



CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda_07_05_2016

Tuesday, July 05, 2016 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Tuesday, July 05, 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 - June 20, 2016

Documents: [June 20, 2016, Minutes](#)

Review APC Rules & Procedures

ITEMS OF BUSINESS

1606-PUD-06

Open Doors PUD District

19400 Tomlinson Road (Monon Trail Elementary School Campus)

Open Doors of Washington Township, Inc. by Nelson & Frankenberger requests a change in zoning from the AG-SF1: Agriculture / Single-Family Rural District to the Open Doors Planned Unit Development (PUD) District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Building Elevations](#) | [Exhibit 5: Open Doors PUD Ordinance](#) | [Exhibit 6: Neighbor Meeting Summary](#) | [Open Doors PUD Ordinance \(redline version\)](#)

PUBLIC HEARINGS

1607-PUD-11 [PUBLIC HEARING]

Harmony PUD District Amendment (Apartment Area)

Northwest Corner of 146th Street and Ditch Road

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Harmony PUD Ord 12-14](#) | [Exhibit 4: Proposed Ord 16-24](#) | [Petitioner's Presentation Materials](#)

1607-DDP-25 [PUBLIC HEARING]

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](#)

1607-PUD-09 [PUBLIC HEARING]

Liberty Ridge 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.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Building Character Exhibit](#) | [Exhibit 5: Liberty Ridge PUD Ordinance_Ord 16-23](#) | [Exhibit 6: Public Comments](#) | [Neighborhood Meeting Summary](#) | [Petitioner's Presentation Materials](#)

1607-ODP-09 and 1607-SPP-08 [PUBLIC HEARING]

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.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Overall Development Plan](#) | [Exhibit 4: Landscaping Plan](#) | [Exhibit 5: Primary Plat](#) | [Exhibit 6: PUD Ordinance](#)

1607-DDP-23 [PUBLIC HEARING]

Primrose School

14711 North Gray Road

BD Schools Real Estate, LLC by Ice Miller LLP requests approval of a Detailed Development Plan for an expansion of the existing building on 1.63 acres +/- in the Bridgewater Club Planned Unit Development (PUD) District.

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

1607-DDP-24 [PUBLIC HEARING]

Freddy's Frozen Custard

2740 East 146th Street

ICT, LLC requests approval of a Detailed Development Plan for renovations to an

existing building on a 0.87 acre +/- outlot within Cool Creek Village in the SB-PD: Special Business / Planned Development District.

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

1607-DDP-26 [PUBLIC HEARING]

Crew Carwash Canopy

14837 Thatcher Lane

Crew Carwash by Hamilton Designs, LLC requests approval of a Detailed Development Plan for a detached canopy structure on 1.22 acres +/- in the SB-PD: Special Business / Planned Development District.

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

1607-PUD-10 [PUBLIC HEARING]

Big Hoffa's Restaurant 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.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Illustrative Character Exhibits](#) | [Exhibit 5: Ordinance 16-19](#) | [Exhibit 6: Sub-District Addendum](#) | [Neighborhood Meeting Summary](#)

CONTINUED ITEMS

1606-PUD-08 [CONTINUED]

Bridgewater PUD District Amendment (Radrick Professional Building)

Northwest corner of Gray Road and Radrick Drive

Justin Gilmore by R.E. Thomason & Associates requests an amendment for Parcel M3 of the Bridgewater Planned Unit Development (PUD) District.

1606-PUD-07 [CONTINUED]

Harmony 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.

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.

Documents: [Reference Only: Public Comments \(updated 06/30/16\)](#)

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

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.

1512-PUD-27 [CONTINUED]

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

ADJOURNMENT

Westfield-Washington Advisory Plan Commission (APC) held a meeting on Monday, June 20, 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 Robert Smith.

City Staff Present: Jesse Pohlman, Senior Planner; and Brian Zaiger, City Attorney.

Approval of Minutes: June 6, 2016, Meeting Minutes

Motion: Approve the June 6, 2016, minutes.

Motion: R. Smith; Second: T. Smith; Vote: Approved 8-0.

Pohlman reviewed the meeting rules and procedures.

ITEMS OF BUSINESS

Case No. 1606-DDP-21

Description: Urban Vines
303 East 161st Street
Noah Herron of Urban Vines, LLC requests approval of a Detailed Development Plan for a vineyard and winery on 5 acres +/- in the AG-SF1; Agriculture/Single Family Rural District.

Pohlman presented an overview of the petition, as outlined in the Department report, and noted the revisions in response to the comments from the public hearing.

Schmitz inquired for clarification that the waiver requested for the external path would be a delay in the installation while the request for the internal sidewalk was to not install it indefinitely.

Pohlman confirmed.

Maue commented the changes to the architecture make the building more appealing.

Motion: Approve petition 1606-DDP-21 and the requested subdivision control waivers from:

- 1) Article 8.7(D) Perimeter/External Pedestrian Network Standards: All developments shall participate in the establishment or improvement to the pedestrian network along Streets adjacent to its perimeter in accordance with UDO standards.

- 2) Article 8.7(C)(4) Internal Pedestrian Network Standards: Connector sidewalks shall be provided from the sidewalk or path adjacent to the Street to the front entrance of all non-residential structures.

With the condition the property owner shall install the multi-purpose path along the property's 161st Street frontage by July 1, 2021, or prior to the issuance of a Certificate of Occupancy for a building on the property, whichever occurs later.

And with the following findings for the requested waivers:

- 1) The proposed development represents an innovative use of site design, site access design, site circulation design, building orientation, building materials, and landscaping which will enhance the use or value of area properties.
- 2) The proposed development will not be injurious to the public health, safety, morals or general welfare of the community.
- 3) The strict application of the Ordinance standard will result in a development of the real estate which is undesirable when compared with the proposed development.
- 4) The proposed development is consistent with and compatible with other development located in the area.
- 5) The proposed development is consistent with the intent and purpose of the Comprehensive Plan.

Motion: Schmitz; Second: Maue; Vote: 8-0.

CONTINUED ITEMS

Case No. 1606-PUD-06 [CONTINUED]

Description: Open Doors PUD District
19400 Tomlinson Road (Monon Trail Elementary School Campus)
Open Doors of Washington Township, Inc. by Nelson & Frankenger requests a change in zoning from the AG-SF1: Agriculture/Single-Family Rural District to the Open Doors Planned Unit Development (PUD) District.

Case No. 1606-PUD-07 [CONTINUED]

Description: Harmony PUD District Amendment (Mixed-Use District)
Northwest Corner of 146th Street and Ditch Road
TMC Developers, LLC by Nelson & Frankenger requests an amendment to the Mixed-Use District of the Harmony Planned Unit Development (PUD) District.

Case No. 1606-PUD-07 [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. 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; Day seconded. Vote: 8-0.

The meeting adjourned at 7:12 p.m.

Randell Graham, President

Andre Maue, Vice President

Matthew S. Skelton, Esq., Secretary



Petition Number: 1607-DDP-26
Subject Site Address: 14837 Thatcher Lane
Petitioner: Crew Carwash by Hamilton Designs, LLC
Request: Detailed Development Plan review of a detached canopy structure.
Current Zoning: SB-PD: Special Business/Planned Development District
Current Land Use: Carwash
Approximate Acreage: 1.22 acres+/-
Exhibits:
1. Staff Report
2. Location Map
3. Site Plan
4. Elevations
5. Landscape Plan
Staff Reviewer: Amanda Rubadue, Associate Planner

PROCEDURAL

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

PROJECT DESCRIPTION

The applicable zoning district is SB-PD: Special Business/Planned Development District. The project is for the construction of a detached canopy structure for an existing carwash.

The petition was reviewed by the Technical Advisory Committee at its June 21, 2016, meeting. The petition has been properly noticed for a public hearing at the Advisory Plan Commission's July 5, 2016, meeting.

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

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

- 1) Area map insert showing the general location of the site referenced to Streets, section lines and alternative transportation plan system, as well as the Zoning District and use of adjacent property.



Comment: Plans will comply once renamed Detailed Development Plan and zoning information is included on the vicinity map.

- 2) Address and legal description of the property.

Comment: Plans will comply once legal description is included on the development plan.

- 3) Boundary lines of the property including all dimensions.

Comment: Plans will comply once dimensions of the property are included.

- 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.

Comment: Plans will comply once the above information is included for Thatcher Lane and US Highway 31.

- 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.

Comment: Plans will comply once dimensions of existing building are included.

- 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.



Comment: Petitioner is coordinating with the Public Works Department and utility providers.

- 15) Identify buildings proposed for demolition.
- 16) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- 17) Use of each Lot and/or building by labeling, including approximate density or size of proposed uses and buildings (e.g., number of parking spaces, Dwelling Units, Gross Floor Area, Living Area).

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

The plans comply, as modified by Variance, except for those items identified as outstanding below:

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

- 18) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
- 19) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- 20) Management of traffic will be in a manner that creates conditions favorable to health, safety, convenience, and the harmonious development of the community such that:
 - a) The design and location of proposed street and highway access points shall minimize safety hazards and congestion.
 - b) The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 - c) The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.

Comment: Petitioner is coordinating with the Public Works Department.

- 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.

Comment: Petitioner is coordinating with the Public Works Department and utility providers.

DISTRICT STANDARDS

The plans comply with Article 4.5 (SF2 District) as modified by Variance.

- 22) Minimum Lot Area: 3 acres
- 23) Minimum Lot Frontage: 250 feet
- 24) Minimum Building Setback Lines:
 - a) Front Yard: 100 feet along Expressway or Arterial
 - b) Side Yard: 30 feet
 - c) Rear Yard: 30 feet
- 25) Minimum Lot Width: No minimum
- 26) Maximum Building Height: Two and one-half (2 ½) stories
- 27) Performance Standards (see Article 6.15)

DEVELOPMENT STANDARDS (Chapter 6 of UDO)

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

- 28) Accessory Use and Building Standards (Article 6.1)
- 29) Architectural Standards (Article 6.3 (D))

Comment: Plans will comply once dimensioned elevations are included.

- 30) Building Standards (Article 6.4)
- 31) Fence Standards (Article 6.5)
- 32) Height Standards (Article 6.6)
- 33) Landscaping Standards (Article 6.8)
- 34) 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.

Comment: Plans will comply once cut-sheets are included for any additional light fixture proposed.

- 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.

Comment: Plans will comply once note is added stating this requirement on the Lighting Plan, if applicable.

35) Lot Standards (Article 6.10)

36) Parking and Loading Standards (Article 6.14)

37) Setback Standards (Article 6.16)

38) Vision Clearance Standards (Article 6.19)

39) Yard Standards (Article 6.21)

DESIGN STANDARDS (Chapter 8 of UDO)

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

40) Easement Standards (Article 8.3)

Comment: Petitioner is coordinating with the Public Works Department and utility providers.

41) Pedestrian Network Standards (Article 8.7)

42) Storm Water Standards (Article 8.8)

Comment: Petitioner is coordinating with the Public Works Department.

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

44) Surety Standards (Article 8.12)

Comment: Petitioner is coordinating with the Public Works Department.

45) Utility Standards (Article 8.13)

Comment: Petitioner is coordinating with the Public Works Department and utility providers.



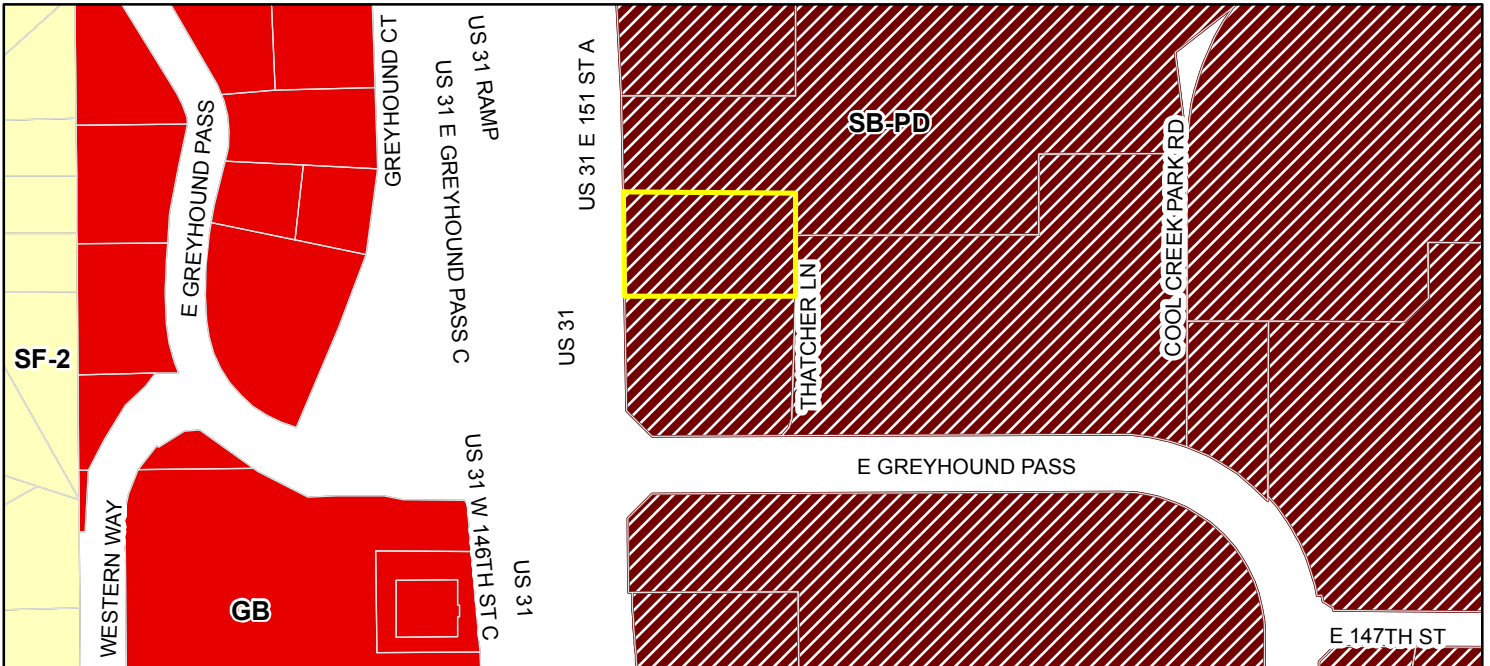
DEPARTMENT COMMENTS

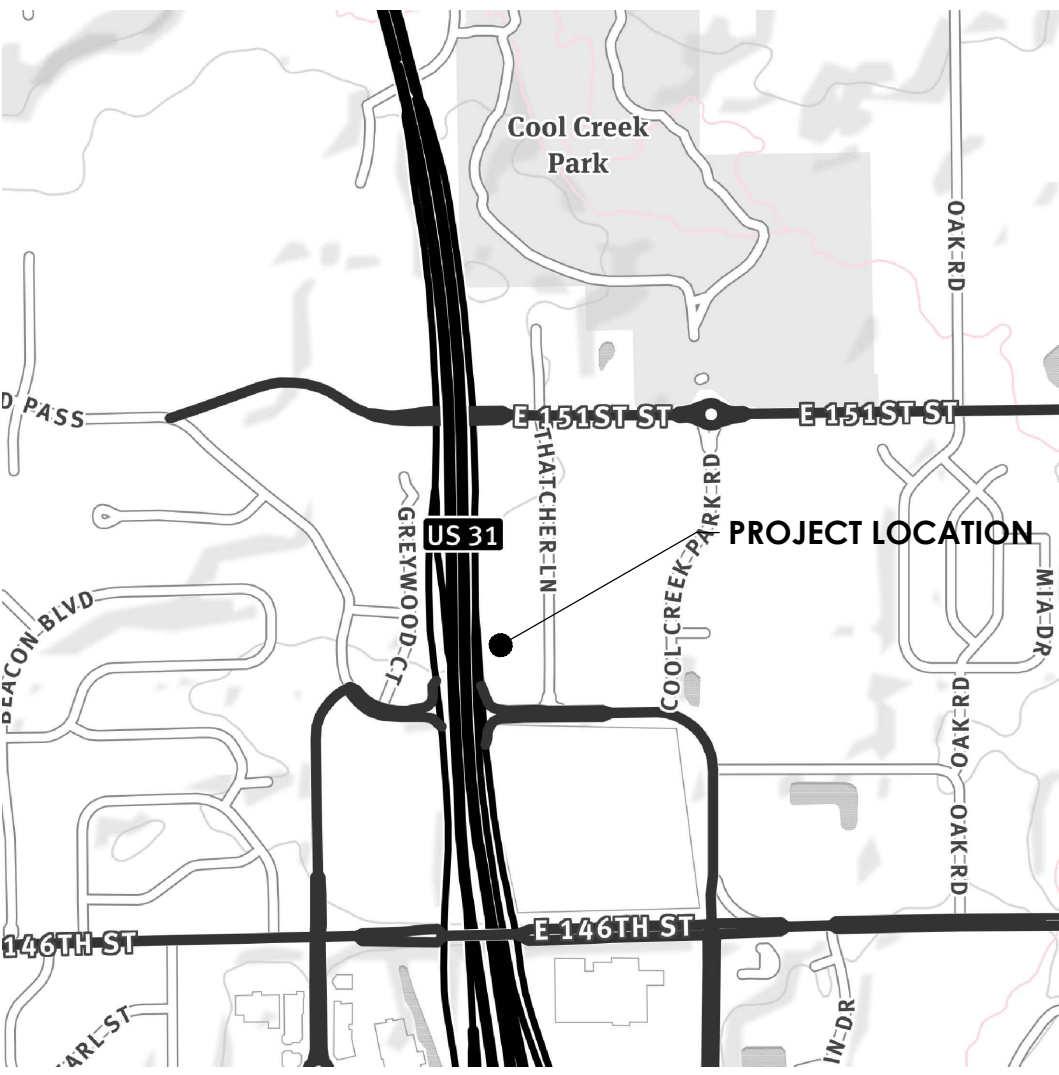
1. **ACTION:** Hold a public hearing at the July 5, 2016, APC meeting.
2. The petitioner will make necessary revisions to the proposal based on Plan Commission comments, public comments and additional Department comments, prior to the Plan Commission's further consideration.
3. If any APC member has questions prior to the public hearing, then please contact Amanda Rubadue at 317.432.6663 or arubadue@westfield.in.gov.

Aerial Location Map



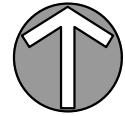
Zoning Map





VICINITY MAP
WESTFIELD, INDIANA

1" = 1,000'



NOTES

- ALL RADI AND OTHER DIMENSIONS FOR 6" STANDING CURB AND CONCRETE CURB AND WALK ARE TO THE FACE OF CURB AND/OR EDGE OF WALK.
- ALL DIMENSIONS ARE TO OUTSIDE FACE OF BRICK OR FACING MATERIAL, WHERE APPLICABLE.
- SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.
- IT SHALL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO VERIFY ALL EXISTING UTILITIES AND CONDITIONS PERTAINING TO HIS PHASE OF WORK. IT SHALL ALSO BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE OWNERS OF THE VARIOUS UTILITIES FOR PROPER STAKE LOCATIONS FOR EACH UTILITY BEFORE WORK IS STARTED. THE CONTRACTOR SHALL NOTIFY IN WRITING THE OWNER OR THE ENGINEER OF ANY CHANGES, OMISSIONS, OR ERRORS FOUND ON THESE PLANS OR IN THE FIELD BEFORE WORK IS STARTED OR RESUMED.
- ALL SIDEWALK CURB AND GUTTER STREET PAVING, CURB CUTS, DRIVEWAY APPROACHES, HANDICAP RAMP, ETC., CONSTRUCTED OUTSIDE THE PROPERTY LINE IN THE RIGHT-OF-WAY SHALL CONFORM TO ALL MUNICIPAL AND/OR STATE SPECIFICATIONS AND REQUIREMENTS.
- FOR AREAS OUTSIDE THE PROPERTY LINES, REPAIR AND/OR REPLACE ALL DAMAGE DONE TO EXISTING ELEMENTS (SIDEWALKS, PAVING, LANDSCAPING, ETC.) AS REQUIRED BY OWNER AND/OR GOVERNING AUTHORITY.
- EDGE OF NEW PAVEMENT TO BE FLUSH WITH EXISTING PAVEMENT.
- SIDEWALK EXPANSION JOINTS ARE TO BE PLACED AT ALL WALK INTERSECTIONS AND BETWEEN WALKS AND PLATFORMS. SIDEWALK SCORES AND CONTROL JOINTS ARE TO BE EQUALLY SPACED BETWEEN EXPANSION JOINTS AND PERPENDICULAR TO SIDEWALKS AT 5' INTERVALS OR LESS WITH AN EXPANSION JOINT EVERY 30' OR LESS.
- PARKING SPACE STRIPES SHALL BE 4 INCHES WIDE. YELLOW OR WHITE STRIPES SHALL BE PROVIDED AT OWNER'S PREFERENCE UNLESS OTHERWISE SHOWN.
- UNLESS OTHERWISE SHOWN, PERMANENT SIGNS SHALL BE MOUNTED ON A SINGLE U-CHANNEL DRIVE POST DRIVEN 42 INCHES BELOW GRADE. THE BOTTOM EDGE OF THE SIGN SHALL BE 6 FEET ABOVE THE NEAREST PAVEMENT EDGE ELEVATION.
- ALL EXCAVATED AREAS TO BE SEEDED AND/OR SODDED AFTER FINISH GRADING UNLESS OTHERWISE NOTED. ALL NEWLY SODDED/SEEDED AREAS SHALL HAVE A MINIMUM OF 4" OF TOPSOIL. HOLD SOIL DOWN 1" FROM PAVEMENT ELEVATION. CONTRACTOR TO SUPPLY STRAW MULCH WHERE GRASS SEED HAS BEEN PLANTED.
- RESURFACE OR RECONSTRUCT AT LEAST TO ORIGINAL CONDITIONS ALL AREAS WHERE TRAFFIC BY CONTRACTORS, SUBCONTRACTORS OR SUPPLIERS HAVE DAMAGED EXISTING PAVEMENT, LAWNS OR OTHER IMPROVEMENTS DURING CONSTRUCTION, AFTER CONSTRUCTION WORK IS COMPLETE.
- ALL UTILITY TRENCHES WITHIN 5 FEET OF PAVEMENT SHALL BE COMPLETELY BACKFILLED WITH GRANULAR BACKFILL.
- FOR PROPOSED UTILITY LOCATIONS, SEE THE UTILITY PLAN.
- TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION TO CONFORM TO APPLICABLE LOCAL AND STATE STANDARDS.
- ALL CONSTRUCTION METHODS AND MATERIALS MUST CONFORM TO CURRENT STANDARDS AND SPECIFICATIONS OF THE FEDERAL, STATE, COUNTY, CITY, OR LOCAL REQUIREMENTS, WHICHEVER HAS JURISDICTION.
- ALL CONSTRUCTION ACTIVITY ON THIS SITE TO BE PERFORMED IN COMPLIANCE WITH APPLICABLE O.S.H.A. STANDARDS FOR WORKER SAFETY.
- ALL SIDEWALKS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2.0% (1:50) AND A MAXIMUM RUNNING SLOPE OF 5.0% (1:20). ALL ACCESSIBLE PARKING AND LOADING AREAS SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
- ALL ACCESSIBLE CURB RAMPS SHALL BE BUILT IN COMPLIANCE WITH CURRENT ADA GUIDELINES.

INFORMATION

PARCEL NUMBER: 09-10-18-00-01-003.000
ZONING DISTRICT: SB-PD, SPECIAL BUSINESS PLANNED DEVELOPMENT DISTRICT
LOT AREA: 1.22 ACRES
CANOPY AREA: 1,122 FT²
ADJOINER ZONING:
NORTH SB-PD, SPECIAL BUSINESS-PLANNED DEVELOPMENT DISTRICT
SOUTH SB-PD, SPECIAL BUSINESS-PLANNED DEVELOPMENT DISTRICT
EAST SB-PD, SPECIAL BUSINESS-PLANNED DEVELOPMENT DISTRICT
WEST GB, GENERAL BUSINESS DISTRICT
SUBMITTING FIRM: HAMILTON DESIGNS, LLC
REVIEW COMMENTS CONTACT: MICHAEL THOMPSON, PE
11988 FISHERS CROSSING DRIVE
SUITE 154
FISHERS, INDIANA 46038
EXISTING/PROPOSED USE: CARWASH (CREW CARWASH)

LEGEND OF EXISTING FEATURES

---	PROPERTY LINE	+	BENCHMARK
—R/W—	RIGHT-OF-WAY LINE	○	MONUMENT
---	SETBACK LINE	△	SECTION CORNER
---	EASEMENT	□	TRANSFORMER
---	SECTION LINE	⊕	ELECTRIC METER
---	CENTERLINE	⊕	ELECTRIC MANHOLE
---	INTERMEDIATE CONTOUR	⊕	POWER POLE GUY WIRE
---	INDEX CONTOUR	⊕	LIGHT POLE
---	TELEPHONE UNDER GR.	⊕	PARKING LOT LIGHTS
---	TELEPHONE OVERHEAD	⊕	TELEPHONE PEDESTAL
---	FIBER OPTIC SERVICE	⊕	TELEPHONE MANHOLE
---	GAS SERVICE	⊕	FIBER OPTIC PEDESTAL
---	POWER UNDERGROUND	⊕	TRAFFIC POLE MANHOLE STOP LIGHT
---	POWER OVERHEAD	⊕	GAS METER
---	WATER SERVICE	⊕	GAS VALVE
---	SANITARY SEWER	⊕	STORM MANHOLE
---	STORM SEWER	⊕	SANITARY MANHOLE
---	POND NORMAL POOL	⊕	STORM INLETS
---	EX. FLOWLINE	⊕	STORM ENDSECTION
---	CHAIN LINK FENCE	⊕	CLEAN-OUT DOWNSPOUT
---	FARM FENCE	⊕	FIRE HYDRANTS
---	WOOD FENCE	⊕	FIRE VALVE
---	IRON FENCE RAILING	⊕	WATER METER
---	BUILDING STRUCTURE	⊕	WATER VALVES
---	EX. BUILDING OVERHEAD	⊕	POST INDICATOR VALVE
---	RIM	⊕	FIRE DEPARTMENT CONN.
---	INV.	⊕	SIGNS
---	FFE	⊕	MAILBOX
---		⊕	ADA PARKING
---		⊕	PARKING COUNT
---		⊕	TREES
---		⊕	SHRUB
---		⊕	SPOT GRADE

SITE PLAN LEGEND - PROPOSED

A	NOT USED
B	NOT USED
C	NOT USED
D	NOT USED
E	PAVEMENT STRIPING, 4" SOLID
F	NOT USED
G	NOT USED
H	NOT USED

FLOOD NOTE

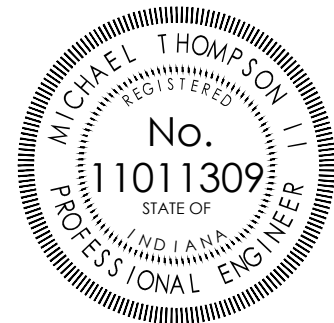
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SURVEY AND UTILITY DISCLAIMER

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REVISION BLOCK



Michael Thompson

DATE
06/01/2016

DRAWN BY
AMT

CHECKED BY
MAT

HAMILTON
DESIGNS
A LIMITED LIABILITY COMPANY

11988 Fishers Crossing Drive, Suite 154
Fishers, Indiana 46038
P. (317) 750-6466
www.hamilton-designs.com

CONSTRUCTION PLANS FOR:

CREW CARWASH | NO. 15

14837 Thatcher Lane
Westfield, Indiana 46032

CREW CARWASH

10251 Hague Road
Indianapolis, Indiana 46256

PROJECT NO.
2016-122

DATE
06/01/2016

SCALE
1" = 20'

SHEET NAME
SITE PLAN

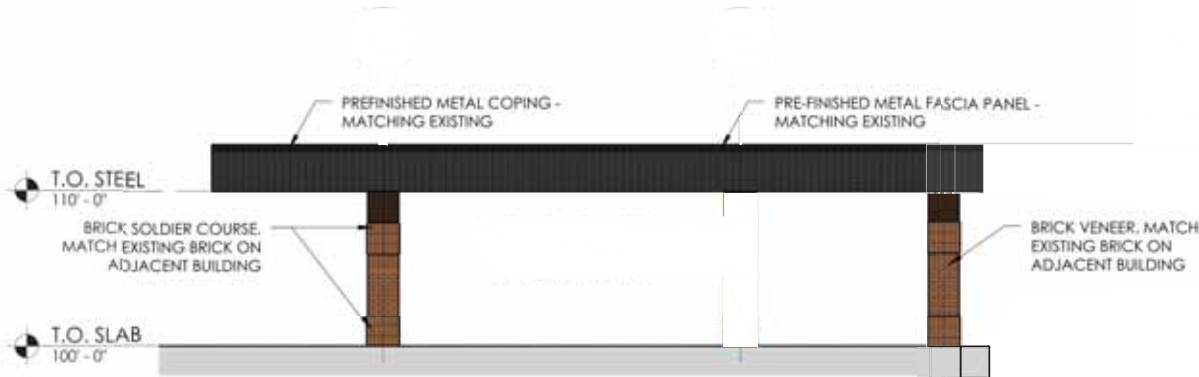
SHEET NO.

CS-101

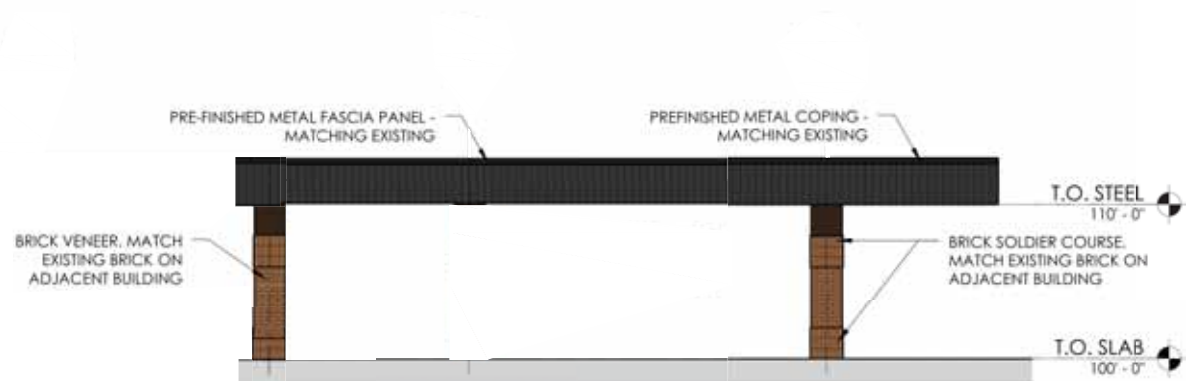


Know what's below.
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SCALE: 1" = 20'



BUILDING ELEVATION



BUILDING ELEVATION

EXTERIOR ELEVATIONS

CREW CARWASH, INC.
14837 THATCHER LANE
WESTFIELD, INDIANA 46032

150409-10000
1/8" = 1'-0"







**Unlimited
Club**



Early Bird

Unleashed	\$1.15
Midwest	\$1.13
Country	\$1.11
Country	\$1.09

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7000

Open Daily
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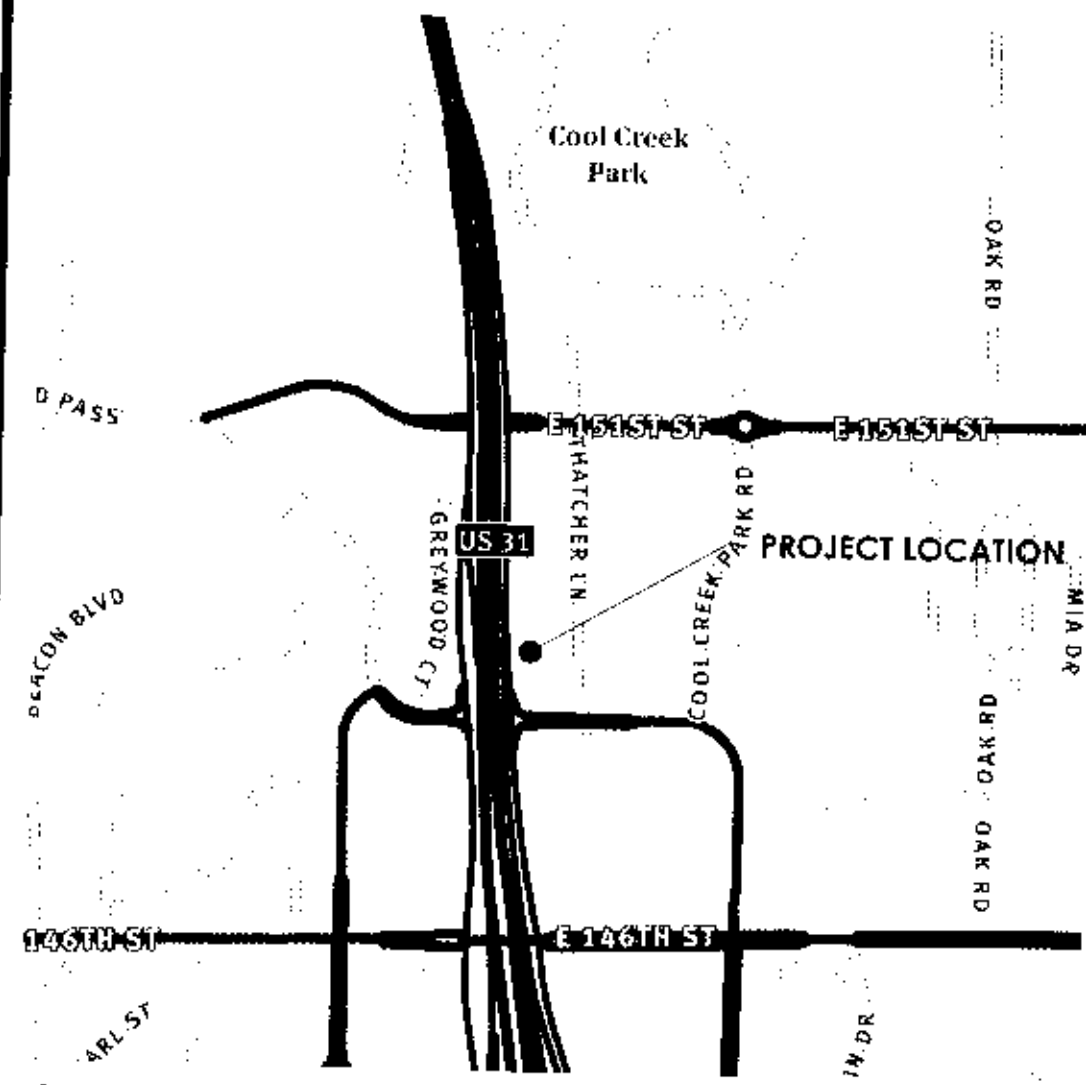
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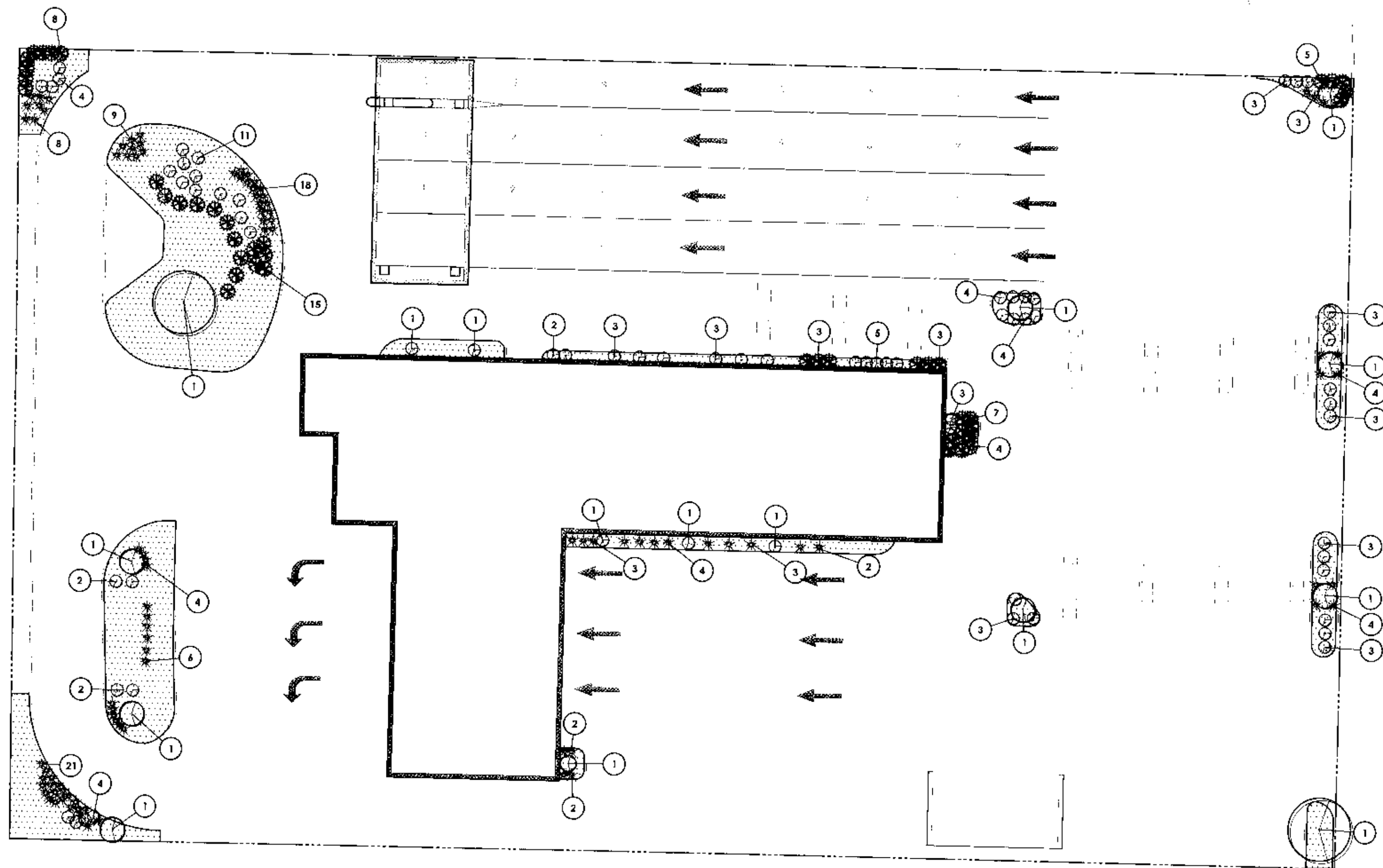






VICINITY MAP
WESTFIELD, INDIANA

1" = 1,000'



LEGEND OF EXISTING FEATURES

---	PROPERTY LINE	✓	BENCHMARK
---	R/W	---	MONUMENT
---	SETBACK LINE	---	SECTION CORNER
---	EASEMENT	---	TRANSFORMER
---	SECTION LINE	---	HVAC
---	CENTERLINE	---	ELECTRIC METER
---	INTERMEDIATE CONTOUR	---	ELECTRIC MANHOLE
---	INDEX CONTOUR	---	POWER POLE GUY WIRE
---	TELEPHONE UNDER GR.	---	LIGHT POLE
---	TELEPHONE OVERHEAD	---	PARKING LOT LIGHTS
---	FIBER OPTIC SERVICE	---	TELEPHONE PEDESTAL
---	GAS SERVICE	---	TELEPHONE MANHOLE
---	POWER UNDERGROUND	---	FIBER OPTIC PEDESTAL
---	POWER OVERHEAD	---	TRAFFIC POLE
---	WATER SERVICE	---	MANHOLE STOP LIGHT
---	SANITARY SEWER	---	GAS METER
---	STORM SEWER	---	GAS VALVE
---	POND NORMAL POOL	---	STORM MANHOLE
---	EX. FLOWLINE	---	SANITARY MANHOLE
---	CHAIN LINK FENCE	---	STORM INLETS
---	FARM FENCE	---	STORM ENDSECTION
---	WOOD FENCE	---	CLEAN-OUT
---	IRON FENCE RAILING	---	DOWNSPOUT
---	BUILDING STRUCTURE	---	FIRE HYDRANTS
---	EX. BUILDING OVERHEAD	---	FIRE VALVE
---	RIM ELEVATION	---	WATER METER
---	INVERT ELEVATION	---	WATER VALVES
---	FINISHED FLOOR ELEVATION	---	POST INDICATOR VALVE
---		---	FIRE DEPARTMENT CONN.
---		---	SIGNS
---		---	MAIL BOX
---		---	ADA PARKING
---		---	PARKING COUNT
---		---	TREES
---		---	SHRUB
---		---	SPOT GRADE

LANDSCAPE PLAN LEGEND

■	DECORATIVE STONE MULCH
○	CANOPY TREE
○	3" CALIPER DECIDUOUS TREE
●	EVERGREEN SHRUB
○	DECIDUOUS SHRUB
★	ORNAMENTAL GRASS

PLANT COUNT

Key	Quantity
UNDERSTORY TREES	2
ORNAMENTAL TREES	9
DECIDUOUS SHRUBS	70
EVERGREEN SHRUBS	42
ORNAMENTAL GRASS	103

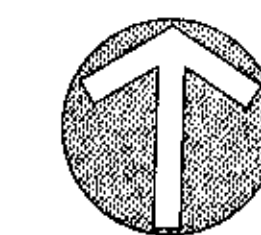
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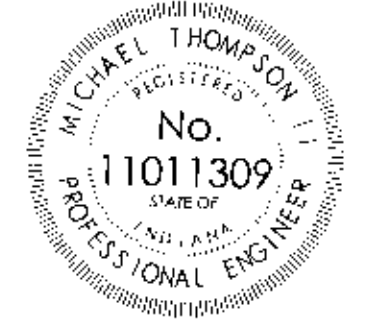
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SCALE 1" = 20'

REVISION BLOCK



Michael Thompson

DATE
04/26/2016

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AMT

CHECKED BY
MAT

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PROJECT NO.
2016-122

DATE
04/28/2016

SCALE
1" = 20'

SHEET NAME
**LANDSCAPE
PLAN**

SHEET NO.

LP-101



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WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 5, 2016
1607-PUD-11
Exhibit 1

Docket Number: 1607-PUD-11 (Ordinance No. 16-24)

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

Request: An amendment to the Mixed Use District (Area A: Apartment Area) of the Harmony Planned Unit Development (PUD) District.

Current Zoning: Harmony PUD District Ord. 12-14

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-DDP-25 Detailed Development Plan (pending)

Exhibits:

1. Staff Report
2. Location Map
3. Harmony PUD Ord. 12-14
4. Proposed Amendment Ord. 16-24

Staff Reviewer: Jesse M. Pohlman, Senior Planner

PETITION HISTORY

An amendment for the Mixed Use District of the Harmony PUD District was filed as petition 1606-PUD-07 (Ordinance 16-12) (the "Original Petition"). The Original Petition was introduced at the May 9, 2016, City Council meeting and received a public hearing at the June 6, 2016, Plan Commission meeting.

Since the public hearing, the petitioners have chosen to split the Original Petition as it relates to the apartment area ("Area A") and the commercial area ("Area B" and "Area C") (see Project Overview below). As such, the Original Petition has been amended to remove Area A. The Original Petition, as it now only pertains to the commercial area (Area B and C), will be further considered separately from this petition. This petition (1607-PUD-11) only applies to Area A.

An accompanying Detailed Development Plan (1607-DDP-25) for Area A has also been filed and is scheduled for a public hearing at the July 5, 2016, Plan Commission meeting.

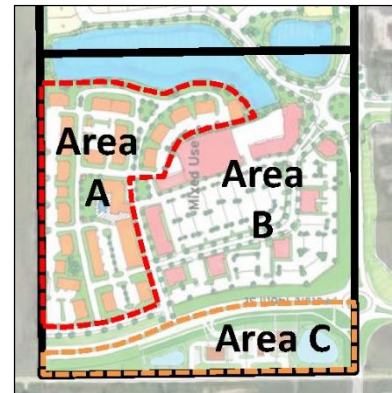
Although the public hearing for the Original Petition included the substance of this petition, the Department recommends the Plan Commission hold a combined public hearing for the Detailed Development Plan and this petition.

PROJECT OVERVIEW

Project Location: The petitioner is requesting an amendment to the Harmony Planned Unit Development (PUD) District (the “PUD District”) for the 11.89 acres+/- located on the north side of 146th Street, west of Ditch Road (see **Exhibit 2**).

The subject property encompasses “Area A” of the PUD District, a part of the “Mixed Use District”. The PUD Ordinance establishes the MF2: Multi-Family Medium Density District as the underlying zoning district for Area A.

Property History: The property is zoned the Harmony PUD District (Ord. 12-14) (the “PUD Ordinance”). 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. In April 2016, the secondary plat (1606-SFP-16) was filed for the Mixed Use District, which is currently being reviewed and is pending.

In June 2016, the petitioner filed an accompanying detailed development plan (1607-DDP-25) for the proposed apartment development which is scheduled for a public hearing at the July 5, 2016, Plan Commission meeting.

AMENDMENT REQUEST

The petitioner requests this amendment to address the following:

Minimum Building Setbacks: The proposed amendment reduces the side yard setback along the east property line for the dumpster enclosure from twenty (20) feet to five (5) feet.

Multi-family Garage Spaces: The PUD Ordinance requires that a minimum of garage parking spaces shall be equal to 60% of the number of dwelling units. The amendment proposes to reduce that requirement to 50% (for example with the proposed detailed development plan, 154 garage spaces would be required; the amendment would require 129 garage spaces).

Sign Standards: The PUD Ordinance defaults to the UDO for the applicable sign standards. Due to the design of access along 146th Street and the general circulation patterns for the Mixed Use District, the proposed amendment permits a blade (or projecting) sign to be located on the proposed multi-family clubhouse along Area A’s 146th Street frontage.

Landscape Buffer Yard: With respect to Area A, the PUD Ordinance defaults to the UDO’s landscaping standards with the exception of the External Street Frontage Landscaping Requirements. Article 6.8(N)(4) and (5) of the UDO provides that a buffer yard type “Buffer B

(medium)” is required for multi-family uses abutting adjacent AG-SF1 District properties. As a result, the UDO’s “Buffer B” would apply along Area A’s west property line. The amendment proposes a modified UDO “Buffer A” apply instead along the west property line.

	UDO’s Buffer B (current standard)	UDO’s Buffer A	Proposed Amendment
Minimum Width	40 feet	30 feet	20 feet
Shade Trees	4 per 100 feet	3 per 100 feet	Buffer A
Evergreen Trees	4 per 100 feet	3 per 100 feet	Buffer A
Shrubs	10 per 100 feet	10 per 100 feet	Buffer A
Mound	4’ tall undulating	no mound	Buffer A

Comprehensive Plan: As summarized in the original zoning of the PUD District, the Future Land Use Map in the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”) identifies the property as “New Suburban”.

PROCEDURAL

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

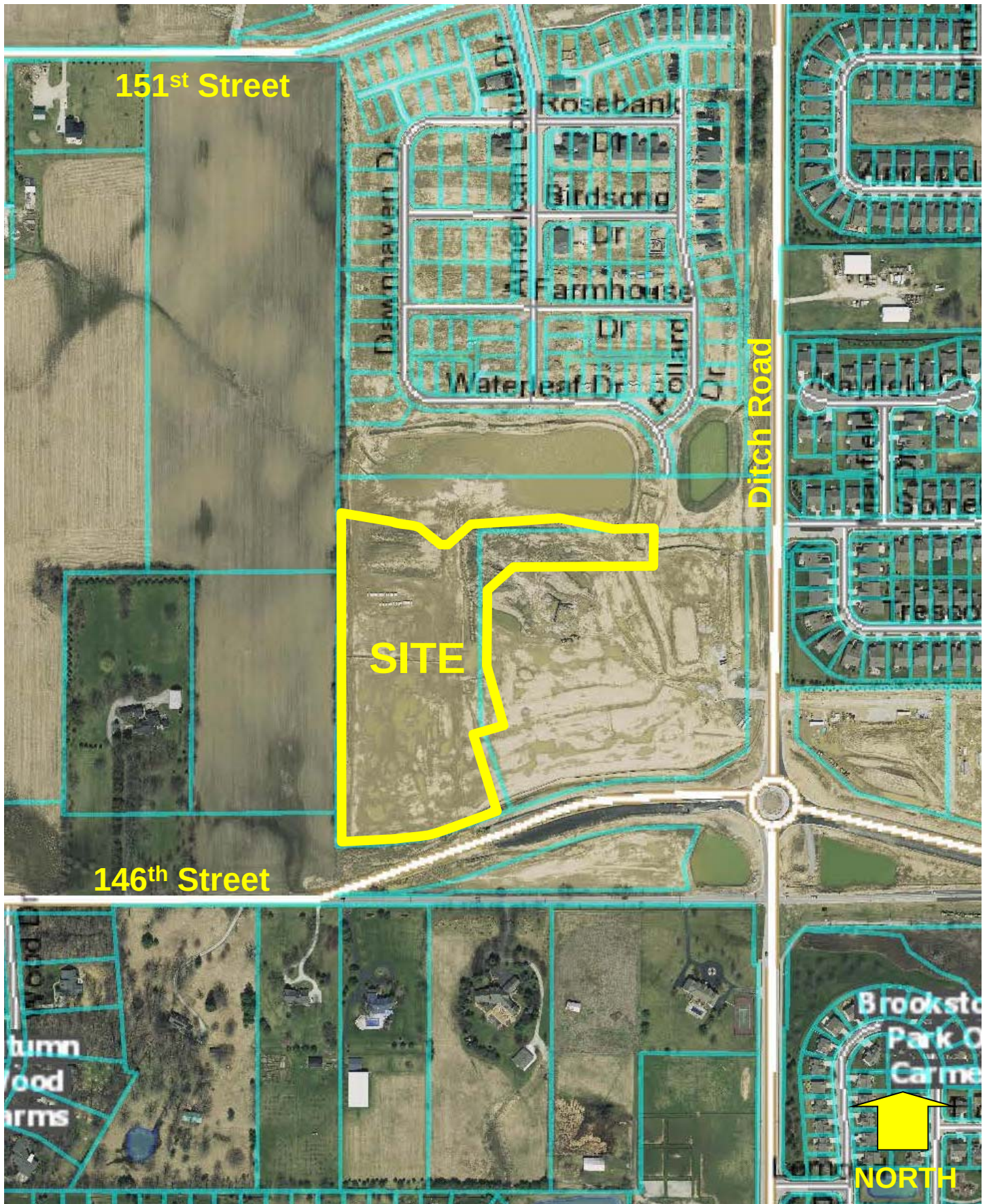
Statutory Considerations:

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:** Hold a combined public hearing with the accompanying Detailed Development Plan (1607-DDP-25) at the July 5, 2016, Plan Commission meeting.
2. **Recommendation:** Subject to comments as a result of the public hearing, the Department recommends forwarding this petition 1607-PUD-11 (Ordinance No. 16-24) to the Council.
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

ORDINANCE 12-14

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

This is a planned unit development ordinance (the "Ordinance") to amend the Westfield-Washington Township 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., as amended.

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

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (Docket 1205-PUD-05), filed with the Commission requesting an amendment to the Zoning Ordinance and to the Zoning Map;

WHEREAS, the Commission forwarded Docket 1205-PUD-05 to the Westfield City Council with a favorable recommendation in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505; and,

WHEREAS, the Secretary of the Commission certified the action of the Commission to the City Council on December 4, 2012;

WHEREAS, the Westfield City 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 WESTFIELD CITY COUNCIL
THAT THE ZONING ORDINANCE AND ZONING MAP BE AMENDED AS
FOLLOWS:**

Section 1. Development of the Real Estate shall be governed by the provisions of the Zoning Ordinance 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 are hereby rescinded as applied to the Real Estate and shall be superseded by the terms of this Ordinance.

Section 2. This Ordinance shall be in full force and effect in accordance with Indiana law, upon the passage of any applicable waiting periods, all as provided by the laws of the State of Indiana. All Zoning Ordinances or parts thereof that are in conflict herewith are hereby inapplicable to the Real Estate. To the extent that this Ordinance conflicts with the terms of any previously adopted Zoning Ordinance, or part thereof, the terms of this Ordinance shall prevail.

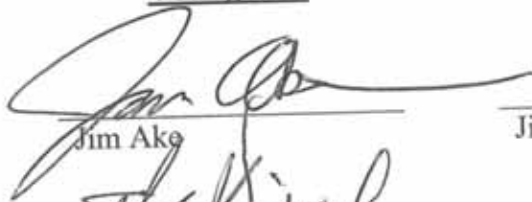
ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF WESTFIELD,
HAMILTON COUNTY, INDIANA, THIS 14 DAY OF January, 2013.

WESTFIELD CITY COUNCIL
HAMILTON COUNTY, INDIANA

Voting For:

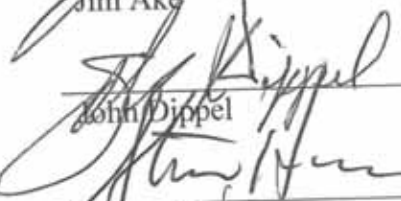
Voting Against:

Abstain


Jim Ake

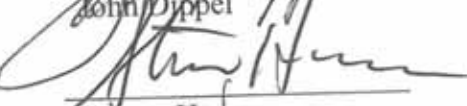
Jim Ake

Jim Ake


John Dippel

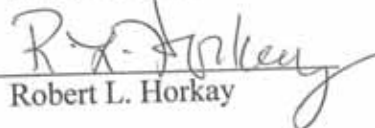
John Dippel

John Dippel


Steven Hoover

Steven Hoover

Steven Hoover


Robert L. Horkay

Robert L. Horkay

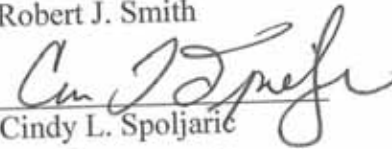
Robert L. Horkay

Robert J. Smith

Robert J. Smith

Robert J. Smith

Cindy L. Spoljaric


Cindy L. Spoljaric

Cindy L. Spoljaric

Robert W. Stokes

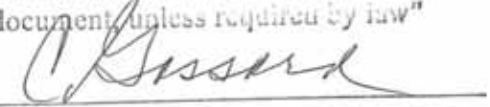

Robert W. Stokes

Robert W. Stokes

ATTEST:


Cindy J. Gossard, Clerk-Treasurer

"I affirm, under the penalties of perjury,
that I have taken reasonable care to redact
each Social Security Number in this
document, unless required by law"


Signed

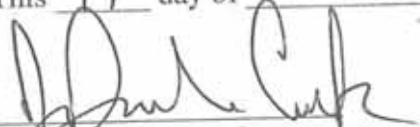
I hereby certify that ORDINANCE 12-14 was delivered to the Mayor of Westfield on the

16th day of January, 2013, at 9:00 a.m.


Cindy J. Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE 12-14 I hereby VETO ORDINANCE 12-14

This 17th day of January, 2013.


J. Andrew Cook, Mayor

This _____ day of _____, 2013.

J. Andrew Cook, Mayor

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. Bryan D. Stumpf

Prepared by: Bryan D. Stumpf, ASLA, AICP, 11th Street Development
7378 N 550 E, Lebanon, IN 46052 (317) 721-8279

HARMONY PUD TABLE OF CONTENTS

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ARTICLE 1. GENERAL PROVISIONS

Section 1.1. Applicability. This Harmony PUD Ordinance (the "Ordinance") applies to the subject real estate more particularly described in Exhibit A attached hereto (the "Real Estate").

Section 1.2. Districts. There are two districts within the Ordinance as illustrated in Exhibit B attached hereto (the "District Map").

- A. The underlying zoning district for Area A within the Mixed Use District shall be the MF-2 – Multi-Family 2 District (the "MF-2 District"). Except as modified, revised, supplemented or expressly made inapplicable by this Ordinance, the standards of the Zoning Ordinance applicable to the MF-2 District shall apply to Area A within the Mixed Use District of this Ordinance.
- B. The underlying zoning district for Area B and Area C within the Mixed Use District shall be the LB – Local Business District (the "LB District"). Except as modified, revised, supplemented or expressly made inapplicable by this Ordinance, the standards of the Zoning Ordinance applicable to the LB District shall apply to Area B and Area C within the Mixed Use District of this Ordinance.
- C. The underlying zoning district for the Single Family Residential District shall be the SF-4 – Residential District (the "SF-4 District"). Except as modified, revised, supplemented or expressly made inapplicable by this Ordinance, the standards of the Zoning Ordinance applicable to the SF-4 District shall apply to the Single Family Residential District of this Ordinance.

Section 1.3. Open/Green Space. A minimum of 69 acres of Open/Green Space shall be provided throughout the Real Estate. Development amenities as required in Section 2.4, N and Section 3.3, B and Active Recreation facilities shall be included as Open/Green Space for the purposes of calculating the quantity of Open/Green Space provided. Any Open/Green Space, Green Belt Space, or Green Space Area requirement in the Zoning Ordinance or in the Harmony PUD Ordinance shall apply toward the Open/Green Space requirement.

Section 1.4. The Real Estate shall develop in a manner substantially similar to the layout shown in Exhibit C-1 - Illustrated Site Development Plan.

Section 1.5. The Real Estate is expected, but is not bound, to develop in the order of the sections identified in Exhibit D - Construction Phasing Plan.

ARTICLE 2. MIXED USE DISTRICT

The underlying zoning of Area A within the Mixed Use District shall be the MF-2 District in the Zoning Ordinance. The underlying zoning of Area B and Area C within the Mixed Use District shall be the LB District in the Zoning Ordinance. Said underlying zoning classifications, except as modified in this Article, shall govern the use and development of the Mixed Use District. The purpose of this Mixed Use District is to allow multifamily residential uses and commercial development.

Section 2.1. General Requirements. The following general requirements apply to the Mixed Use District.

- A. Parking may be permitted within the area between the right-of-way and building setback line.
- B. A planting buffer shall be provided on any yard that abuts a residential area external to the Real Estate in accordance with the Landscaping Standards of this Ordinance, unless otherwise provided in Article 5.
- C. Pedestrian connections shall be provided between buildings and parking areas via pavement striping and sidewalks.
- D. Sidewalk connections a minimum of five (5) feet in width shall be made between buildings and sidewalks/paths within the rights-of-way closest to the buildings.
- E. Chain link fencing is prohibited.
- F. The Mixed Use District as pictured on Exhibit B (Zoning District Map) contains 40.933 acres comprising 28.396 acres of commercial uses and 12.537 acres of multifamily uses. As more detailed plans are developed in the future, the exact acreage of the commercial area and the multifamily area may increase or decrease, but in no case shall the amount of increase for either use exceed 2.5 acres. The total acreage of the Mixed Use District shall not exceed 40.933 acres.

Section 2.2. Permitted Uses.

- A. In addition to the uses permitted in the LB District in the Zoning Ordinance, the following uses shall be permitted in the Mixed Use District:
 - 1. Health, fitness, and exercise center
 - 2. Multifamily residential

B. In addition to the uses permitted in the LB District in the Zoning Ordinance, in Area C of the Mixed Use District:

1. Restaurants with drive through facilities shall be permitted but limited to Snack Restaurants, Sandwich Restaurants, Pizza/Pasta Restaurants, Mexican Restaurants, Chicken Restaurants, and Asian Restaurants.
1. Burger Restaurants and Seafood Restaurants with drive through facilities shall not be permitted.

Section 2.3. Development Standards for Commercial Uses within the Mixed Use District.

A. Special Requirements.

1. Buildings within Area B and Area C of the Mixed Use District shall comply with *WC § 16.04.065(8), Architectural Design Requirements* of the City of Westfield's State Highway 32 Overlay Zone (the "Overlay Zone").
2. The maximum gross floor area of an individual business shall be 70,000 square feet. No more than one business within the entire development shall have a gross floor area of more than 50,000 square feet.
3. The aggregate maximum gross floor area of all commercial buildings shall be 170,000 square feet. The uses within Areas B and C of the Mixed Use District shall have the following maximum aggregate square footages by use type:
 - a. Grocery – 70,000 s.f.
 - b. Inline retail – 30,000 s.f.
 - c. Office – 40,000 s.f.
 - d. All uses on Outlots – 50,000 s.f.
 - e. Other permitted uses – 30,000 s.f.
4. Proximity Slope – *WC § 16.04.040(B)(11)* and *WC § 16.04.040(B)(13)* shall not apply to the development of the Real Estate.
5. Neighborhood commercial uses in the Mixed Use District shall be designed to encourage the design elements shown in Exhibit C-2.

B. Development Standards.

1. Minimum Lot Area – None.
2. Minimum Lot Frontage on Road – Direct access to a Public Way or indirect access to a Public Way via a Private Street is required.
3. Minimum Setback Lines (applied to perimeter of the Mixed Use District):
 - a. Front Yard – Twenty (20) feet
 - b. Side Yard – Twenty (20) feet
 - c. Rear Yard – Twenty (20) feet
4. Maximum Building Height – Forty-five (45) feet.
5. Loading and Parking - See Article 4 Off-Street Loading and Parking.
6. Landscaping - See Article 5 Landscaping Standards.

Section 2.4. Development Standards for Multifamily Uses within the Mixed Use District.

- A. Minimum Lot Area – None.
- B. Minimum Lot Frontage on Road – Direct access to a Public Way or indirect access to a Public Way via Private Street is required.
- C. Minimum Setback Lines (applied to perimeter of the Mixed Use District and lots abutting Public Ways):
 1. Front Yard – Twenty (20) feet
 2. Side Yard – Twenty (20) feet
 3. Rear Yard – Twenty (20) feet
- D. Minimum Setback from Internal Driveways/Parking Areas – Ten (10) feet.
- E. Maximum Density – Not applicable.
- F. Maximum Number of Attached Dwelling Units Per Structure – Thirty (30) attached dwelling units.

- G. Maximum Number of Attached Dwelling Units – Two hundred seventy (270) attached dwelling units.
- H. Minimum Square Footage Per Attached Dwelling Unit (excluding porches, terraces, carports, and garages):
1. A one bedroom attached dwelling unit shall have a minimum of six hundred fifty (650) square feet.
 2. A two bedroom attached dwelling unit shall have a minimum of eight hundred fifty (850) square feet.
 3. A three bedroom attached dwelling unit shall have a minimum of one thousand (1,000) square feet.
- I. Maximum Building Height – Forty (40) feet.
- J. Development Amenities and Proximity Slope – *WC § 16.04.040(B)(11)* and *WC § 16.04.040(B)(13)* shall not apply to the development of the Real Estate.
- K. Minimum Distance Between Buildings – Twenty (20) feet.
- L. Parking Lot Screening - In addition to the requirements in Article 5, off-street parking lots and spaces within 20 feet of a Public Way or adjacent to single or multifamily development shall be screened by either a three (3) foot high opaque wall or fence or by a solid hedge row. If a hedge row is used, the plants shall be evergreen shrubs and have a minimum mature height of three (3) feet, be spaced a maximum of 48 inches on center, and be a minimum of 18 inches in height at the time of installation.
- M. Development Amenities within Area A of the Mixed Use District – *WC § 16.04.040(B)(13)(b)* and *WC § 16.04.040(B)(13)(c)* shall not apply to the development of the Real Estate. The following amenities shall be distributed throughout Area A of the Mixed Use District:
1. A clubhouse a minimum of 8,000 square feet in size containing an exercise room, gathering room, conference space, reception area, sales offices, kitchen, conference room, maintenance area, and restrooms.
 2. A pool area containing a swimming pool with a minimum surface area of 800 square feet.
 3. An integrated trail and sidewalk system connecting buildings with common areas throughout Area A of the Mixed Use District.

N. Architectural Standards and Building Materials for all Principal Buildings

1. Building massing and quality of design and materials shall meet or exceed the standards reflected in the illustrations found in Exhibit F.
2. 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.
3. All buildings shall utilize a minimum of two (2) exterior building materials (excluding window, door, and roofing materials).
4. Masonry or Natural Materials 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.
5. All buildings shall utilize a minimum of two (2) Exterior Building Material Designs per elevation. Horizontal concrete fiber board and shake concrete fiber board constitute different exterior building materials for the purpose of this standard.
6. All windows shall have either shutters and/or Enhanced Architectural Window Treatment.
7. The minimum Primary Roof Pitch on the front and sides of all Principal Buildings shall be 6/12, unless a flat roof (for roof examples see *WC § 16.04.065.J*) 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.
8. 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.

O. Development Plans. Multifamily development shall meet the following requirements, in addition to the other requirements set forth in this Ordinance.

1. 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.
2. Architectural Breaks shall be constructed at intervals of not greater than sixty (60) feet.

P. Off-Street Loading and Parking - See Article 4.

Q. Landscaping - See Article 5.

ARTICLE 3. SINGLE FAMILY RESIDENTIAL DISTRICT

The underlying zoning of the single family uses within the Single Family Residential District shall be the SF-4 Single Family Residential District in the Zoning Ordinance. Said underlying zoning classification, except as modified in this Article, shall govern the use and development of the Single Family Residential District. The purpose of this Single Family Residential District is to allow a variety of detached single family residential living options.

Section 3.1. Building Height. All residential dwellings are permitted to be a maximum of thirty (30) feet in height.

Section 3.2. Permitted Uses. All uses permitted in the SF-4 District in the Zoning Ordinance.

Section 3.3. Development Requirements.

- A. Lots and buildings within the Single Family Residential District shall comply with the following development standards based upon lot classification:

Development Standard	Lot Classification						Add'l Restrictions
	Mew Lots	42' Alley-load lots	50' Alley-load lots	60' front load lots	70' front load lots	80' front load lots	
Minimum Lot Width at Building Line	42'	42'	50'	60'	70'	80'	
Minimum Lot Area	3,780 s.f.	3,780 s.f.	5,500 s.f.	7,200 s.f.	8,400 s.f.	9,600 s.f.	1, 2
Minimum Lot Frontage on a Public Way	0'	30'	40'	40'	40'	40'	
Minimum House Size (total square footage)	1,400 s.f.	1,400 s.f.	1,700 s.f.	2,000 s.f.	2,200 s.f.	2,600 s.f.	
Min. Ground Level Area – 1-story House	1,000 s.f.	1,000 s.f.	1,000 s.f.	1,200 s.f.	1,200 s.f.	1,200 s.f.	
Min. Ground Level Area – 2-story House	750 s.f.	750 s.f.	750 s.f.	800 s.f.	800 s.f.	800 s.f.	
Minimum Front Yard Setback	10'	10'	10'	20'	20'	20'	3
Minimum Side Yard Setback	5'	5'	5'	5'	5'	5'	
Minimum Rear Yard Setback	20'	20'	20'	20'	20'	20'	

Additional Restrictions:

1. No more than 225 lots shall be less than five thousand five hundred (5,500) square feet in lot area.
2. No more than 405 lots shall be less than seven thousand two hundred (7,200) square feet in lot area.
3. The front yard setback for the Mew Lots shall be measured from the narrowest property line adjacent to a Mew.

B. Development Amenities.

1. A recreation area shall be located immediately north of 151st Street west of Ditch Road and shall comply with the 50' alley-loaded lot standards noted above; except, that the community building shall be a minimum of 1,000 s.f. The community building shall meet or exceed the architectural standards in Section 3.4. The recreation area shall contain a swimming pool with a minimum surface area of 3,000 square feet, a baby pool with a minimum surface area of 100 square feet, and a play ground area.
2. Within the Open/Green Space located along the pipeline easements (see Exhibit C-1) the following amenities shall be provided:
 - i. An eight (8) foot wide asphalt trail the entire length of the Open/Green Space,
 - ii. A dog park with fenced enclosures and a shade pavilion,
 - iii. A playground, and
 - iv. A multi-purpose field with moveable soccer goals.

Section 3.4. Architectural Standards.

A. Architectural Design Standards. Each single family detached dwelling unit located on a Mew Lot, 42' Alley-load Lot, or 50' Alley-load Lot shall comply with one of the defined architectural designs detailed in Section 3.4,A,3. Each single family detached dwelling unit located on a 60' Front-load Lot, 70' Front-load Lot, or 80' Front-load Lot shall meet one of the following standards:

1. Comply with one of the defined architectural designs detailed in Section 3.4,A,3, or
2. Comply with the conventional design guidelines identified in Section 3.4,A,4.
3. Defined Architectural Designs. The following architectural designs of homes are permitted to be constructed within Harmony:

Adam (Colonial)
Georgian
Italianate
Shingle
Folk Victorian
Colonial Revival
Tudor
Craftsman

Architectural Detailing on the side and rear elevations of the building shall be consistent with the design of the Front Elevation.

