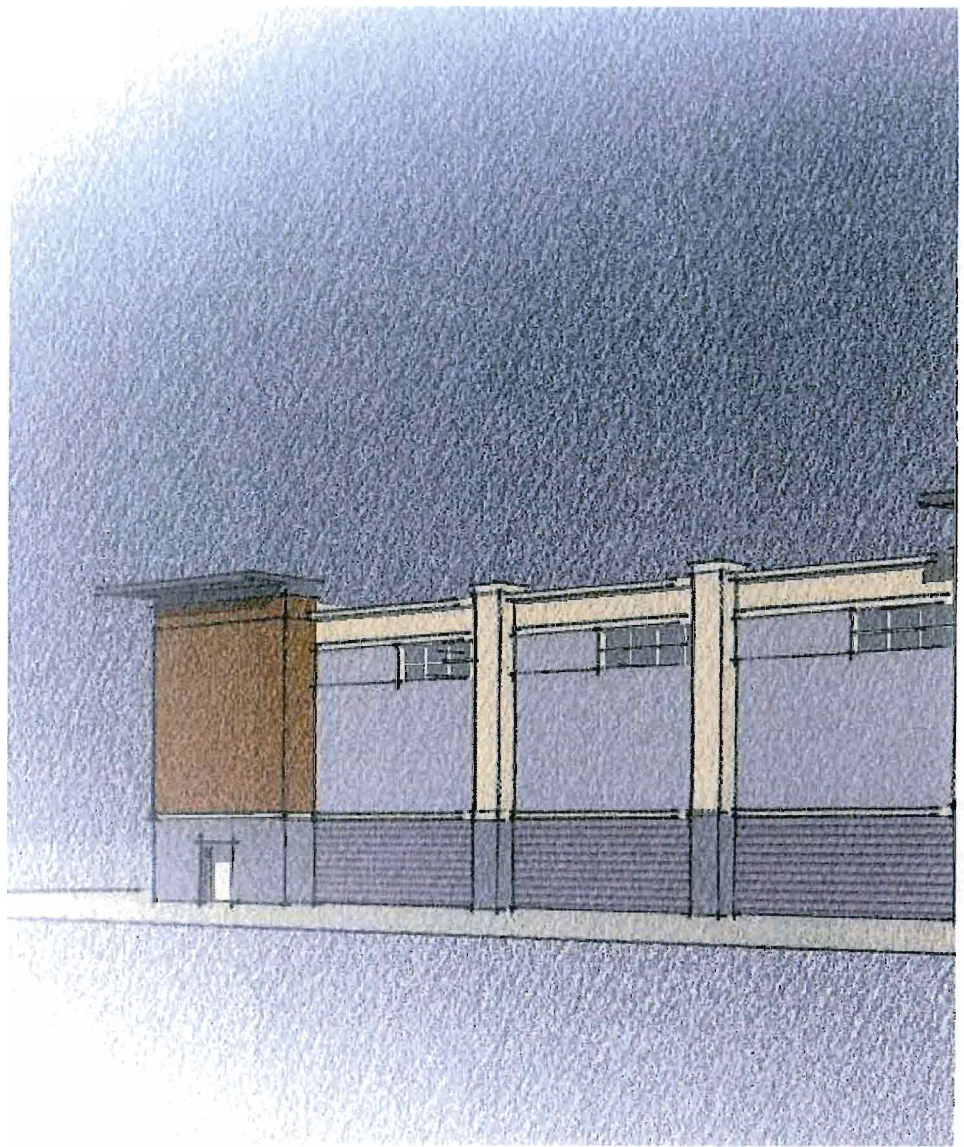
Lot 1 - Layout B1 Buildings



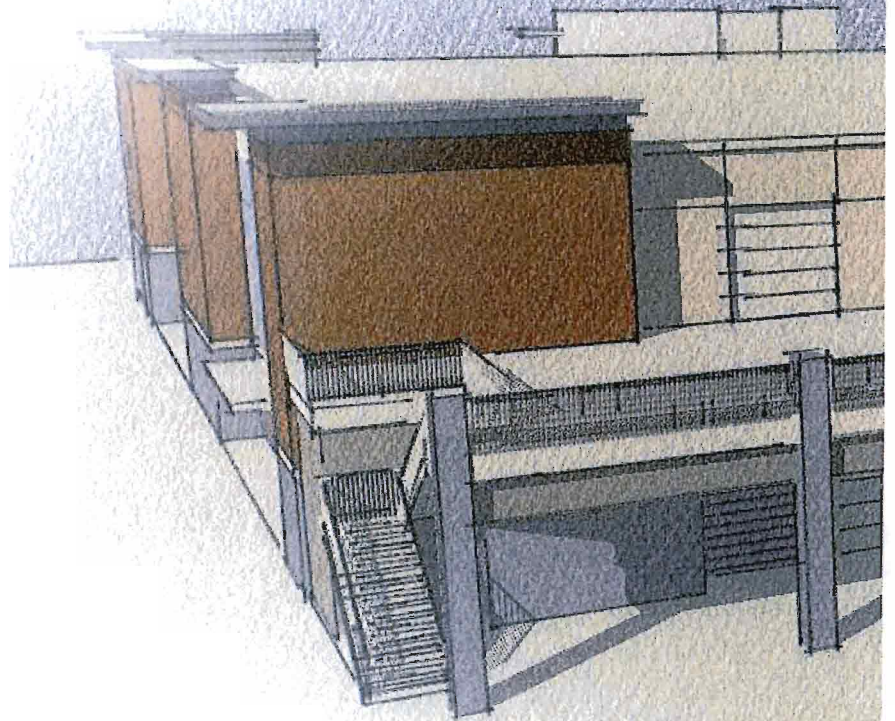
Lot 1 - Layout B2 Building

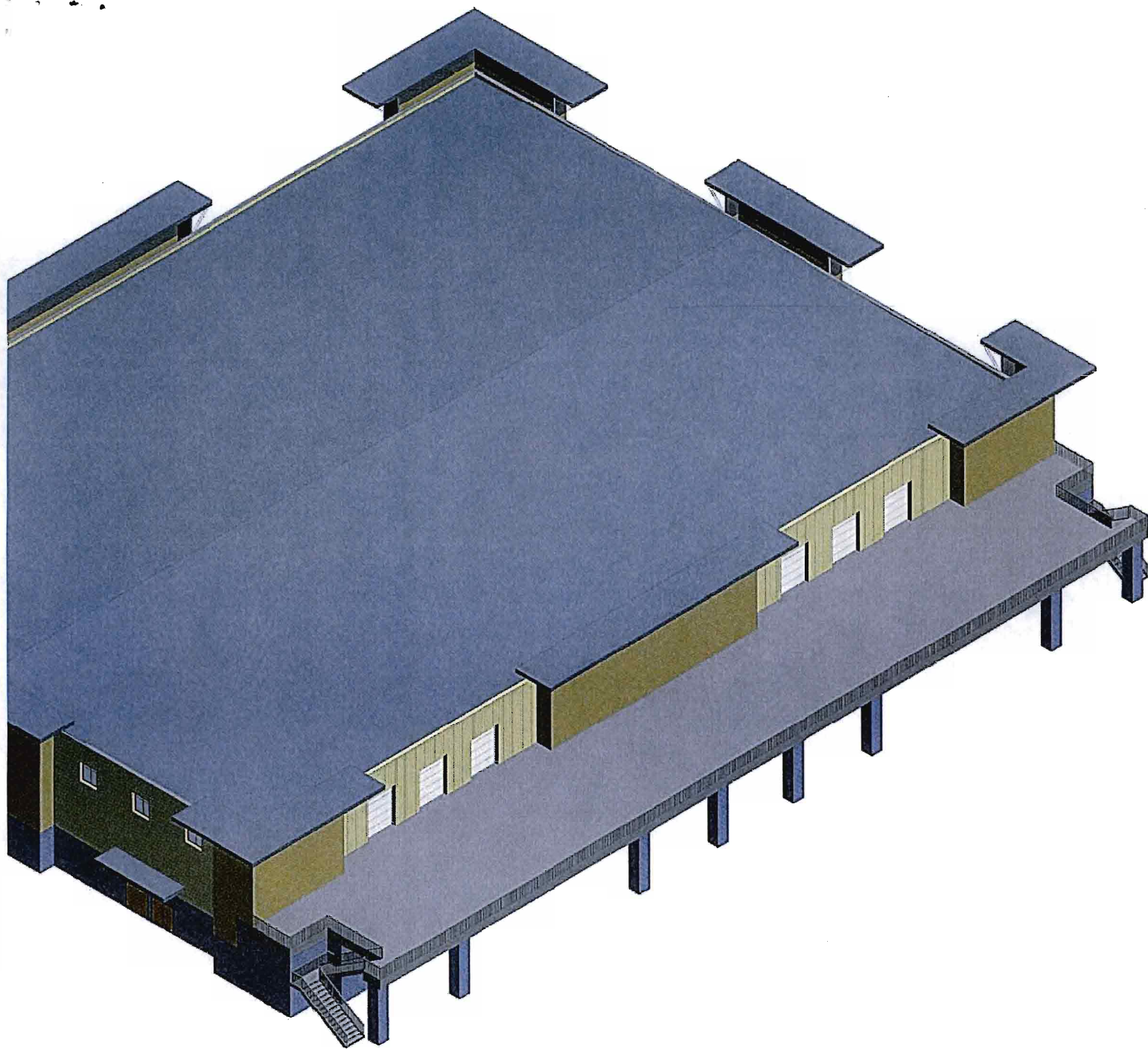


Lot 2 Building



Lot 2 Building





ORDINANCE NUMBER 16-26

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENTS TO THE TRAILS PLANNED UNIT DEVELOPMENT AND THE UNIFIED DEVELOPMENT ORDINANCE

This is a Planned Unit Development District Ordinance (to be known as the “**THE TRAILS PUD AMENDMENT**”) to amend the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance"), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended.

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

WHEREAS, the Common Council enacted Ordinance No. 15-27, The Trails Planned Unit Development District (the “The Trails PUD Ordinance”) on November 9, 2015;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1608-PUD-13**), requesting an amendment to the Unified Development Ordinance, The Trails PUD Ordinance, and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1608-PUD-13** 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 _____, 2016;

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 Trails PUD Ordinance, the Unified Development Ordinance, and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 The Unified Development Ordinance, The Trails PUD Ordinance, and Zoning Map are hereby changed to designate the Real Estate as a Planned Unit Development District to be known as the "**The Trails PUD District Amendment**" (the "District").
- 1.2 This Ordinance shall amend The Trails PUD Ordinance, as applicable to the Real Estate. Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance.
- 1.3 Chapter ("Chapter") and Article ("Article") cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.4 All provisions and representations of the (i) Unified Development Ordinance or (ii) The Trails PUD Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

Section 2. Definitions. Capitalized terms not otherwise defined in this Ordinance or The Trails PUD Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance.

- 2.1 Concept Plan – Master: The plan for the development of the Real Estate, as attached hereto as **Exhibit B.**
- 2.2 Illustrative Character Exhibit – Drive-Thru: The architectural building elevations, attached hereto as **Exhibit C.**
- 2.3 Illustrative Character Exhibit – Car Wash: The architectural building elevations, attached hereto as **Exhibit D.**

Section 3. Concept Plan. The Concept Plan – Master, attached hereto as **Exhibit B.** is hereby incorporated in accordance with Article 10.9(F)(2) Planned Unit Development Districts; PUD District Ordinance Requirements; Concept Plan – Master. The Real Estate shall be developed in substantial compliance with the Concept Plan – Master.

Section 4. Underlying Zoning District(s). The Underlying Zoning District of Lot A shall be the MF2: Multi-Family Medium Density District (the "Underlying Zoning District"). The Underlying Zoning District for Lots B & C shall be the GB: General Business District (the "Underlying Zoning District").

Section 5. Land Uses. The regulations applicable to The Trails PUD Ordinance and the Underlying Zoning District shall apply to the development of the Real Estate, except as otherwise modified below.

- 5.1 Permitted Uses: Section 3 of The Trails PUD Ordinance shall apply to the Real

Estate, except as otherwise modified below.

- A. In addition to the uses permitted within lots B & C, Car Washes shall be a Permitted Use in the General Business area.

Section 6. **General Regulations.** The standards of *Chapter 4: Zoning Districts* as applicable to the apartment district (Lot A) of The Trails PUD Ordinance and the Underlying Zoning District shall apply to the development of the Real Estate, except as otherwise modified below.

6.1 Minimum Building Setback Lines:

- A. Front Yard: 0 feet
- B. Side Yard: 5 feet
- C. Rear Yard: 10 feet

6.2 Minimum Distance Between Buildings:

- A. Distance Between Buildings: 15 feet

6.3 *Article 4.16: General Business District* regulations shall apply to Lots B & C

Section 7. **State Highway 32 Overlay District.** The regulations of Article 5.3 Overlay Districts; State Highway 32 Overlay District (the “SR32 Overlay”) shall apply to the development of the Real Estate and The Trails PUD Ordinance, except as otherwise modified below.

7.1 Article 5.3(K) Architectural Design Requirements: Shall apply, except as otherwise modified below by the Illustrative Character Exhibit.

- A. Illustrative Character Exhibit. Buildings constructed on the Real Estate shall be substantially similar in quality and character with the Illustrative Character Exhibit, attached hereto as **Exhibit C** and **Exhibit D**.
- B. Article 5.3(K)(2)(k)(iii) Building Materials; Masonry Materials: Shall be modified to require that a minimum of forty percent (40%) of each building façade, exclusive of windows (including faux windows and glazing), doors and loading berths, shall be covered with Masonry Materials.
- C. Article 5.3(K)(2)(k)(iv) Building Materials; Other Materials: Shall be modified to permit no more than forty percent (40%) of each Building Façade, exclusive of windows (including faux windows and glazing), doors and loading berths, may be covered with another single building material (exclusive of Masonry Materials).

7.2 Article 5.3(L) Trail Corridor Requirement: Shall apply.

Section 8. **Development Standards.** The standards of Chapter 6: Development Standards shall apply to the development of the Real Estate and The Trails PUD Ordinance, except as otherwise modified below.

8.1 Article 6.3 Architectural Standards: With the exception of Article 6.3(E)(2) Masonry Materials, the architectural standards of Article 6.3 shall apply to the

development of the Real Estate and The Trails PUD Ordinance, except as otherwise modified below.

- A. A minimum sixty percent (60%) of each Building Façade in the Apartment District, excluding windows and doors, shall be Masonry Materials.

Section 9. **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 10. **Design Standards.** The standards of Chapter 8: Design Standards shall apply to the development of the Real Estate and The Trails PUD Ordinance, except as otherwise modified below.

10.1 *Article 8.6 Open Space and Amenity Standards* shall apply, except as otherwise modified below.

- A. Lot A shall be developed to include a minimum of five (5) amenities, including the amenities listed in the original ordinance (“The Trails PUD Ordinance”).

10.2 Trail Access: The regulations for the trail access shall apply to the development of the Real Estate and The Trails PUD Ordinance, except as otherwise modified below.

- A. Lot A shall include direct access to the Monon Trail.

[Remainder of this page intentionally left blank; signature pages follow.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2016.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

James J. Edwards

James J. Edwards

James J. Edwards

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Mark F. Keen

Mark F. Keen

Mark F. Keen

Charles Lehman

Charles Lehman

Charles Lehman

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 16-26** was delivered to the Mayor of Westfield
on the _____ day of _____, 2016, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 16-26**
this _____ day of _____, 2016.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 16-26**
this _____ day of _____, 2016.

J. Andrew Cook, Mayor

This document prepared by: Adam Horkay
EdgeRock Development, LLC
733 E. State Road 32, Westfield, IN 46074

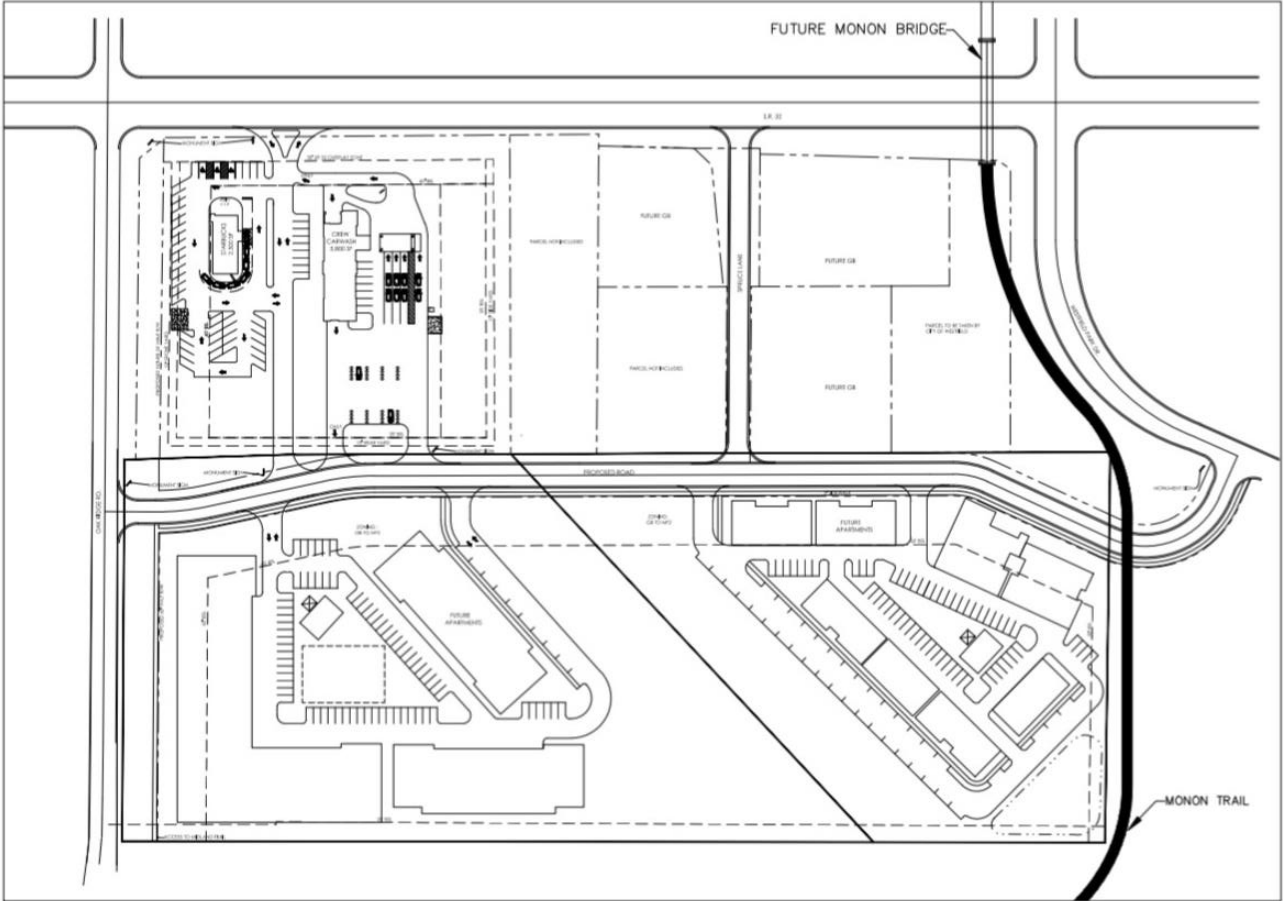
SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Illustrative Character Exhibit – Drive-Thru
Exhibit D	Illustrative Character Exhibit – Car Wash

EXHIBIT A
REAL ESTATE

{ Insert Legal Description }

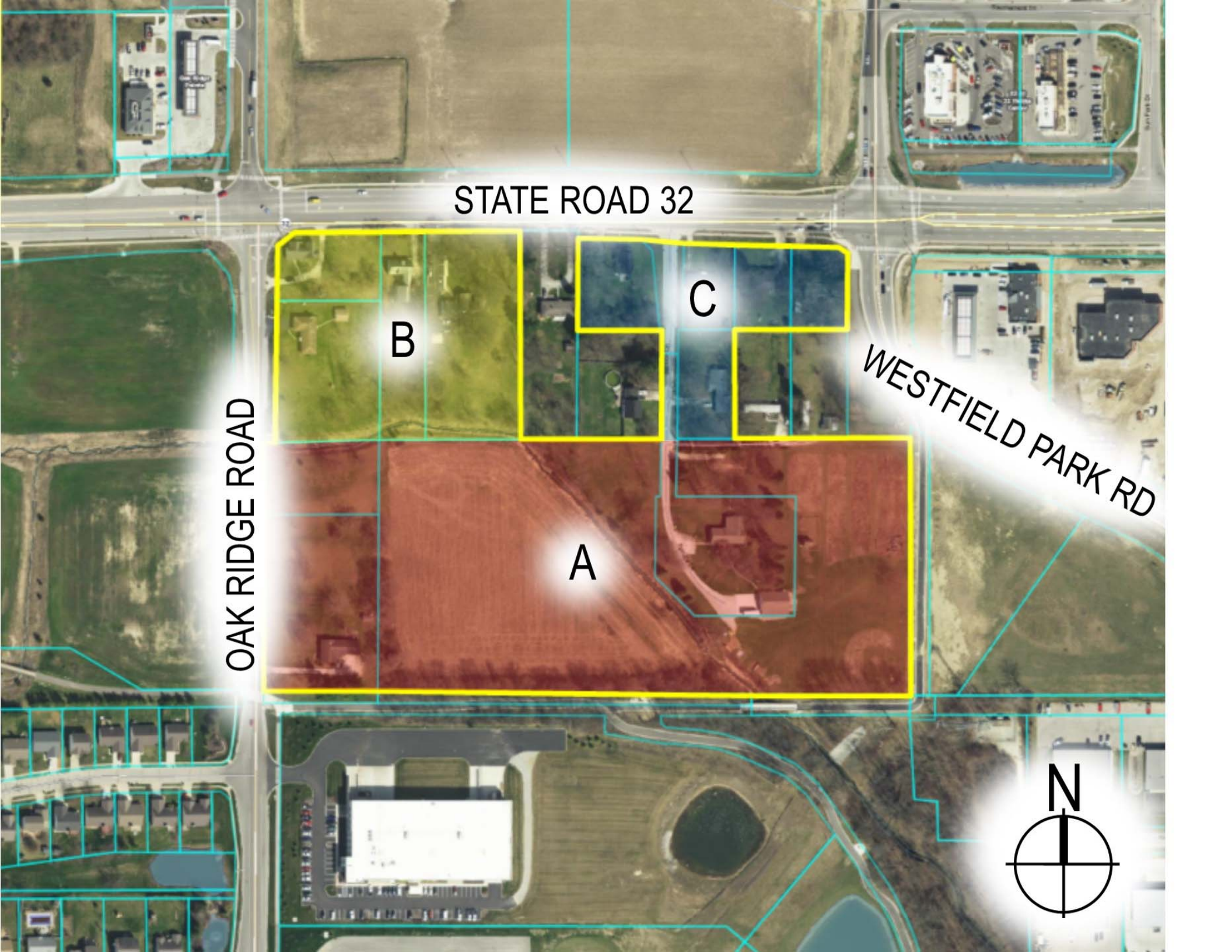
EXHIBIT B
CONCEPT PLAN



PREPARED BY: **TERRA** SITE DEVELOPMENT
PREPARED FOR: **EDGE ROCK** DEVELOPMENT

MASTER-PUD
SR 32 AND SPRUCE LANE
WESTFIELD, INDIANA
JULY 7, 2016





STATE ROAD 32

B

C

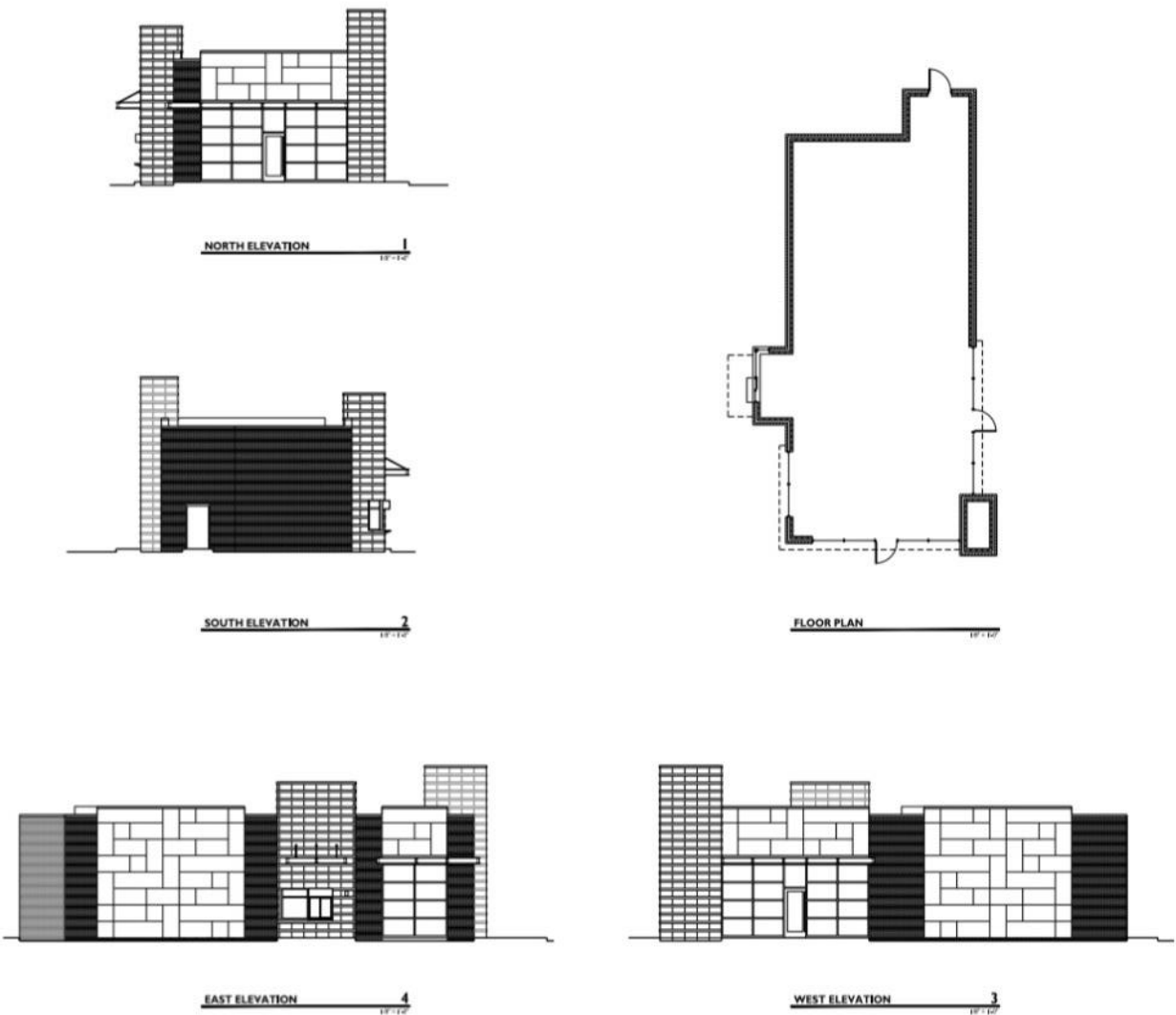
WESTFIELD PARK RD

OAK RIDGE ROAD

A



EXHIBIT C
ILLUSTRATIVE CHARACTER EXHIBIT



CERTIFICATION

THE DRAWINGS AND THE IDEAS, DESIGN AND CONCEPTS CONTAINED HEREIN ARE THE SOLE PROPERTY OF CURRAN ARCHITECTURE, AND ARE NOT TO BE USED OR REPRODUCED, EITHER IN WHOLE OR IN PART, WITHOUT THE WRITTEN CONSENT OF CURRAN ARCHITECTURE.

PROJECT INFORMATION

PROPOSED RETAIL BUILDING
OAK RIDGE ROAD &
STATE ROAD 32
WESTFIELD, INDIANA

ISSUE DATES

PROJECT NUMBER
PROPOSED PLAN AND ELEVATIONS

A1.3

EXHIBIT D
ILLUSTRATIVE CHARACTER EXHIBIT

{ Insert Car Wash Renderings }

VICINITY MAP

161st Street

Carey Road

151st Street

Gray Road

146th Street

Hazel Dell Road

PROJECT

Map showing the project location at the intersection of Gray Road and 146th Street. The map includes labels for 161st Street, 151st Street, 146th Street, Carey Road, Gray Road, and Hazel Dell Road. A callout box labeled 'PROJECT' points to the intersection.

City of Westfield, Indiana

Regulatory Agency:
City of Westfield Economic &
Community Development
Ph. 317-804-3170
Fax 317-804-3181
2728 E. 171st Street
Westfield, Indiana 46074

A detailed topographic map of Westfield, Massachusetts. The map features a grid of streets, including Main Street, Elm Street, and various numbered streets. Key landmarks include the Westfield Fairgrounds, the Westfield State Prison, and the Westfield State Hospital. The map also shows the Westfield River and several smaller streams. A red dot is located in the lower right quadrant of the map, with a black arrow pointing to it from the left. The map is labeled with 'Westfield' in several locations. A scale bar in the bottom right corner indicates a scale of 1 inch = 2000 feet. The map is oriented with North at the top.

A part of the Northeast Quarter of the Southeast Quarter of Section 17, Township 18 North, Range 4 East, Washington Township, Hamilton County, Indiana, and more particularly described as follows:

Lot 3 of the Replat of Lots 2 & 3 Bridgewater Marketplace Section 3 recorded as Instrument Number 2015054146 in the Office of the Recorder in Hamilton County, Indiana.

Police	317-804-3200 17535 Dartown Road Westfield, Indiana 46074
Fire	Garry Harling 317-804-3307 17535 Dartown Road Westfield, Indiana 46074
Westfield Public Works	Jeremy Lollar / Phil Sundling 317-804-3100 2706 E. 171st Street Westfield, Indiana 46074
Westfield Pre-Construction	John Rankin 317-804-3147 2706 E. 171st Street Westfield, Indiana 46074
Westfield Stormwater	Mike Morgan / Wes Road 317-804-3100 2706 E. 171st Street Westfield, Indiana 46074
Water & Sewer	Citizens Westfield Jeff Miller 317-263-6442 2150 Dr. Martin Luther King Drive Indianapolis, Indiana 46202
Gas	Vectren Resa Glover / Chad Miller 317-776-5550 P.O. Box 1700 Noblesville, Indiana 46061
Electric	Duke Energy Bill Oldham 317-776-5331 100 South Mill Creek Road Noblesville, Indiana 46062
Data/Telecom	AT&T Steve Krebs 317-252-4275 5858 North College Avenue Indianapolis, Indiana 46220

[illegible]

LOCAL PLANNING	PENDING
WATER UTILITY	COORDINATE WITH CITIZENS
SANITARY UTILITY	COORDINATE WITH CITIZENS
ELECTRIC UTILITY	COORDINATE WITH UTILITY PROVIDER
GAS UTILITY	COORDINATE WITH UTILITY PROVIDER
TELEPHONE UTILITY	COORDINATE WITH UTILITY PROVIDER
CABLE UTILITY	NOT APPLICABLE
IDEM SANITARY MAIN EXTENSION	NOT APPLICABLE
IDEM WATER MAIN EXTENSION	NOT APPLICABLE
IDEM RULE 5 NOI	NOT APPLICABLE

These plans must meet the approval of the local planning authority for permit acquisition. Also, these plans should satisfy the requirements of local utility service providers. Submit service requests/applications for utility plan review or coordinate with the site engineer or architect. These plans should only be used for estimating purposes until applicable approvals are obtained.

[illegible]

C1.0 (TITLE SHEET)

Bordenet Civil Engineering & Land Surveying, LLC : 8902 Alibek Ct., Indianapolis, IN 46256 : Ph. 317-536-6220 : Fax 317-536-6181 : Jan. 16, 2016, 2:02:09 pm

GENERAL NOTES

A. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION ISSUED BY AGC OF AMERICA AND THE SAFETY AND HEALTH REGULATIONS OF CONSTRUCTION ISSUED BY THE U.S. DEPARTMENT OF LABOR.

B. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS NECESSARY TO COMPLETE ALL WORK SHOWN ON THESE PLANS.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL CONTACT THE UTILITIES COMPANY AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF WORK.

D. WHEN NECESSARY FOR COMPLETION OF NEW CONSTRUCTION, THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING FEATURES (I.E. PAVING, UTILITIES, DRAINAGE, ETC.), WHICH ARE TO REMAIN AT NO ADDITIONAL COST TO THE OWNER.

E. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY TO PROVIDE A SMOOTH VERTICAL AND HORIZONTAL TRANSITION BETWEEN EXISTING AND PROPOSED PAVEMENTS.

F. ALL SITE CONSTRUCTION, MATERIALS, AND FEATURES (I.E. CURBS, WALKS, PAVING, CONCRETE, STORM DRAINAGE FEATURES, SEEDING, SODDING, EARTHWORK, ETC.) SHALL BE IN ACCORDANCE WITH ALL CITY AND STATE STANDARDS AND SPECIFICATIONS.

G. THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS BEFORE ORDERING MATERIAL. ANY DISCREPANCIES SHALL BE REPORTED TO THE OWNER OR HIS REPRESENTATIVE AND RESOLVED PRIOR TO THE COMMENCEMENT OF WORK.

H. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE SPECIFIED.

I. ALL CURB RADII ARE 3.0 FEET UNLESS OTHER WISE SPECIFIED.

J. CONTACT THE PROJECT ENGINEER FOR AN ELECTRONIC FILE CONTAINING COORDINATE GEOMETRY OF THE PROPOSED DEVELOPMENT.

K. CONFIRM ALL BUILDING DIMENSIONS WITH THE ARCHITECTURAL PLANS. HOLD ALL BUILDING DIMENSIONS SHOWN ON THE ARCHITECTURAL PLANS.

LEGEND

Chain Link Fence

Board Fence

Open Wire Fence

Iron Fence

OHU

Flow line of ditch

Buried Gas Line

Buried Water Line

Buried Telephone Line

Buried Electric Line

P.O.B. Point of Beginning

Telephone Pedestal

Telephone Manhole

Clean Out

Inlet

Storm Manhole

Utility Pole

Utility Pole w/ light

Utility Pole w/ trans.

Sign

Light Standard

Gas Valve

Fire Hydrant

Air Conditioner

Gas Meter

Water Valve

Sprinkler Control Valve

Stand Pipe

Fiber Optic Marker

Gas Line Marker

Sanitary Manhole

Guy Wire

Curb Inlet

Mailbox

Electric Transformer

Cable Pedestal

Flag Pole

Electric Meter

Water Meter

Telephone Junction Box

Electric Junction Box

Ballard

Gate Post

Electric Manhole

Traffic Manhole

Traffic Signal Pole

Parking Meter

Fuel Filler Cap

Fuel Tank lid

Monitoring Well

Soil Boring Hole

Lot Number

R/W Right of Way

RCP Reinforced Concrete Pipe

CMP Corrugated Metal Pipe

CPP Corrugated Plastic Pipe

VCP Vitrified Clay Pipe

(P) Plat Dimension

(M) Measured Dimension

(D) Deed Dimension

(C) Calculated Dimension

Fire Protection Valve

Post Indicator Valve

B.L. Building Line (per plat)

U.E. Utility Easement (per plat)

Iron Pin Set (5/8" Rebar w/ red cap marked "Firm #0066")

Mag Nail Set / Found

5/8" Rebar found

Cut "X" Set / Found

Existing Contour

Existing Spot Elevation

Finished Floor Elevation

P.O.B. Point of Beginning

Telephone Pedestal

Telephone Manhole

Clean Out

Inlet

Storm Manhole

Utility Pole

Utility Pole w/ light

Utility Pole w/ trans.

Sign

Light Standard

Gas Valve

Fire Hydrant

Air Conditioner

Gas Meter

Water Valve

Sprinkler Control Valve

Stand Pipe

Fiber Optic Marker

Gas Line Marker

Sanitary Manhole

Guy Wire

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Mailbox

Electric Transformer

Cable Pedestal

Flag Pole

Electric Meter

Water Meter

Telephone Junction Box

Electric Junction Box

Ballard

Gate Post

Electric Manhole

Traffic Manhole

Traffic Signal Pole

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Fuel Filler Cap

Fuel Tank lid

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Soil Boring Hole

Lot Number

R/W Right of Way

RCP Reinforced Concrete Pipe

CMP Corrugated Metal Pipe

CPP Corrugated Plastic Pipe

VCP Vitrified Clay Pipe

(P) Plat Dimension

(M) Measured Dimension

(D) Deed Dimension

(C) Calculated Dimension

Fire Protection Valve

Post Indicator Valve

B.L. Building Line (per plat)

U.E. Utility Easement (per plat)

Iron Pin Set (5/8" Rebar w/ red cap marked "Firm #0066")

Mag Nail Set / Found

5/8" Rebar found

Cut "X" Set / Found

Existing Contour

Existing Spot Elevation

Finished Floor Elevation

REVISION BLOCK

NOTE	DESCRIPTION	DATE
1	REV. PER TAC REVIEW: STORM DRAINAGE	6-16-16

RADRICK PROFESSIONAL BUILDING
LOT 3 BRIDGEWATER MARKETPLACE

City of Westfield, Indiana

Owner:

Dr. Justin Gilmore
14643 North Gray Rd.
Westfield, Indiana 46062

Site Engineer:

Bordenet Civil Engineering &
Land Surveying, LLC
sbordenet@civil-ls.com
Ph. 317-536-6181
8902 Alibek Ct.
Indianapolis, IN 46256

Regulatory Agency:

City of Westfield Economic &
Community Development
Ph. 317-804-3170
Fax 317-804-3181
2728 E. 171st Street
Westfield, Indiana 46074

SITE PLAN

FINAL CONSTRUCTION PLANS

Plan Date: June 16th, 2016

SCOTT BORDENET
REGISTERED
No. 19900113
STATE OF INDIANA

Scott Bordenet

PLAN NOTES

NOTE	DETAIL/SHT.	DESCRIPTION
1.		RELOCATE STREET LIGHT TO INDICATED LOCATION.
2.		REMOVE EXISTING SIDEWALK AND CURB FOR NEW DRIVEWAYS
3.	SA/C3.1	PAVE EXISTING DRIVES AND PARKING LOTS WITH STANDARD ASPHALT SECTION.
4.	CD/EC/C3.1	CONSTRUCT STAND OR EXTRUDED TYPE CURB. SEE CITY OF FISHERS DETAILS SHEET 9 FOR STAND CURB DETAILS.
5.	MWC/C3.1	CONSTRUCT MONOLITHIC SIDEWALK AND CURB.
6.	RD/C3.1	CONSTRUCT BUILDING RAMP WHERE INDICATED.
7.		CONSTRUCT DUMPSTER ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS.
8.	SW/C3.1	CONSTRUCT SIDEWALK.
9.	INDOT/C3.1	CONSTRUCT SIDEWALK RAMP WITH TRUNCATED DOMES.
10.	HC/C3.1	STRIPE HANDICAPP PARKING SPACE.
11.		STRIPE PARKING SPACES WITH 4" WIDE WHITE PARKING STRIPES.
12.		CONSTRUCT 1-1/2" WATER SERVICE WITH DUAL WATER METERS AT PROPERTY LINE AND BUILDING VALVE AT BUILDING FACE. COORDINATE SERVICE WITH WATER SERVICE PROVIDER.
13.		CONSTRUCT 6" SEWER LATERAL AND BUILDING CLEANOUT TO CITY OF WESTFIELD SPECIFICATIONS. SEE GRADING PLAN FOR TOP OF CASTING AND PIPE INVERT ELEVATIONS.
14.		CONSTRUCT STORM SEWER TO CITY OF WESTFIELD STANDARDS. SEE GRADING PLAN FOR INVERT AND TOP OF CASTING ELEVATIONS.
15.		CONSTRUCT GAS SERVICE LINE. SET GAS METER AT BUILDING FACE. COORDINATE GAS LOAD INFORMATION AND SERVICE APPLICATION WITH THE UTILITY PROVIDER.
16.		CONSTRUCT ELECTRIC SERVICE LINE AND PLACE TRANSFORMER WHERE INDICATED. SET ELECTRIC METER AT BUILDING FACE. COORDINATE SERVICE INFORMATION AND APPLICATION WITH THE UTILITY PROVIDER.
17.		CONSTRUCT TELEPHONE SERVICE LINE. COORDINATE SERVICE INFORMATION AND APPLICATION WITH THE UTILITY PROVIDER.

Bordenet Civil Engineering &
Land Surveying, LLC
Ph. 317-536-6181
Fax: 317-536-6220
8902 Alibek Ct.
Indianapolis, IN 46256

Project Number:

2016-153

Sheet No. :

C2.0 (SITE PLAN)

GENERAL NOTES

A. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION ISSUED BY AGC OF AMERICA AND THE SAFETY AND HEALTH REGULATIONS OF CONSTRUCTION ISSUED BY THE U.S. DEPARTMENT OF LABOR.

B. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS NECESSARY TO COMPLETE ALL WORK SHOWN ON THESE PLANS.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL CONTACT THE UTILITIES COMPANY AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF WORK.

D. WHEN NECESSARY FOR COMPLETION OF NEW CONSTRUCTION, THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING FEATURES (I.E. PAVING, UTILITIES, DRAINAGE, ETC.), WHICH ARE TO REMAIN AT NO ADDITIONAL COST TO THE OWNER.

E. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY TO PROVIDE A SMOOTH VERTICAL AND HORIZONTAL TRANSITION BETWEEN EXISTING AND PROPOSED PAVEMENTS.

F. ALL SITE CONSTRUCTION, MATERIALS, AND FEATURES (I.E. CURBS, WALKS, PAVING, CONCRETE, STORM DRAINAGE FEATURES, SEEDING, SODDING, EARTHWORK, ETC.) SHALL BE IN ACCORDANCE WITH ALL CITY AND STATE STANDARDS AND SPECIFICATIONS.

G. THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS BEFORE ORDERING MATERIAL. ANY DISCREPANCIES SHALL BE REPORTED TO THE OWNER OR HIS REPRESENTATIVE AND RESOLVED PRIOR TO THE COMMENCEMENT OF WORK.

H. ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE SPECIFIED.

I. ALL CURB RADII ARE 3.0 FEET UNLESS OTHER WISE SPECIFIED.

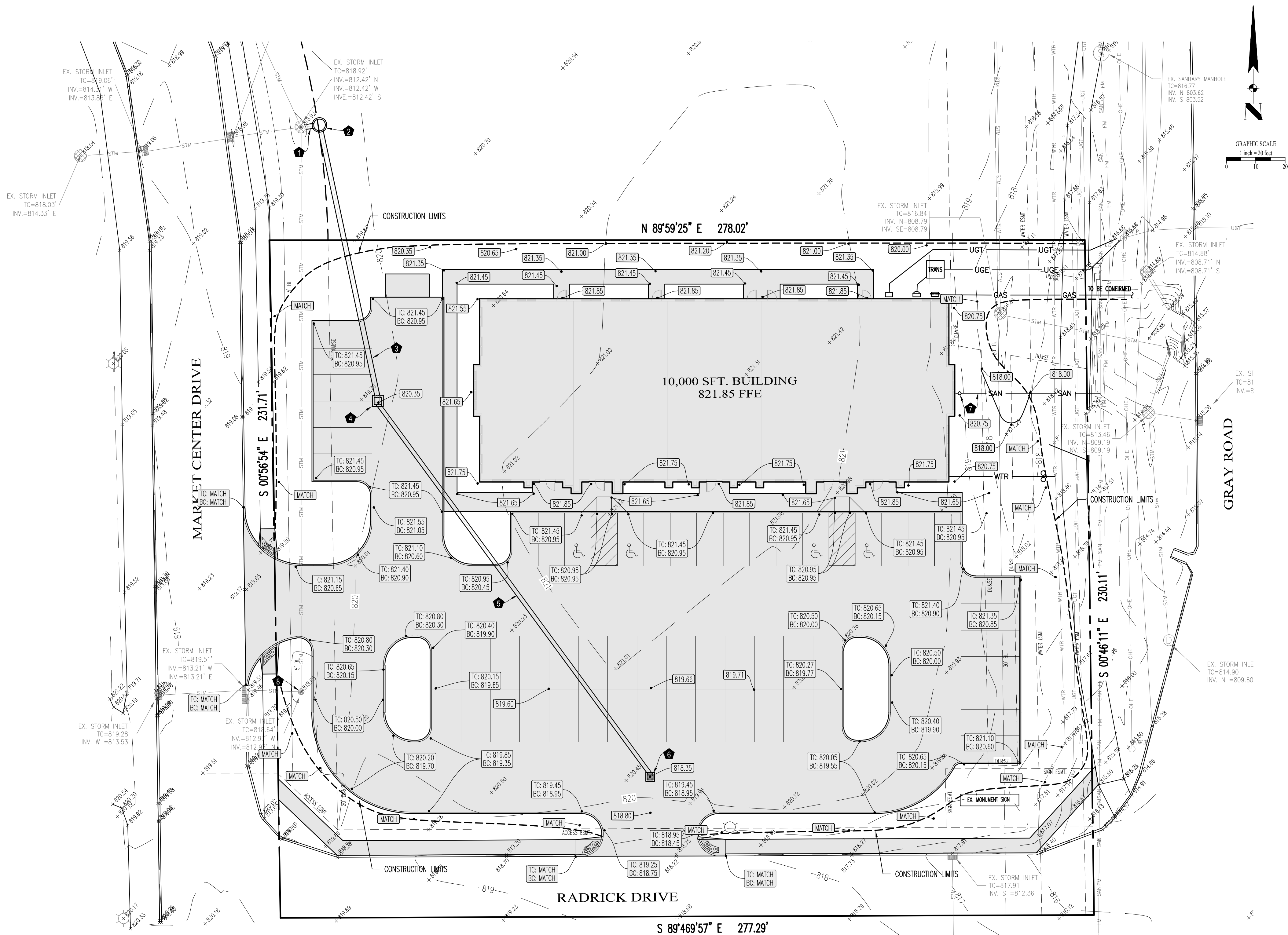
J. CONTACT THE PROJECT ENGINEER FOR AN ELECTRONIC FILE CONTAINING COORDINATE GEOMETRY OF THE PROPOSED DEVELOPMENT.

K. CONFIRM ALL BUILDING DIMENSIONS WITH THE ARCHITECTURAL PLANS. HOLD ALL BUILDING DIMENSIONS SHOWN ON THE ARCHITECTURAL PLANS.

L. ALL GRADES ARE TO FINISHED PAVEMENT UNLESS DENOTED OTHERWISE. TC = TOP OF CURB; BC = BOTTOM OF CURB. ADD 6" (0.5') TO ALL FINISHED PAVEMENT GRADES TO DETERMINE ADJACENT TOP OF CURB GRADES (ALL CURBS ARE 6" TALL). "MATCH" MEANS TO MATCH EXISTING GRADE.