- a. Adam (Colonial) – See Exhibit E, Figures 101, 102, 108, 109, and 110 for examples of qualifying Adam houses.
 - i. Identifying features – A minimum of three (3) items below shall be present on the Front Elevation in order to qualify as an Adam.
 - 1. Semi-circular or elliptical fanlight over front door. See Exhibit E, Figure 103 for examples of Adam Semi-circular or elliptical fanlight over front door. At least one of the types shown in Figure 103 shall be present in order to qualify.
 - 2. Cornice. See Exhibit E, Figure 104 for examples of Adam cornices. At least one of the types shown in Figure 104 shall be present in order to qualify.
 - 3. Windows. See Exhibit E, Figures 105 and 106 for examples of Adam windows. At least one of the types shown in Figures 105 and 106 shall be present in order to qualify.
 - 4. Windows aligned horizontally and vertically in symmetrical rows. See Exhibit E, Figures 101 and 102 for examples of Adam fenestration.
 - ii. Building Massing and Roof Types. One shall be present in order to qualify as an Adam house – See Exhibit E, Figure 107 for examples of Adam building massing and roof types.
 - 1. Side-gabled roof. See Exhibit E, Figure 108 for examples of Adam side-gabled roof houses.
 - 2. Hipped roof, two-story. See Exhibit E, Figure 109 for examples of Adam hipped roof, two-story houses.
 - 3. Centered gable. See Exhibit E, Figure 110 for examples of Adam centered gable houses.

- b. Georgian – See Exhibit E, Figures 201, 202, 211, 212, 213, and 214 for examples of qualifying Georgian houses.
- i. Identifying features – A minimum of four (4) items below shall be present on the Front Elevation in order to qualify as a Georgian house.
1. Paneled front door. See Exhibit E, Figure 203 for examples of Georgian entryways.
 2. A row of small rectangular panes of glass beneath the crown, either within the door or in a transom just above. See Exhibit E, Figure 204 for examples of Georgian use of glass at the front door. At least one of the types shown in Figure 204 shall be present in order to qualify.
 3. Cornice. See Exhibit E, Figure 205 for an example of a Georgian cornice. At least one of the types shown in Figure 205 shall be present in order to qualify.
 4. Windows having small panes. See Exhibit E, Figure 206 for examples of Georgian windows. At least one of the types shown in Figure 206 shall be present in order to qualify.
 5. Windows aligned horizontally and vertically in symmetrical rows. See Exhibit E, Figure 207 for examples of Georgian fenestration. At least one of the types shown in Figure 207 shall be present in order to qualify.
 6. A central chimney or paired chimneys. See Exhibit E, Figure 208 for examples of Georgian chimneys. At least one of the types shown in Figure 208 shall be present in order to qualify.
 7. Roof with an open side gable, gambrel, pedimented side gable, pent, hipped, or double-hipped configuration. See Exhibit E, Figure 209 for examples of Georgian roofs. At least one of the types shown in Figure 209 shall be present in order to qualify.
- ii. Building Massing and Roof Types. One shall be present in order to qualify as a Georgian house – See Exhibit E, Figure 210 for examples of Georgian building massing and roof types.
1. Side-gabled roof. See Exhibit E, Figure 211 for examples of Georgian side-gabled roof houses.
 2. Gambrel roof. See Exhibit E, Figure 212 for examples of Georgian gambrel roof houses.

3. Hipped roof. See Exhibit E, Figure 213 for examples of Georgian hipped roof houses.
4. Centered gable. See Exhibit E, Figure 214 for examples of Georgian centered gable houses.

c. Italianate – See Exhibit E, Figures 301, 302, 309, 310, 311, 312, and 313 for examples of qualifying Italianate houses.

i. Identifying features – A minimum of five (5) items below shall be present on the Front Elevation in order to qualify as a Italianate house.

1. Two stories. See Exhibit E, Figure 302 for examples of Italianate building heights.
2. Low-pitched roof with widely overhanging eaves having decorative brackets beneath. See Exhibit E, Figure 301 for an example of Italianate roof detailing.
3. Tall, narrow windows. See Exhibit E, Figure 303 for examples of Italianate windows. At least one of the types shown in Figure 303 shall be present in order to qualify.
4. Window crowns. See Exhibit E, Figure 304 for examples of Italianate window crowns. At least one of the types shown in Figure 304 shall be present in order to qualify.
5. A square cupola or tower. See Exhibit E, Figures 301 and 302 for examples of Italianate cupolas or towers. At least one of the types shown in Figures 301 and 302 shall be present in order to qualify.
6. A cornice line dominated by large eave brackets. See Exhibit E, Figure 305 for examples of Italianate cornices. At least one of the types shown in Figure 305 shall be present in order to qualify.
7. A single-story porch. See Exhibit E, Figure 306 for examples of Italianate porches. At least one of the types shown in Figure 306 shall be present in order to qualify.
8. Doorways in the same shapes as windows (rectangular, arched, segmentally arched) with elaborate enframements above doors that are similar to those over the windows. See Exhibit E, Figure 307 for examples of Italianate doorways. At least one of the types shown in Figure 307 shall be present in order to qualify.

ii. Building Massing and Roof Types. One shall be present in order to qualify as a Italianate house – See Exhibit E, Figure 308 for examples of Italianate building massing and roof types.

1. Simple hipped roof. See Exhibit E, Figure 309 for examples of Italianate simple hipped roof houses.

2. Centered gable. See Exhibit E, Figure 310 for examples of Italianate center gable houses.
3. Asymmetrical. See Exhibit E, Figure 311 for examples of Italianate asymmetrical houses.
4. Towered. See Exhibit E, Figure 312 for examples of Italianate towered houses.
5. Front-gabled roof. See Exhibit E, Figure 313 for examples of Italianate front-gabled roof houses.

- d. Shingle – See Exhibit E, Figures 401, 402, 407, 408, 409, 410, and 411 for examples of qualifying Shingle houses.
- i. Identifying features – A minimum of four (4) items below shall be present on the Front Elevation in order to qualify as a Shingle house.
1. Wall cladding and roofing of continuous wood or composition shingles (shingled wall may occur on second story only). See Exhibit E, Figures 401 and 402 for examples of Shingle wall cladding and roofing.
 2. Shingled walls without interruption at corners (no corner boards). See Exhibit E, Figure 401 for an example of Shingle walls.
 3. Asymmetrical elevation with irregular, steeply pitched roof line. See Exhibit E, Figure 402 for an example of a Shingle asymmetrical elevation.
 4. Roofs having intersecting cross gables and multi-level eaves. See Exhibit E, Figures 401 and 402 for examples of Shingle roofs;
 5. Extension porches. See Exhibit E, Figure 403 for examples of Shingle porches. At least one of the types shown in Figure 403 shall be present in order to qualify.
 6. Window surrounds using bay windows, multiple windows, walls curving into windows, and Palladian windows. See Exhibit E, Figure 404 for an example of a Shingle window. At least one of the types shown in Figure 404 shall be present in order to qualify.
 7. Dormers with geometric, angular, or curved roof. See Exhibit E, Figure 405 for an example of Shingle dormers. At least one of the types shown in Figure 405 shall be present in order to qualify.
- ii. Building Massing and Roof Types. One shall be present in order to qualify as a Shingle house – See Exhibit E, Figure 406 for examples of Shingle building massing and roof types.
1. Hipped roof with cross gables. See Exhibit E, Figure 407 for examples of Shingle hipped roof with cross gables houses.
 2. Side-gabled roof. See Exhibit E, Figure 408 for examples of Shingle side-gabled roof houses.

3. Front-gabled roof. See Exhibit E, Figure 409 for examples of Shingle front-gabled roof houses.
4. Cross-gabled roof. See Exhibit E, Figure 410 for examples of Shingle cross-gabled roof houses.
5. Gambrel roof. See Exhibit E, Figure 411 for examples of Shingle gambrel roof houses.

- e. Folk Victorian – See Exhibit E, Figures 501, 503, 504, 505, 506, and 507 for examples of a qualifying Folk Victorian house.
 - i. Identifying features – A minimum of two (2) items below shall be present on the Front Elevation in order to qualify as a Folk Victorian house.
 - 1. Porches with spindlework detailing or flat, jig-saw cut trim. See Exhibit E, Figure 501 for an example of a Folk Victorian porch.
 - 2. Symmetrical elevation (except gable-front-and-wing subtype).
 - 3. Cornice-line brackets. See Exhibit E, Figure 501 for an example of a Folk Victorian cornice-line bracket.
 - ii. Building Massing and Roof Types. One shall be present in order to qualify as a Folk Victorian house – See Exhibit E, Figure 502 for examples of Folk Victorian building massing and roof types.
 - 1. Front-gabled roof. See Exhibit E, Figure 503 for examples of Folk Victorian front-gabled roof houses.
 - 2. Gable front and wing. See Exhibit E, Figure 504 for examples of Folk Victorian gable front and wing houses.
 - 3. Side-gabled-roof, one-story. See Exhibit E, Figure 505 for examples of Folk Victorian side-gabled-roof, two-story houses.
 - 4. Side-gabled-roof, two-story. See Exhibit E, Figure 506 for examples of Folk Victorian side-gabled-roof, two-story houses.
 - 5. Pyramidal. See Exhibit E, Figure 507 for examples of Folk Victorian pyramidal houses.

- f. Colonial Revival – See Exhibit E, Figures 601, 605, 606, 607, 608, 609, 610, 611, and 612 for examples of a qualifying Colonial Revival house.
- i. Identifying features – A minimum of two (2) items below shall be present on the Front Elevation in order to qualify as a Colonial Revival house.
1. Accentuated front door. See Exhibit E, Figure 602 for examples of Colonial Revival accentuated front doors. At least one of the types shown in Figure 602 shall be present in order to qualify.
 2. Overhead fanlights or sidelights. See Exhibit E, Figure 602 for examples of Colonial Revival overhead fanlights or sidelights. At least one of the types shown in Figure 602 shall be present in order to qualify.
 3. Symmetrically balanced windows and center door. See Exhibit E, Figure 603 for examples of Colonial Revival fenestration. At least one of the types shown in Figure 603 shall be present in order to qualify.
- ii. Building Massing and Roof Types. One shall be present in order to qualify as a Colonial Revival house – See Exhibit E, Figure 604 for examples of Colonial Revival building massing and roof types.
1. Asymmetrical. See Exhibit E, Figure 605 for examples of Colonial Revival asymmetrical houses.
 2. Hipped roof with full-width porch. See Exhibit E, Figure 606 for examples of Colonial Revival hipped roof with full-width porch houses.
 3. Hipped roof without full-width porch. See Exhibit E, Figure 607 for examples of Colonial Revival hipped roof without full-width porch houses.
 4. Side-gabled roof. See Exhibit E, Figure 608 for examples of Colonial Revival side-gabled roof houses.
 5. Centered gable. See Exhibit E, Figure 609 for examples of Colonial Revival centered gable houses.
 6. Gambrel roof. See Exhibit E, Figure 610 for examples of Colonial Revival gambrel roof houses.
 7. Second-story overhang. See Exhibit E, Figure 611 for examples of Colonial Revival second-story overhang houses.

8. One-story. See Exhibit E, Figure 612 for examples of Colonial Revival one-story houses.

- g. Tudor – See Exhibit E, Figures 701, 702, 710, 711, 712, 713, and 714 for examples of qualifying Tudor houses.
- i. Identifying features – A minimum of four (4) items below shall be present on the Front Elevation in order to qualify as a Tudor house.
1. Steeply pitched roof. See Exhibit E, Figures 701 and 702 for examples of Tudor roofs.
 2. Elevation dominated by one or more prominent cross gables. See Exhibit E, Figure 703 for examples of Tudor cross gables. At least one of the types shown in Figure 703 shall be present in order to qualify.
 3. Decorative (i.e., not structural) half-timbering. See Exhibit E, Figure 704 for examples of Tudor decorative half-timbering. At least one of the types shown in Figure 704 shall be present in order to qualify.
 4. Tall, narrow windows. See Exhibit E, Figure 705 for examples of Tudor windows. At least one of the types shown in Figure 705 shall be present in order to qualify.
 5. Massing chimneys. See Exhibit E, Figure 706 for examples of Tudor massing chimneys. At least one of the types shown in the Figure shall be present in order to qualify.
 6. Gables with decorated vergeboards or parapeted gables. See Exhibit E, Figure 707 for examples of Tudor gables. At least one of the types shown in Figure 707 shall be present in order to qualify.
 7. Doorways with cut stone projecting into surrounding brickwork giving a quoin-like effect, simple round-arched doorways with heavy board-and-batten doors, or Tudor (flattened pointed) arches. See Exhibit E, Figure 708 for examples of Tudor doorways. At least one of the types shown in Figure 708 shall be present in order to qualify.
- ii. Building Massing and Roof Types. One shall be present in order to qualify as a Tudor house – See Exhibit E, Figure 709 for examples of Tudor building massing and roof types.
1. Stucco wall cladding. See Exhibit E, Figure 710 for examples of Tudor stucco wall cladding houses.
 2. Brick wall cladding. See Exhibit E, Figure 711 for examples of Tudor brick wall cladding houses.

3. Stone wall cladding. See Exhibit E, Figure 712 for examples of Tudor stone wall cladding houses.
4. Wooden wall cladding. See Exhibit E, Figure 713 for examples of Tudor wooden wall cladding houses.
5. Parapeted gables. See Exhibit E, Figure 714 for examples of Tudor parapeted gables houses.

- h. Craftsman – See Exhibit E, Figures 801, 802, 806, 807, 808, and 809 for examples of qualifying Craftsman houses.
- i. Identifying features – A minimum of three (3) items below shall be present on the Front Elevation in order to qualify as a Craftsman house.
 - 1. Low-pitched, gabled or hipped roof with wide, unenclosed eave overhang. See Exhibit E, Figures 801 and 802 for examples of a Craftsman roof.
 - 2. Exposed roof rafters. See Exhibit E, Figure 803 for examples of Craftsman roof rafters.
 - 3. Decorative (false) beams or braces added under gables; porches, either full- or partial-width, with roof supported by tapered square columns. See Exhibit E, Figure 803 for examples of Craftsman decorative (false) beams or braces.
 - 4. Columns or pedestals extend to ground level. See Exhibit E, Figure 804 for examples of Craftsman columns or pedestals. At least one of the types shown in Figure 804 shall be present in order to qualify.
- ii. Building Massing and Roof Types. One shall be present in order to qualify as a Craftsman house – See Exhibit E, Figure 805 for examples of Craftsman building massing and roof types.
 - 1. Front-gabled roof. See Exhibit E, Figure 806 for examples of Craftsman front-gabled roof houses.
 - 2. Cross-gabled roof. See Exhibit E, Figure 807 for examples of Craftsman cross-gabled roof houses.
 - 3. Side-gabled roof. See Exhibit E, Figure 808 for examples of Craftsman side-gabled roof houses.
 - 4. Hipped roof. See Exhibit E, Figure 809 for examples of Craftsman hipped roof houses.

4. Conventional Design Standards. Each dwelling not following a defined architectural design as established in Section 3.4, A, 3 shall conform with the following design standards. Roof design elements shall contribute to no more than two (2) of the required architectural elements for the same elevation. An architectural element used to meet the standards for one elevation shall not contribute as an element on other elevations.
- a. Front Elevation. Each dwelling shall utilize a minimum of six (6) of the following architectural elements on the Front Elevation:
- i. Side load, rear load, or angled ($>15^\circ$) garage;
 - ii. Covered front porch at least six (6) feet in width and four (4) feet in depth;
 - iii. Roofline direction change or roofline height change greater than sixteen (16) inches on the dwelling and attached garage (dormers and porches shall not qualify to meet this standard);
 - iv. Wood, concrete fiber board, trim at corners, frieze boards, window and door wraps, and as transitional material between two different exterior materials;
 - v. Decorative shutters or other Enhanced Architectural Window Treatment on all windows, where feasible (a minimum of three (3) windows with shutters are required to meet this provision);
 - vi. Architectural Break, including cantilevered offsets, of at least two (2) feet of relief at two (2) or more points along the Front Elevation, excluding relief for doors and windows and garages (homes incorporating two (2) or more Architectural Breaks shall be deemed to have met two (2) of the element requirements);
 - vii. Primary Roof Pitches of 8/12 or greater and Secondary Roof Pitches of 10/12 or greater;
 - viii. Masonry, EIFS, stucco, cultured stone material on a minimum of the first floor or twenty-five percent (25%) of the total elevation, exclusive of windows and doors;
 - ix. Separate overhead garage door for each car space;
 - x. Roof design featuring hip roof, dormers (a minimum of two (2) dormers), a reverse gable, a shed roof accent, or two (2) or more roof planes;

- xi. Architecturally-treated Entranceways (for homes without a front porch) consistent with the architectural design of the home;
- xii. Bay window(s);
- xiii. Transom window(s);
- xiv. Veranda/balcony;
- xv. Architecturally-enhanced Articulated Trim Moldings (e.g. fipons above windows); or
- xvi. Exterior chase Masonry fireplace.

- b. Side Elevation. Each dwelling shall utilize a minimum of three (3) of the following architectural elements on each side elevation. Side elevations that face Public Ways on corner lots, or Open/Green Space on Mew Lots, shall utilize a minimum of five (5) of the following architectural elements on said side elevation:
- i. Side load, rear load, or angled ($>15^\circ$) garage;
 - ii. Hip roof;
 - iii. Roofline direction change OR roofline height change greater than sixteen (16) inches OR two or more roof planes;
 - iv. Architectural Break, including cantilevered offsets, of at least two (2) feet of relief at two (2) or more points along the side elevation, excluding relief for doors and windows and garages (homes incorporating two (2) or more Architectural Breaks shall be deemed to have met two (2) of the element requirements);
 - v. Masonry, EIFS, stucco, cultured stone material a minimum of eighteen (18) inches in height the entire length of the elevation or a five (5) foot return on the first floor;
 - vi. Three (3) or more windows on the elevation;
 - vii. Side yard landscaping to include at least one (1) tree a minimum of six (6) feet in height at the time of planting and three (3) shrubs three (3) feet in height at the time of planting;
 - viii. Bay window(s);
 - ix. Transom window(s);
 - x. Veranda/balcony;
 - xi. Architecturally-enhanced Articulated Trim Moldings (e.g. fipons above windows);
 - xii. Exterior chase fireplace;
 - xiii. Architectural Treatment on Gable Ends; or
 - xiv. Sunroom or screened porch.

c. Rear Elevation. Each dwelling shall utilize a minimum of three (3) of the following architectural elements on the rear elevation. Rear elevations that face exterior Public Ways, and which are located within fifty (50) feet of that Public Way, shall utilize a minimum of five (5) of the following architectural elements on said rear elevation:

- i. Covered open or screened porch (minimum size ten (10) foot by ten (10) foot, includes porches with arbor or similar roof treatments);
- ii. Shutters on all windows, where they can fit (a minimum of three (3) windows with shutters are required);
- iii. Architectural Break, including cantilevered offsets, of at least two (2) feet of relief at two (2) or more points along the rear elevation, excluding relief for doors and windows and garages (homes incorporating two (2) or more Architectural Breaks shall be deemed to have met two (2) of the element requirements);
- iv. Masonry, EIFS, stucco, cultured stone material a minimum of eighteen (18) inches in height the entire length of the elevation or a five (5) foot return on the first floor;
- v. Hip roof;
- vi. Elevated deck a minimum of twenty-four (24) inches above finish grade;
- vii. Roofline direction change OR roofline height change greater than sixteen (16) inches OR two (2) or more roof planes;
- viii. Bay window(s);
- ix. Transom window(s);
- x. Veranda/balcony;
- xi. Rear yard landscaping to include at least two (2) trees, one of which shall be an evergreen tree (a minimum of six [6] feet in height at the time of planting) and at least one of which shall be a deciduous tree (a minimum of 2" caliper 12 inches above finished grade) and five (5) shrubs (a minimum of three [3] feet in height at the time of planting).
- xii. Architecturally-enhanced Articulated Trim Moldings (e.g. fipons above windows);
- xiii. Exterior chase fireplace; or

xiv. Architectural Treatment on Gable Ends.

- d. Garage Doors. A maximum of 120 dwellings that follow the Conventional Design Standards detailed in Section 3.4,A,4 may have garage doors that are not Architectural Garage Doors. All other dwellings that follow the Conventional Design Standards shall have Architectural Garage Doors.

B. The following architectural standards apply to all dwellings within the Single Family Residential District.

1. On homes with front load garages, the garage door shall be recessed behind the primary plane of the Front Elevation of the home a minimum of two (2) feet.
2. Building Materials. 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.
3. Windows.
 - a. A dwelling shall have a minimum of three (3) windows on the Front Elevation of the structure.
 - b. A dwelling shall have a minimum of two (2) windows on each side elevation. A door on the side elevation shall meet the requirements of one window.
 - c. A dwelling shall have a minimum of three (3) windows on the rear elevation.
 - d. A double window (a single window unit a minimum of four (4) feet in width with two windows side by side) shall count as two windows.
4. The minimum slope of the Primary Roof Pitch shall be 6/12. Secondary Roof Pitches such as porches, bays, walkways, etc., may be covered with a lower roof pitch.
5. Roof overhangs shall be required and shall be a minimum of 8 inches. Elements such as porches, bays, walkways, etc. may be covered with fewer inches of overhang.
6. 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.

Section 3.5. Additional Standards.

- A. The maximum number of single family detached dwellings shall be seven hundred ten (710).
- B. Single family detached dwellings shall comply with the variety requirements illustrated below:

	3	3
	2	2
	1	1
Subject Dwelling		1
	1	1
	2	2
	3	3

Dwelling	May be Same Front Elevation as Subject Dwelling	May be Same Color Package as Subject Dwelling
1	No	No
2	Yes	No
3	Yes	Yes

ARTICLE 4. OFF-STREET LOADING AND PARKING

WC § 16.04.120 of the Zoning Ordinance, entitled "Off-Street Loading and Parking", shall be applicable to the use and development of the Real Estate, subject to the following exceptions:

Section 4.1. Loading Berths. The Other Local Business off-street loading guidelines in *WC § 16.04.120* shall be modified as follows: two (2) loading berths for businesses with 10,001 or more square feet.

Section 4.2. Off-Street Parking.

- A. Collective Provisions for the Mixed Use District. Off-street parking facilities for separate uses may be provided collectively. A reduction down to not less than 80% of the total number of spaces required for all uses is permitted.
- B. Curbs. All parking lots, including access drives and parking spaces, shall require concrete curbing unless the curb conflicts with the provision of Low Impact Development ("LID") design elements, as determined by the Economic and Community Development Director. In LID situations, wheel stops may be used adjacent to parking stalls as determined by the Economic and Community Development Director. This requirement is not applicable to single family detached dwellings.
- C. Required Spaces. Parking spaces accessory to designated uses shall be provided to meet the following minimum requirements:
 - 1. General Offices: One (1) parking space per each two hundred fifty (250) square feet of assignable office area.
 - 2. Retail Uses: One (1) parking space per each three (300) square feet of gross leasable area.
 - 3. Multifamily Residential Uses:
 - a. One (1) parking space per bedroom of each dwelling unit.
 - b. The minimum number of garage parking spaces shall be equal to 60% of the total number of dwelling units within the multifamily area of the Mixed Use District.
 - c. Two (2) parking spaces for every one thousand (1,000) square feet of clubhouse.
- D. Size. A required off-street parking space shall be at least nine (9) feet in width and at least eighteen (18) feet in length, exclusive of drives, aisles, ramps, and columns.
- E. Each required off-street parking space within Area A of the Mixed Use District shall open directly upon an aisle or a driveway of such width and design as to provide safe access to the street. 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.

- F. A parking area a minimum depth of 20 feet shall be provided in front of all garage doors within the Single Family Residential District.

Section 4.3. Bicycle Parking Facilities. Bicycle parking facilities shall be required as follows:

- A. A bicycle parking facility, that will accommodate a minimum of ten (10) bicycles, shall be provided at each of the following locations:
 - 1. The clubhouse within Area A of the Mixed Use District,
 - 2. The recreation area within the Single Family Residential District, and
 - 3. Area B within the Mixed Use District.
- B. In addition to the bicycle parking facilities required under Section 4.3, A, 3, bicycle parking facilities that will accommodate a minimum of two (2) bicycles each shall be provided at each building within Area B of the Mixed Use District.

ARTICLE 5. LANDSCAPING STANDARDS

WC § 16.06.010 thru *WC § 16.06.080*, entitled "Landscaping Standards", shall be applicable to the use and development of the Real Estate, subject to the following exceptions:

Section 5.1. Low Impact Development ("LID") Considerations. Perennial ornamental grasses with a mature height of no more than six (6) feet, may be substituted for shrubs where necessary to address LID applications, as determined by the Economic and Community Development Director. Ornamental grasses shall not be used as a substitute for buffer yard plantings. The minimum container size for planting ornamental grasses shall be one gallon.

Section 5.2. Buffer Yard Requirements.

- A. Buffer yards shall not be required internal to the Real Estate.
- B. Buffer yards shall not be required where the front of lots or dwellings face 146th Street, 151st Street, 156th Street or Ditch Road, except as required by Section 5.3.
- C. Where the rear yards of lots abut Ditch Road, a minimum 20 foot wide landscape buffer containing a minimum of one (1) evergreen tree, one (1) shade tree, one (1) ornamental tree, and five (5) evergreen shrubs per 30 linear feet of frontage shall be installed. For the area between 151st Street and the pipeline easements, the minimum width of the landscape easement shall vary from 20 feet to 40 feet as shown on Exhibit C-1.
- D. A minimum 40 foot wide landscape buffer shall be provided in the areas abutting the existing large lot residential parcels on the south side of 156th Street as shown on Figure #2.

Section 5.3. Landscape Buffer in the Mixed Use District.

- A. 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.
- B. 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.

Section 5.4. Refer to Section 2.4,M for additional parking lot screening requirements for Area A of the Mixed Use District.

Figure #1

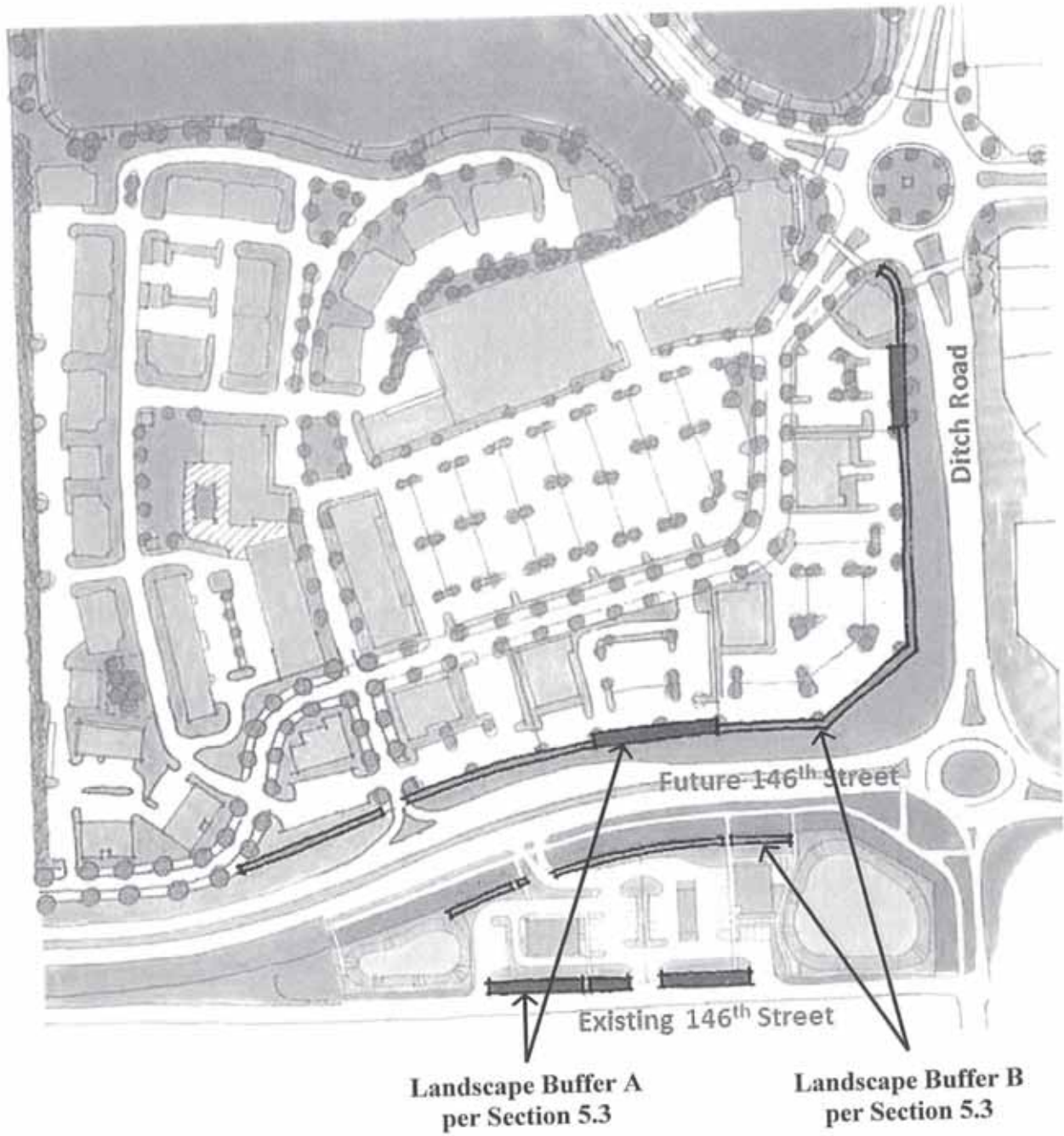
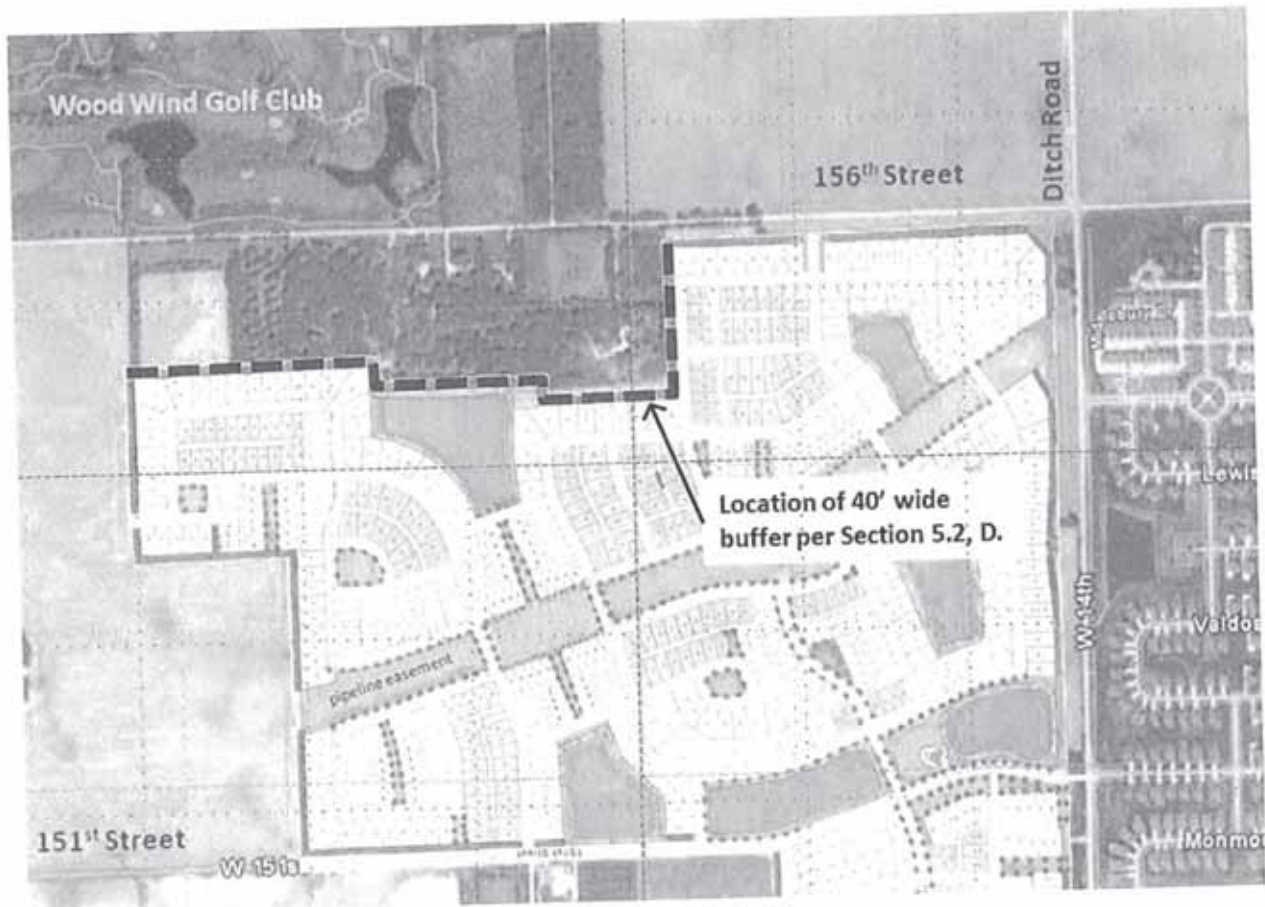


Figure #2



ARTICLE 6. DEFINITIONS

"Alley" shall mean a permanent right-of-way or easement which provides a secondary means of access to abutting lands. In the case of Mew Lots, an Alley will provide the primary means of access to the lot.

"Architectural Break" shall mean and refer to 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.

"Architectural Detailing" shall mean detailed design, location, composition and correlation of elements that provide ornamentation.

"Architectural Garage Door" shall mean and refer to a garage door with Architectural Detailing reflecting the design of the building. The architectural details may include windows, materials, colors, hardware specifications, etc., consistent with the details of the remainder of the primary building.

"Architecturally-enhanced Articulated Trim Mouldings" shall mean and refer to a decorative strip used for ornamentation or finishing with materials, dimensions, and colors that are consistent with and enhance the architectural design of a building.

"Architecturally-treated Entranceways" shall mean and refer to the use of trim details on the three sides of a door or entrance point into a building to draw attention to the entrance.

"Architectural Treatment on Gable Ends" shall mean and refer to the finishing of the triangular area of the side of a building with a gable roof with architectural details consistent with the design of the home.

"Color Package" shall mean a combination of the color of the following elements: the main body of the house, the trim, and an optional accent color. To be different from another Color Package, a Color Package must include at least two of the three elements being of a different color.

"Construction Phasing Plan" shall mean and refer to the Construction Phasing Plan attached hereto and incorporated herein by reference as Exhibit D.

"Enhanced Architectural Window Treatment" shall mean and refer to 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.

"Exterior Building Material Design" shall mean the combination of exterior building materials used on a building.

"Front Elevation" shall mean the exterior side of a dwelling that primarily faces the street. In the case of a Mew Lot, the Front Elevation shall be that exterior side of the dwelling that primarily faces the Mew. In the case of a corner lot, the Front Elevation shall be determined by the builder and shall be clearly identified on the building permit plans.

"Illustrative Site Development Plans" shall mean and refer to the Illustrative Site Development Plans attached hereto and incorporated herein by reference as Exhibit C.

"Lot, Mew" shall mean and refer to a lot fronting upon Open/Green Space and served by an Alley.

"Low Impact Development (LID)" shall mean and refer to an approach to land development that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treats stormwater as a resource rather than a waste product.

"Masonry" shall mean and refer to brick, limestone, natural stone, cultured stone, or a combination of the same, bonded together with mortar to form a wall, buttress, or similar mass.

"Mew" shall mean and refer to the Open/Green Space the Front Elevation of a dwelling on a Mew Lot faces.

"Mixed Use District" shall mean and refer to what is identified on the Zoning District Map in Exhibit B as Mixed Use.

"Natural Materials" shall mean and refer to brick, wood, limestone, fiber cement siding, or natural stone.

"Owner" shall mean and refer to any owner of any part of the Real Estate.

"Real Estate" shall mean and refer to the property described in what is attached hereto and incorporated herein by reference as Exhibit A.

"Restaurant, Asian" shall mean a Quick Service Restaurant specializing in cuisine from the Asian region.

"Restaurant, Burger" shall mean a Quick Service Restaurant specializing in hamburgers as the primary menu feature.

"Restaurant, Chicken" shall mean a Quick Service Restaurant specializing in chicken as the primary menu feature.

"Restaurant, Mexican" shall mean a Quick Service Restaurant specializing in Mexican cuisine.

"Restaurant, Pizza/Pasta" shall mean a Quick Service Restaurant specializing in pizza and pasta as the primary menu features.

"Restaurant, Quick Service" shall mean an establishment primarily engaged in providing food services where patrons order or select items and pay before eating. Food and drink may be consumed on premises, taken out, or delivered to the customer's location.

"Restaurant, Sandwich" shall mean a Quick Service Restaurant specializing in sandwiches as the primary menu feature.

"Restaurant, Seafood" shall mean a Quick Service Restaurant specializing in seafood as the primary menu feature.

"Restaurant, Snack" shall mean a Quick Service Restaurant specializing in (1) preparing and/or serving a specialty snack, such as ice cream, frozen yogurt, doughnuts, bagels, cookies, or popcorn or (2) serving nonalcoholic beverages, such as coffee, juices, or sodas for consumption on or near the premises. These establishments may carry and sell a combination of snack, nonalcoholic beverage, and other related products (e.g., coffee beans, mugs, coffee makers) but primarily promote and sell a unique snack or nonalcoholic beverage.

"Roof Pitch, Primary" shall mean and refer to the slope of the Primary Roof of a building. The pitch of a roof is measured in degrees or the vertical rise in inches for every horizontal 12 inch length (called the "run").

"Roof Pitch, Secondary" shall mean and refer to any roof pitch on a building that is not the Primary Roof Pitch.

"Roof, Primary" shall mean and refer to the portion of a building's roof structure that most contributes to the mass of a building due to its predominance in height, width, length, bulk, or volume of area covered.

"Single Family Residential District" shall mean and refer to what is identified on the Zoning District Map in Exhibit B as the Single Family Residential District.

"Zoning District Map" shall mean and refer to the Zoning District Map attached hereto and incorporated herein by reference as Exhibit B.

"Zoning Ordinance" shall mean and refer to the Comprehensive Zoning Ordinance of Westfield-Washington Township, 1977, as amended.

ARTICLE 7. CITY OF WESTFIELD'S STATE HIGHWAY 32 OVERLAY ZONE STANDARDS

Buildings shall comply with *WC § 16.04.065(8)* Architectural Design Requirements of the State Highway 32 Overlay Zone (the "Overlay Zone"). Standards in the Overlay Zone that apply to the State Highway 32 right-of-way line shall be applied to the Ditch Road and 146th Street right-of-way lines adjacent to the Real Estate, unless otherwise stated herein. Standards in the Overlay Zone that refer to the State Highway 32 Overlay Zone shall mean and refer to the Harmony PUD, for the purposes of this Ordinance.

Exhibit A

Legal Descriptions and Boundary Information

Exhibit A – Legal Description of Overall Property

Harmony
Southwest corner of 156th Street & Ditch Road

Part of the Northeast, Southeast and Northwest Quarters of Section 16, Township 18 North, Range 3 East in Hamilton County, Indiana, more particularly described as follows:

BEGINNING at the northeast corner of said Northeast Quarter; thence South 00 degrees 00 minutes 00 seconds East (assumed basis of bearings) along the east line of said Northeast Quarter 2,630.58 feet to the northeast corner of said Southeast Quarter; thence South 00 degrees 12 minutes 08 seconds East along the east line of said Southeast Quarter 2,636.09 feet to the southeast corner thereof; thence South 89 degrees 25 minutes 04 seconds West along the south line of said Southeast Quarter 1,352.44 feet to the southwest corner of the East Half of said Southeast Quarter; thence North 00 degrees 18 minutes 09 seconds West along the west line of said East Half 2,633.15 feet to the southeast corner of the West Half of said Northeast Quarter; thence South 89 degrees 17 minutes 41 seconds West along the south line of said West Half 1,357.06 feet to the southeast corner of said Northwest Quarter; thence South 89 degrees 01 minute 52 seconds West along the south line of said Northwest Quarter 678.57 feet to the southwest corner of the East Half of the Southeast Quarter of said Northwest Quarter; thence North 00 degrees 11 minutes 40 seconds West along the West line of said East Half 1,315.85 feet to the northwest corner thereof; thence South 89 degrees 07 minutes 04 seconds West along the south line of the Northeast Quarter of said Northwest Quarter 679.24 feet to the southwest corner thereof; thence North 00 degrees 13 minutes 26 seconds West along the west line of the Northeast Quarter of said Northwest Quarter 823.64 feet to a point that is 493.24 feet South 00 degrees 13 minutes 26 seconds East from the northwest corner of the Northeast Quarter of said Northwest Quarter; thence North 89 degrees 12 minutes 17 seconds East parallel with the north line of said Northwest Quarter 794.85 feet; thence North 00 degrees 13 minutes 26 seconds West 3.82 feet; thence North 89 degrees 12 minutes 17 seconds East parallel with the north line of said Northwest Quarter 285.30 feet to an east line of the 119.55-acre tract described in Instrument Number 200300107178, on file in the Office of the Recorder of Hamilton County, Indiana, the following six (6) courses are along the east, south and west lines of said 119.55-acre tract; 1)thence South 00 degrees 09 minutes 54 seconds East 108.70 feet; 2)thence North 89 degrees 12 minutes 17 seconds East 279.15 feet to the west line of said Northeast Quarter; 3)thence North 89 degrees 16 minutes 38 seconds East 450.00 feet; 4)thence South 00 degrees 09 minutes 53 seconds East 57.15 feet; 5)thence North 89 degrees 16 minutes 38 seconds East 518.47 feet; 6)thence North 00 degrees 00 minutes 00 seconds East parallel with the east line of said Northeast Quarter 655.30 feet to a point on the north line of said Northeast Quarter that is 1,751.34 feet west of the northeast corner of said Northeast Quarter; thence North 89 degrees 16 minutes 38 seconds East along said north line 1,751.34 feet to the POINT OF BEGINNING. Containing 277.55 acres, more or less.

Exhibit A – Legal Description of Area A in the Mixed Use District

LEGAL DESCRIPTION AREA A

Part of the Southeast Quarter of the Southeast Quarter of Section 16, Township 18 North, Range 3 East, in Hamilton County, Indiana, more particularly described as follows:

COMMENCING at the southeast corner of said Quarter Quarter Section, the following three (3) courses are along the south and west lines thereof; (1) thence South 89 degrees 25 minutes 04 seconds West 1352.44 feet to the southwest corner of said Quarter Quarter Section; (2) thence North 00 degrees 18 minutes 09 seconds West 217.93 feet to the POINT OF BEGINNING; (3) thence North 00 degrees 18 minutes 09 seconds West 1037.19 feet; thence North 88 degree 58 minutes 18 seconds East 313.16 feet; thence South 77 degrees 25 minutes 17 seconds East 228.55 feet; thence North 72 degrees 50 minutes 48 seconds East 156.26 feet; thence South 85 degrees 36 minutes 16 seconds East 72.10 feet; thence South 66 degrees 48 minutes 09 seconds East 84.24 feet; thence South 39 degrees 24 minutes 00 seconds East 133.60 feet; thence South 75 degrees 24 minutes 46 seconds West 278.11 feet; South 47 degrees 10 minutes 32 seconds West 103.05 feet; thence South 20 degrees 33 minutes 07 seconds West 126.00 feet; thence South 87 degrees 08 minutes 18 seconds West 147.66 feet; thence South 08 degrees 21 minutes 04 seconds East 203.08 feet; thence South 15 degrees 39 minutes 18 seconds East 348.42 feet; thence South 70 degrees 26 minutes 11 seconds West 236.73 feet; thence South 83 degrees 05 minutes 16 seconds West 183.83 feet; thence North 86 degrees 20 minutes 47 seconds West 95.84 feet to the POINT OF BEGINNING, containing 12.537 acres more or less.

Exhibit A – Legal Description of Areas B & C in the Mixed Use District

LEGAL DESCRIPTION AREA B and C

The Southeast Quarter of the Southeast Quarter of Section 16, Township 18 North, Range 3 East, in Hamilton County, Indiana, more particularly described as follows:

BEGINNING at the Southeast Corner of said Quarter Quarter Section, the following four (4) courses are along the south, west, north, and east lines thereof; (1) thence South 89 degrees 25 minutes 04 seconds West 1352.44; (2) thence North 00 degrees 18 minutes 09 seconds West 1316.58 feet; (3) thence North 89 degrees 21 minutes 22 seconds East 1354.75 feet; (4) thence South 00 degree 12 minutes 08 seconds East 1318.05 feet to the POINT OF BEGINNING, containing 40.933 acres more or less.

EXCEPT (AREA A)

Part of the Southeast Quarter of the Southeast Quarter of Section 16, Township 18 North, Range 3 East, in Hamilton County, Indiana, more particularly described as follows:

COMMENCING at the southeast corner of said Quarter Quarter Section, the following three (3) courses are along the south and west lines thereof; (1) thence South 89 degrees 25 minutes 04 seconds West 1352.44 feet to the southwest corner of said Quarter Quarter Section; (2) thence North 00 degrees 18 minutes 09 seconds West 217.93 feet to the POINT OF BEGINNING; (3) thence North 00 degrees 18 minutes 09 seconds West 1037.19 feet; thence North 88 degree 58 minutes 18 seconds East 313.16 feet; thence South 77 degrees 25 minutes 17 seconds East 228.55 feet; thence North 72 degrees 50 minutes 48 seconds East 156.26 feet; thence South 85 degrees 36 minutes 16 seconds East 72.10 feet; thence South 66 degrees 48 minutes 09 seconds East 84.24 feet; thence South 39 degrees 24 minutes 00 seconds East 133.60 feet; thence South 75 degrees 24 minutes 46 seconds West 278.11 feet; South 47 degrees 10 minutes 32 seconds West 103.05 feet; thence South 20 degrees 33 minutes 07 seconds West 126.00 feet; thence South 87 degrees 08 minutes 18 seconds West 147.66 feet; thence South 08 degrees 21 minutes 04 seconds East 203.08 feet; thence South 15 degrees 39 minutes 18 seconds East 348.42 feet; thence South 70 degrees 26 minutes 11 seconds West 236.73 feet; thence South 83 degrees 05 minutes 16 seconds West 183.83 feet; thence North 86 degrees 20 minutes 47 seconds West 95.84 feet to the POINT OF BEGINNING, containing 12.537 acres more or less.

Exhibit B

Zoning District Map

Exhibit B – Zoning District Map

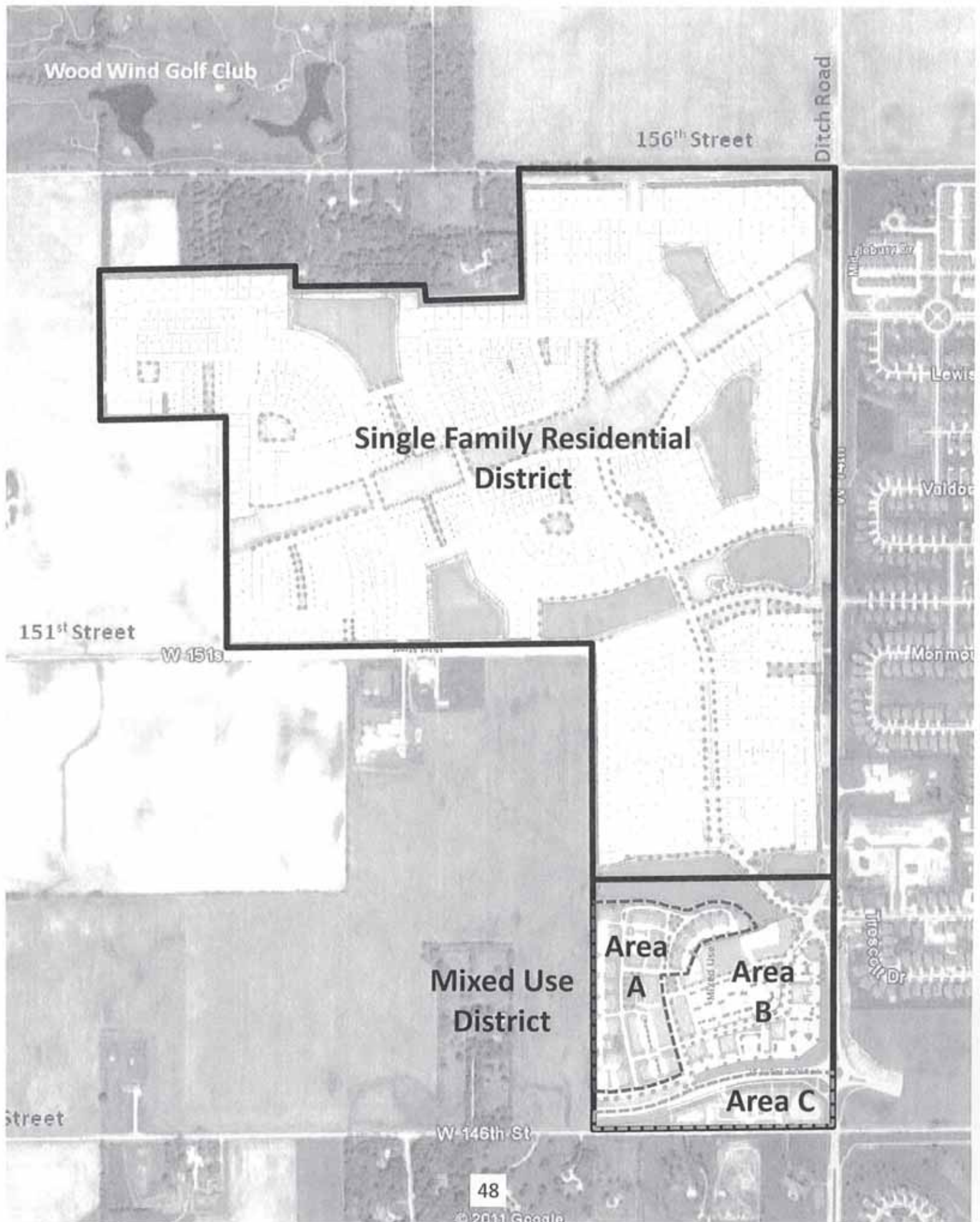


Exhibit C

Illustrated Site Development Plans

Exhibit C-1 – Illustrative Site Development Plan



Exhibit C-2 – Neighborhood Commercial Design Elements

The neighborhood commercial uses in the Mixed Use District shall be designed to encourage:



Outdoor dining



Opportunities to gather



Amenities to enhance pedestrian comfort

Exhibit D

Construction Phasing Plan

Exhibit D – Construction Phasing Plan

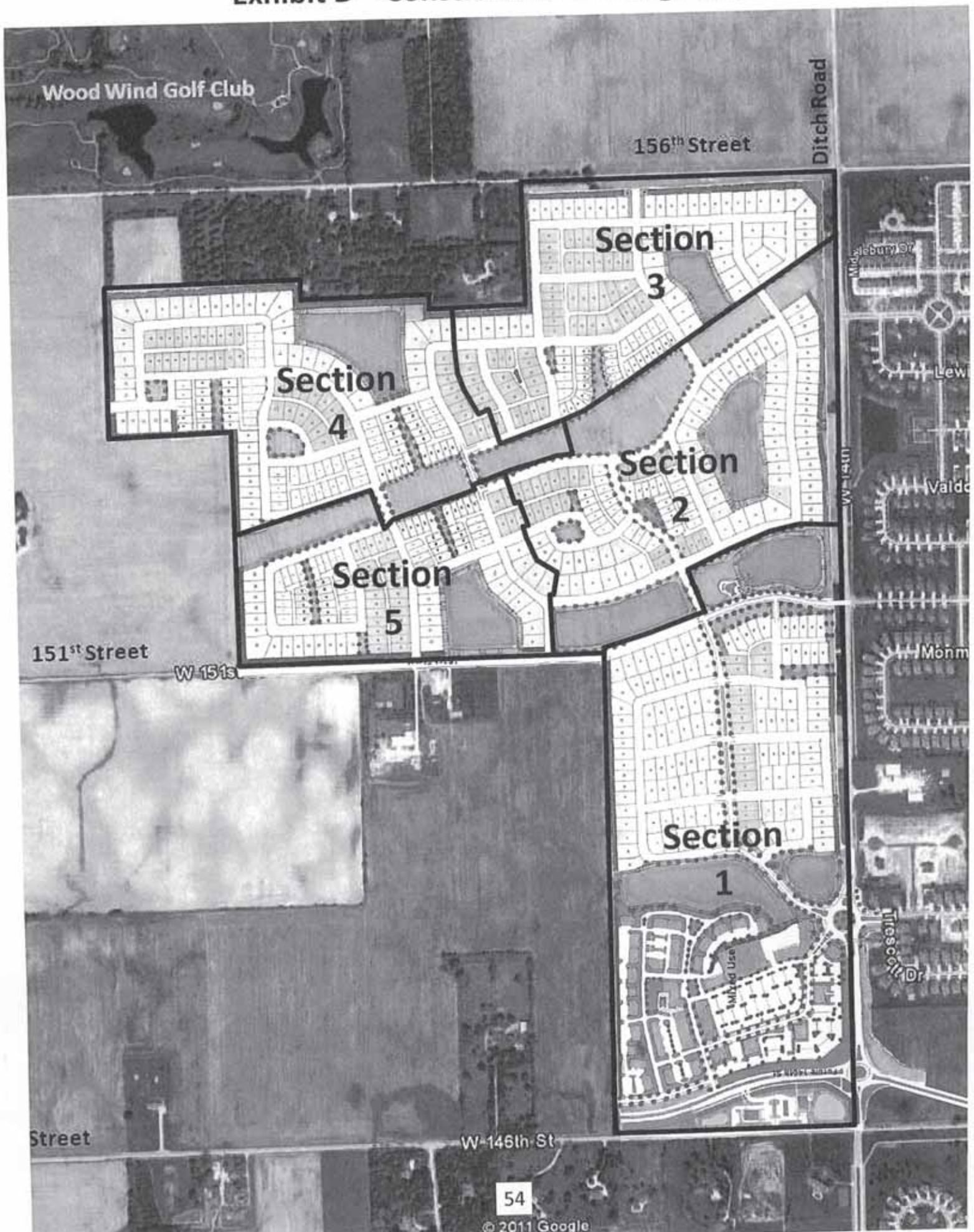


Exhibit E

Architectural Standards for Defined Architectural Designs

Figures :

100 series – Adam (Colonial)

200 series – Georgian

300 series – Italianate

400 series – Shingle

500 series – Folk Victorian

600 series – Colonial Revival

700 series – Tudor

800 series – Craftsman

(Excerpts and graphics from
A Field Guide to American Houses,
Virginia & Lee McAlester; 2003;
Alfred A. Knopf; New York, NY)

100 – Adam (Colonial) Figures

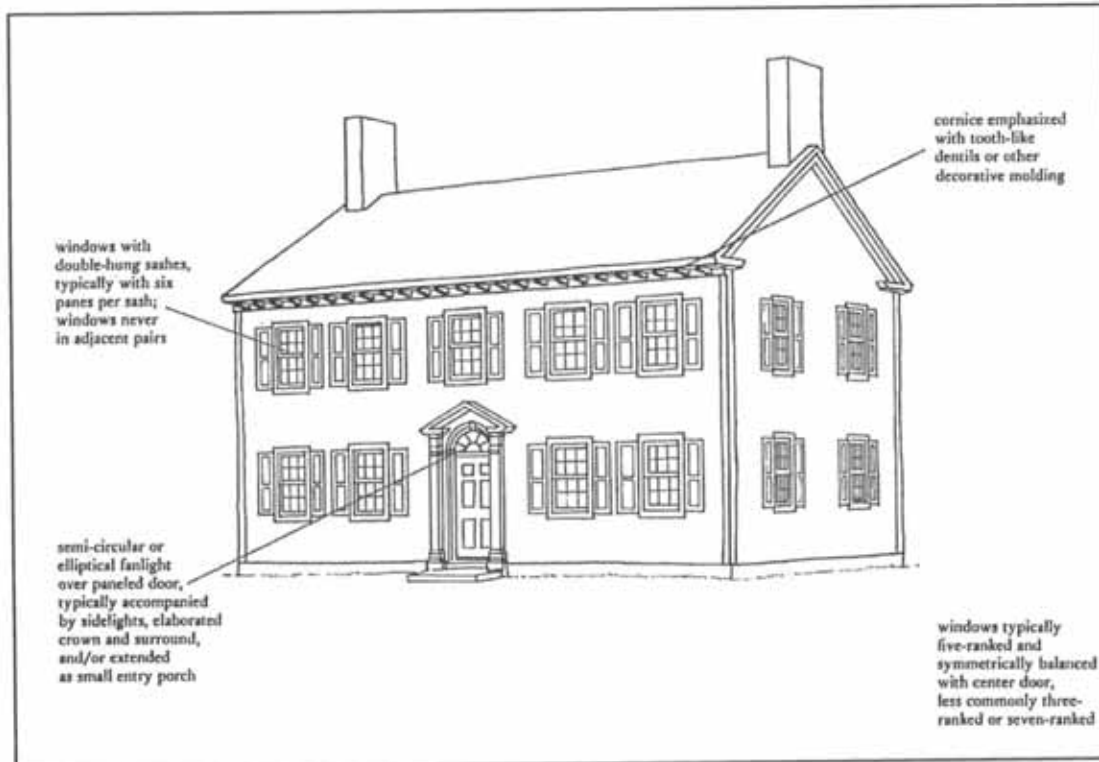


Figure 101

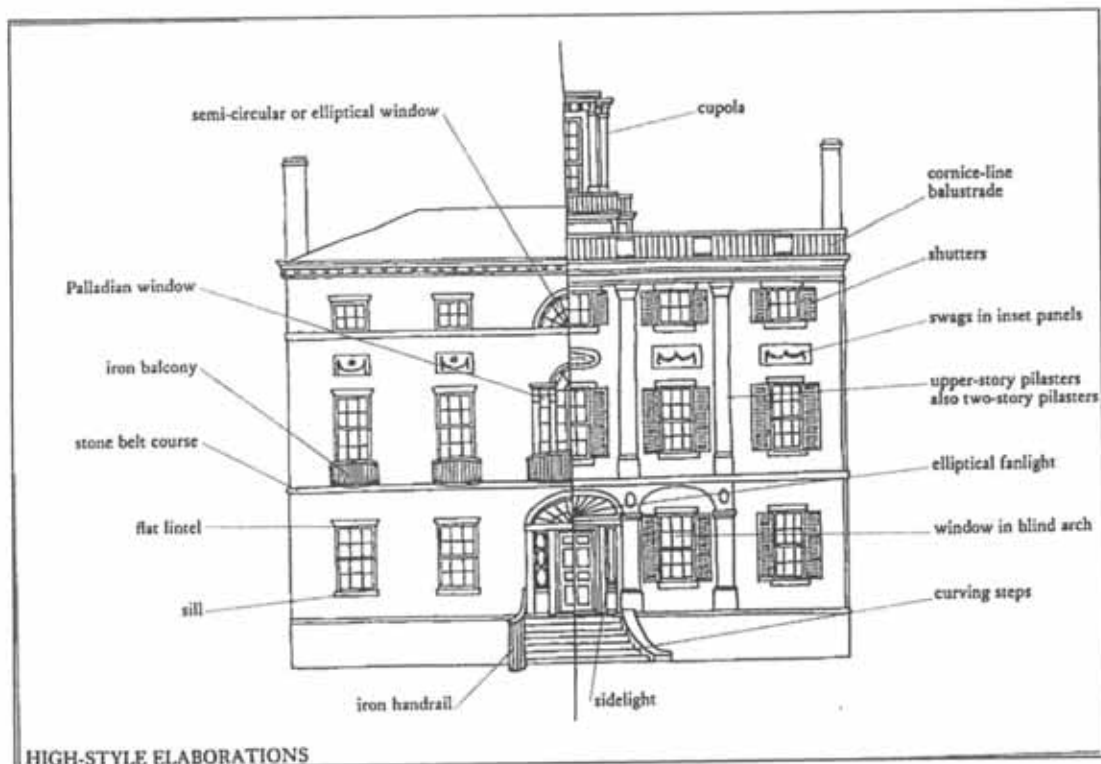


Figure 102

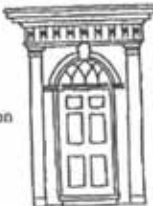
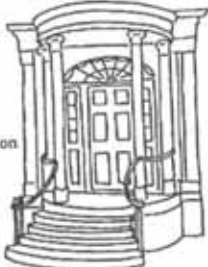
DOOR SURROUNDS			
LIGHTS			
	 common Adamesque detail on surround or light		
	 common	 very common	 very common
			
		 very common	
			
PORTICOES	 very common	 common	 very common
	DOOR SURROUND & ENTRY PORCH VARIANTS		

Figure 103

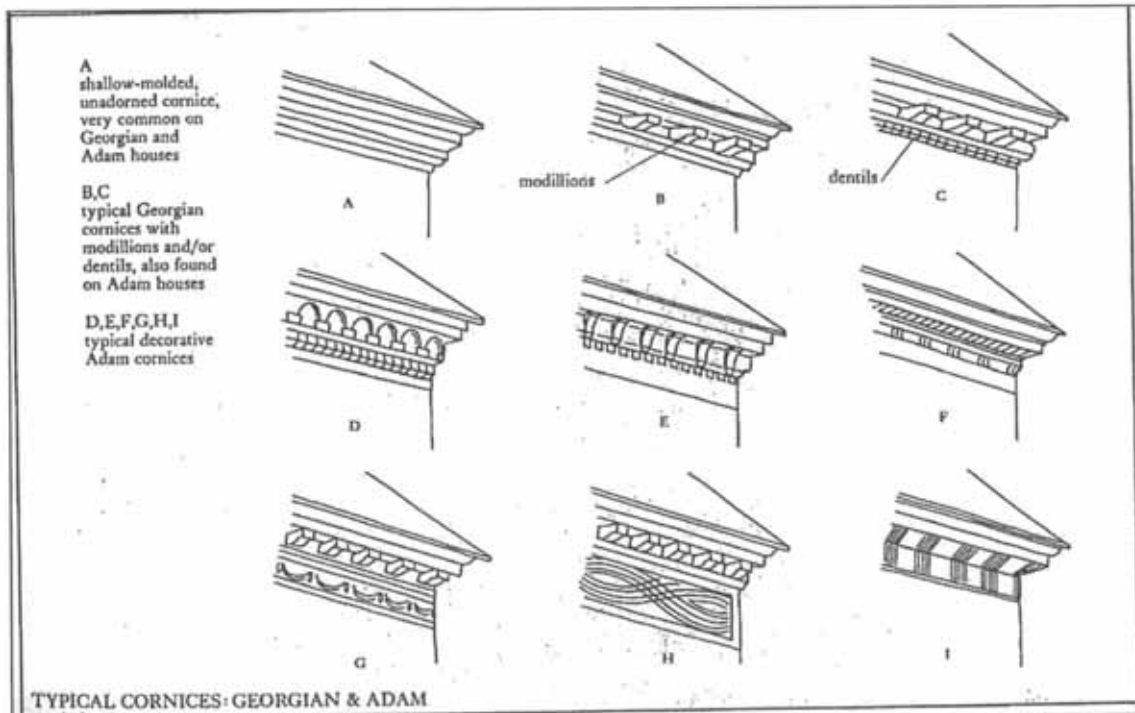


Figure 104

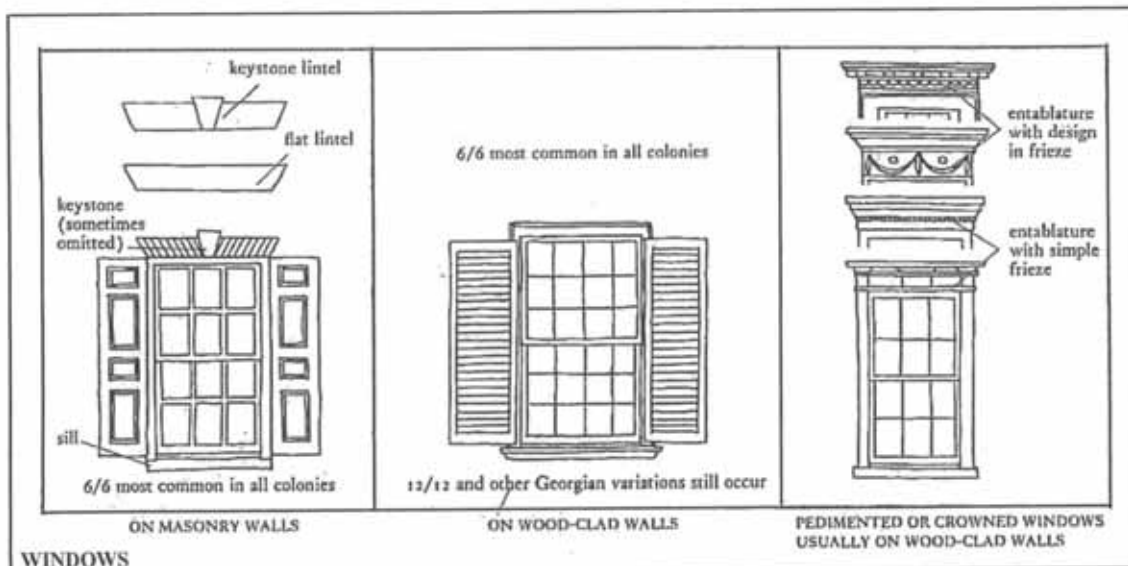


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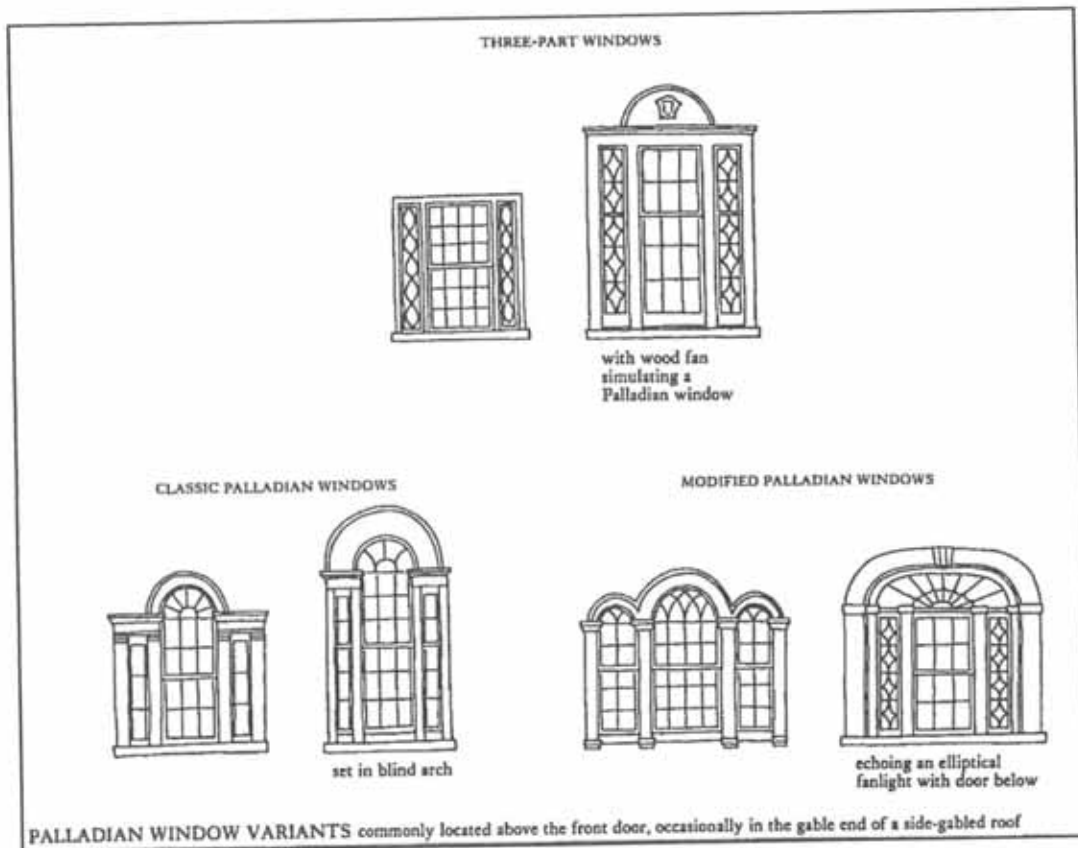


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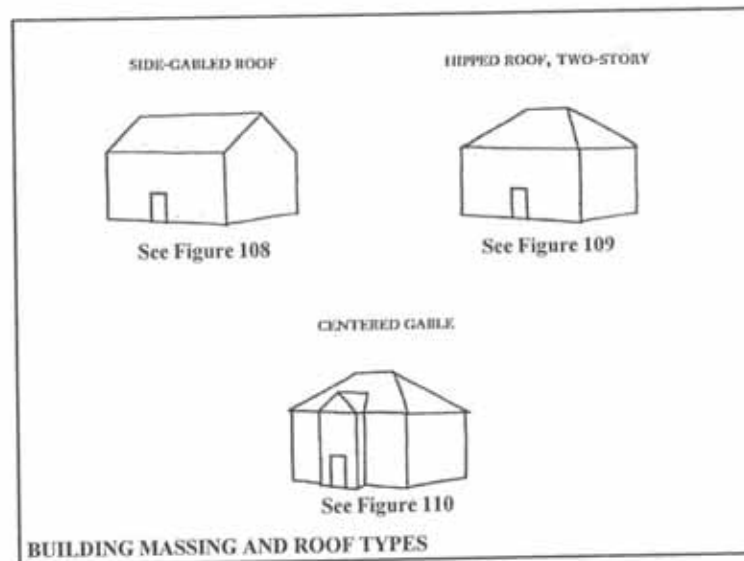


Figure 107



Figure 108 – Side-gabled Roof Adam Examples

100 series – Adam (Colonial) Figures



Figure 108 – Side-gabled Roof Adam Examples (continued)

100 series – Adam (Colonial) Figures

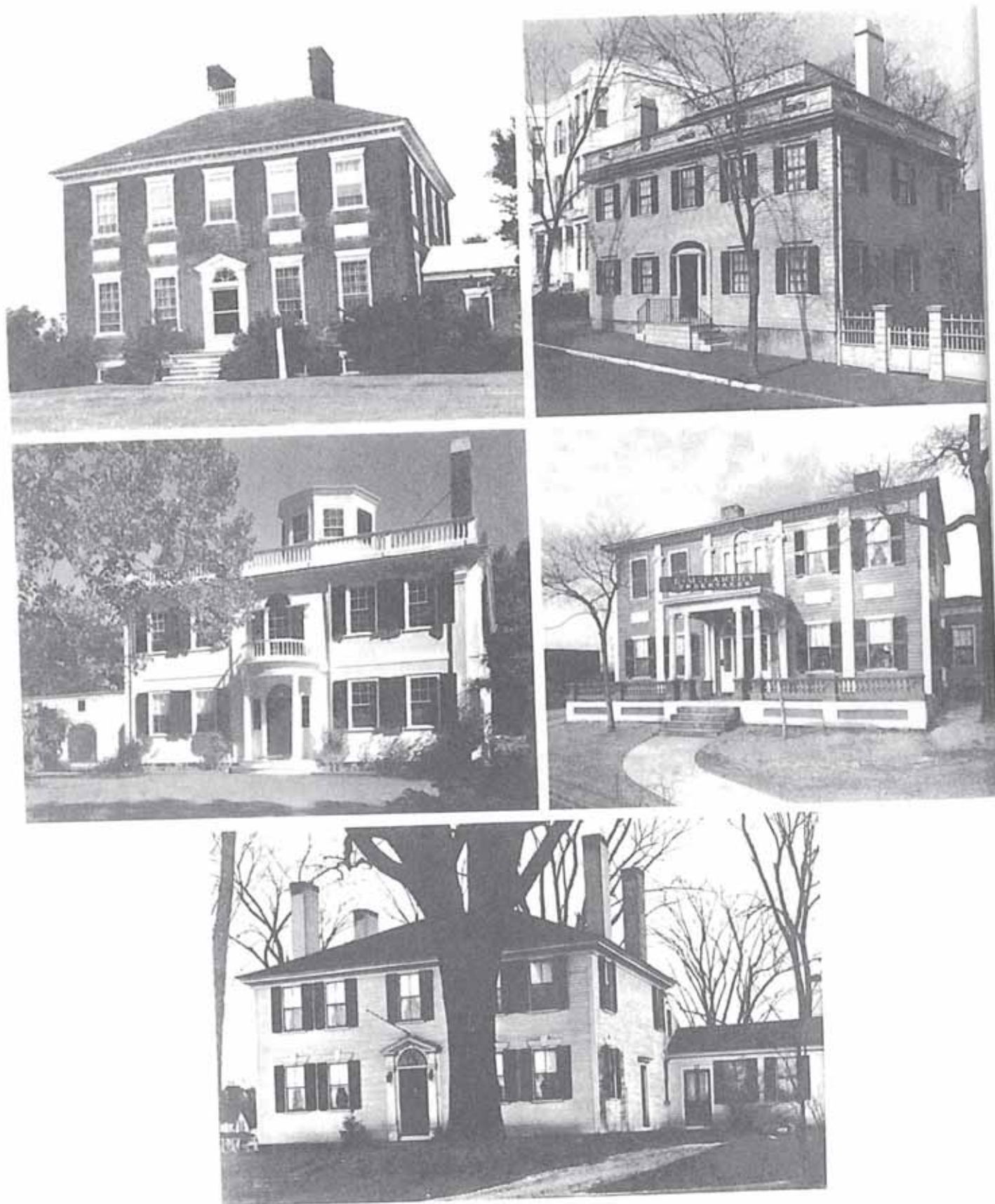


Figure 109 – Hipped Roof, Two-Story Adam Examples

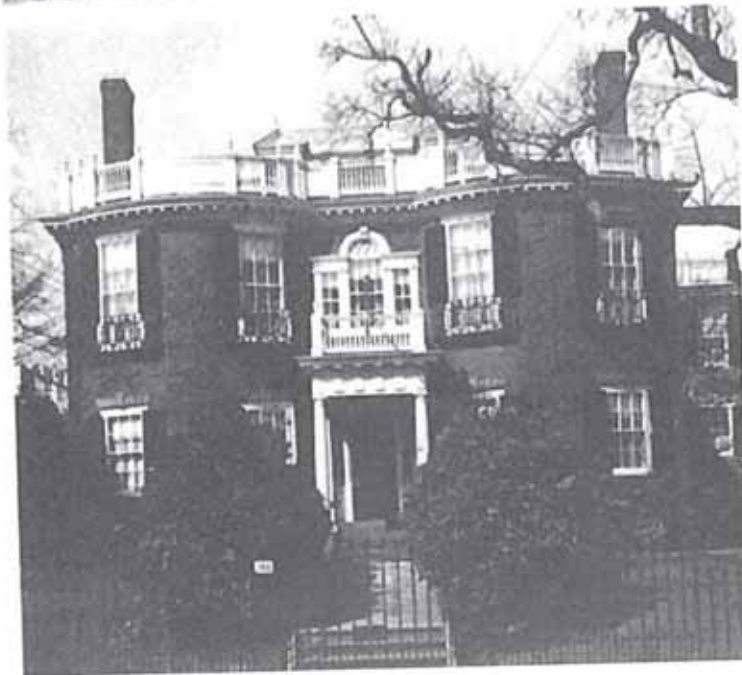


Figure 109 – Hipped Roof, Two-Story Adam Examples (continued)



Figure 110 – Centered Gable Adam Examples

200 – Georgian Figures

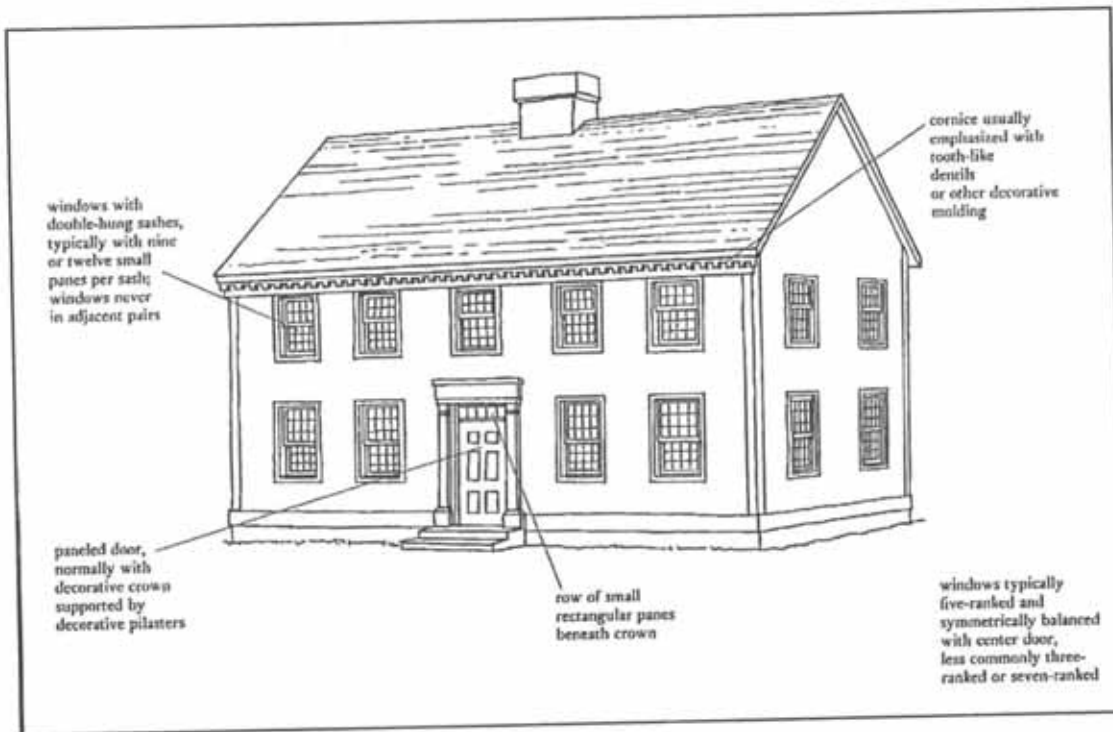


Figure 201

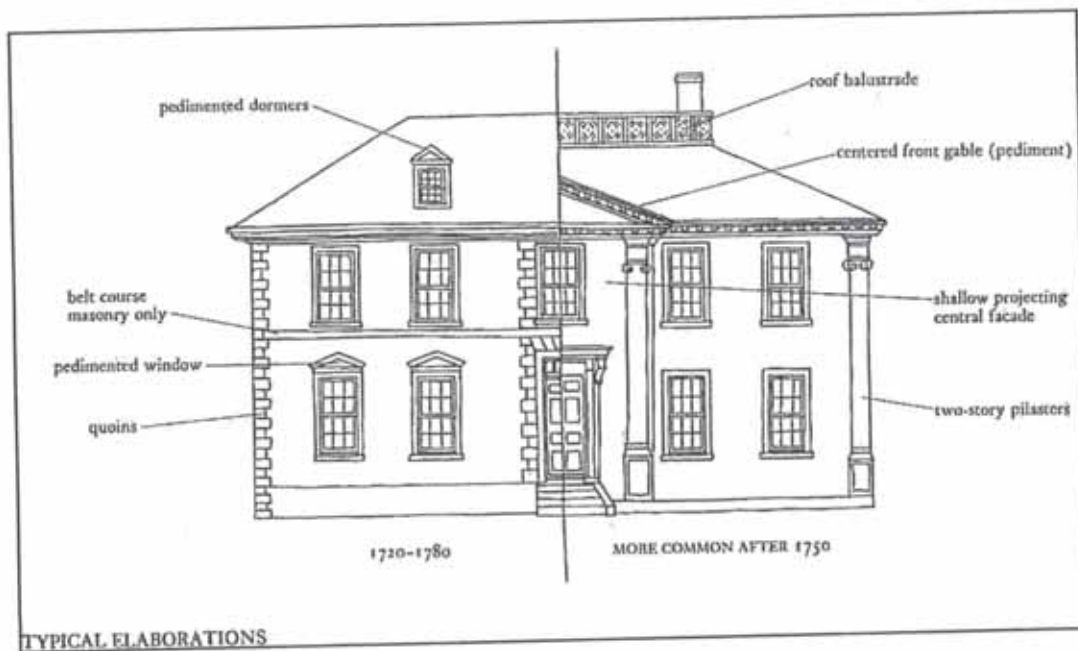


Figure 202

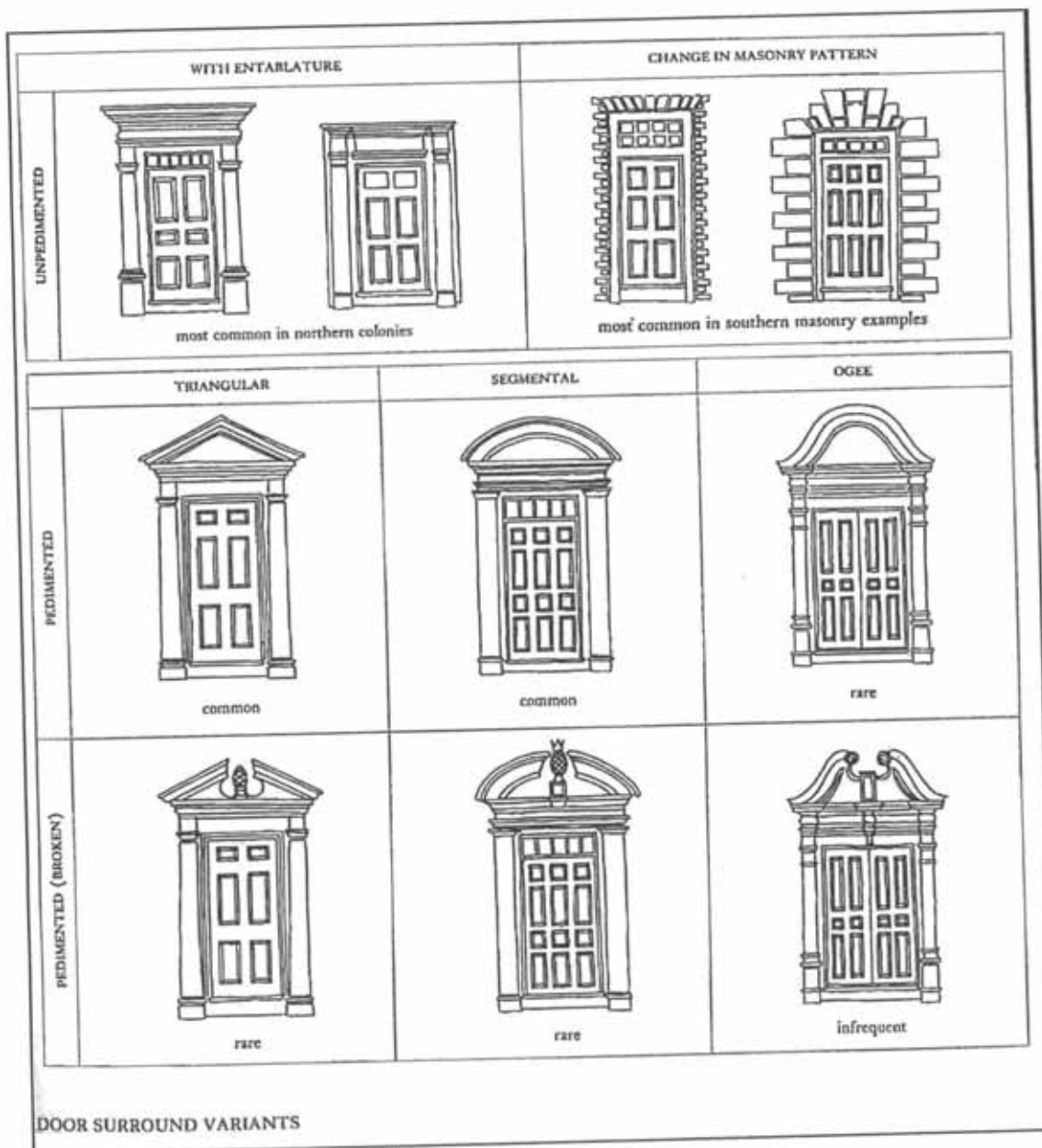


Figure 203

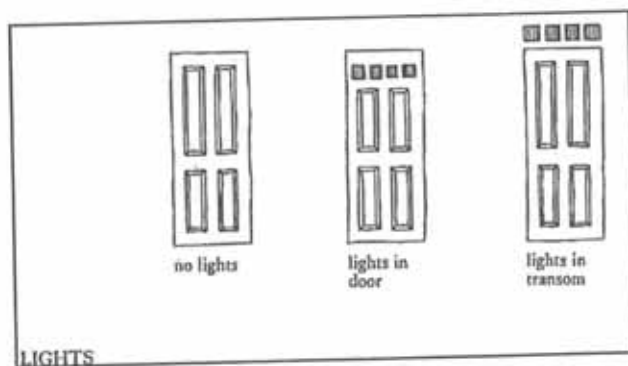


Figure 204

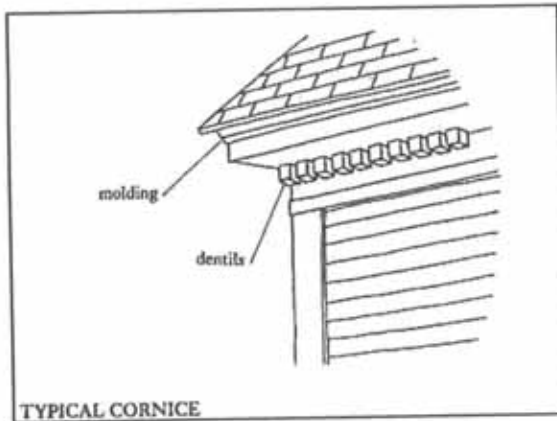


Figure 205

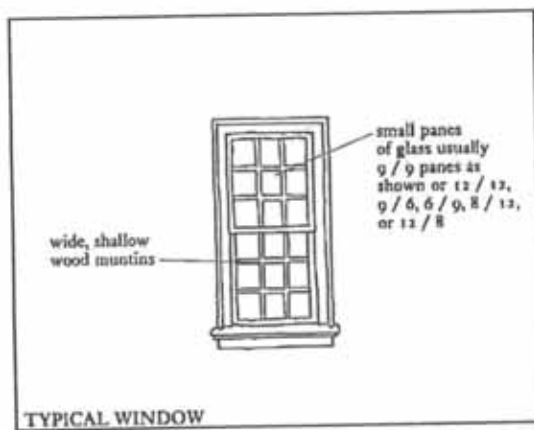


Figure 206



Figure 207

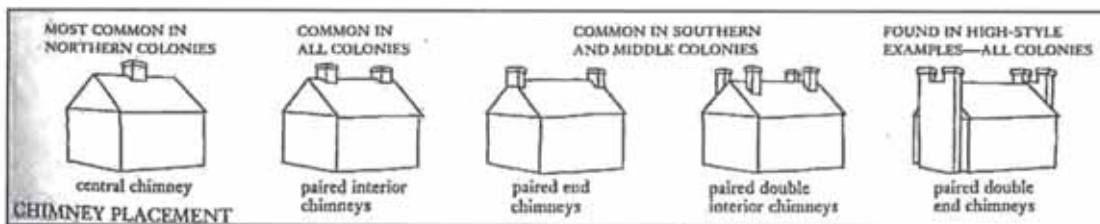


Figure 208

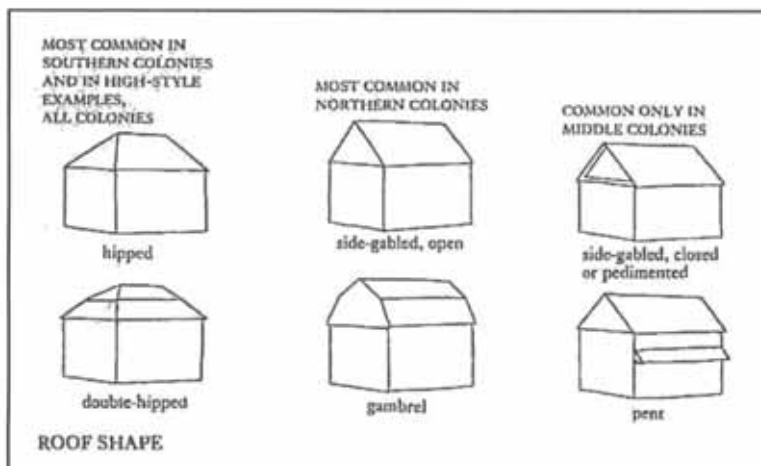


Figure 209

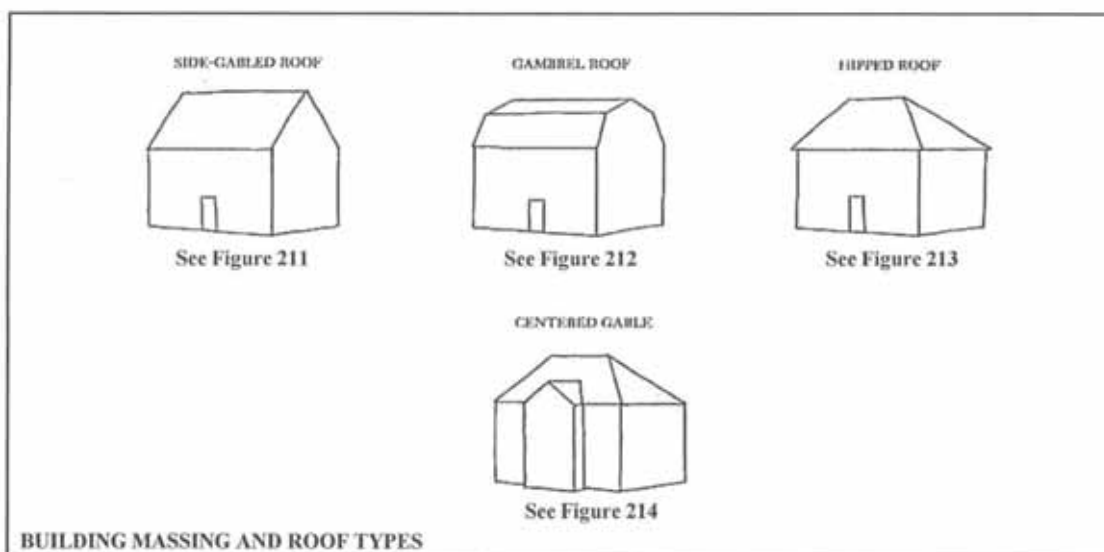


Figure 210



Figure 211 – Side-gabled Georgian Examples



Figure 211 – Side-gabled Georgian Examples (continued)

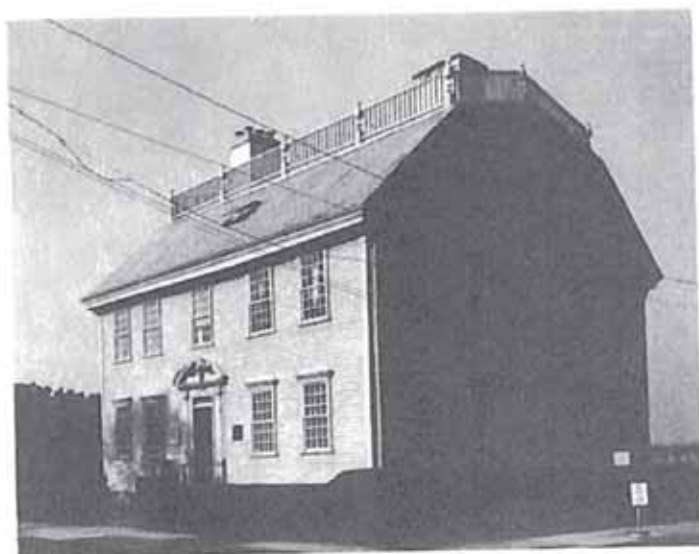


Figure 212 – Gambrel Roof Georgian Examples



Figure 213 – Hipped Roof Georgian Examples



Figure 214 – Centered Gable Georgian Examples

300 – Italianate Figures

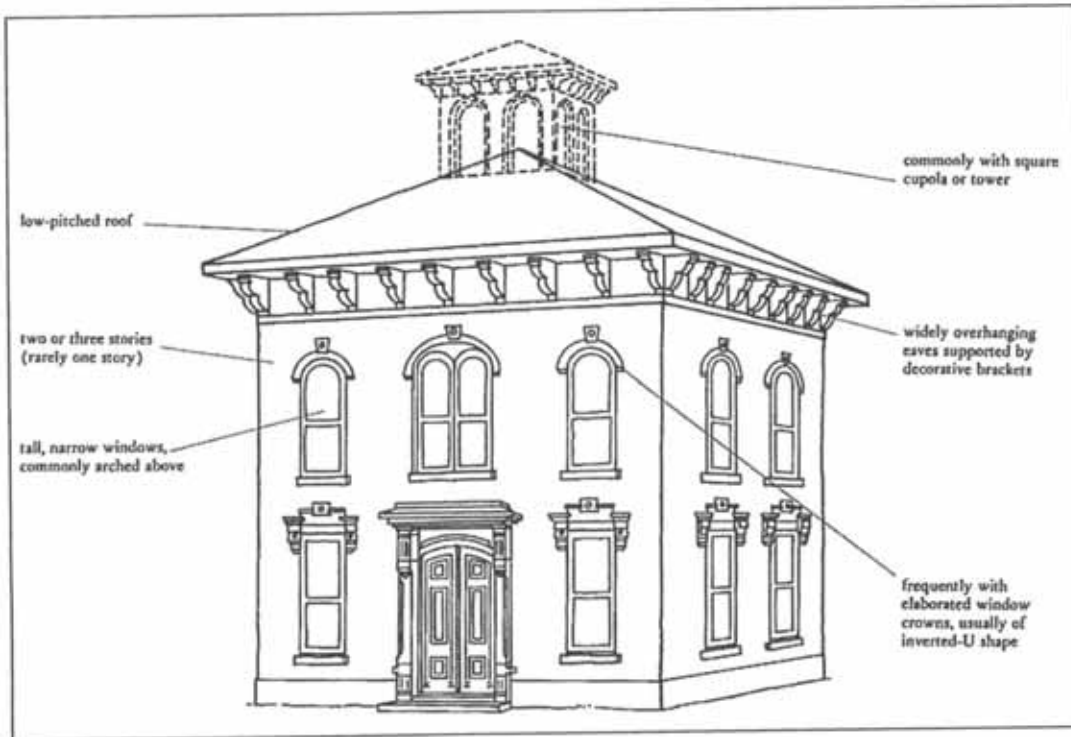


Figure 301

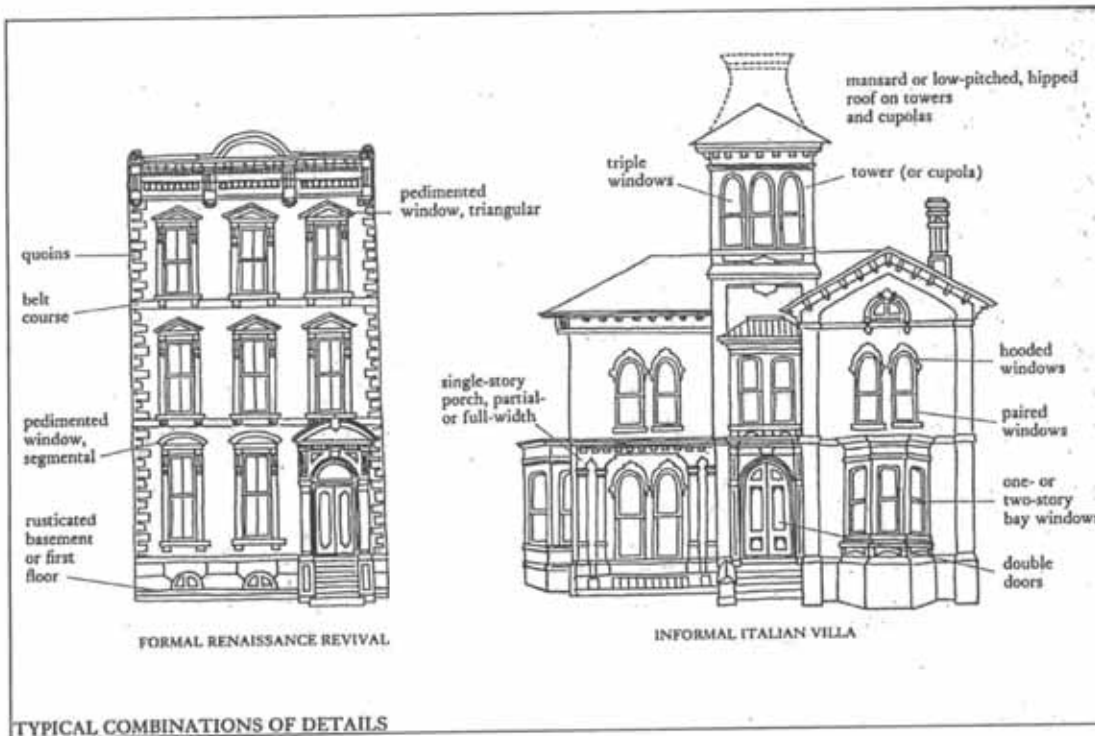


Figure 302

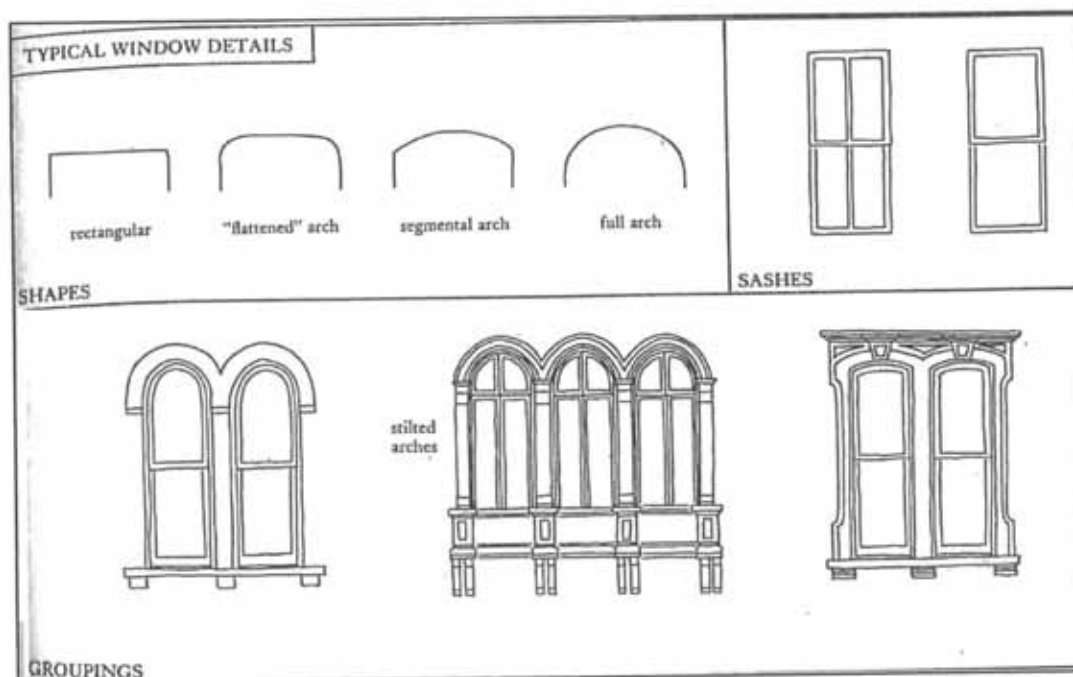


Figure 303

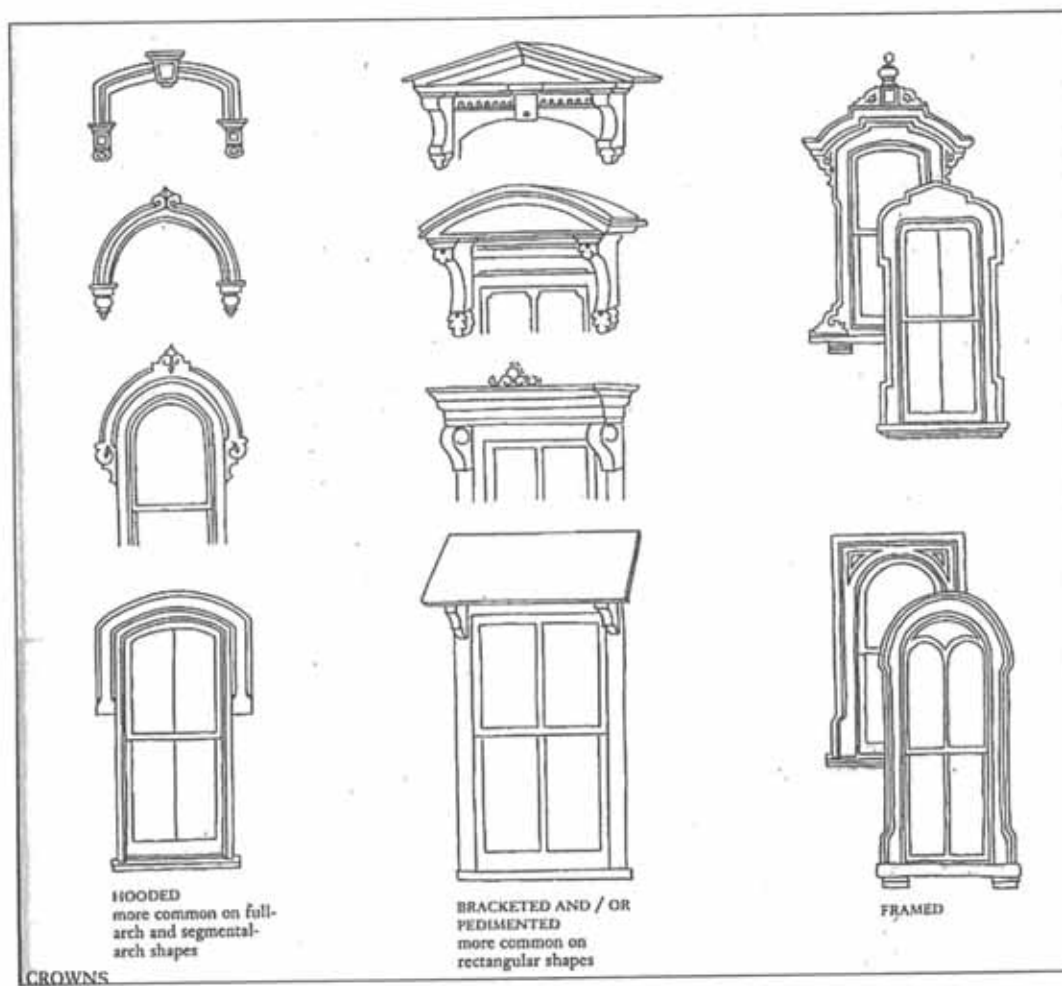


Figure 304

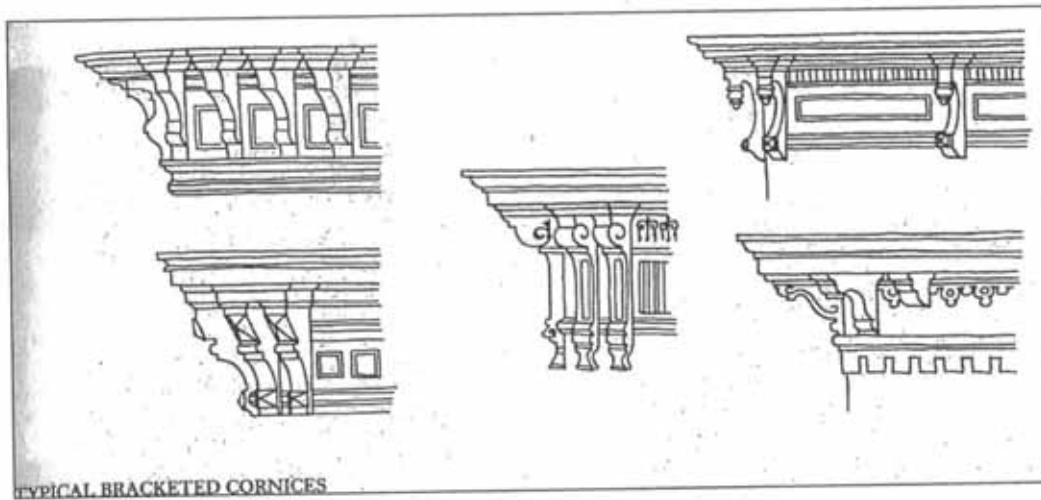


Figure 305

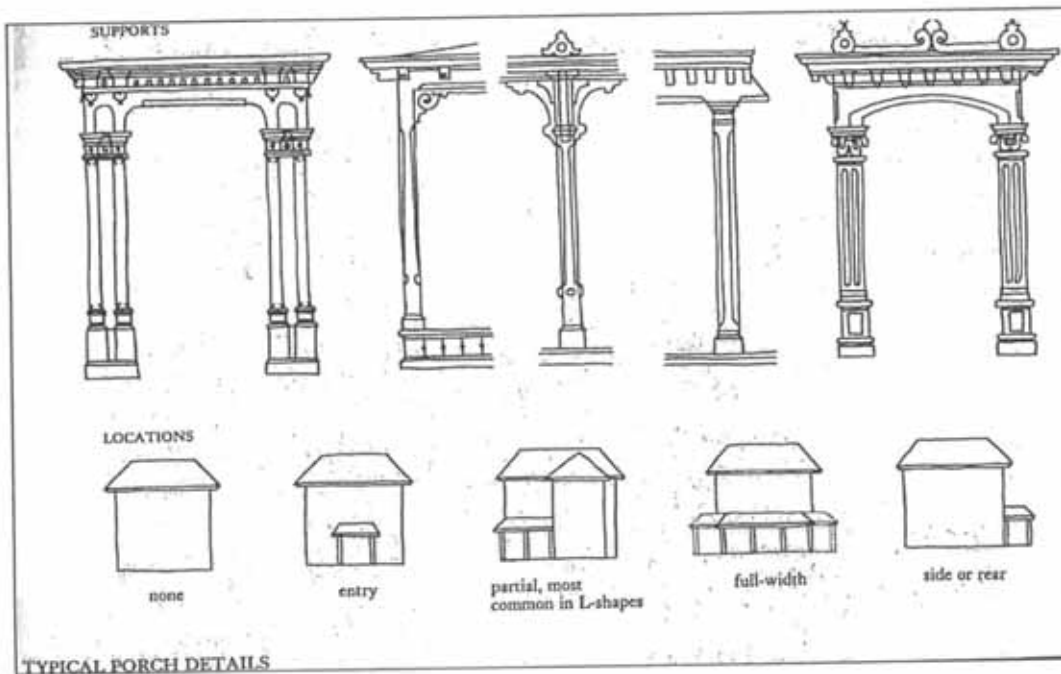


Figure 306

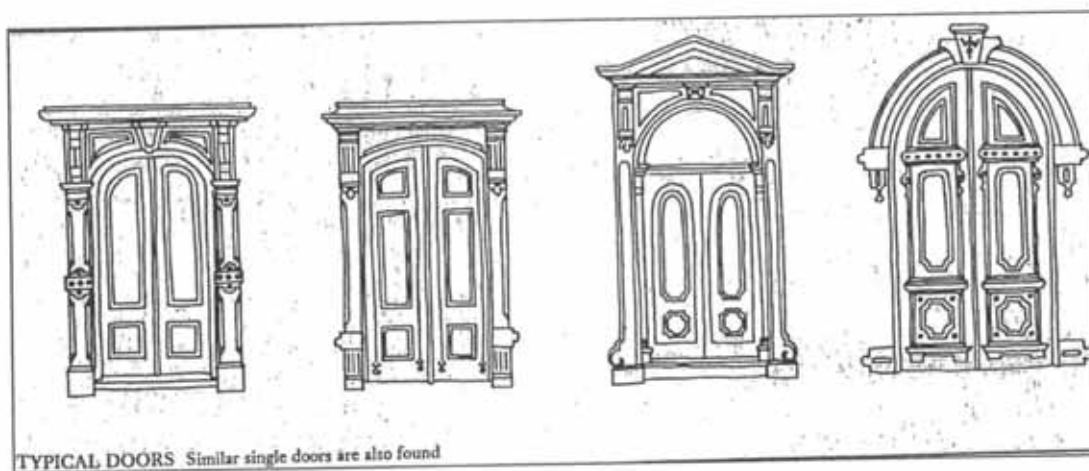


Figure 307

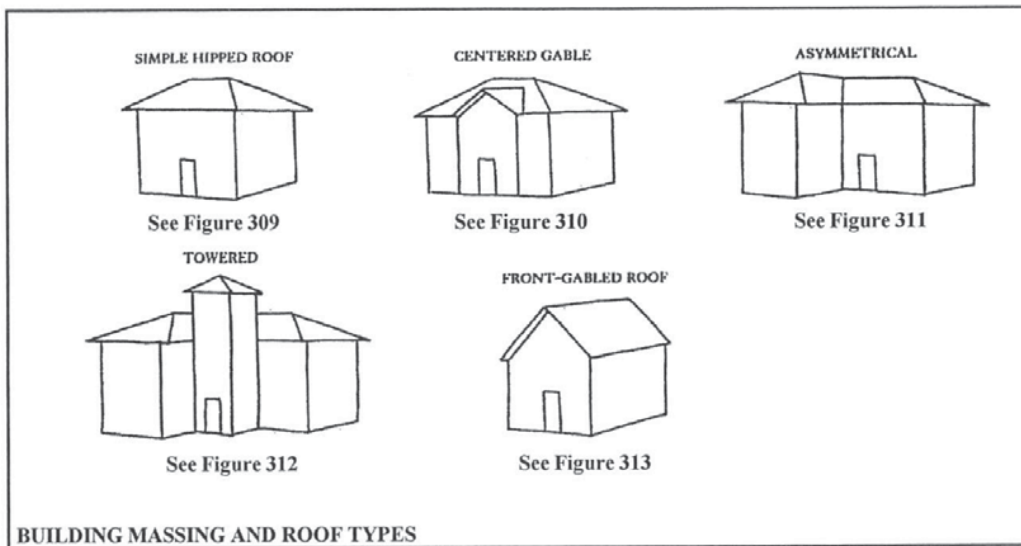


Figure 308



Figure 309 – Simple Hipped Roof Italianate Examples



Figure 309 – Simple Hipped Roof Italianate Examples (continued)

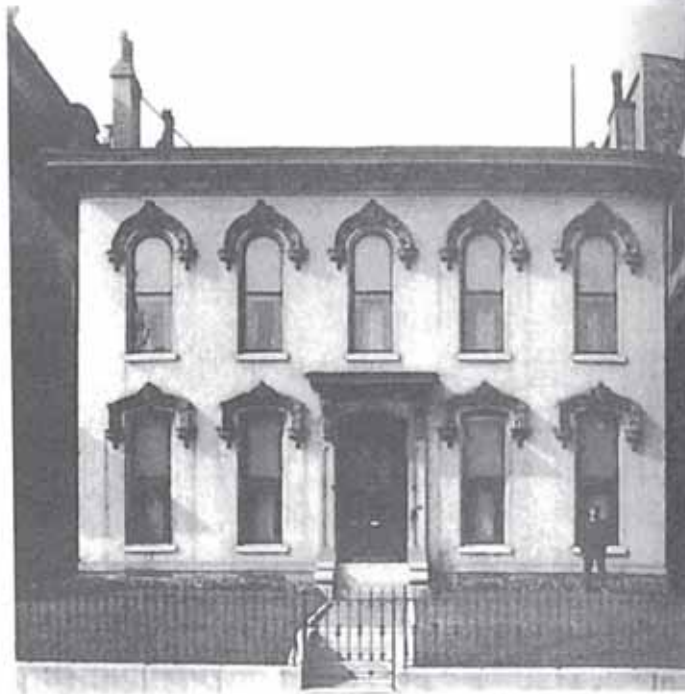


Figure 309 – Simple Hipped Roof Italianate Examples (continued)



Figure 310 – Centered Gable Italianate Examples



Figure 311 – Asymmetrical Italianate Examples

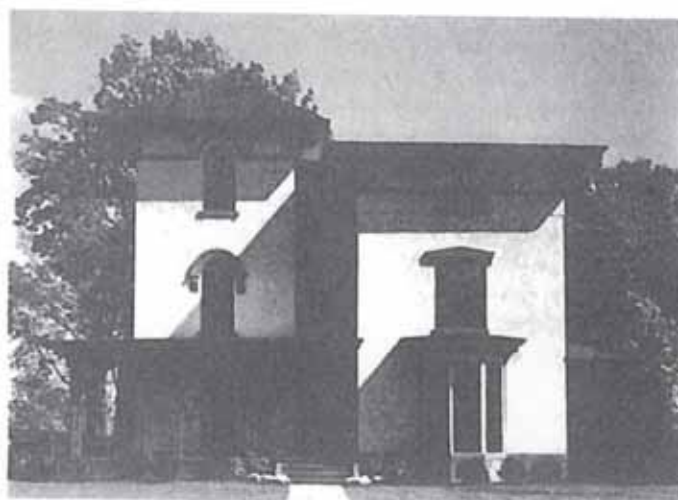
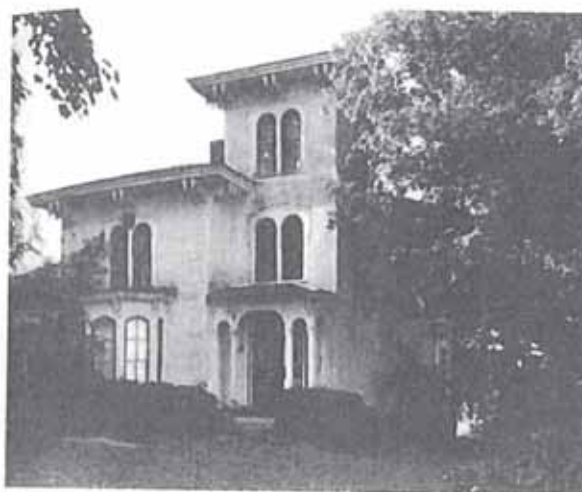


Figure 312 – Towered Italianate Examples



Figure 312 – Towered Italianate Examples (continued)



Figure 313 – Front-gabled Roof Italianate Examples

400 – Shingle Figures



Figure 401

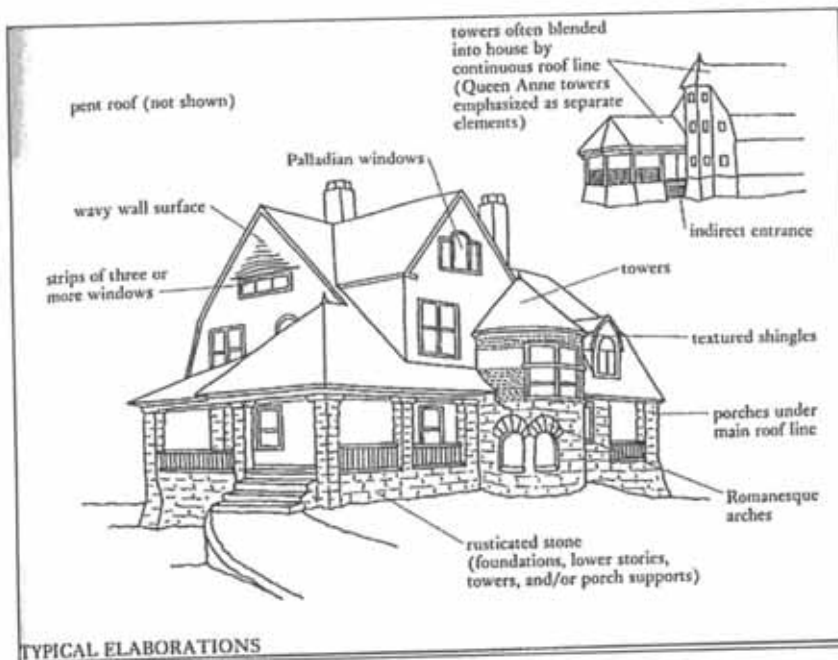


Figure 402

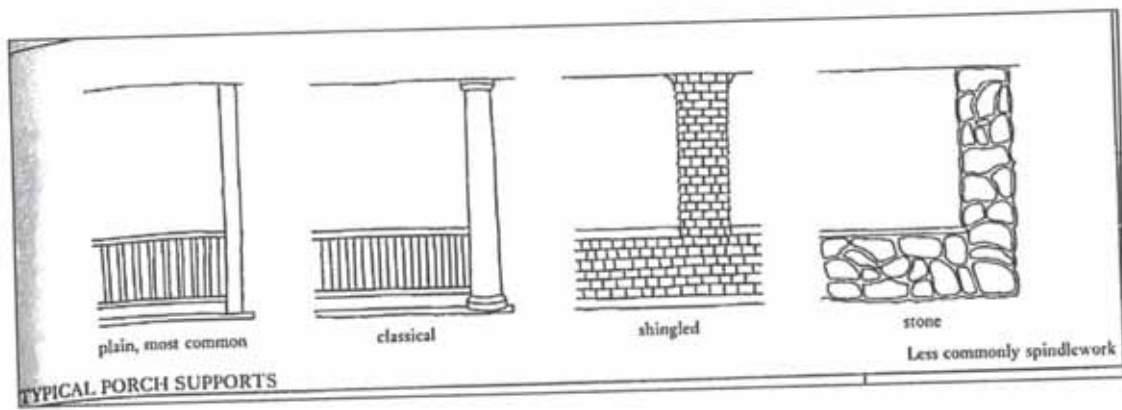


Figure 403

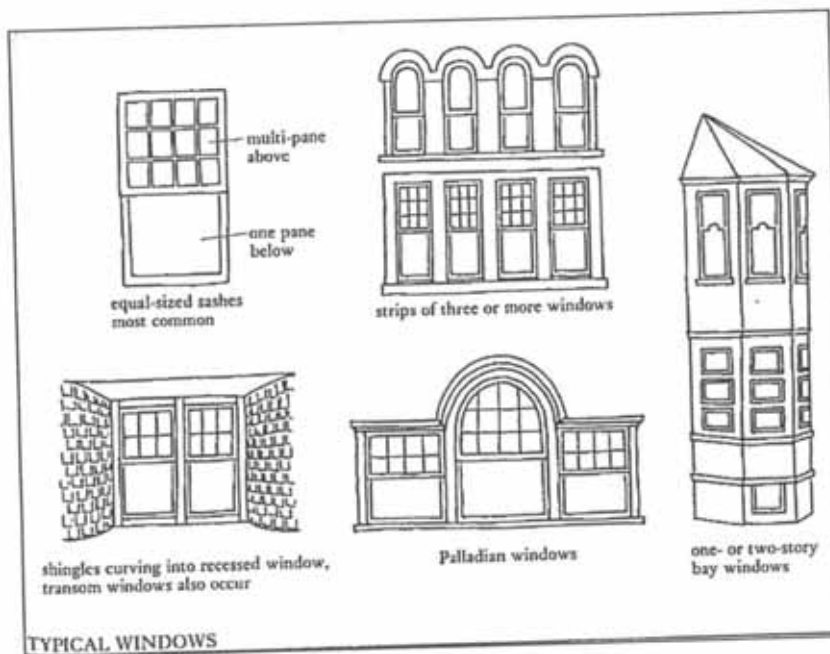


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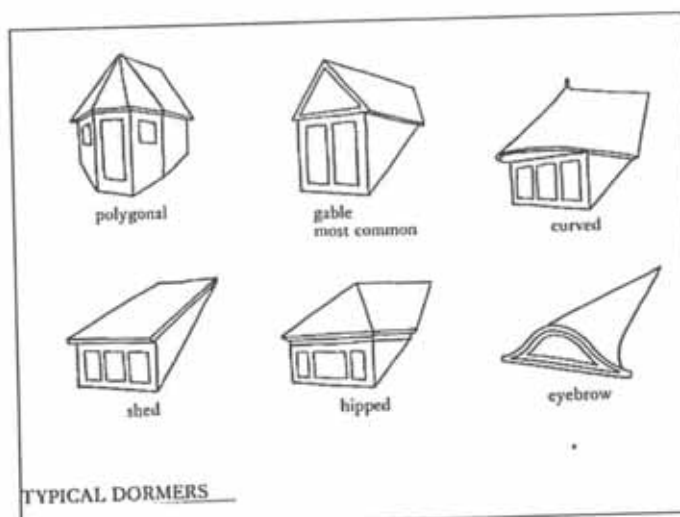


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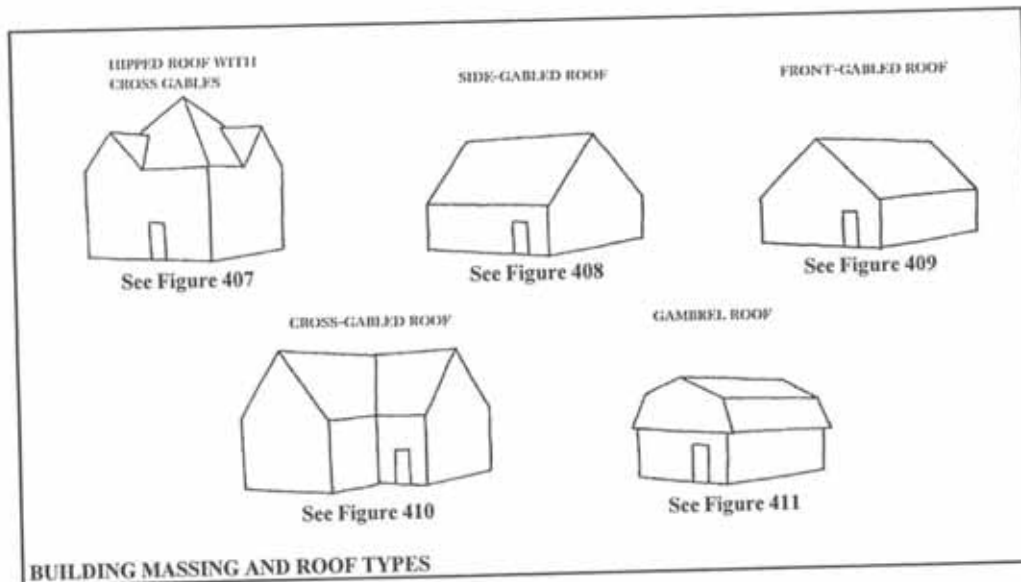


Figure 406

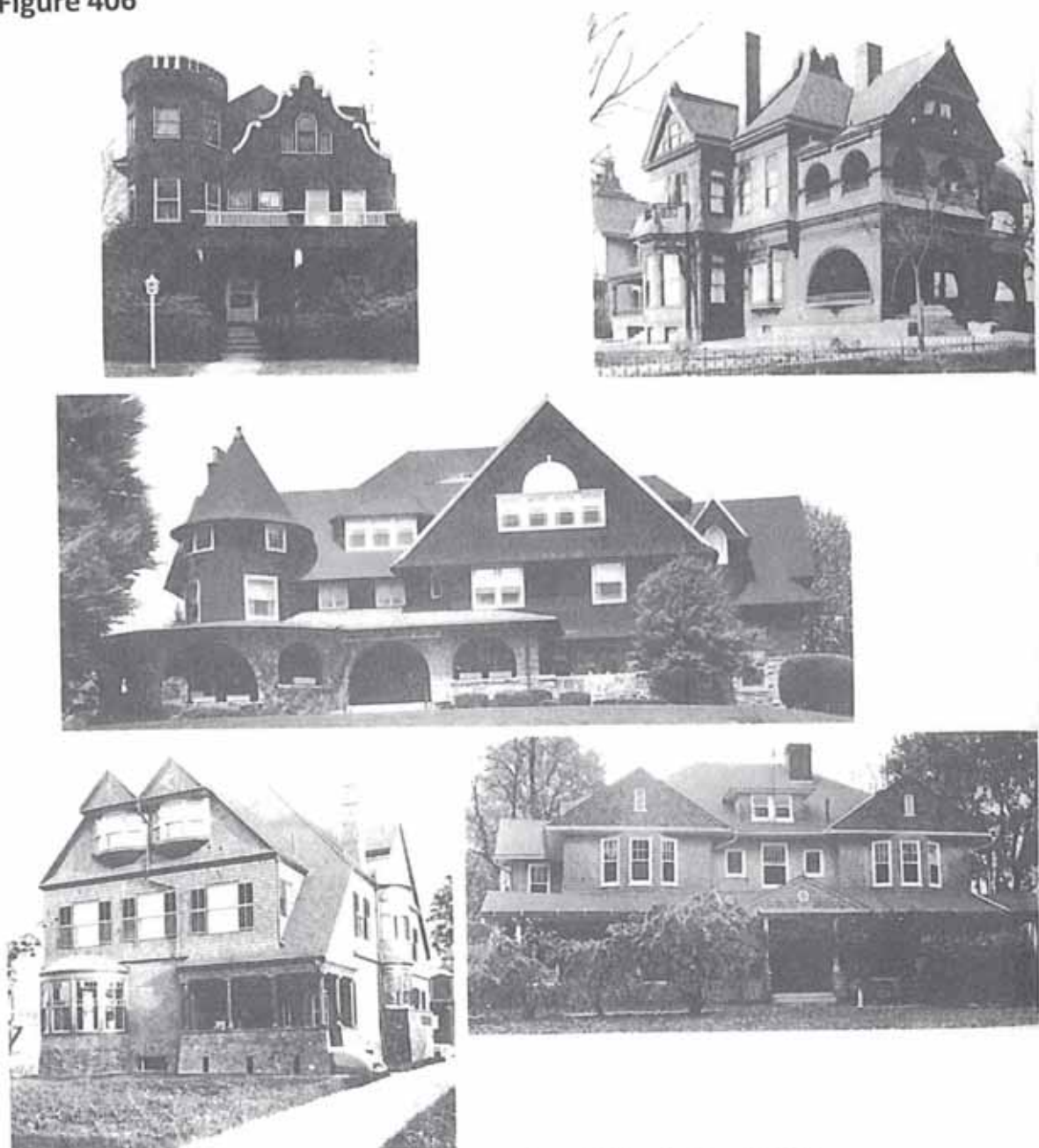


Figure 407 – Hipped Roof with Cross Gables Shingle Examples



Figure 408 – Side-gabled Roof Shingle Examples



Figure 409 – Front-gabled Roof Shingle Examples



Figure 410 – Cross-gabled Roof Shingle Examples



Figure 411 – Gambrel Roof Shingle Examples

500 – Folk Victorian Figures



Figure 501

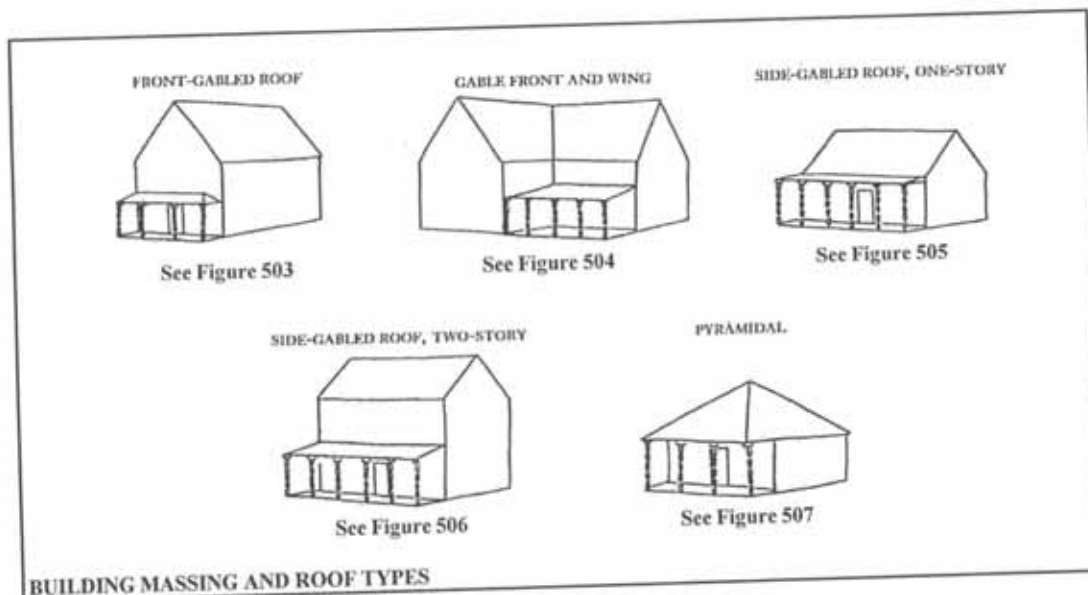


Figure 502



Figure 503 – Front-gabled Roof Folk Victorian Examples

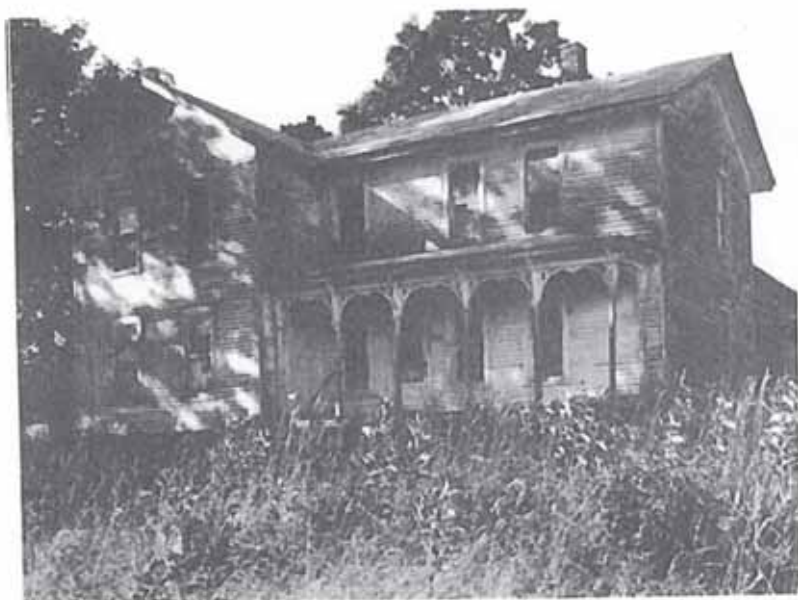


Figure 504 – Gable Front and Wing Folk Victorian Examples



Figure 505 – Side-gabled Roof, One-Story Folk Victorian Examples

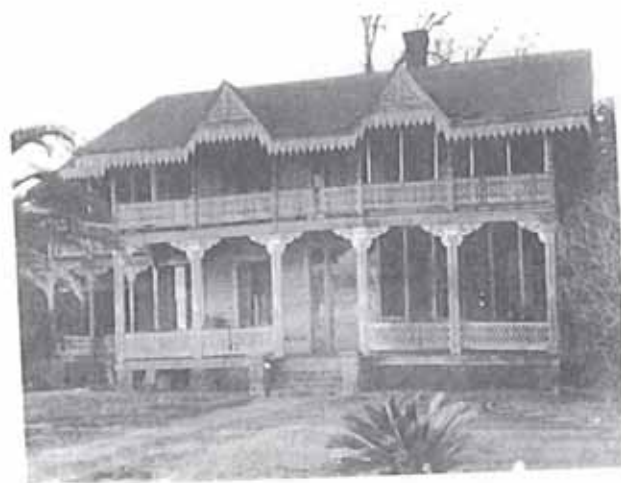


Figure 506 – Side-gabled Roof, Two-Story Folk Victorian Examples

500 series – Folk Victorian Figures



Figure 507 – Pyramidal Folk Victorian Examples

600 – Colonial Revival Figures



Figure 601

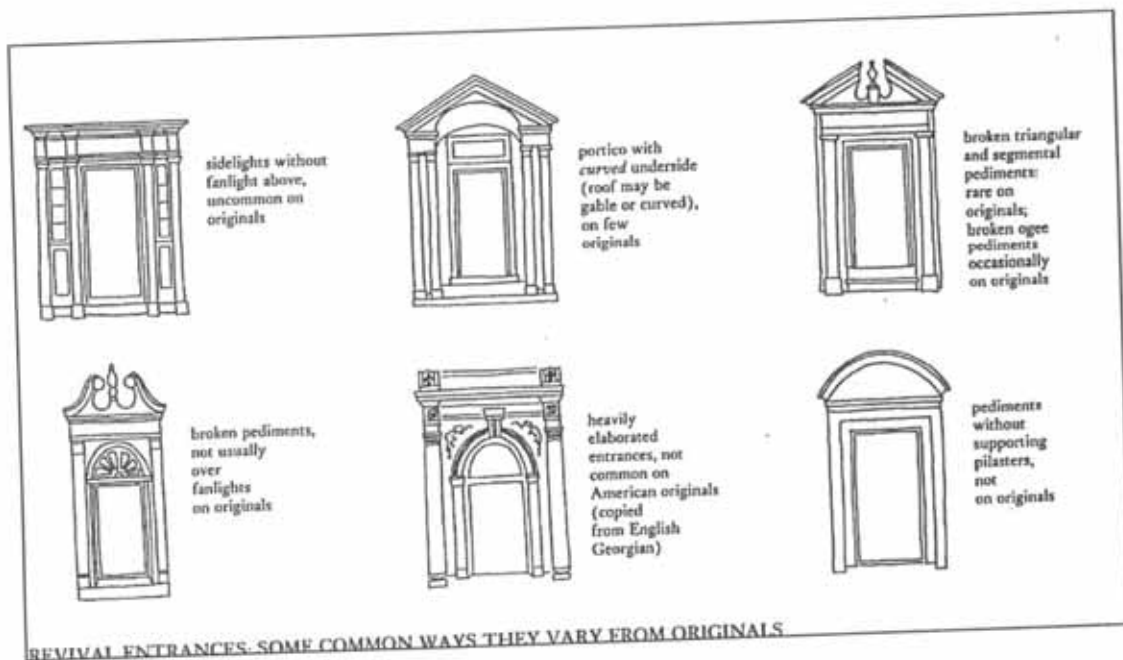


Figure 602

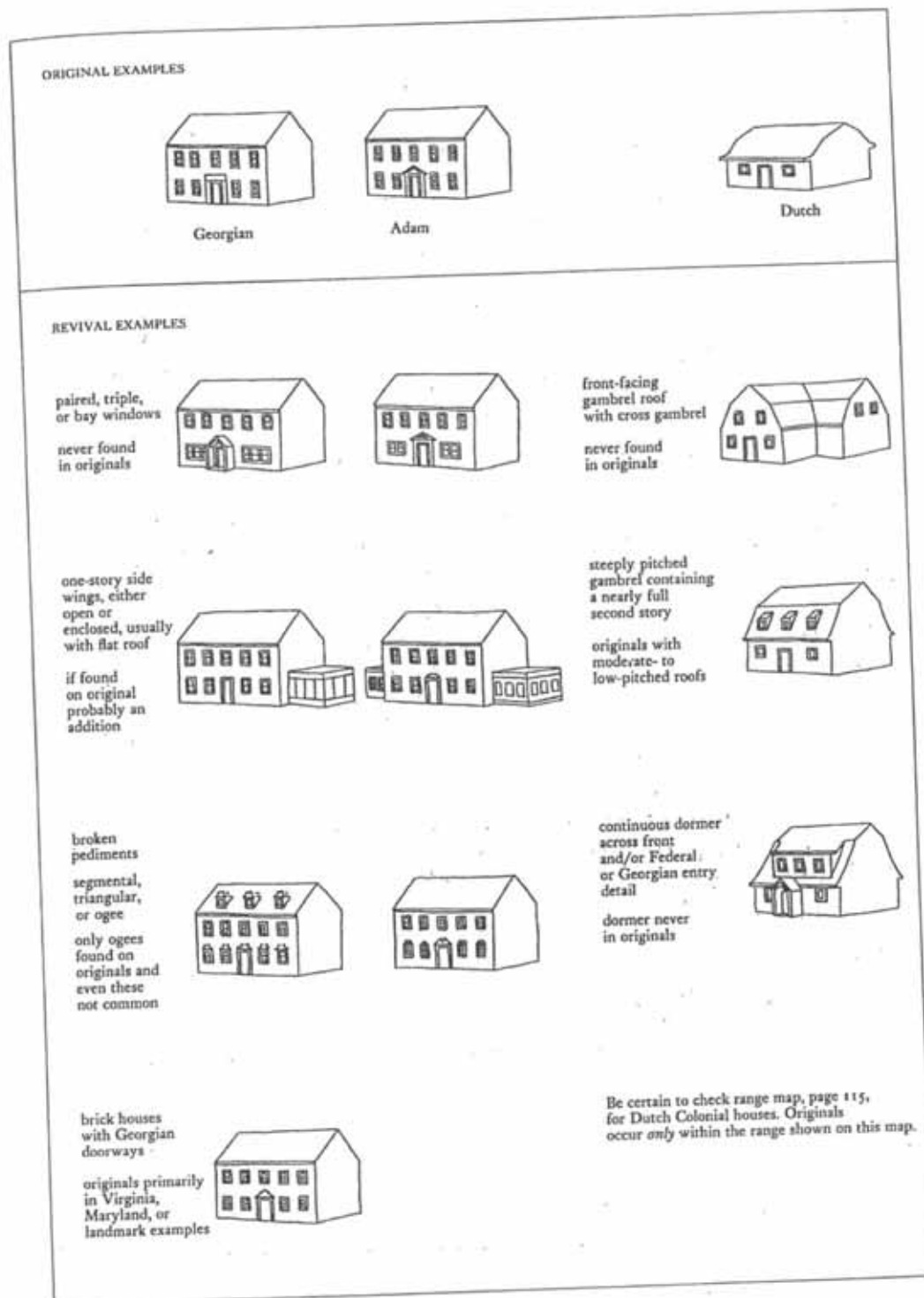


Figure 603

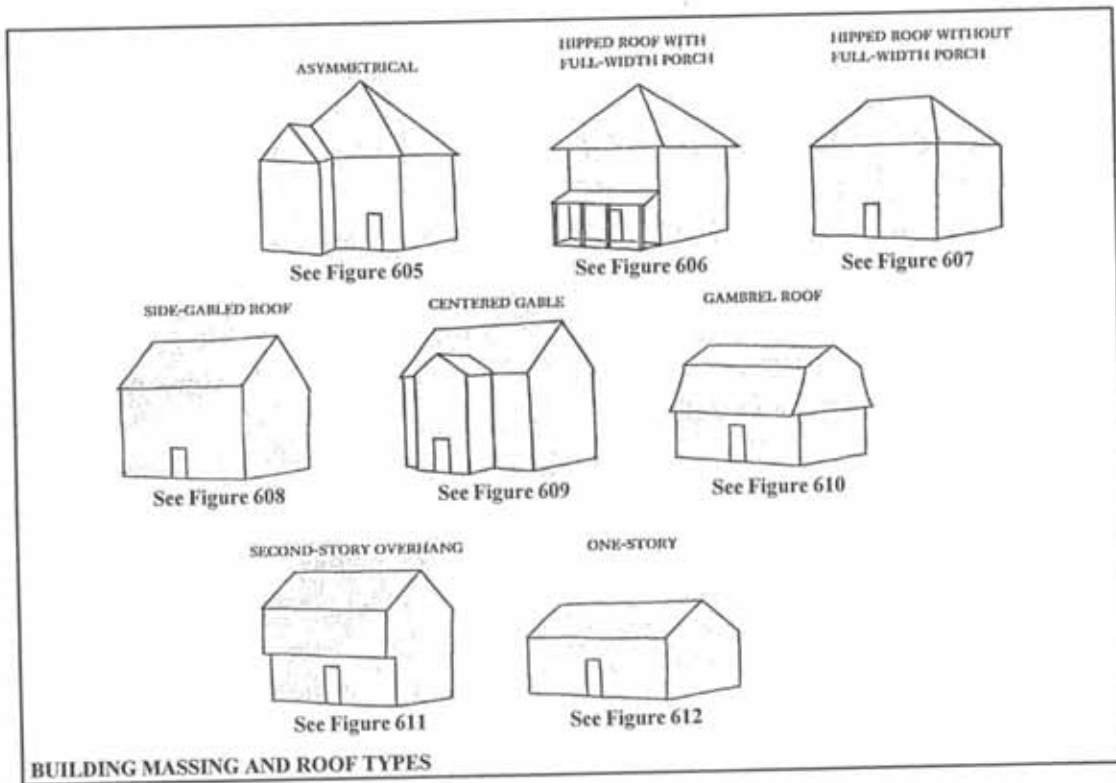


Figure 604



Figure 605 – Colonial Revival Asymmetrical Examples



Figure 606 – Hipped Roof with Full-width Porch Colonial Revival Examples



Figure 607 – Hipped Roof without Full-width Porch Colonial Revival Examples



Figure 608 – Side-gabled Roof Colonial Revival Examples



Figure 608 – Side-gabled Roof Colonial Revival Examples (continued)