LEGEND	
Chain Link Fence	Electric Meter
Board Fence	Water Meter
Open Wire Fence	Telephone Junction Box
Iron Fence	Electric Junction Box
OHU	Ballard
Flow line of ditch	Gate Post
Buried Gas Line	Electric Manhole
Buried Water Line	Traffic Manhole
Buried Telephone Line	Traffic Signal Pole
Buried Electric Line	Parking Meter
P.O.B. Point of Beginning	Fuel Filler Cap
Telephone Pedestal	Fuel Tank lid
Telephone Manhole	Monitoring Well
Clean Out	Soil Boring Hole
Inlet	Lot Number
Storm Manhole	R/W Right of Way
Utility Pole	RCP Reinforced Concrete Pipe
Utility Pole w/ light	CMP Corrugated Metal Pipe
Utility Pole w/ trans.	OPP Corrugated Plastic Pipe
Sign	VCP Vitrified Clay Pipe
Light Standard	(P) Plat Dimension
Gas Valve	(M) Measured Dimension
Fire Hydrant	(D) Deed Dimension
Air Conditioner	(C) Calculated Dimension
Gas Meter	Fire Protection Valve
Water Valve	Post Indicator Valve
Sprinkler Control Valve	B.L. Building Line (per plat)
Stand Pipe	U.E. Utility Easement (per plat)
Fiber Optic Marker	Iron Pin Set (5/8" Rebar w/ red cap marked "Firm #0068")
Gas Line Marker	Mag Nail Set / Found
Sanitary Manhole	5/8" Rebar found
Guy Wire	Cut "X" Set / Found
Curb Inlet	Existing Contour
Mailbox	Existing Spot Elevation
Electric Transformer	FFE Finished Floor Elevation
Cable Pedestal	
Flag Pole	

REVISION BLOCK		
NOTE	DESCRIPTION	DATE
1	REV. PER TAC REVIEW: STORM DRAINAGE	2-26-10



RADRICK PROFESSIONAL BUILDING
LOT 3 BRIDGEWATER MARKETPLACE

City of Westfield, Indiana

Owner: Dr. Justin Gilmore
14643 North Gray Rd.
Westfield, Indiana 46062

Site Engineer: Bordenet Civil Engineering &
Land Surveying, LLC
sbordenet@civil-ls.com
Ph. 317-536-6181
8902 Alibek Ct.
Indianapolis, IN 46256

Regulatory Agency: City of Westfield Economic &
Community Development
Ph. 317-804-3170
Fax 317-804-3181
2728 E. 171st Street
Westfield, Indiana 46074

GRADING PLAN

FINAL CONSTRUCTION PLANS

Plan Date: June 16th, 2016



PLAN NOTES		
NOTE	DETAIL/SHT.	DESCRIPTION
1.	CP/C3.2	CONSTRUCT 4 LFT OF 15" RCP AT 0.7% INVERT DN: 812.62; INVERT UP: 812.65.
2.	MH/C3.2	SET TYPE 48" MANHOLE. TOP OF CAST 819.50.
3.	CP/C3.2	CONSTRUCT 93 LFT OF 15" RCP AT 0.7% INVERT DN: 812.75; INVERT UP: 813.40.
4.	MA/C3.2	SET MODIFIED A INLET WITH NEENAH R3405 CASTING AND CONCRETE COLLAR. SET CASTING AT 820.35.
5.	CP/C3.2	CONSTRUCT 156 LFT OF 12" RCP AT 1.0%, INVERT DN: 813.50; INVERT UP: 815.06.
6.	MA/C3.2	SET MODIFIED A INLET WITH NEENAH R3405 CASTING AND CONCRETE COLLAR. SET CASTING AT 818.35.
7.	CO/SL/C3.2	CONSTRUCT 50 LFT OF 6" SANITARY LATERAL CONSTRUCTED AT MIN. 2% INVERT AT BUILDING FACE = 815.00. CONTRACTOR TO CONFIRM CONNECTION ELEVATION. SET TYPE 1 CLEANOUT AT BUILDING FACE WITH TC = 821.25
8.		ADJUST EXISTING CASTING TO TC=819.50

** NOTE ALL PIPE SHALL BACKFILLED AS **
** INDICATED BY "PB" DETAIL SHEET C3.2 **

INDIANA UNDERGROUND



PLANT
PROTECTION SERVICE
1-800-382-5544



Bordenet Civil Engineering &
Land Surveying, LLC
Ph. 317-536-6181
Fax: 317-536-6220
8902 Alibek Ct.
Indianapolis, IN 46256

Project Number:

2016-153

Sheet No. :

C2.1 (GRADING PLAN)

A. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION ISSUED BY AGC OF AMERICA AND THE SAFETY AND HEALTH REGULATIONS OF CONSTRUCTION ISSUED BY THE U.S. DEPARTMENT OF LABOR.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL CONTACT THE UTILITIES COMPANY AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF WORK.

E. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY TO PROVIDE A SMOOTH VERTICAL AND HORIZONTAL TRANSITION BETWEEN EXISTING AND PROPOSED PAVEMENTS.

G. THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS BEFORE ORDERING MATERIAL. ANY DISCREPANCIES SHALL BE REPORTED TO THE OWNER OR HIS REPRESENTATIVE AND RESOLVED PRIOR TO THE COMMENCEMENT OF WORK.

I. ALL CURB RADII ARE 3.0 FEET UNLESS OTHER WISE SPECIFIED.

K. ALL GRADES ARE TO FINISHED PAVEMENT UNLESS DENOTED OTHERWISE. TC = TOP OF CURB; BC = BOTTOM OF CURB. ADD 6" (0.5') TO ALL FINISHED PAVEMENT GRADES TO DETERMINE ADJACENT TOP OF CURB GRADES (ALL CURBS ARE 6" TALL). "MATCH" MEANS TO MATCH EXISTING GRADE.

M. PORTABLE TOILETS MUST BE ANCHORED TO PREVENT SPILLS.

N. NO DIRT, DEBRIS, OR STORAGE OF MATERIAL SHALL BE PERMITTED IN THE STREET.

	Chain Link Fence		Electric Meter
	Board Fence		Water Meter
	Open Wire Fence		Telephone Junction Box
	Iron Fence		Electric Junction Box
	Overhead Utility Line		Bollard
	Flow line of ditch		Gate Post
	Buried Gas Line		Electric Manhole
	Buried Water Line		Traffic Manhole
	Buried Telephone Line		Traffic Signal Pole
	Buried Electric Line		Parking Meter
P.O.B.	Point of Beginning		Fuel Filler Cap
	Telephone Pedestal		Fuel Tank lid
	Telephone Manhole		Monitoring Well
	Clean Out		Soil Boring Hole
	Inlet		Lot Number
	Storm Manhole	R/W	Right of Way
	Utility Pole	RCF	Reinforced Concrete Pipe
	Utility Pole w/ light	CMF	Corrugated Metal Pipe
	Utility Pole w/ trans.	OPP	Corrugated Plastic Pipe
	Sign	VCP	Vitrified Clay Pipe
	Light Standard	(P)	Plot Dimension
	Gas Valve	(M)	Measured Dimension
	Fire Hydrant	(D)	Deed Dimension
	Air Conditioner	(C)	Calculated Dimension
	Gas Meter		Fire Protection Valve
	Water Valve		Post Indicator Valve
	Sprinkler Control Valve	B.L.	Building Line (per plat)
	Stand Pipe	U.E.	Utility Easement (per plat)
	Fiber Optic Marker		Iron Pin Set (5/8" Rebar w/ red cap marked "Firm #0066"
	Gas Line Marker		Mag Nail Set / Found
	Sanitary Manhole		5/8" Rebar
	Guy Wire		Cut "X" Set / Found
	Curb Inlet		Existing Contour
	Mailbox		Existing Spot Elevation
	Electric Transformer		Finished Floor Elevation
	Cable Pedestal		
	Flag Pole		
	× 800.32		
	FFE		

[illegible]

Br

PROPOSED BUILDING

MmB2

CrA

MARKET STREET

RADRICK DRIVE

GRAY ROAD

1" = 10' 0"

SYMBOL NAME

Br Building

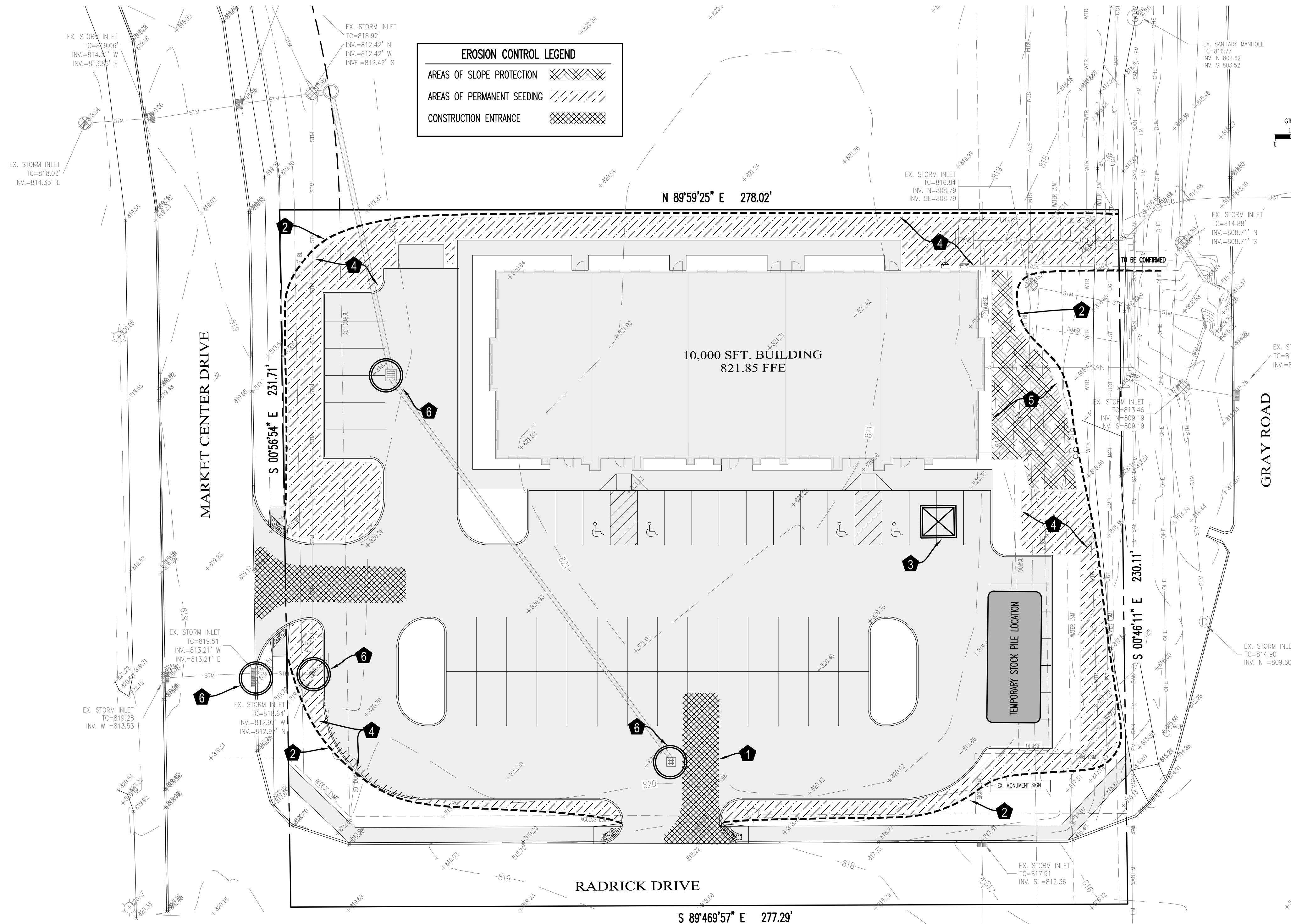
SYMBOL	NAME
Br	Brookston silty clay loam
CrA	Crosby Silt Loam, 0 to 3 percent slopes
MmB2	Miami silt loam, 2 to 6 percent slopes, eroded

Soils delineation taken from the Indiana GIS Atlas. The soil information is as supplied by the Soil Survey Geographic (SSURGO) Database, 2015.

AREAS OF SLOPE PROTECTION

AREAS OF PERMANENT SEEDING

CONSTRUCTION ENTRANCE



City of Westfield, Indiana

Owner:	Dr. Justin Gilmore 14643 North Gray Rd. Westfield, Indiana 46062
--------	--

Site Engineer: Bordenet Civil Engineering &
Land Surveying, LLC
sbordenet@civil-ls.com
Ph. 317-536-6181
8902 Alibeck Ct.
Indianapolis, IN 46256

Regulatory Agency:	City of Westfield Economic & Community Development Ph. 317-804-3170 Fax 317-804-3181 2728 E. 171st Street Westfield, Indiana 46074
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FINAL CONSTRUCTION PLANS

Plan Date: June 16th, 2016



NOTE	DETAIL/SHT.	DESCRIPTION
1.	C3.0	CONSTRUCT STABLE CONSTRUCTION ENTRANCE WHERE INDICATED.
2.	C3.0	PLACE SILT FENCE ON DOWNSLOPE WHERE INDICATED.
3.	C3.0	PLACE CONCRETE WASHOUT WHERE INDICATED.
4.	PS/C3.0	ALL DISTURBED YARD AREAS SHALL BE SEEDED (HATCHED AREA)
5.	C3.0	PROTECT INDICATED SLOPED AREAS (HATCHED AREA) WITH SLOPE PROTECTION.
6.	C3.0	INLETS SHALL HAVE DANDY-SAFE (OR EQUIV.) PROTECTION.

PLANT
PROTECTION SERVICE
1-800-382-5544



**Bordenet Civil Engineering &
Land Surveying, LLC**
Ph. 317-536-6181
Fax: 317-536-6220
8902 Alibeck Ct.
Indianapolis, IN 46256

Project Number:

2016-153

Sheet No. :

C2.2 (EROSION PLAN)

A cross-section diagram of a concrete slab. The slab is supported by two vertical walls. The distance between the walls is labeled "VARIES". The slab is divided into sections by construction joints, indicated by vertical lines. The distance between two construction joints is labeled "6'-0\" BETWEEN CONSTRUCTION JOINTS". The slab is also divided into sections by expansion joints, indicated by wavy vertical lines. The distance between two expansion joints is labeled "48\" BETWEEN EXPANSION JOINTS". The joints are labeled "1/2\" JOINT FILLER".

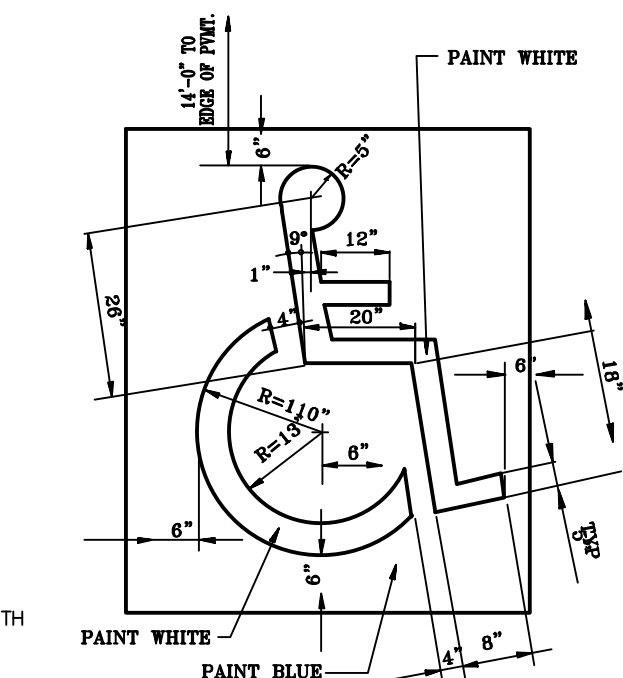
A cross-sectional diagram of a concrete slab. The top surface is labeled "BROOM FINISH". A rectangular area within the slab is labeled "SIDEWALK 4'-0\" MIN." and "SLOPE 50:1 MAX.". Below this area, a layer of "6x6 W1.4 x w1.4 WOVEN WIRE FABRIC REQUIRED" is shown. The bottom layer is labeled "NO.53 AGGREGATE". The entire section is labeled "TYPICAL SECTION".

Technical drawings illustrating the application of joint sealant and filler.

The left drawing shows a cross-section of a joint. The joint width is 1/2". The sealant layer is 3/16" thick. The joint is filled with 1/2" PREFORMED JOINT FILLER. The sealant is SILICONE SEALANT. A 1/4" R (radius) is indicated at the top right corner.

The right drawing shows a cross-section of a joint. The joint width is 1/2". The joint is filled with 1/2" PREFORMED JOINT SEALANT (ONE PIECE FOR). The sealant is 1/2" EXPANSION JOINT SEALANT.

TYPICAL SECTION THROUGH JOINT



1. NOTE (R7-8 SIGN): THIS IS A STANDARD SIGN AND MAY BE ORDERED FROM ANY TRAFFIC SIGN SUPPLIER BY NUMBER.
2. SIGN TO BE MOUNTED ON STEEL SIGN POST W/ BOTTOM OF SIGN PLACED 5'-0" ABOVE FINISHED PAVEMENT GRADE
3. SIGN TO BE SET IN 1'-0" DIAMETER X 1'-6" DEEP C/ IN PLACE CONCRETE ANCHOR.

Diagram illustrating a standard stall layout. The layout shows two stalls separated by a partition. Each stall contains a wheelchair icon. Dimensions are labeled: Stall Width, Stall Depth, and 1/2 Stall.

[illegible]

Figure 10 is a cross-sectional diagram of a 6-foot wide concrete culvert. The culvert is shown as a rectangular structure with a width of 6 feet and a height of 6 inches. The topsoil above the culvert is 3 inches thick. The existing ground level is 22 feet high. The backfill material is 6 inches thick. The paving section varies, with a 1/4 inch layer shown. The diagram includes labels for 'Paving Section Varies', 'Existing Ground', 'Backfill', '6"', '3" Topsoil (min.)', '1/4"', and '22'.

1. Expansion joints are required at storm inlets.
2. Contraction Joints should be installed at 10' spacings.
3. Spacing shall be 5' on curve radii.
4. Contraction joints shall be tooled or sawn in continuously poured curbs to a depth of $\frac{1}{2}$ " min.
5. Concrete and placement shall be as specified in the plan specifications.

ALTERNATE TO EPOXY USES #4 REBAR
 3'-0" LONG DRIVEN INTO ASPHALT
 4'-0" ON CENTER WITH #4 REBAR TIED
 LONGITUDINAL, 3" CONCRETE COVER
 REQ'D.

FINAL GRADE

8"

6"

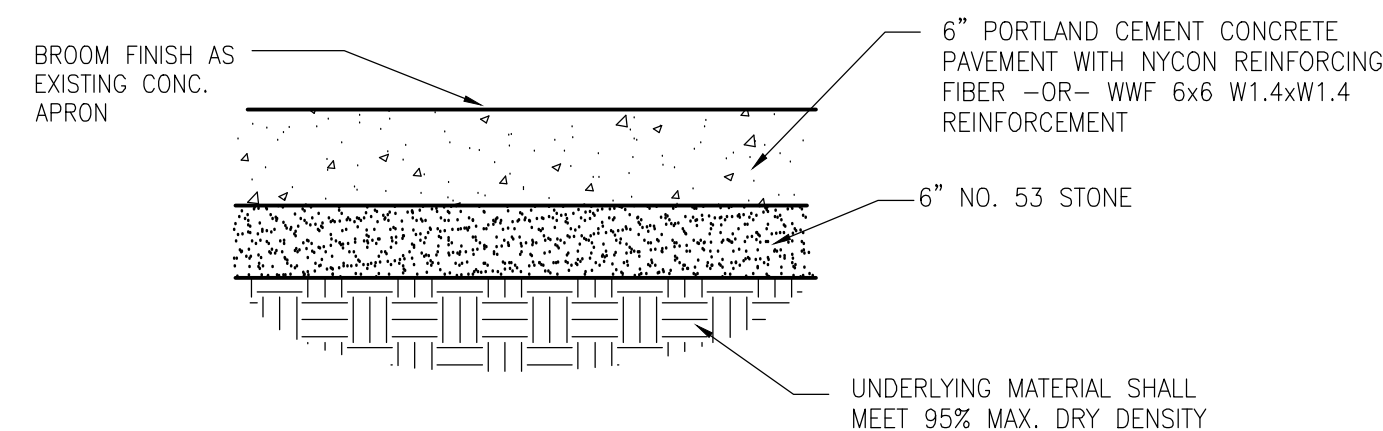
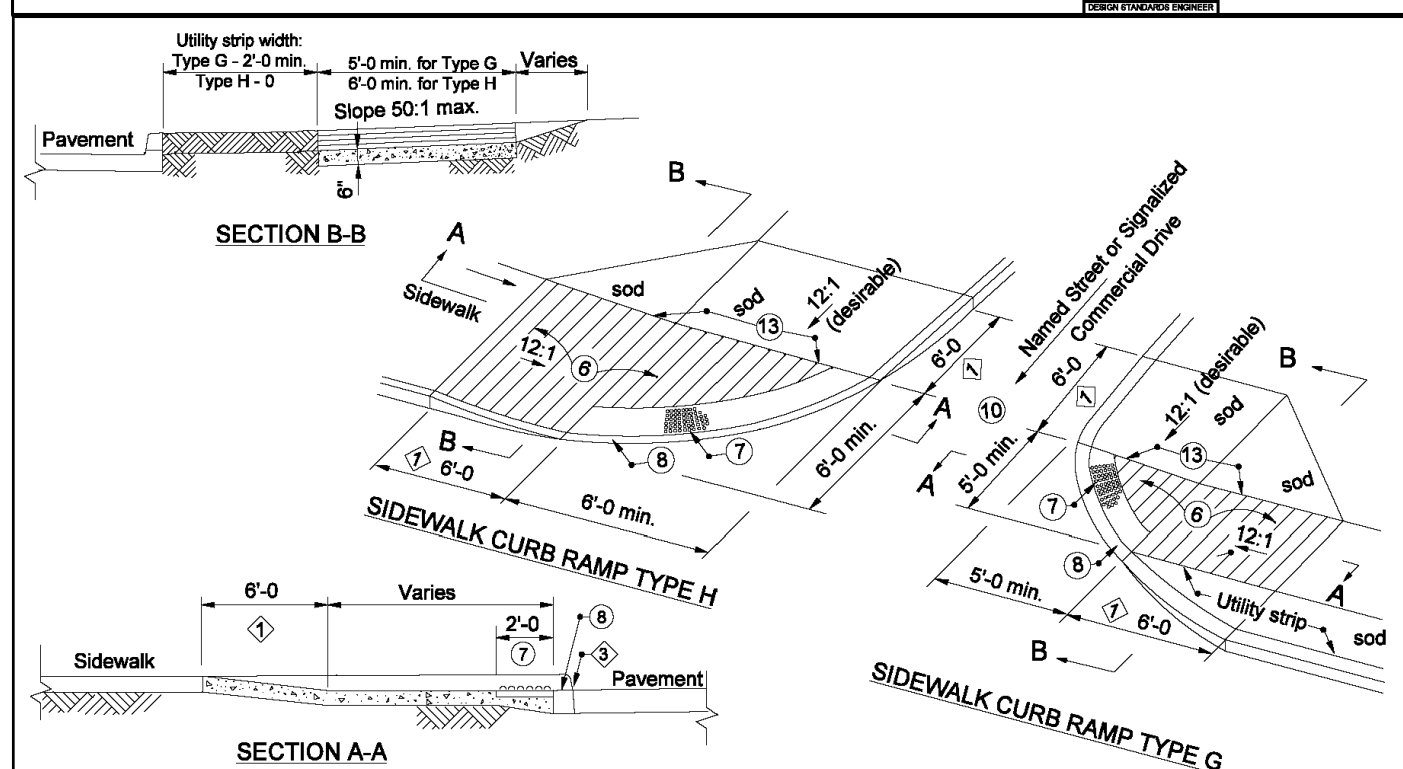
EPOXY TO BE BRUSHED ONTO
 ASPHALT BEFORE CONCRETE IS
 PLACED.

1" RADIUS-TOOLED
 ROUND EDGE

5 1/2"

2" SURFACE

ALL CONCRETE SHALL BE 4000 PSI STRENGTH WITH AIR-ENTRAINMENT. A MINIMUM CEMENT CONTENT (BATCH) OF 500 POUNDS SHALL BE USED. A MAXIMUM WATER/CEMENT RATIO OF 0.5 SHALL BE USED. ALL JOINTS SHALL BE TOOLED AND SAW CUT TO A WIDTH OF 1/8" AND A DEPTH OF 2".