Figure 609 – Centered Gable Colonial Revival Examples

600 series – Colonial Revival Figures



Figure 610 – Gambrel Roof Colonial Revival Examples



Figure 611 – Second-story Overhang Colonial Revival Examples



Figure 612 – One-story Colonial Revival Examples

700 – Tudor Figures

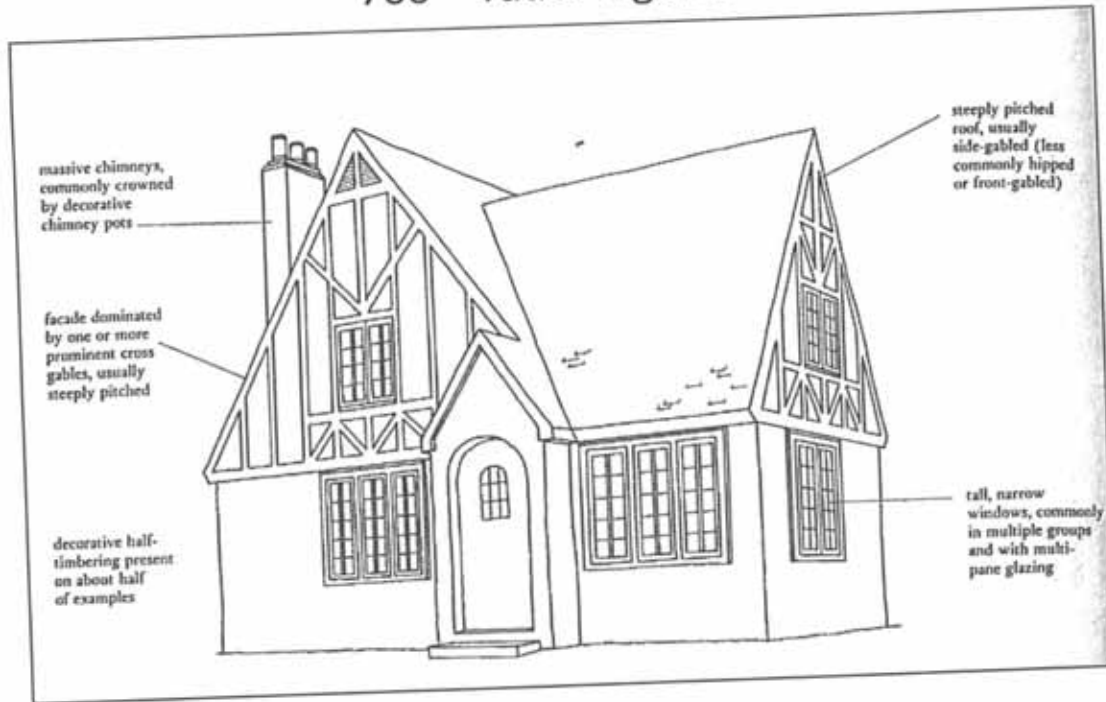


Figure 701

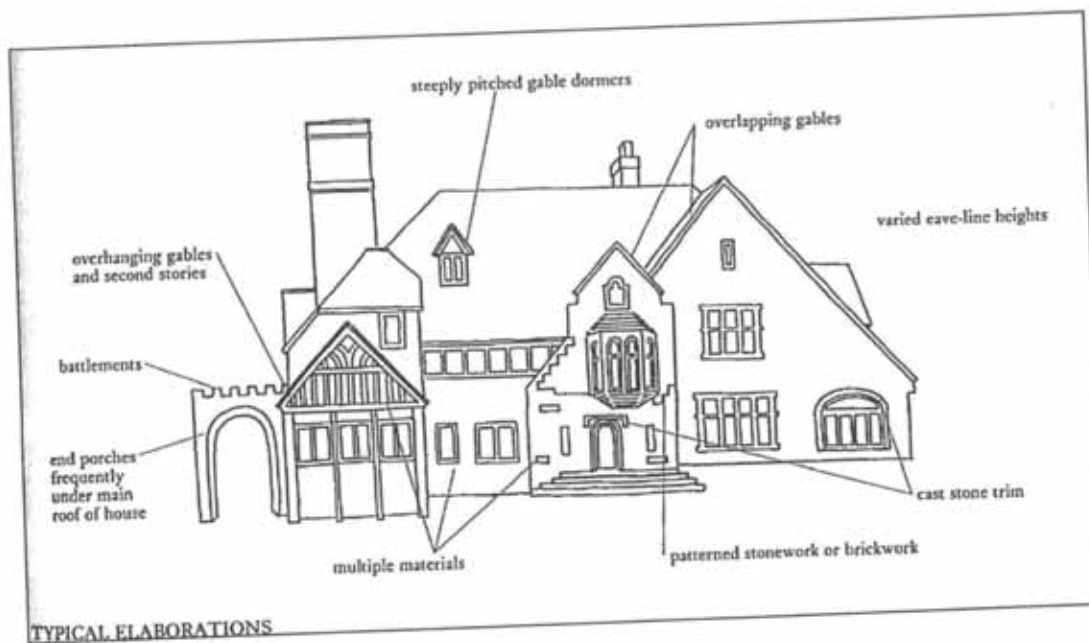


Figure 702

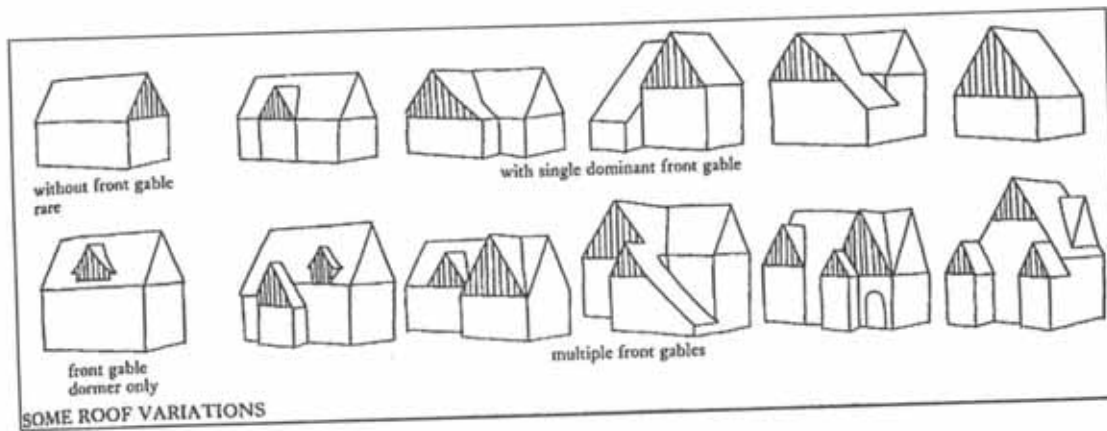


Figure 703

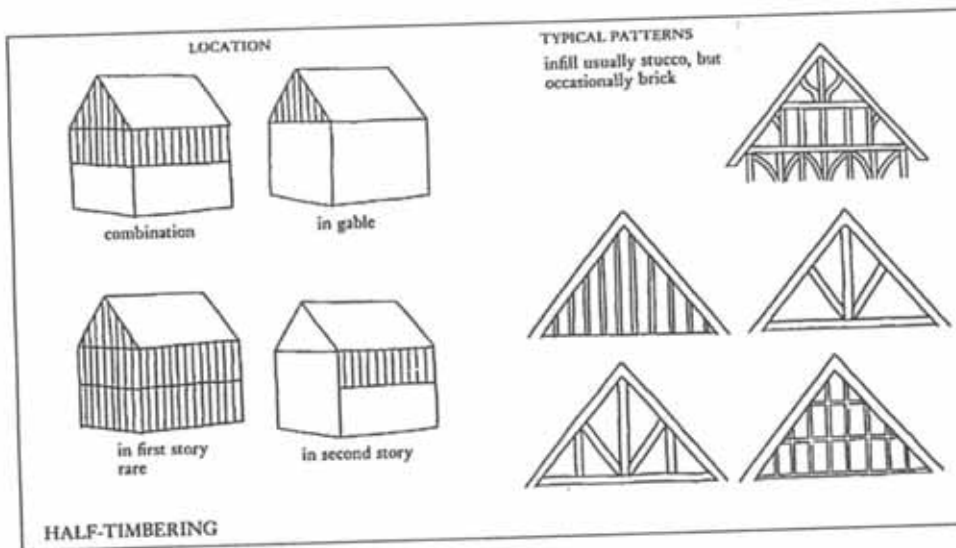


Figure 704

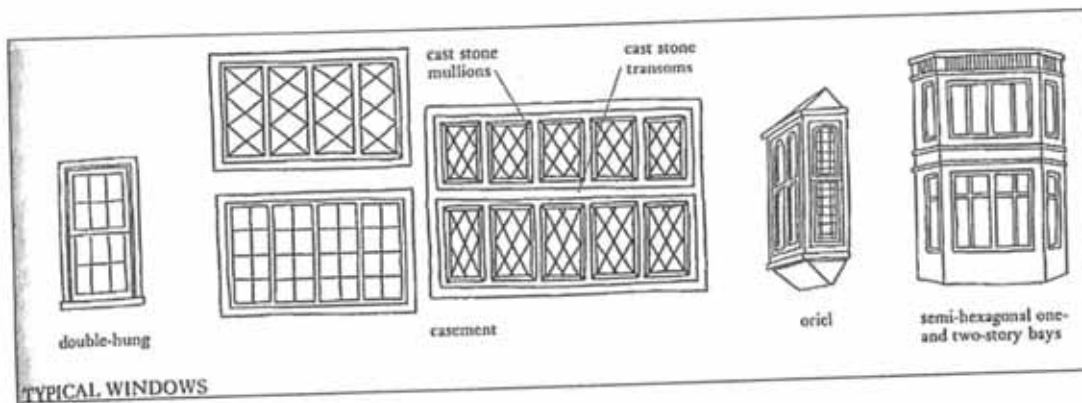


Figure 705

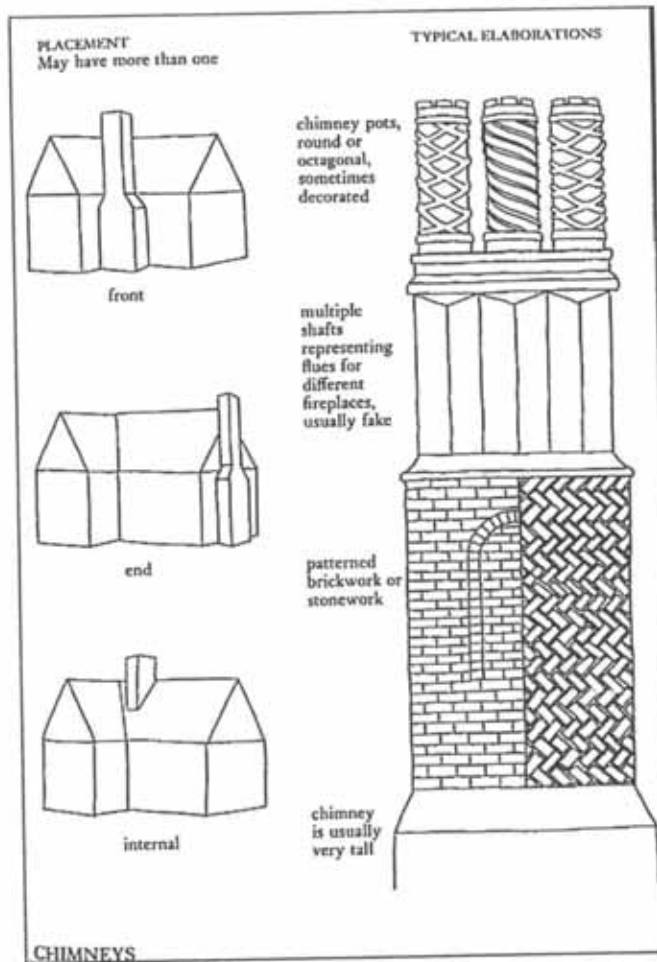


Figure 706

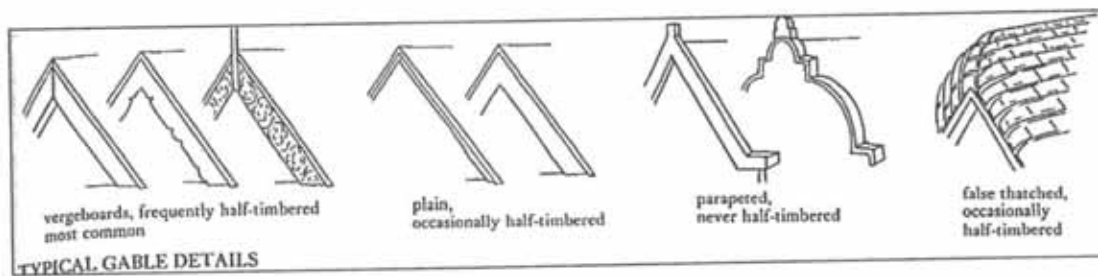


Figure 707

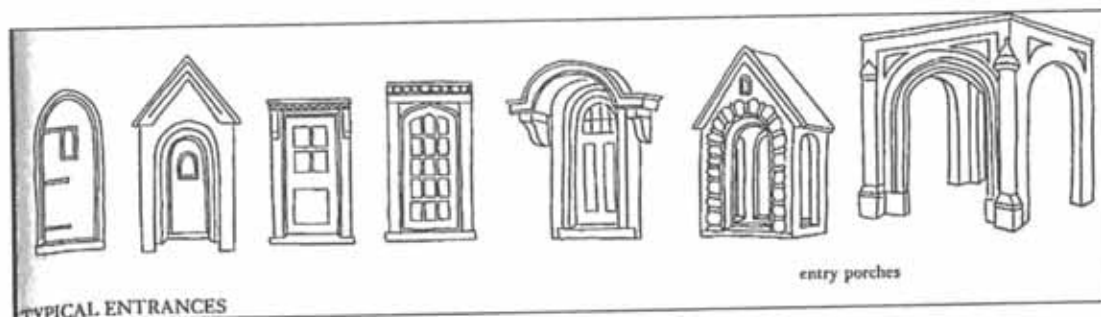


Figure 708

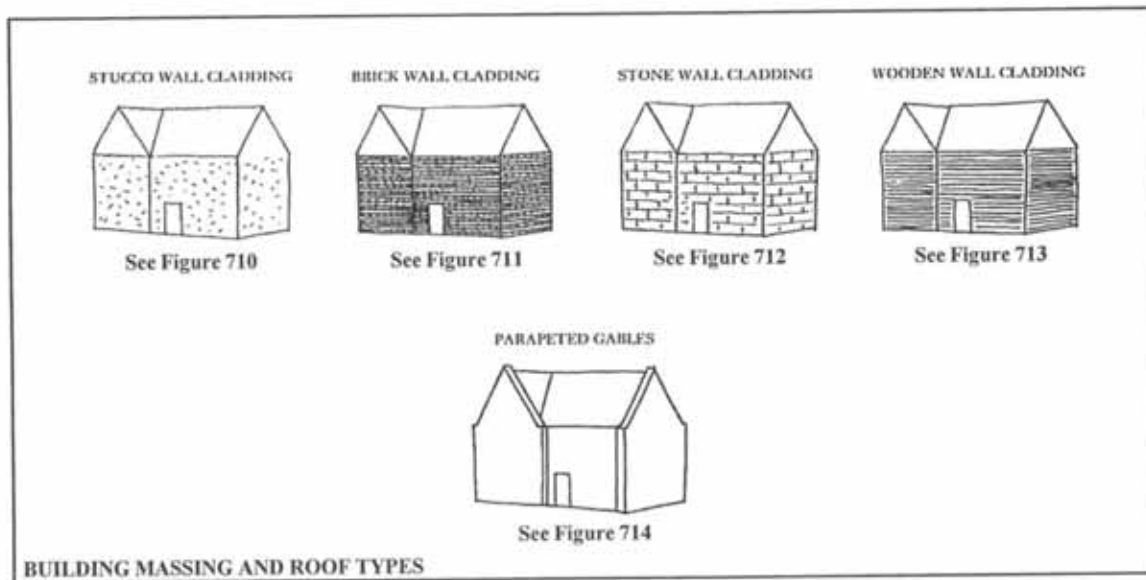


Figure 709

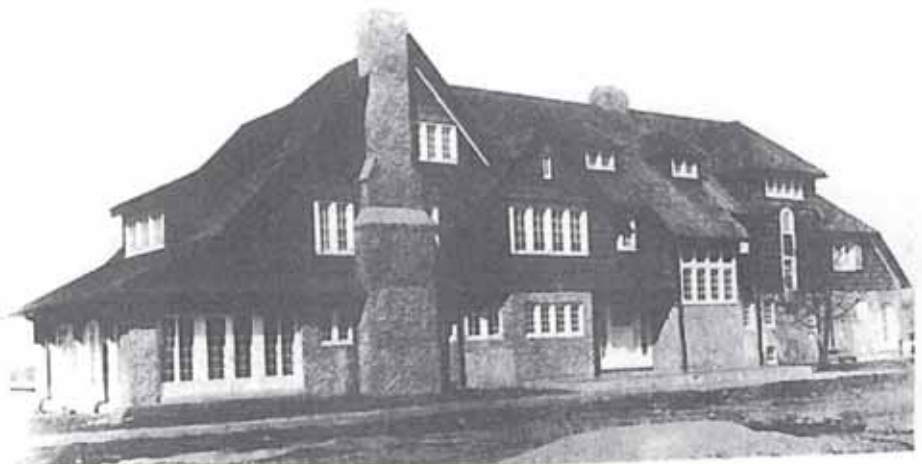


Figure 710 – Stucco Wall Cladding Tudor Examples

700 series – Tudor Figures



Figure 711 – Brick Wall Cladding Tudor Examples



Figure 711 – Brick Wall Cladding Tudor Examples (continued)

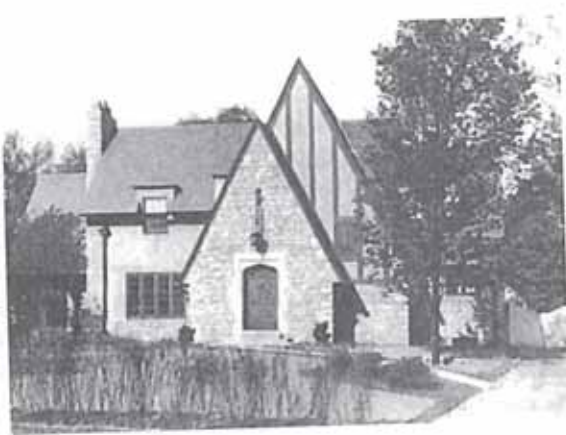


Figure 712 – Stone Wall Cladding Tudor Examples

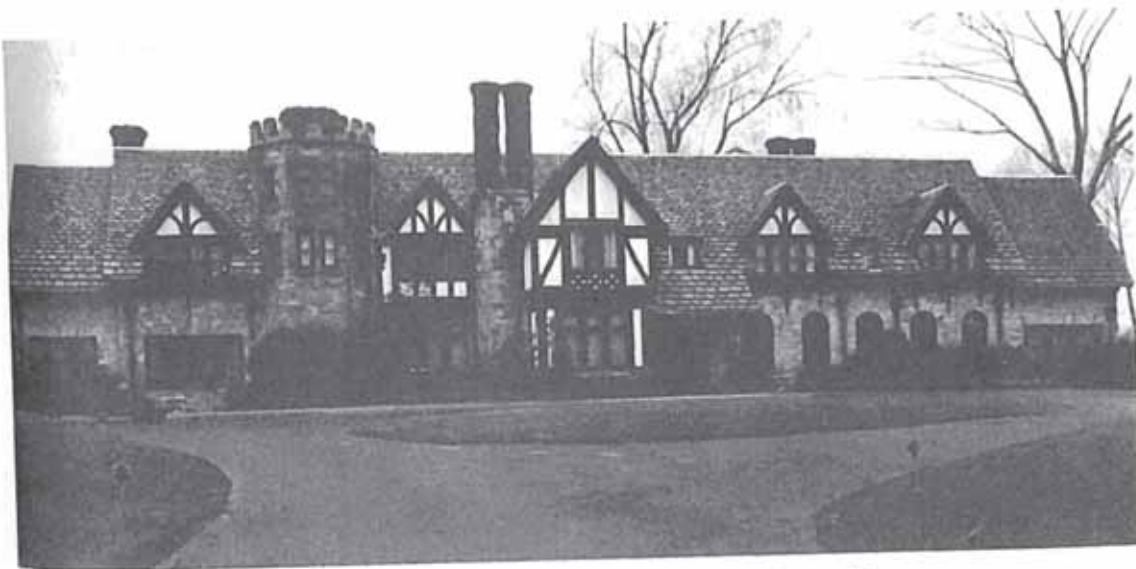


Figure 712 – Stone Wall Cladding Tudor Examples (continued)



Figure 713 – Wooden Wall Cladding Tudor Examples



Figure 714 – Parapeted Gables Tudor Examples

800 – Craftsman Figures



Figure 801

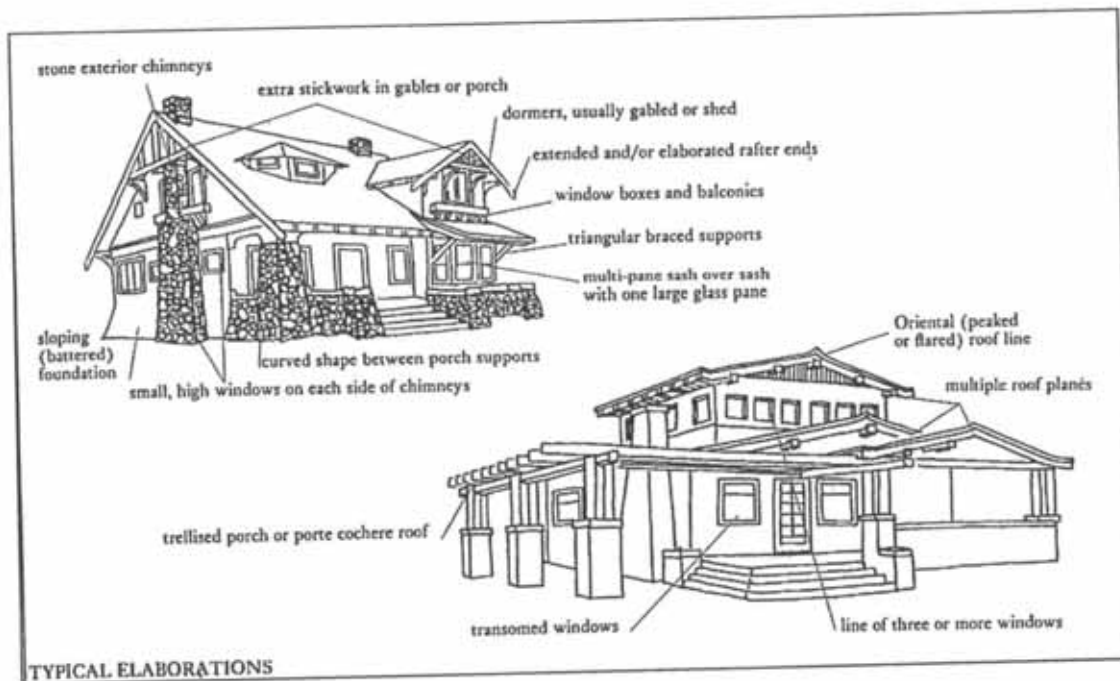


Figure 802

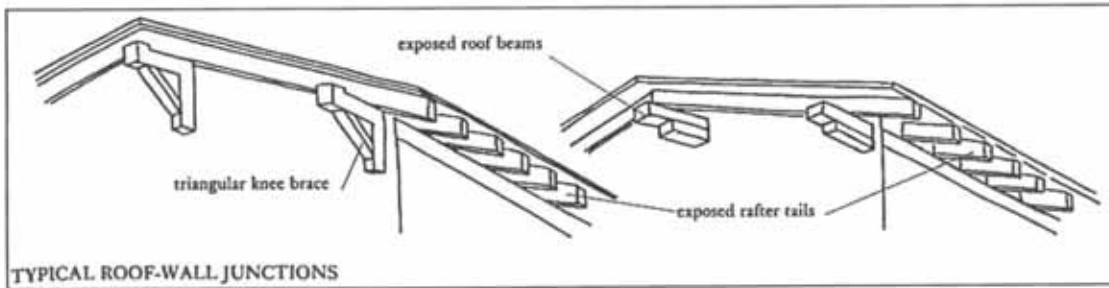


Figure 803

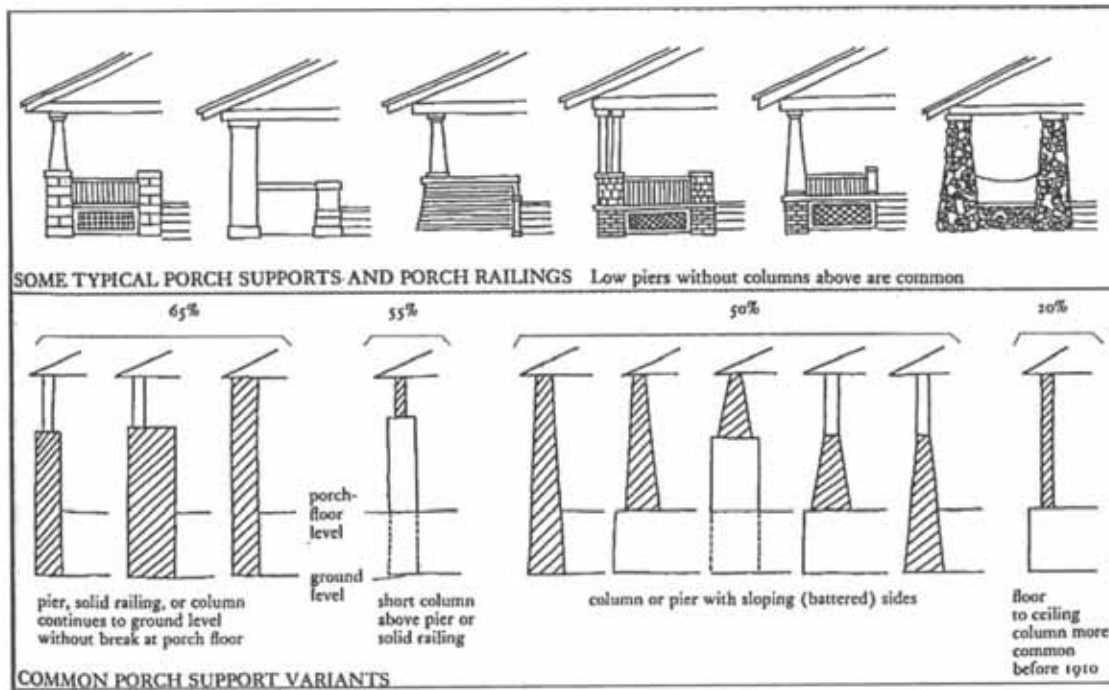


Figure 804

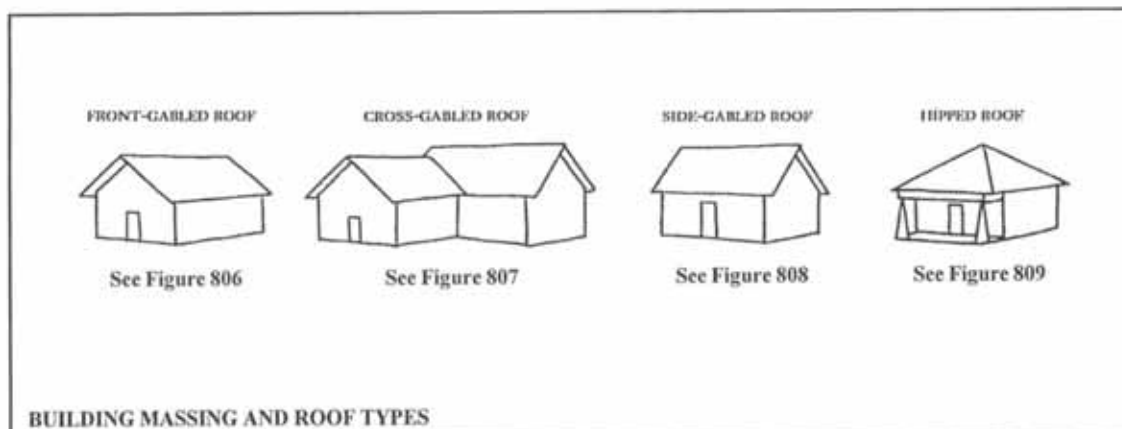


Figure 805



Figure 806 – Front-gabled Roof Craftsman Examples



Figure 807 – Cross-gabled Roof Craftsman Examples



Figure 808 – Side-gabled Roof Craftsman Examples

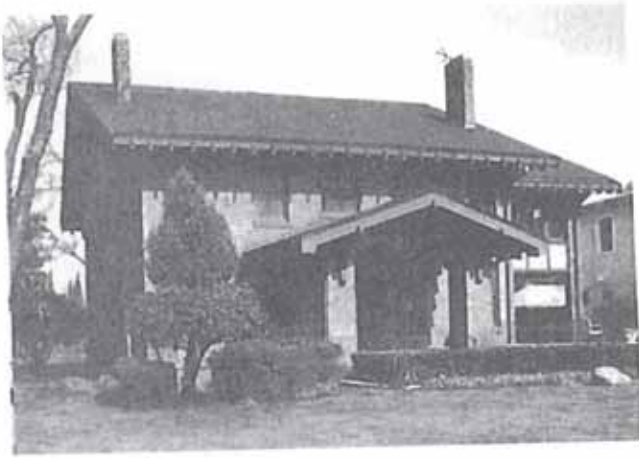


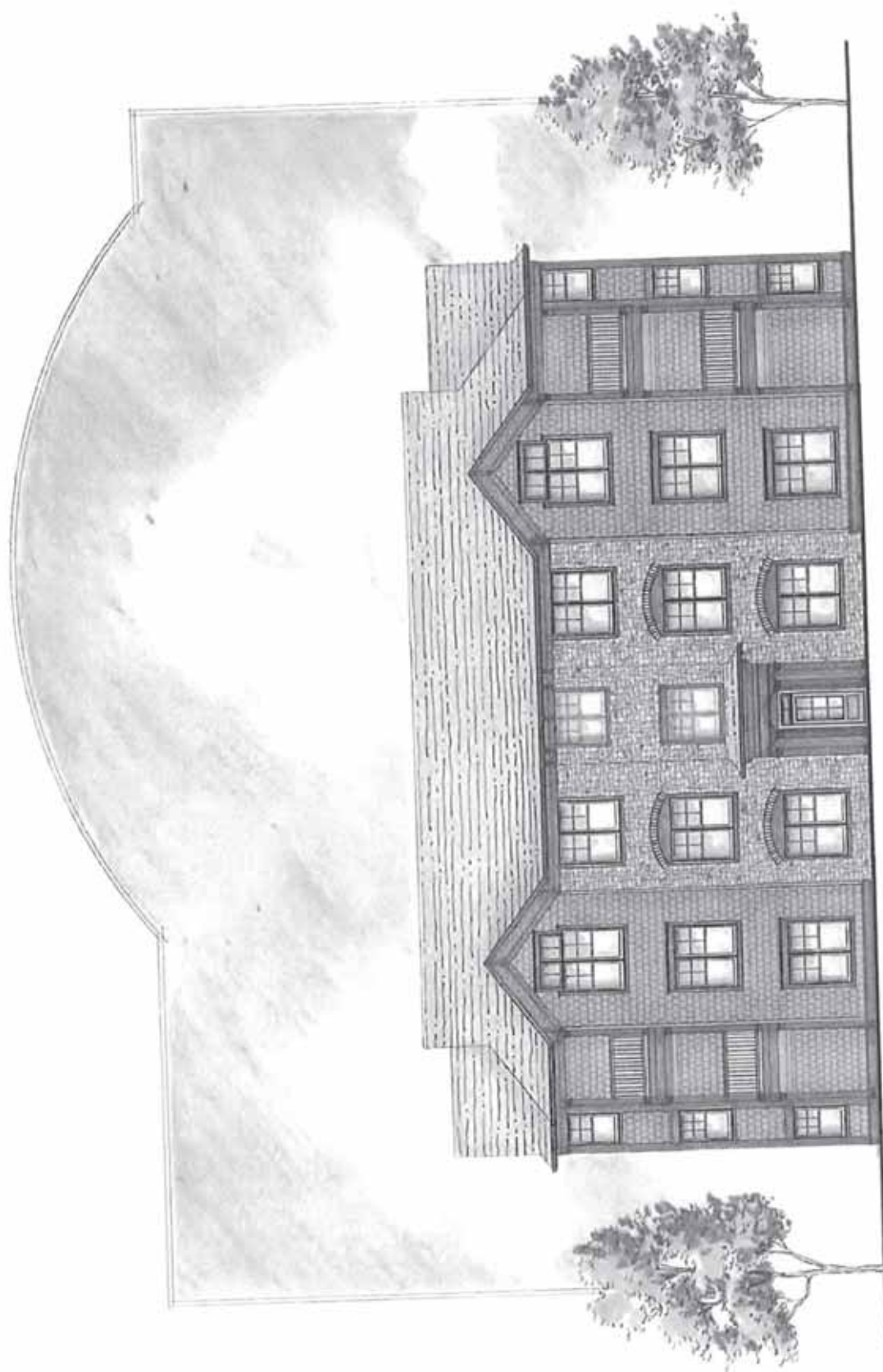
Figure 808 – Side-gabled Roof Craftsman Examples (continued)



Figure 809 – Hipped Roof Craftsman Examples

Exhibit F

Multifamily Building Examples

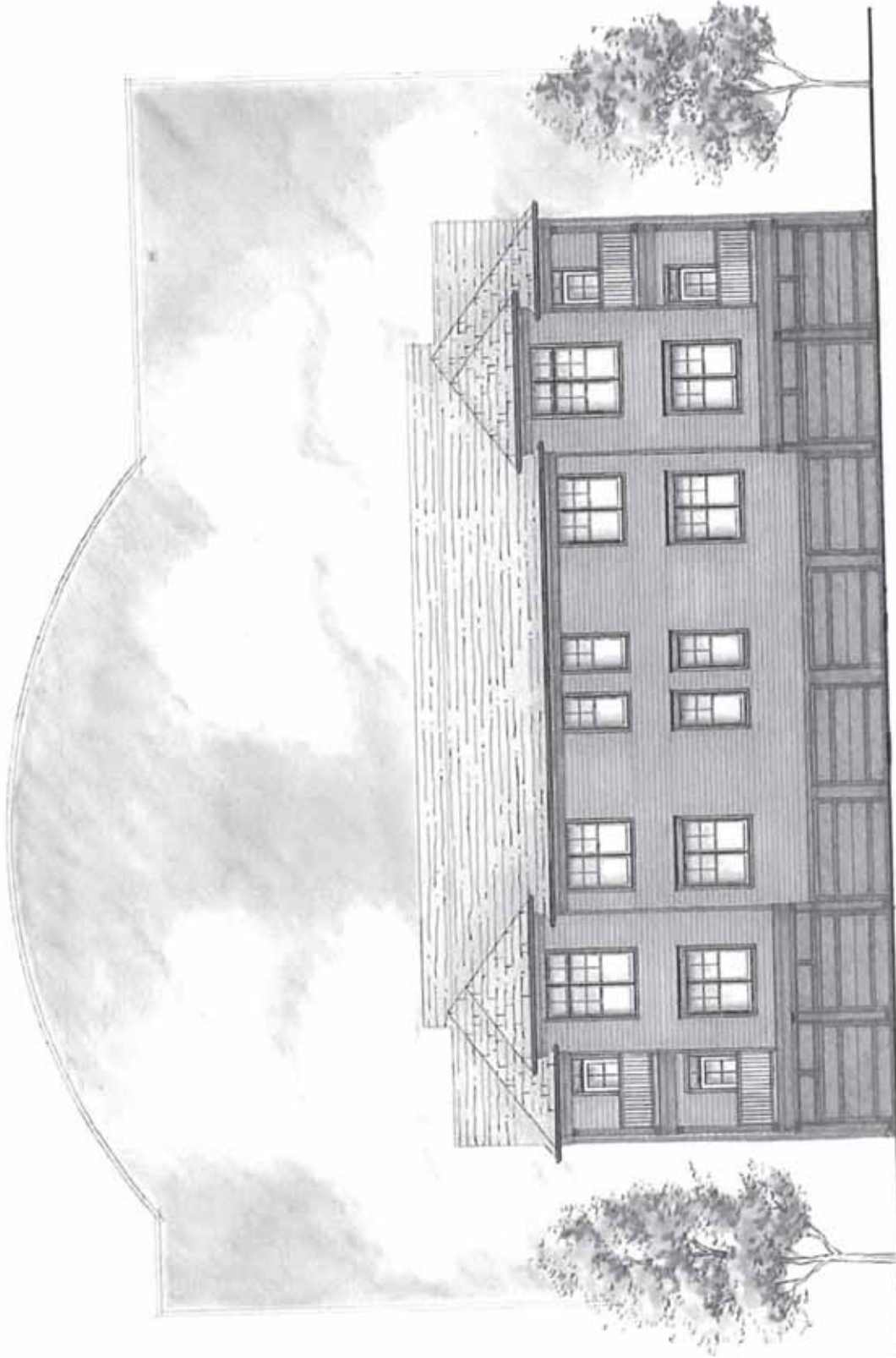


Front Elevation - Building Type 2

Union Street Flats

weaver sherman design
architects and land planners

JC HART
Builder, Developer, Manager

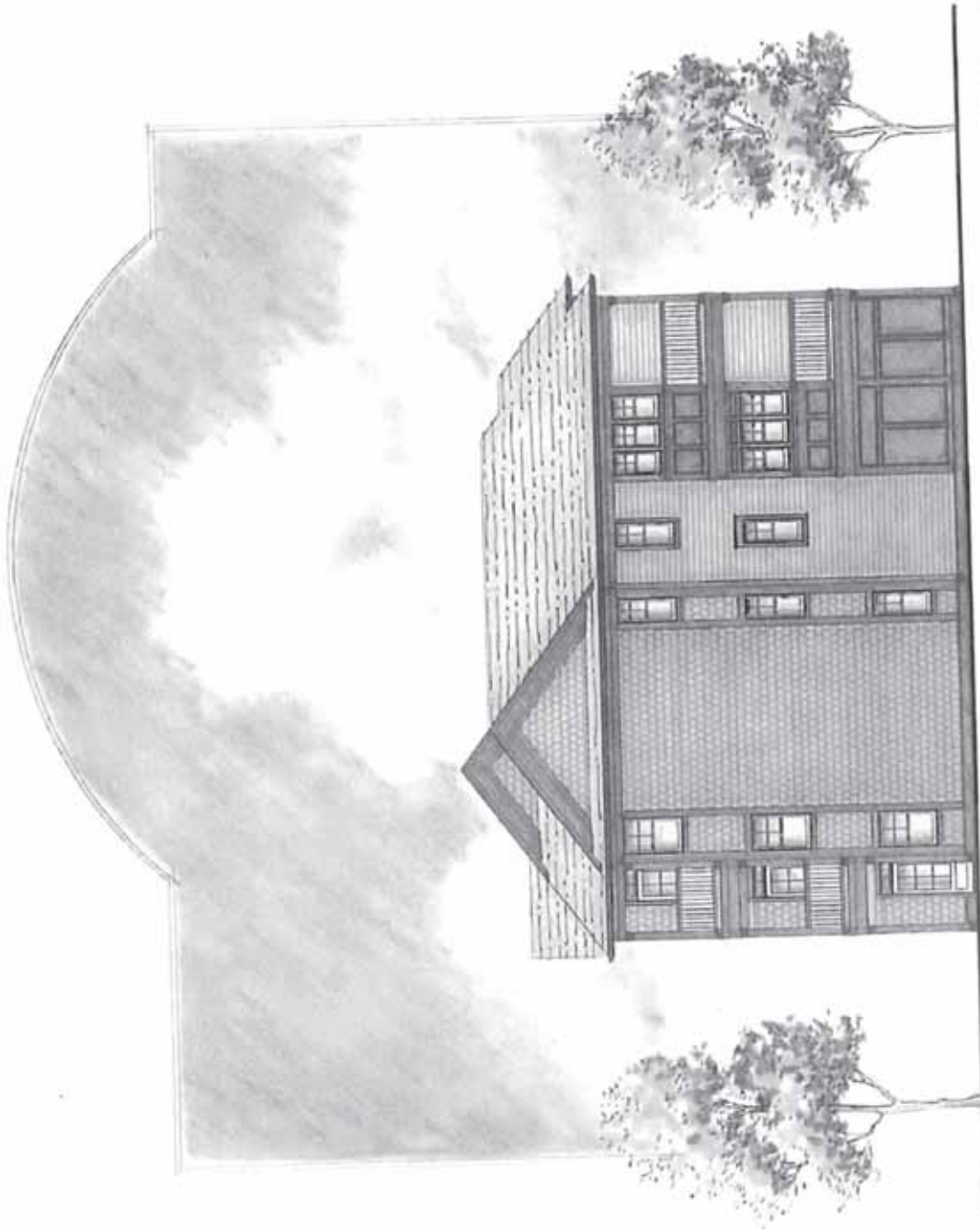


Rear Elevation - Building Type 2

Union Street Flats

weaver sherman design
architects and land planners

JCHART
Architects • Planners • Engineers

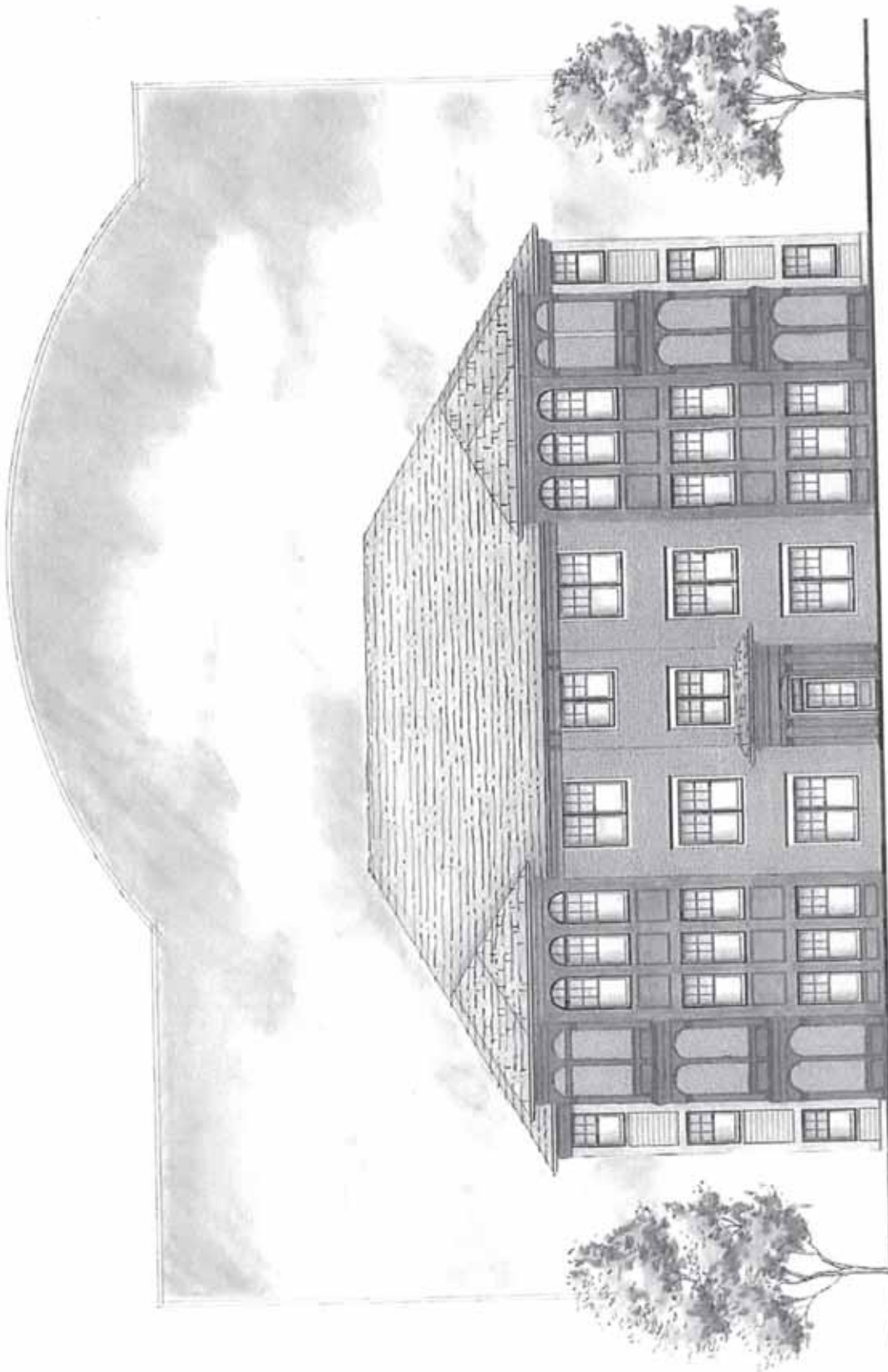


Left and Right Side Elevations - Building Type 2

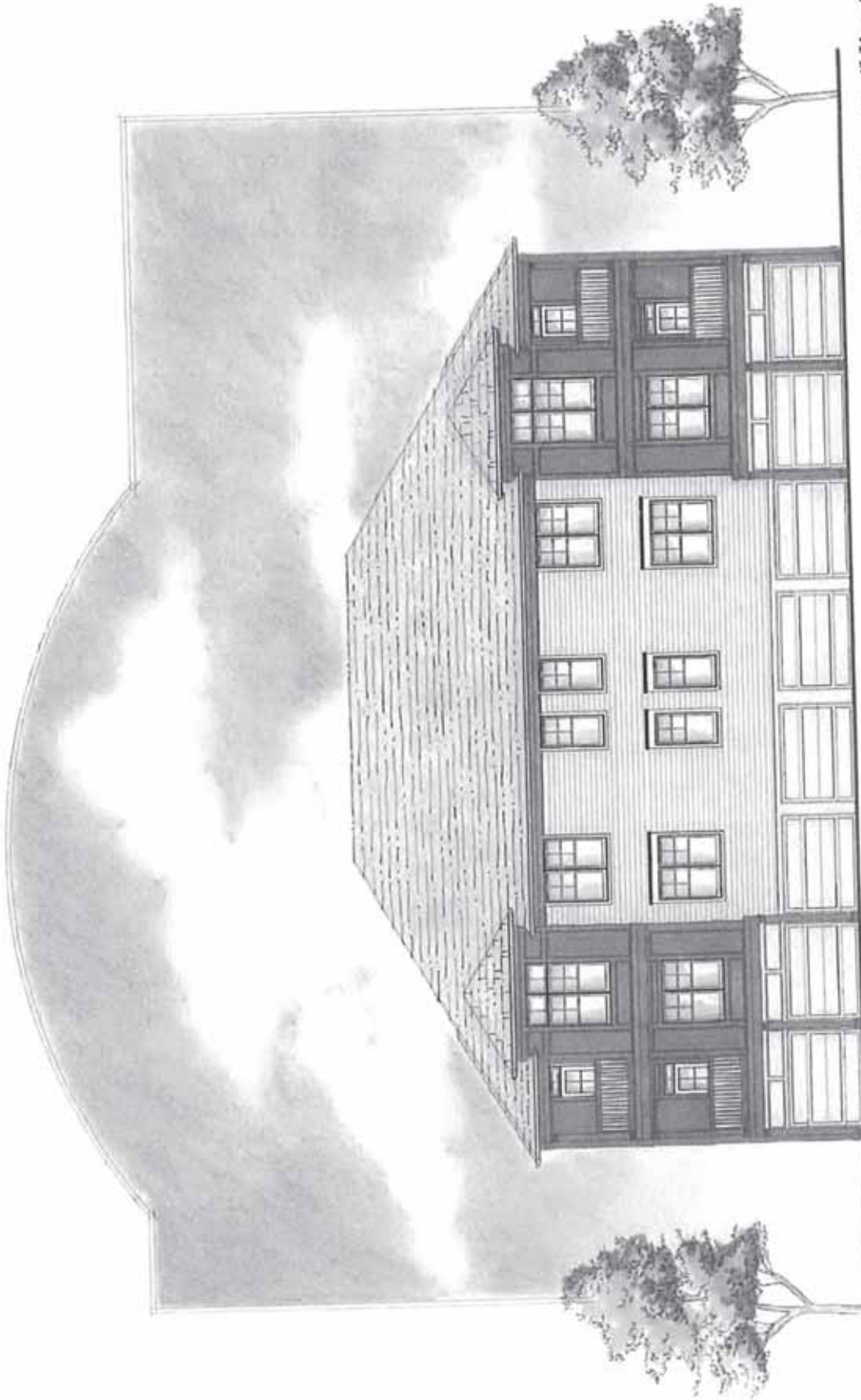
Union Street Flats

weaver sherman design
architects and land planners

JCHART
architects, developers, managers



Alternate Front Elevation - Building Type 2

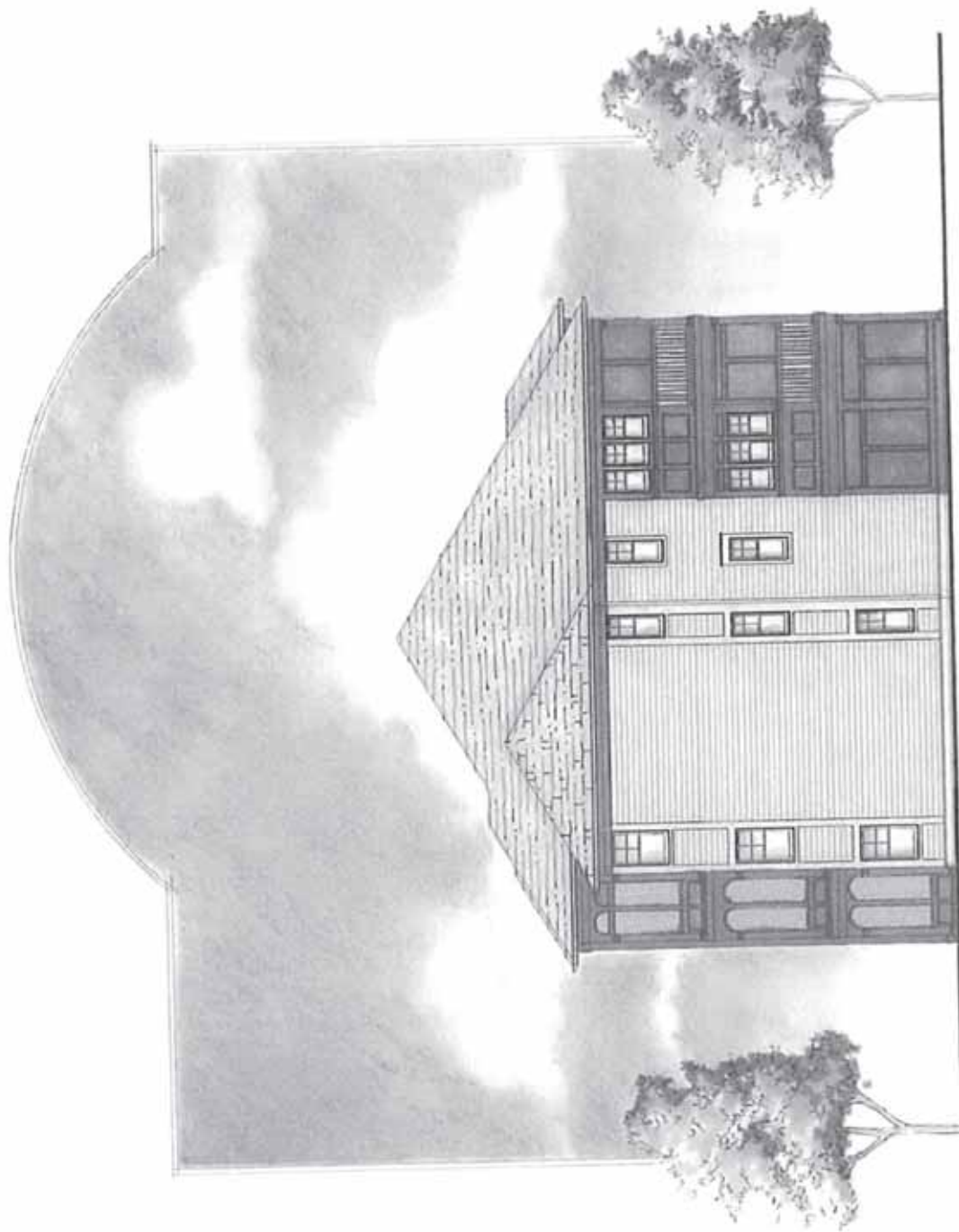


Alternate Rear Elevation - Building Type 2

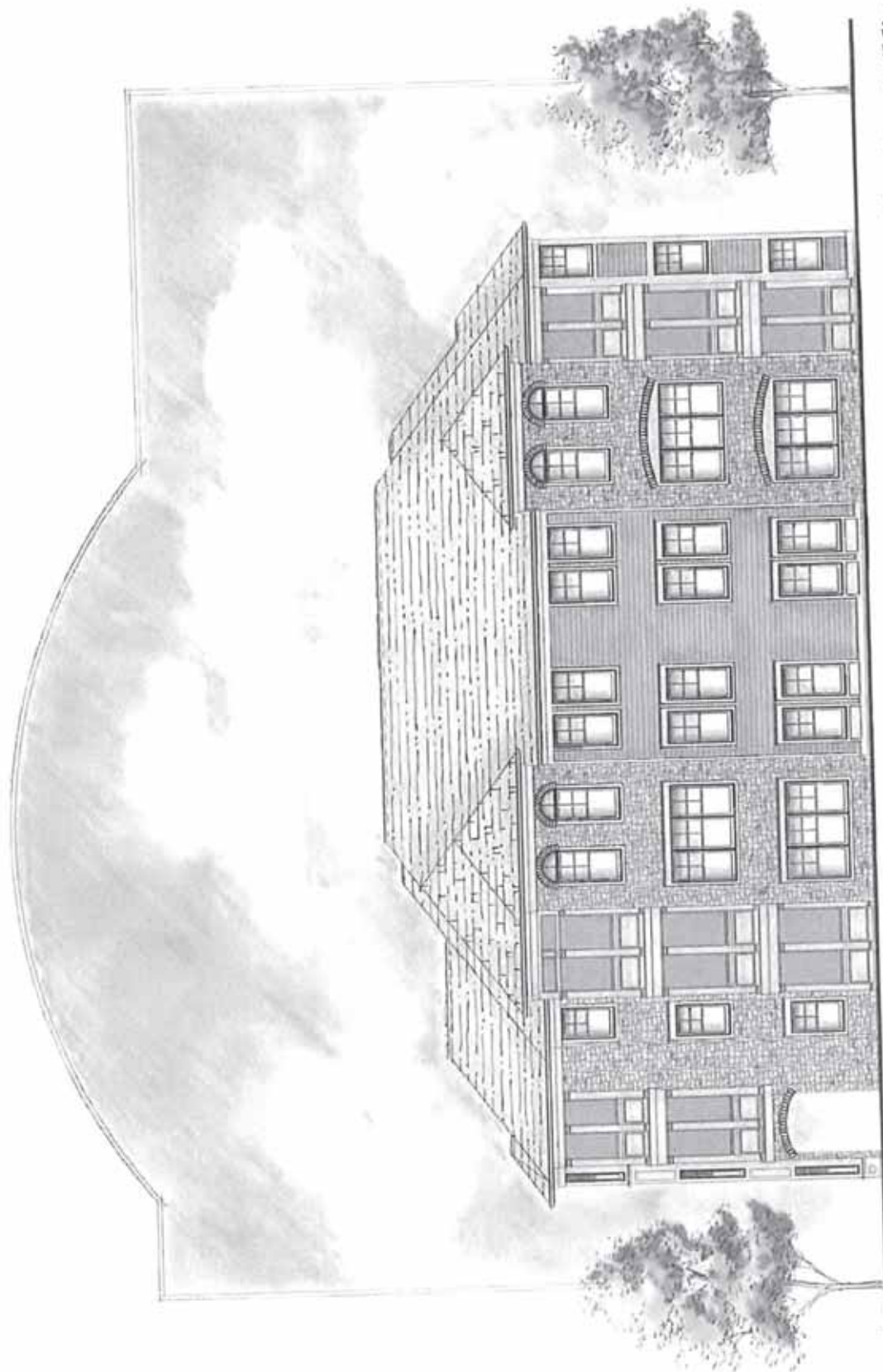
Union Street Flats

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Architects, Engineers, Planners



Alternate Left and Right Side - Building Type 2

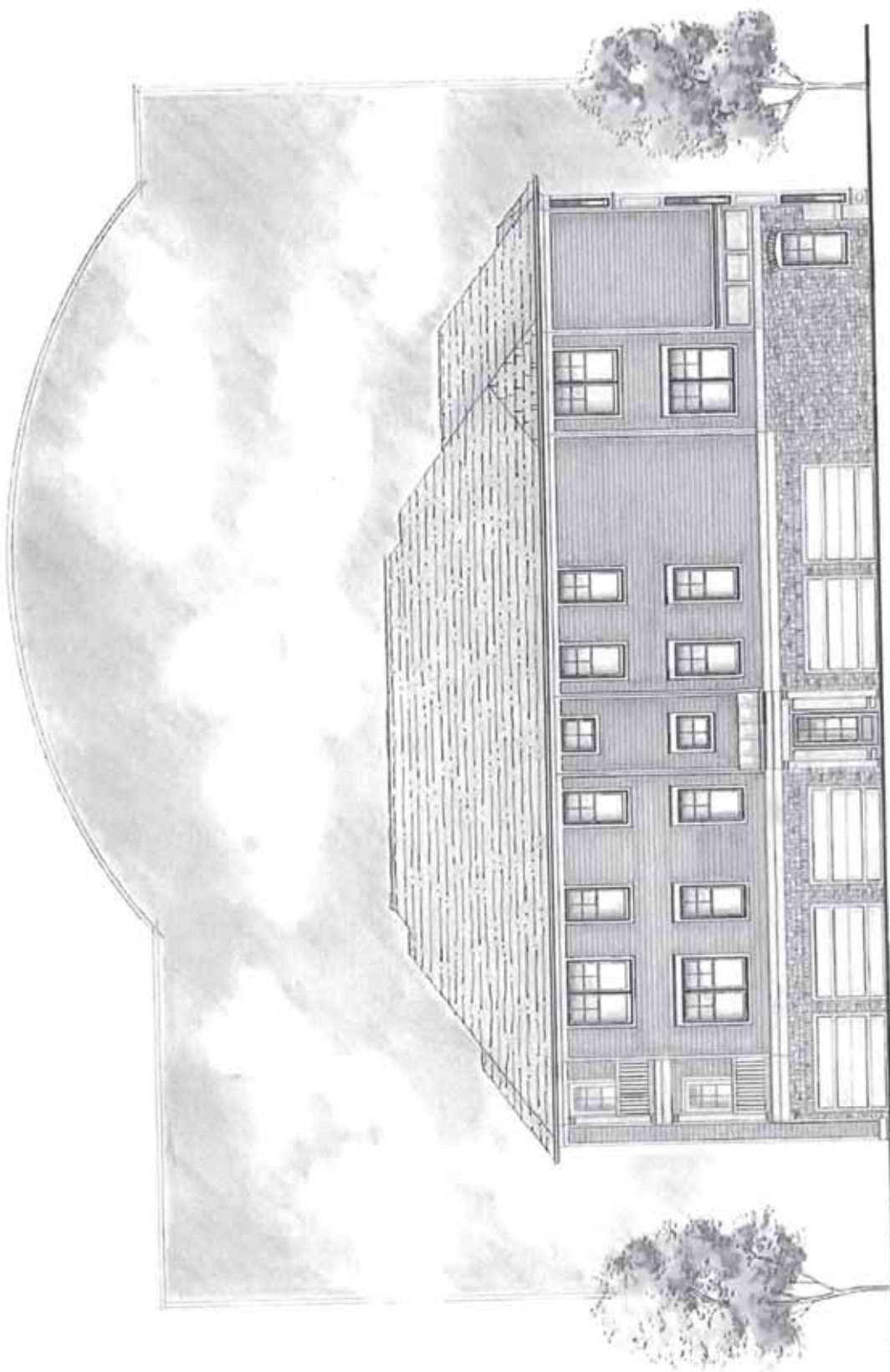


Front Elevation - Building Type 3

Union Street Flats

weaver sherman design
architects and land planners

JC HART
Builder • Developer • Designer

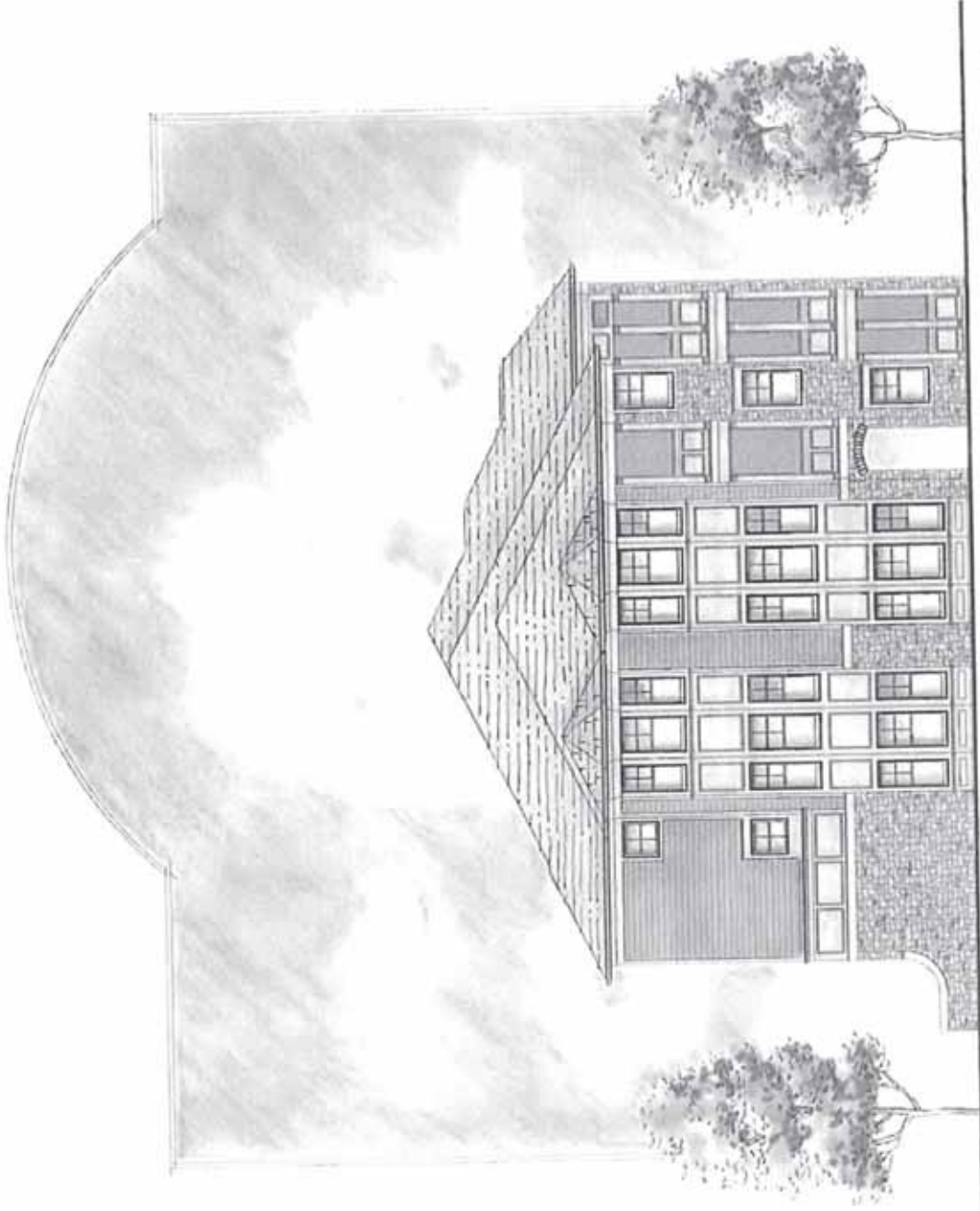


Rear Elevation - Building Type 3

Union Street Flats

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architects and land planners