[illegible]

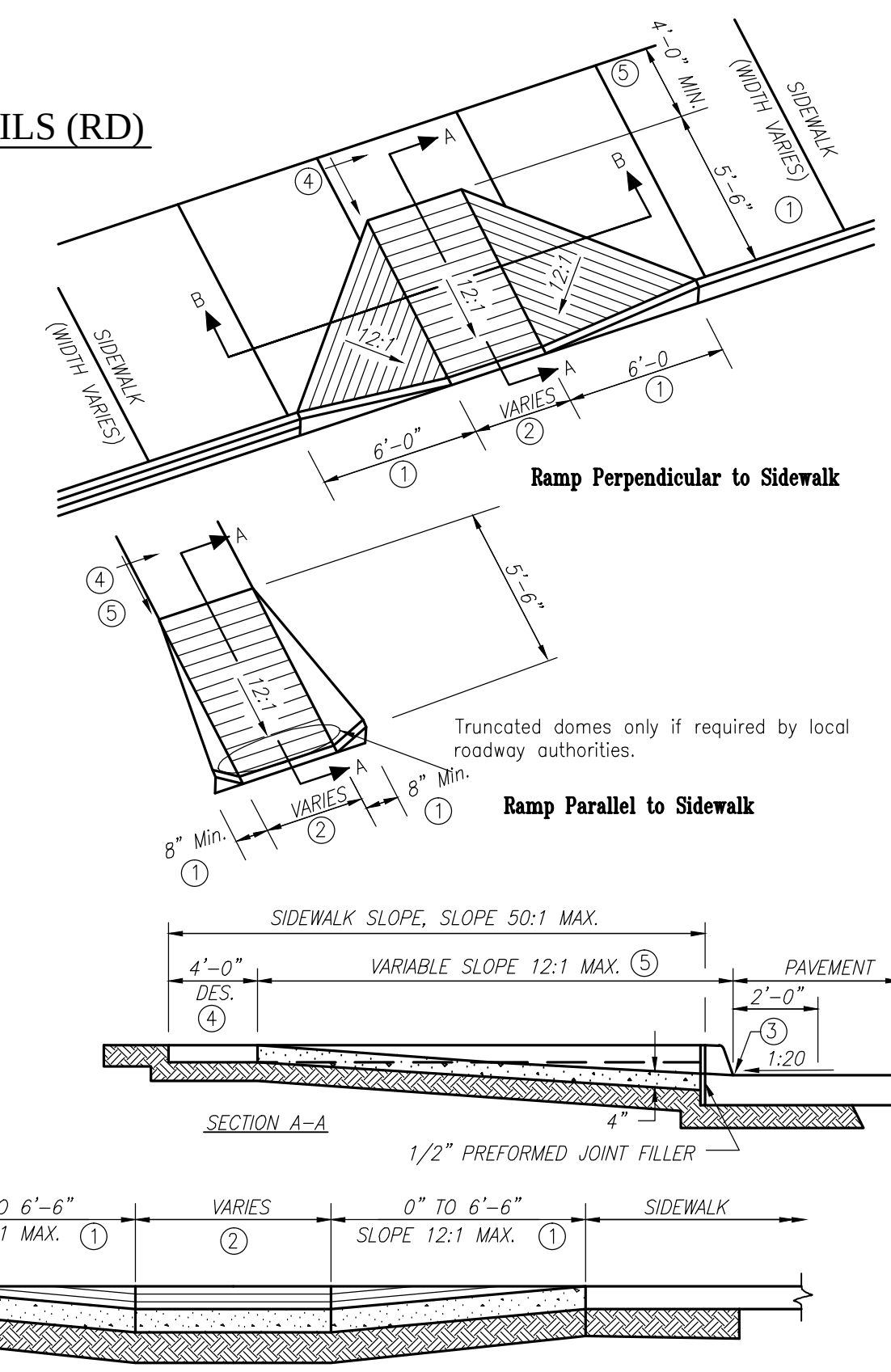
6	See Standard Drawing E 604-SWCR-02 for groove details.	10	Sidewalk approach shall be sloped at 50:1 maximum transversely.
7	See Standard Drawings E 604-SWCR-02 for details of the detectable warning surface.	11	See Standard Drawing E 604-SWCR-02 for typical ramp construction detail.
8	See Standard Drawing E 604-SWCR-02 for alternate curb construction.	12	See Standard Drawing E 604-SWCR-01 and -02 for Location Plan and General Notes respectively.
		13	Vertical face curb optional.

- ⑩ Sidewalk across approach shall be sloped at 50:1 maximum transversely.
11. See Standard Drawing E 604-SWCR-02 for typical ramp construction detail.
12. See Standard Drawing E 604-SWCR-01 and -02 for Location Plan and General Notes respectively.
- ⑪ Vertical face curb optional.

INDIANA DEPARTMENT OF TRANSPORTATION	
SIDEWALK CURB'S RAMP'S TYPE G AND TYPE H	
SEPTEMBER 2005	
STANDARD DRAWING NO. E 604-SWCR-09	
	<i>/s/ Richard L. VanCleave</i> DESIGN ENGINEER
	<i>/s/ Robert F. Smutzer</i> DEPT. HIGHWAY ENGINEER

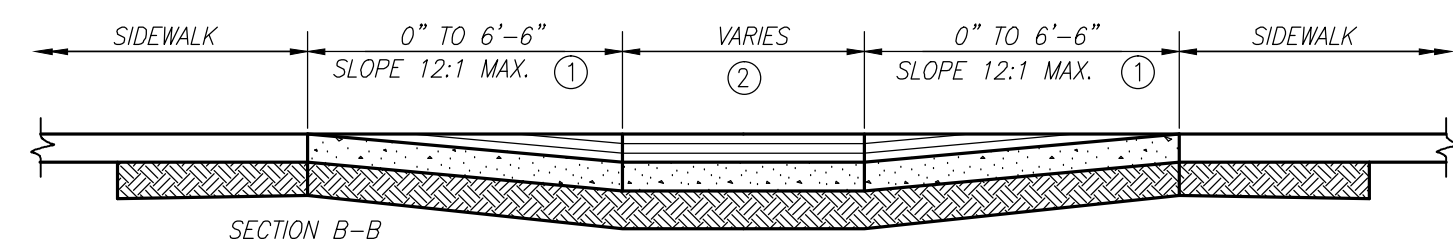
[illegible]

- ① These dimensions are based on a 6" curb height and shall be proportionally adjusted for other curb heights.
- ② See plans for actual ramp width. A 3'-0" minimum width ramp may be used when existing space prohibits construction of the adjacent pavement and gutter line.
- ③ The bottom edge of the curb ramp shall be flush with the edge of the adjacent pavement and gutter line.
- ④ Landing areas at the top of curb ramps shall have a minimum cross section slope of 1:50 in any direction. Where site infeasibility on a project precludes a landing area of 1:50 in any direction, the slope perpendicular to the curb face shall not exceed 1:50.



Ramp Perpendicular to Sidewalk

Ramp Parallel to Sidewalk

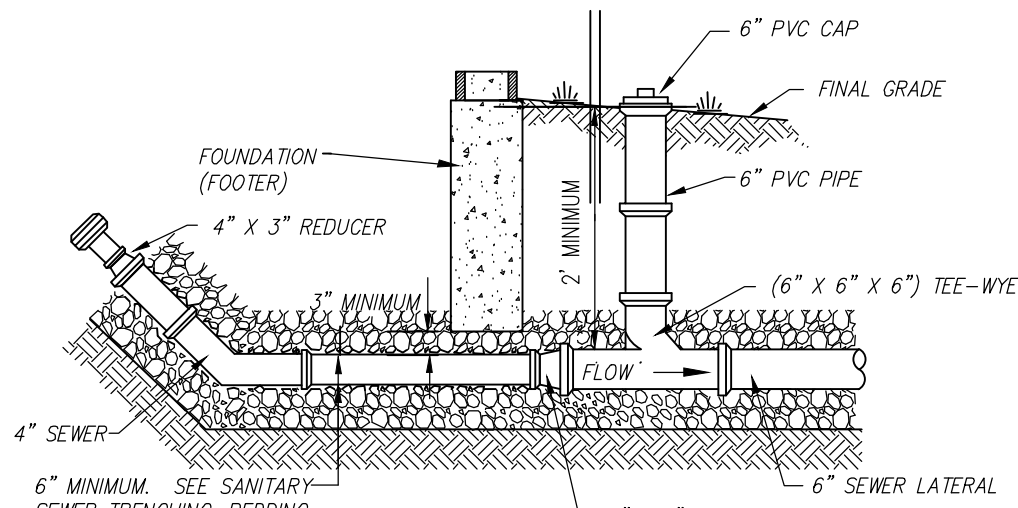


SECTION B-B

A cross-sectional diagram of a pavement structure. From top to bottom, the layers are: SMA SURFACE (a thin top layer), HMA BINDER (a layer with diagonal hatching), AGGREGATE (a layer of rounded stones), and PAVING GROUND (a base layer with a brick-like pattern). Arrows point from the text labels to their respective layers.

NOTE	DETAIL/SHT.	DESCRIPTION
------	-------------	-------------

NOTE: ALL SLAB AND CRAWL SPACE CONNECTIONS MUST BE A MINIMUM OF 3" BELOW THE FOOTER AND EXIT THE BUILDING AT THE FRONT OF THE STRUCTURE TO PROVIDE THE SHORTEST, MOST DIRECT ROUTE FROM THE BUILDING TO THE EXISTING LATERAL STUB.

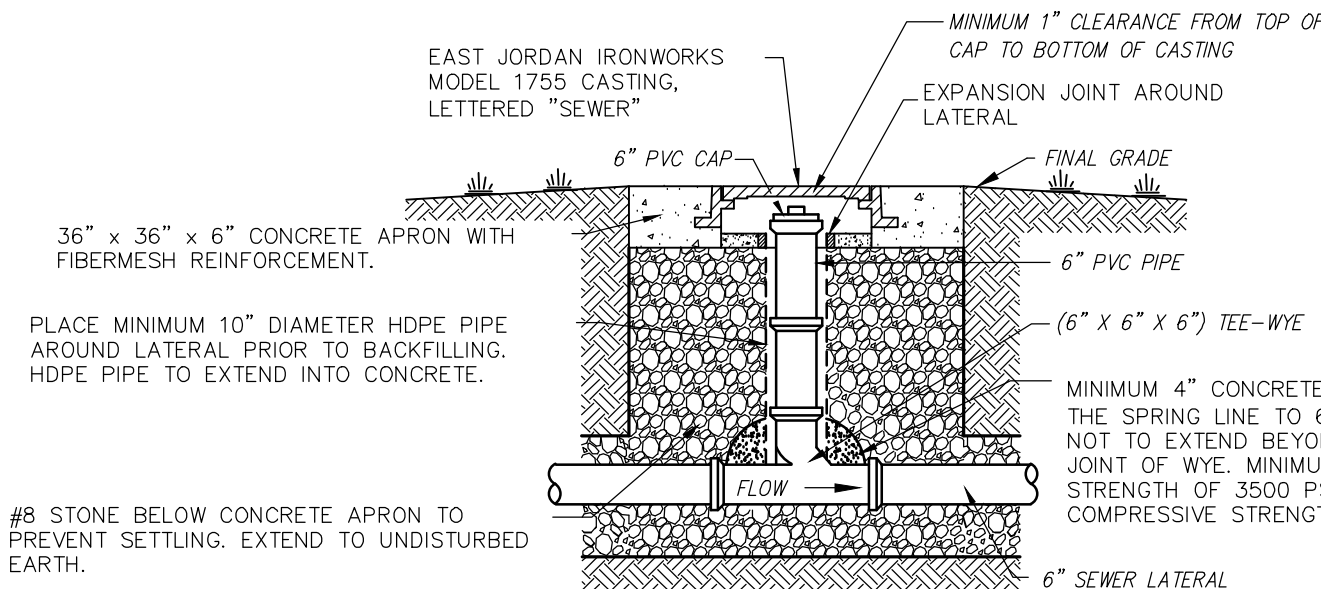


CLEANOUT TYPE 1

(ONLY LANDSCAPED SURFACES WITHIN THREE FEET OF BUILDING)

NOTE: ALL CLEANOUT PIPE AND FITTINGS TO BE PVC SCHEDULE 40 OR SDR 35 WHEN SHALLOWER THAN 12 FEET. AT DEPTHS GREATER THAN 12 FEET MATERIAL OF CONSTRUCTION WILL BE DETERMINED BY ENGINEER.

NOTE: CONCRETE APRON AND CASTING SHALL BE INSTALLED SO THAT THEY DO NOT CONTACT THE LATERAL OR LATERAL CAP.

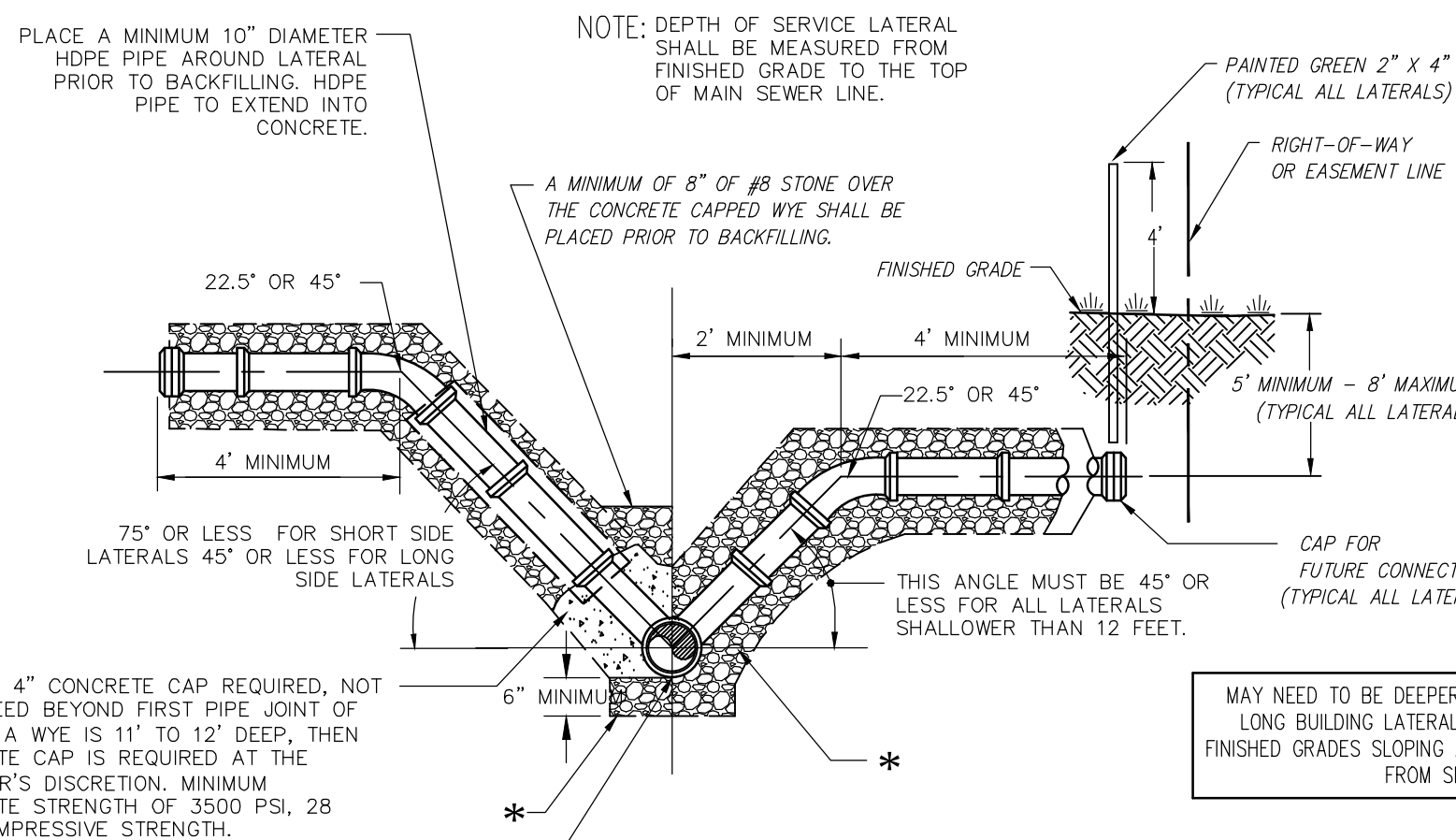


CLEANOUT TYPE 2

(HARDSCAPE SURFACES AND ALL OTHER INSTALLATIONS BEYOND THREE FEET OF BUILDING)

NOTE: TOP OF CASTING OR CAP SHALL EXTEND 0.20" MINIMUM ABOVE FINISHED GRADE UNLESS CONSTRUCTED WITHIN PEDESTRIAN OR VEHICULAR TRAFFIC WAY. UNLESS APPROVED BY ENGINEER, SANITARY SEWER CASTINGS OR CLEANOUTS MUST NOT BE WITHIN 1' HORIZONTAL DISTANCE OF ANY PAVED OR CONCRETE SURFACES.

TYPICAL CLEAN OUT DETAILS (CO)



NOTE: ALL WYES AND LATERAL PIPE FROM 12'-20' FEET DEEP SHALL BE SDR 26 (MINIMUM PIPE STIFFNESS OF 155). ALL LATERALS OVER 20' DEEP SHALL BE SDR 23.5 (MINIMUM PIPE STIFFNESS OF 153) AND WYES SHALL BE SDR 26.

PLAN VIEW

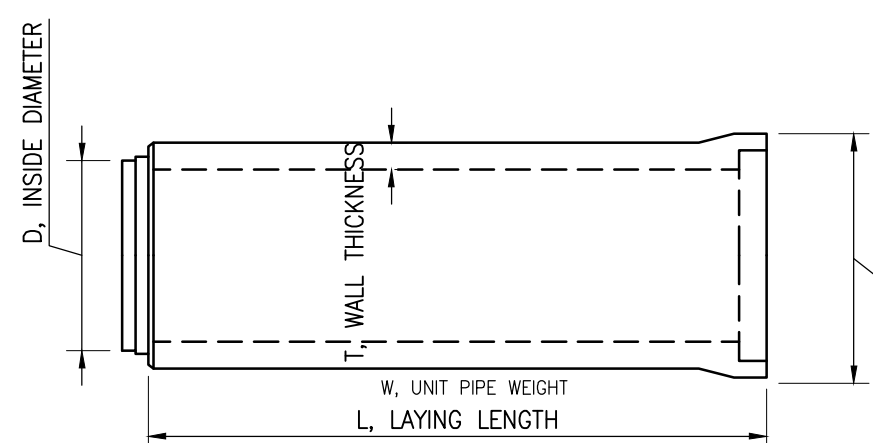
NOTES:

1. LATERAL MAY NOT BE HIGHER THAN 6" ABOVE EXISTING BENCH WALL
2. SERVICE LINE MAY NOT ENTER MANHOLE THROUGH CONE SECTION OR ITS JOINT.
3. CONNECTION OF THE PROPOSED SANITARY SEWER SHALL BE BY CORE DRILLING AND A FLEXIBLE BOOT. KOR-N-SEAL 1 OR 2 OR AN APPROVED EQUAL (CONFORMING TO ASTM C-923) SHALL BE USED. THE CONNECTION SHALL PROVIDE FOR A WATER TIGHT SEAL BETWEEN THE PIPE AND MANHOLE. THE CONNECTOR SHALL BE THE SOLE ELEMENT RELIED UPON TO ASSURE A FLEXIBLE WATER TIGHT SEAL OF THE PIPE TO THE MANHOLE.

MORE THAN 12' DEEP

LESS THAN 12' DEEP

SERVICE LATERAL DETAIL (SL)



NOTES:

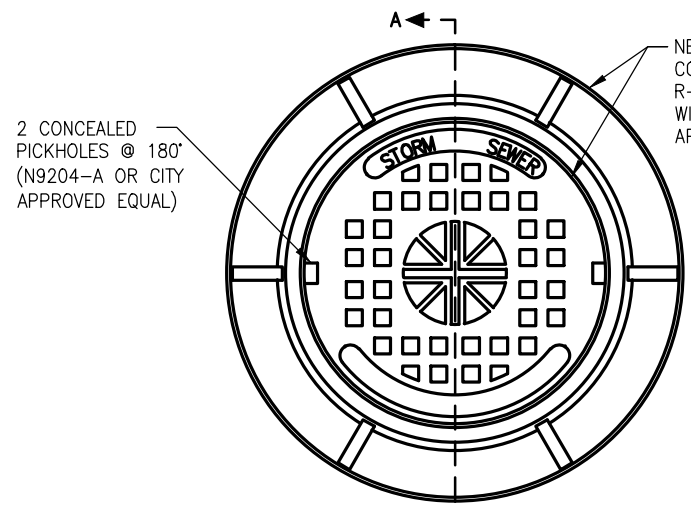
ALL REINFORCED CONCRETE PIPE MATERIALS, MANUFACTURE AND TESTING PROCEDURES SHALL BE IN ACCORDANCE TO CURRENT A.S.T.M. C-76, C-655 STANDARDS OR AS SPECIFIED.

ALL PIPE TO BE USED ON SANITARY SEWER APPLICATIONS PROJECTS WILL BE VACUUM OR HYDROSTATIC ALLY TESTED TO THE I.C.P.C. CRITERIA.

ALL CONCRETE PIPE MUST USE O-RING JOINTS

D (IN.)	T (IN.)	L (FT.)	B (IN.)	W (LB./FT.)
12	B 2	8	20 1/4	99
C 2 7/8				148
15	B 2 1/4	8	23 7/8	144
C 3				176
18	B 2 1/2	8	28	168
C 3 5/8				246
21	C 3 3/4	8	31 5/8	304
24	C 3 3/4	8	35 1/2	366
27	C 4	8	39	420
30	C 4 1/4	8	42 1/2	476
33	C 4	8	50 1/4	552
36	C 4 3/4	8	50 1/4	633

TYPICAL PIPE DETAIL - SINGLE SPIGOT OFFSET FOR PROFILE GASKET (CP)



NOTES:

"SELF-SEALING" APPLICATION

1. 3/8\"/>

2. 1\"/>

3. 1\"/>

4. 1\"/>

5. 1\"/>

6. 1\"/>

7. 1\"/>

8. 1\"/>

9. 1\"/>

10. 1\"/>

11. 1\"/>

12. 1\"/>

13. 1\"/>

14. 1\"/>

15. 1\"/>

16. 1\"/>

17. 1\"/>

18. 1\"/>

19. 1\"/>

20. 1\"/>

21. 1\"/>

22. 1\"/>

23. 1\"/>

24. 1\"/>

25. 1\"/>

26. 1\"/>

27. 1\"/>

28. 1\"/>

29. 1\"/>

30. 1\"/>

31. 1\"/>

32. 1\"/>

33. 1\"/>

34. 1\"/>

35. 1\"/>

Site Engineer: Bordenet Civil Engineer
Land Surveying, LLC
sbordenet@civil-ls.com
Ph. 317-536-6181
8902 Alibeck Ct.
Indianapolis, IN 46256

Regulatory Agency: City of Westfield Economic
Community Development
Ph. 317-804-3170
Fax 317-804-3181
2728 E. 171st Street
Westfield, Indiana 46074

FINAL CONSTRUCTION PLANS

A circular professional engineer seal for the State of Indiana. The outer ring contains the text "D. SCOTT BORDENET" at the top and "PROFESSIONAL ENGINEER" at the bottom. Inside the ring, the word "REGISTERED" is at the top, "No. 19900113" is in the center, and "STATE OF INDIANA" is at the bottom. A handwritten signature, "D. Scott Bordenet", is written across the bottom of the seal.

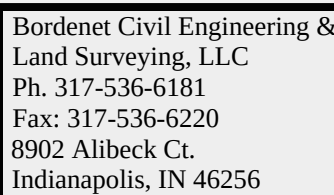
SANITARY SEWER

All sanitary sewer construction shall comply with with the City of Westfield technical standards.

STORM SEWER
All storm sewer construction shall comply with with the City of
Westfield technical standards.

UTILITY CONNECTIONS

All utility construction shall comply with with the standards of the utility provider.



Project Number:

2016-153

Sheet No. :

C4.0 (SPECIFICATIONS)

1. SCOPE OF WORK

A. **Extent:** The work required under this section consists of all excavating, filling, rough grading, and related items necessary to complete the work indicated on the drawings and described in the specifications.

1. In general, the items of work to be performed under this section shall include: clearing and grubbing, removal of trees and stumps (where required), protection of trees to remain, stripping and storage of topsoil, fill compaction, and rough grading of entire site as indicated on the drawings.
2. Excavated material that is suitable may be used for fills. All unsuitable material and all surplus excavated material not required shall be removed from the site and appropriately placed. The location of dump and length of haul shall be the Contractor's responsibility.
3. Provide and place any additional fill material from off the site as may be necessary to produce the grades required. Fill obtained from off site shall be of kind and quality as specified for fills herein and the source approved by the Owner.
4. The Contractor shall accept the site as he finds it and shall remove all trash, rubbish and debris from the site prior to starting excavation.

B. Work not included: The following items of related work are specified and included in other sections of these specifications.

1. Excavation, grading and backfilling for utility lines.
2. Storm drainage systems.
3. Sanitary sewer systems.
4. Water supply systems.
5. Streets and paving.

2. BENCHMARKS

Carefully maintain all bench marks, monuments, and other reference points. If disturbed or destroyed replace as directed by engineer.

3. REMOVAL OF TREES

- A. Remove all trees and stumps from areas to be occupied by road and surfaced areas. Removal of trees outside these areas shall only be done as noted on drawings or approved by the Owner.
- B. All brush, stumps, wood, and other refuse from the trees shall be removed from site or burned with proper permits (where applicable).

4. PROTECTION OF TREES

General Protection: The Contractor shall be responsible for the protection of tops, trunks, and roots of existing trees on the project site that are to remain. Existing trees subject to construction damage shall be boxed, fenced or otherwise protected before any work is started. Do not stockpile within branch spread. Remove interfering branches without injury to trunks and cover soars with tree paint.

5. STRIPPING OF TOPSOIL

Remove topsoil to a depth of 6 inches (or more if required) from the areas to be occupied by roads walks, buildings, and parking areas. Pile and store topsoil at a location where it will not interfere with construction operations. Top soil shall be reasonably free from subsoil, debris and stones.

6. DISPOSITION OF UTILITIES

- A. Rules and regulations governing the respective utilities shall be observed in executing all work under this section.
- B. It shall be the responsibility of each contractor to verify all existing utilities and conditions pertaining to his phase of the work. It shall also be the contractors responsibility to contact the owners or the various utilities before work is started. The contractor shall notify in writing the owner or the engineer of any changes, errors, or omissions found on these plans or in the field before work is started or resumed.
- C. Where active utilities are encountered but not shown on the drawings, the Engineer shall be advised before work is continued,
- D. Inactive and abandoned utilities encountered in excavating and grading operations shall be reported to the Engineer. They shall be removed, plugged or capped as directed by the Engineer.

7. SITE GRADING

- A. Grades: Do all cutting, filling, compacting of fills and rough grading required to bring entire project area to subgrade as shown on the drawings. Undercut open areas 4 inches for topsoil.
- B. Rough grading: the tolerance for paved areas shall not exceed 0.10 feet above established subgrade. All other areas shall not exceed 0.10 feet plus or minus the established grade. Provide roundings at top and bottom of banks and other breaks in grade. All open areas shall be graded a minimum of 0.5% and a maximum of 3:1 slope. On fill slopes steeper than 4:1, step or breakup sloped surfaces so that fill will bond with existing surface. Maximum lift height shall not exceed 12 inches.

e proof rolled with suitable

equipment, and all spongy and otherwise unsuitable material shall be removed and replaced with suitable material.

- D. Subgrade for streets and paved areas shall be compacted to 100% of standard proctor in the upper 6" of depth. Depths of embankment below the upper 6" shall be compacted to 95% of standard proctor.
- E. See PAVING section also.
- F. All fill material shall be formed from soil free of deleterious material. If so required, prior to placement of fill, a sample of the proposed material shall be submitted to the soils engineer for approval. The fill material shall be placed in layers not to exceed 8 inches in loose thickness and shall be spread and compacted at the proper moisture content.
- G. All fill material in areas outside of building and pavement areas shall be compacted lightly with each lift and protected from erosion. Areas of building construction shall have suitable fill material placed and compacted in accordance with the Soils Engineer's report or minimum 95 % standard proctor.

PAVING

THE FOLLOWING PAVING STANDARDS ONLY ADDRESS PAVING OUTSIDE OF CITY RIGHT-OF-WAY. CITY OF WESTFIELD STANDARDS AND SPECIFICATIONS SHALL BE USED FOR ALL CONSTRUCTION IN THE RIGHT-OF-WAY.

1. SCOPE OF WORK

The work required under this section includes all exterior concrete and bituminous paving and related items necessary to complete the work indicated on drawings and described in the specifications including but not limited to:

- All drives, parking areas in contract limits
- Curbs and gutters
- Sidewalks and concrete slabs, exterior steps

2. MATERIALS

- A. Concrete: Concrete shall be ready-mixed and shall be a mix of proportioned fine and coarse aggregates with Portland cement and water. Minimum cement content shall be 6 bags per cubic yard of concrete and maximum water content shall be 5.5 U.S. gallons per sack of cement, including moisture in the aggregate. Slump for normal weight concrete shall be a maximum of 4 inches and a minimum of 2 inches. The slump of machine placed concrete a maximum of 4 inches and a minimum of 2 inches. Standard test ASTM C-143 shall be used to measure slump. Minimum compressive strength of concrete at 28 days shall be 3500 psi. All exterior concrete shall have an entrainment of 5% to 8% by volume per ASTM C-260. Retempering of delivered concrete will not be allowed. Concrete shall be composed of:
1. Portland cement: conforming to ASTM C-150, Type IA or type IIA.
 2. Aggregates: conforming to ASTM C-33.
 3. Water: Shall be clear and free from injurious amounts of oils, acids, alkalis, organic materials or other deleterious substances.

- B. Welded Steel Wire Fabric: Where required for concrete reinforcement, shall conform to ASTM A185.

- C. Premolded Joint Filler: Shall be non-extruding type meeting ASTM D-544, except that premolded joint filler used in concrete walk construction may be either non-extruding or resilient.

- D. Bituminous Pavement Materials: All materials proposed for the construction of bituminous pavements shall comply with Sections 400 and 900 of the Indiana Department of Transportation Specifications.

- E. Compacted Aggregate Sub-base: Shall be crushed stone or gravel; Crushed gravel shall be a minimum of 35% crushed material. Fines shall be limited to a maximum of 8% of the total. Material shall be free from an excess of flat, elongated, thinly laminated, soft or disintegrated pieces, and shall be free from fragments coated with dirt. Compacted aggregate shall be graded as follows or per latest revisions:

SIEVE SIZE	% PASSING
1" - ½"	100
1"	80-100
3" - 4"	79-90
½"	55-80
#4	35-60
#8	25-50
#30	12-30
#200	5-10

[illegible]

10% OF VEHICULAR USE AREAS SHALL BE LANDSCAPED AREA. PARKING LOT ISLANDS SHALL INCLUDE AT LEAST 1 TREE AND 4 SHRUBS.

SYMBOL	PARKING SPACES	LANDSCAPED AREA NEEDED	LANDSCAPED AREA PROVIDED	TREES NEEDED	TREES PROVIDED	SHRUBS NEEDED	SHRUBS PROVIDED
	56	2,527SF	2,811SF	6	5	24	24

MIN. 5' WIDE; MIN. 1 TREE/ 30 LFT, 1 SHRUB/ 3 LFT

SYMBOL	TOTAL LENGTH	TREES NEEDED	TREES PROVIDED	SHRUBS NEEDED	SHRUBS PROVIDED
	474'	15.8	8	3' O.C.	100

MIN. 1 SHADE TREE/ 40

SYMBOL	TOTAL LENGTH	SHADE TREES NEEDED	SHADE TREES/ ORNAMENTAL PROVIDED
	709'	17.7	11

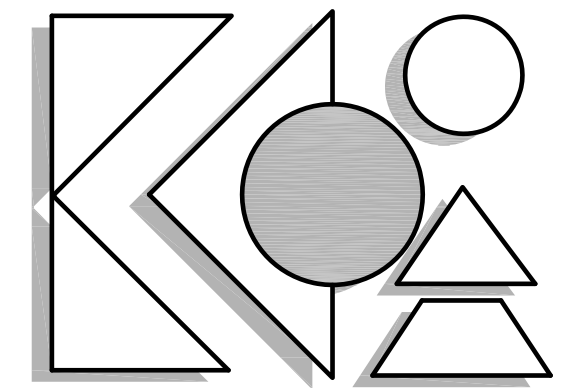
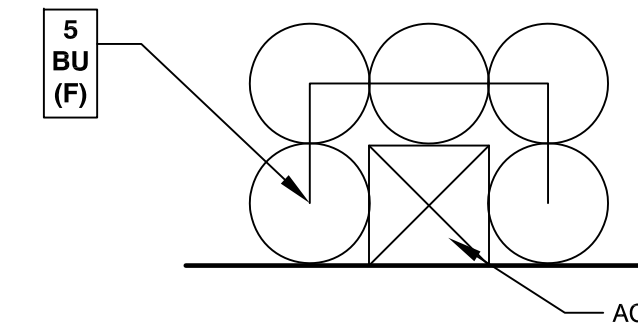
MIN. 1 EVERGREEN TREE / 30 LFT; 5 EVERGREEN SHRUBS/ 30 LFT

SYMBOL	TOTAL LENGTH	EVERGREEN TREES NEEDED	EVERGREEN TREES PROVIDED	EVERGREEN SHRUBS NEEDED	EVERGREEN SHRUBS PROVIDED
	278	9.2	10	46.3	31

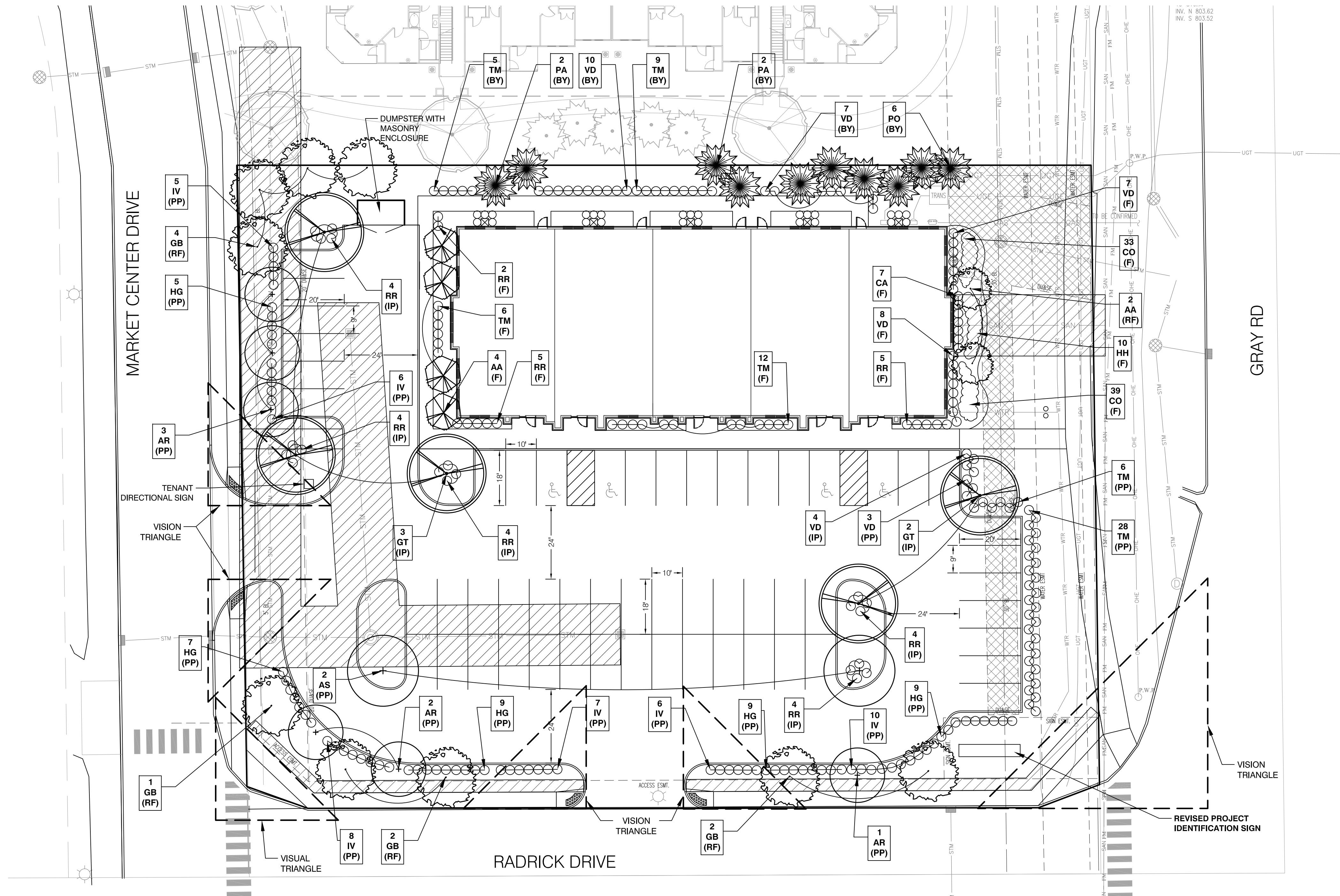
MIN. 10 SHADE TREES/ ACRE, 10 ORNAMENTAL TREE/ ACRE, 25 SHRUBS/ ACRE

TOTAL AREA	SHADE/ EVERGREEN TREES NEEDED	SHADE TREES PROVIDED BY ROAD FRONTAGE PLANTING	ORNAMENTAL/ EVERGREEN TREES NEEDED	EVERGREEN TREES PROVIDED BY BUFFER YARD PLANTING	SHRUBS NEEDED	SHRUBS PROVIDED
1.53ACRE	15.3	16	15.3	16	38.25	39

SYMBOL	DESCRIPTION		4 AG (SY)	PLANT QUANTITY
				PLANT TYPE REQ. LOCATION
(IP)	INTERIOR PARKING LOT REQUIREMENTS			
(PP)	PERIMETER PARKING LOT REQUIREMENTS			
(RF)	ROAD FRONTAGE REQUIREMENTS			
(BY)	BUFFER YARD REQUIREMENTS			
(F)	FOUNDATION PLANTS			



**KEVIN K. PARSONS
& ASSOCIATES, INC.**
landscape architecture
land planning
urban design
212 West 10th Street • Suite A-290
Indianapolis, Indiana 46202
317-955-9155 • Fax 317-955-9455



TREES					
KEY	QTY.	PLANT NAME	SIZE	SPACING	NOTES
AA	6	AMELANCHIER x GRANDIFLORA 'AUTUMN BRILLIANCE' EASTERN REDBUD	1 1/2' CAL.	AS SHOWN	FULL, UNSHEARED
AR	6	ACER RUBRUM 'ARMSTRONG' ARMSTRONG RED MAPLE	2 1/2' CAL.	AS SHOWN	FULL, STRONG STRAIGHT TRUNK
AS	2	ACER SACCHARUM 'GREEN MOUNTAIN' GREEN MOUNTAIN MAPLE	2 1/2' CAL.	AS SHOWN	FULL, STRONG STRAIGHT TRUNK
BU	25	BUXUS x 'GREEN VELVET' GREEN VELVET BOXWOOD	NO. 3 CONT.	AS SHOWN	FULL, MATCH, UNSHEARED
CA	7	CALAMAGROSTIS x ACUTIFLORA 'KARL FOERSTER' KARL FOERSTER FEATHER REED GRASS	24" TALL	36" O.C.	
CO	72	COREOPSIS G 'EARLY SUNRISE' EARLY SUNRISE COREOPSIS	1 GAL.	18" O.C.	
GB	9	GINKGO BILOBA 'PRINCETON SENTRY' PRINCETON SENTRY GINKGO	2 1/2' CAL.	AS SHOWN	FULL, STRONG STRAIGHT TRUNK
GT	5	GLEDITSIA TRIACANTHOS L. 'SKYCOLE' SKYLINE HONEYLOCUST	2 1/2' CAL.	AS SHOWN	FULL, STRONG STRAIGHT TRUNK
HG	39	HYDRANGEA M 'ENDLESS SUMMER TWIST-N-SHOUT' TWIST-N-SHOUT HYDRANGEA	24" TALL	36" O.C.	
HH	41	HEMEROCALLIS 'HAPPY RETURNS' HAPPY RETURNS YELLOW DAYLILY	1 GAL.	18" O.C.	
IV	42	ITEA VIRGINICA VIRGINIA SWEETSPIRE	24" TALL	36" O.C.	
PA	4	PICEA ABIES NORWAY SPRUCE	6'-7' HT.	AS SHOWN	FULL TO GROUND, MATCHED UNSHEARED, STRAIGHT TRUNK
PO	6	PICEA OMORIKA SERBIAN SPRUCE	6'-7' HT.	AS SHOWN	FULL TO GROUND, MATCHED UNSHEARED, STRAIGHT TRUNK
RR	28	ROSA 'RADTKOPINK' PINK DOUBLE KNOCK OUT ROSE	18-24" HT.	36" O.C.	
TM	66	TAXUS x MEDIA 'DENSIFORMIS' DENSE SPREADING YEW	18-24" HT.	36" O.C.	FULL TO GROUND, UNSHEARED
VD	39	VIBURNUM DENTATUM 'BLUE MUFFIN' BLUE MUFFIN VIBURNUM	18-24" HT.	36" O.C.	

CERTIFICATION

GILMORE

WESTFIELD, INDIANA

LANDSCAPE PLAN

PROJECT: KPA-16502
DRAWN: YL

CHECKED: KKP/JML
SCALE: AS SHOWN
ISSUE DATE: 03/03/2016
REVISION: 03/31/2016
04/18/2016
06/01/2016

SITE LANDSCAPE PLAN

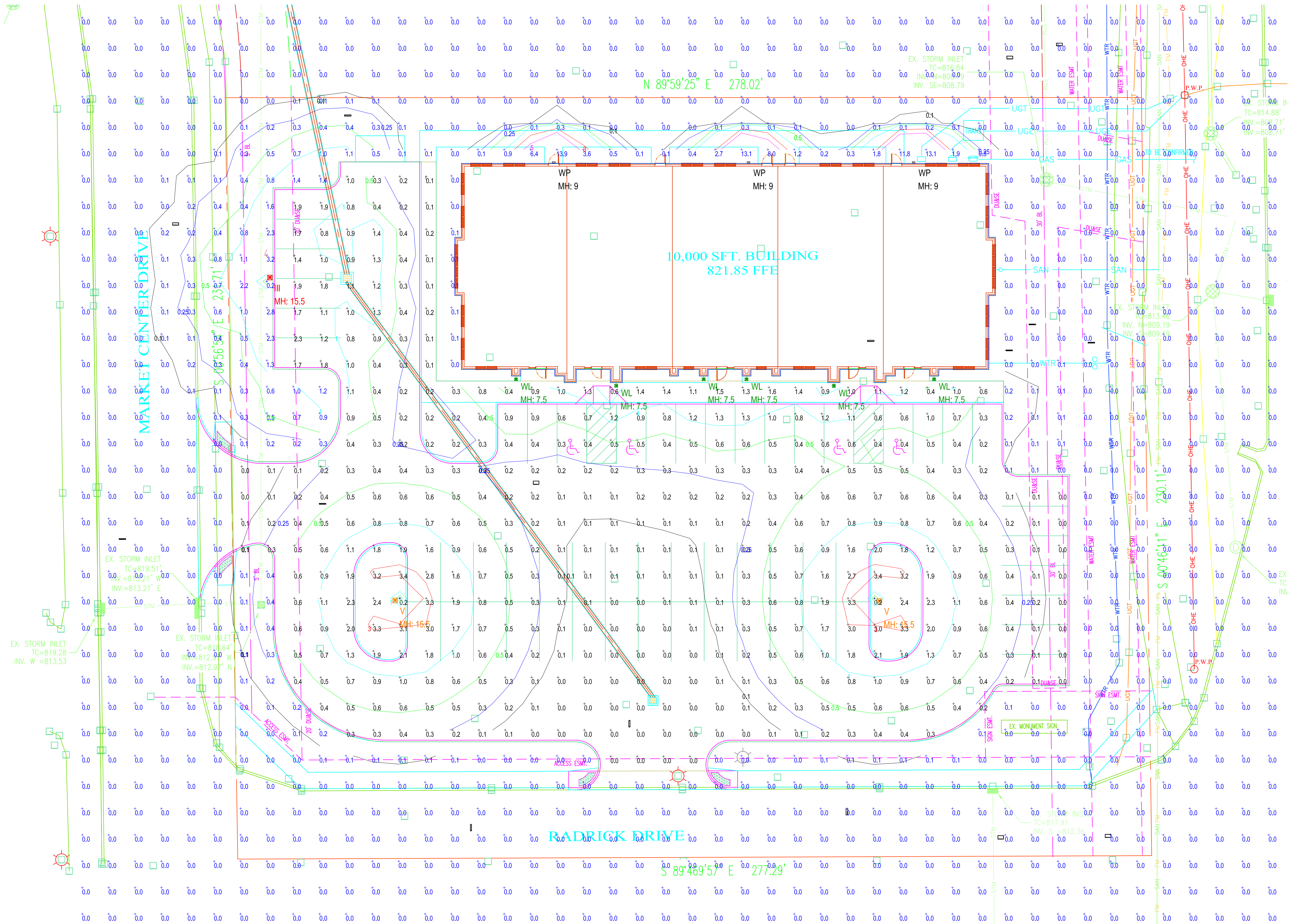
L1.01

01 SITE LANDSCAPE PLAN

L1.01

$$1^{\circ}=20'-0''$$


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PHOTOMETRIC PLAN DESIGNED BY ESL-SPECTRUM
WWW.ESL-SPECTRUM.COM
PHONE: 317.951.2300

Luminaire Schedule							
Project: RADRICK PROFESSIONAL BLDG - BRIDGEWATER- SITE LIGHTING 20160228-RB							
Symbol	Qty	Label	Arrangement	Lum. Watts	Lum. Lumens	LLF	Description
	2	V	SINGLE	150	8114	0.750	1-8930-PT-3414FP4-150MHP-RO5-FHC-CA-BK-16" POLE
	1	III	SINGLE	150	7984	0.750	1-8930-PT-3414FP4-150MHP-RO3-FHC-CA-BK-16" POLE
	6	WL	SINGLE	70	4249	0.750	7543-WB-70MHP-RE5GSM
	3	WP	SINGLE	70	3719	0.750	TRP 70PX WT

CALCULATIONS ARE MAINTAINED HORIZONTAL ILLUMINANCE FIGURES IN FOOT-CANDLES
POINTS SHOWN ARE AT GRADE
FIXTURES ARE MOUNTED ON 14'-0" POLES

Calculation Summary							
Project: RADRICK PROFESSIONAL BLDG - BRIDGEWATER- SITE LIGHTING 20160228-RB							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot_Grade	Illuminance	Fc	0.63	3.4	0.0	N.A.	N.A.
Perimeter_Grade	Illuminance	Fc	0.13	13.9	0.0	N.A.	N.A.

ESL-Spectrum's services are for estimation purposes only, and are not warranties.
Final design and illumination levels must be determined and specified by an electrical engineer.
Field results may differ from computer predictions because of many uncontrollable factors and adverse test conditions such as:
line voltage variations, lamp performance, product manufacturing tolerances, jobsite conditions, and other unforeseeable light-loss factors.

THE FIXTURE TYPE(S) AND LAMPING(S) SPECIFIED ON THIS LAYOUT MUST BE USED IN ORDER TO MEET THE EXACT CRITERIA AND PERFORMANCE DATA SHOWN.
IES RECOMMENDED ILLUMINANCE TARGETS USED WHERE APPLICABLE.

DESCRIPTION

The patented Lumark Crosstour™ LED Wall Pack Series of luminaires provides an architectural style with super bright, energy efficient LEDs. The low-profile, rugged die-cast aluminum construction, universal back box, stainless steel hardware along with a sealed and gasketed optical compartment make the Crosstour impervious to contaminants. The Crosstour wall luminaire is ideal for wall/surface, inverted mount for façade/canopy illumination, post/bollard, site lighting, floodlight and low level pathway illumination including stairs. Typical applications include building entrances, multi-use facilities, apartment buildings, institutions, schools, stairways and loading docks test.

SPECIFICATION FEATURES

Construction

Slim, low-profile LED design with rugged one-piece, die-cast aluminum hinged removable door and back box. Matching housing styles incorporate both a small and large design. The small housing is available in 7W and 18W. The large housing is available in the 26W model. Patent pending secure lock hinge feature allows for safe and easy tool-less electrical connections with the supplied push-in connectors. Back box includes three (3) half-inch, NPT threaded conduit entry points. The universal back box supports both the small and large forms and mounts to standard 3-1/2" to 4" round and octagonal, 4" square, single gang and masonry junction boxes. Key hole gasket allows for adaptation to junction box or wall. External fin design extracts heat from the fixture surface. One-piece silicone gasket seals door and back box. Minimum 5" wide pole for site lighting application. Not recommended for car wash applications.

Optical

Silicone sealed optical LED chamber incorporates a custom engineered mirrored anodized reflector providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Solid state LED Crosstour luminaires are thermally optimized with five (5) lumen packages in cool 5000K or neutral warm 3500K LED color temperature (CCT).

Electrical

LED driver is mounted to the die-cast housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 7W models operate in -40°C to 40°C [-40°F to 104°F]. 18W and 26W models operate in -40°C to 40°C [-40°F to 104°F]. High ambient 50°C models available. Crosstour luminaires maintain greater than 90% of initial

light output after 72,000 hours of operation. Three (3) half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized electrical wiring compartment. Integral LED electronic driver incorporates surge protection. 120-277V 50/60Hz or 347V 60Hz models.

Finish

Crosstour is protected with a Super durable TGIC carbon bronze or summit white polyester powder coat paint. Super durable TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

Warranty

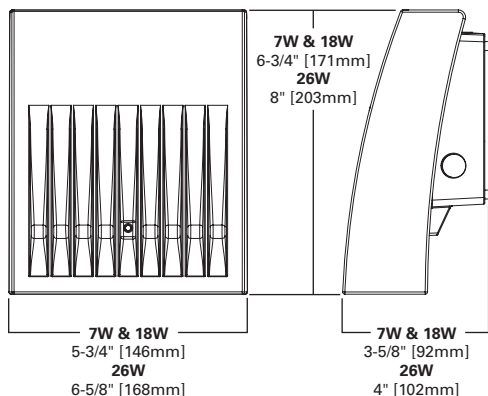
Five-year warranty.