JC HART
Builder's Developer's Manager



Left Side Elevation - Building Type 3

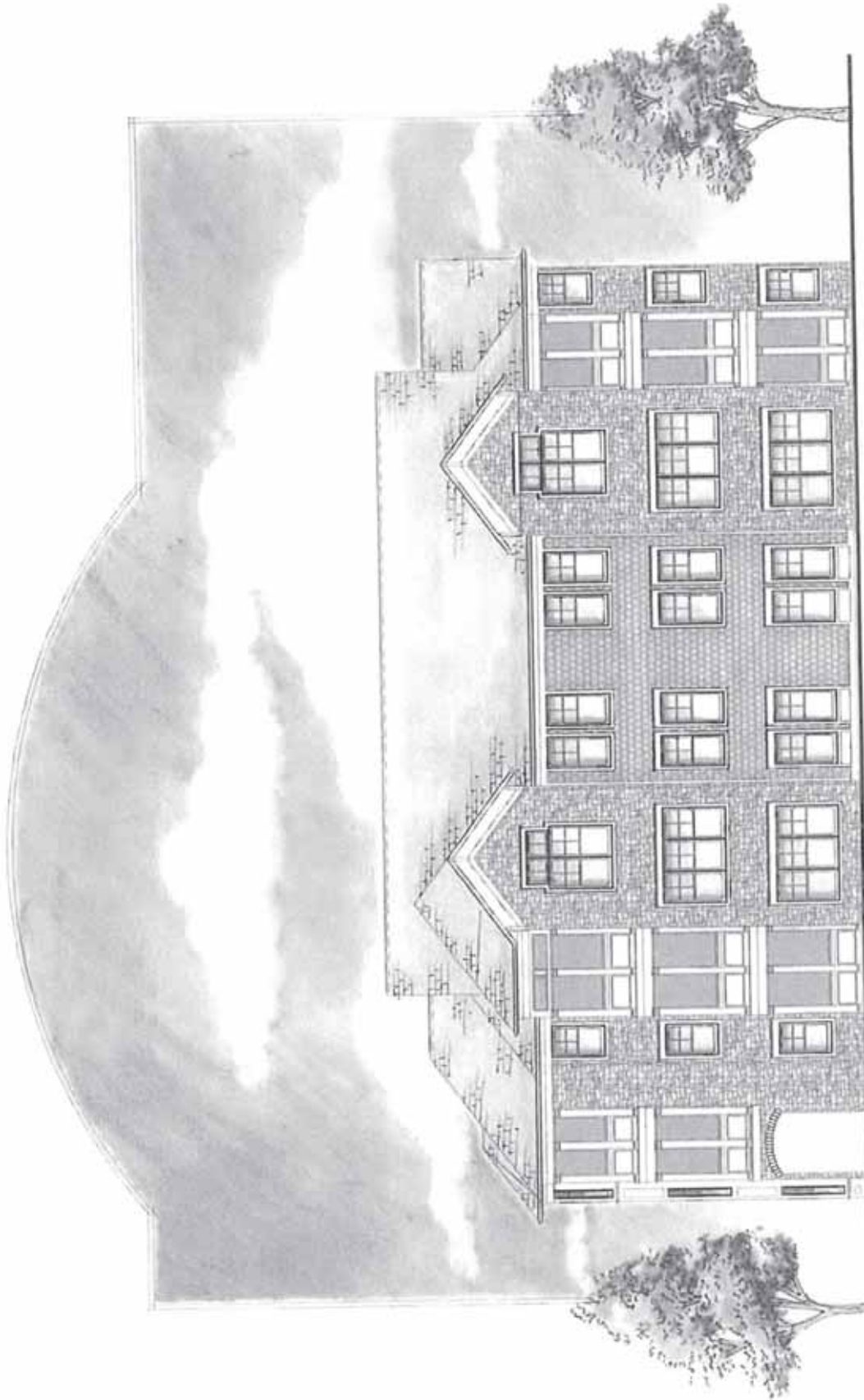


Right Side Elevation -Building Type 3

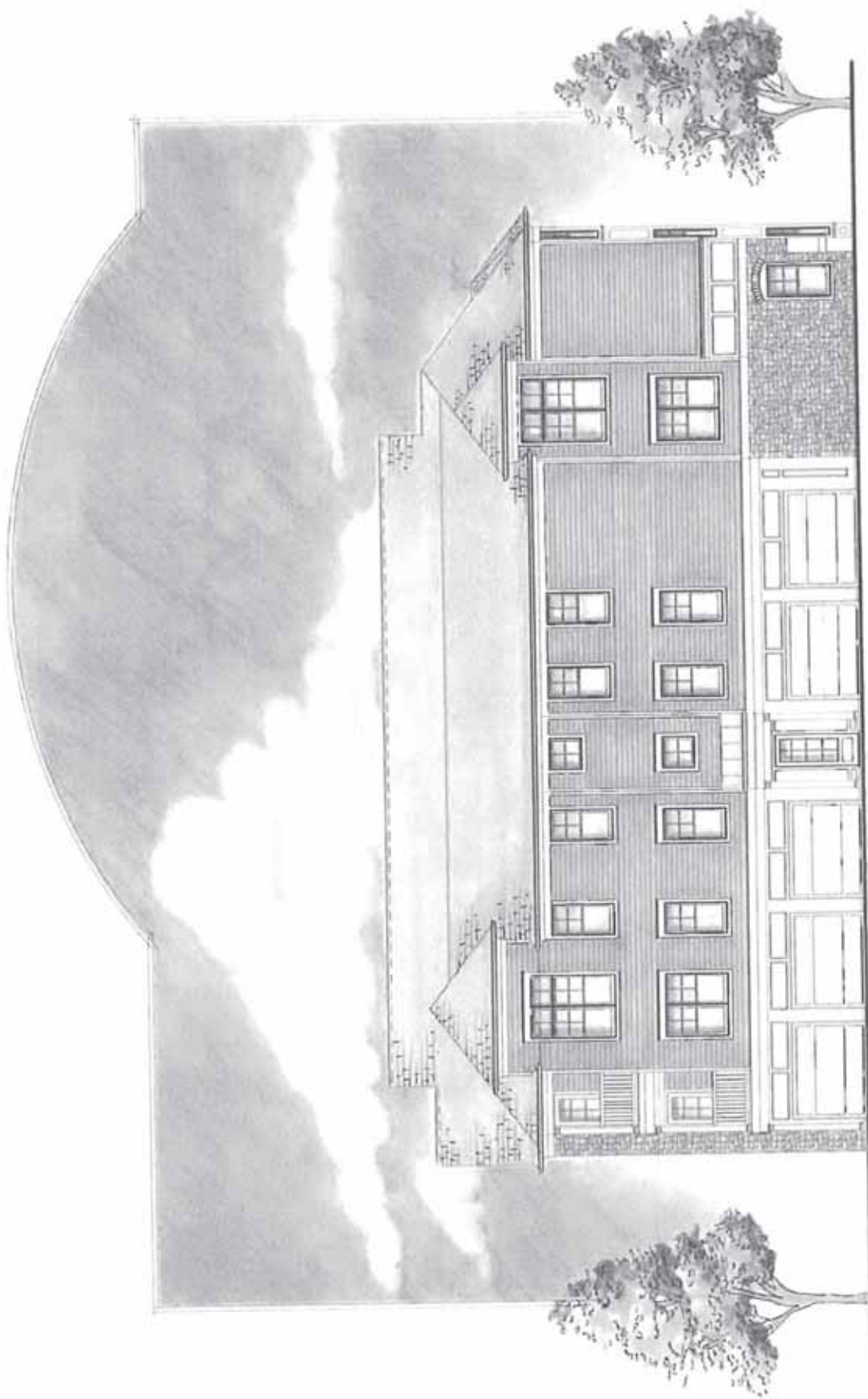
weaver sherman design
architects and land planners

Union Street Flats

J.C. HART
Builder, Developer, Manager



Alternate Front Elevation – Building Type 3



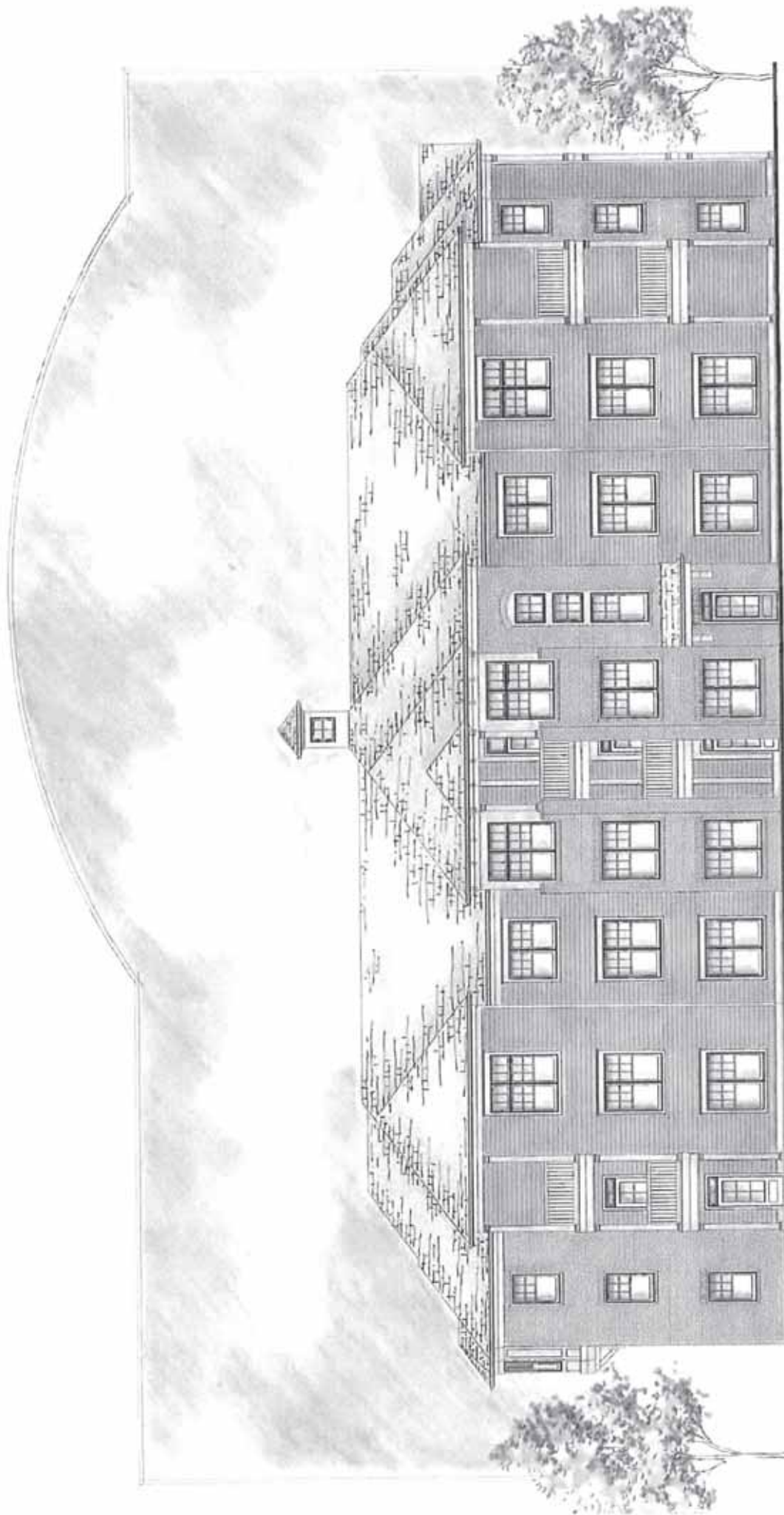
Alternate Rear Elevation - Building Type 3



Alternate Left Side Elevation - Building Type 3



Alternate Right Side Elevation - Building Type 3



Front Elevation - Building Type 4

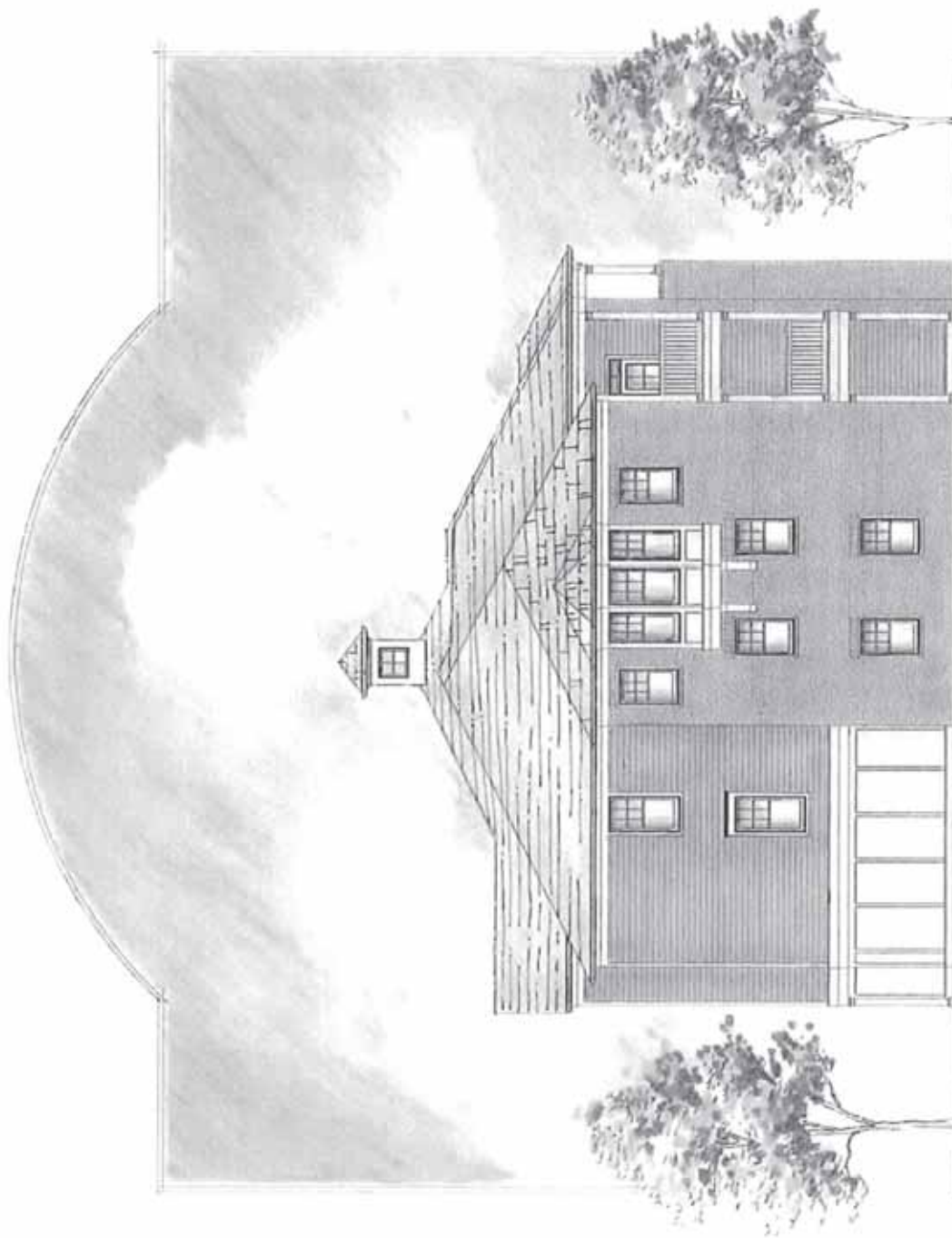
weaver sherman design
architects and land planners

Union Street Flats

JCHART
architects, developers, managers



Rear Elevation - Building Type 4

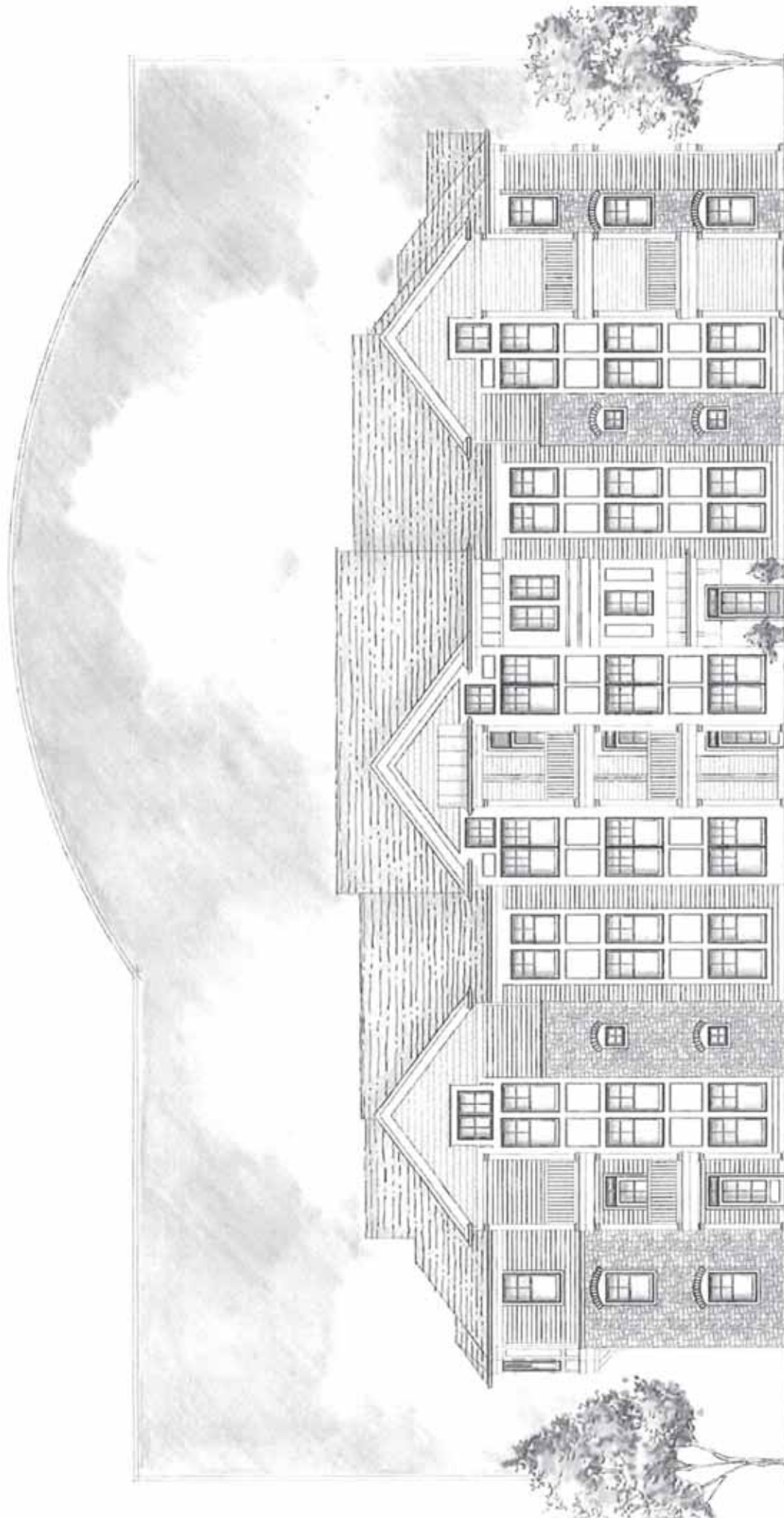


Left Side Elevation - Building Type

4



Right Side Elevation - Building Type 4



Alternate Front Elevation - Building Type 4

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JC HART
Planners, Architects, Engineers



Alternate Front Elevation - Building Type 4

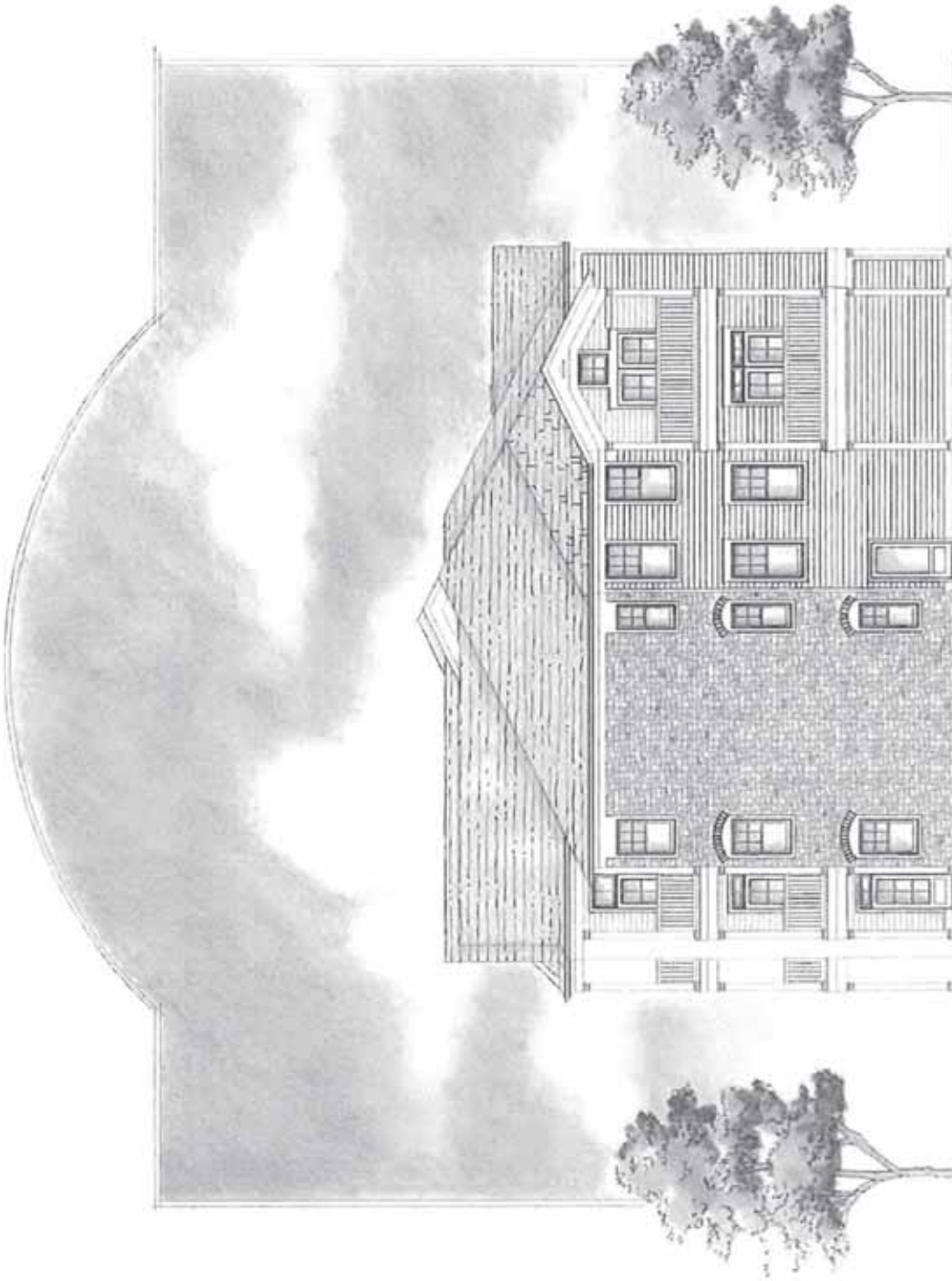
weaver sherman design
architects and land planners

Union Street Flats

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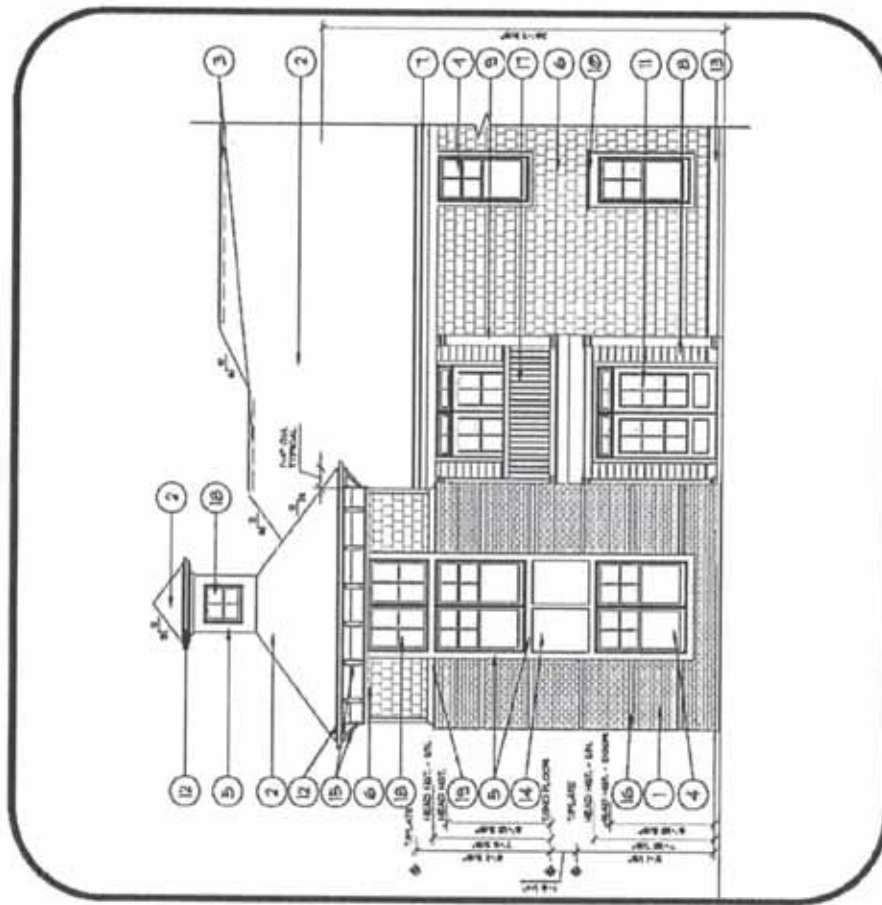
Alternate Left Side Elevation - Building Type 4



Alternate Right Side Elevation - Building Type 4

EXTERIOR MATERIALS KEY

- 1 BRICK VENEER
- 2 ARCH. TAB DIMENSIONAL SHINGLE
- 3 CONTINUOUS RIDGE VENT
- 4 SINGLE HUNG VINYL WINDOW
- 5 1 X TRIM
- 6 FIBER CEMENT SHINGLES
- 7 PAINTED 1X FRIEZE TRIM
- 8 FIBER CEMENT BOARD SIDING
- 9 1" SQUARE PAINTED COLUMN
- 10 AZEK RAM HEAD TRIM OVER 5/4X8 HEAD TRIM WITH 5/4X3 JAMB TRIM WITH 5/4X3 SILL TRIM
- 11 PAINTED FIBERGLASS OR STEEL 4 GLASS DOOR W/ TRANSOM ABOVE
- 12 PRE-FINISHED ALUM. GUTTER
- 13 WOOD BAND BOARD W/ DRIIP EDGE ABOVE
- 14 SMOOTH FIBER CEMENT BOARD
- 15 16" ROOF OVERHANG WITH SOFFIT BRACKETS
- 16 SINGLE COURSE RUNNING BAND BRICK VENEER - RECESSED
- 17 PAINTED METAL RAIL
- 18 FIXED VINYL WINDOW
- 19 TRIM OVER INVERTED COVE TRIM ON LADDER BRICK TRANSITION DETAIL

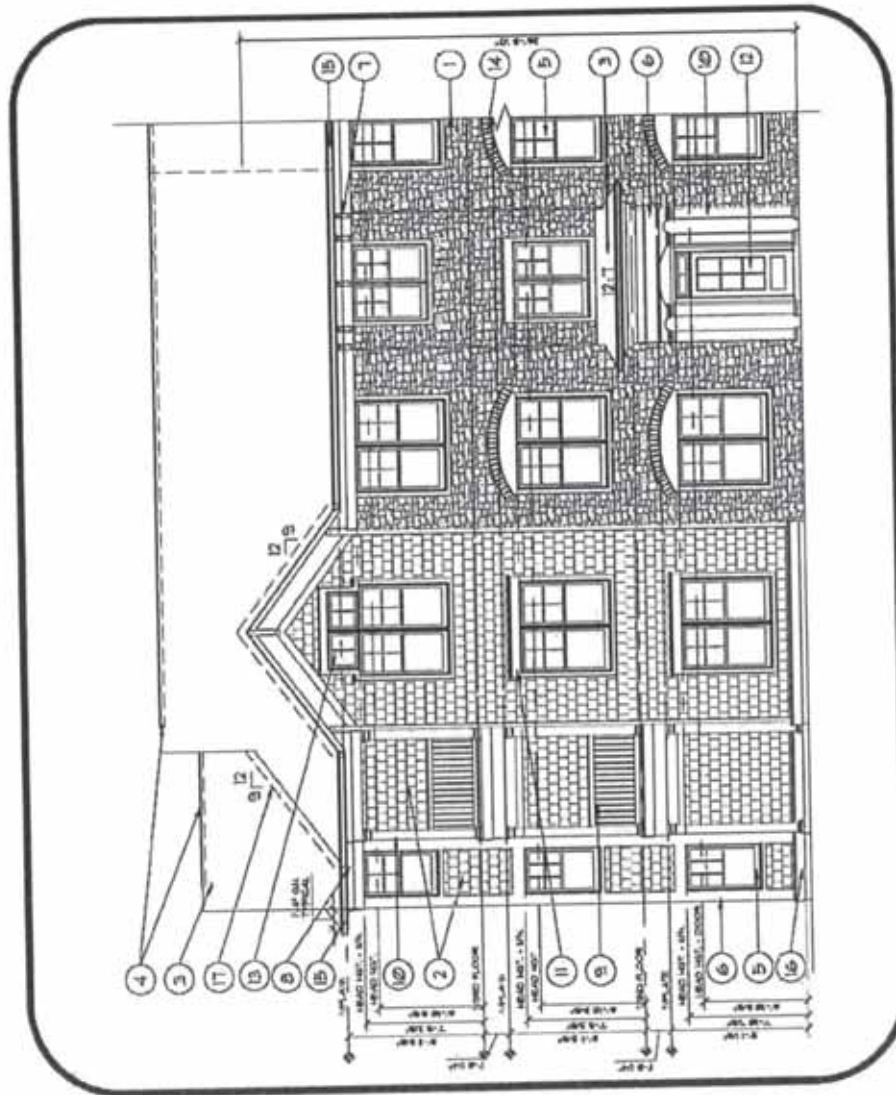


1 TYPICAL APARTMENT MATERIALS-BLDG TYPE I

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

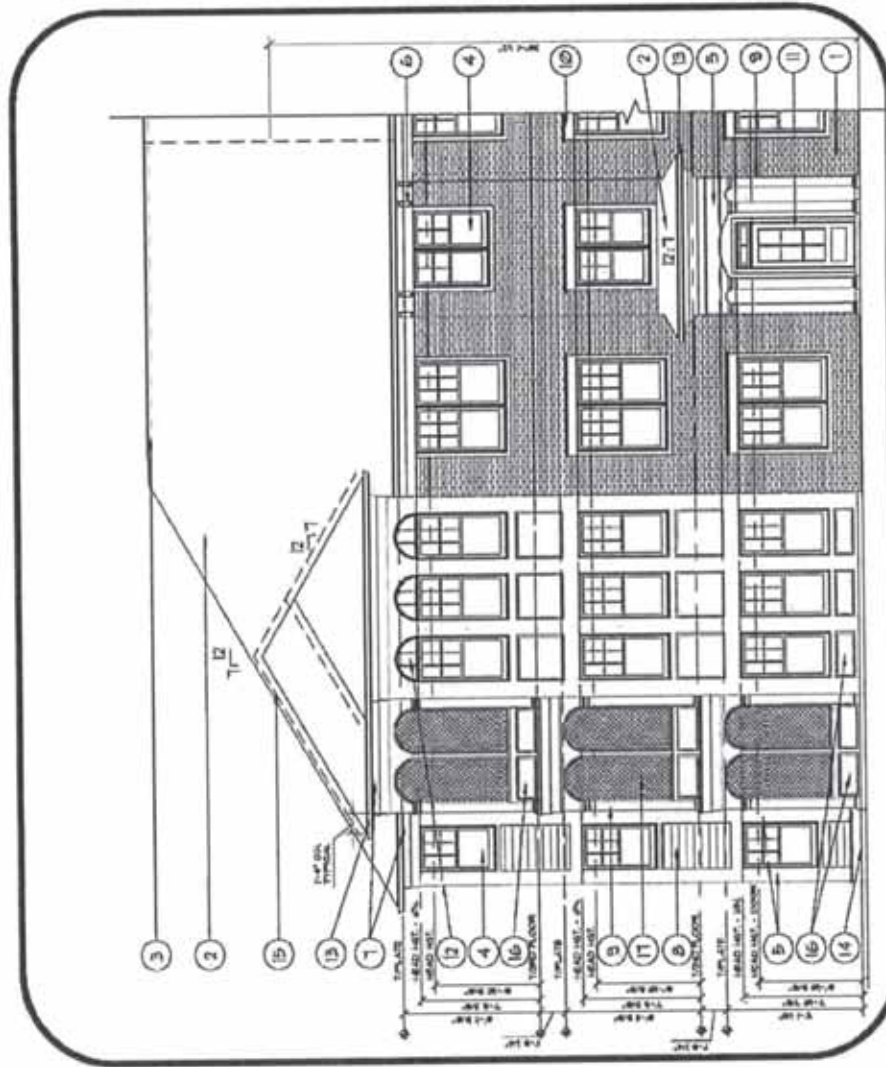
EXTERIOR MATERIALS KEY

- 1 DRY STACKED STONE VENEER
- 2 FIBER CEMENT SHINGLE
- 3 ARCH. TAB DIMENSIONAL SHINGLE
- 4 CONTINUOUS RIDGE VENT
- 5 SINGLE HUNG VINYL WINDOW
- 6 1 X TRIM
- 7 16" ROOF OVERHANG WITH SOFFIT BRACKETS
- 8 PAINTED 1X FRIEZE TRIM
- 9 PAINTED METAL RAIL
- 10 1" SQUARE PAINTED COLUMN
- 11 AZEK RAM HEAD TRIM OVER 5/4X8 HEAD TRIM WITH 5/4X3 JAMB TRIM WITH 5/4X3 SILL TRIM
- 12 PAINTED FIBERGLASS OR STEEL 4 GLASS DOOR W/ TRANSOM ABOVE
- 13 TRANSOM WINDOW ABOVE SINGLE HUNG VINYL WINDOW
- 14 ARCHED STONE HEAD
- 15 PRE-FINISHED ALUM. GUTTER
- 16 WOOD BAND BOARD W/ DRIP EDGE ABOVE
- 17 PRE-FIN. ALUM. FLASHING & VERTICAL INTERSECTIONS W/ ROOF LINES, VALLEY FLASH ALL VALLEYS



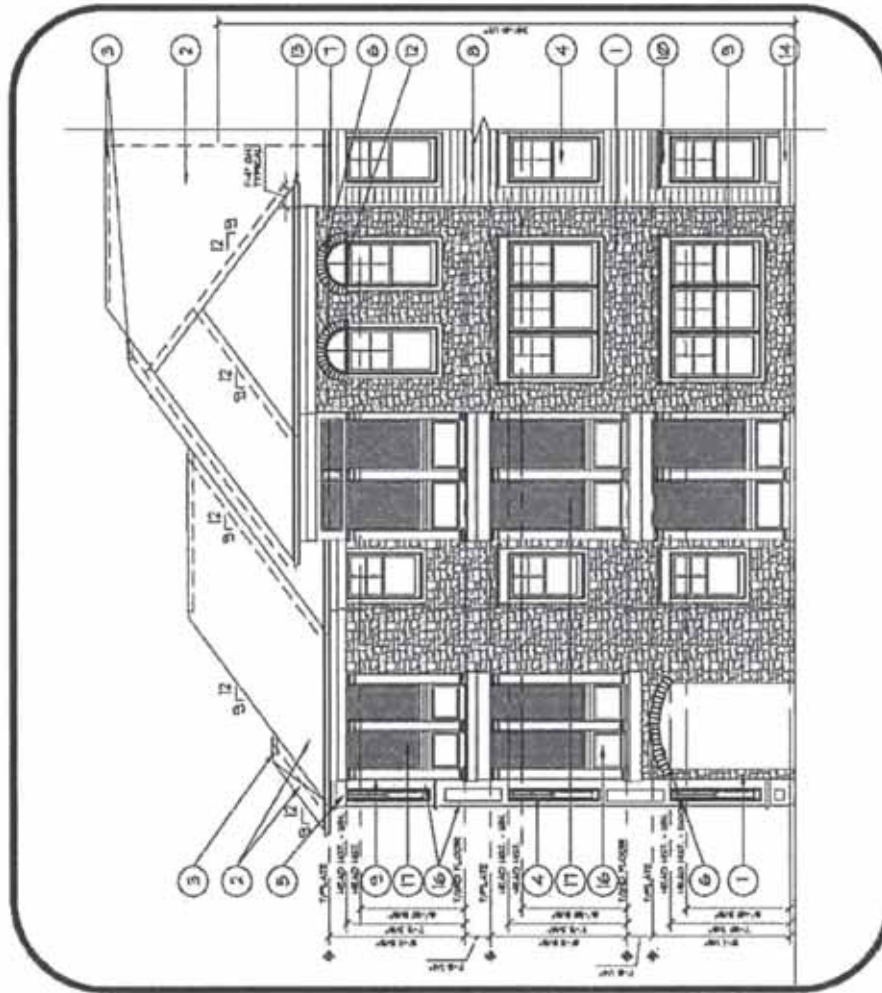
EXTERIOR MATERIALS KEY

- 1 BRICK VENEER
- 2 ARCH. TAB DIMENSIONAL SHINGLE
- 3 CONTINUOUS RIDGE VENT
- 4 SINGLE HUNG VINYL WINDOW
- 5 1 X TRIM
- 6 16" ROOF OVERHANG WITH SOFFIT BRACKETS
- 7 PAINTED 1X FRIEZE TRIM
- 8 FIBER CEMENT BOARD SIDING
- 9 1" SQUARE PAINTED COLUMN
- 10 AZEK RAM HEAD TRIM OVER 5/4X8 HEAD TRIM WITH 5/4X3 JAMB TRIM WITH 5/4X3 SILL TRIM
- 11 PAINTED FIBERGLASS OR STEEL 1 GLASS DOOR W/ TRANSOM ABOVE
- 12 TRANSOM WINDOW ABOVE SINGLE HUNG VINYL WINDOW
- 13 PRE-FINISHED ALUM. GUTTER
- 14 WOOD BAND BOARD W/ DRIP EDGE ABOVE
- 15 PRE-FIN. ALUM. FLASHING • VERTICAL INTERSECTIONS W/ ROOF LINES. VALLEY FLASH ALL VALLEYS
- 16 SMOOTH FIBER CEMENT BOARD
- 17 FIBERGLASS SCREENING PORCH



EXTERIOR MATERIALS KEY

- 1 DRY STACKED STONE VENEER
- 2 ARCH. TAB DIMENSIONAL SHINGLE
- 3 CONTINUOUS RIDGE VENT
- 4 SINGLE HUNG VINYL WINDOW
- 5 1 X TRIM
- 6 ARCHED STONE HEAD
- 7 PAINTED 1X PRIZE TRIM
- 8 FIBER CEMENT BOARD SIDING
- 9 1" SQUARE PAINTED COLUMN
- 10 AZEK RAM HEAD TRIM OVER 3/4x8 HEAD TRIM WITH 5/4x3 JAMB TRIM WITH 5/4x3 SILL TRIM
- 11 PAINTED FIBERGLASS OR STEEL 1 GLASS DOOR W/ TRANSOM ABOVE
- 12 TRANSOM WINDOW ABOVE SINGLE HUNG VINYL WINDOW
- 13 PRE-FINISHED ALUM. GUTTER
- 14 WOOD BAND BOARD W/ DRIP EDGE ABOVE
- 15 PRE-FIN. ALUM. FLASHING • VERTICAL INTERSECTIONS W/ ROOF LINES, VALLEY FLASH ALL VALLEYS
- 16 SMOOTH FIBER CEMENT BOARD
- 17 FIBERGLASS SCREENING PORCH

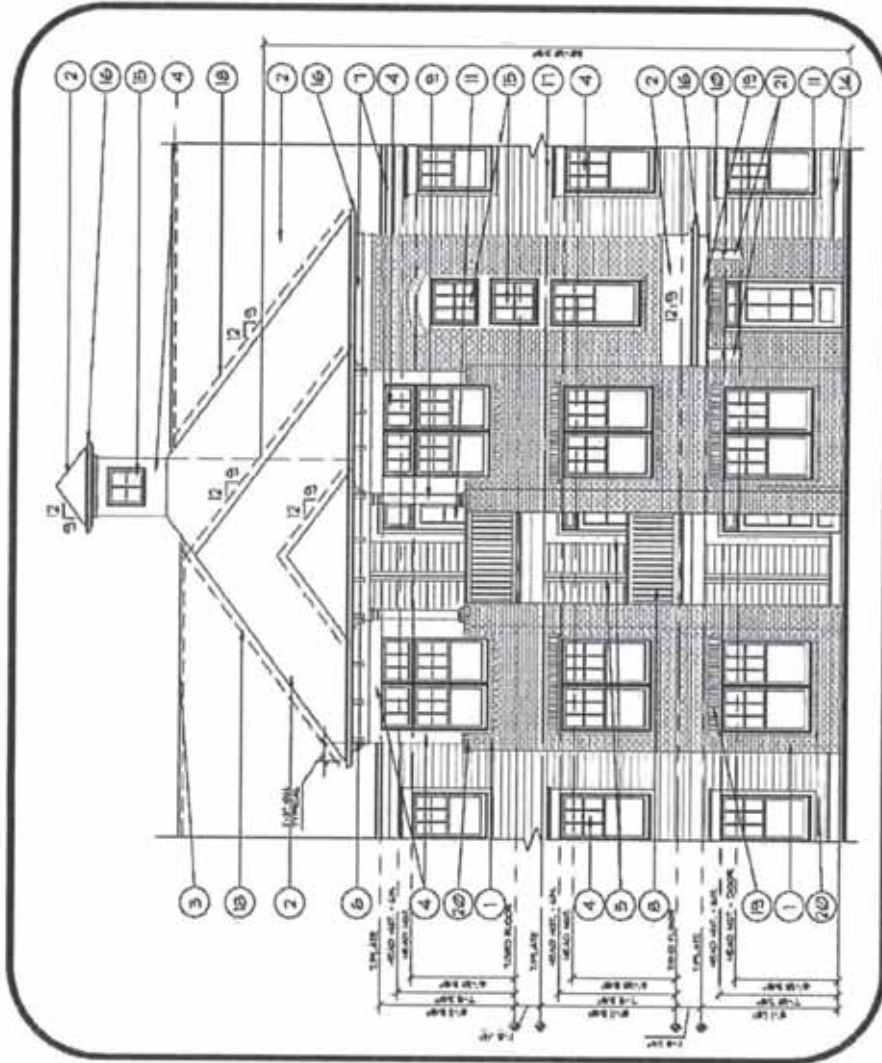


1 TYPICAL APARTMENT MATERIALS-BLDG TYPE 3

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

EXTERIOR MATERIALS KEY

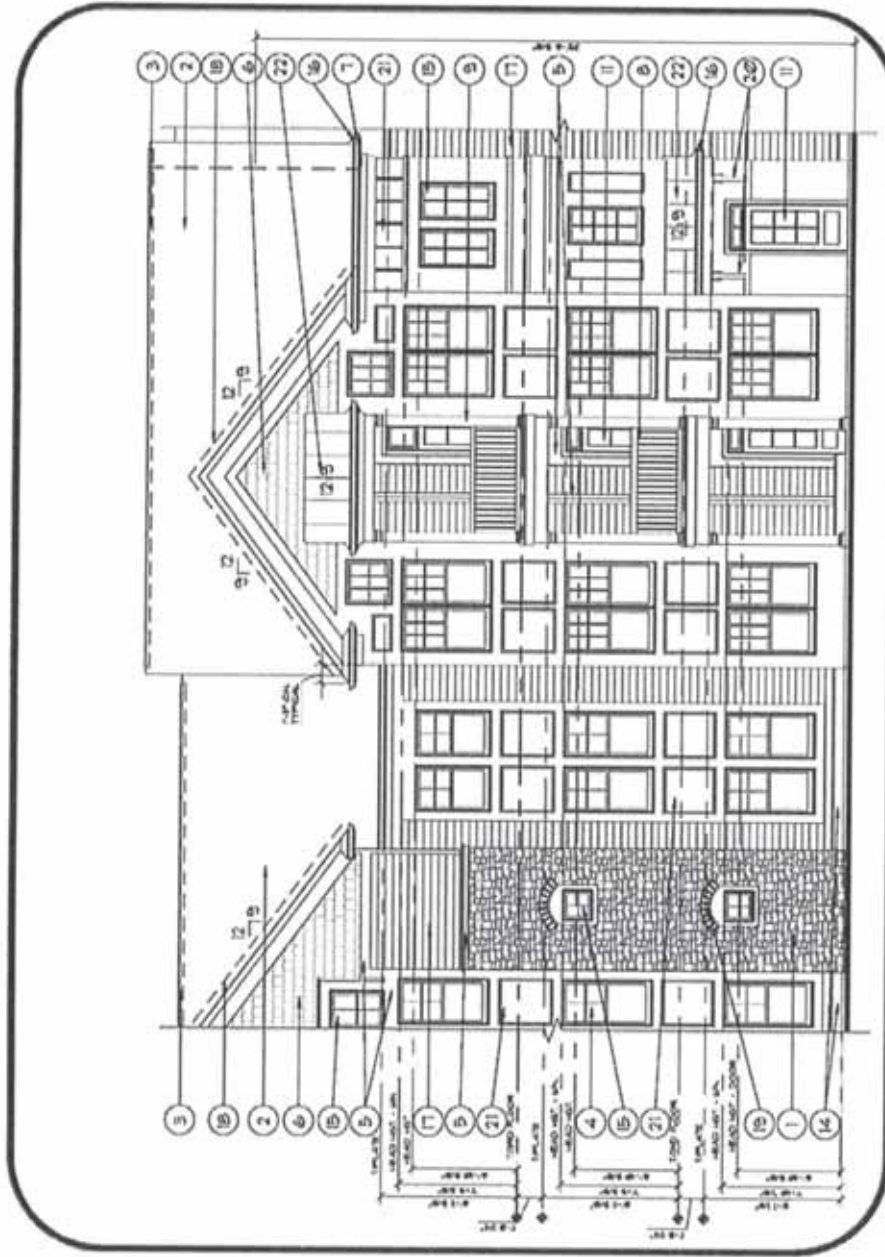
- 1 BRICK VENEER
- 2 ARCH, TAB DIMENSIONAL SHINGLE
- 3 CONTINUOUS RIDGE VENT
- 4 SINGLE HUNG VINYL WINDOW
- 5 1 X TRIM
- 6 16" ROOF OVERHANG WITH SOFFIT BRACKETS
- 7 PAINTED 1X FRIEZE TRIM
- 8 PAINTED METAL RAIL-ASSEMBLY TOP RAIL 442" AFF.
- 9 7" SQUARE PAINTED COLUMN
- 10 AZEK RAM HEAD TRIM OVER 5/4X8 HEAD TRIM WITH 5/4X3 JAMB TRIM WITH 5/4X3 SILL TRIM
- 11 PAINTED FIBERGLASS OR STEEL 1 GLASS DOOR W/ TRANSOM ABOVE
- 12 TRANSOM WINDOW ABOVE SINGLE HUNG VINYL WINDOW
- 13 ARCHED STONE HEAD
- 14 WOOD BAND BOARD W/ DRIP EDGE ABOVE
- 15 FIXED VINYL WINDOW
- 16 PRE-FINISHED ALUM. GUTTER
- 17 FIBER CEMENT BOARD SIDING
- 18 PRE-FIN ALUM. FLASHING & VERTICAL INTERSECTIONS W/ ROOF LINES, VALLEY FLASH ALL VALLEYS
- 19 SOLDIER COURSE - BRICK VENEER
- 20 ROLLOCK COURSE - BRICK VENEER
- 21 SOLID WOOD BRACKETS



1 TYPICAL APARTMENT MATERIALS-BLOG TYPE 4
SCALE: 1/8" = 1'-0"

EXTERIOR MATERIALS KEY

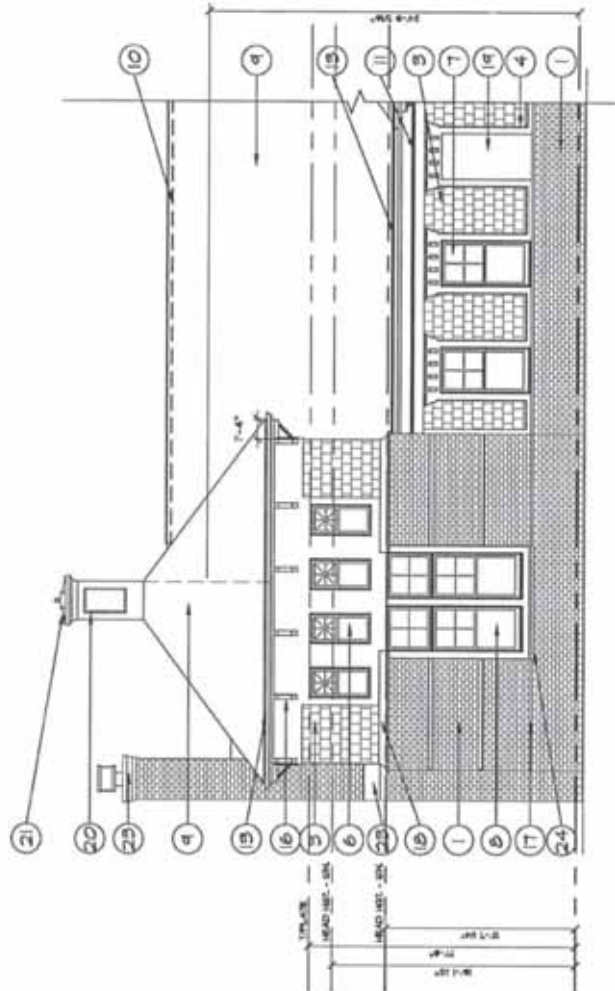
- 1 STONE VENEER
- 2 ARCH. TAB DIMENSIONAL SHINGLE
- 3 CONTINUOUS RIDGE VENT
- 4 SINGLE HUNG VINYL WINDOW
- 5 1" X TRIM
- 6 FIBER CEMENT SHINGLES
- 7 PAINTED IX FRIEZE TRIM
- 8 PAINTED METAL RAIL-ASSEMBLY TOP RAIL 42" AFF.
- 9 1" SQUARE PAINTED COLUMN
- 10 AZEK RAM HEAD TRIM OVER 5/4X8 HEAD TRIM WITH 5/4X3 JAMB TRIM WITH 5/4X3 SILL TRIM
- 11 PAINTED FIBERGLASS OR STEEL 1 GLASS DOOR W/ TRANSOM ABOVE
- 12 TRANSOM WINDOW ABOVE SINGLE HUNG VINYL WINDOW
- 13 ARCHED STONE HEAD
- 14 WOOD BAND BOARD W/ DRIP EDGE ABOVE
- 15 FIXED VINYL WINDOW
- 16 PRE-FINISHED ALUM. GUTTER
- 17 FIBER CEMENT BOARD SIDING
- 18 PRE-FIN. ALUM. FLASHING & VERTICAL INTERSECTIONS W/ ROOF LINES, VALLEY FLASH ALL VALLEYS
- 19 ARCHED STONE HEAD
- 20 3 1/4" WIDE PAINTED WOOD BRACKETS
- 21 SMOOTH FIBER CEMENT BOARD
- 22 METAL ROOF



1 TYPICAL APARTMENT MATERIALS-BLDG TYPE 4-ALT. ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR MATERIALS KEY

- 1 BRICK VENEER
- 2 FIBER CEMENT BOARD SIDING
- 3 FIBER CEMENT BOARD SHINGLES
- 4 1x TRIM
- 5 PAINTED FIBERGLASS OR STEEL DOOR (GLASS LITES WHERE INDICATED)
- 6 FIXED VINYL WINDOW
- 7 SINGLE HUNG VINYL WINDOW
- 8 SINGLE HUNG VINYL WINDOW w/ TRANSOM UNIT
- 9 ARCH. TAB DIMENSIONAL SHINGLES
- 10 CONTINUOUS RIDGE VENT
- 11 PAINTED 1x FRIEZE TRIM
- 12 10" DIA. PAINTED WOOD COLUMN
- 13 PRE-FINISHED ALUMINUM GUTTER
- 14 WOOD BAND BOARD w/ DRIP EDGE ABOVE
- 15 SMOOTH FIBER CEMENT BOARD
- 16 16" ROOF OVERHANG w/ PAINTED SOFFIT BRACKETS
- 17 SINGLE COURSE BRICK VENEER - RECESSED
- 18 TRIM OVER INVERTED COVE MOLDING ON LADDER - BRICK TRANSITION DETAIL
- 19 SIGNAGE/MESSAGE BOARD
- 20 1 1/2" PANEL MOLDING
- 21 PRE-FINISHED ALUMINUM STANDING SEAM ROOFING w/ BALL FINIAL
- 22 4'x1' FLUSH-PANEL SECTIONAL OVERHEAD DOOR
- 23 LIMESTONE TRIM
- 24 BRICK ROWLOCK COURSE



1 TYPICAL CLUBHOUSE MATERIALS
SCALE: 1/8" = 1'-0"

COPY

ORDINANCE NUMBER 16-24

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENTS TO THE HARMONY PLANNED UNIT DEVELOPMENT DISTRICT AND THE UNIFIED DEVELOPMENT ORDINANCE

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

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

WHEREAS, the Common Council enacted Ordinance No. 12-14, The Harmony Planned Unit Development District (the "Harmony PUD Ordinance") on January 14, 2013;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1607-PUD-11**), requesting an amendment to the Harmony PUD Ordinance with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1607-PUD-11** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a [REDACTED] 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 [REDACTED], 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 Harmony PUD Ordinance and Unified Development Ordinance (the "UDO") are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance shall amend the Harmony PUD Ordinance, only as applicable to the Real Estate. The Real Estate encompasses Area A of the Mixed Use District, as established by Section 1.2 of the Harmony PUD Ordinance.
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, (ii) the Harmony PUD Ordinance; and (iii) the

provisions of the UDO, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance or the Harmony PUD Ordinance, as amended.

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

Section 2. **Definitions.** Capitalized terms not otherwise defined in this Ordinance or The Harmony PUD Ordinance shall have the meanings ascribed to them in the UDO.

Section 3. **Development Standards for Multifamily Uses.** Section 2.4(C) (Development Standards for Multifamily Uses within the Mixed Use District; Minimum Setback Lines) of the Harmony PUD Ordinance shall apply to the Real Estate; however, the minimum setback line for an Accessory Building along the Real Estate’s East Property Line shall be five (5) feet, provided required landscaping is otherwise met.

Section 4. **Off –Street Loading and Parking Standards.** Article 4.2(C)(3)(b) Off –Street Loading and Parking; Off-Street Parking; Multifamily Residential Uses of the Harmony PUD Ordinance shall be amended as follows: The minimum number of garage parking spaces shall be equal to ~~60%~~ 50% of the total number of dwelling units within the multifamily area of the Mixed Use District.

Section 5. **Landscaping Standards.** Article 5 (Landscaping Standards) of the Harmony PUD Ordinance shall apply to the Real Estate, except as otherwise modified below.

- A. Buffer A of the UDO (Article 6.8(N)) shall apply along the west property line of Area A, and shall be a minimum width of twenty (20) feet.
- B. Amendments to a landscape plan approved as part of an Overall Development Plan for the Real Estate may be approved as part of a Lot or Block’s Detailed Development Plan.

Section 6. **Sign Standards.** The standards of the Harmony PUD Ordinance shall apply. In addition to permitted signage by the Harmony PUD Ordinance, a Multi-family Dwelling development within Area A shall be permitted a blade sign along the 146th Street frontage of Area A in substantial compliance with the Multi-Family Blade Sign illustrated on **Exhibit B.**

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

I hereby certify that **ORDINANCE 16-24** was delivered to the Mayor of Westfield
on the _____ day of _____, 2016, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 16-24**
this _____ day of _____, 2016.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 16-24**
this _____ day of _____, 2016.

J. Andrew Cook, Mayor

This document prepared by: James E. Shinaver and Jon C. Dobosiewicz, Nelson & Frankenger
550 Congressional Blvd, Suite 210, Carmel, IN 46032 (317) 844-0106

SCHEDULE OF EXHIBITS

Exhibit A Real Estate (Legal Description)

Exhibit B Multi-Family Blade Sign

EXHIBIT A
REAL ESTATE
(Page 1 of 2)

A part of the Southeast Quarter and Southeast Quarter of 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 southeast 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, said point also being the northwest corner of Parcel 1 as described in Instrument No. 2013064140 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 radius point; (3) North 70 degrees 49 minutes 42 seconds East 130.07 feet; thence North 19 degrees 10 minutes 18 seconds West a distance of 258.85 feet; thence North 70 degrees 55 minutes 45 seconds East a distance of 106.74 feet; thence North 17 degrees 05 minutes 05 seconds West a distance of 186.48 feet; thence North 00 degrees 12 minutes 08 seconds West a distance of 236.59 feet; thence North 45 degrees 40 minutes 36 seconds East a distance of 89.52 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 170.87 feet; thence North 00 degrees 12 minutes 08 seconds West a distance of 75.83 feet; thence 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 46 degrees 17 minutes 48 seconds West a distance of 103.60 feet; thence North 90 degrees 00 minutes 00 seconds West a distance of 24.12 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 minutes 15 seconds West a distance of 94.21 feet; thence North 86 degrees 28 minutes 15 seconds West a distance of 106.51 feet to the West line of said Quarter Quarter Section; thence South 00 degrees 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.

EXHIBIT A
REAL ESTATE
(Page 2 of 2)

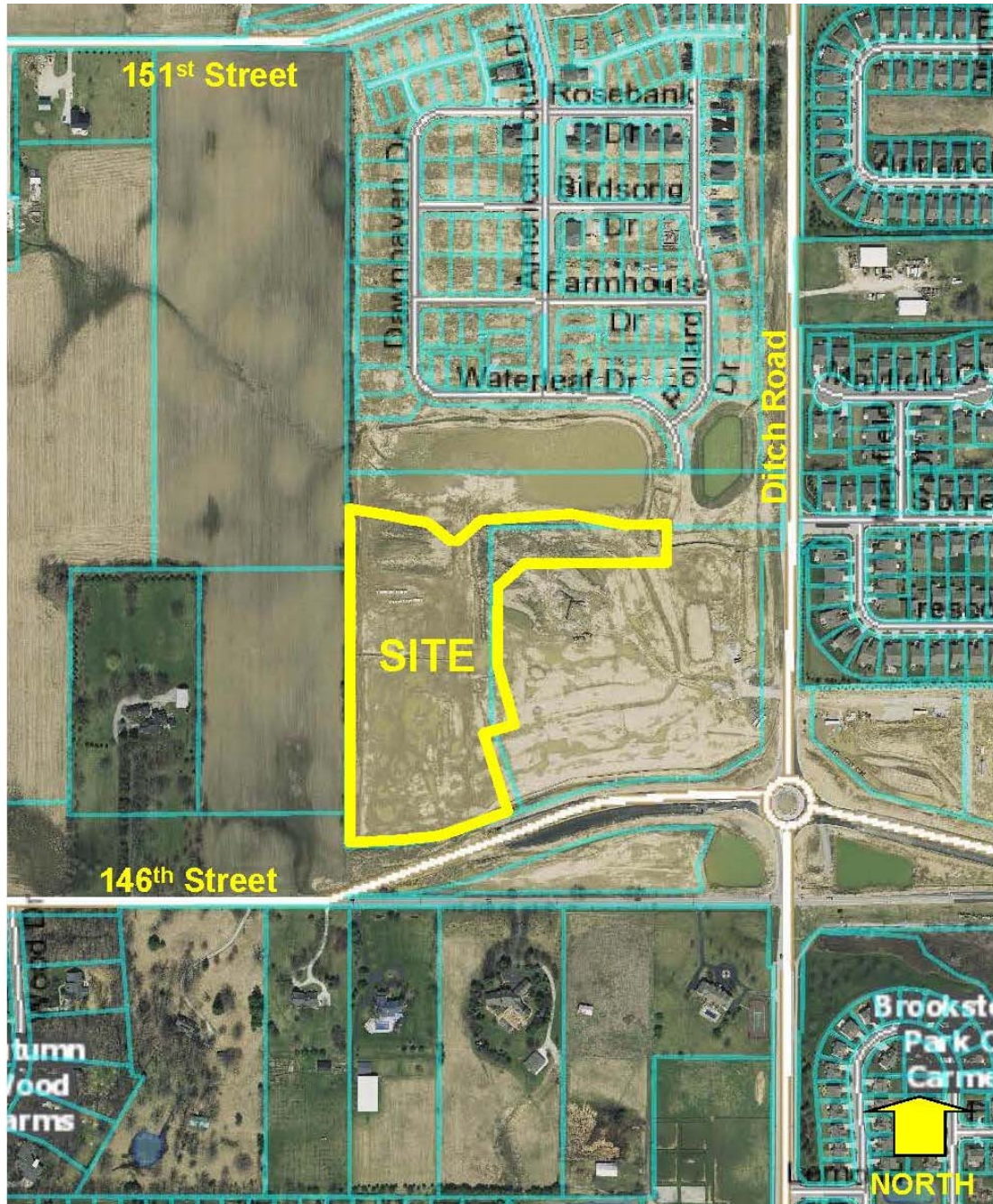
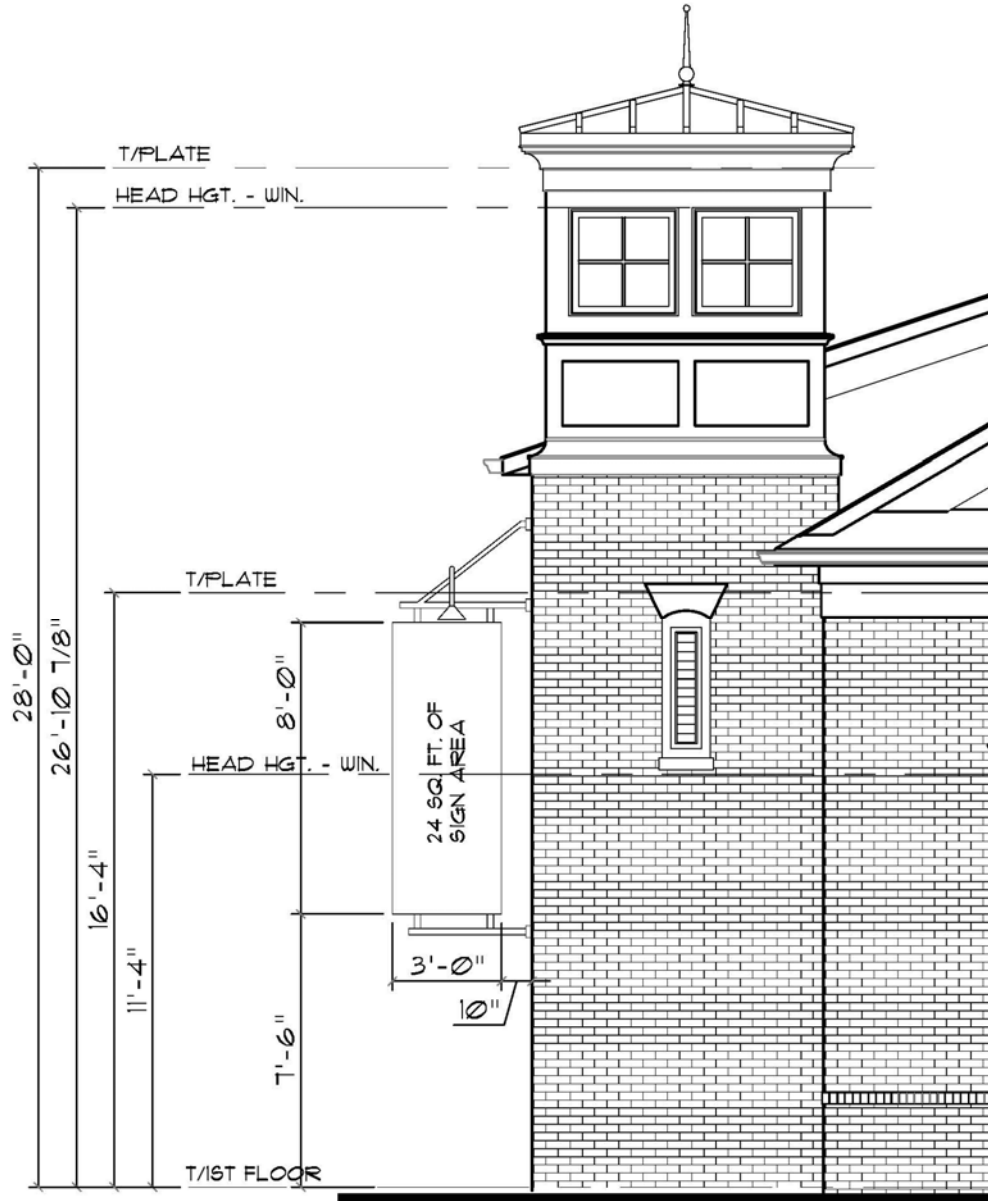


EXHIBIT B
Multi-Family Blade Sign
(Page 1 of 1)



WRITTEN PUBLIC COMMENT

Docket Number: 1606-PUD-07
Petitioner: TMC Developers, LLC by Nelson & Frankenberger
Request: Petitioner requests an amendment to the Mixed Use District (Commercial Area) of the Harmony Planned Unit Development (PUD) Ordinance.