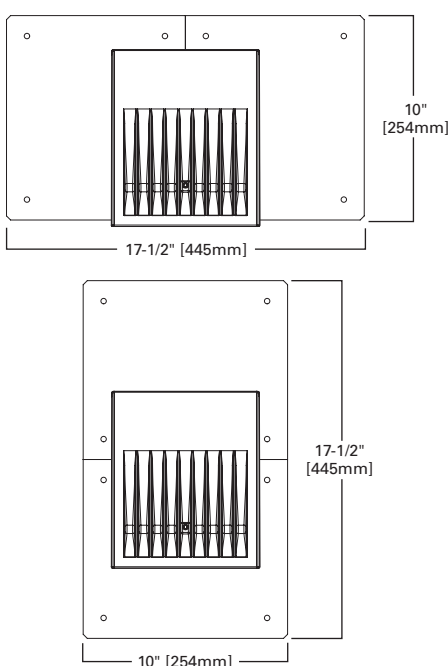
XTOR CROSSTOUR LED

APPLICATIONS:
WALL / SURFACE
POST / BOLLARD
LOW LEVEL
FLOODLIGHT
INVERTED
SITE LIGHTING

DIMENSIONS



ESCUTCHEON PLATES



CERTIFICATION DATA

UL/cUL Wet Location Listed
LM79 / LM80 Compliant
ROHS Compliant
ADA Compliant
NOM Compliant Models
IP66 Ingress Protection Rated
Title 24 Compliant
DesignLights Consortium® Qualified*

TECHNICAL DATA

40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum

EPA

Effective Projected Area (Sq. Ft.):
XTOR1A/XTOR2A=0.34
XTOR3A=0.45

SHIPPING DATA:

Approximate Net Weight:
3.7 – 5.25 lbs. [1.7 – 2.4 kgs.]

LUMEN MAINTENANCE

Ambient Temperature	TM-21 Lumen Maintenance (72,000 Hours)	Theoretical L70 (Hours)
XTOR1A Model		
25°C	> 92%	> 290,000
40°C	> 92%	> 290,000
50°C	> 91%	> 270,000
XTOR2A Model		
25°C	> 91%	> 270,000
40°C	> 90%	> 260,000
50°C	> 88%	> 225,000
XTOR3A Model		
25°C	> 91%	> 280,000
40°C	> 91%	> 270,000
50°C	> 89%	> 240,000

LUMENS - CRI/CCT TABLE

LED Information	XTOR1A	XTOR2A	XTOR2A-N	XTOR3A	XTOR3A-N
Delivered Lumens (Wall Mount)	722	1,633	1,523	2,804	2,284
Delivered Lumens (With Flood Accessory Kit) ¹	468	1,060	978	2,168	1,738
B.U.G. Rating ²	B0-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0
CCT (Kelvin)	5,000	5,000	3,500	5,000	3,500
CRI (Color Rendering Index)	65	65	70	65	70
Power Consumption (Watts)	7W	18W	18W	26W	26W

NOTES: 1 Includes shield and visor. 2 B.U.G. Rating does not apply to floodlighting.

CURRENT DRAW

Voltage	Model Series		
	XTOR1A	XTOR2A	XTOR3A
120V	0.05A	0.15A	0.22A
208V	0.03A	0.08A	0.13A
240V	0.03A	0.07A	0.11A
277V	0.03A	0.06A	0.10A
347V	0.025A	0.058A	0.082A

ORDERING INFORMATION

Sample Number: XTOR2A-N-WT-PC1

Series ¹	LED Kelvin Color	Housing Color	Options (Add as Suffix)	Accessories (Order Separately)
XTOR1A=Small Door, 7W XTOR2A=Small Door, 18W XTOR3A=Small Door, 26W	[Blank]=Bright White (Standard) 5000K N=Neutral Warm White, 3500K ²	[Blank]=Carbon Bronze (Standard) WT=Summit White	PC1=Photocontrol 120V ³ PC2=Photocontrol 208-277V ^{3,4} 347V=347V ⁵ HA=50°C High Ambient ⁵	WG/XTOR=Wire Guard ⁶ XTORFLD-KNC=Knuckle Floodlight Kit ⁷ XTORFLD-TRN=Trunnion Floodlight Kit ⁷ XTORFLD-KNC-WT=Knuckle Floodlight Kit, Summit White ⁷ XTORFLD-TRN-WT=Trunnion Floodlight Kit, Summit White ⁷ EWP/XTOR=Escutcheon Wall Plate, Carbon Bronze EWP/XTOR-WT=Escutcheon Wall Plate, Summit White

NOTES: 1 DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details. 2 XTOR1A not available in 3500K. 3 Photocontrols are factory installed. 4 Order PC2 for 347V models. 5 Thru-branch wiring not available with HA option or with 347V. 6 Wire guard for wall/surface mount. Not for use with floodlight kit accessory. 7 Floodlight kit accessory supplied with knuckle (KNC) or trunnion (TRN) base, small and large top visors and small and large impact shields.

STOCK ORDERING INFORMATION

7W Series	18W Series	26W Series
XTOR1A=7W, 5000K, Carbon Bronze	XTOR2A=18W, 5000K, Carbon Bronze	XTOR3A=26W, 5000K, Carbon Bronze
XTOR1A-WT=7W, 5000K, Summit White	XTOR2A-N=18W, 3500K, Carbon Bronze	XTOR3A-N=26W, 3500K, Carbon Bronze
XTOR1A-PC1=7W, 5000K, 120V PC, Carbon Bronze	XTOR2A-WT=18W, Summit White	XTOR3A-WT=26W, Summit White
	XTOR2A-PC1=18W, 120V PC, Carbon Bronze	XTOR3A-PC1=26W, 120V PC, Carbon Bronze

5-DAY QUICK SHIP ORDERING INFORMATION

7W Series	18W Series	26W Series
XTOR1A-WT-PC1=7W, 5000K, Summit White, 120V PC	XTOR2A-PC2=18W, 5000K, 208-277V PC, Carbon Bronze	XTOR3A-PC2=26W, 5000K, 208-277V PC, Carbon Bronze
	XTOR2A-WT-PC1=18W, 5000K, Summit White, 120V PC	XTOR3A-WT-PC1=26W, 5000K, Summit White, 120V PC
	XTOR2A-WT-PC2=18W, 5000K, Summit White, 208-277V PC	XTOR3A-WT-PC2=26W, 5000K, Summit White, 208-277V PC
	XTOR2A-N-WT=18W, 3500K, Summit White	XTOR3A-N-WT=26W, 3500K, Summit White
	XTOR2A-N-PC1=18W, 3500K, 120V PC, Carbon Bronze	XTOR3A-N-PC1=26W, 3500K, 120V PC, Carbon Bronze
	XTOR2A-N-PC2=18W, 3500K, 208-277V PC, Carbon Bronze	XTOR3A-N-PC2=26W, 3500K, 208-277V PC, Carbon Bronze
	XTOR2A-N-WHT-PC1=18W, 3500K, Summit White, 120V PC	XTOR3A-N-WHT-PC1=26W, 3500K, Summit White, 120V PC
	XTOR2A-N-WT-PC2=18W, 3500K, Summit White, 208-277V PC	XTOR3A-N-WT-PC2=26W, 3500K, Summit White, 208-277V PC

8930 CLASSIC SERIES

SPECIFICATIONS

GENERAL

The 8930 Classic series is an impressive, historical eight-sided fixture. It consists of a decorative cast eight-sided sloped roof with four detailed roof sconces and a unique one-piece cast cage with acrylic lens. The roof shall be appointed with a decorative cast 6" diameter tall finial.

POST FITTER

The fitter or base shall be heavy wall cast aluminum, 356 alloy for high tensile strength. It shall have an inside diameter opening to fit a 3" diameter pole or tenon. When ordered with a Sternberg aluminum pole, the fitter shall be set screwed to the pole top or tenon.

BALLAST

The ballast shall be remote mounted in the base of the pole, pole shaft, arm or ballast box. The 8930BB shall have an integral ballast compartment. The ballast housing shall be heavy wall cast aluminum, 356 alloy for high tensile strength. The housing shall be an integral part of the fixture and cast in one piece to ensure a water-tight compartment. The ballast shall be attached to the ballast housing to ensure high capacity heat sinking of ballast temperatures, keeping the ballast cooler and ensuring long life. The ballast shall be mounted on a pull out door for easy ballast maintenance.

ELECTRICAL

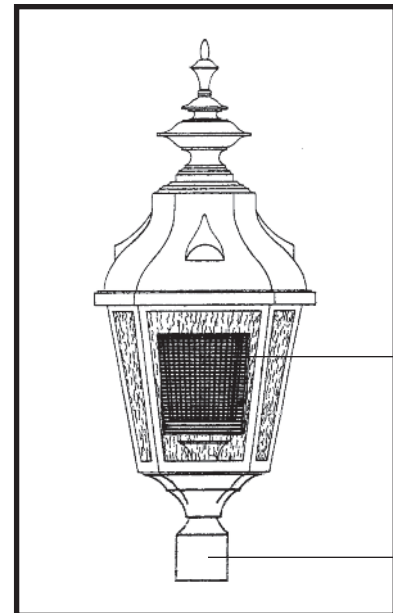
Fixture shall be U.L. or E.T.L. listed in U.S. and Canada. H.I.D. ballasts shall be high power factor with lamp starting down to -30 degrees C. Medium base and mogul base porcelain sockets are 4KV rated. All compact fluorescent (PL) ballasts shall be instant start electronic with a starting temperature of down to 0 degrees F. They shall have a 4-pin socket to accept quad or triple tube lamps. Ballasts shall be DOE EISA compliant.

FIXTURE HOUSING

The 8930 fixture shall be 15" wide and the overall height shall be 38". It shall be made of heavy wall cast aluminum, 356 alloy and lenses shall be made of vandal resistant acrylic, available in clear (CA), clear seeded (CSA), clear textured (CTA), prismatic (PA), and white (WA) acrylic. The fixture cage shall cast in one piece. The Model 8930 shall have an eight-sided roof, cage and bottom plate with four large lenses and four smaller corner lenses. The fixture shall be equipped with a lift hinge access door when the Roof Optics option is selected.

OPTICAL OPTIONS

Refractors shall be 6" diameter borosilicate glass with an I.E.S. Type 3 (RE3) or Type 5 (RE5) distribution. It shall be secured to the socket stem with $\frac{3}{8}$ " plated steel threaded pipe nipple and rest on a cast aluminum holder with anti-shock gasket. The refractor will be secured to cast holder with a quarter-turn internal aluminum twist ring for ease of maintenance.

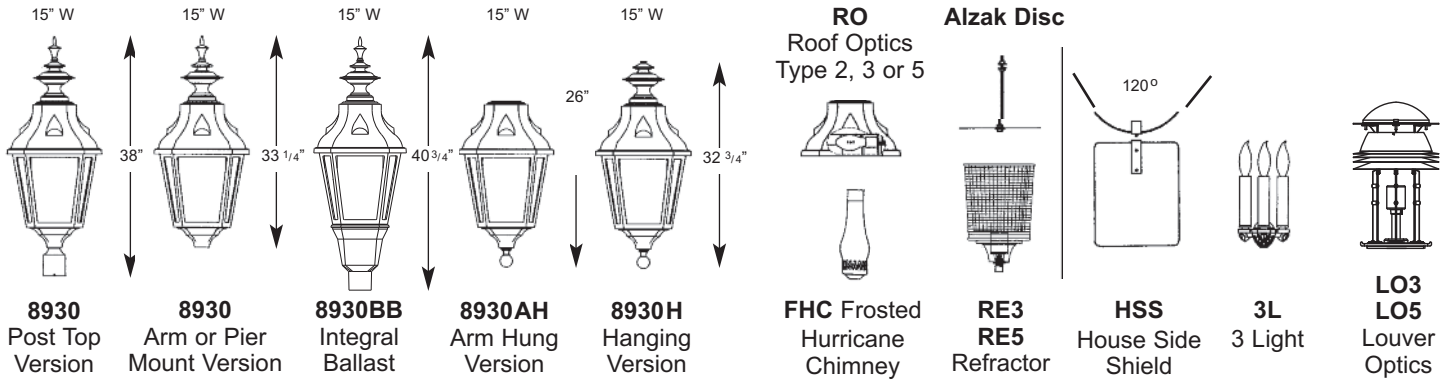


EPA = 1.72 (ft²)
WEIGHT = 24 LBS

8930 CLASSIC

FIXTURES/ARMS PM-WB

FIXTURES / OPTICAL SYSTEMS



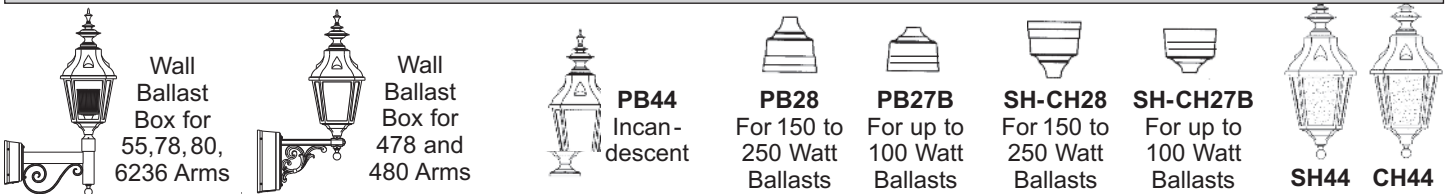
LENSES



BALLASTED WALL MOUNTS (BB)

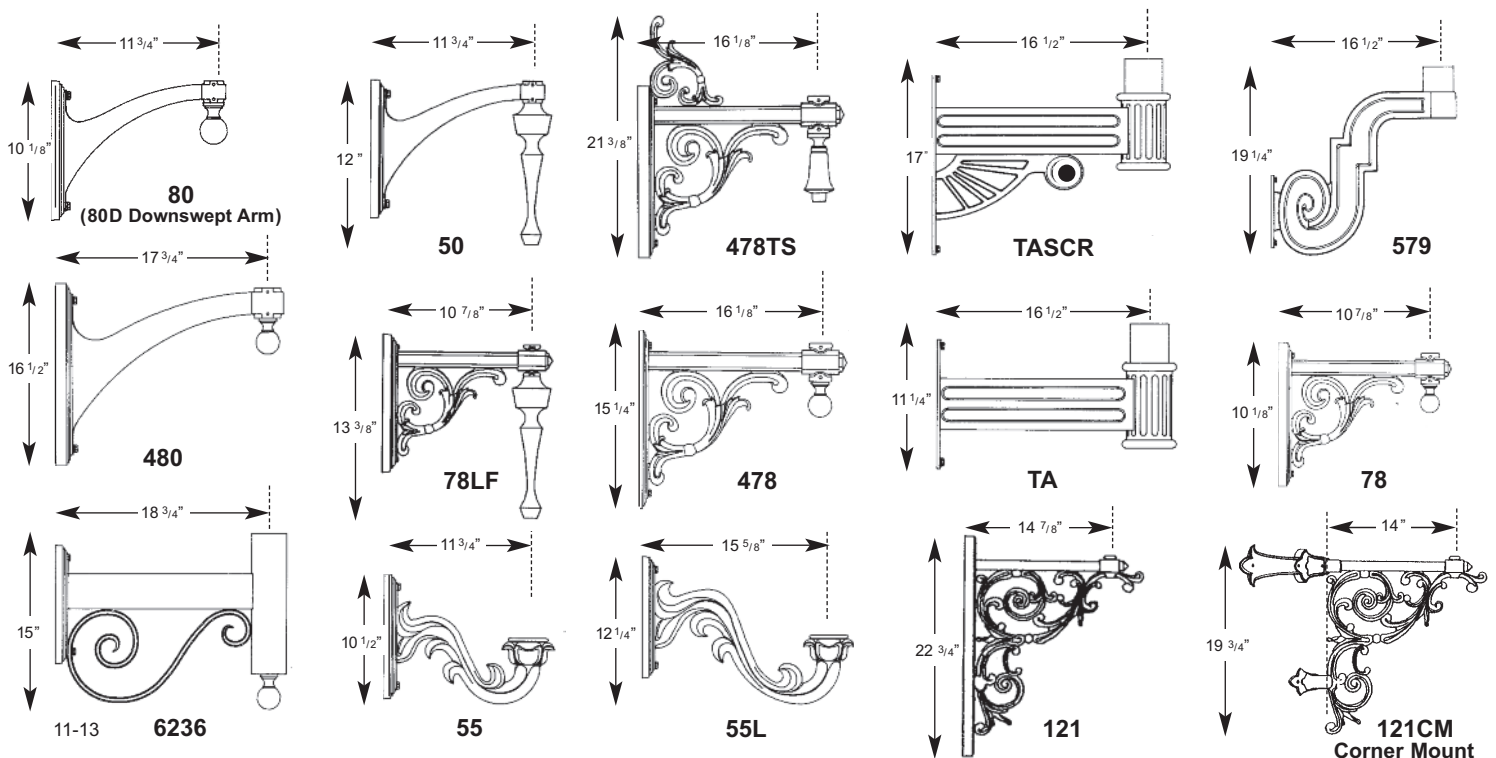
PIER MOUNTS (PB)

HANGING BRACKETS



ARMS - POST MOUNT (PM) or WALL BRACKETS (WB)

See Arms Section for more information



BUILDING A PART NUMBER

POST & ARM FIXTURES

ARM MOUNTED FIXTURE		CENTER POST TOP FIXTURE		POST	POST CAP	LIGHT SOURCE BALLAST	OPTICS	OPTIONS	LENS	FINISH
NO. OF ARMS	FIXTURE / POSTARM	(PT) FIXTURE	(See Post Section)		WATTS / TYPE / VOLTS					
2	8930/478PM	PT	3412FP5	FCC	100 HPS120	RE3	HPS100/MED	CSA	BK	

WALL FIXTURES

FIXTURE / WALL BRACKET	LIGHT SOURCE BALLAST	OPTICS	OPTIONS	LENS	FINISH	PIER FIXTURES Uses same information boxes as wall fixture
WATTS / TYPE / VOLTS						
8930AH/80DWBBB	100 HPS120	RE5	HPS150/MED	CTA	BK	8930/PB28
						FIXTURE / PIER BASE

HANGING FIXTURES

FIXTURE / HANGING BRACKET	OVERALL DROP IN INCHES	LIGHT SOURCE BALLAST	OPTICS	OPTIONS	LENS	FINISH
WATTS / TYPE / VOLTS						
8930H/CH28	48 INCHES	150 HPS120	RE5	HPS150/MED	CSA	BK

PART NUMBER SELECTIONS

FIXTURES

- 8930¹
- 8930AH¹
- 8930H¹
- 8930BB

OPTICS

- RE3
- RE5
- ALZAK
- HSS
- LO3
- LO5
- RO2^{6,7}
- RO3^{6,7}
- RO5^{6,7}
- FHC³
- 3L

LENSES

- CSA
- CA
- CTA
- PA
- WA

OPTIONS

- PEC1 Photocell-Bimetal 120 Volt
- PEC2 Photocell-Bimetal 208-277 Volt
- PEC1-E Photocell-Electronic 120 Volt
- PEC2-E Photocell-Electronic 208-277 Volt
- FHS Single Fuse and Holder-120,277 Volt
- FHD Dual Fuse and Holder-208,240,480 Volt
- QR Quartz Re-Strike
- PF Pineapple Finial or Font (TA,TASCR)
- BF Ball Finial or Font (TA,TASCR)
- LAMPS Select from List

POST ARMS

- 78PM
- 78LPM
- 478PM
- 478TSPM
- 50PM
- 50DPM
- 80PM
- 80DPM
- 480PM
- 480DPM
- 55PM
- 55LPM
- 121PM
- 6236PM
- 579PT
- TAPT
- TASCRIPT

WALL BRACKET ARMS

- 78WB
- 78LFWB
- 478WB
- 478TSWB
- 80WB
- 80DWB
- 50WB
- 50DWB
- 480WB
- 480DWB
- 55WB
- 55LWB
- 6236WB
- 579WB
- TAWB
- TASCROWB
- 121WB
- 121CMWB

WALL BRACKET ARMS WITH BALLAST BOX

- 78WBBB
- 78LFWBBB
- 478WBBB
- 478TSWBBB
- 80WBBB
- 80DWBBB
- 50WBBB
- 50DWBBB
- 480WBBB
- 480DWBBB
- 55WBBB
- 55LWBBB
- 6236WBBB
- TAWBBB
- TASCROWBB
- 121WBBB⁵

VOLTAGES

- 120
- 208
- 240
- 277
- 480
- MULTI
(120-277)

HANGING BRACKETS

- CH44 INC
- SH44 INC
- CH27B HID
- SH27B HID
- CH28 HID
- SH28 HID

BALLASTS ^{1,4,8}

- 35HPS²
- 50HPS
- 70HPS
- 100HPS
- 150HPS
- 250HPS
- 50MHP
- 70MHP
- 100MHP
- 150MHP
- 175MHP⁹
- 200MHP
- 250MHP
- 26PLT
- 32PLT
- 42PLT
- INCAND

LAMPS ⁸

- HPS35/MED
- HPS50/MED
- HPS70/MED
- HPS100/MED
- HPS150/MED
- HPS250/MOG/ED18
- MHP50/MED
- MHP70/MED
- MHP100/MED
- MHP150/MED
- MHP175/MOG/ED28⁹
- MHP200/MOG/ED28
- MHP250/MOG/ED28
- PLT26
- PLT32
- PLT42

PIER BASES

- PB44
- PB28
- PB27B

STANDARD FINISHES*

- BKT Black Textured
- WHT White Textured
- PGT Park Green Textured
- ABZT Architectural Medium Bronze Textured
- DBT Dark Bronze Textured

*Smooth Finishes are available upon request

CUSTOM FINISHES

- OI Old Iron
- RT Rust
- WBR Weathered Brown
- CD Cedar
- WBK Weathered Black
- TT Two Tone

STERNBERG SELECT FINISHES

- VG Verde Green
- SI Swedish Iron
- OWGT Old World Gray Textured

NOTES:

¹ Pole mounted fixtures - requires ballast to be mounted in pole base.

¹ Wall mounted fixtures - requires wall bracket arms with ballast box.

¹ Pier mounted fixtures - requires PB28 or PB27B if ballasted.

¹ Hanging fixtures - require CH/SH28 or CH/SH27B if ballasted.

² 35HPS is 120 volt only.

³ Medium base socket only when used to house lamp.

⁴ Medium base sockets standard with ballasts up to 150 watts HID. Mogul base sockets are standard with ballasts 200 watts and over. 4-Pin for PL ⁵ Custom ballast box. ⁶ Medium base lamp only, ED17. Consult factory for mogul base. ⁷ Can support PLH or PLT up to 60W. ⁸ Metal halide systems are pulse start. ⁹ Consult factory for limitations.

8930 CLASSIC SERIES**SPECIFICATIONS****LIST NO. 8930
CLASSIC
SERIES**

Optic System shall be made of highly specular anodized aluminum and shall come standard with medium base socket.

NIGHTSKY® STAR-SHIELD® Roof Optics distribution shall be delivered by multi-segmented roof mounted reflector systems which eliminate uplight and provide cut-off. The reflector cavity shall be made of specular anodized aluminum. Roof Optics Type 2 (RO2), Type 3 (RO3), Type 5 (RO5) horizontal are available for medium base lamps.

Frosted Glass Hurricane Chimney (FHC) is an optic option which adds an authentic touch and can be used with Roof Optics.

House Side Shield (HSS) is an option which will block up to 120° of light in any one direction.

3-Light (3L) candelabra set is an option for incandescent application.

PHOTOCELLS

Photocells shall be either the thermo bi-metal button type or the electronic button type. On single post top fixtures the photocell shall be mounted in the fitter and pre-wired to ballast. On multiple head fixture assemblies photocells shall be mounted in the pole shaft on an access plate and are not pre-wired as ballast housing assemblies and fitters are packaged separately for ease of wiring to source. The thermo bi-metal photocell shall be designed to turn on at 1.0 footcandle and turn off at not more than 5 footcandles. The electronic button type photocell is instant on and a 5-10 second turn off and shall turn on at 1.5 footcandles with a turn-off at 2-3 footcandles. Photocells are either 120 volt or 208 thru 277 volt.

ARMS

All arms are made of cast aluminum and/or extruded aluminum. Arms with decorative filigree have meticulously detailed scroll work and gracefully curved brackets. All 8930 fixtures will have its fitter either welded to the arm or will be mechanically attached at the factory to ensure arms will be plumb, secure and level over the life of the installation. Each arm shall be bolted to a post mount adapter, which is welded to the pole to ensure proper alignment to the base. Twin TA, TASCAR and 579 arms will be attached to a decorative center hub which will slip-fit the center tenon of the pole (not shown). BA and 779 arms are available as a twin application. Arms are pre-wired for ease of installation.