Enclosed Attachments:

- | | |
|-----------------------------------|--|
| 1. Rochester Email (06/03/16) | Jen and Derek Rochester (Harmony) |
| 2. Cardimen Email (06/03/16) | Michelle Cardimen (Harmony) |
| 3. Eggleston Email (06/03/16) | Ann Eggleston (Brookstone Park) |
| 4. Raftery Email (06/03/16) | Scott Raftery (Harmony) |
| 5. Sell Email (06/03/16) | Mark and Gina Sell (1611 W 146 th St) |
| 6. Towne Email (06/03/16) | Brittney Towne (Harmony) |
| 7. Schaaf Email (06/03/16) | Mark and Carla Schaaf (Harmony) |
| 8. SW Centennial Email (06/03/16) | Bruce Watson on behalf of SW Centennial area |
| 9. Patterson Email (06/03/16) | John Patterson (Village Farms) |
| 10. B. Taylor Email (06/03/16) | William and Jennifer Taylor (Centennial) |
| 11. Vahrenkamp Email (06/03/16) | Erin Vahrenkamp (Brookstone Park) |
| 12. Simonson Email (06/03/16) | Barbara Simonson (Centennial) |
| 13. Gerke Email (06/05/16) | Steven and Maria Gerke (Brookstone Park) |
| 14. Gelfman Email (06/04/16) | Dan Gelfman (Harmony) |
| 15. Feipel Email (06/04/16) | Nick and Neha Feipel (Brookstone Park) |
| 16. Magnussen Email (06/04/16) | Marc and Tara Magnussen (Harmony) |
| 17. Goodere Email (06/04/16) | Steve and Bea Goodere (Centennial) |
| 18. Goldstein Email (06/07/16) | Marcia and Marv Goldstein (Centennial) |
| 19. A. Anderson Email (06/04/16) | Amy Anderson (Brookstone Park) |
| 20. Davis Email (06/04/16) | Scott and Stacey Davis (Centennial) |
| 21. Scott Email (06/04/16) | John and Beth Scott (Centennial) |
| 22. Pitre Email (06/04/16) | Cory and Kari Pitre (Village Farms) |
| 23. Malkmus Email (06/05/16) | Danese Malkmus (Centennial) |
| 24. Helsel Email (06/05/16) | Clifford Helsel (Brookstone Park) |
| 25. Williams Email (06/05/16) | Melissa Williams |

26. J. Long Email (06/05/16)	Judy Long (Centennial)
27. McCarthy Email (06/05/16)	Joe McCarthy, Brandy Dravet-McCarthy, and Reznor McCarthy (1739 W 156th St)
28. Titel Email (06/05/16)	Rose Titel (Centennial)
29. VanRyckeghem Email (06/05/16)	Alain and Christina VanRyckeghem (Centennial)
30. Collier Email (06/05/16)	Maria and Lee Collier (Centennial)
31. Hansen Email (06/05/16)	Richard and Patricia Hansen (Brookstone Park)
32. Knapp Email (06/05/16)	Molly and Tyler Knapp (Centennial)
33. Bruno Email (06/05/16)	Ann and Tom Bruno (Centennial)
34. Bardwell Email (06/05/16)	Arlon and Beverly Bardwell (Centennial)
35. Goldstein Email (06/05/16)	Dr. Marc Goldstein (Kingsborough)
36. Horn Email (06/05/16)	Sanford Horn (Centennial)
37. D. Hughes Email (06/05/16)	David Hughes (Brookstone Park)
38. Machemer Email (06/05/16)	Scott and Hilary Machemer (Harmony)
39. Santos Email (06/05/16)	Jose and Lidia Santos (Centennial)
40. Soboleski Email (06/05/16)	Cristina Soboleski (Harmony)
41. Moore Email (06/05/16)	Abby Moore (Harmony)
42. B. Anderson Email (06/05/16)	Bart Anderson (Harmony)
43. Blessinger Email (06/05/16)	Larry and Beth Blessinger (Harmony)
44. Floreancig Email (06/05/16)	Lisa Floreancig (Harmony)
45. Shepherd Email (06/05/16)	Charles and Allison Shepherd (Centennial)
46. Shaw Email (06/05/16)	Victoria Shaw (Centennial)
47. S. Taylor Email (06/05/16)	Susan and Mark Taylor (Harmony)
48. Leal & Arnold Email (06/06/16)	Kativa and Daniel Leal (Centennial) Jimmie and Bobbie Arnold (Centennial)
49. A. Hughes Email (06/06/16)	Aaron and Louise Hughes (Harmony)
50. Day Email (06/06/16)	Alison Day (Kingsborough)
51. McClanahan Email (06/06/16)	Bill and Tena McClanahan (Centennial)
52. Whittaker Email (06/06/16)	Betty Whittaker (Centennial)
53. O'Neill Email (06/06/16)	Joseph J. and P. Jane O'Neill (Centennial)
54. Smith Email (06/06/16)	Brandon and Lana Smith (Brookstone Park)
55. Kissling Letter (06/06/16)	Richard Kissling (Centennial)
56. Wilkinson Email (06/06/16)	Mary Wilkinson (Centennial)

57. Sheraw Email (06/06/16)	George and Lisa Sheraw (Harmony)
58. Daley Email (06/06/16)	Penny Daley (Village Farms)
59. Brinegar Email (06/06/16)	Steve and Patti Brinegar (Harmony)
60. Ashman Emails (06/06/16)	Stephen and Janet Ashman (Centennial)
61. Wilkerson Email (06/06/16)	Kathylyn Wilkerson (Centennial)
62. Benge Email (06/06/16)	Claudia and Jim Benge (Centennial)
63. Centennial HOA Letter (06/06/16)	Joseph Plankis, President, Centennial HOA
64. Carmichael Email (06/06/16)	Jeffrey and Marcia Carmichael (Kingsborough)
65. Niazi Email (06/06/16)	Sara Niazi (Westchase)
66. Gibson Email (06/06/16)	Steve and Jennifer Gibson (Centennial)
67. Jackson Email (06/06/16)	Peter and Jayne Jackson (Harmony)
68. Ruppert Email (06/06/16)	Laura Ruppert (Centennial)
69. Dahl Email (06/06/16)	Noelle Dahl (Harmony)

Post Public Hearing Comments

70. Howard Email (06/06/16)	Bill Howard (Brookstone Park)
71. Ancich Email (06/07/16)	Tom and Lynn Ancich (Centennial)
72. Johnston Email (06/07/16)	Craig Johnston (Harmony)
73. Bennett Email (06/07/16)	Scott Bennett (Brookstone Park)
74. Williams Email (06/07/16)	Steve Williams (Centennial)
75. Scott Email (06/07/16)	John and Beth Scott (Centennial)
76. Benge Email (06/07/16)	Claudia and Jim Benge (Centennial)
77. Hartley Email (06/07/16)	Erin Hartley (Centennial)
78. Harrod Email (06/07/16)	Matt and Ellen Harrod (Centennial)
79. York Email (06/07/16)	Reba and Vance York (Centennial)
80. Sawyer Email (06/07/16)	Don and Kathy Sawyer (Centennial)
81. Yerian Emails (06/07/16)	Neal and Lesley Yerian (Centennial)
82. Hiers Email (06/07/16)	Casey Hiers (Centennial)
83. Crawford Email (06/07/16)	Shawn Crawford (Centennial)
84. Tsangaris Email (06/07/16)	Dr. Nikki Tsangaris (Centennial)
85. Battersby Email (06/07/16)	Karen Battersby (Centennial)
86. Tremblay Email (06/07/16)	Jim and Linda Tremblay (Centennial)
87. K. Smith Email (06/07/16)	Kelly Smith (Harmony)
88. Wright Email (06/07/16)	Kim Wright (Centennial)

89. Rehm Email (06/07/16)	Terri Rehm (Centennial)
90. Wyant Email (06/07/16)	Shirley Wyant (Centennial Townhomes)
91. Winkler Email (06/07/16)	Carl Winkler (Centennial)
92. Glascock Email (06/07/16)	Dean Glascock (F.C. Tucker)
93. Geier Email (06/07/16)	Charlie Geier (Centennial)
94. Cassidy Email (06/07/16)	Lynsay Cassidy (Centennial)
95. C. Johnson Email (06/07/16)	Chris Johnson (Centennial)
96. Hankinson Email (06/07/16)	Mel and Joan Hankinson (Centennial)
97. Gonzalez-Russell Email (06/07/16)	Marigen Gonzalez-Russell (Centennial Townhomes)
98. Czizek Email (06/08/16)	Tim Czizek (Centennial)
99. Weintraut Email (06/08/16)	Alice Weintraut (Centennial)
100. Dieckmeyer Email (06/08/16)	Damon Dieckmeyer (Centennial)
101. Riley Email (06/08/16)	Randy and Allyson Riley (Brookstone Park)
102. Sperlik Email (06/08/16)	Patricia and James Sperlik (Centennial)
103. Boarman-Rowe Email (06/08/16)	Stephanie Boarman-Rowe (Centennial)
104. Reisenleiter Email (06/08/16)	Mary Reisenleiter (Centennial)
105. Rieck Email (06/08/16)	David Rieck (Centennial)
106. Rogge Email (06/08/16)	Ben Rogge (Centennial)
107. Shipe Email (06/08/16)	Wayne and Lois Shipe (Centennial)
108. Chavente Email (06/08/16)	Blessy and Alex Chavente (Centennial)
109. Price Email (06/08/16)	Beth Price (Spring Mill Villages)
110. Perkins Email (06/08/16)	John and Christine Perkins (Centennial)
111. Clare Email (06/08/16)	Emily Clare (Centennial)
112. B. Johnson Email (06/08/16)	Barbara Green Johnson (Centennial)
113. Sexton Email (06/08/16)	Kathryn Sexton (Centennial)
114. Yovanovich Email (06/08/16)	Sue Ann Yovanovich (Centennial)
115. Troy Email (06/08/16)	Kristie Troy (Harmony)
116. M. Scott Email (06/08/16)	Matt Scott (Brookstone Park)
117. Cole Email (06/08/16)	Marcie Cole and Keith Moore (Centennial)
118. Moore Email (06/08/16)	Cheryl Moore (Centennial)
119. Rupp Email (06/08/16)	Steve Rupp (Centennial)
120. Bluett Email (06/09/16)	Tom Bluett (Centennial)

121.	Myers Email (06/08/16)	Elizabeth Myers (Centennial)
122.	Firestone Email (06/09/16)	Malea Firestone and Yaw Aning (Harmony)
123.	Robertson Email (06/09/16)	Carol Robertson (Centennial)
124.	N. Scott Email (06/09/16)	Nelson Scott (Centennial)
125.	Davidson Email (06/09/16)	David Davidson (Centennial)
126.	Masin Email (06/09/16)	Jon and Kelly Masin (Saddle Creek)
127.	Cannon Email (06/09/16)	Amy Cannon (Centennial)
128.	M. Long Email (06/09/16)	Mark and Betty Long (Centennial)
129.	Stewart Email (06/10/16)	Eric and Amy Stewart (Centennial)
130.	Goodlet Email (06/13/16)	Robert Goodlet (Harmony)
131.	Chang Email (06/14/16)	Sidney Chang & Yana Sung (Brookstone Park)
132.	Grace Email (06/16/16)	Helene Grace (Centennial)
133.	Petition (06/16/16)	Harmony Residents
134.	Bhargava Email (06/21/16)	Atul and Reeta Bhargava (SWC 146 th & Ditch)
135.	Chitturi Email (06/24/16)	Pani and Heman Chitturi (Kingsborough)
136.	Petition (06/30/16)	Kingsborough Residents
137.	Buffer Letter/Survey (06/29/16)	Centennial South (Trescott Drive Residents)

Jesse Pohlman

From: Jen Rochester <Rochester@bigi.org>
Sent: Friday, June 03, 2016 8:46 AM
To: Jesse Pohlman
Cc: drochester@theoris.com
Subject: Harmony Mixed Use / Development at 146th & Ditch

Hello Jesse,

I'm a new resident of Westfield, living in Harmony. We just moved into our beautiful new home in late March. My husband, Derek and I have concerns over the development being discussed for our neighborhood. I've heard a few things, namely a CVS, a gas station, and a fast food restaurant. I'm extremely concerned with both the gas station and the fast food restaurant. I feel like we moved into a very elegant and pricey neighborhood, with promises of high-end use for the new development, and this sounds like cheap commercial. I'm very much in favor of a NICE restaurant and as a family who likes to eat out, we'd likely frequent a location near us. Even something one step up from fast food like a Panera or similar but a fast food restaurant with a drive-thru paired with a gas station is exactly why we moved from Nora to Westfield. We wanted to escalate our surroundings and now I feel like they are being brought right back down to all the ugliest of commercial uses – and not only that, but literally in our backyard.

We are very concerned and can only hope that you are working in our best interests and choosing commercial development that enhances the new, up-and-coming, beautiful Westfield, set apart from its neighbors in class and city management.

If you have any suggestions as to who further I may contact, or meetings to attend, please let me know. I welcome any opportunity to discuss this further.

Jen & Derek Rochester
14933 Pollard Drive, Westfield
317-775-9229

Jesse Pohlman

From: Michelle Cardimen <mcardimen@icloud.com>
Sent: Friday, June 03, 2016 9:05 AM
To: Jesse Pohlman
Subject: Harmony PUD

Jesse,

I was very discouraged after attending the meeting last night at the Westfield City Hall.

I just purchased a home in Harmony and moved in in December 2015. We were made aware of the commercial development but were informed that it would be a "quaint" retail corner that would fit with the residential appeal of both Harmony and Centennial. We were told the concept was to create a continuation of the Carmel appeal into Westfield City Limits.

I am terribly concerned as the homeowner directly north of the pond along Ditch Road. We were required to upgrade the back of our property which cost us approximately \$15,000.00 including decorative fence so that it was appealing to the city. The commercial property should be held to the same standards.

I have multiple concerns:

1. The types of businesses should reflect the type of neighborhood we are trying to achieve. Coffee shops, small sit down restaurants, banks, cafe's, ice cream or smoothie place. No fast food and no gas stations.
2. The hours of operation should not be of a 24 hour nature. 8am-10 pm to keep people away from residential areas at night.
3. The aesthetics of the landscape and building should be close to the architecture of the surrounding community with green space. This is supposed to be a village feel. That is what we were promised when we moved into the Harmony Development.

I will be at the meeting Monday. I am not opposed to the development as long as it is done with surrounding residential area taken into account.

Please represent the neighborhood views when this goes to a vote.

Michelle CARDIMEN
14917 Pollard Drive
Harmony Development
317-414-5984

Sent from my iPhone

Jesse Pohlman

From: Ann Eggleston <kaeggleston@sbcglobal.net>
Sent: Friday, June 03, 2016 9:14 AM
To: Economic Development
Subject: Development at 146th Street and Ditch Road

Hello,

My name is Ann Eggleston and I live in Brookstone Park Subdivision located on the southeast side of 146th Street and Ditch Road. I attended the Information meeting last night (6/1) to discuss the planned development at 146th Street and Ditch.

I am concerned that the new proposal includes an exception to the 2012 requirements to allow a Get and Go Gas station on the southwest corner of 146th and Ditch.

A gas station is unacceptable for the area. This is a residential area and I very disappointed that a developer with local ties would even consider constructing a gas station in a residential area. The lights, traffic and trash that go along with a gas station is unacceptable. Besides, the proposed gas station would sit right in front of an existing home.

I encourage the Board to vote against the requested zoning exception for the tract of land on the southwest corner at 146th street and Ditch road.

I am not opposed to the development on the northwest corner but the proposed design of the CVS store must be improved to blend in with the architect design of Harmony. A red brick building with bright lights is not acceptable.

Thank You

Ann Eggleston
317-407-2478

Jesse Pohlman

From: Scott Raftery <sraftery20@gmail.com>
Sent: Friday, June 03, 2016 10:39 AM
To: Jesse Pohlman
Subject: Harmony Neighborhood

Jesse,

I built and moved into our retirement home in Harmony in October, with the hopes that Westfield would not continue to put a drug store and gas station on every corner. A CVS is currently being built on 161st as well as the existing ones (Walgreens/CVS) on 32/Carey. We also have plenty of brand new gas stations on 32 that the council approved. The low end/cheap commercial/retail development (fast food, gas stations, drug stores) need to stay close to Grand Park, like we were promised and NOT be placed into/right next to our neighborhoods. If you need guidance, look to Carmel and Zionsville as to how they protect their neighborhoods and have development near and in their downtown commercial areas.

Sent from my iPhone

June 13, 2016

Attn: Westfield Plan Commission

We are vehemently opposed to the addition of a gas station on the 146th and Ditch property. However, in the event that all the voices who opposed this misguided plan are not heard, we would like to put on record that the request for the reduction of the buffer zones from 20 feet to 10 feet be denied. We would also ask that the density of plantings be increased to 7 trees and 30 shrubs per 100 feet due to the nature and unsightliness of this type of business.

In addition, we request that we be provided with a detailed lighting plan to ensure that adequate care will be taken to reduce any and all light pollution directly affecting our home.

We do not want this gas station any closer to our home!!

Mark and Gina Sell
1611 W. 146th Street
Westfield, IN 46074

From: Gina Sell [mailto:magisell@aol.com]
Sent: Friday, June 03, 2016 11:15 AM
To: Jesse Pohlman <jpohlman@westfield.in.gov>
Subject: Proposed Gas Station 146th and Ditch

We are vehemently opposed to the construction of a gas station on the parcel of land adjacent to our home on 146th street.

This type of business would decrease our property values while increasing crime; it will create a chokepoint for traffic. Gas stations bring lights, chemicals, noise, and trash pollution with it - we do not want to allow it to be that close to the vicinity of our homes where our children play.

To provide high visibility to passing motorists and fend off would-be armed robbers, gas stations are very well lit. This can cause light pollution to the surrounding area and can be a particular nuisance if the station continues to operate late into the night or 24 hours a day, as many stations choose to do.

Gas stations have large and numerous curb cuts to allow for the easy flow of traffic, but these curb cuts interrupt the sidewalk and create an unpleasant and unsafe environment for pedestrians and bicyclists.

But more importantly the main reason we do not want this gas station is the potential exposure to Benzene. The air around gas stations have been found to have significantly higher levels of carcinogens such as Benzene that put current and future generations at higher risk for various cancers. Benzene is a known carcinogen that has been shown to affect the central nervous system, respiratory track, and the immune system. After prolonged exposure, it has also been shown to cause brain damage, anemia, and leukemia. Toluene is another chemical that is found in gasoline vapors; and it is associated with cardiac arrhythmias, liver and kidney failure, and developmental problems in fetuses.

Scientists carried out a study that found a child whose home was within two blocks of a fuel station was four times as likely to develop leukemia as a child than a child whose home was further away and the longer a child had lived nearby, the higher the risk of leukemia seemed to be.

Despite all the modern health and safety guidelines they must follow, gas stations can still pose significant hazards to neighbors, especially children. Some of the perils include ground-level ozone caused in part by gasoline fumes, groundwater hazards from petroleum products leaking into the ground.

A new study suggests that drops of fuel spilled at gas stations — which occur frequently with fill-ups — could cumulatively be causing long-term environmental damage to soil and groundwater in residential areas in close proximity to the stations.

“When gasoline spills onto concrete, the droplet will eventually disappear from the surface. If no stain is left behind, there has been a belief that no gasoline infiltrated the pavement, and all of it evaporated,” Hilpert says. “According to our laboratory-based research and supported by our mathematical model, this assumption is incorrect. Our experiments suggest that even the smallest gasoline spills can have a lasting impact.”

Many homes on the southside of 146th utilize wells for their water supply. Another study said wells should be at least 500 feet from a gas station.

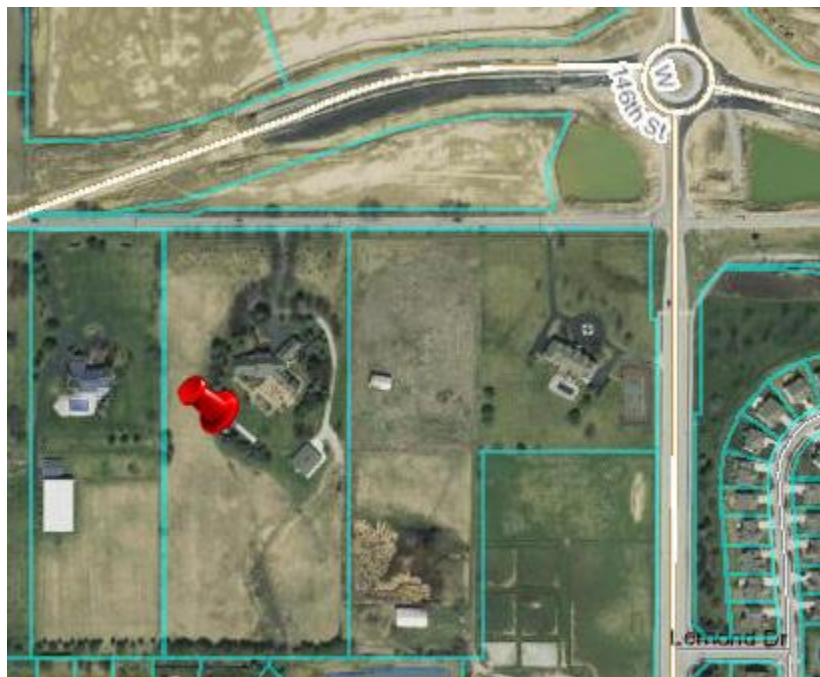
A research study shows that a "minimum" of 328 feet should be the distance from "especially vulnerable" facilities such as hospitals, health centers, schools and assisted living centers. How far away is Copper Trace?

The board has already approved construction of a gas station at Towne and 146th street. There is no need for this gas station.

For the safety of our children and future generations we implore you to deny the request for inclusion of a gas station on the Southwest Corner of 146th and Ditch. Ask yourselves, would you expose your child to the risk of cancer for a few more tax dollars? Deny this request. It would be unconscionable to do otherwise.

Sincerely,

Mark and Gina Sell
1611 W. 146th Street
Carmel, IN 46074
magisell@aol.com



Jesse Pohlman

From: Brittney Towne <bgailcrane@hotmail.com>
Sent: Friday, June 03, 2016 11:39 AM
To: Jesse Pohlman
Subject: 146th & Ditch Commercial Development

Mr. Pohlman:

As a homeowner in the Harmony community, I would like to formally voice my concerns regarding the commercial project at 146th and Ditch that will be presented to the planning commission on Monday, June 6th. While understanding that the area was always zoned commercial, the types of businesses initially presented were drastically different than the properties being petitioned now. Gas stations, fast food restaurants and big box stores will severely degrade property value, affect quality of life with increased traffic (including semis and other delivery trucks) and potentially affect health and safety with water runoff issues and 24 hour commercial activity. I urge the commission to look at The Village Of Westclay in Carmel as a model of a master planned community. They have managed to seamlessly blend commercial and residential sites while respecting the aesthetic of the community. The plans that are before the committee do not match the aesthetic of Harmony or any of the surrounding communities. The same thought and planning that goes into communities in Carmel need to be applied in Westfield. Please, take the time to invest in our city and make it the best it can possibly be.

Sincerely,
Brittney Towne
1617 Rosebank Drive
Westfield

Sent from my iPhone

Jesse Pohlman

From: Mark Schaaf <mschaaf@mac.com>
Sent: Friday, June 03, 2016 1:46 PM
To: Jesse Pohlman
Cc: Carla Schaaf; Andy Schaaf; Andy & Erin Schaaf; paulestridge@estrledge.net
Subject: Design Changes at 146th & Ditch Road

June 3, 2016

Dear Jesse,

We attended the meeting on Thursday evening regarding the property development at 146th and Ditch Road. Just six weeks ago we moved into our new home in Harmony which is two houses north of pond one and our backyard backs up to Ditch Road.

When we purchased the lot and were in the process of designing our home, we were told that because the house backs up to Ditch Rd., Westfield required that we had to meet certain architectural standards. We incurred extra cost because of these requirements and were happy to comply because of Westfield's high standards. Frankly, we were excited about this because, after 42 years in Carmel, we became accustomed to the same high standards. We were also told that the commercial development to the south of us would also comply with the same standards and fit the architecture of the Harmony and Centennial communities.

Last night we were told that the standards that Westfield originally planned for our area were to match those along State Road 32. That area is very commercial, definitely not residential. As surely you can understand, times have changed and so have the circumstances.

The design that we saw for the CVS pharmacy is totally out of character for the surrounding neighborhoods and is unacceptable. We have no objection to a pharmacy, but CVS must be held to the same design standards that we homeowners must comply with. Just one example is the gaudiness of the big sign on the front of the building.

In addition to the issues regarding the design of the buildings, we are concerned about landscaping and lighting. When we looked at the plans online, we saw provision for a few trees on the south side of the ponds. We would like to see a large mound of earth with shrubbery and trees to shield our neighborhood from the noise and lighting that would accompany these businesses. We want to be good neighbors and we expect that they be good neighbors as well.

We hope and, frankly, expect that the city of Westfield will look out for our interests as new residents and see beyond the financial gains that may be possible. We feel that the residents of Centennial and Harmony will be able to find common ground with the commercial developers so that everyone will be comfortable and that we will be good customers as well as good neighbors.

Sincerely,

Mark and Carla Schaaf
14925 Pollard Drive
317-439-7540

Jesse Pohlman

From: Bruce Watson <bruce@bwatson.us>
Sent: Friday, June 03, 2016 1:43 PM
To: Jesse Pohlman
Cc: jplankis@gotown.net
Subject: Notes on the Harmony Mixed Use Development
Attachments: PUD Changes Letter to APC 060216.docx

Jesse,

The attached notes regarding the Harmony mixed Use Development reflect the opinions, concerns and objections of the residents in the SW Centennial area which is directly adjacent to this development. Please forward this on to the APC members and the City Council for their consideration.

Thank you for your assistance.

Bruce

Bruce A. Watson
Representative for South Centennial Residents
1355 Trescott Dr.
Westfield, IN 46074
317-443-3101

June 2, 2016

RE: Neighborhood Meeting – Proposed Amendment to the Harmony PUD mixed Use District – 1606-PUD-07

Comments / Concerns / Objections to Proposed Zoning Changes – Southwest Centennial Residents

1. In 2012 when the Harmony PUD was first proposed, the SW Centennial Residents were opposed to a Fueling Station and Convenience Store in the midst of a residential neighborhood, and still are today. At that time this was excluded from a use in this commercial development. In our opinion, nothing has changed. We continue to be strongly opposed for the following reasons:
 - a. Possible air and water pollution from the fueling Station
 - i. Runoff drains into retention ponds that drain into protected wetlands
 - b. A gas station does not belong in the middle of a residential area
 - c. Increase in traffic volume and noise 24/7
 - d. Convenience Stores attract crime and transient customers
 - e. A gas station will significantly devalue the properties on the old 146th St. who would look directly at this property

The better place for this use would be in the proposed commercial development at 146th & Town Rd. where there are no homes today that would be affected by it. If homes are eventually built in that area, it would be the choice of the homeowners to live in proximity to a Fueling Station/Convenience Store, rather than forcing it on existing residents.

2. Likewise, in 2012 when the Harmony PUD was first proposed, the SW Centennial residents were opposed to a Fast Food restaurant in the mixed use development, and still are today. This type of restaurant does not fit with the nature of small retail businesses in the midst of a residential development. We are opposed for the following reasons:
 - a. An increase in traffic volume and noise on 146th & Ditch Rd. all hours of the day and night
 - b. Offensive cooking odors wafting over our residences due to the prevailing winds from west to east
3. The residents on Trescott Dr. whose homes back up to Ditch Rd. object to the addition of a right in-right-out drive between the 146th St. and Somerville Rd. roundabouts. Due to the increased grade of the land, headlights from vehicles exiting onto Ditch Rd. will shine over the top of the existing fence and into the living spaces of these homes.
4. The increase in height of the grade of the Mixed Use District has already created a drainage problem on Ditch Rd., and in the back yards of homes on Trescott Dr. and Somerville Dr. When Ditch Rd. is reconstructed, and raised to address the puddling issue, more water will be forced toward the back yards of these homes. This drainage issue must be addressed.

The excess roof and surface coverage of large flat roof structures and paved parking and roadways, will only exacerbate this problem.

The height of the grade of this Mixed Use area will also create a light pollution issue for the homes on Trescott Dr. that back up to Ditch Rd. and this development. Although shorter light poles and down lighting may be used, the grade is so high that the lights will still shine into the living spaces of our homes. Turning vehicle headlights in the proposed parking areas, will also shine over the existing fence behind the homes on Trescott Dr. This issue needs to be addressed by the type of lighting used along with light shields, and by mounding/berming and the dense planting of evergreen trees and shrubs and/or the replacement of the existing fence with a taller one.

5. While the addition of a CVS Pharmacy is not necessarily objectionable, the proposed architectural design is. The ordinance specifically excludes "Corporate architecture", and the proposed design would violate this exclusion. Although the proposed architectural design conforms to the Rt. 32 Overlay, the design does not blend in with the appearance of its' residential surroundings. Architecture similar to that approved for the CVS store in the Springmill Station development would be more suitable for this type of building in a residential area. The architecture should include elements from the surrounding residential and commercial buildings (ie. Copper Trace, Harmony and Centennial).

Similar design elements should be applied to all of the structures in this development to create a consistency of appearance throughout the mixed use development.

6. Also opposed, is the addition of a retail strip center at the NE corner of the development. As originally proposed there were going to be a number of smaller, stand-alone buildings in this area. In 2012, this project was visualized, sold to the City and surrounding residents, and approved as a quaint, neighborhood marketplace with boutique shops and small family restaurants, a coffee shop, and a small grocery store. The proposed changes to the PUD will change the nature of the development into a high volume, high traffic commercial district with a significantly negative impact on the surrounding residences.

The surrounding residents are willing to work with the Developer to effect positive change that will complement the residential area in which this development is to be situated. We would like to see this area become a jewel in the community, and one that will attract families to live in the surrounding communities, and improve the values of our properties.

Bruce A. Watson
South Centennial Representative
1355 Trescott Dr.
Westfield, IN 46074
317-443-3101

Jesse Pohlman

From: John David Patterson <patterson_john_d@lilly.com>
Sent: Friday, June 03, 2016 2:40 PM
To: APC
Subject: 146th and Ditch

I am a Westfield resident that lives very near the 146th and Ditch area. I am objecting to any plans or consideration to grant an exception for the construction of a gas station/convenience store in this area. It is not needed as we have plenty of gas stations in the immediate area. This is a residential area and the area remaining to be developed should not be just thrown together with fast food restaurants, gas stations, etc. Instead please consider that you are making a statement for the rest of the 146th street corridor and compliment it rather than detracting from it. Make it unique.....make it standout as a statement.....do not devalue the area by allowing crap to be built.

Thank you,
John Patterson

Jesse Pohlman

From: Bill Taylor <wataylor04@gmail.com>
Sent: Friday, June 03, 2016 3:02 PM
To: APC
Subject: 146th & Ditch Proposal

To whom it may concern,

I'm a resident of the Centennial subdivision and am very concerned about the proposal currently being discussed for the intersection at 146th and Ditch Road. When we moved in there was not approval for a gas station and to see it now being seriously considered feels like a bait and switch which certainly isn't what we expected when moving to Westfield. I'm concerned about what impact this proposal will have on traffic, crime, property values, etc. I certainly hope the planning commission will hear the voices of the citizens this proposal will impact and decline to approve the variance.

As for the CVS I understand that the zoning already allows for it but the distressing part is the design that is being considered. There are strict design standards placed on the homes in the neighborhoods immediately adjacent to this property and to hear that the CVS won't have the same strict standards just doesn't make sense. With the explosive growth Westfield is experiencing right now it's imperative that design standards are such that we can all look at new development and be proud to have it in our city.

I certainly want to be a good neighbor and understand that growth brings change and new opportunities but it's vital that the voices of the citizens of Westfield be heard to keep the city moving forward in a successful and positive manner.

Thank you,

William and Jennifer Taylor
14934 Declaration Drive
Westfield, IN 46074

From: Erin Vahrenkamp [mailto:erin.vahrenkamp@gmail.com]
Sent: Friday, June 03, 2016 4:08 PM
To: APC <APC@westfield.in.gov>
Subject: Re: Proposed GetGo Station at 146th & Ditch Road

To the members of the Advisory Planning Commission, City of Westfield:

My name is Erin Vahrenkamp and I am the resident owner of a home at 1359 Holden Ct. in Carmel, within the Brookstone Park subdivision on the southeast corner of 146th St. and Ditch Rd.

I am writing in regards to agenda item 1606-PUD-07 for the Monday, June 6th meeting of the APC, regarding an amendment to the mixed-use district of the Harmony PUD. TMC Developers, LLC proposes changing the existing zoning to allow a GetGo gas station to be built on the southwest corner of 146th and Ditch, which is essentially across the street from my home.

I am strongly opposed to this amendment, as I feel that a gas station will have a negative effect on the character, environment, and safety of our neighborhood and other surrounding residential neighborhoods. This station would potentially be open 24 hours a day, and would bring all sorts of issues right to our front doors, including possible fuel spillage in our groundwater, light and noise pollution, crime, trash/associated rodents, tobacco and alcohol sales. In turn, the blight that this GetGo would cause would negatively impact our home values. I would never have purchased my home if I'd had any indication that a gas station would be built just a few hundred feet away, and I know that many of my neighbors feel the same.

In this area, I cannot think of another location where a new (not pre-existing) gas station was constructed so close to so many adjoining residential neighborhoods, and there is honestly no reason to build one in that space when there are so many other potential locations in Westfield that are not yet developed.

I urge you to protect our neighborhoods by rejecting this amendment, and plan to attend the meeting on Monday night to speak out against it.

Respectfully yours,

Erin Vahrenkamp

From: Barb Simonson [mailto:barbsimo@icloud.com]
Sent: Friday, June 03, 2016 4:31 PM
To: APC <APC@westfield.in.gov>
Subject: 146 and Ditch

June 3, 2016

Dear Jesse,

I, with many of my neighbors, attended the meeting on Thursday evening regarding the property development at 146th and Ditch Road.

I was surprised (but not shocked) that the developer of that corner is trying to push through plans that the residents of the area DO NOT WANT.

First and foremost, WE DO NOT WANT A GAS STATION AND/OR QUIKIE MART IN THE AREA OF OLD/NEW 146 AND DITCH.

Secondly, WE DO NOT WANT A FULL FAST-FOOD BUSINESS, WHETHER IT IS BEEF, CHICKEN, FISH, TURKEY, TACO, OR ANY COMBINATION OF THE ABOVE. WE DO NOT WANT THIS ANYWHERE NEAR 146 AND DITCH.

Those businesses are not needed and not wanted in our residential area.

(A coffee house (Starbucks or the like) with a drive thru option would probably be acceptable, per most of the attendees last night.)

We live in a beautiful residential area. We understand that the corner of 146 and Ditch is destined to be commercial; it is Pollyanna-ish to think otherwise.

The architecture of these proposed buildings needs to be congruent with the guidelines that we have to follow as homeowners.

A garish CVS building (or similar business) is not acceptable. The other buildings need to be designed to follow suit. The St. Rd. 32 model is not appropriate for this area; please think reserved Zionsville instead of gaudy and crowded Fishers! Quaint local shops would be perfect; but quaint-looking businesses would fare better than the loud "run of the mill" places being courted by the developer.

In addition to the issues regarding the design of all the buildings, we are also concerned about landscaping, lighting, and buffers for the neighborhoods. We would like a significant barrier with shrubbery and trees to shield our neighborhoods from the noise and lighting that would accompany these businesses.

Significant barriers should also be put on the east side of Ditch Rd, to protect those Centennial homes from the traffic, noise, and 24-hour lighting.

This is certainly not too much to ask of a developer that is licking its chops to get to that intersection!

We do not need a huge pharmacy, gas station, and burger joint on every corner and cornfield in Hamilton County.... That is already available in Fishers! Please consider the long-term effects to the upscale nature of western Hamilton County, with expensive Carmel homes being affected as well as lovely Westfield properties.

Lastly, I'd like to address the presentation itself last night. John (whose client is the developer) did not identify himself at the start of the meeting. Most attendees thought that he was somehow representing the city. After a while, (and a very embarrassing but innocent faux pas by a resident) it was clear that the developer and crew were getting tired of the comments. Snippy answers such as "People like convenience and people like drugs, so there you go!" "If you want that, go buy a corner and put it up yourself. Rich people make the rules!" and using trade terms such as "not enough rooftops" were very off putting. We may not be lawyers, but we are not stupid.... we are concerned people INVITED to this informational meeting, and a condescending manner is uncalled for.

Thank you for reading this long letter.

I look forward to the meeting on June 6.

Sincerely,

Barbara Simonson
15290 Seneca Circle
317-590-3921

Jesse Pohlman

From: Steve Gerke <gerkesteve@hotmail.com>
Sent: Sunday, June 05, 2016 3:44 PM
To: Jesse Pohlman
Subject: Development of Harmony, Mixed-use District NW corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

Steven Gerke
Maria Gerke

Jesse Pohlman

From: Dan Gelfman <delfman2004@gmail.com>
Sent: Saturday, June 04, 2016 3:52 PM
To: Jesse Pohlman
Subject: Ditch and 146 concerns

Jesse

I live in Harmony at 151 and Ditch rd.

I will be out of town for Monday's meeting.

I wanted to express my concern for any development that would decrease our property values by not being in line with the upscale development in harmony.

I would appose a gas station and a cvs box store. CVS and others should use an upscale design similar to what was done in Carmel.

It would be nice to have a sit down restaurant, not a fast food store.

The neighborhood has changed since the original planning and the businesses in that area should reflect that change.

Thank you,

Dan Gelfman

Sent from my iPhone
Please excuse minor errors

Jesse Pohlman

From: Nick Feipel <nfeipel@gmail.com>
Sent: Saturday, June 04, 2016 4:28 PM
To: APC
Subject: Against GetGo Gas Station

Hello,

I am emailing in regard to the potential of a GetGo Gas station on the southwest corner of 146th and Ditch road. I am a resident of Brookstone Park of Carmel and work in Westfield at Busby Eye Care, therefore, I feel this potential plan effects me greatly.

I see no benefit to a gas station at this location. We have access to a gas station 5 minutes driving time to the north and less than 10 minutes both southeast and southwest of this location. The addition of this gas station doesn't provide any extra convenience to the residents in this area.

The addition of a gas station to this area will have a negative impact on the communities surrounding it. I'm concerned about increased trash, air and light pollution, potential fuel leaks, and crime that inevitably comes hand in hand with a gas station, especially one open 24/7. This will certainly cause residential property value of the surrounding area, including both Westfield and Carmel, to plummet.

From my understanding, the original zoning plan did not include approval of a gas station at this location. I do not see how the addition of this gas station would benefit the residents of Westfield or Carmel in this area. I've listened to several talks at the Westfield Chamber of Commerce in which the keynote speaker would voice their thoughts on how to make Westfield a more "desired and liveable" area to reside in. A gas station at this location doesn't help to achieve that appeal according to these experts brought in by the WCC and I agree with them.

Please consider my objection to this when making your decisions on Monday evening as I will be unable to attend the meeting and make my voice heard.

Thank you for your time to listen to my concerns.

With warm regards,

Nick Feipel

Jesse Pohlman

From: Nick Feipel <nfeipel@gmail.com>
Sent: Saturday, June 04, 2016 4:28 PM
To: APC
Subject: Against GetGo Gas Station

Hello,

I am emailing in regard to the potential of a GetGo Gas station on the southwest corner of 146th and Ditch road. I am a resident of Brookstone Park of Carmel and work in Westfield at Busby Eye Care, therefore, I feel this potential plan effects me greatly.

I see no benefit to a gas station at this location. We have access to a gas station 5 minutes driving time to the north and less than 10 minutes both southeast and southwest of this location. The addition of this gas station doesn't provide any extra convenience to the residents in this area.

The addition of a gas station to this area will have a negative impact on the communities surrounding it. I'm concerned about increased trash, air and light pollution, potential fuel leaks, and crime that inevitably comes hand in hand with a gas station, especially one open 24/7. This will certainly cause residential property value of the surrounding area, including both Westfield and Carmel, to plummet.

From my understanding, the original zoning plan did not include approval of a gas station at this location. I do not see how the addition of this gas station would benefit the residents of Westfield or Carmel in this area. I've listened to several talks at the Westfield Chamber of Commerce in which the keynote speaker would voice their thoughts on how to make Westfield a more "desired and liveable" area to reside in. A gas station at this location doesn't help to achieve that appeal according to these experts brought in by the WCC and I agree with them.

Please consider my objection to this when making your decisions on Monday evening as I will be unable to attend the meeting and make my voice heard.

Thank you for your time to listen to my concerns.

With warm regards,

Nick Feipel

Jesse Pohlman

From: Marcus Magnussen <marcus_magnussen@hotmail.com>
Sent: Saturday, June 04, 2016 6:25 PM
To: APC
Subject: Harmony Mixed Use District

My name is Marc Magnussen, and I recently bought a home in the Harmony subdivision at 146th and ditch rd. In fact, my family's home is on the southern most edge of section 2 in the development.

I have concerns regarding the proposed amendments for development in the mixed use plot of Harmony:

1. I am opposed to a gas station being allowed on any plot (north or south of 146th st) in the development. This will not add to the appeal nor property value of homes in our community. This will bring an undesirable clientele and an elevated traffic volume to our section off the community.
2. I am opposed to moving a fast food /drive through restaurant to the north side of 146th st. If a drive through food store is placed on the plot south of 146th st, I want the current stipulations regarding type of restaurant to stand. I do not want the allowed type of drive through restaurant to be expanded.
3. I would prefer that the architecture of the buildings in the development flow nicely with the surrounding neighborhoods. I do not like the current proposed design for the CVS store, and I would like a less intrusive storefront if possible.
4. I would like a sight and sound barrier to be installed between the southern edge of the neighborhood (section 2) and the northern barrier of the mixed use plot. A combination of grass mounds and a tree line would be ideal. I do not want people looking into my windows, and I did not move to Westfield to wake up to a parking lot view.

I hope that the APC listens to the citizens of Westfield and does not allow for the above proposed amendments (gas station, move the fast food plot, or expand the type of fast food allowed). These items were not explicitly allowed when this area was initially zoned, and I would not have purchased this home had this been the case. Please help us preserve the integrity of our neighborhood and community. Make us proud to live in Westfield.

Sincerely,

Marc Magnussen

Jesse Pohlman

From: Tara Magnussen <tmagnussen08@gmail.com>
Sent: Sunday, June 05, 2016 10:57 PM
To: Jesse Pohlman
Subject: Harmony mixed use district

My name is Tara Magnussen and my family and I live in Harmony just north of the proposed mixed use district. I have deep concerns regarding the proposed amendments for development in this space.

1. I am opposed to a gas station being allowed on any plot (north or south of 146th st) in the development. This will not add to the appeal nor property value of our homes in our community. This will bring an undesirable clientele and elevated traffic volume to our section of the community. Also, I do not want to raise our children in an area that ground/water nearby could easily be polluted with this type of establishment.
2. I am opposed to moving a fast food /drive through restaurant to the north side of 146th st. If a drive through food store is placed on the plot south of 146th st, I want the current stipulations regarding type of restaurant to stand. I do not want the allowed type of drive through restaurant to be expanded.
3. I would prefer that the architecture of the buildings in the development flow nicely with the surrounding neighborhoods. I do not like the current proposed design for the CVS store, and I would like a less intrusive storefront if possible.
4. I would like a sight and sound barrier to be installed between the southern edge of the neighborhood (section 2) and the northern barrier of the mixed use plot. A combination of grass mounds and a tree line would be ideal. I do not want to look out my windows and see a parking lot.
5. Lastly, whatever ends up residing in this area should not be open 24 hours. This, to me, welcomes more crime, noise, and nonsense that we do not want around our home.

I hope that the APC listens to the citizens of Westfield and does not allow for the above proposed amendments (gas station, move the fast food plot, or expand the type of fast food allowed). These items were not explicitly allowed when this area was initially zoned, and I would not have purchased this home had this been the case. Please help us preserve the integrity of our neighborhood and community and continue to be proud of where we live. Thank you for taking our opinions into consideration.

Tara Magnussen

Sent from my iPhone

Jesse Pohlman

From: Steve Goodere <sgoodere@gmail.com>
Sent: Saturday, June 04, 2016 9:45 PM
To: Jesse Pohlman; APC
Subject: NO Gas Station at 146th Street and Ditch Road

June 4, 2015

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

Re: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive-in restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change of food use.

We feel the design for the new CVS should be in keeping with the Harmony architecture and blend into the surrounding community, such as was done by CVS at 131st street and Town Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St, Westfield at 7 pm on Monday, June 6, 2016 to voice our opinion.

Sincerely,

Steve & Bea Goodere
1393 Bridgeport Dr
Westfield, IN 46074
317.669.7480

copy to: apc@westfield.in.gov (Advisory Plan Committee)

From: Marcia Goldstein [mailto:margold2@gotown.net]
Sent: Tuesday, June 07, 2016 10:15 AM
To: APC <APC@westfield.in.gov>
Subject: update to my previous post

I previously sent a post about the proposed commercial construction at 146th and Ditch. In that post I did not express objection to the gas station and convenience store.

Since the first meeting, however, it has come to my attention that a gas station is already planned and approved for 146th and Towne. There is absolutely NO NEED for another such facility at 146th & Ditch. I therefore would oppose the installation of such a facility along with the Harmony commercial development.

Thank you for taking the time to listen to resident opinions.

Marcia Goldstein
15250 Nashua Circle - Centennial
Westfield
317-509-6783

From: Marcia Goldstein [mailto:margold2@gotown.net]
Sent: Friday, June 03, 2016 5:27 PM
To: APC <APC@westfield.in.gov>
Cc: Marv Goldstein <margold1@gotown.net>
Subject: re: proposed commercial development at 146th & Ditch

I was in attendance last night at the meeting about the proposed commercial development at 146th & Ditch. Unfortunately, due to a business conflict, neither of us can attend the meeting next Monday night. That being said we would like to give you our feedback.

- We are not fighting commercial development at the site. It is zoned for such and our concern is to make it as attractive and beneficial to the surrounding residents as possible.
- The architecture of the complex should be upscale and in keeping with Harmony. We don't want a complex similar to what is being completed at 116th & Springmill - too close to the road and just a bunch of rectangles with no "pizazz". If the architecture were to be different from most centers and distinct we believe it would increase the value of our properties and entice potential businesses to locate there.
- Although we aren't thrilled with a gas station & Get Go, it sounded like it was close to a done deal. We hope, however, that the request to reduce the buffer with the street not be approved.

The developers have much to gain from being good neighbors and build a complex that gives the surrounding Carmel and Westfield neighborhoods positive identity and helps to maintain property values.

As an aside, we would love to see a Trader Joe's come to the complex. The gentleman last night noted that they had been approached and were not interested. Hopefully they can be convinced to change their minds.

Thank you for giving us the opportunity to give you feedback.

Marcia & Marv Goldstein
15250 Nashua Circle (Centennial)
margold2@gotown.net
317-509-6783

Jesse Pohlman

From: Amy Anderson <amya14466@gmail.com>
Sent: Saturday, June 04, 2016 8:12 AM
To: APC
Subject: June 6 meeting

THE FOLLOWING AGENDA IS SUBJECT TO CHANGE AT THE DISCRETION OF THE WESTFIELD-WASHINGTON
TOWNSHIP ADVISORY PLAN COMMISSION
1605-SPP-06 & 1605-ODP-06

Harmony, Mixed-Use District

Northwest Corner of 146th Street and Ditch Road Estridge Development Management, LLC by Innovative Engineering & Consulting, Inc. requests approval of a Primary Plat and an Overall Development Plan for the Mixed Use District on 32.82 acres +/- in the Harmony Planned Unit Development (PUD) District.

Documents: Exhibit 1: Staff Report | Exhibit 2: Location Map | Exhibit 3: Primary Plat & Overall Development Plan

I live in Brookstone Park. It was my understanding that the north west corner of Ditch Road and 146th Street would have future development. I was not aware that 146th street would be moved. The issue for approval of the gas station is what I am most opposed to. We have three gas stations within five minutes of this intersection and don't see that it is needed here. I am frustrated by the view of the council who imposed the same requirements for this development as they did on State Road 32. This is a residential area. The last time I drove 32 west I counted zero homes between Oakridge and Ditch Road. From Meridian to Ditch I think there were only four houses one of which had recently been used for practice by the fire department. I don't understand how a single person on the council can possibly feel that this corner should be treated in the same manner as 32. Please vote against approval of the gas station. Additionally, please have CVS build something aesthetically that fits into the community more than what they proposed last week. Shops and stores in the craftsman style that fit with Harmony should be required.

Respectfully

Amy Anderson

Sent from my iPhone

Jesse Pohlman

From: Scott Davis <insuredbyscott.davis@gmail.com>
Sent: Saturday, June 04, 2016 10:40 PM
To: Jesse Pohlman
Subject: Development of the Harmony, Mixed Use District

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

As a concerned resident of the Centennial Subdivision, were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

Scott & Stacey Davis
516 Athens Pl
Westfield Indiana 46074

Jesse Pohlman

From: john scott <jszilla@gmail.com>
Sent: Saturday, June 04, 2016 10:54 PM
To: Jesse Pohlman
Cc: Beth Shaffer-Scott
Subject: RE: Development of the Harmony, Mixed-Use District

June 4, 2016

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

John and Beth Scott
1378 Monmouth Drive
Westfield, IN 46074

Jesse Pohlman

From: Kari Pitre <karipitre80@gmail.com>
Sent: Saturday, June 04, 2016 11:17 PM
To: Jesse Pohlman
Subject: Development of the Harmony, Mixed-Use District NW corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

Sincerely,

Cory & Kari Pitre
14722 Raymond Ln
Carmel, IN 46032

Jesse Pohlman

From: Danese Malkmus <danesemalkmus@gmail.com>
Sent: Sunday, June 05, 2016 10:01 AM
To: Jesse Pohlman
Subject: Proposed developments at the 146th and Ditch site.

This is to advise that as a resident of Centennial, I strongly oppose the proposed addition of a gas station and a fast food facility at 146th and Ditch. Further, I believe the City is giving the developer special treatment and ignoring the many residents whose home surround that area. Please register my complaint. I will be attending the meeting tomorrow and will further voice my criticism of both the developer and the City.

--

Danese

Jesse Pohlman

From: Clifford Helsel <cliffordhelsel@me.com>
Sent: Sunday, June 05, 2016 10:37 AM
To: Jesse Pohlman
Subject: Harmony, NW Corner of 146th and Ditch

Dear Mr. Pohlman, I am writing to express my concerns about recent proposed zoning amendments. I am a homeowner in Brookstone Park with a clear view of the NW Corner of 146th and Ditch. My children and I often sit on the back patio of our house and look at all the stars and the beautiful night sky above. Already with the addition of the roundabout lighting and the nursing home we have started to lose some of the enjoyment of a quiet and dark backyard.

I would like to voice my STRONG OPPOSITION to the development of a gas station and convenience store at 146th and Ditch. The light pollution, noise pollution and air pollution seriously impacts our quality of life and has economic ramifications including a lower property value for our home. Please see this article from Scientific American discussing the risks of gas stations and their effects on nearby homes: <http://www.scientificamerican.com/article/is-it-safe-to-live-near-gas-station/>

In this day of high MPG long range gas vehicles, and the advancement of electric vehicles, a gas station is an unnecessary addition to this area with exceptional negative impacts to community quality of life and health and safety.

Thank you for your time and I sincerely hope that my children and other children in the community will continue to be able to enjoy the health, safety and peace of their backyards.

Sincerely,
Clifford Helsel
Brookstone Park
cliffordhelsel@me.com
561-503-1550

Jesse Pohlman

From: Melissa Noparstak <mnoparstak@yahoo.com>
Sent: Sunday, June 05, 2016 10:44 AM
To: Jesse Pohlman
Subject: 146th and Ditch feedback

Hi Jesse,

I am writing to share my thoughts regarding the planning for the corner of 146th and Ditch Rd. that will be discussed at the planning commission meeting on 6/6. Thank you for representing the thoughts and feelings of our community.

I understand there are four matters at hand – three of which I have thoughts on.

1. Regarding building at GetGo (or any fuel station), I am in agreement with my neighbors from three years ago in that a gas station should NOT go on that corner. A gas station brings more traffic and there is not enough space between residents and the gas station itself.
2. The placement itself of a “fast-food” restaurant does not really seem to be the issue at hand. It seems that a fast-food restaurant was never approved by the community, but rather a restaurant, where people can walk to and sit down with their neighbors was what was agreed upon. I support a restaurant with sit-down and carry-out options, but not a “fast-food” restaurant.
3. The look and feel of the CVS and all other buildings, I believe, should also be consistent with a residential/village-type feel and NOT that of a commercial space as done on 32/31.

The commercial space in general can be one that draws neighbors and the community together and entices people to Westfield if the right businesses and right design are implemented. We want to have a community space, like that of West Clay or Carmel, that brings people together and adds to the appeal and value of our property. We do not want 24-hour establishments that will draw crime, traffic, and other unwanted side effects of such a development into our neighborhood.

Again, I appreciate you representing myself and my neighbors. I am hopeful that we can turn this commercial space into one that truly meets the wants and needs of the Westfield/Carmel community.

Thank you.

Melissa Williams

mnoparstak@yahoo.com 847-668-3283

Jesse Pohlman

From: Judy Long <jllong5340@gmail.com>
Sent: Sunday, June 05, 2016 12:18 PM
To: Jesse Pohlman; APC
Subject: Development of the northwest corner of 146th street and Ditch Road

I attended the meeting on June 2 regarding the zoning amendments being proposed by the developer of this property.

We Do Not Want A Gas Station on any of the corners involved. This feeling was made well known in 2012. We certainly do not want to give the developer a special exception for this purpose. This is a residential area and not a commercial area. There can be no advantage to the homeowners in this area to have a 24 hour gas station here. This is not 32 as the developer would like to copy.

Also we do not want an amendment to change the zoning in order to allow fast food restaurants to be moved to the north side of 146th. We were told, initially, that this area on the northwest side of the street would be used for small village like establishments, not McDonalds and Taco Bell....is this a bait and switch....sure sounds like it.

It looks like we are going to get another CVS. Surely you can insist on a softer look than the average CVS.

I will be attending the Public Hearing at City Hall on Monday, June 6...7:00 pm

Please give serious thought to the effect these proposed amendments will have on our neighborhoods.

Thank you
Judy Long
1342 Monmouth Drive
Westfield IN 46074
317-669-8009

Sent from my iPad

Jesse Pohlman

From: B Dravet <bdravet@yahoo.com>
Sent: Sunday, June 05, 2016 12:32 PM
To: Jesse Pohlman
Subject: Harmony-NOT the same copy others are sending you.

Dear Jesse,

I completely agree with the letter below. I would also like to mention that I own the 7+ acre property north of Harmony-1739-1745 W. 156th Street. I am begging you to not allow Harmony any more special treatment or zoning changes. The builders have already cleared hundreds of trees-something that they originally were not supposed to do. Estridge IS involved. We were all told Estridge would not be involved-a bold faced lie at the very beginning. My barn has never been visible to the south, now I can clearly see it all the way from 146th and Town Rd. The noise is unbearable. My 4 year old is constantly being woken up by loud construction. I would also ask of you to require Harmony to border itself with a wall. Ideally, a wall that would be built before they get any closer. We are also bothered at night because EVERY light is turned on in the empty homes. Harmony has already caused light, sound, and air pollution. Harmony builders even wanted the new sewer to go through mine and my neighbor's properties to avoid it going through Harmony. Because of that, we all had to deal with lawyers, realtors, etc. Another issue that worries us is drainage. Harmony is building the soil up. This is already causing my property to hold more water than usual. I am also concerned with flooding as they get closer. I did not move to Westfield to be this close to fast food, gas stations, apartments, and shopping centers. Please take all of this in consideration on Monday.

Joe McCarthy, Brandy Dravet-McCarthy, and Reznor McCarthy
(831) 383-8785

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

Steve & Bea Goodere
1393 Bridgeport Dr
Westfield, IN 46074

Jesse Pohlman

From: Rose Titel <rtmustlovedogs@gmail.com>
Sent: Sunday, June 05, 2016 12:47 PM
To: jpohlman@westfield.ingov
Cc: APC
Subject: NO GAS STATION

Importance: High

Mr. Pohlman,

I cannot make the Public Hearing scheduled on Monday, June 6th, however; I am submitting this email to formally voice my opposition to a gas station at 146th & Ditch. I am in complete agreement with ALL points made in the email below from Steve and Bea Goodere.

Rose Titel
1222 Pawtucket Drive
Westfield, IN 46074
Centennial resident

REF: NO GAS STATION AT 146TH AND DITCH9h ago

June 4, 2016

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

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3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend

in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

Steve & Bea Goodere
1393 Bridgeport Dr
Westfield, IN 46074

copy to: apc@westfield.in.gov (Advisory Plan Committee)
Shared with Centennial + 24 nearby neighborhoods in GenKay Sexton
katiekat222@msn.com
One year from now, what will you wish you started today?

June 5, 2016

Jesse Pohlman
Community Development Department
Planning and Zoning Division
2728 East 171st Street
Westfield, IN 46074

Subject: **1606-PUD-07, 1606-DDP-20** Harmony PUD District Amendment (Mixed-Use District)
Located At the Northwest Corner of 146th and Ditch Road. 1605-SPP-06 & 1605-ODP-06

Preface: My wife and I live a 1367 Trescott Drive directly adjacent to Ditch Road and the proposed retail development. We purchased the property and built our home with Estridge in 2007, with an expressed concern over future development around us. It was indicated at that time that 'Commercial Zoning' was not likely to be an issue in the future. The precedent set at 161st street and Springmill Rd. with rezoning of residential property to commercial zoning lead to a change in development plans, and in 2012 the property listed above was approved for retail development. The approval was made with restrictions at that time that were acceptable to the neighborhoods. The request to change these restrictions is another attempt by a new developer to ruin our quaint rural residential and community life. We have several objections to the application and many concerns about the development in general.

Ditch Road and 146 street are 'County Roads' surrounded by homes, communities and real estate that caters to residential occupants. The approved development of the Mix-Use District is a retail island in a sea of homes. It is not an appropriate site for the proposed amendments to the development that is best designed and expected to be located on State Roads, like State Rd 32 and State Rd. 31 with no residential neighbors and easy access for vehicular traffic on and off the freeways. With is context as a background, please review and consider with serious deliberation, the following objections and concerns in order of importance.

Objections:

- 1. We do not want any gas station/convenience store to be approved for any portion of the 1606-PUD-07 development.**

Since the roundabout was constructed at 146th street and Ditch road the traffic volume on Ditch Rd. has increased dramatically. The traffic noise wakes me up at 6:30 a.m. and I no longer have to set an alarm to get to work. The addition of a gas station and drive through convenience store would increase the volume of traffic, increase the noise level, increase the duration of traffic from just rush hours to most of the day and

evening. Most residents get gas on the state roads on the way to work or after work and do not need a 'local' gas station near their homes.

Gas stations sell beer /wine; are typically open 24/7, and located at busy roads, making them targets for crime from transient traffic. This is additional concern.

From an environmental point of view, leaks from the underground tanks may be 'rare' but spills from delivery trucks filling the tanks or vehicles will occur and will probably run off into the retention pond and then into the wetland. Odors from fuel spills will move toward us in Centennial and Harmony due to prevailing wind directions. This could be a regular issue.

2. We do not want a 'fast food' Drive Thru establishment on the north side of 146th street.

There is presently approval for a fast food establishment on the parcel south of 146 street, and we believe that is sufficient to get retail customers to patronize this development. As stated before, drive through establishments have a large impact on traffic. Bringing that business to the north side of 146th St. will push a large volume of traffic towards the Somerville St. Roundabout, directly into the neighborhood.

A sit down restaurant with liquor license, patio seating, regular hours of operation is more what should be envisioned for this community location (north side of 146th street). I see business like Le Peep, Kelties (so sad to see it go), Tuesday Morning, Charleston's, etc. to have a great following at this site.

3. The 'Right In and Right Out' exit and entrance between 146th St. and Somerville St. is not appropriate.

It makes no sense to have a 'Right In' entrance between these streets as there is Right In access at the Somerville roundabout 300 feet north, that serves that function. The new Right Out at this location may help alleviate all the traffic from going through the roundabout at Somerville, but its location would result in headlights pointed directly into our backyards/ family rooms and bedrooms all evening and night.

The short distance between the two roundabouts also makes me concerned about traffic safety. A right out at the Somerville roundabout, towards the proposed new Right Out could be covered in a few seconds with acceleration that could cause severe damage to the other exiting car or cause the accelerating car, through avoidance, to ride over the proposed divide into the oncoming traffic from the 146th street roundabout.

4. We do not want the CVS store to be developed at this site.

We believe there are more than enough CVS stores in this general area. There are presently 9 CVS stores/outlets within a 5 mile radius of Hwy 31 and 146 street. We do not need a 10th one when there are two within 2 miles of this location. Walmart has had a lot of opposition to development near residential areas and locations that cause independent small businesses in city centers to close. I believe CVS has the same effect, and perhaps an even larger impact on local business by 'invading' all the potential new locations with small foot print stores. What business will come into this Harmony development after CVS is established? They sell beer /wine, cosmetics, household goods, canned, boxed and bottled foods, snack foods and other sundries. What is left to sell at a potential new market store; just meat, produce, and frozen foods? There are not many small independent businesses doing that, and the larger ones will not come to this site.

Indiana ranks number 1 for the entire country in 'armed robberies of Pharmacies'. (Indianapolis Star article 2015). There were more than 150 in 2015. The one at Gray Road and 146th St. was robbed at gunpoint last year. CVS does not have recorded security surveillance in all its stores. They are not doing enough to prevent and deter such crimes. We believe that this will continue in the future and the CVS store at this location will provide opportunities for such crimes.

Concerns:

5. We would like to have an ordinance that there be no 24/7 hour business in operation at this development

Part of my expectation of a 'residential life' is to be able to relax in my back porch or yard during the evening after dinner and enjoy a time of relative peace and quiet. Even now the traffic dies down after rush hour and by 7-8 pm there is a time of rest. The opening of a 24/7 business would effectively eliminate this aspect of life and become a time of distress.

6. We want to have the Developer build a tall solid privacy fence on the East side of Ditch road backing the Trescott street residences to replace the existing one.

The higher elevation of the development site (5 feet) effectively removes the privacy fence function that we have had for 'road noise'. All during the 2014 and 2015 summers we have had an unobstructed view and unobstructed noise from the earth moving

vehicles. I do not expect there to be any change from parking cars, and traffic going through the development once it is completed. In fact I would appreciate it if it could be done before completion of the next major earth works and road development. One week last year our vacuum collected 1 inch of dirt from the back porch carpet....disgusting!

The Village Farms development have a 10 foot privacy fence along 146th street to curb the street noise and car lights. I would like to expect the same as no doubt any "landscaping" that may be done on the West side of Ditch will be insufficient to provide me with a quiet and undisturbed backyard.

7. We would like to see the Developer put in tall and short landscaping to deflect and curb the night lighting for parking lots and buildings.

Tall maple or oak trees would help break up the light pollution that will come from parking lot lighting and building lighting. Short landscaping (Evergreens, short bushes and berms) will also deflect noise and light from the development sight and from the road traffic.

8. We want the appearance of the CVS Store to change to an appropriate 'Residential' quality.

Given that the CVS will develop there, and it meets the approved commercial uses for the site, we feel site rendering of the building construction is **utilitarian, gaudy** and **overbearing** (I hope their large signs are not lit up at night!). It is designed for an interstate commercial corridor, not for a residential neighborhood. I have seen much more acceptable constructions of CVS stores at 116th street and SpringMill Rd. and at W. Main Street and Towne Rd. ... not impressed with this one.

Please include this communication with the comments of others at the Meeting of June 6, 2016.

Respectfully,

Alain and Christina VanRyckeghem
1367 Trescott Drive
Westfield, IN 46074

317-569-5198

Jesse Pohlman

From: Maria Collier <mariacollier@outlook.com>
Sent: Sunday, June 05, 2016 3:06 PM
To: Jesse Pohlman; APC; Cari Hahn
Subject: Re: Development of the Harmony Mixed-Use District

Dear Advisory Plan Committee Members,

We moved to Westfield (Centennial) two and a half years ago from the west side of Indianapolis. One of the things we loved about Westfield was that it didn't look like so many other suburban areas around Indy with generic strip mall after generic strip mall sprinkled with generic big box stores. Of course, we knew that it was a growing area and development was inevitable. We were made aware of the Harmony subdivision before we bought our home. So far, they've done a great job of developing a neighborhood that is both beautiful and fits right in with the surrounding neighborhoods.

However, we have grave concerns about the commercial end of the Harmony development. As I said, we understand that development is inevitable in a town like Westfield, and a casual restaurant to grab a quick bite, a coffee or ice cream shop, or some other small businesses would certainly be convenient and welcomed in our growing area. But what the developer is proposing with a gas station/convenience store is troubling on so many levels: light and noise pollution, environmental impacts, trash, greatly increased traffic, just to name a few. Do we really need yet another massive grocery store when there are already so many within just a few miles? And with a CVS currently being built less than two miles from our home at 161st and Spring Mill, why on earth do we need another? What happens when, after a few years, CVS figures out that it can't possibly keep all their stores profitable when they have so many in such close proximity? We are left to stare at a huge, ugly, empty box.

The City of Westfield has done such a tremendous job with the Grand Park project, and the development of fast food, lodging, and other conveniences going on at 31/32 is surely needed to help support all that goes on there. I would guess that those businesses will be very successful, as they can draw not only from the folks who utilize Grand Park, but also passing motorists on 31 and 32 as well as residents of Westfield like us. I don't mind a bit driving just a few minutes to patronize those establishments. But those types of businesses have absolutely no place in the middle of our lovely residential neighborhoods. I do NOT want or need a gas station or fast food restaurant in my backyard!

Committee members, PLEASE do not just blindly approve this request in the name of "progress." Please consider the negative impact it would have on us and all of our neighbors. Let's take pride in intelligently planning the growth of Westfield, not just following the money and buying into any proposal a developer may introduce. Give the residents of this beautiful city the services we need, but please don't put them in the middle of existing neighborhoods!

Thank you for your consideration,

Maria & Lee Collier
1338 Monmouth Dr.
Westfield, IN
(317)509-2482

Jesse Pohlman

From: mookie89 <mookie89@sbcglobal.net>
Sent: Sunday, June 05, 2016 3:20 PM
To: Jesse Pohlman
Cc: APC
Subject: Harmony Mixed Use District

Dear Mr. Pohlman:

Please take into consideration our vehement objection to having a gas station/24-hr convenience store and/or a fast food restaurant on the corner of 146th & Ditch. We were led to believe in previous applications/decisions that these establishments were not to be allowed and yet, here they come again. While we have many environmental, quality of life and property value reasons for our objection (it is our understanding these have been spelled out in detail to you by others), the appearance of so-called "bait and switch" tactics by the City of Westfield (to the surrounding residents) seems to be happening. Original resident angst was tamped by appearing to make clear there would be no, as in zero, gas station, fast food outlet, etc. permitted at said location. Indeed, we were led to believe a "high end" restaurant and grocery store were to be constructed. In today's world, "government" is getting hammered by disaffected citizens because of poor decisions by those in power, if not flat-out lies.

We write this to you with all due respect. Please consider it constructive. We are firm in our resolve that no gas station, 24-hr convenience store and/or fast food restaurant or anything similar be permitted to build/operate near or on any corner of 146th & Ditch Road. We appreciate your time in considering our input. Should you require any further comment, please do not hesitate to contact.

Richard A. Hansen
Patricia L. Hansen
14542 Brackney Lane
Carmel, IN 46032

Jesse Pohlman

From: Molly Knapp <knapp.molly@gmail.com>
Sent: Sunday, June 05, 2016 3:33 PM
To: Jesse Pohlman
Subject: Subject: 1606-Pud-07 (Public Hearing). Harmony PUD District Amendment (Mixed-Use District)

Jesse,

We wanted to email you regarding my concern on the proposed Harmony PUD District Amendment. We have lived in Centennial for 13 years and love the neighborhood and the city of Westfield. We are deeply concerned with the proposed amendment which would allow for a gas station and fast food restaurant at 146th and Ditch. Additionally, it seems the CVS could be designed in such a way that would be more fitting for the area. While we can not attend the public hearing, we wanted to convey our deep concern with the city allowing changes that are being proposed.

Thank you,
Molly and Tyler Knapp

Jesse Pohlman

From: Ann Stochel <amstochel@yttech.com>
Sent: Sunday, June 05, 2016 3:51 PM
To: Jesse Pohlman
Subject: Development of the Harmony, Mixed-Use District, Northwest Corner of 146th and Ditch Road

Dear Mr. Pohlman,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store. There are strong concerns about stored fuel, emissions from idling cars and emissions from fuel spilled by the fuel tankers in this already significantly populated area that is growing very quickly.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

Ann and Tom Bruno
1198 Bridgeport Drive
Westfield, IN 46074

Jesse Pohlman

From: Arlon Bardwell <arlon.bardwell@gmail.com>
Sent: Sunday, June 05, 2016 4:22 PM
To: Jesse Pohlman
Subject: Public Hearing

June 4, 2016

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

Arlon & Beverly Bardwell
1348 Mayfield Ct
Westfield, IN 46074

Jesse Pohlman

From: Goldstein Family <goldstein61025@gmail.com>
Sent: Sunday, June 05, 2016 5:11 PM
To: APC
Subject: No to gas station @146th & Ditch

To whom it may concern,

I've recently heard that there are plans to change zoning of the area at 146th st. and Ditch Road to allow for a GetGo or other gas station to be located there.

I did not object a few years ago when other light commercial developments were proposed; I'm not against moderate development.

However, siting a gas station nearby is a different matter altogether, particularly when the operation may be a 24/7 store with gas and minimart. This could result in excessive noise at all hours of the night, the potential for groundwater contamination, and would be deeply out of keeping with the character of the area. I am a resident of a nearby development directly adjacent to this site and have lived here for 10 years. I strongly oppose this development.

Please do not allow this change to the zoning to occur.

Sincerely,

Marc Goldstein, Ph.D.
1375 Kirklees Drive (in Kingsborough)
Carmel, IN 36032

To: City of Westfield Advisory Plan Commission

Re: Agenda Items: 1606-PUD-07 and 1606-DDP-20
Meeting of Monday June 6, 2016

Remarks to be delivered at the Public Hearing of Monday June 6, 2016

Good evening, and thank you for the opportunity to address the City of Westfield Advisory Plan Commission regarding Petitioner TMC Developers, LLC and their application amending their original intent of the use of land at the Harmony PUD site.

My name is Sanford Horn and I am owner and resident of 1388 Somerville Drive, Westfield – the corner property of Somerville and Ditch – where an unnecessary roundabout is to be placed, disrupting the lives of my family, neighbors, and community.

The bigger disruption is to be built at 146th Street and Ditch Road – a potential CVS pharmacy, a Get Go gas station, and a fast food establishment. The lesser concern, regarding the potential pharmacy is its intrusive size, hours of operation, lighting, and elevation in the residential neighborhood of Centennial and its surrounding environs.

Also at issue is the possibility of shrinking the size of the berm and buffering from the original 2012 plans. It needs to be taller, wider, and deeper, not shorter, thinner, and narrower.

The greater concerns are the gas station and fast food establishment that enjoy overwhelming objections to, and unpopularity for their construction in Centennial and the surrounding neighborhoods. More than 40 citizens took the time to attend a community meeting in this very building last Thursday evening to hear about the developer's plans and express grave concerns and objections regarding potential increases in crime to our communities, increases in traffic – foot, vehicular, and transient, as well as drainage issues, gas leaks and odors, 24-7 activities by possible miscreants, and a considerable reduction in property values.

It was disingenuous for TMC's representative to liken the gas station to the Cardon Copper Trace senior living facility. Copper Trace is a quiet, almost too quiet, residential fixture that blends into the neighborhood. A gas station is the antithesis. The residents of Centennial et al, are not idiots. To borrow from Sarah Palin's 2008 Republican convention speech, you can put lipstick on a pig, but it will most certainly still be a pig.

We understand what the City of Westfield allowed in 2012 and we also understand the importance of increasing tax revenue via commercial enterprises, but some enterprises are simply inappropriate for residential communities. There is already a gas station a five minute drive from Centennial and a cadre of fast food establishments within 10-12 minutes from Centennial.

I cannot stress the vehemence with which the residents of Centennial and surrounding neighborhoods have protested the building of these two types of commercial enterprises. One woman last Thursday commented in frustration that those with the money make the decisions for those with less money. I support that frustration because, as the gentleman who gave the presentation on behalf of the developer responded, if she was not happy about the use of the land, she should buy it herself. (To be fair, he said he was not trying to be patronizing, and I agree he was not being patronizing, but he did speak a simple irrefutable truth – those with the money make the decisions for those with less money.)

Another irrefutable truth is that the unwelcome additions of a gas station and fast food establishment into Centennial and our adjoining neighborhoods will irreversibly destroy the fabric of our communities.

I respectfully urge the Plan Commission of the City of Westfield to reject any and all amendments as applied for by TMC Developers and maintain the residential tenor of Centennial and surrounding neighborhoods.

Thank you for your time and attention.

Sanford D. Horn
1388 Somerville Drive
Westfield, IN 46074

Jesse Pohlman

From: David Hughes <Daviddhughes@outlook.com>
Sent: Sunday, June 05, 2016 7:20 PM
To: Jesse Pohlman
Subject: 146th and Ditch Get Go gas station

June 4, 2016

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

David Hughes resident at Brook Stone Park subdivision at North east Corner 146th and Ditch
14486 Baldwin lane
Carmel In 46032

Jesse Pohlman

From: Hilary Machemer <hmachemer@icloud.com>
Sent: Sunday, June 05, 2016 7:34 PM
To: APC
Cc: Paul Estridge
Subject: Mixed-Use District (6/6/16 mtg)

As residents of Harmony Homes, near 146th and Ditch Road in Westfield, we'd like to formally voice our opinion regarding the proposed development.

We stand in opposition to a gas station/fast food restaurants due to environmental effects as well as a change to quality of life in the area.

Regarding the development on the northwest corner, particularly CVS, the neighborhood demands a facade that is in tune with existing homes.

We urge you to vote with surrounding residents' concerns in mind.

Thank you for your consideration,

Mr. & Mrs. S. Machemer

Jesse Pohlman

From: Lidia Santos <jlssantos@juno.com>
Sent: Sunday, June 05, 2016 7:48 PM
To: Jesse Pohlman
Cc: APC
Subject: NO GAS STATION AT 146TH STREET AND DITCH ROAD

June 5, 2015

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

Re: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Mr. Pohlman,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH AND 146TH STREET. This feeling was made very, very clear by the community in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive-in restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change of food use.

We feel the design for the new CVS should be in keeping with the Harmony architecture and blend into the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St, Westfield at 7 pm on Monday, June 6, 2016 to voice our opinion.

Sincerely,

Jose and Lidia Santos
1335 Monmouth Dr
Westfield, IN 46074

317.669.8323

copy to: apc@westfield.in.gov (Advisory Plan Committee)

Jesse Pohlman

From: Cristina Soboleski <csoboles@gmail.com>
Sent: Sunday, June 05, 2016 7:55 PM
To: Jesse Pohlman
Subject: Harmony PUD

Dear Jesse,

My husband and I just purchased a home in Harmony in December 2015, and we are very displeased the the proposal of having a gas station, fast food restaurant, and a CVS built at the intersection of 146th and Ditch.

We decided to build in Harmony because we immediately fell in love with the aesthetic of the neighborhood. When searching for a lot in Harmony, we decided to pay an additional \$10,000 lot premium in order to have our home facing the large pond that is just north of Ditch Road. We were told when we purchased this lot that the area directly to the south would eventually contain "high-end retail" with "boutique shops" and a "small grocery store." What is being proposed doesn't sound anything like what we were told when we decided to build in Harmony. We were also under the impression that there would be a separation between Harmony and the proposed retail development-- a wall, landscaping, etc. From my current understanding, there has been little talk of creating a barrier between the retail and residential area. I did not pay an additional \$10,000 to have my home facing the back of a CVS or overlooking a gas station.

Not only am I concerned about what the current proposed project will do to my property value, but I am also concerned about light pollution into the front of my home and the safety of my home as well. Running a 24-hour facility so close to a residential area does not make for a safe neighborhood. In addition, what is built at 146th and Ditch needs to conform with the architectural design of the Harmony residential area. The proposed project for the area seems like it will create a commercial feel to a community that is supposed to have an up-scale but quaint aesthetic.

If you have any questions regarding my concerns, please contact me at the number listed below.

Thank you,

Cristina Soboleski
1472 Waterleaf Drive
Westfield, IN 46074
(248) 821-3302

Jesse Pohlman

From: Abby Moore <abigailmoore1211@gmail.com>
Sent: Sunday, June 05, 2016 9:14 PM
To: Jesse Pohlman
Subject: 146th and Ditch Commercial Development

Good evening, Jesse-

My husband and I are greatly concerned with the commercial development proposal for the area of 146th and Ditch Road as our home faces south toward the possible development. This is our first home and we certainly hope we don't spend our years here dealing with excess traffic for a gas station, fast food restaurants, light pollution, unwanted smells, parking lots, runoff to our property and retention ponds and other such hazards and annoyances.

We are also expecting our first baby and are greatly concerned as to the additional risks this exposes our child too. We moved into a residential area with the expectation that any businesses the area would add would be small, a safe distance and would correspond with the residential feel of the area. However, especially a gas station, would greatly increase the flow of traffic, strangers in the area and risk of hazardous runoff to our property and retention ponds.

In addition, the inclusion of generic commercial properties would greatly decrease the value of our property and that of our neighbors. While proximity may be alluring to some, the aesthetics of facing a parking lot, dumpsters, constant traffic, fast food and gas station smells, generic CVS, and whatever other mystery business goes in.

It seems these commercial properties would do better at a much greater distance than proposed. In addition, Westfield has many areas of commercial development that the businesses would likely find greater success. In any direction, Harmony and Centennial residents can conveniently find a gas station, CVS, grocery store, etc. While finalized, we find it odd that yet another CVS is going in less than 2 miles away. This developer (and future developers) should strive to create a facade that better matches the surrounding communities. It could only help the limited business they may receive after having a sister store so close in a much denser and convenient location on Springmill for Westfield residents.

Given the finalized developments that will be installed, we ask for sufficient landscaping and design to ensure our home still feels like home rather than a parking a lot. The inclusion of trees, walls, fencing and barriers that may clearly and aesthetically separate the commercial area from residential. In addition, the lot lighting should be regulated to ensure limited light pollution and again, a parking lot effect on local residents.

We're extremely frustrated with the possible changes to the original plan that was proposed to us when we selected our home and location. We were so excited to move to Westfield and we certainly hope that the city maintains a level of integrity for their residents. Simply put, the suggested developments are much too commercial for this area and would be a great disappointment and inconvenience to Harmony residents. Not to mention the loss of property value and the future challenge of selling our homes.

Please act in the best interests of local residents. This impacts the safety of our families, personal health and livelihood.

Best regards,
Abby Moore, Harmony resident

Jesse Pohlman

From: John Anderson <bartanderson@icloud.com>
Sent: Sunday, June 05, 2016 9:16 PM
To: Jesse Pohlman
Subject: Harmony development

> Mr. Pohlman,

>

> Finding the right balance between residential and commercial development is a delicate balancing act. Having lived in Fishers, Carmel, and now Westfield I have experienced a variety of attempts at finding just the right mix.

>

> Fishers it seems has sought to attract any and everything from car dealers to strip shopping centers. As a result, it has no real identity - famous only for nightmarish traffic and for being that city you have to drive through on the way to the lake.

>

> Many would say that Carmel is at the other extreme. For example requiring commercial developers to build second story facades when a single floor is all that is needed by a business. The city is successful however, challenging developers to build without infringing on the lifestyles of its citizens.

>

> Westfield is at a crossroads of sorts, especially near our new home in Harmony. The original development planned for the property on the northwest corner of 146th and Ditch Road was too blend into the surrounding neighborhoods in Centennial and Harmony. The plan under consideration at present takes a detour from its original concept. A detour which will make potential new homeowners think twice about moving to Westfield. A detour which will also make those of us who now call Westfield our home question our decision to relocate here.

>

> Sure, it's easy to start counting the tax dollars that come from yet another cookie cutter strip mall, fast food, and gas station asphalt jungle. If that comes to pass then our identity will be no different than our neighbors to the east.

>

> You have a chance to define our neighborhoods and our city for the next generation. Make a decision that will put homeowners and quality of life first. Build a shopping area that integrates into the surrounding communities - not one that defines it.

>

> Sincerely

>

> Bart Anderson

> Harmony Resident

>

>

>

> Sent from my iPad

Jesse Pohlman

From: Larry Blessinger <lblessinger@hotmail.com>
Sent: Sunday, June 05, 2016 9:23 PM
To: Jesse Pohlman
Cc: mschaaf@mac.com
Subject: 146th and Ditch development

My wife and I are concerned about the recent news we have heard concerning possible variances being requested for a new gas station and a potential fast food restaurant with a drive thru for the mixed development location adjacent to the Harmony Development in Westfield. As residents with our house located on Waterleaf Drive overlooking the retention pond to the south, we do not feel these variances should be granted. They were not part of the original plan when we agreed to a contract to build our house and we paid a premium for the lot we are on to overlook the lake, not fast food and a gas station. We do not feel it is appropriate to approve this variance as it could have several negative impacts, including potential loss of home value, noise and light issues, safety and security issues, aesthetics, and potential for crime. Also, even though the CVS has been approved, we feel there should be an earth berm and trees or something similar put just to the south of the ponds to delineate a separation between the mixed development and the residential section.

Thank you,

Larry and Beth Blessinger
Harmony residents

Jesse Pohlman

From: Lisa Floreancig <lisaflo14@gmail.com>
Sent: Sunday, June 05, 2016 9:23 PM
To: Jesse Pohlman
Subject: 146th & Ditch Development

Dear Mr. Pohlman:

I live at 14935 American Lotus Drive in the Westfield subdivision of Harmony. My home is beautiful, as are all the homes in the area, and I am very happy to call Westfield my home.

My husband and I began our house search about a year ago when we came upon Harmony. We were very intrigued with Estridge's strategy - build homes with architectural and artistic diversity and interest.

When it came time to make the final decision as to where we wanted to live, we selected Harmony for the reason stated above but also because we were told that the commercial land to the south of Harmony was to be developed with a restaurant and CVS that were to be architecturally similar to the homes in the area. You cannot imagine our dismay when we learned that the original plan had been changed to a traditional CVS, a fast-food restaurant, and gas station ... without comparable architecture that graces the area.

The homes in this area are higher end, and the last thing any of us need or want is a displeasing-to-the-eye strip mall and gas station, which will only increase traffic and quite possibly crime.

I ask respectfully that the plans that are now on the table be scrapped, replaced with the original plan, a plan that homeowners supported.

Thank you,

Lisa Floreancig

Jesse Pohlman

From: Allison Bonez <allisonbonez@yahoo.com>
Sent: Sunday, June 05, 2016 9:58 PM
To: Jesse Pohlman
Subject: Development of the Harmony, Mixed-Use District

June 4, 2016

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,
The Shepherds
1288 Valdosta Place
Westfield, IN 46074

Jesse Pohlman

From: Tori <tlshaw1978@gmail.com>
Sent: Sunday, June 05, 2016 10:39 PM
To: Jesse Pohlman
Subject: Development of the Harmony, Mixed Use District Northwest Corner of 146th St. and Ditch Rd.

Dear Jesse;

I am writing concerning the zoning amendments being proposed by the developer of the above property. I am a resident of Centennial. I moved to Westfield in March of 2013 from the northwest side of Indianapolis. The main reason I moved was to get away from all the commercialism in Indy. There is literally a gas station or fast food restaurant on every corner. Westfield was a quaint, friendly city and I fell in love with it immediately. Now the threat of fast food restaurants and a gas station in my area is becoming a possible reality.

I have not talked to one neighbor that wants this to happen. Not only will it make our property value plummet, the very probable risk of increased crime is in itself reason enough to fight this. It breaks my heart to think of neighbors, my friends, moving out of Westfield because of a promise made back in 2012 of no gas station or fast food in our area...but that's exactly what will happen if this is passed.

I pray that the Advisory Plan Committee will stop the developer from turning our area into another Indianapolis. Let Westfield continue to be a unique city of their own and not follow in Carmel or Fishers footsteps.

Thank you for your time and consideration.

Sincerely,

Victoria Shaw
1341 Monmouth Dr.
Westfield, In 46074

Sent from my iPad

Jesse Pohlman

From: Sue Taylor <staylor@parktutor.org>
Sent: Sunday, June 05, 2016 11:13 PM
To: APC
Subject: Commercial Development at Ditch Road and 146th Street

To the Commercial Planning Board of Westfield,IN,

I am writing with concerns about the plans for the development of the property at the corner of Ditch Road and 146th Street. I just recently moved into the Harmony neighborhood and have some serious concerns about what will be built on the perimeter of our neighborhood. We were told that there would be a possible grocery store and gas station at this location. We were assured that the construction style would compliment our neighborhood. Fast food restaurants and a CVS store were not mentioned and do not meet this criteria. As a homeowner in the area, I am of course concerned about maintaining our property values and the look and feel of what surrounds our home. The small town, village look of our neighborhood should be complemented with businesses constructed with a similar architectural design. It should look like small town business district.

We are opposed to 24 hour businesses, and fast food commercial development. Most of our homes have substantial outdoor living spaces. These are what differentiate our homes from the other new constructions in the area. Noise and light pollution from 24 hour businesses and drive thru chatter will take away from the space for which these homes were designed. Homes that border Ditch Road were required to meet high design standards, needing 7 points of interest on the back of our homes. This cost us all extra money. This was done to add value and to maintain a standard for the City. It would seem unwise to approve a construction style that does not meet this standard simply because it is a commercial space.

We are not in favor of development similar to that which is found near the Grand Park area. This area serves a different purpose and is not a highly residential area. The businesses at that location are appropriate for what else is there.

Please consider the unique qualities of our neighborhood throughout the planning and construction of this commercial space.

Sincerely,
Susan and Mark Taylor
14941 Pollard Drive
Harmony neighborhood
317-679-4211 (Sue)
317-771-3136 (Mark)

Susan Taylor
8th Grade Science
Park Tudor School

Sue Taylor
Middle School Science Teacher

staylor@parktutor.org
Office: (317) 415-2738

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Jesse Pohlman

From: Aaron Hughes <aaronlouise@att.net>
Sent: Monday, June 06, 2016 8:32 AM
To: Jesse Pohlman; Louise Hughes
Subject: Proposed development at 146th & Ditch

Jesse,

I am writing you on behalf of my family, which has lived in the Harmony subdivision since July of 2015. When we were going through the process of purchasing a home, we were made aware of the development plans that were to include a fuel center (not gas station), as well as some other small commercial locations. My current understanding is that there are plans for a cookie cutter CVS, as well as a run of the mill gas station and potential fast food location. As with many of my neighbors we are against any development that does not meet the architectural standards of our beautiful neighborhood.

With regards to the proposed CVS, I fail to understand why there is a need as there is already one under construction at 161st and Spring Mill. I'd gladly drive the 2 miles to that one to avoid having one in our back yard, drawing unwanted traffic, noise, etc to the streets our children play in. I'm not 100% opposed to a fuel center, but am NOT on board with a normal gas station, especially if it is not going to be built with the proper environmental considerations being made. The architecture should also reflect the neighborhood, and not look like something that was just stamped out like all the rest.

On the subject of a restaurant, we do not want any sort of Taco Bell, McDonalds, etc this close to our community. There are plenty of existing fast food places already within a short drive. As others have mentioned this would bring unwanted traffic, noise, pollution to the area our kids are growing up in. If there were an opportunity for a nice sit down restaurant, I believe most if not all residents would welcome that, but nobody wants another fast food place, effectively IN our neighborhood.

We implore you to look at the development opportunity as something to enhance our neighborhood, not bring it down. There's a reason we paid a premium to build in Harmony, and we, along with others, don't want that diminished.

Thank you for listening to our concerns, I have to believe you will act in a way that represents the wishes of the community members, and not those wishing to take advantage of the economic opportunities our communities (Harmony, Centennial and others around the area) provide.

Sincerely,

Aaron & Louise Hughes
14969 Pollard Drive
Harmony Subdivision

Jesse Pohlman

From: Alison Day <alisonkay32@gmail.com>
Sent: Monday, June 06, 2016 9:09 AM
To: APC
Subject: 146th and ditch commercial development

I have a home near 146th and ditch. I am writing to report my disapproval for some of the planned commercial development in that area. First, this area does not need another CVS with one being built at springmill. Second, we do not want a gas station near our quiet, safe neighborhoods. This will bring added noise and de-value our homes. Please do not build a cvs or gas station at ditch and 146th street Alison Day

Jesse Pohlman

From: Tena McClanahan <billtena@yahoo.com>
Sent: Monday, June 06, 2016 9:20 AM
To: Jesse Pohlman
Subject: Harmony Amendment to Zoning

Dear Mr. Pohlman,

We were unable to attend the meeting held on June 2, but have been updated by our neighbors and members of our HOA. We are **ABSOLUTELY OPPOSED** to ANY gas/convenience store being allowed at 146th and Ditch Road, on ANY corner. The originally platted upscale shops and cafes would be a welcome addition to our area, but **NOT** a fast food drive through. The CVS pharmacy would also be a welcome addition, **BUT ONLY** if the architecture is in keeping with our unique neighborhoods (Centennial and Harmony). We would ask that any approvals for any development take into consideration the residential nature of this area and keep this feel in retail shops allowed on this corner.

Homeowners in this area made the decision to purchase their homes in these neighborhoods with the knowledge that the retail area was to be upscale and in keeping with the look, feel and monetary investment they were making. To have the original zoning amended to incorporate these types of businesses is deceitful. The developer who purchased this land **KNEW WHEN HE BOUGHT IT** what the present zoning entailed. If he did not wish to develop the land with this vision in mind they never should have purchased it.

As outlined in letters from other homeowners, we are also concerned about the drainage and lighting issues. There is presently a large runoff of rainwater from this area east across Ditch and into Centennial. This needs to be addressed to not adversely affect homeowners. Berms and landscaping should be installed to block the light/noise for those homes that border this area.

We are asking the board to deny this amendment. We are looking to you, our government officials, to protect our investments in The City of Westfield.

Sincerely,

Bill and Tena McClanahan
1383 Bridgeport Drive
Westfield, IN 46074

From: Betty Whittaker [mailto:betty.whittaker2@gmail.com]

Sent: Monday, June 06, 2016 9:28 AM

To: Jesse Pohlman <jpohlman@westfield.in.gov>

Subject: changes to 146th and Ditch

We don't need any of this at that corner. Three CVS stores within a couple of miles...131st and Towne and 161st and Springmill. All the trees have been taken down along Ditch...put some of them back with lots of greenery.

Betty Whittaker

1364 Bridgeport Dr.

From: Betty Whittaker [mailto:betty.whittaker2@gmail.com]

Sent: Tuesday, June 07, 2016 5:13 PM

To: Jesse Pohlman <jpohlman@westfield.in.gov>

Subject: construction

Once again, I am writing to let my opposition to any 146th St. and Ditch projects be known. None of this, gas station, CVS, etc. is needed at this location. Are you going to allow a CVS at every corner? There is one at 131st and Towne and another going up at 161st and Spring Mill.

Enough is enough. Put all the trees back and the farmland which is one reason why I moved to this area just six years ago. Please listen to the people affected by this construction. Enough is enough!!!!

Betty Whittaker

1364 Bridgeport Dr.

Jesse Pohlman

From: Jeff O'Neill <joejeffoneill@gmail.com>
Sent: Monday, June 06, 2016 10:12 AM
To: Jesse Pohlman
Subject: Development at 146th and Ditch Road

Mr. Pohlman,

We would like to express our views and concerns regarding the commercial development at 146th Street and Ditch Road.

We have been residents of Centennial since 2002 and have lived through the ill advised commercial development at 161st Street, the residents threat to be voluntarily annexed by Carmel rather than by Westfield, the county's illogical parceling of 146th Street at Ditch Road, approval of section 8 housing and now to this commercial development.

We understand that we cannot go back and un-ring the bell of the decision in 2012 to allow this overall commercial development. We also understand, though, that we should not have to be revisiting the issue of a gas station at that location nor revisit the issue of where and what type of restaurant with drive up window will be permitted on the property. The developer understood the type of restrictions that were placed on the property in 2012 and yet we discover in 2016 they still went out and solicited a tenant that was specifically not allowed on the property. This ill advised and in your face mockery of the affected residents of both Westfield and Carmel indicates no willingness on their part to be good neighbors nor good property stewards in the eyes of the residents of Centennial, Harmony and Brookstone Park.

We strongly support the desires of the local residents that the Advisory Planning Commission and the City Council reject the requested changes to the PUD regarding the permitted use of the property for a gas station and any changes to the location or type of restaurant with drive up window allowed.

We also strongly support changing the architectural standards for all the commercial buildings and multi-family residences from the requirements of the SR 32 Overlay requirements to requirements that are more fitting with the existing residential tone of the area.

We also strongly support not relaxing the buffer requirements that currently exist to shield the properties on the south side of 146th Street from further commercial encroachment. Do not further degrade the value of those homes for the enrichment of the developers.

Sincerely yours,
Joseph J. and P. Jane O'Neill
15203 Declaration Dr.
Westfield, IN 46074

Jesse Pohlman

From: Brandon Smith <smithbd12@icloud.com>
Sent: Monday, June 06, 2016 10:22 AM
To: Jesse Pohlman
Subject: 146th and ditch development

To the members of the Advisory Planning Commission, City of Westfield:

My name is Brandon Smith and I am the resident owner of a home in Carmel, within the Brookstone Park subdivision on the southeast corner of 146th St. and Ditch Rd.

I am writing in regards to agenda item 1606-PUD-07 for the Monday, June 6th meeting of the APC, regarding an amendment to the mixed-use district of the Harmony PUD. TMC Developers, LLC proposes changing the existing zoning to allow a GetGo gas station to be built on the southwest corner of 146th and Ditch, which is essentially across the street from my home.

I am strongly opposed to this amendment, as I feel that a gas station will have a negative effect on the character, environment, and safety of our neighborhood and other surrounding residential neighborhoods. This station would potentially be open 24 hours a day, and would bring all sorts of issues right to our front doors, including possible fuel spillage in our groundwater, light and noise pollution, crime, trash/associated rodents, tobacco and alcohol sales. In turn, the blight that this GetGo would cause would negatively impact our home values. I would never have purchased my home if I'd had any indication that a gas station would be built just a few hundred feet away, and I know that many of my neighbors feel the same.

In this area, I cannot think of another location where a new (not pre-existing) gas station was constructed so close to so many adjoining residential neighborhoods, and there is honestly no reason to build one in that space when there are so many other potential locations in Westfield that are not yet developed.

I urge you to protect our neighborhoods by rejecting this amendment. Also making it safer for our children.

Respectfully yours,

Brandon Smith

Lana Smith

Sent from my iPhone

June 6, 2016

Mr. Jesse Pohlman, Senior Planner

City of Westfield

2728 E 171st St

Westfield, I 46074

RE: 1606-PUD-07, 1605-SPP-06, 1605-OPD-06 (Harmony Mixed Use District)

Mr Pohlman:

I would like to make a few comments regarding the proposals regarding the 3 proposals before the Westfield APC listed above. I am not sure which proposal my comments best apply to but I trust you can determine which is the most appropriate place for them.

I am most concerned with the elevation changes already made at the property in question. The land was elevated several feet without any input from the community or residents directly affected by the change. While this was reportedly done for drainage purposes, this has created drainage issues for Ditch Road, which now floods across the road every time it rains—even with a “drain” put into the west side of the road. If Ditch Road improvements, in the discussion stages, also elevate Ditch Road, that will transfer the lowest land flow to the homes on Trescott Drive that back up to Ditch Road. Most of us have basements with sump pumps already working frequently and issues in the winter with drain lines freezing. Any extra runoff onto these properties is totally unacceptable and would drastically affect the value of our property. Drainage issues must be satisfactorily resolved at “100 year flood levels” to be acceptable to me.

The increased elevation of the Harmony land has also increased the visibility of the project from our back yards. Lighting for any improvements—even “down lights” are now elevated to the point that lights will come into our houses any time the lights are on. We already are experiencing this problem with “down lights” from the 146th St/Ditch Rd roundabout. Any project in the Harmony PUD must address this problem satisfactorily to be acceptable.

Plot layouts need to be designed to eliminate headlight glare shining into our homes. Therefore, the plot designs proposed in 1605-SPP-06 and 1605-OPP-06 may not be the best design for resolving this problem.

It appears that approving a gas station next to a marshy area/wetlands should be a non-starter. Lights from canopies for fuel pumps are notorious for emitting enormous amounts of light, that would be unacceptable to anyone residing near it, not to mention the pollution risks of spills and traffic noise generated from a business of that type in that location. This is just a bad location for this idea—not to

Page 2

June 6, 2016

mention the fact neighbors fought against this type of business years ago and have not changed their minds in the interim.

A CVS (are they trying to become a monopoly here?) would be an acceptable type of business that was envisioned originally but the architecture and placement of the building on the proposed lot need improvement. Does facing the building inward rather than toward the intersection improve or headlight glare to the Centennial residents or make it worse? I see no place on the proposal for a loading dock.

An access point between 146th St and Somerville is unacceptable as again it would permit increased glare from headlights into the houses in Centennial. A better solution would be access only at Somerville, and west on 146th St. Roundabouts should be utilized within the Harmony proposal to allow for better traffic flow for the proposed apartments and commercial areas.

A fast food restaurant with drive through (typical of national chains) is not what I understand the original planning thought process entailed (burgers vs chicken notwithstanding). I understand the concept to be more of a Panera, Dunkin Doughnuts type, with a deemphasis on drive though business. I am not hearing anyone in favor of changing that concept.

Larger commercial projects are designated at 161st and Spring Mill and 146th and Towne. This project is merely a neighborhood convenience area such as cleaners, bank, insurance office, etc. filling out the other spaces after perhaps a small specialty type grocery.

Thank you for considering these comments.

Richard Kissling

317-414-7529

Melodyandrick@gmail.com

Jesse Pohlman

From: mwilkinson@opusdesignad.com
Sent: Monday, June 06, 2016 12:18 PM
To: Jesse Pohlman
Subject: 1606-Pud-07 (Public Hearing). Harmony Pud District Amendment (Mixed-Use District)

Dear Jesse...

Thank you for taking forward our concerns and comments about the commercial district at Harmony.

I am a 10+ year resident of Centennial, and I am one of the few houses that back up to Ditch Road with no fence or berm between my home and Ditch. It has been a tough 8 years since the speed limit was increased on the road, and later when construction began at Harmony. The dirt, noise and danger from speeding traffic has been a stressor, and one I didn't expect based on my research at the time. I was told when I built my house that Estridge would screen the road with additional plantings.

However, at hand is the concern about the commercial development.

When I first heard of Harmony, we were told that the commercial area would be built at 146th and Towne at the far end of Harmony.

Like most of those at the June 2 meeting, I object to all four of the proposals. I'd also like to note that we wasted a lot of time and discussion because the attorney for the developer didn't identify himself as such. We assumed he was with the city and were asking many questions he didn't have the answers for. I think we all thought that he was unprepared, until one member of the group asked him to explain his role because he wasn't sure this guy was on the side of the residents. It came out then that he was not...he was with the developer and only wanted to persuade the residents that this commercial district would be beneficial to them with the revisions proposed. It was not well received.

The fueling center south of 146th street, due to transient traffic, environmental concerns and safety concerns. I lived two blocks from a fueling station, across a busy street, not unlike this proposed situation. An elderly woman drove away with the fuel hose in her tank. It blew up the fueling station, burned four homes, injured seven and killed one. Despite promises of the safety of the new-style tanks, it was a disaster. In addition, convenience stores tend to draw loiterers and are often victims of robberies. We don't need this in such an elegant development.

The potential fast food restaurants in the commercial center proper, due to transient traffic, disturbing lights to nearby neighbors, smells and safety issues. I know from experience (another home location experience) that fast food restaurants are smelly, draw loiterers and create noise and traffic. In my case, the fast food restaurant was installed after a zoning amendment like this and it greatly reduced the value of the neighborhood.

The change from a four to five point roundabout, due to traffic issues. I am also extremely concerned about the planned roundabout at 151st/Bridgeport. In examining the plans, I saw "discuss demolition." This means the city is considering destroying homes of a wonderful neighborhood while destroying the property values of those of us who have already settled in our homes. I would hope this is just an oversight on the city's part.

The CVS Pharmacy construction, due to size and unattractiveness. I draw an example from the Springhill Station and pharmacies built in other upscale communities (Village of West Clay, for example) who have pulled the architecture of the area and created a "village" feel.

In working with Estridge with my home, I was promised a community with a coffee shop, dry cleaners and other small businesses in the center, like a village. I expected to have a quiet country lane with a 30 mph speed limit behind me. My other option was the Pettijohn property, which was smelly and noisy and meant trucks were up and down the road all the time. I was assured that this facility would be gone by the time my home was finished and that construction would be underway on homes in that area as well. I wasn't sure of that, so chose my lot and even paid a premium for it for the green space next to it. I never had my home warranty supported by Estridge and battled with them to make things right...until they filed bankruptcy. The noise has been never-ending, the dust and dirt appalling, and we can't even enjoy our porch and patio. We have cars speeding up and down the road all night and trucks throughout the day. I can only assume this will worsen with the commercial district and all the roundabouts.

We are also situated lower than the homes in Harmony and our bedroom windows are at a level with the road. The light and noise pollution as well as the safety of our homes is at risk.

I realize that my latter concerns affect only those of us along Ditch. Estridge made no effort to protect our properties, and now the city appears to be prepared to cut into Centennial for the sake of preserving Harmony's access and entrance. It's very sad.

I moved from Geist to Westfield to return to more of a charming lifestyle and invested everything I had at the time into my home. I am sick about what has happened and what is planned. I ask that the city take in consideration not just the money Estridge will make on this commercial district and protect the home values of those who live here.

Thank you for listening. I hope the city will do the right thing for Centennial, Harmony and all the neighborhoods surrounding this proposed commercial area. I can't attend tonight but look forward to hearing about good things as a result of the meeting.

Sincerely,

Mary Wilkinson
1358 Monmouth Drive

Jesse Pohlman

From: George Sheraw <gsheraw@yahoo.com>
Sent: Monday, June 06, 2016 12:54 PM
To: Jesse Pohlman
Subject: Harmony PUD Rezoning of property on SW corner of 146th St and Ditch Rd to accomodate a Gas Station concerns

Mr. Pohlman,

We are residents in the Harmony Subdivision.
My wife and I live at and own a home at 1437 W 151st St..

We are strongly opposed to Petition Docket Number 1606-PUD-07 (Ordinance No. 16-12) submitted by Petitioner TMC Developers, LLC Requesting an amendment to the Mixed Use District of the Harmony Planned Unit Development (PUD) District which was first introduced at the May 9, 2016 City Council Meeting. Scheduled to be heard at a Public Hearing at the June 6, 2016 Advisory Plan Commission (the "APC") meeting.

In particular, we urge the APC to vote to deny the proposed siting and construction of a gas station to be built in Area C.

Locating a gas station will damage the character of the area that we believe the Westfield-Washington Township APC originally envisioned for this developing area.

We don't want a gas station anywhere near Area A, B or C of Ditch Rd and 146th St.

We urge the APC to deny this petition.

Respectfully,
George Sheraw and Lisa Sheraw
1437 W 151st St.
Westfield, IN 46074
June 6, 2016

Jesse Pohlman

From: Daley, Penny J <PDaley@carmel.in.gov>
Sent: Monday, June 06, 2016 1:21 PM
To: Jesse Pohlman
Cc: APC
Subject: : Development of the Harmony, Mixed-Use District

June 6, 2016

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

Penny Daley
520 Super Star Ct
Carmel, IN 46032

Village Farms

Jesse Pohlman

From: Patti Brinegar <pabrinegar@gmail.com>
Sent: Monday, June 06, 2016 1:44 PM
To: Jesse Pohlman
Subject: 146th and Ditch development projects

To whom it may concern,

My husband and I moved into Harmony one year ago and were advised that the development at 146th and Ditch would be appropriate for the residential area. Using State Road 32 as a model for development seems to be out of line for this area. Please consider the number of homes that this would affect, and keep the development scope and architectural styles conducive to the nature of the community that was planned and has been built. We appreciate your thorough investigation of these projects before they are allowed to proceed.

Steve and Patti Brinegar
14999 Pollard Dr.
Westfield, IN 46074

Jesse Pohlman

From: Stephen Ashman <bentwoodtree@att.net>
Sent: Monday, June 06, 2016 3:03 PM
To: APC
Subject: 146th and Ditch retail project

Dear sirs:

We moved into the Centennial neighborhood last year because it is a lovely well kept place to live and it was within 5-15 minutes of the retail amenities we felt we needed--4 groceries within 5- 15 min, gas station 5 minutes away, walgreen's, and CVS within 10- 15 minutes drive, Kroger, Walmart, and Marsh pharmacies 5-15 minutes drive, hospital and emergency medical care 10- 15 minutes away, library, fitness facilities, general shopping--all 5-15 minutes away. We were told a retail project would be going in at 146th and Towne Road which I thought was a good place because the area west and south of there is a shopping desert.

We later learned that the retail project was moved to 146th and Ditch and we felt it was unnecessary at that location but were willing to accept what we were told would be a small grocery, a nice restaurant, and other small businesses. During the meeting with Crowley representatives on June 2, 2016, it was disclosed that a gas station and a large CVS and large grocery are in the plans.

The location of a gas station in the middle of an otherwise residential area seems very inappropriate. The nature of that business is not consistent with the surrounding homes and is out of place for the area. It would be better located on Highway 32 which has already been zoned for commercial.

A gas station is a 24/7 operation with noise, dirt, oil, gas, outrageous lighting, tanker trucks, to say nothing of the unsightliness looking out one's front door. Would any of you on the planning commission want to have a family picnic next door to or across the street from a gas station and convenience store or look out your window every morning to the structure and traffic, or be exposed to the outside traffic which will use the facility? Increased traffic alone to the rest of the project will add plenty of noise, air, and light pollution to the area.

In addition it was mentioned that there is a natural wet lands adjacent to the planned site and the runoff of toxic fluids is a serious consideration-no matter how "safe" the builders say it would be.

Already, there is concern about property values being negatively affected. We have so much of our savings in our homes and we rely on our community planning agencies to do the right things to protect what is one of the major investments people will make in their lives.

I would suggest that areas in this project include green space and Village style smaller buildings to blend with the homes which surround the proposed project.

A CVS pharmacy seems redundant because a new one is under construction just 5 minutes away. The building plan shown at the meeting is more suited to a style appropriate for commercial not residential locations.

I write this to you with deep concerns and hope you will give very careful and thoughtful consideration to the planning for our neighborhood.

Janet Ashman
1354 Monmouth Dr.
Westfield, IN 46074

Jesse Pohlman

From: Stephen Ashman <bentwoodtree@att.net>
Sent: Monday, June 06, 2016 3:16 PM
To: Jesse Pohlman
Subject: 146th and Ditch Rd retail project

Dear Sir:

WE DO NOT WANT A GAS STATION ON ANY CORNER OR INCLUDED IN THE RETAIL PROJECT FOR 146th AND DITCH ROAD. IT IS NOT APPROPRIATE FOR THE RESIDENTIAL NEIGHBORHOOD.

I SPECIFICALLY REQUEST THAT NO ZONING CHANGES BE MADE TO ALLOW A GAS STATION OR CONVENIENCE STORE TO GO IN AT THIS LOCATION

Stephen Ashman
1354 Monmouth Dr.
Westfield IN 46074

Jesse Pohlman

From: Stephen Ashman <bentwoodtree@att.net>
Sent: Wednesday, June 08, 2016 9:34 PM
To: Jesse Pohlman
Subject: 146th and Ditch project

Dear Sir: Your letter states how nice the Market District project at 116th Springmill is. However, it does not back up to any houses on either side or near it's perimeter. It is not in a part of a residential neighborhood. And I would like to correct the fact that you state only 29 people object to the project. If you would do a door to door survey, you would find hundreds of objections and many more than 29 letters have gone out and many more than 29 people attended the meeting on Monday. I have noticed that some letters coming out for the project are coming from persons who live at least a mile from the project and see it in different perspectives. They will not be affected in the same way as those who border the project.

Please assess the issues correctly. I don't know where you live but ask you if this gas station were going to be right across from your front door would you want it to be there with tanker trucks coming in and the smell of gasoline drifting into your dining room or a child's room, along with ultra lighting illuminating your bedroom windows, as well as the runoff of gas and oil. Do some research about studies on how children are affected when living close to a gas station. If you would not want this for your family then I urge you to be fair with our families. Drive to the site if you haven't and put yourself in our shoes.

Many people who have recently moved into Harmony and Centennial were badly mislead about the retail scope and design of the project. Yes, it has been approved as a retail area but the plan as described by Harmony associates certainly did not include a fast food chain or a gas station/convenience store. I believe along with many others that a middle ground must be found. I believe the gas station and fast food store with fried food odors is definitely not appropriate for a neighborhood gathering place.

There are dozens of very ideal retailers who could very easily fit into the plan and service the neighborhoods well. And when I need gas I will drive less than 5 minutes to the station already near or stop by the dozens of stations I will pass coming and going on my daily chores.

I realize the developer will want to move quickly on these big stores to close the deal and take their money and move on. But we the neighbors will be the ones here for the long term and certainly deserve to have the correct mix of businesses.

I ask you to search your heart and your sense of what's right for this wonderful Westfield community.

Janet Ashman

Jesse Pohlman

From: Kathy Wilkerson <kwilk7@gmail.com>
Sent: Monday, June 06, 2016 2:36 PM
To: Jesse Pohlman
Subject: Proposed Amendments to the Harmony PUD

I was in attendance at the June 2, 2016 meeting, but I will be unable to attend tonight, June 6, and would like my comments and requests be entered into consideration.

I am a 14 year resident of Centennial and have followed the development of the 146th Street area as it moves westward. Realizing changes will come, I request that they be done in such a manner so as to maintain as much of the residential atmosphere as possible and be considerate of property owners' investments and quality of living.

- 1) I agree with residents of this area and strongly object to a fueling station and convenience market ever being included as a permitted use at this 146th & Ditch Road location and the Board of Zoning Appeals not allow construction.
- 2) I request that fast food type restaurants not be allowed at this location whether on the south or north side of 146th Street.
- 3) I request that the proposed right-in right-out driveway between the new Somerville roundabout and the 146th Street roundabout not be constructed.
- 4) I request that when constructing any buildings at this location they confirm to a more "village setting" look.
- 5) I believe the June 2, 2016 letter sent by Bruce Watson speaks for and expresses the concerns and desires of residents of this area, and his suggestions should be complied with.

Respectfully,
Kathylyn Wilkerson
15265 Nashua Circle
Westfield, IN 46074

Sent from my iPad

Jesse Pohlman

From: Claudia Bengé <bengecaj@iquest.net>
Sent: Sunday, June 05, 2016 8:00 PM
To: APC; Jesse Pohlman
Subject: 146th and Ditch Development

Advisory Planning Committee
Westfield, Indiana

Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

To The Advisory Planning Committee:

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution. With a minimum of a 50 foot offset as was originally discussed back in 2012, according to other reports.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

The use of allowing changes based on SR 32 commercial development standards should not apply to the 146th Street and Ditch Road area. This area is heavily residential and we do not want a commercial development that promotes late hours of service nor encourages people to hang around at all hours of the day and night. Such as a fast food restaurant and gasoline-convenience stores.

It was also very distressing to listen to the homeowners just south of the old 146th Street on the corner of Ditch, hear that they were going to have a Gas station/convenience store shoved into their front and backyards.

Respectfully,

Claudia and Jim Bengé
1343 Annapolis Drive
Westfield, Indiana 46074
bengecaj@iquest.net

June 6, 2016

To: Jesse Pohlman, Senior Planner

From:

Joe Plankis, President

Centennial HOA

Subject: Proposed Amendment to the Harmony PUD Mixed Use District-1606-PUD-07

Jesse,

Please pass this email on to the members of the APC and the City Council, the petitioner, and other appropriate parties.

I will make my comments brief, as the letter you have received from Bruce Watson spells out the issues and concerns of the residents in Centennial (and really the nearby Carmel residents also), so I want to avoid repeating the same thing.

When the original petition for the Harmony PUD was filed, the residents in south Centennial and the Centennial HOA, representing all residents, strongly opposed the inclusion of a gas station, associated convenience store, and fast food drive through restaurants. The gas station ended up being included, but only as a special exception, requiring review by the Board of Zoning Appeals (BZA) if brought forward in the future. The fast food restaurant would be allowed, but only in the triangle of land between the old 146th and the new 146th street, after the new road was built, and with restrictions as to the type of food that could be served-no burgers. It was stated that there would be a “couple lots for nice sit-down restaurants”, so neighbors could walk over from Centennial to enjoy both indoor and outdoor dining. The commercial area would have a larger building for a grocery store, such as a Trader Joe’s, or similar store, a location for a bank, and some additional commercial space for other retail or service businesses such as a dry cleaners.

Fast forwarding to today, there are numerous changes. The developer has a client for a gas station and convenience store that would be a 24/7 operation, the fast food business moves to the main section of the commercial area north of 146th street with no restrictions as to the type of fast food business in that location. The sit-down restaurants apparently are out of the picture.

Our position remains the same as it was in 2012. We are opposed to both the gas station and any fast food restaurants.

The road design has changed significantly with the 5-point roundabout being changed to a 4-point roundabout and there is now an addition of a right-in/right-out driveway on Ditch Road between Somerville and the 146th and Ditch Road roundabout. Where is the traffic study to indicate how these changes will affect traffic flow at different times of the day? There are many other issues associated with these changes which have been addressed in Bruce Watson’s letter.

We also understand from the developer, that the design for the CVS Pharmacy was driven by the St Rt 32 Overlay requirement for this area. The CVS design, as presented, is not acceptable for this residential area. A plan should be presented now for what can be expected for the other buildings on this commercial site. It needs to have a neighborhood, or as one resident put it, give it a “village feel”, not a high traffic, commercial look. Franchise architecture is not to be allowed for this area. Maybe the Springmill Station design of the CVS store is a good starting point for discussions. We were originally promised a neighborhood feel for the Kroger Center at the time it was built, but that never happened. The Springmill Station team, however, has worked very hard to make it a much better situation going forward for that area and that success is starting to show.

Other areas of concern are:

- How will the trash pickup and service areas for all the buildings in the commercial area be designed and handled such as: 1) facing away from the Centennial homes, 2) hours for pickup and delivery, 3) control of light pollution and headlights (new fencing/berming), and hours of operation?
- Architectural design of all the buildings, for a better fit within a residential neighborhood, which now exists on three of the four corners. (This is a much different situation than the 161st and Springmill intersection which will be commercial on all four corners eventually.) Now it appears that the building proposed to the north of the CVS will be of a “strip mall” design, not a neighborhood marketplace-type setting to use Bruce Watson’s description.
- What solutions are possible to limit unnecessary traffic through the Somerville entry into Centennial?

While we are firmly opposed to several elements of the proposed changes, we are certainly willing to work with the developer to create a project that fits the neighborhood and also protects the property values of all the residents in Centennial and the surrounding neighborhoods, which is our prime directive as an HOA.

Respectfully submitted,

Joe Plankis

Jesse Pohlman

From: Marcy Carmichael <marcychecksemail@gmail.com> on behalf of Marcy Carmichael <mjcarmich@att.net>
Sent: Monday, June 06, 2016 3:56 PM
To: APC
Subject: opposition to gas station zoning variance at 146th & Ditch
Importance: High

Dear President Graham, Vice-President Maue and members of the Westfield Advisory Plan Commission,

As homeowners in the Kingsborough neighborhood at 141st and Ditch Rd, we are very concerned regarding the proposed GetGo gas station and convenience store at the southwest corner of 146th and Ditch as part of the Harmony Mixed-Use Development. We feel very strongly that a gas station will have a negative impact on the character and environment of our neighborhood. This station would potentially be open 24 hours a day and would bring all sorts of issues right to our front doors, including possible fuel spillage in our groundwater, light and noise pollution, crime, trash, rodents, tobacco and alcohol sales.

We implore you to vote against any consideration of re-zoning this development to allow for a gas station for the larger good of the community, residential areas and for our environment.

Respectfully,
Jeffrey L & Marcia J Carmichael
1371 Newcastle Dr.
Carmel

-----Original Message-----

From: Sara Niazi [<mailto:saraniazi11c@hotmail.com>]

Sent: Monday, June 6, 2016 4:01 PM

To: Webmaster <Webmaster@westfield.in.gov>

Subject: Ditch road/146st construction plans

Hello, I understand there is a meeting doing on tonight to plan for the area . I strongly oppose the Gas Station plan being put in the picture. I am a resident of 14574 stonegate court, Carmel. Very close to the proposed site. I hope my email will be counted as my vote against the Gas Station being built in this area.

Thank you,
Sara Niazi

Jesse Pohlman

From: Steve Gibson <sgibson@ahhe.com>
Sent: Monday, June 06, 2016 4:14 PM
To: Jesse Pohlman
Cc: APC
Subject: RE: Development of the Harmony, Mixed-Use District

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

Sincerely,

Steve & Jennifer Gibson
Centennial

Jesse Pohlman

From: Jayne Jackson <jaynejackson214@gmail.com>
Sent: Monday, June 06, 2016 4:34 PM
To: APC
Subject: Harmony mixed use amendments

Dear Advisory Planning Committee Members,

We, the residents of Westfield and living within subdivisions on or near 146th and Ditch, have received many communications of the zoning amendments being proposed by the developer of the above property. How very disappointing to be given this information for as a community the people have spoken out against this and had the understanding would NOT BE allowed. With this new knowledge, let us again share our commitment to preserve our communities as residential void of stores and restaurants that belong ONLY within commercial settings.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store. The gas station located at the Kroger on 161st and Springmill serves the surrounding communities as do the others close by off 32. The residential area of 146th and Ditch IS NOT needed, necessary, or wanted. Grand Park is the better suited area to build or listen to the voices of those of us living within the communities and NOT build at all!

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use. Again, there are sufficient restaurants off 32 and in commercial districts outside of our residential areas that meet the needs of the communities.

3) WE oppose another CVS or any drugstore ... There are plenty already!!!! No commercial building in our residential areas!

4) Also opposed is the building of a strip mall, shopping area. Again, not in a residential area!!! Excessive noise and light, potential increase of crime, devaluation of our properties and homes...the points we have voiced since 2012! Please listen!!!!

Kindest regards,

Peter and Jayne Jackson
14918 American Lotus Drive

--

Jayne Jackson

Life Coach for Women

BeeYourDream.com

beeyourdream@gmail.com

[The Desire Map](#)

Jesse Pohlman

From: Laura <lpruppert@yahoo.com>
Sent: Monday, June 06, 2016 4:45 PM
To: APC
Subject: 146 & Ditch Rd.

As a neighbor of the area affected by the potential businesses at 146 & Ditch Rd., my primary concern is regarding the proposed GetGo gas station, convenience store and fast food restaurant. I feel very strongly that these businesses have a strong potential for will a negative effect on the character and environment of our neighborhood. Issues include the potential for possible fuel spillage in our groundwater, light and noise pollution, crime, trash/associated rodents, tobacco and alcohol sales, etc. I urge you to hold to the approved 2012 zoning plan so our neighborhoods and property values do not suffer.

Thank you,
Laura Ruppert
Centennial

Sent from my iPhone

Jesse Pohlman

From: Noelle Dahl <noelledahl@gmail.com>
Sent: Monday, June 06, 2016 5:38 PM
To: Jesse Pohlman
Subject: 146th and Ditch development

June 4, 2016

Dear Jesse,

When we contracted to our home in Harmony last April, we were told the development plan would be like Village of West Clay. Westfield required that we had to meet certain architectural standards, and those standards held up the start of our build for several months. We were also told that the commercial development to the south of us would also comply with the same standards and fit the architecture of the Harmony and Centennial communities much like Village of West Clay.

It has come to our attention that the standards that Westfield originally planned for our area were to match those along State Road 32. That area is very quickly becoming commercial and definitely not residential. This is not at all what we expected. A gas station and fast food are not boutique shops and/or boutique grocer. Also, if there is a CVS at 161 and Sping Mill, why do we need another at 146 and Ditch. I'd much rather see small businesses and restaurants move in rather than chain businesses.

In addition to the issues regarding the design of the buildings and types, we are concerned about landscaping and lighting and noise. We would like to see a large mound of earth with shrubbery and trees to shield our neighborhood from the noise and lighting that would accompany these businesses. Please keep ample green space. Isn't that supposed to be part of the charm of living in the suburbs?

We and others of our neighbors hope that the city of Westfield will look out for our interests as new residents and see beyond the financial gains that may be possible. We feel that the residents of Centennial and Harmony will be able to find common ground with the commercial developers so that everyone will be comfortable and that we will be good customers as well as good neighbors.

Sincerely,

Noelle Dahl
1472 Birdsong Dr
215-327-7640
Sent from my iPhone

Jesse Pohlman

From: Bill Howard <billinois@gmail.com>
Sent: Monday, June 06, 2016 10:42 PM
To: APC
Subject: Gas Station

I wanted to write and say that I oppose the zoning change to allow a gas station at 146th and Ditch. As a neighbor who lives near this intersection I do not think it's necessary and would bring more negatives than positives to the area.

Thank you.

Bill Howard

Jesse Pohlman

From: L Ancich <centennial2@gotown.net>
Sent: Tuesday, June 07, 2016 6:28 AM
To: Jesse Pohlman
Cc: Bruce Watson
Subject: Re: Harmony PUD 1606-PUD-07

Jesse;

Please accept our endorsement of the letter sent to you by Joe Plankis regarding opposition to the proposed changes to the Harmony PUD 1606-PUD-07.

We do not support the requested changes for a gas station, fast food establishment and right-in/right-out on Ditch Rd.

This is nothing more than a bait and switch and we feel the original Harmony PUD agreement needs to be honored.

Thank You.
Tom and Lynn Ancich
1030 Pawtucket Dr.
Westfield, IN

From: "Joe Plankis" <jplankis@gotown.net>
To: "Jesse Pohlman" <jpohlman@westfield.in.gov>, "Bruce Watson" <bruce@westfieldconsult.com>, "Susan Stephens" <sstephens@cas-indiana.com>, "Scott Tanner" <scott.tanner@tannerlawgroup.com>
Cc: "ron rothrock" <rmr551@live.com>, "Ralph Miller" <rmillerfiv@aol.com>, "Rick Mates" <rmates@gotown.net>, "Robert P Smith II" <disneyworldbob@yahoo.com>, "Mike Lyons" <lyons@lyonsteam.com>, "Dwayne Streeter" <dwayne@gotown.net>, "Joseph Ruppert (jwruppert@yahoo.com)" <jwruppert@yahoo.com>, "L Ancich" <centennial2@gotown.net>, "Joe Plankis" <jplankis@gotown.net>
Sent: Monday, June 6, 2016 3:51:23 PM
Subject: Harmony PUD 1606-PUD-07

Jesse,

Please see the attached letter that I would like you to pass on to the APC, City Council, petitioner, and staff. This is our input for the public record, listing our concerns regarding the proposed changes to the Harmony PUD. Don't hesitate to reach out to us with any questions you may have regarding our input.

Joe Plankis
President,
Centennial HOA

From: "Johnston, Craig" <Craig.Johnston@RNDC-USA.COM>

Date: June 7, 2016 at 9:08:16 AM EDT

To: "'councilmembers@westfield.in.gov'" <councilmembers@westfield.in.gov>

Subject: Harmony public hearing

Council members:

I am a resident of Harmony and was in attendance last night for the discussion of the mixed use plot (146th & Ditch).

Though I did not address the hearing I did stay past 9:30 to hear all the opposing views from the attendees and the attorney rebuttal. I do agree with my fellow neighbors that the plans on the board should be reviewed and revised to better meet the surrounding area.

Having moved many times, I have always reviewed open plots of land and zoning designation when considering a subdivision. I was aware of the commercial development designation, but not that It could include fast food and gas/c-store possibilities. I ask you to consider revision/restricting that part of the proposal and also to require a more suitable architectural façade on all buildings and no direct street access from the commercial section to the Harmony neighborhood. Selfish reasons: property value and family safety. Objective reasons: It's the right thing to do.

I understand that plot of land is highly desirable; so do the developers and they should plan/design accordingly.

Thank you for your attention last night and your consideration to my suggestions above.

Best regards,

Craig Johnston

Director Marketing-Fox Division

RNDC-Indiana

O: 317.917.1235

craig.johnston@rndc-usa.com

Harmony home:

1448 Rosebank Drive

Westfield

From: Scott Bennett [mailto:scott.bennett@elementthree.com]

Sent: Tuesday, June 07, 2016 9:24 AM

To: APC <APC@westfield.in.gov>

Subject: Gas Station or Fast Food at 146 and Ditch

As residents of Brookstone park and having lived in the area for 12 years we chose the area due to it being residential and not having the pop up convenient stores or businesses that cause congestion and noise pollution and possible increase of violence and overall just a BIG EYES SORE. We live where our house is backed up to the Horse Farm on Ditch road, a beautiful area that will be tainted and scarred by putting in a business or businesses that are not needed for this area. Do not let our neighborhoods be damaged in so many ways with these types of businesses.

We chose to live in this area and many others have also chosen to live here because we wanted not to be moved out in time and polluted with people that frequent these gas stations or fast food restaurants, we looked into the future and there we believed there would not be businesses like this. Look at WEST CLAY, they do not need fast food or gas stations, they decided to stay above being "below the line" and putting in businesses just to make taxes on the business. Stand up to this and let families grow the area not the 2016 version of the 1970s and 1980s, 7/11 stores.

In Indianapolis the city developers are saying quit building gas stations in the neighborhoods. Please read and understand our value we put on our lives as families is more valuable then the value Westfield govt would put in their checking accounts

<http://www.indystar.com/story/news/2015/03/04/halt-gas-stations-near-neighborhoods-indy-planners-say/24388231/>

Thank you, SB

SCOTT BENNETT | VP, FINANCE

E scott.bennett@elementthree.com | **T** [317-721-0641](tel:317-721-0641) | **W** ElementThree.com

A 3500 Depauw Blvd. Ste 3050 Indianapolis, IN 46268 (Pyramid 3 Floor 5)

Jesse Pohlman

From: Steve Williams <skwilliams@gmail.com>
Sent: Tuesday, June 07, 2016 9:00 AM
To: Jesse Pohlman
Subject: 146th and Ditch Rd.

Hi Jesse,

I am writing to share my thoughts regarding the planning for the corner of 146th and Ditch Rd. that will be discussed at the planning commission meeting on 6/6. Thank you for representing the thoughts and feelings of our community.

I understand there are four matters at hand – three of which I have thoughts on.

1. Regarding building at GetGo (or any fuel station), I am in agreement with my neighbors from three years ago in that a gas station should NOT go on that corner. A gas station brings more traffic and there is not enough space between residents and the gas station itself.
2. The placement itself of a “fast-food” restaurant does not really seem to be the issue at hand. It seems that a fast-food restaurant was never approved by the community, but rather a restaurant, where people can walk to and sit down with their neighbors was what was agreed upon. I support a restaurant with sit-down and carry-out options, but not a “fast-food” restaurant.
3. The look and feel of the CVS and all other buildings, I believe, should also be consistent with a residential/village-type feel and NOT that of a commercial space as done on 32/31.

The commercial space in general can be one that draws neighbors and the community together and entices people to Westfield if the right businesses and right design are implemented. We want to have a community space, like that of West Clay or Carmel, that brings people together and adds to the appeal and value of our property. We do not want 24-hour establishments that will draw crime, traffic, and other unwanted side effects of such a development into our neighborhood.

Again, I appreciate you representing myself and my neighbors. I am hopeful that we can turn this commercial space into one that truly meets the wants and needs of the Westfield/Carmel community.

--

Thanks
Steven Williams
Burnish and Press
480-262-3942.

Jesse Pohlman

From: john scott <jszilla@gmail.com>
Sent: Tuesday, June 07, 2016 11:35 AM
To: Jesse Pohlman
Subject: RE: Development of the Harmony, Mixed-Use District Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

I just want to make sure you received this.

Sincerely,

John and Beth Scott
1378 Monmouth Drive
Westfield, IN 46074

Jesse Pohlman

From: Claudia Bengé <bengecaj@iquest.net>
Sent: Tuesday, June 07, 2016 3:10 PM
To: Jesse Pohlman; APC
Subject: 146th and Ditch development

Mr. Pohlman and APC committee:

We would really appreciate the denied approval of a gasoline station/convenience store in this area. Sit down restaurants or a Starbucks type coffee/tea store would be fine as long as it has limited hours. The architecture needs to be more complimentary to the Harmony-Centennial neighborhood. This area is residential and we understand the tax benefits to implement a retail/commerce structures for Westfield. Using the older SR 32 guidelines and approval appears to allow a higher risk of endangerment to the local children and adults who enjoy physical activities on both sides of the new and old 146th street. And by putting in a gas station and some types of drive through restaurants will encourage potential criminal activity.

I guess the CVS is a done deal... part of the approval process should include 24/7 exterior and interior security cameras that store the recordings for a minimum of 14 days. A solid landscaping buffer zone should be required with light shielding and dumpsters hidden from view of the roads and surrounding homes.

Please consider a compromise that will allow the residents that live on the "borders" of all these changes to feel more secure. The changes to Ditch Road with the widening, medians and roundabouts are going to cause a lot of daily upheaval alone. And those road changes will increase the traffic through these areas after DAYs of blocked access to Ditch Road. I feel empathy for the owner of the farm on the southwest corner of Ditch and old 146 th Street.

Claudia and Jim Bengé
1343 Annapolis Drive
Westfield, IN 46074
bengecaj@iquest.net

Jesse Pohlman

From: Erin Hartley <ethornbu@gmail.com>
Sent: Tuesday, June 07, 2016 3:35 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment

My family and I live in the Centennial Housing division. We oppose the building of a gas station, fast food restaurant and/or a CVS at 146th and Ditch. I do not see any benefits of any of these businesses going in so close to a residential area. Please keep our area neighborhood friendly!

Sincerely,

Erin Hartley
614 Montgomery Drive

Jesse Pohlman

From: Matthew Harrod <mharrod5@gmail.com>
Sent: Tuesday, June 07, 2016 3:52 PM
To: Jesse Pohlman
Subject: Please reconsider the design of the commercial development near Harmony Subdivision.

Mr. Pohlman,

After reading the considered development and the concerns voiced by the adjacent neighborhood citizens, I request that you and the board deny the developers requested modifications to the plan. I think you should suggest moving gasoline station to a soon-to-be developed intersection rather than one that is surrounded by existing neighborhoods. Any commercial eateries should adhere to strict (Carmel-like) architectural codes and fit the atmosphere of this residential part of Westfield. I understand that the infrastructure and needs of an ever-growing citizenry warrant more amenities but it should be done with careful consideration to the already existing quiet bedroom neighborhoods.

Thanks for reading.

Matt Harrod
15239 Smithfield Drive
Westfield, In 46074

Jesse Pohlman

From: Ellen Harrod <eharrod5@gmail.com>
Sent: Tuesday, June 07, 2016 5:08 PM
To: Jesse Pohlman
Subject: Harmony development

Mr. Pohlman:

I am in agreement with the residents that attended the meeting opposing the gas station and fast food restaurant. I have lived in Centennial for 14 years and I would like to see more of a neighborhood community style of businesses rather than a high way atmosphere.

Thank you for your consideration.

Ellen Harrod

Sent from my iPhone

Jesse Pohlman

From: Vance York <vanceyork@gotown.net>
Sent: Tuesday, June 07, 2016 4:13 PM
To: Jesse Pohlman
Subject: 1606-PUD-07

Dear Sir,

As owners of a home is the southwestern corner of Centennial, we are very opposed to the latest proposals outlined in the above mentioned PUD. Mr. Bruce Watson, one of our neighbors has been very active in presenting the feelings of our neighborhood. He participated in the plans drawn up a few years ago on which most of us agreed. He recently discussed his objections with us and showed us the objections to the latest proposal by the petitioner request for changes. We agree completely with Bruce and request that these proposals be denied.

Sincerely,

Reba and Vance York
1307 Somerville Drive
Westfield, IN 46074

Jesse Pohlman

From: Kathy Sawyer <ksawyer2011@gmail.com>
Sent: Tuesday, June 07, 2016 4:14 PM
To: Jesse Pohlman
Cc: Joseph Plankis
Subject: Harmony 1606 PUD-07

Mr. Pohlman,

As a resident of Centennial South for a number of years, we are vehemently opposed to any gas station, fast food restaurant, and raising the elevation of the Harmony property in question. We would like to see the CVS architect design characteristics that would be a better fit for a residential area perhaps following the Springmill Station for that CVS store.

The surrounding area is residential and we would like the original 2012 Harmony PUD be followed with the exception of the CVS store as noted above.

Thank you.

Don and Kathy Sawyer
1310 Mayfield Court
Westfield, IN. 46074
317-407-4588

Sent from my iPad

From: Neal Yerian [mailto:nealyerian@gmail.com]
Sent: Tuesday, June 07, 2016 4:21 PM
To: Jesse Pohlman <jpohlman@westfield.in.gov>
Subject: 146th & Ditch

I live in Centennial. I have no issue with the proposed changes to the zoning. I like the idea of a more convenient gas station. I hate having to drive north for gas.

From: txyerians@juno.com [mailto:txyerians@juno.com]
Sent: Tuesday, June 07, 2016 4:32 PM
To: Jesse Pohlman <jpohlman@westfield.in.gov>
Subject: Commercial developement at 146th & Ditch

Please approve the developers request for variances that includes a gas station. We need one at this side of town.

Thanks.

From: txyerians@juno.com [mailto:txyerians@juno.com]
Sent: Tuesday, June 07, 2016 7:23 PM
To: Jesse Pohlman <jpohlman@westfield.in.gov>
Subject: RE: Commercial developement at 146th & Ditch

Lesley Yerian, 1324 Pawtucket Dr Centennial My husband also sent a note to from his email address. I saw a message from our HOA that Joe Plankis made a presentation on behalf of the Centennial HOA. I want to be clear I was not contacted by my HOA, nor does Mr Plankis represent my views as a Cenntennial HOA member. Thank you

Jesse Pohlman

From: Casey Hiers <caseyhiers@hotmail.com>
Sent: Tuesday, June 07, 2016 4:24 PM
To: Jesse Pohlman
Subject: Development 146th & Ditch

I am opposed to any sort of fast food or gas station new development in the 146th street & ditch area. I do not like that the 2012 language is attempting to be changed to allow these to be erected. I live in Centennial and wanted to pass along my input.

Thanks,
Casey Hiers
14940 Declaration Dr
Westfield, IN 46074

Jesse Pohlman

From: Shawn Crawford <crawford@gotown.net>
Sent: Tuesday, June 07, 2016 4:27 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment (Mixed-Use District)

Dear Sir:

I have lived in the (original) Centennial subdivision for nine years. I purchased my home with a long-term goal of raising my two children there. The neighborhood was relatively isolated, and has been a blessing to me and my family.

Recently, development of surrounding fields that previously grew only corn and soybeans is unrelenting. Fields are being scraped of topsoil, and new construction is occurring on a daily basis. I understand that this is only a natural progression, but this "development" is slowly destroying the beautiful surroundings I had in Westfield when I spent a significant amount of money to relocate my family and live in the city.

Now, proposals are being made that would even further devastate my sleepy, quaint part of Westfield. For reasons already expressed at last night's hearing, I am adamantly opposed to any development that would adversely affect the quality of the neighborhood that I bought into years ago. What used to be a relatively quaint two-lane highway has now transformed (and not for the better) the immediate area surrounding my home. And now there's a proposal that has no potential benefit to anyone but the developers, and can only introduce severe nuisance elements into what was formerly an idyllic countryside.

Thank you for your consideration of these comments.

Very truly yours,

Shawn J. Crawford
1229 Valdosta Place
Westfield Resident Since 2006

Jesse Pohlman

From: nikkitsangaris@aol.com
Sent: Tuesday, June 07, 2016 4:43 PM
To: Jesse Pohlman
Subject: Fwd: PLEASE HELP

Mr. Pohlman, as per your request, I am--once again--expressing my concerns about the PUD and my desire to have the west end of the Mayfield Court cul-de-sac closed off, once-and-for-all. Doing so, would provide a MUCH NEEDED BARRIER to whatever ends up getting built at 146th and Ditch. I would certainly appreciate an acknowledgement of your receipt of this message.

Yours truly,
Dr. Nikki Tsangaris

-----Original Message-----

From: nikkitsangaris <nikkitsangaris@aol.com>
To: jpolhman <jpolhman@westfield.in.gov>
Sent: Sun, Jun 5, 2016 12:08 pm
Subject: PLEASE HELP

Dear Mr. Pohlman,

I live at 1370 Mayfield Court (Centennial South), at the west end of the cul-de-sac. There is a "opening" at that end that leads directly to Ditch Road. Either side of the opening is flanked by fencing. I would like to see that opening fenced off, once-and-for-all. Especially considering the renewed hoopla about the PUD at 146th and Ditch, closing off that cul-de-sac would easily provide a much-needed barrier to Ditch Road. I have been inquiring about this possibility for the past three YEARS, but no one has bothered to respond to my concerns and desire to close off the opening.

Can you PLEASE help me. PLEASE respond, Mr. Pohlman; I don't know who else to turn to.

Thank you,
Nikki Tsangaris, PhD.

Jesse Pohlman

From: Karen Battersby <redhen1950@aol.com>
Sent: Tuesday, June 07, 2016 4:51 PM
To: Jesse Pohlman
Cc: hoa@centennialhoa.org
Subject: Harmony PUD amendment

I am a newcomer to the Centennial development. I moved to the townhouses in April of this year, returning to the Indianapolis area from Bloomfield Hills Mi. I was a former resident of Carmel and looked long and hard at both communities before deciding on Centennial. As another side note, my late husband and I owned a business and building on Dartown for many years.

I'd like to present my objections to the proposed changes. I am very much in favor of change and growth, Clay Terrace is a prime example of what gentrification can do to improve an area, I well remember the old Carmel Motel. But, unintended consequences always result in over eager movement. The impact that fast food and another drug store have on an area far exceeds additional traffic, pests, delivery tucks, lighting are all problems that tag along.

Westfield is on a real cusp. It's very exciting to have new tax dollars come in from commercial growth, but it's also very important to attract high quality developers and prospective homeowners. Would you buy a 400-500 home so you could bask in the glow of the Golden Arches? Convenience and commerce can be achieved with strict controls, trust me the developer will not pick up his ball and go home, they'll find a way to comply.

Karen Battersby
1331 Ashville
Westfield

Sent from my iPad

Jesse Pohlman

From: Linda Tremblay <lindaatremblay@gmail.com>
Sent: Tuesday, June 07, 2016 5:03 PM
To: Jesse Pohlman
Subject: 146th & Ditch Rd Project

My husband, Jim and I live in Centennial. The addition next to the proposed construction site. We are very much opposed to the gas station. We agree with changing the architectural design of the Market area to be more fitting to a village affect. Jim & Linda Tremblay

Jesse Pohlman

From: Kelly J. Smith <kanderson414@gmail.com>
Sent: Tuesday, June 07, 2016 5:21 PM
To: Jesse Pohlman
Subject: Harmony PUD Amendment Petition: 1606-PUD-07

Mr. Pohlman,

I am writing you in regards to the proposed amendments to the Harmony PUD (146th & Ditch). My husband and I are highly opposed to the developer's proposed for changes. We chose to make Westfield and the Centennial neighborhood our family's home because of the peaceful residential setting and confidence that property values would maintain or hold steady. We believe that the proposed changes would negatively impact both the peaceful setting and property values. We are asking that you please take the community's comments and concerns into consideration when considering any changes to the Harmony PUD.

Kelly J. Smith
kanderson414@gmail.com

Jesse Pohlman

From: Craig Wright <cw195661@yahoo.com>
Sent: Tuesday, June 07, 2016 5:27 PM
To: Jesse Pohlman
Subject: Changes to PUD at 146th and Ditch

Dear Mr. Pohlman,

I would like to express my objection to changing the original PUD for the area south of Harmony and west of Centennial.

24 hour businesses are definitely undesirable so close to family homes for the light and noise pollution they create. Gas stations pose too great a risk of environmental damage and accident and, along with fast food establishments, would create too much traffic for a residential area, making it unsafe for children and pets.

The City Council have already shoved the commercial development surrounding Kroger down our throats, and now the area south of that is being developed commercially. With a Kroger gas station and a CVS at 161st and Spring Mill, I don't see the point of adding another gas station and CVS so nearby, at 149th and Ditch. It seems unlikely that we can support so many gas stations and drug stores in such a small area, which means we will eventually end up with vacant buildings being sold for who-knows-what use.

If you really must allow commercial development in the middle of this residential area, then having village-style architecture will be critical to keeping these businesses from being an eyesore. Regarding the nature of the businesses, and their quantity, I think the neighborhood shopping areas in the Meridian Kessler area would be a good example to follow. They seem to be a resource to the area's residents, and blend in well with their community. Any kind of strip mall would be a terrible idea.

Thank you for your consideration.