FINISH

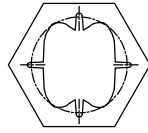
Prior to coating, each assembly shall be chemically cleaned and etched in a 5-stage washing system which includes alkaline cleaning, rinsing, phosphoric etching, reverse osmosis water rinsing and non-chrome sealing to ensure corrosion resistance and excellent adhesion for the finish coating. The finish coating shall be electrostatically applied semi-gloss, super durable polyester powder baked at 400 degrees for a durable and superior, color retentive finish. Our optional antique Verde Green finish and Swedish Iron finish are hand brushed using a 3-step process. The total assembly shall be wrapped in shockproof wrapping or fully enclosed in corrugated cartons.

WARRANTY

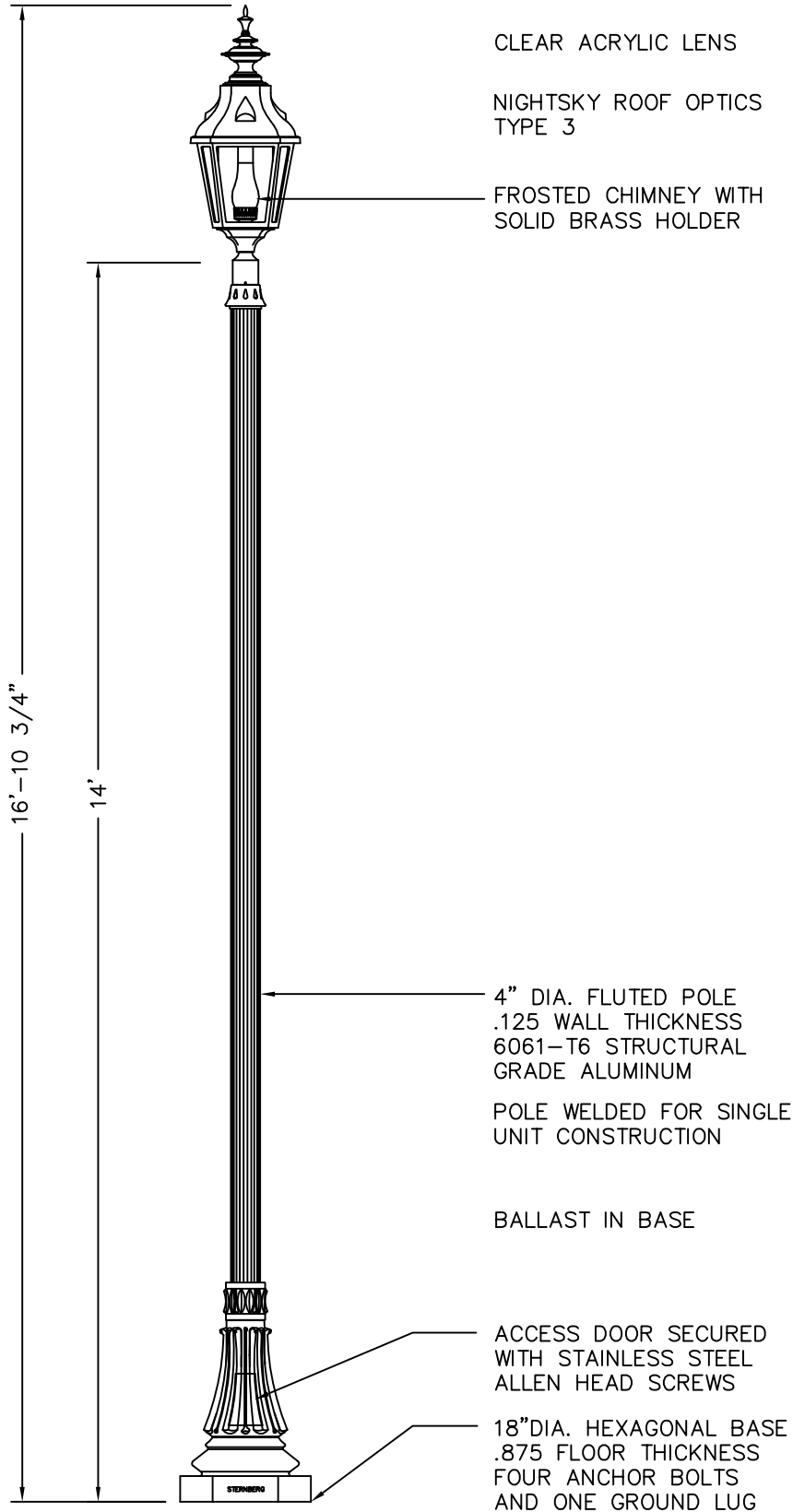
Five-year limited warranty. See product and finish warranty guide for details.



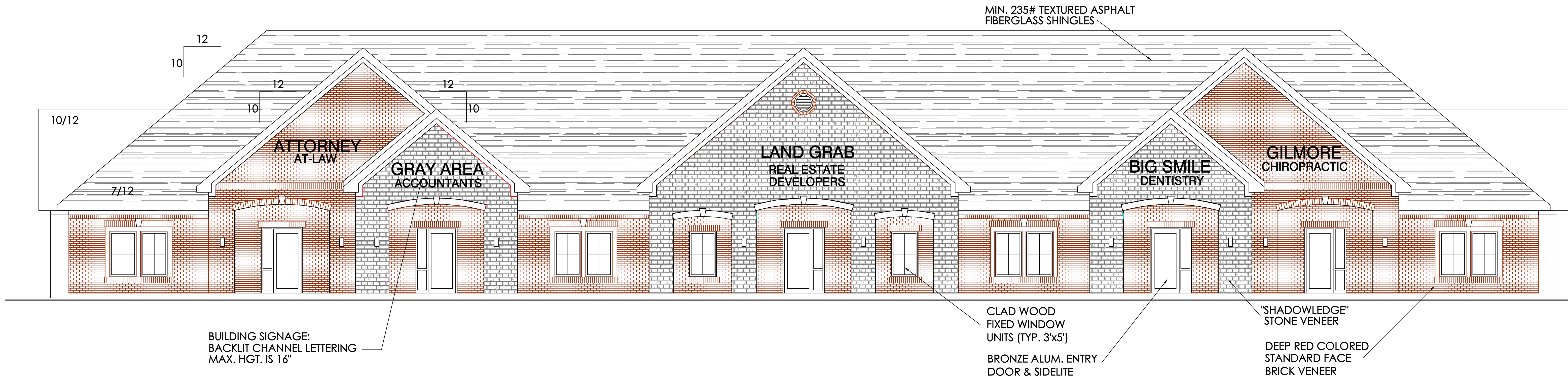
STREET SIDE



ACCESS DOOR

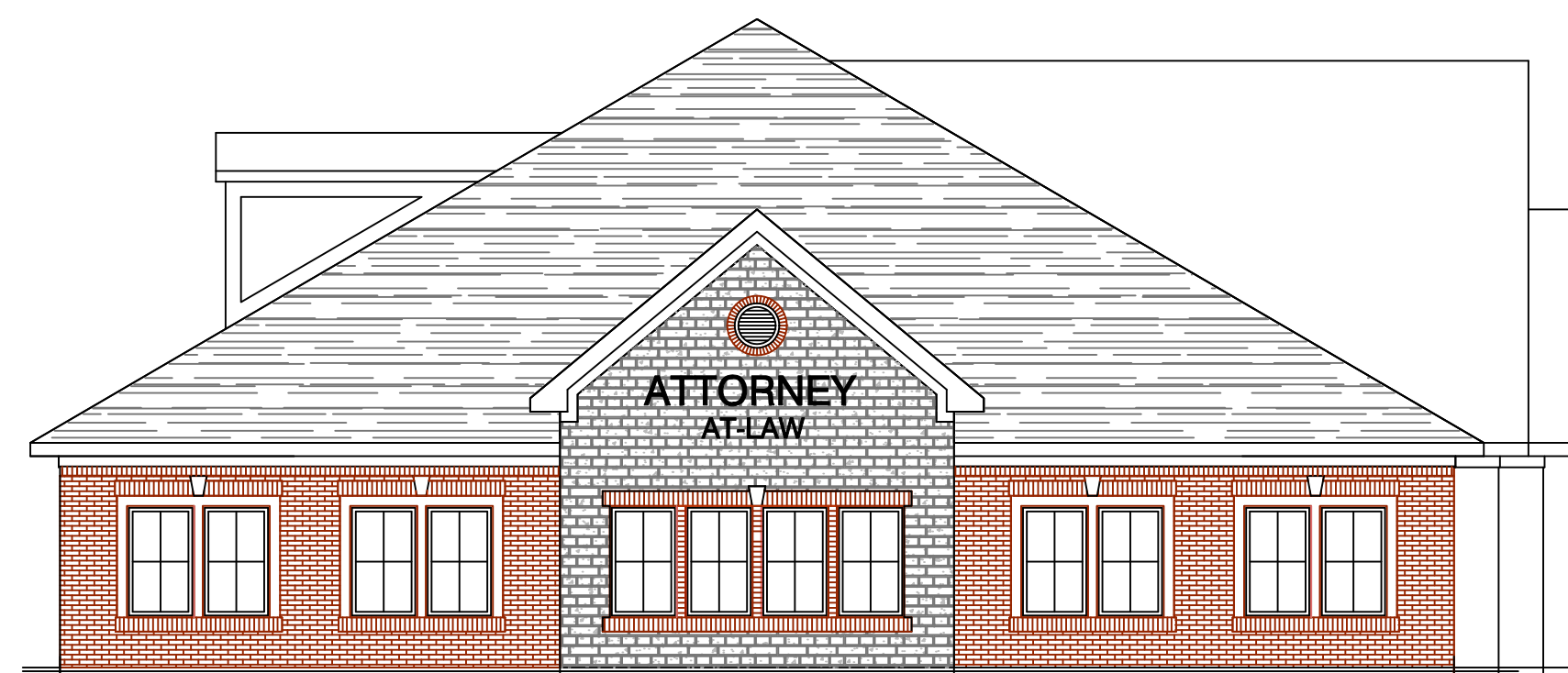


BRIDGEWATER COUNTRY CLUB CARMEL, IN 8930 3414FP4	POLE HEIGHTS HAVE A TOLERANCE OF + OR - 2"	
	MAY 1 2012	3/4"=1'
	DRAWN LMG	DRAWING NUMBER
SINCE 1923		SC15861
SOCKET TYPE MED		
WATTAGE 150		
LIGHT SOURCE MHP		
VOLTAGE 120		
FUSE		
FINISH BLACK		

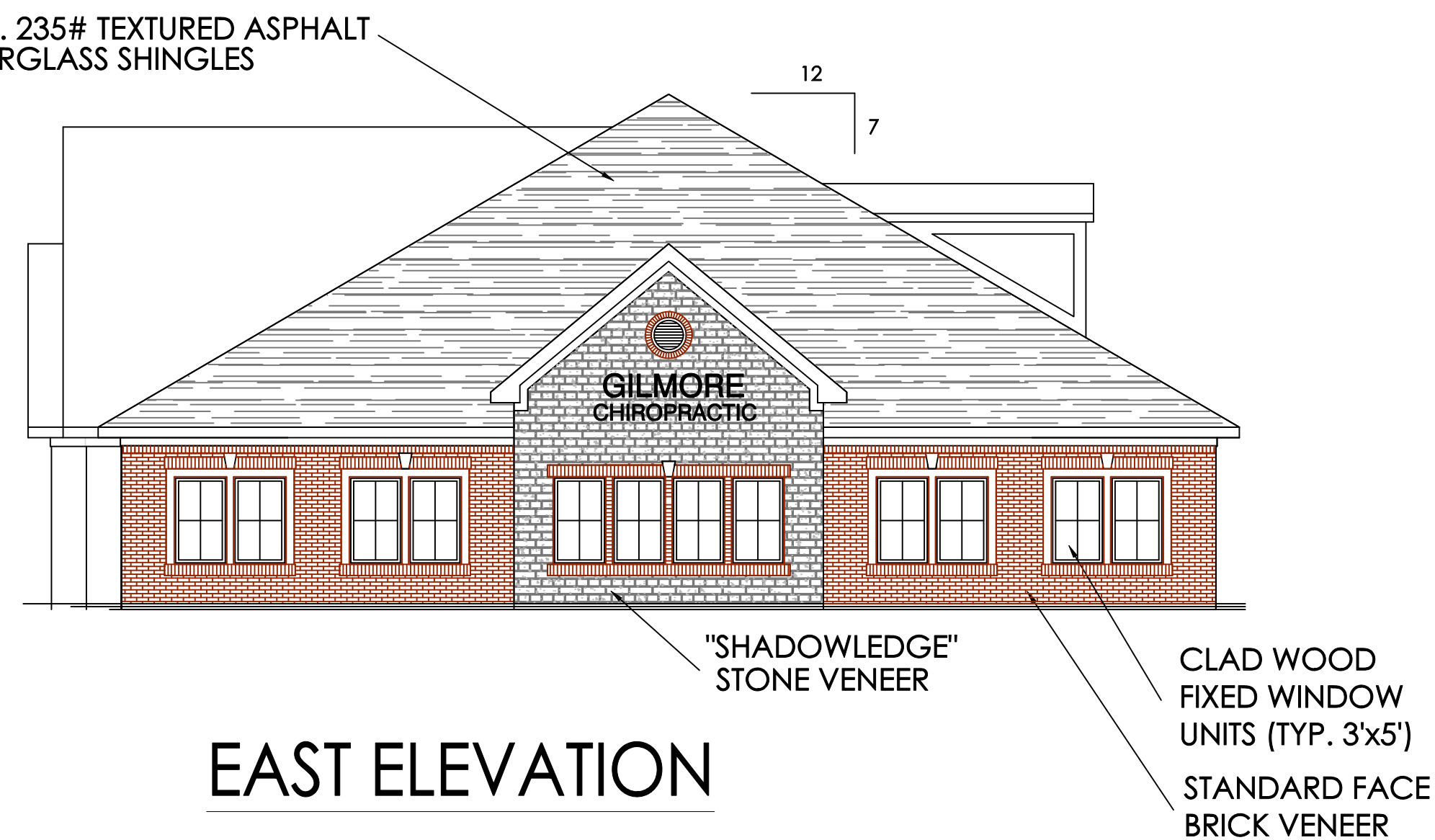


SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



WEST ELEVATION

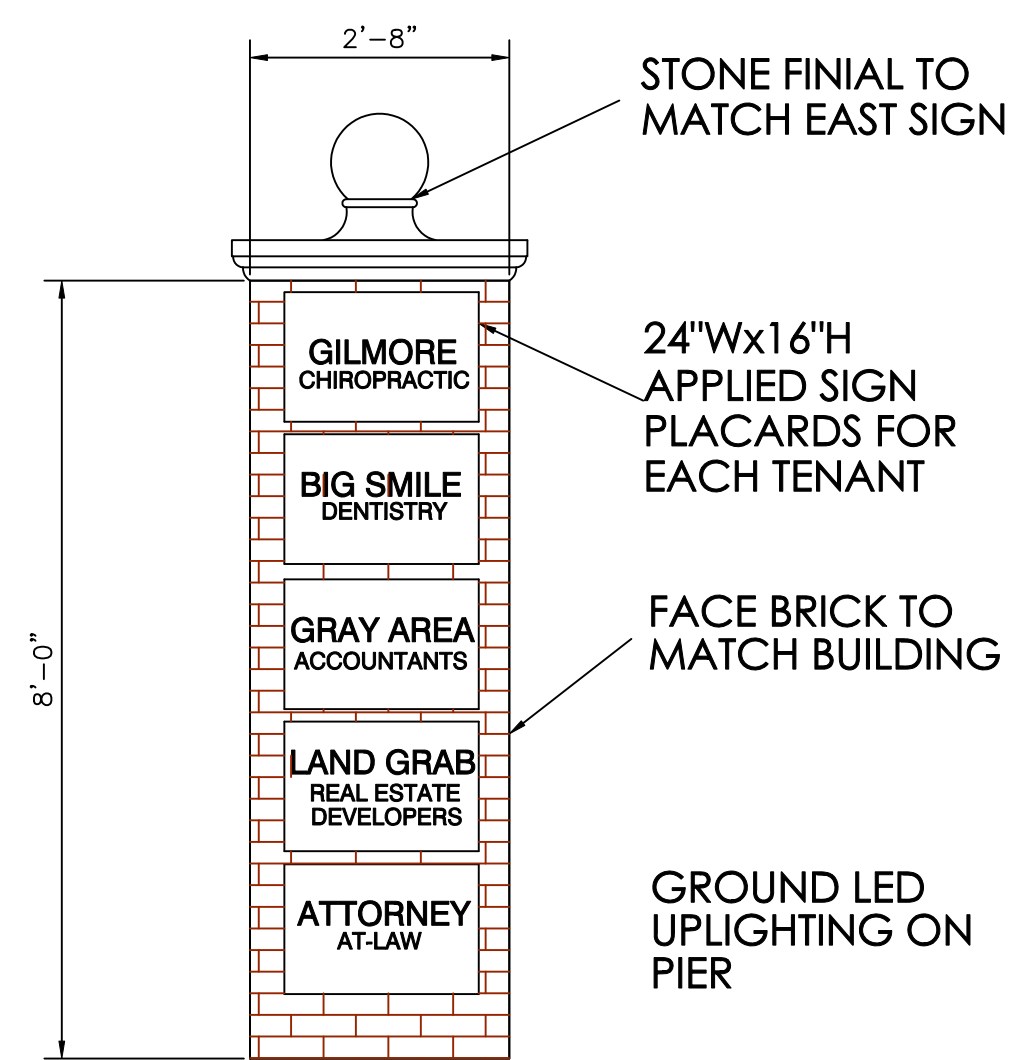


EAST ELEVATION



NORTH ELEVATION

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



WEST ENTRY SIGN PIER

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Do not scale these drawings. Discrepancies with Architect prior to construction.

FOR DR. JUSTIN GILMORE

RADRICK PROFESSIONAL BUILDING

WESTFIELD, INDIANA

N. Gray Road & Radrick Dr.

PROJECT: 16001

DATE: 5 JULY 16

REVISIONS:

R.E. THOMSON & ASSOC., P.C.

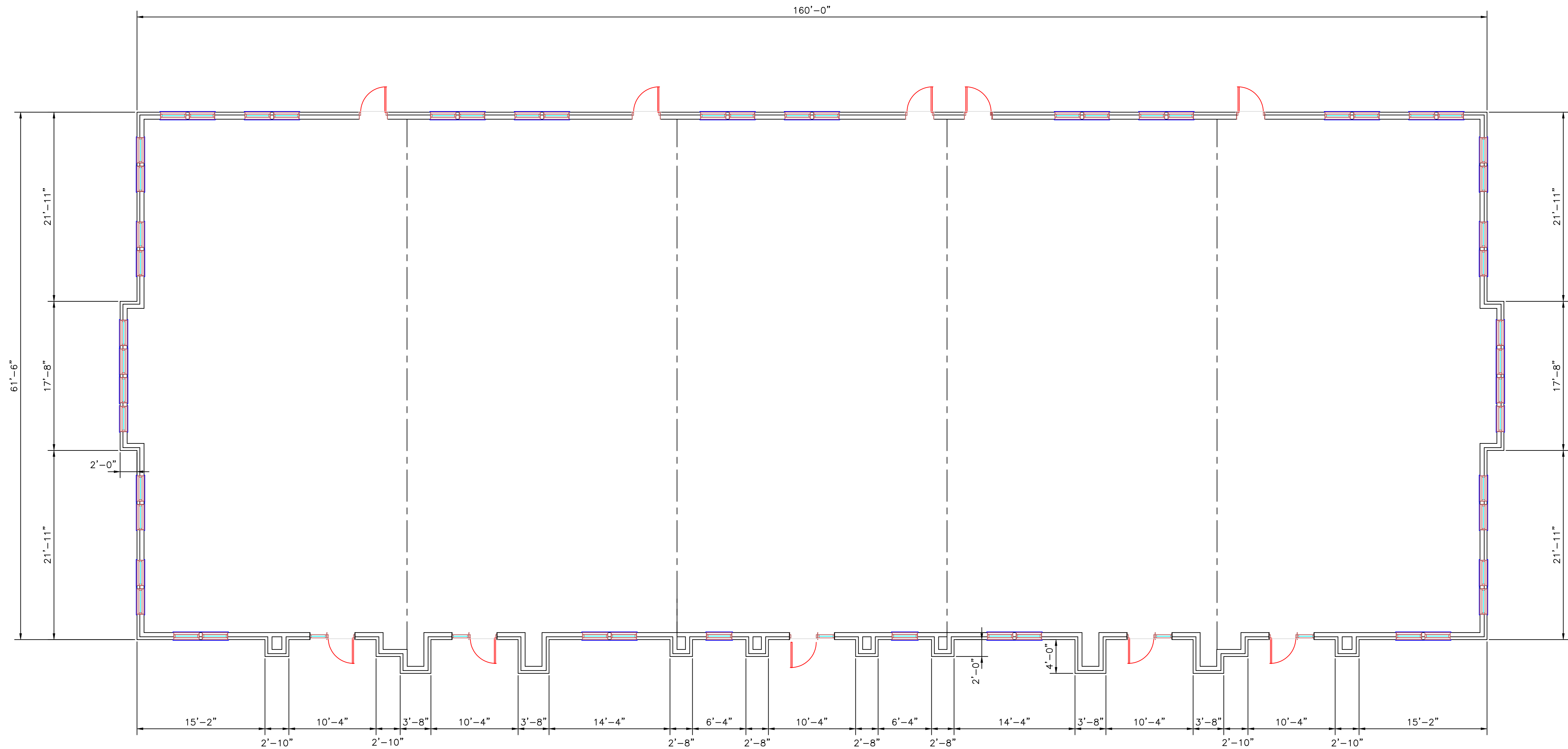
architecture & planning

7202 East 67th Street, Suite 113

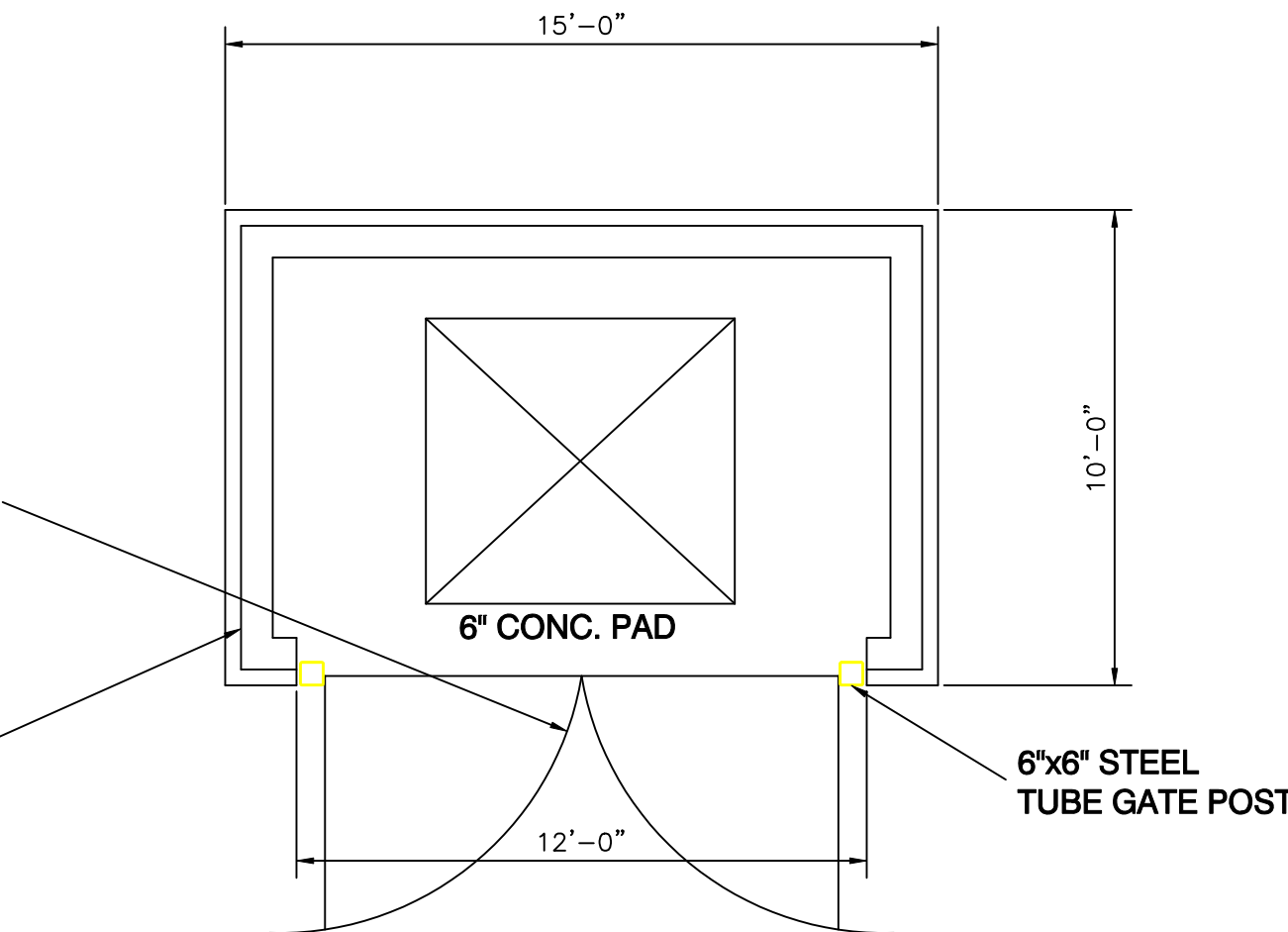
Indianapolis, IN 46256

317.913.2100 / fax 317.913.2155

PRELIMINARY DESIGN

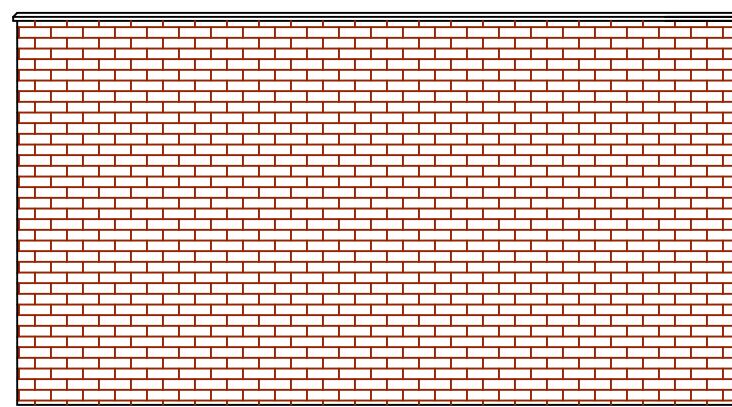


PROPOSED FLOOR PLAN

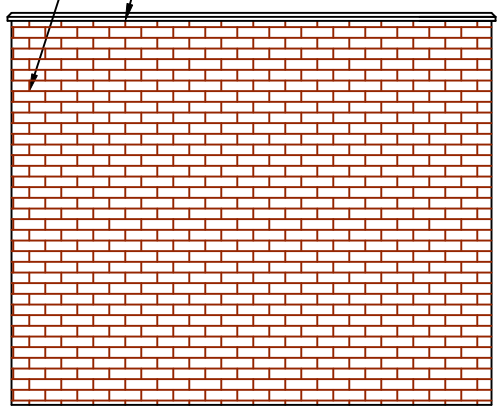


DUMPSTER ENCLOSURE PLAN

SCALE: 1/4" = 1'-0"

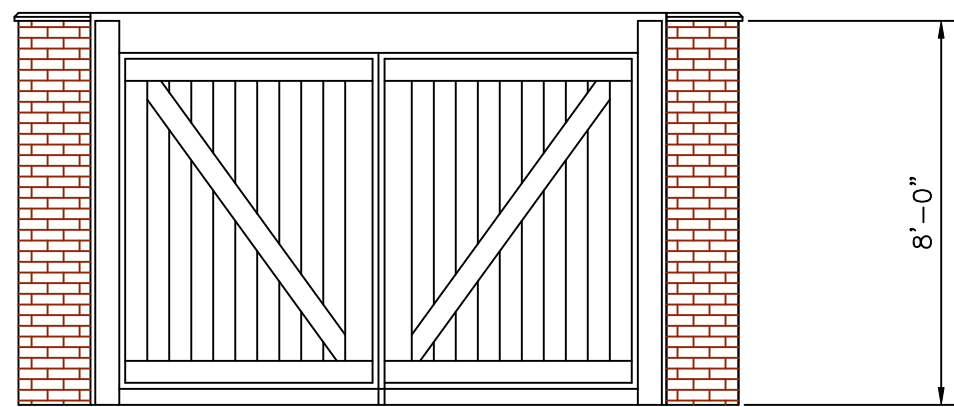


NORTH ELEVATION



WEST ELEVATION

EAST ELEVATION SIMILAR



SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

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FOR DR. JUSTIN GILMORE

RADRICK PROFESSIONAL BUILDING

N. Gray Road & Radrick Dr.

WESTFIELD, INDIANA

PROJECT: 16001

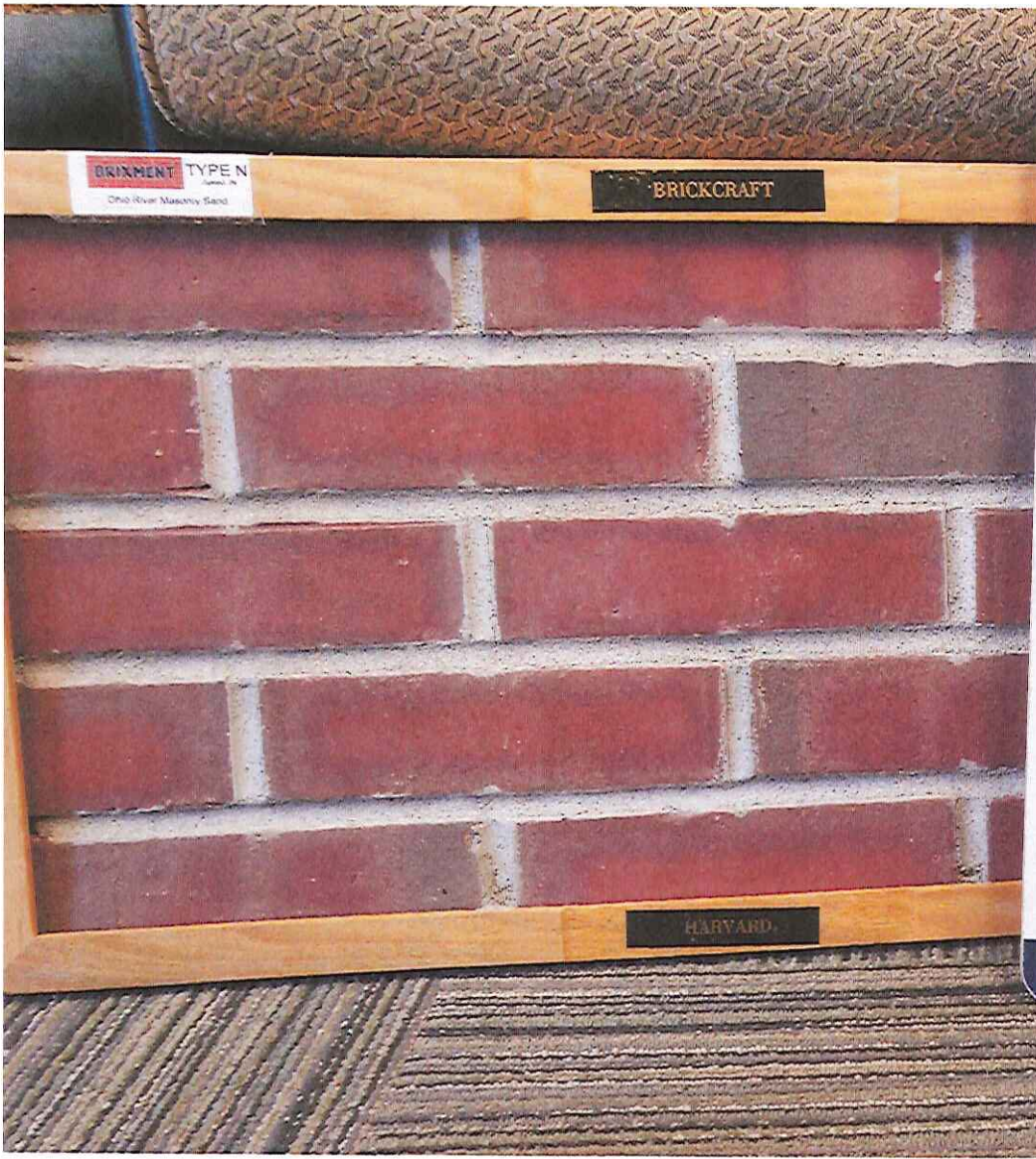
DATE: 5 JULY 16

REVISIONS:

R. E. Thomason & Associates, P.C.,
architecture & planning
7202 East 87th Street
Suite 113
Indianapolis, IN 46256
317.913.2160
fax 317.913.2155

PRELIMINARY DESIGN

A-2



Radrick Professional Building

Narrative Statement

This project is a ten thousand square foot (10,000 s.f.) professional office building to be constructed on a 1.47 acre parcel on the northwest corner of Radrick Drive and Gray Road. The parcel is located approximately one quarter mile north of a major intersection at 146th Street and Gray Road. It is within the Bridgewater Planned Unit Development. It is the intention of the owner to comply with all of the requirements set forth in the PUD including building use, construction and landscaping.

The structure will be one story, built of standard wood framing construction with a wood trussed, sloping roof. It will be a rectangular shape, roughly one hundred sixty feet long and sixty two feet deep. (160'x 62') The exterior will be all masonry, a combination of mostly red brick with stone accents around some of the building offsets. The roof will be a commercial grade asphalt type shingle. This type of construction will compliment the surrounding residential apartment construction and low-rise commercial areas.

With technically three front yard areas, an abundance of landscaping is required and will be provided to enhance the streetscape and buffer the parking areas. A landscape buffer yard is required to the adjacent apartment structures which will be built to the north.

WRITTEN PUBLIC COMMENT

Docket Number: 1604-DDP-13
Petitioner: Justin Gilmore
Request: An amendment to development standards for a portion of Parcel M3 of the Bridgewater PUD District.

Enclosed Attachments:

1. Spoljaric Email (07/19/16) Comment received on social media

Kevin M. Todd, AICP

From: Cindy Spoljaric
Sent: Tuesday, July 19, 2016 12:46 PM
To: APC
Subject: Radrick bldg

Received this comment from social media...

The North elevation of the office building in Bridgewater (you can see it from Gray Rd) looks ugly. Can they put different color lines in the roofing like Riverview does down 146th and maybe a building offset?

Cindy Spoljaric
Westfield City Council
695-6673
Cspoljaric@westfield.in.gov

Westfield-Washington Advisory Plan Commission (APC) held a meeting on Monday, August 1, 2016, scheduled for 7:00 p.m. at Westfield City Hall.

Opening of Meeting: 7:00 p.m.

Roll Call: Noted presence of a quorum.

Members Present: Nathan Day, Randell Graham, Steve Hoover, Robert Horkay, Tom Smith, Andre Maue, David Schmitz and Chris Woodard.

City Staff Present: Matthew Skelton, Director; Jesse Pohlman, Senior Planner; and Brian Zaiger, City Attorney.

Approval of Minutes: July 18, 2016, Meeting Minutes

Motion: Approve the July 18, 2016, minutes.

Motion: Woodard; Second: Horkay; Vote: Approved 7-0.

Pohlman reviewed the meeting rules and procedures.

Day arrived at 7:02 p.m.

ITEMS OF BUSINESS

Case No. 1606-PUD-08

Description: Bridgewater Planned Unit Development (PUD) District Amendment
Northwest Corner of Gray Road and Radrick Drive (Radrick Professional Building)
Justin Gilmore by R.E. Thomason & Associates requests an amendment for Parcel M3 of the Bridgewater Planned Unit Development (PUD) District.

Skelton presented an overview of the proposed amendment ordinance, as outlined in the Department report.

Motion: Forward petition 1606-PUD-08 to the City Council with a favorable recommendation.

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

PUBLIC HEARINGS

Case No. 1608-PUD-12 [PUBLIC HEARING]

Description: Park Street in the Junction Planned Unit Development (PUD) District
226 and 228 Park Street
Grand Junction Properties, LLC by Robert Beauchamp requests a change of zoning of 0.5 acres +/- from the MF1: Multi-Family Low Density District to the Park Street

in the Junction Planned Unit Development (PUD) District.

Pohlman presented an overview of the proposed ordinance, as outlined in the Department report, and highlighted its consistency with the Grand Junction Sub-District Addendum.

Public Hearing opened at 7:07 p.m.

Melody Jones, 211 Mill Street: Spoke in support of the petition.

Public Hearing closed at: 7:08 p.m.

Motion: Forward petition 1608-PUD-12 to the City Council with a favorable recommendation.

Motion: Schmitz; Second: Woodard; Vote: 8-0.

PUBLIC COMMENT

Case No. 1606-PUD-07 [PUBLIC COMMENT]

Description: Harmony Planned Unit Development (PUD) District Amendment
Northwest Corner of 146th Street and Ditch Road (Commercial Area)
TMC Developers, LLC by Nelson & Frankenberger requests an amendment to the
Mixed-Use District (Commercial Area) of the Harmony Planned Unit Development
(PUD) District.

Pohlman presented an overview of the proposed amendment ordinance, as outlined in the Department report, and noted the Department's recommendation to open the meeting for public comment specific to the revisions, even though the public hearing for this petition was already held.

Jon Dobosiewicz, Nelson & Frankenberger, on behalf of the petitioner, gave an in-depth presentation of the proposed revisions to the amendment ordinance.

Public Comment opened at 7:26 p.m.

Janet Ashman, 1354 Monmouth Drive: Thanked the petitioner for the revisions, but expressed her continued opposition to the gas station due to crime and would like to see restaurants instead.

Amy Anderson, 14466 Welford Way: Expressed her continued opposition to the gas station. Requested fencing screening/buffering for privacy to the south, no back lit signage, and reduction in the number of pumps; concerned with traffic circulation on old 146th Street and new 146th Street and the access points. She noted she would submit her concerns in writing.

David Hughes, 14486 Baldwin Lane: Expressed his continued opposition to a gas station because of lighting, noise, traffic, smell and fuel runoff and that he would prefer a restaurant.

Mark Sell, 1611 West 146th Street: Expressed his continued opposition to a gas station because of the hours of operation, lighting, noise, traffic, and crime and that he would prefer a restaurant.

Atul Bhargava, 14588 Ditch Road: Expressed his opposition to a gas station because of lights, music outside and noise, driveway alignment with his driveway, and the view from his front yard.

Marc Goldstein, 1375 Kirklees Drive: Distributed a petition of his neighbors in the Kingsborough neighborhood in opposition to the gas station because of crime, pollution, noise and the disruption of the community.

Steve Gerke, 14460 Welford Way: Expressed his opposition to a gas station because the children from the neighborhoods will be riding their bikes to the convenient store and buying products that kids should not be buying.

Mark Schaaf, 14925 Pollard Drive: Noted he and his wife have been studying every aspect of having a gas station in his neighborhood, have attended all of the meetings and even talked to a gas station owner. He stated he and his wife do not prefer the gas station, but believe it is a good opportunity for the neighborhoods to have input into the design and look of the project. He would like the pharmacy, gas station and future projects to have a variety in color, design features and material that currently exist with the homes in Harmony. He would like to see a village look with more green space, safe walking and biking paths from the neighborhoods into the commercial area, greater buffering for the gas station and is open to how the neighborhoods could be a part of this and future projects.

Laura Anderson, 14466 Welford Way: Opposed to the petition because it will bring down the property values. Requested how the other property will be developed if the gas station is not built and doesn't want to see the current architectural standards apply, but rather built to a style desired by the neighborhoods.

Becky Cage, 1461 West 151st Street: Expressed a desire for neighborhoods to have greater input to what uses go into the development and how it looks. Prefers to a coffee shop than gas station, and doesn't want to see a subway shop.

Doug Bryant, 1486 Waterleaf Drive: Noted he wasn't sure if a gas station or fast food restaurants were a good use of this property.

Bruce Watson, 1355 Trescott Drive: Expressed his opposition to a gas station. He noted he does not believe that the Centennial neighborhood has been represented. Concerned that the architectural changes are tied to the proposed gas station.

Mike Capuano, 14550 Baldwin Lane: Expressed his opposition to a gas station because of the reasons expressed by others including lights, hours of operation, fumes and smells and that he would prefer a restaurant and gathering spaces.

Barbara Simonson, 15290 Seneca Circle: Expressed her continued opposition to the gas station.

Tara Magnussen, 1400 Waterleaf Dr: Expressed her continued opposition to the gas station because of crime, negative effect on health of residents in surrounding neighborhoods, pollution, noise and traffic.

Ann Eggleston, 14459 Welford Way: Expressed her opposition to the gas station because of the view corridors, lights and noise.

Julie Jones, 1500 Waterleaf Drive: Expressed her opposition to the gas station.

Public Comment closed at 8:11 p.m.

Dobosiewicz noted they would continue dialog with the neighborhoods, developer and staff as they move forward and that the SR 32 overlay is the standard that is being used today and that they must follow. He confirmed no automobile repair is proposed or permitted and that there are environmental requirements for a gas station both locally and nationally for the public health and safety.

T. Smith inquired what neighborhood group was working with the developer or the Department regarding the village architecture.

Hoover responded that he recently met with neighbors and that there was some discussion and pictures that were shared by neighbors of what they wanted to see. He encouraged that if any neighbors had other examples or information regarding the desired architectural theme to share those with the petitioner for their consideration.

Skelton requested that if the Plan Commission had any requests, ideas or comments to share those with the Department.

Woodard inquired if the petitioner would give consideration to shorten the hours of operation.

Dobosiewicz responded the petitioner does not wish to restrict the hours of operation.

No action is required at this time.

CONTINUED ITEMS

Case No. 1608-PUD-13 [CONTINUED]

Description: The Trails Planned Unit Development (PUD) District
Southeast Corner of State Highway 32 and Oak Ridge Road
EdgeRock Development, LLC requests to expand and amend The Trails Planned Unit Development (PUD) District, consisting of 21.0 acres +/-.

Case No. 1607-PUD-10 [CONTINUED]

Description: Big Hoffa's Restaurant in the Junction Planned Unit Development (PUD) District
Northeast Corner of East Street and State Road 32
Big Hoffa's Restaurant by EdgeRock Development, LLC requests a change of zoning of 2.66 acres +/- from the SF3: Single-Family Medium Density District to the Big Hoffa's Restaurant Planned Unit Development (PUD) District.

Case No. 1607-PUD-09 [CONTINUED]

Description: Liberty Ridge Planned Unit Development (PUD) District
South side of 151st Street; East of Towne Road
CalAtlantic Homes of Indiana, Inc. by Nelson & Frankenger requests a change of zoning of 59.95 acres +/- from the AG-SF1: Agriculture / Single-Family Rural District to the Liberty Ridge Planned Unit Development (PUD) District.

Case No. 1607-ODP-09 and 1607-SPP-08 [CONTINUED]

Description: Liberty Ridge
South side of 151st Street; East of Towne Road
CalAtlantic Homes of Indiana, Inc. by Weihe Engineers, Inc. requests approval of an Overall Development Plan and a Primary Plat for 123 single-family residential lots on 59.95 acres +/- in the proposed Liberty Ridge Planned Unit Development (PUD) District.

Case No. 1607-DDP-25 [CONTINUED]

Description: J.C. Hart Harmony
Harmony Mixed Use District, Lot 3
J.C. Hart Company, Inc. by Nelson & Frankenger requests approval of a Detailed Development Plan for 257 Multi-family Dwellings on 11.89 acres +/- on Lot 3 in the Harmony Mixed Use District Subdivision in the Harmony Planned Unit Development (PUD) District.

Case No. 1607-DDP-28 [CONTINUED]

Description: Childrens Montessori House (CMH) Expansion
4535 E 169th Street
Omar Usmani requests approval of a Detailed Development Plan for a parking lot addition and perimeter landscaping on 2.17 acres +/- in the SF3: Single-Family Medium Density District.

Case No. 1606-DDP-20 [CONTINUED]

Description: CVS, Harmony
Northwest Corner of 146th Street and Ditch Road
TMC Developers, LLC by Nelson & Frankenger requests approval of a Detailed Development Plan for a 12,900 sq. ft. +/- building on 1.96 acres +/- on Lot 1 in the Harmony Mixed Use District Subdivision in the Harmony Planned Unit Development (PUD) District.

Case No. 1604-DDP-13 [CONTINUED]

Description: Radrick Professional Building
Northwest Corner of Gray Road and Radrick Drive
Justin Gilmore by R.E. Thomason & Associates requests Detailed Development Plan approval of a 10,000 sq. ft. +/- office building on 1.47 acres +/- in the Bridgewater Planned Unit Development (PUD) District.

Case No. 1602-CPA-01 [CONTINUED]

Description: The Conservancy Addendum
The Conservancy Task Group requests approval of The Conservancy Addendum, an amendment to the Westfield-Washington Township Comprehensive Plan.

Case No. 1601-ODP-01 & 1601-SPP-01 [CONTINUED]

Description: The Trails
East of Oak Ridge Road, South of SR32
Edge Rock Development, LLC by TERRA Site Development, Inc. requests approval of an Overall Development Plan and Primary Plat for two (2) lots on 13.75 acres +/- in the Trails Planned Unit Development (PUD) District

Case No. 1512-PUD-27 [CONTINUED]

Description: Bridgewater PUD Amendment – Bridgewater Marketplace
Northwest Corner of 146th Street and Gray Road
KRG Bridgewater, LLC by Bose McKinney & Evans LLP requests an amendment to the Bridgewater Planned Unit Development (PUD) District Ordinance to allow a discount store, in excess of 10,000 sq. ft. of gross floor area, but not to exceed 20,000 sq. ft. of gross floor area, within Bridgewater Marketplace.

REPORTS/COMMENTS

Plan Commission Members

City Council Liaison

Board of Zoning Appeals Liaison

Economic and Community Development Department

Motion: Adjourn meeting.

Horkay; T, Smith seconded. Vote: 8-0.

The meeting adjourned at 8:22 p.m.

Randell Graham, President

Andre Maue, Vice President

Matthew S. Skelton, Esq., Secretary

WRITTEN PUBLIC COMMENT

Docket Number: 1606-PUD-13 (Ord. 16-26)
Petitioner: EdgeRock Development, LLC
Request: To expand and amend The Trails Planned Unit Development (PUD) District, consisting of 21.0 acres +/-.

Enclosed Attachments:

1. Naas Email (08/15/16) Linda Naas (161st Street Neighbors)

Kevin M. Todd, AICP

From: Linda Naas <linaas@logickey.com>
Sent: Monday, August 15, 2016 5:41 PM
To: Kevin M. Todd, AICP; APC
Subject: The Trails PUD Amendment - APC, Ordinance 16-26

Kevin and APC:

This document is confusing as it says underlying zoning MF-2 applies except as what is listed in this Ord 16-26 with no mention of Ord 15-27.

Maximum number of units per MF2 in UDO:

10/acre

150 per Project

10 units/structure

We are still opposed to the original Ord 15-27 allowing 300 units.

There is no information on the acreage in the whole project or the Lots A, B, or C as Exhibits are still missing from the proposed Ord 16-26.

Is the floodway buildable? Is it a legal drain or a flood plain?

As Oak Ridge Rd expands, how will the right in-right out for Lot B affect traffic flow on Oak Ridge and SR32?

We don't think this development meets the SR 32 Overlay requirements for use and should be in compliance.

Does the right-in/right out comply with the plan for SR32 Overlay?

Are these the best locations for Crew Carwash (any carwash) or a drive-thru Starbucks based on access and SR32?

Shouldn't access have to be from an outer road with access from an existing street or an internal street to The Trails?

We are opposed to more road cuts on SR32 within the Overlay than already exists as this area is becoming congested as it exists now.

We think all parcels of this PUD should have internal access or existing streets and ask you to remove road cuts to private homes/businesses currently existing on SR32 that will become part of this PUD.

Is this project per UDO 3/4 mile from other MF zoning districts?

With the large increase in the number of MF districts, we believe this part of the UDO should be complied with by The Trails.

How does the City cover costs of Public Safety and how does the School District cover costs if all this is built in a TIF district?

If everything is on the table when an amendment comes forth, then we ask that this PUD come into compliance with the underlying zoning and the SR32 Overlay.

This PUD has existing issues and as they are expanding it, brings these more to light. The changes in Lot A already reflect a change in a short period of time. The Comprehensive Plan and SR32 Overlay should have much more consideration in forming this PUD that will work for the future of Westfield growth. It would appear the plans have been short-sighted and prepared in a hurried manner. The language in the original Ord 15-27 and this amendment Ord 16-26 sometimes contradict one another and are confusing. Please give this PUD Amendment more consideration so that it can stand the test of time, considering many of these PUDs take many years to be built, beyond 10 years even. The lack of planning and adhering to a larger overall plan, creates issues as the PUD builds out, reference the Viking Meadows PUD as an example. For one example, It appears there will be another street crossing the Monon Trail for this PUD, streets that are internal to a PUD which create safety issues.

Thank you for your consideration,

Linda Naas
On behalf of the 161st Street Neighbors