Sincerely,

Kim Wright
15557 Marietta Circle
Westfield, IN

Jesse Pohlman

From: terri rehm <terri5808@yahoo.com>
Sent: Tuesday, June 07, 2016 6:52 PM
To: Jesse Pohlman
Subject: Gas station

I oppose the building of a gas station or fast food restaurant on the north side of 146 at Ditch. I would rather it stay residential. The area has enough gas stations and fast food.

Thanks. Terri Rehm
Centennial Home Owner

Sent from my iPhone

Jesse Pohlman

From: Shirley Wyant <shwyant@yahoo.com>
Sent: Tuesday, June 07, 2016 6:57 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment (Mixed -Use District) CONCERNS

Mr. Pohlman,

I live in the Lockerbe Townhomes in Centennial at Ditch Road and 156th Street. I would like to add my support to the critical concerns that multiple residents have expressed the developer's proposal(s), namely:

- ~ The negative effects of a gas station, such as potential air and water pollution, light pollution, 24-hour operation, transients' loitering, etc.
- ~ The advisability of placing a fast food restaurant(s) on the north side of 146th, as opposed to the planned south side.
- ~ The questionable architectural design of the development project that presently departs from a more fitting, "village/neighborhood" scheme.
- ~ The impact the revised road configuration will have on Centennial homes that back up to Ditch Road.

Thank you for adding and processing my concerns/opposition to the developer's proposal(s).

Shirley Wyant

Jesse Pohlman

From: CarlJWinkler <carljwinkler@gmail.com>
Sent: Tuesday, June 07, 2016 7:16 PM
To: Jesse Pohlman

Dear Pohlman

I am not surprised in the opposition to the gas station and fast food at 146 & Ditch.

These are vitally needed services. Until Kroger at 161 & Springmill we had no gas stations west of 31. We now have 2 more but on 32.

The Kroger was moved and expanded just but it is still backed up.

The fast food is also needed. The 3 at 32 serving Grand Park are backed up.

The higher property taxes option income tax benefits the homeowners in the area. Everyone who complained will use the services at 146 & Ditch.

The problem with our zoning process is it will always the negative protesters.

Those in favor are generally reluctant to suffer the ridicule from the protesters.

Please consider the vast need for these services at this location. The other service is at 421 & 106. This is an ideal location.

Sincerely
Carl J Winkler
15551 Portland Drive
Westfield IN 46074
317-281-6008

Sent from my iPhone

I dictate most of my messages through Siri. Siri's dictation and typing skills are not excellent. Thus please forgive Siri's typo's and dictation.

Jesse Pohlman

From: Dean Glascock <dglascock@talktotucker.com>
Sent: Tuesday, June 07, 2016 8:47 PM
To: Jesse Pohlman
Subject: Centennial - Commercial Impact

25 Years as a licensed real estate agent selling more than 1500 properties I feel qualified to oppose a fueling station and/or fast food style restaurants at the intersections of 146th Street and Ditch Road. Residents within surrounding communities of this intersection would experience lower property values if the developer receives favorable approval. Family values, wealth & continuing property value increases are reasons why people move to Hamilton County. Why would government officials counter positive property value growth by approving this developer's requests?

Dean Glascock

1st VP Residential Division
Senior Broker, The Glascock Team
F.C. Tucker
317-716-7008 cell
317-843-4435 fax
317-844-4200 office
www.indianapolishomesnorth.com
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Jesse Pohlman

From: Charles Geier <charliegeier@hotmail.com>
Sent: Tuesday, June 07, 2016 8:47 PM
To: Jesse Pohlman
Subject: Westfield Development

I strongly oppose the proposed development along 146th street in Westfield as proposed. The development is a lazy design attempt and does not reflect the desires or values of the community. The development will bring unwanted traffic, potential crime, light and air pollution to a highly populated residential area.

Charlie
Sent from my iPhone

Jesse Pohlman

From: Lynsay Cassidy <cassidy.65@gmail.com>
Sent: Tuesday, June 07, 2016 9:03 PM
To: Jesse Pohlman
Subject: Centennial Resident

I am in agreement with the issues that the speakers presented this past week:

All 29 speakers were opposed to the gas station for a number of reasons, including possible air and water pollution, light pollution, 24-hour operation, transient persons being in the neighborhood, and numerous other reasons.

There were major concerns expressed about allowing fast food restaurants to be built on the north side of 146th street and not limited to the triangle of land on the south side of the new 146th Street.

There were strong concerns about the design characteristics of the development following the St Rt 32 Overlay provisions rather than providing a design that would be a “better fit” for a residential area, perhaps following the Springmill Station designs for that CVS store, and/or Cardon’s Copper Trace project, so there would be more of a “village/neighborhood feel” rather than a high volume trafficked area such as St Rt. 32. The architecture of the entire development needs to be reconsidered and that also was requested by one of the City Councilors.

There were concerns expressed about the revised road configuration and the impact on the Centennial homes that back up to Ditch road.

Thank you,

Lynsay Cassidy

Jesse Pohlman

From: Johnson, Christopher <Christopher.Johnson@rci.com>
Sent: Tuesday, June 07, 2016 9:44 PM
To: Jesse Pohlman
Cc: hoa@centennialhoa.org
Subject: Harmony PUD amendment petition 1606-PUD-07 146th/Ditch

Hi Jesse, I would like to take a moment to voice our strong opposition to a gas station at this corner, as well as any fast food w/drive-through operations in that location. I think this location be better served by some type of sit down only establishment or small retail shops - which would hopefully be receptive to the developers and the community as a better alternative for all – I'm sure the area would support these types of businesses.

We moved to Centennial back in '14 (15133 New Haven Drive), and one of the things we liked was the peacefulness of the area, even though we knew 146th is a major thoroughfare. We are most concerned about the potential air/noise pollution that comes with a gas station, not to mention what a drive- thru lane at a fast food restaurant brings. There is a horse farm on the Carmel side of 146th, very nice new developments at Harmony and Copper Trace, and some of these new proposals just don't seem to fit in with the existing development.

As for CVS, it would also be nice not to have another cookie-cutter generic styled CVS, as I don't feel Westfield is trying to be a cookie-cutter suburb. That said, objecting to a gas station and fast food establishments with drive-through lanes are of higher concern to me and my wife.

Thanks for your time and allowing us to provide input.

Chris Johnson

RCI

Sr. Financial Analyst, NA Finance

9998 North Michigan Road

Carmel, IN 46032

o: 317-805-8439

f: 317-805-9744

e: christopher.johnson@rci.com

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Jesse Pohlman

From: Mel Hankinson <mhankinson@firstmile.net>
Sent: Tuesday, June 07, 2016 10:15 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment

Dear Sir,

In a democratic society, let out voices state that we strongly oppose the stated development of property in question primarily because it will

(1) lessen the value of our property, (2) overload the already crowded road structure, (3) encourage a transient populace, and (4) generally decrease the overall quality of living in our neighborhoods. We respectfully submit an agreement with the stated opposition in the June 6, 2016, meeting.

Sincerely,

Mel and Joan Hankinson

Jesse Pohlman

From: Marigen <magrssl@aol.com>
Sent: Tuesday, June 07, 2016 10:39 PM
To: Jesse Pohlman
Subject: Petition 1606-PUD-07

Dear Mr. Pohlman,

Last year, I was in the market for a home. As a single woman, I was looking for a neighborhood that could provide me with security, peace, beauty, great location and a great sense of community. After looking for a while I came to find the town homes of Centennial. I have been here since January 2015 and must admit that Centennial has indeed satisfied and exceeded all my expectations.

Unfortunately, I fell ill and couldn't attend the meeting of last night regarding the petition mentioned above.

The objective of this email to you is to express my opposition to the project. I am concerned about the pollution of water and air and the increasing traffic that such development will for sure bring to the area. I am also in agreement with some of the other opposers to the project regarding keeping this area exclusively residential, which helps keep and increase the value of our real estate. There is already a gas station at 161st and Springmill Ponds, as well as a supermarket at the same corner. There is another supermarket down Springmill Rd and 116th. There is a pharmacy at Town and 131st and another one at 116th and Springmill Rd. There is really NO NEED from the residents to bring any of these business around the area and that leads us to believe that the motivation to do such things is mainly profit for the developers, the city and the business owners.

I appreciate you will pass my vote to those concerned and that you do consider the values and interests of all those, like me, who have selected to live in this area for the home and community environment it offers. If we wanted to be around businesses we would have chosen another place to live.

Thank you very much in advance for your consideration and please do not hesitate to get in touch with me if I can be of further assistance in stopping this project.

Sincerely yours,

Marigen Gonzalez-Russell
Lockerbie Town Homes at Centennial
15538 Lockport Dr
Westfield, IN 46074

Jesse Pohlman

From: Tim Czizek <tczizek@me.com>
Sent: Wednesday, June 08, 2016 7:17 AM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment (Mixed-Use District)

I am a Centennial resident who is **against** the building of retail stores and a gas station on 146th and Ditch. This area should be left residential. This will only drive up noise, traffic and light pollution. Additionally there is absolutely **no benefit** to our area. If someone is **so lazy** that they **cannot drive to 161st and Spring Mill** for food, gas, or visit a **CVS** (and soon to be Walgreen's) they should move to a neighborhood closer.

Thanks for your time
Tim Czizek
1067 Belvedere Place

Jesse Pohlman

From: Alice Weintraut <alice.weintraut@gmail.com>
Sent: Wednesday, June 08, 2016 8:28 AM
To: Jesse Pohlman
Subject: Opposition to changes in Development at 146th & Ditch

I'm writing to discuss the Harmony PUD District Amendment as a resident of Centennial. I'm opposed to the changes. I think the design characteristics need to be designed to mesh with a residential area, not a highway. I also do not feel that we need to add fast food restaurants in this area, the area by Walmart and the areas along 32 are a logical place for these establishments & their traffic patterns. They're near enough and still part of the revenue for the city. Adding high-traffic options like fast food will have a negative impact the noise. The bigger impact is the walk-ability of this area, something the city has been trying to improve by adding paths along the north side of 146th street. I feel this undermines this effort and impacts the safety of pedestrians trying to take advantages of these features. I like the idea of my children being able to safely bike to a CVS & pick up a loaf of bread or get themselves some candy, but if we add in fast food options, it becomes too dangerous to consider. I used to live in the NE corner of Westfield in Grassy Knoll, and I can say from experience that biking/walking into the parking lot of the CVS at Grassy Knoll was much safer than the area where the Kroger Gas Station & Wendy's were located. I don't support changing the plans in this way.

Respectfully,
Alice Weintraut

Jesse Pohlman

From: Damon Dieckmeyer <damoncd2004@yahoo.com>
Sent: Wednesday, June 08, 2016 8:33 AM
To: Jesse Pohlman
Subject: Westfield plans

To Whom it may concern,

I live in the Centennial neighborhood, and I oppose the developers proposal for the area around 146th st and Ditch road. I understand there was a meeting last night, and other people from Centennial spoke out against this, and offered to help the developers for a better solution. Please do what you can to make that happen.

Thanks,

Damon Dieckmeyer

From: Allyson Riley [<mailto:avi956@yahoo.com>]
Sent: Monday, June 6, 2016 10:27 PM
To: community <community@westfield.in.gov>
Subject: 1606-PUD-07

Dear Planning Commission Members,

I just returned from attending this evenings Advisory Plan Commission meeting. I am shy by nature, so I did not come up to the podium, but I do want to share my concern about the Harmony PUD District Amendment.

Our family has resided at 14538 Brackney Lane in the Brookstone Park of Carmel subdivision since 2004.

My husband and I join our voices with the many residents from all three affected subdivisions that your commission heard from tonight in opposing a gas station being built.

Please listen to the voices of the people living in the area. We don't want a gas station built so close to where we live.

Sincerely,

Allyson Riley

From: Allyson Riley [<mailto:avi956@yahoo.com>]
Sent: Wednesday, June 08, 2016 3:54 PM
To: APC <APC@westfield.in.gov>
Subject: 1606-PUD-07

When my fellow homeowners and I built our houses in the Brookstone Park of Carmel subdivision over 10 years ago, the intersection of 146th and Ditch was a four-way stop and the land in the northwest and northeast corners of that intersection were zoned agricultural/residential.

Please keep this in mind when you consider the requested amendment change. Our neighborhood would be the closest one to the proposed gas station. Every neighbor I have spoken to is against a gas station as well as a drive-thru restaurant that serves meat or chicken.

Sincerely,

Randy Riley

Jesse Pohlman

From: Pat Sperlik <pasperlik@gotown.net>
Sent: Wednesday, June 08, 2016 8:56 AM
To: Jesse Pohlman
Subject: 1606-PUD-07 Development proposed at 146th and Ditch

Dear Sir:

We are so angry and disappointed that a gas station may be built in our neighborhood! We certainly don't want a gas station, another drugstore, or fast food in this area. Please do whatever you can to reduce the negative impact on our homes and neighborhoods!

Sincerely,
Patricia and James Sperlik

Jesse Pohlman

From: Stephanie Boarman-Rowe <slboarma52@yahoo.com>
Sent: Wednesday, June 08, 2016 9:17 AM
To: Jesse Pohlman
Subject: Commercial development 146 and Ditch

I am opposed to a gas station and/or fast food development at the corner of 146 and Ditch. When we built our house in 2008 we were told that the land on the northwest corner of 146 and Ditch and north would be single residential building by Mr. Estridge. Not only were we shorted by Mr Estridge when he declared bankruptcy by losing promised trees and a third year of our warranty but now he has screwed us once again by selling the land to a commercial developer who doesn't care about our neighborhoods, only profits. Initially he was going to develop a small retail area with cafes and boutique businesses. A small grocery was mentioned and sit down restaurants. Gas stations, CVS and drive through fast food does not add value to our home and property value for all the reasons that have been mentioned. There is all of the above at Springmill and 161st. already. Please represent the best interests of the current homeowners who did not purchase property next to existing businesses but after they were told that residential building was planned. If retail must be built I am not opposed to what was proposed when Harmony was to be Symphony. The plans had a small area that had business including sit down restaurants and small businesses that were not open all night.

Sent from my iPhone

Jesse Pohlman

From: Mary Reisenleiter <mary.reisenleiter@yahoo.com>
Sent: Wednesday, June 08, 2016 9:46 AM
To: Jesse Pohlman
Subject: Harmony PUD

I am vehemently opposed to the proposed changes to the Harmony PUD. The proposal to put a service station on the triangle at 146th street is ludicrous. It will result in traffic congestion, noise pollution, light pollution and eventually change the area from a quiet, family neighborhood to a transient, less stable area. Why not put it on the corner of Town Road. There are no developments at that intersection. The proposal to add a FAST FOOD RESTAURANT is even more outrageous. It's bad enough that he has raised the land on the north side of 146th so that anything that goes in there will stick out like a sore thumb, but now he is asking for these changes. It seems the developer agreed to the earlier specifications with the clear intent to change them after the development was underway. This feels like a HUGE betrayal. These proposals will obviously lower all of our property values and change the ambience from a family oriented neighborhood to one of commercialization. I understand the need for Westfield to develop the tax base; but I don't think it should be done at the expense of those who have bought here for the very values that Westfield claims to hold dear. I ask that the city suggest the service station be constructed at Towne Road and that the proposal for a fast food restaurant be categorically denied.

Mary Reisenleiter
15050 Rutherford Drive

[Sent from Yahoo Mail on Android](#)

Jesse Pohlman

From: David <davidriek@hotmail.com>
Sent: Wednesday, June 08, 2016 9:52 AM
To: Jesse Pohlman
Subject: 146th and Ditch development

Jesse,

The purpose of my email is to provide you my thoughts on the development at 146th and Ditch. As a 4 year resident of Centennial, I have come to enjoy everything Westfield has to offer, and have enjoyed seeing the growth. Let me first say, I am in favor of growth, progress and development. I would just ask that you please take into consideration the opinions of those most affected by the decisions that you make. I strongly oppose a 24 hour gas station and fast food restaurant at that location. I think it cheapens the neighborhood and creates an environment that is not congruent with what Harmony and Centennial are. With that said, I understand that that area will be developed, I just ask that it is done in a way that complements the neighborhoods that are already there (for example, a local grocer, a neighborhood drug store, a nice restaurant, coffee shop).

Westfield is at a critical point in its development into a city that provides both its residents and visitors the opportunity to experience a small-town feel with big city amenities. It will be imperative that leadership within our city be very vigilant and concerted in their efforts as they decide on what will and will not be a part of our city. The last thing we want is a commercialized, impersonal, low property value, transient neighborhood. We don't want to make the same mistakes that Fishers did. Thank you for your time.

David Rieck

Jesse Pohlman

From: Ben Rogge <broggejr@gmail.com>
Sent: Wednesday, June 08, 2016 9:56 AM
To: Jesse Pohlman
Subject: Petition 1606-PUD-07

Mr. Pohlman,

As a long time resident of Centennial I am submitting my strong disapproval of the development plans for the 146th and Ditch Rd area contained in this petition. Although unable to attend the general meetings I have reviewed the plans and summary of the residents' comments. I feel the plans as submitted are inconsistent with the residential area, result in hardships and reduced property value for the nearby residents, and vary significantly from previous development planning decisions.

Significant time and effort was spent to design the Springmill Junction by incorporating the ideas of developers, planners, and residents to create a plan that truly enhances the value of a residential community. It is frustrating to see the opposite of that occur in Westfield just a few miles away.

Sent from my iPad

Jesse Pohlman

From: Wayne Shipe <shipew@wws.k12.in.us>
Sent: Wednesday, June 08, 2016 10:31 AM
To: Jesse Pohlman
Subject: Input on Petition 1606-PUD-07

Mr. Pohlman,

Re: Harmony PUD District Amendment (Mixed-Use District) Northwest Corner of 146th Street and Ditch Road Street
Petition: 1606-PUD-07

I have been following the input on this project and whereas I'm not opposed to commercial development I do believe that there should be limitations placed on those who wish to expand their commercial businesses next to residential areas. We recently moved from Carmel to Westfield and chose Centennial because of the type of neighborhood it provided. As a retired Army veteran I've lived many different places, twenty in all. Some were highly commercial and others, like the US Military Academy at West Point were total residential.

The points brought out by my neighbors against commercial development in residential areas are well based. The noise, odors, crime, and trash that accompany all commercial areas, not to mention rodent and insect problems, are abhorrent and totally undermine the entire intent of creating a community like Centennial. A CVS in this location is totally unnecessary since there is one being constructed at 161st and Springmill. Convenience should be measured in miles not fractions thereof, same goes for fast-food eating establishments. If the purpose of constructing the businesses included in the petition at 146th and Ditch is to target traffic along 146th Street two factors need to be considered - the proximity to CR 32 and the proximity to the 161st/Springmill location. I find it hard to believe that it's necessary to establish a high-volume fast-food/convenience store center adjacent to a residential area - especially one that was purposefully planned to provide a relaxed and beautiful setting. If the proposed vendors wish to capitalize on the traffic in this area, the mobility of the customer should enable them to move their proposal further away without diminishing profitability.

Once compromised, the serenity of a neighborhood can never be retrieved. What they're proposing for this area runs totally contrary to the reason we chose to live here. If I wanted to live adjacent to a commercial area I could have purchased a house for considerably less.

Thank you for considering our concerns, if there is anything further that I can provide on the subject, please don't hesitate to contact us.

Wayne Shipe, Lt. Col., US Army (Ret)
Lois Shipe
1310 Monmouth Drive
Westfield, Indiana
(317) 844-2650

-----Original Message-----

From: Kobe [mailto:kobe60509@yahoo.com]

Sent: Tuesday, June 07, 2016 6:28 PM

To: Jesse Pohlman <jpohlman@westfield.in.gov>

Subject:

I am a resident of Centennial and our family vote for NO for the plan to put up a gas station in our area.

Thank you.

Blessy and Alex Chavente

-----Original Message-----

From: Beth Price [mailto:beth.price777@gmail.com]

Sent: Wednesday, June 08, 2016 11:47 AM

To: Jesse Pohlman <jpohlman@westfield.in.gov>

Subject: Development at 146

I want to express that I am against commercial development in Westfield and in particular development that creates a "Fishers" crowded over developed feel such as the one proposed at 146 and Ditch. One of the reasons we moved here 10 years ago was to avoid Fishers. We enjoy the more community oriented planning and residential feel here. Please don't lose track of this unique quality that only Westfield can offer. As you drive through our area you see grass and open space and children playing. In fishers you see concrete and businesses and you grind your teeth at every crowded commercialized intersection. We don't want that here. Consider requiring a residential low impact design for business that adds community value rather than pure commercial value. Thank you. Beth Price

Sent from my iPhone

Jesse Pohlman

From: Christine Perkins <bestperkins@gmail.com>
Sent: Wednesday, June 08, 2016 12:18 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment (Mixed-Use District)

Dear Mr. Pohlman,

We would like to express our surprise and disappointment with the direction the plans are taking for the Harmony retail section at 146th and Ditch. Bringing in such establishments, as a 24-hour CVS, 24-hour gas station and late-night fast food restaurants, is not conducive to a peaceful residential neighborhood. While we're not against having retail in this area, we were under the impression that there would be fine dining establishments, upscale shops and cafes better suited for the type of housing that is already developed in Harmony and Centennial. We were also under the impression that the plans called for any retail to be designed in a fashion that did not scream "RETAIL"; that they would blend in with the community, not separate and cheapen it - more along the lines of the Villages of West Clay. We are very concerned how the current direction will affect our property values and overall quality of life.

Sincerely,

John and Christine Perkins
bestperkins@gmail.com
317-507-8342

Jesse Pohlman

From: Emily Clare <e.clare@yahoo.com>
Sent: Wednesday, June 08, 2016 12:21 PM
To: Jesse Pohlman
Subject: NO GAS STATION AT 146TH STREET AND DITCH ROAD

June 8, 2015

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

Re: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive-in restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change of food use.

We feel the design for the new CVS should be in keeping with the Harmony architecture and blend into the surrounding community, such as was done by CVS at 131st street and Town Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

Sincerely,

Emily Clare
1398 Bridgeport Dr
Westfield, IN 46074

Jesse Pohlman

From: Barbara Johnson <barbathome7777@sbcglobal.net>
Sent: Wednesday, June 08, 2016 1:52 PM
To: Jesse Pohlman
Subject: Development at 146th and Ditch

Mr. Pohlman.

As a resident of Centennial, I am very concerned about the nature of the development being discussed at 146th and Ditch Road. One of the things that attracted my husband and me to this area was the wonderful residential feeling and quiet atmosphere of the surroundings. I would like to see that continued in having very thoughtful planning of any changes that affect the area.

I am not in favor of a gas station at this intersection; it is busy enough already. If there would be any consideration of a restaurant/s or other businesses, I would want them to be integrated architecturally to the surrounding area.

Thank you for your consideration of this input.

Best regards,

Barbara Green Johnson
1307 Valdosta Place

Jesse Pohlman

From: Kathryn Sexton <katiekat222@icloud.com>
Sent: Wednesday, June 08, 2016 2:04 PM
To: Jesse Pohlman
Subject: 146th and Ditch development

I OPPOSE the proposed plan for a gas station and fast food restaurants. I would support cafe type restaurant and higher end boutiques.

Kathryn Sexton
Centennial
771 Bucksport Lane
Westfield 46074

Kay Sexton
Sent from my  iPhone

Jesse Pohlman

From: S A Yovanovich <sayovanovich@sbcglobal.net>
Sent: Wednesday, June 08, 2016 5:13 PM
To: Jesse Pohlman
Cc: hoa@centennialhoa.org
Subject: Developer's Proposal for Northwest Corner 146th & Ditch

Mr. Pohlman,

My name is Sue Ann Yovanovich and I am a resident of the Centennial subdivision. I am writing in regards to the proposed developments at the intersection of 146th St. and Ditch Road.

I moved to this area at the end of February, 2016. One of the reasons I chose this area was because it was quiet and away from gas stations and huge retail outlets. I moved from the west side of Indianapolis where there were many gas stations which caused many concerns - the pollution, the noise and robberies. I was hoping to get away from that by moving to Centennial.

I am against the construction of a gas station! Also, I would like to see one or two nice family restaurants where families could walk to the restaurant, maybe sit outside and enjoy meeting friends. I do not want a fast food drive-up restaurant in this nice neighborhood. A few small unusual retail stores would be fun, too. Places to browse and find unusual items. I would like to see the CVS and other retail stores and restaurants follow a "village" type architecture - to give the entire area a feel of a small, friendly, "down home" village.

I hope that the planning commission will take my comments and those of other Centennial HOA residents into serious consideration.

Thank you,
Sue Ann Yovanovich
15086 Rutherford Dr.

Praise God for all His blessings!

Sue Ann Yovanovich, Ph.D.

Jesse Pohlman

From: Kristie Troy <kktroy@gmail.com>
Sent: Wednesday, June 08, 2016 6:42 PM
To: Jesse Pohlman
Subject: Development at 146th/Ditch

Dear Mr. Pohlman –

I wanted to write to express my extreme opposition to the current amendment regarding the commercial development at 146th and Ditch.

I was at the meeting on Monday night and was thrilled to see such a strong support for our community. I, too, live in Harmony. We were the 8th family to move into the development. We were also told in exact terms – there would be a gourmet grocery store as the anchor and the development would include shops and restaurants similar to a Village of West Clay feeling. And as I heard at the meeting, everyone else was told the same.

We moved here after living in Carmel for 15 years and I did have apprehension about moving to Westfield. I felt that Carmel put so much effort into developing Carmel for its residents and didn't know if it would be the same in Westfield. When I heard of the plans for the corner adjacent to the development we were considering, it told me that Westfield was stepping up its game and I was sold.

I understand, as the representative for the developer said in his response Monday night, “shame on us” for not confirming the information Estridge provided, but in reality, what reason would we have to doubt that it wasn't true?

In closing I vehemently oppose the gas station for all of the reasons stated at Monday's meeting, as well as moving the fast food restaurant and waiving the restrictions on types of food required for this area. Regarding the CVS, I too agree that the elevation needs to match the neighborhood.

Thank you for allowing us to voice our opinions.

Kristie Troy
1409 W. 151st Street
Westfield, IN 46074

Jesse Pohlman

From: Marcie Cole <macole612@yahoo.com>
Sent: Wednesday, June 08, 2016 9:10 PM
To: Jesse Pohlman
Subject: Development of the Harmony Mixed Use District

Dear Jesse,

We do not want a gas station on any of the corners at Ditch and 146th Street. This was made very clear in 2012. We do not want you to give the developer a special exception for a gas station and convenience store.

We do not want you to give the developer an amendment to change the zoning that would allow the fast food drive through restaurant to be moved from the south side to the north side of 146th street. We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding communities. This should be done with the entire commercial complex. We also feel that some type of berm and landscaping should be created between the new shopping area and the Harmony and Centennial developments to cut down on noise and light pollution. We want Westfield to have more character than Fishers or Avon or Greenwood. We need to follow Carmel's lead and have commercial developments blend in, not stand out. We do not want our property value going down due to this development. Let's not just build things to build things, but use good judgement in growing Westfield in to a beautiful community.

Thank you for your consideration.

Marcie Cole and Keith Moore
1230 Monmouth Drive
Centennial

Jesse Pohlman

From: Matt Scott <mscott1604@gmail.com>
Sent: Wednesday, June 08, 2016 8:14 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment

City Planning Department:

I just learned of the petition 1606-PUD-07 (NW corner of 146th & Ditch Rd) and have many concerns about what is currently planned as well as the proposed amendment.

This is a residential area, and adding fast food restaurants, CVS store, or a gas station would degrade the quality of the adjacent neighborhoods in several ways.

Additional traffic will add noise, pollution, and this could extend through all hours of the night. I am most against the proposal to add a 24-hour gas station at that location. That would increase transient persons in the area, potentially walking through our neighborhood in the middle of the night. This is completely unacceptable and is not what we signed up for when we moved to Brookstone Park.

I know that my feelings are shared by many others, as expressed in the recent Public Hearing. Please stop the plans to allow development of fast food restaurants, stores, and gas stations in that area.

Thanks,
Matt Scott
Brookstone Park Resident

Jesse Pohlman

From: Cheryl Moore <farmgirl@gotown.net>
Sent: Wednesday, June 08, 2016 9:29 PM
To: Jesse Pohlman
Subject: Land Usage 146th Street

I live in Centennial and feel the proposal for a gas station and fast food restaurants doesn't fit the appropriate needs for this area at 146th and Ditch. Please do not support this.....

Sincerely,

Cheryl L. Moore
1392 Bridgeport Dr.
Westfield, IN 46074

Jesse Pohlman

From: Steve Rupp <steve@welcome2indy.com>
Sent: Wednesday, June 08, 2016 11:01 PM
To: APC
Subject: 146th & Ditch Development plans

Dear Jesse,

I am writing to voice my concern for the plans for a gas station at 146th & Ditch. I live in the Centennial South subdivision and am gravely concerned about the light pollution, noise pollution, potential environmental concerns, increased traffic and general negative overall appearance for this type of structure at this intersection. I do not believe it will enhance the property values of our homes and neighborhoods, nor will it blend in with the surrounding housing. Being in real estate, I have an advanced knowledge of development and believe this gas station is going to reduce property values of the surrounding houses. Please deny this proposed request. Thank you!!!

Warmest Regards,

Steve Rupp

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P.S. Please don't keep us a secret because we know you want the people you care about to get the best advice possible when it's time for them to make their next move.

Jesse Pohlman

From: Tom Bluett <tbluett@me.com>
Sent: Thursday, June 09, 2016 9:36 AM
To: Jesse Pohlman
Subject: Say NO to commercial development at 146th and Ditch Rd

Jesse,

As a resident of Centennial, I'd strongly encourage you to work against putting in a gas station and fast food restaurants at 146th and Ditch.

Isn't the point of a suburb to give people space and separate commercial and residential spaces?

We all have cars, and can easily get to several other gas stations and junk food joints within a 3 mile radius.

Please don't ruin the peaceful charm enjoyed by hundreds of families for the benefit of a handful of developers and business owners.

Sincerely,

Tom Bluett
tbluett@me.com
(312) 505-7281

From: Elizabeth [mailto:wg7eliz@gmail.com]
Sent: Wednesday, June 08, 2016 7:53 PM
To: Jesse Pohlman <jpohlman@westfield.in.gov>
Cc: hoa@centennialhoa.org
Subject: Proposed Amendment to the Harmony PUD

Many salient points have been addressed in recent meetings and communications; the ideas presented here are germane to the lives of people who have chosen to live in neighborhoods that are family-friendly, quiet, and safe. My opinions are given as a resident of Centennial who purchased my home in 2015 when descriptions of the Harmony area corresponded with the 2012 PUD.

CENTENNIAL COVENANTS

Some areas of the Centennial covenants, available through the Centennial HOA, include the following:

- Architectural structure and appearance
- Landscaping
- Lighting, specifically:
“lighting which illuminates (other) private property...result(s) in adverse visual impact to (other) property, lighting directed offsite shall be Prohibited.”
- Nuisances, specifically:
“Noxious or offensive activity...that may be, or may become, an annoyance or nuisance to the neighborhood.”

Centennial property values have risen, in part due to planning and respect for the covenants.

HARMONY EXPECTATIONS

The website for Harmony, a master-planned community by David Weekley Homes, offers prospective homebuyers amenities including:

- Custom-built homes
- “...a culture that everyone enjoys...”
- “...put(s) the homebuyer first...”

Completed homes evidence integration of the architectural and landscaping values of surrounding communities in Westfield. The Life Style Center with Clubhouse and recreational venues is already under construction.

GAS STATION/CONVENIENCE STORE

- This business is not necessary at this location.

Gasoline and convenience shopping are available within a two-mile radius from the intersection of Ditch Road and 146th Street. Pollution, safety, and nuisance issues are all very real and important, as are both foreseeable and unintended consequences into the future. Refer to letter of June 2, 2016 from Bruce Watson to the City of Westfield.

FAST-FOOD DRIVE-THROUGH

- This business is not necessary at this location.

Nuisance and pollution issues are addressed in the above-mentioned letter from Bruce Watson. The eat-in restaurant, coffee-shop, and boutique stores described in the 2012 PUD would be appropriate.

TRAFFIC PATTERNS

The distance from the proposed Somerville roundabout to the roundabout at 146th Street is .2 mile. The insertion of a driveway within that distance would restrict traffic flow and increase congestion on Ditch Road. A safer and more practical alternative would be access from 146th Street to a frontage road.

RECOMMENDATIONS

- Deny any consideration of a gas station/convenience store. This should be non-negotiable.
- Deny consideration of a fast-food establishment. This should be non-negotiable.
- Require effective and appropriately constructed buffering to protect homeowners in SW Centennial from lights, traffic, storm water drainage, and other nuisance factors.
- Request the City Council to reject changes from the already agreed-upon 2012 PUD; also referral to the Board of Zoning Appeals. The original PUD presented a positive, viable plan to incorporate a commercial presence into the Harmony area.
- A corporate entity should be held accountable to the same standards/covenants as individual property owners, and should demonstrate understanding and respect through collaborative planning to achieve mutually desired results.
- Going forward, additional changes, improvements, and details will occur, and can best be implemented by collaborative planning and informal agreements prior to the legal procedures to attain final approvals for this project.

Elizabeth Myers
576 Stockbridge Dr
Phone 406-240-4315

Jesse Pohlman

From: Malea Firestone <maleafirestone@yahoo.com>
Sent: Thursday, June 09, 2016 9:52 AM
To: Jesse Pohlman; Yaw Aning
Subject: Developers Proposal

All,

As new home owners in Harmony, we would like to voice our concern about the upcoming developer's proposal. We feel that having a gas station and fast food restaurant so close to our home will bring much unwanted and additional traffic to the area. Most importantly, we feel that it also poses a safety issue to the family we plan to raise here.

Please reconsider the amenities that you will be placing in the Harmony neighborhood.

Sincerely,

Malea Firestone & Yaw Aning

Jesse Pohlman

From: Carol Robertson <carobertson53@yahoo.com>
Sent: Thursday, June 09, 2016 10:28 AM
To: Jesse Pohlman
Subject: 146

I am glad to hear that so many people oppose the gas station at 146th and Ditch. I just can't imagine those beautiful homes on the south side of 146th looking at the back of a gas station - or a fast food restaurant. What about a small park in the triangle? With all the walkways and trails in the area, not to mention the fitness gym in Harmony, people would rather see healthier options for eating out. Why do we need another CVS when there is one a few blocks away at 161st and Spring Mill and one on Towne Rd and 131st? CVS has an irresponsible way of saturating the market. Can our neighborhood support so many drug stores? (There's Kroger too.) Most people move to Westfield for its rural feel, even if we have to drive a mile or two to the store.. We are soon going to lose that. If I wanted to live in Carmel I would have bought a house there. I prefer the small town feel of Westfield.

Carol Robertson (Centennial)

Jesse Pohlman

From: Nelson Scott <scott@gotown.net>
Sent: Thursday, June 09, 2016 1:35 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment (Mixed-Use District)

Harmony PUD District Amendment (Mixed-Use District)
Northwest Corner of 146th Street and Ditch Road Street
Petition: 1606-PUD-07

I hope that I am not late in responding with concerns regarding this petition.

I am opposed to the gas station on 146th Street and Ditch Road. That gas station needs to be placed on West Highway 32 so it can use the traffic to Grand Park for customers. No gas station has the amenities worthy of an outstanding residential neighborhood like Centennial. Fast food restaurants are obsolete. Eating establishments belong on the order of family style seating and healthy food menus. Actually only one decent restaurant is needed in this development. Street. We need a four lane access east=west corridor with inner landscaping separating the lanes and long entrances for the business shops, like the Springmill Station designs for that CVS store, and/or Cardon's Copper Trace project, so there would be more of a "village/neighborhood feel" rather than a high volume trafficked area such as St Rt. 32. The road configuration needs to be redesigned for a neighborhood style feature without commercial impact.

Ditch road needs to be three or four lanes from Highway 32 to 146th Street with inner landscaping features.

Basically, I am opposed to the current petition.

Nelson Scott
15503 Marietta Circle
Centennial
Westfield, Indiana

Jesse Pohlman

From: Dennis Davidson <dennzio@gmail.com>
Sent: Thursday, June 09, 2016 1:40 PM
To: Jesse Pohlman
Subject: Harmony PUD

Dear Westfield City Planning dept,

Regarding: Harmony PUD District Amendment (Mixed-Use District)
Northwest Corner of 146th Street and Ditch Road Street
Petition: 1606-PUD-07

Count me, a 10 year Centennial resident, against the proposed gas station and fast food development at 146th and Ditch. I wretch at the thought of it. We don't need it, we don't want it! Please do not allow this disturbance of our countryside idyl.

Thank you for your consideration,
Dennis Davidson

Jesse Pohlman

From: Kelly Masin <kmasin@ccs.k12.in.us>
Sent: Thursday, June 09, 2016 3:32 PM
To: APC
Subject: Gas Station

June 9, 2016

Mr. Jesse Pohlman
jpohlman@westfield.in.gov

RE: Development of the Harmony, Mixed-Use District
Northwest Corner of 146th Street and Ditch Road

Dear Jesse,

We were told at the Public Meeting held on June 2nd about the zoning amendments being proposed by the developer of the above property.

1) WE DO NOT WANT A GAS STATION with a 24 hour convenience store ON ANY OF THE CORNERS AT DITCH ROAD AND 146TH STREET. This feeling was made very, very clear in 2012. We do not want you to give the developer a SPECIAL EXCEPTION for a gas station and convenience store.

2) We DO NOT want you to give the developer an amendment to change the zoning that would allow the fast food drive thru restaurant to be moved from the south side of the new 146th street to the north side of the new 146th street nor change the food use.

3) We feel the design for the new CVS should be in keeping with the Harmony architecture and blend in with the surrounding community, such as was done by CVS at 131st street and Towne Road or the new CVS at 161st street and Springmill Road. In fact, the entire shopping center should have a consistent theme that would blend in with the surrounding community.

4) We also feel that some type of berm and landscaping should be created between the new apartment/shopping area and the Harmony and Centennial developments to cut down on noise and light pollution.

We will be attending the Public Hearing at City Hall, 130 Penn St., Westfield at 7 pm on Monday June 6, 2016 to voice our opinion.

Sincerely,

Jon and Kelly Masin
14191 Nicholas Dr.
Westfield, IN 46074

Kelly Masin
5th Grade Teacher
Cherry Tree Elementary
13989 Hazel Dell Pkwy.
Carmel, IN 46033
(317) 846-3086 ext. 1229

Jesse Pohlman

From: amy cannon <aabrown32@hotmail.com>
Sent: Thursday, June 09, 2016 3:42 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment

Subject: Harmony PUD District Amendment (Mixed-Use District)
Northwest Corner of 146th Street and Ditch Road Street
Petition: 1606-PUD-07

I am writing to oppose the aforementioned amendment. Moving to Westfield almost three years ago, it was important to our family to find a family oriented community with small town ties yet has access to city amenities. Westfield was perfect, specifically Centennial. The proposed changes to the corner of 146th and Ditch is heartbreaking, that piece of land is not appropriate for retail use. Not only the environmental impacts but the impact to our community at large. Not only does the construction of a gas station create negative health impacts to a neighborhood, it also effectively prevents the development of a project on that site which may have had a positive impact on the neighborhood. The gas station will likely stay there for at least fifty years and will be a reminder of the missed opportunity for a development that could promote a community's vision for the future. Smart developments tend to increase transportation options and property values. They encourage residents to walk, bike, or run, and not to just remain tied to their cars.

Anything "retail" built on this corner must maintain a quaint feel in order to blend into this residential area of town. I know expansion is inevitable, but expanding along 146th street is a big mistake. Westfield will continue to lose it's charm if we lose the "country feel". It makes much more sense to expand along SR 32 where the infrastructure is already in place.

I am hoping Westfield doesn't turn into another Fishers. We need to be thoughtful on how the city chooses to expand. Thank you for your time and efforts.

Respectfully,
Amy Cannon
Centennial Resident

Jesse Pohlman

From: Mark Long <indylong55@yahoo.com>
Sent: Thursday, June 09, 2016 6:27 PM
To: APC
Subject: 146th & Ditch Commercial Development

Mr. Jesse Pohlman:

We live at 1385 Trescott Drive in Centennial. Our house sits at the corner of Ditch Road & Somerville at the west entrance. Our back yard faces Ditch Road. Understandably, we oppose any kind of gas/service station and fast food restaurants. Also, because we are directly across the street from the proposed development, we are quite concerned about lighting, noise, water run-off and increased traffic. Please give careful consideration to us "unfortunate" folks who by the luck of the draw, find our home at risk for the potential pitfalls of unsavory developers.

Thank you for your time and consideration!

Regards,

Mark & Betty Long
1385 Trescott Drive
Westfield, IN 46074

Jesse Pohlman

From: Amy Stewart <amystewart821@gmail.com>
Sent: Friday, June 10, 2016 10:55 PM
To: Jesse Pohlman
Subject: Subject: Harmony PUD District Amendment Petition: 1606-PUD-07

Dear Mr. Pohlman,

I am writing you this evening to provide my feedback and opposition to the above listed amendment. As a resident of Centennial, I feel that the proposed redesign is something that does not belong in such a community focused residential area. Please pass along this feedback to the City of Westfield.

Regards,

Amy Stewart
1226 Lewiston Dr.
Westfield, IN

Jesse Pohlman

From: Eric S. <emstewar@gmail.com>
Sent: Saturday, June 11, 2016 3:39 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment Petition: 1606-PUD-07

Dear Mr. Pohlman,

I am writing you this afternoon to provide my feedback to the above listed amendment to the plan design. As a resident of Centennial I am strongly opposed to the request to add a gas station and fast food to the corner of 146th and Ditch Rd.

The proposed redesign would forever change the lives of ALL residents in the surround miles.

We are already getting a CVS at the corner of 161st and Springmill. Additionally, Kroger just spent millions of dollars updating and improving the gas station to accommodate more consumers, and they did a great job with the overall design.

When I think of the proposal to add a gas station and fast food at a location such as 146th and Ditch Rd. I fear that it will open up the surrounding areas to additional development that is not residential.

If you have ever driven these roads after [10pm](#) then you would know that nothing is needed 24 hours a day. The surrounding neighborhoods are filled with residents like myself that chose this location and this city because of the quiet non commercial area that surrounds our neighborhood.

I feel that there isn't a need to RUIN the feel of OUR Westfield by allowing the proposed amendment to go forward.

Regards,

Eric Stewart
1226 Lewiston Dr.
Westfield, IN

Jesse Pohlman

From: Robert Goodlett <isobassbike@gmail.com>
Sent: Monday, June 13, 2016 12:28 AM
To: APC
Subject: Harmony Commercial Development at 146th and Ditch

As we will very soon be residents of Westfield having purchased a home in Harmony we have become aware of some issues related to the commercial development of the intersection of 146th St. and Ditch Road.

After reading the recent article in the IBJ, here are some thoughts that my wife, [Chin Mi Kim](#), and I have about the future development at 146th and Ditch. While we haven't moved into the neighborhood just yet, we feel that these issues are very important to the integrity of the neighborhood.

THOUGHTS ON HARMONY COMMERCIAL DEVELOPMENT

1.) Gas stations are usually not smack dab and so close to so many houses and neighborhoods. They are usually located on busier streets or thoroughfares, near other retail shops or connected to some other big business like grocery or super stores. Not on 2 lane road in a community of homes.

If they are really considering the neighborhoods and the residents in that area, they wouldn't even think that a gas station makes sense in that spot. Who builds a gas station just for the neighborhood. AND it's too far inland to attract other many others that would use it.

There are gas stations all along driving routes to and from work and convenient locations when people are out and about. Which they are ALL THE TIME!

It makes sense to have one closer to Clay Terrace, or over the bridge, if there isn't one there already.

2.) No one wants to "dine" with their family at a gas station cafe, no matter how nice. We are residents, not families passing through on vacation! There are enough drive through fast food joints near Grand Park and all the larger streets north, south, east and west of the future Crowley commercial area. There is no need for that in this community. We need restaurants that families can really dine in.

3.) Have the commission and Estridge driven around that area at different times of day??!! There is not that much traffic. Some passing through, but not enough through the whole day to warrant a gas station.

4.) They are going to get more retail business from all the surrounding neighborhoods that walk and have dining or places that stay open a little later on the weekends. Ice cream/coffee shops. They need to hear from the people living around that area and consider the Carmel residents across and down the street in all directions that go for miles what they would like to have there as well. The land is Westfield, but it does affect the Carmel residents too. The retailers will make a lot of money if Crowley builds wisely.

5.) For the whole hype of building a village and a lifestyle in that area....do they want shops and businesses that enhance or are they interested in another strip mall. Estridge may not really care about the residents, because he is thinking business for himself, but if he really cares about the "community", not just the "houses" he is building, he really should make a push to support what the residents feel they need or want in that space. We are NOT over reacting! We are trying to be proactive and not reactive, because we the residents care about the quality of life, not just convenience.

Obviously Estridge has had sells agents from the start tell home buyers what a village and great retail area that 146th and Ditch will be. That means he was misleading from the start and he is pushing or at least supporting any thoughts from the developer, that are not in any consideration or in line for the residents and the feel of the community he is building. Maybe is doesn't really care about the home owners, but just about building homes. There has to be some integrity, accountability and reliability.

I think he has given more thought into the club house at Harmony than he has for a bigger and more important development that will impact a whole community in Westfield and Carmel.

6.) I don't mind a drug store, but another CVS?

7.) Trader Joes, Fresh Market, or another grocery type of store would be perfect as there is not one near by for miles. That could serve Carmel, Westfield, even Noblesville, Zionsville and even Kokomo.

8.) Carmel has taken thoughtful consideration for developments in their neighborhood areas. Why doesn't Westfield. There is already a certain image that Carmel has of Westfield, why doesn't the Westfield commission try to up the scale of what they develop?

--

Robert Goodlett
Assistant Principal Contrabassist
Indianapolis Symphony Orchestra
QUATTRO STRING ACADEMY
Mobile Phone - 317.414.8190
SKYPE - isobassbike

"Never mistake activity for achievement" - John Wooden

Jesse Pohlman

From: Sidney Chang <nujac@earthlink.net>
Sent: Tuesday, June 14, 2016 11:04 AM
To: Jesse Pohlman
Subject: Proposed Gas Station

Attn: Westfield Plan Commission

Because the noise and traffic generate by the planning new Getgo gas station, we strongly object the reducing the buffer zones on our street from 20 feet to 10 feet. The City of Westfield shouldn't let the rule change to satisfy a single company's request. If the company want to build a gas station, it should follow the rule, changing the design plan to fit the local regulations. Being a resident of Carmel, I don't against the company invest locally, but being a resident at the neighbor hood, we don't want to see change the regulation to fit the request of Getgo. We wish the plan commission will reject the proposal of changing the buffer zone of the Getgo gas station.

Sidney Chang & Yana Sung
1677 W. 146th
Carmel, IN 46074 .

Jesse Pohlman

From: Grace, Helene C. <helene.grace@anthem.com>
Sent: Thursday, June 16, 2016 1:10 PM
To: Jesse Pohlman
Subject: Harmony PUD District Amendment (Mixed-Use District) - 1606-PUD-07

We are residents of Centennial, and oppose, please note for the record.

Helene

Helene Grace, Buyer I, NGS Procurement/Subcontract Administration

National Government Services, Inc. | 6081 E 82nd Street | Suite 300, INA103-AF58 | Indianapolis, IN 46250

Cell: 317- 954-8127 | Office: 317-436-1728 | Direct Dial: 200-1728 | Fax: 317-595-4362

Email: helene.grace@anthem.com | www.ngsservices.com

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PETITION

We, the *Estridge* and *Weekley* neighbors of Harmony, would like you to know that we are in favor of the following items as regarding the commercial development being proposed at the corners of Ditch and 146th Street:

- 1. No gas station on either plot of land north or south of 146th.**
- 2. No fast food drive through restaurant on the plot of land north of 146th.**
- 3. Building architecture that fits in with that of the Harmony neighborhood and gives a village feel. See an example below of an existing CVS in Atlanta.**
- 4. Special attention given to layout and facilities that will promote a family atmosphere with pedestrian and bike movement along with automobiles.**
- 5. Change the code so that 146th street is not zoned the same as State Road 32 Changing this zoning would ensure future buildings at 146th and Ditch will fit within the architecture of the neighborhood.**



(An example of a CVS Pharmacy in Atlanta, GA that might be acceptable.)

PETITION

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

NAME	ADDRESS
Natalie Vack	1444 Waterleaf Drive
Adonnel	1444 Waterleaf Dr.
Adonnel	1444 WATERLEAF DR.
ABlesinger	1458 Waterleaf Dr
Bob Blesinger	1458 Waterleaf Dr.
Chris Ford	1472 Waterleaf Dr.
Paul S	1472 Waterleaf Dr.
Ruth Bridger	1514 Waterleaf Dr.
Karen Bridger	1514 waterleaf Dr.
Deborah Hayek	1472 Farmhouse Dr
Gregory Horchler	1472 Farmhouse Dr
Susan Taylor	14941 Pollard Dr.
Mark Taylor	14941 Pollard Dr.
Lara Magnusson	1400 Waterleaf Dr
Marc Magnusson	1400 Waterleaf Dr.
Michaela Carr	14917 Pollard Drive

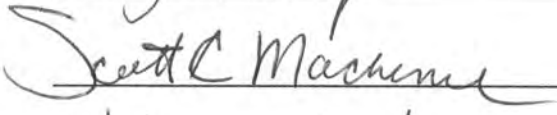
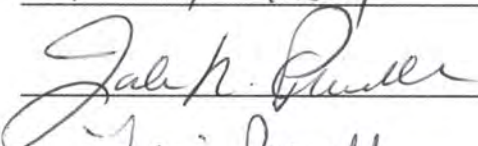
PETITION

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

NAME	ADDRESS
Andrew M. Lane	14917 Pollard Drive
Chet Balli	1499 Birdsong Drive
Rohit Balli	1499 Birdsong Drive
Zaffery	1456 Rosebank Dr.
Felix Vickery	1458 Birdsong Dr.
Susan Vickery	1458 Birdsong Dr.
Shelley D'Amico	1416 Birdsong Dr.
Mark S.	1416 Birdsong Dr.
Tom Hall	1440 Rosebank Dr.
Shu Hall	1440 Rosebank Dr.
Jani Jacob	1428 Rosebank Dr.
Jani Jacob	1428 Rosebank Dr.
James E. Anderson	14995 Pollard Dr.
Noomi Anderson	14995 Pollard Dr.
Paul	1471 Farmhouse Dr.
Paul	1471 Farmhouse Dr.

PETITION

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

NAME	ADDRESS
	1401 Farmhouse Dr.
	1429 Farmhouse Dr.
Nandie Wal Kowia K	1429 Farmhouse Dr.
Molly K. Hughes	1401 Farmhouse Dr.
	1416 Waterleaf Dr.
Hilary Machemer	1416 Waterleaf Dr.
BART ANDERSON & LKoe	14935 American Lotus Dr.
Matt Moody	14943 American Lotus Dr.
Tiffany Moody	14943 American Lotus Dr.
	1500 Farmhouse Dr.
Zach Powell	1500 Farmhouse Dr.
John & Susan Bass	14979 Pollard Drive
Adam Albright	1445 W. 151 st St.
Abby Albright	1445 W. 151 st St.
William Panchman	14971 Pollard Dr.
MICHAEL HEBENSTREIT	1457 BIRDSONG DR

PETITION

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

NAME	ADDRESS
Shirley Hebenstreit	1457 Birdsong Dr.
Pam Lewis	1471 Birdsong Dr.
SL (STEVE LEWIS)	1471 Birdsong Dr.
Lee Bellamy	1429 Birdsong Dr.
Amanda Bellamy	1429 Birdsong Dr.
Tiffany Harrison	1430 Birdsong Drive
Joelle Ball	1472 Birdsong DR
Endon Perkins	1472 Birdsong DR
Ife Perkins	151 West 181st Street
Dave Rich	151 West 181st Street
Dan Rich	1486 Birdsong Dr.
Kelli Dorris	1525 BIRDSONG DR.
Lee Dorris	1557 Birdsong Dr.
W.C. Dorris	" "
Carol Cooper	" "
	14958 Dawnhaven Dr.

PETITION

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

NAME	ADDRESS
LOTTIE NORVEU	14958 Dawnhaven Drive
Patty Murray	1584 Rosebank Dr.
Toni Murray	1586 Rosebank Dr
Natalie S. Ponte	1574 Rosebank Dr
Joyce M. Jones	1574 Rosebank Dr
Roby J. Cay	1461 W. 151 st Street
Melinda Yuen	1469 W. 151 st St.
Dawn Yuen	1469 W. 151 st St
Mark Sack	1453 W. 151 st
Susan Sacks	1453 W. 151 st
GEORGE SHERAN	1437 W. 151 st St
STEVE BRIDGEMAN	1499A POLLARD DR
Tammie Bridgeman	14999 Pollard Dr.
Debbie Rochester	14933 POLLARD DR.
Robert Goodlett	14957 Pollard Dr.
Chin Mi Kim	14957 Pollard DR

PETITION

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

NAME	ADDRESS
Kelley Swart	14949 Pollard Dr.
Daniel M. Gelfman	1404 ROSEBANK DR.
Kyle Moore	1430 Waterleaf Dr.
Abby Moore	1430 Waterleaf Dr.
Quinn Rochester	14933 Pollard Dr.
Carla Schaaf	14925 Pollard Dr.
Mark Schaaf	14925 Pollard Drive
Laurie Laury	1594 Rosebank Dr.
John Laury	1594 Rosebank Dr.
Kimberly Hilder	1457 Farmhouse Dr.
Jeremy Hilder	1457 Farmhouse Dr.
KRISTIE TROY	1409 W. 151 ST ST

Jesse Pohlman

From: cooldrmom@aol.com
Sent: Tuesday, June 21, 2016 12:51 PM
To: Jesse Pohlman
Cc: atul@thecomputercenter.com
Subject: Proposed gas station on 146th and Ditch Road

Attn: Westfield Planning Commission

We vehemently oppose a gas station at the southwest corner of 146th and Ditch Rd. We feel this type of business (selling fuel, Cigarette, beer and wine, and being open late hours) will be a safety and pollution/environmental concern for our private setting residential area. We have private setting for recreation like tennis, swimming pool and horseback riding. This type of business will increase traffic, attract additional transients to the area, will encourage loitering, increase crime, and will bring chemical, noise, light, and trash pollution to our quiet residential area. We have been residents for this property for about twenty years and we have made a substantial investment in our property and we feel this will change the setting. We feel our safety and privacy should be taken into account.

However, in the event that all the voices who opposed this misguided plan are not heard, we would like to put on record that the request for the reduction of the buffer zones from 20 feet to 10 feet be DENIED. We would also ask that the density of plantings be increased to 7 trees and 30 shrubs per 100 feet due to the nature and unsightliness of this type of business.

In addition, we request that all affected residents be provided with a detailed lighting plan to ensure that adequate care will be taken to reduce any and all light pollution directly affecting our home.

There are already several fueling stations in the near vicinity; we don't need more gas pollution. We do not want this gas station any closer to our home!!

Sincerely,

Atul & Reeta Bhargava
14588 Ditch Road
Carmel, IN 46074
317-848-1286

Jesse Pohlman

From: pani.chitturi@sbcglobal.net
Sent: Friday, June 24, 2016 5:49 PM
To: APC
Subject: PETITION

PETITION

We, the Kingsborough neighbors of the HARMONY PUD at 146th and Ditch Rd. Westfield, IN 46074, state that we are in agreement of the following items regarding the commercial development being proposed at the corner of 146th and Ditch:

1. NO GAS STATION NORTH OR SOUTH OF THE OLD OR NEW 146TH ST.
2. NO FAST FOOD RESTAURANT WITH A DRIVE THRU NORTH OR SOUTH OF THE OLD OR NEW 146TH STREET.
3. For the other commercial buildings planned for the Harmony PUD, the building architecture should fit in with the current structures of the Harmony neighborhood and that of Copper Trace, giving a village feel.
4. Special attention is to be given to layout and facilities that will promote a family friendly atmosphere with pedestrian and bike movement along with automobiles.
5. Do not use the State Rd. 32 overlay for the CVS. The area of 146th and Ditch is a residential one that should only support LIMITED light commercial, (bank branch, dry cleaners, coffee shop, etc.) not a commercial/industrial one.

Petition We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council.

Thank you.

Name	Address
Pani Chitturi	14156 Ledgewood Way, Carmel IN 46032
Hema Chitturi	14156 Ledgewood Way, Carmel IN 46032

PETITION

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- 3. For the other commercial buildings planned for the Harmony PUD, the building architecture should fit in with the current structures of the Harmony neighborhood and that of Copper Trace, giving a village feel.**
- 4. Special attention is to be given to layout and facilities that will promote a family friendly atmosphere with pedestrian and bike movement along with automobiles.**
- 5. Do not use the State Rd. 32 overlay for the CVS. The area of 146th and Ditch is a residential one that should only support LIMITED light commercial, (bank branch, dry cleaners, coffee shop, etc.) not a commercial/industrial one.**

Petition

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

Name

Name
Julia Wührl
Mark Wührl

Address

Address
14153 Ledgewood Way
14153 Ledgewood Way

PETITION

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- 4. Special attention is to be given to layout and facilities that will promote a family friendly atmosphere with pedestrian and bike movement along with automobiles.**
- 5. Do not use the State Rd. 32 overlay for the CVS. The area of 146th and Ditch is a residential one that should only support LIMITED light commercial, (bank branch, dry cleaners, coffee shop, etc.) not a commercial/industrial one.**

Petition

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

Name

Address

MARC Goldstein

1375 Kirklees Drive

Anne Conley-Goldstein

1375 Kirklees Drive

PETITION

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Petition

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

Name

Address

ZHONGHUA QI *Zhonghua Qi*

1372 Kingsgate Dr. Carmel, IN 46032

PETITION

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Petition

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

Name	Address
Ryan Mossakowski <i>RA</i>	14163 Ivybridge DR.
Lauren Mossakowski <i>LM</i>	14163 Ivybridge DR.
_____	_____

Jesse Pohlman

From: Deyi and Hujingdan Zhang <zhanghufamily@hotmail.com>
Sent: Wednesday, June 29, 2016 8:36 PM
To: APC
Subject: Zoning petition

PETITION

We, the Kingsborough neighbors of the HARMONY PUD at 146th and Ditch Rd. Westfield, IN 46074, state that we are in agreement of the following items regarding the commercial development being proposed at the corner of 146th and Ditch:

- 1. NO GAS STATION NORTH OR SOUTH OF THE OLD OR NEW 146TH ST.**

- 2. NO FAST FOOD RESTAURANT WITH A DRIVE THRU NORTH OR SOUTH OF THE OLD OR NEW 146TH STREET.**

- 3. For the other commercial buildings planned for the Harmony PUD, the building architecture should fit in with the current structures of the Harmony neighborhood and that of Copper Trace, giving a village feel.**

- 4. Special attention is to be given to layout and facilities that will promote a family friendly atmosphere with pedestrian and bike movement along with automobiles.**

- 5. Do not use the State Rd. 32 overlay for the CVS. The area of 146th and Ditch is a residential one that should only support LIMITED light commercial, (bank branch, dry cleaners, coffee shop, etc.) not a commercial/industrial one.**

Petition

We, the undersigned, would appreciate your help in our efforts to see that the above items are a major piece of any proposal that will be considered by the Westfield Planning Commission and Westfield City Council. Thank you.

Jingdan Hu

Deyi Zhang

1372 Kirklees Drive

Carmel, IN 46032

June 29, 2016

Mr. Jesse Pohlman, Senior Planner
Community Development Dept.
2728 E 171st St.
Westfield, IN 46074

RE: 1607-PUD-07, 1605-SPP-06, 1605-OPD-06
Harmony Mixed Use District, Ditch Road Improvements

Dear Mr. Pohlman:

As residents of the 5 properties in Centennial South that back up to Ditch Road and the proposed commercial area in the referenced numbers above, we would like to provide some suggestions that would help provide buffering from our existing homes on Trescott Drive.

An independent survey was taken of the properties owners as to their preferences of buffering on the East Side of Ditch Road. Currently the Centennial HOA owns a wooden fence and landscaping bordering Ditch Road. The results of the survey are summarized in a letter to Mr. Joe Plankis, Centennial HOA President. Copies of the summary and responses from each owner plus Mr. Bruce Watson (who owns the next property adjacent to Ditch Road and is still affected by the roundabout at 146th St) are attached for your review. Mr. Plankis requested I provide you with this information to place our options, concerns, and preferences on record with the APC.

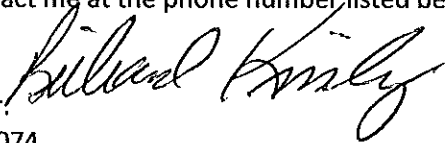
All 5 owners affected directly feel existing buffering currently in place is insufficient when the above referenced proposals and known plans for improving Ditch Road are analyzed. All are concerned that the incorrect buffering could lead to greatly lowering of our property values. All agree that a big reason for the insufficiency is a direct result of the increased elevation of the Harmony land by several feet to accommodate drainage off the property and the anticipated increased traffic flow into the proposed commercial and apartment complex projects.

Visual privacy and sound pollution are the driving issues of our concern. As a result of the survey, most owners feel a cement retaining wall, similar to that in place on the north side of 146th St just east of the Spring Mill Apartments, of sufficient height supplemented by a mound, such as is in place at Copper Trace, would be the preferred option.

Please include this information with your planning and negotiations with the Harmony developers.

Feel free to contact me at the phone number listed below if you have any questions.

Richard Kissling
1361 Trescott Dr.
Westfield, IN 46074
317-414-7529



Mr. Joe Plankis

President, Centennial HOA

June 27, 2016

RE: Harmony Mixed Use Project

Joe: As all of the neighbors whose properties south of Somerville are adjacent to the new commercial construction on the west side of Ditch Road are directly affected by the new construction, we would like to present our preferences on what type of barriers we think would most greatly preserve home values and provide for light and sound pollution barriers on the east side of Ditch Road.

Currently, there is a wooden fence with a mixture of vegetation providing the current barrier. With all of the construction truck traffic using Ditch Road currently, noise has already become a problem we think should be addressed. The fence has had storm damage in 2015 that was repaired and currently there is again storm damage that has not been repaired. We question the long term durability of the existing fence and feel this may be a good time to address other options.

The developer of the commercial area mentioned that they might be willing to assist with additional barriers to help satisfy us with their project. We believe this should be fully explored.

A survey was taken to independently determine the options we feel would be in our best interest. Copies of the completed surveys are attached. Most feel that the best option would be a permanent barrier similar to that currently along 146th St just east of the apartment complex just east of Spring Mill Road. That option provides the maximum sound and light pollution deflection while being lowest in maintenance costs. The other options would be any combination which raises the height of the barrier and provides noise abatement. Those options include dirt mounding, fence design to reduce noise, and additional landscaping. None of us felt that the existing landscaping and fencing were sufficient.

We hope this letter will provide a guideline to you and the City planners as to what we feel would help move the commercial development along while still maintaining our property values. It was also noted that the existing power/telephone poles and lines appear to serve no purpose and could be removed for esthetic purposes.

Submitted on behalf of the 5 residents on Trescott Drive that back up to Ditch Road plus the input of Bruce Watson by

Rick Kissling

1361 Trescott Drive

Phone: 317-414-7529

E-mail: melodyandruck@gmail.com

KISSLING

Trescott Drive Survey

Ditch Road Buffer from Our Houses

June 13, 2016

We all know that changes are coming to the land west of Ditch Road across from our houses. Ditch Road will be reconstructed to accommodate new construction and the intersection of Somerville and Ditch is scheduled to become a roundabout. All road improvements will occur west of existing roadway and no further encroachment of Centennial property will be needed. We currently have a wooden fence and trees buffering our properties from Ditch Road. The purpose of this survey is to determine your satisfaction/dissatisfaction with the current buffering in light of these coming projects.

The current wooden fence is not aging well and may need to be replaced in the next couple of years. What kind of fencing/buffering would you prefer to replace the existing fencing?

- 1) Replace the current fence with a product very similar in materials and height as is currently in place. No additional landscaping needs to be provided. Yes _____ NO X
- 2) Add dirt mounding similar to that provided from the Copper Trace property to our south before replacing fencing to increase the height of the buffer. All other buffering to remain the same as listed in 1) above. Yes X NO _____
- 3) Do not add a dirt mound but increase the height of the wooden fencing. All other buffering to remain the same as listed in 1) above. Yes _____ NO X
- 4) Any of the above options but add additional landscaping. Yes X NO _____
- 5) Replace current fencing with only landscaping and dirt mounding. Yes _____ NO X
- 6) Replace wood fencing with different materials such as stone. One example would be the fencing on 146th St west of Oak Ridge on the north side of the road, which is a variant of the interstate sound barriers. Existing landscaping to be preserved as is. Yes X NO _____
- 7) The HOA is responsible for maintaining the fencing. The developer of the Harmony Commercial area has indicated the possibility of assisting with the cost of any new buffer. IF HOA dues and contributions from the developer lack covering the full cost of our preferred option, would you be willing to contribute a reasonable amount (undefined) to the remaining cost to see our preferred option fully constructed? Yes X NO _____

Please add your own ideas, suggestions, and/or comments here:

Anything that raises the height for light reflection and provides sound reflection as traffic on Ditch is heavy with many dump trucks and cement mixers.

An insufficient solution will detract from our property values. Thus, I would be willing to contribute to the best solution if possible financially -

When completed, please return to Rick Kissling, 1361 Trescott Dr.

Please turn your comments in by June 24, 2016. Thanks

Questions? Call Rick 317-414-7529

Your Name rick kissling

Your Address 1361 TRESOTT DR

Your Phone Number 317-414-7529

VANRYCKEGHEM

Trescott Drive Survey

Ditch Road Buffer from Our Houses

June 13, 2016

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Please add your own ideas, suggestions, and/or comments here: Regarding Section:

- 2) I don't think there is enough land between my property + ditch Rd. sidewalk to have a tall mound.
- 4) I don't think we can go taller due to powerlines, but landscaping in front of a taller wall, on our side, would break up the flat view.
- 7) We pay community fees for lots of things we don't use or have direct benefits. This community owned fence is already paid for + the maintenance is paid for from everyone's dues. The ~~extra~~ costs should be born by the developer which is the cause of our grief.

When completed, please return to Rick Kissling, 1361 Trescott Dr.

Please turn your comments in by June 24, 2016. Thanks

Questions? Call Rick 317-414-7529

Your Name Alain Van Ryckeghem

Your Address 1367 Trescott Drive

Your Phone Number 317-569-5198

Rick- Thanks for doing this - please call if you have any other ideas or need help - we'd like to help + stay a "United Front".

Thanks!

Christina + Alain

RENSHAW

Trescott Drive Survey

Ditch Road Buffer from Our Houses

June 13, 2016

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- 3) Do not add a dirt mound but increase the height of the wooden fencing. All other buffering to remain the same as listed in 1) above. Yes _____ NO X (I am open to the dirt mound)
- 4) Any of the above options but add additional landscaping. Yes _____ NO X
- 5) Replace current fencing with only landscaping and dirt mounding. Yes _____ NO X
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Please add your own ideas, suggestions, and/or comments here:

Thank - you!

When completed, please return to Rick Kissling, 1361 Trescott Dr.
Please turn your comments in by June 24, 2016. Thanks
Questions? Call Rick 317-414-7529

Your Name Julie Renshaw

Your Address 1373 Trescott Dr.

Your Phone Number 213-6982

6/13/16

Trescott Drive Survey

Ditch Road Buffer from Our Houses

June 13, 2016

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Please add your own ideas, suggestions, and/or comments here:

When completed, please return to Rick Kissling, 1361 Trescott Dr.
Please turn your comments in by June 24, 2016. Thanks
Questions? Call Rick 317-414-7529

Your Name DAVID & JACALYN GRIEL

Your Address 1379 Trescott Dr Westfield, IN

Your Phone Number 574-361-3023

hono

Trescott Drive Survey

Ditch Road Buffer from Our Houses

June 13, 2016

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Please add your own ideas, suggestions, and/or comments here:

- 1) We would welcome a raised mound with a stone/concrete fence that would eliminate or greatly reduce noise (both traffic + commercial areas). Also to reduce lighting coming into our house (both traffic + commercial areas)
- 2) We want to keep the trees along the iron fence on the N/W side of our backyard. They provide excellent buffer as is!
- 3) We are open to any + all suggestions from our neighbors to prevent our property values from decreasing!

When completed, please return to Rick Kissling, 1361 Trescott Dr.

Please turn your comments in by June 24, 2016. Thanks

Questions? Call Rick 317-414-7529

Your Name Mark + Betty Long

Your Address 1385 Trescott Dr.

Your Phone Number (219) 671-1521 (Mark)

(219) 617-7176 (Betty)

WATSON

Trescott Drive Survey

Ditch Road Buffer from Our Houses

June 10, 2016

We all know that changes are coming to the land west of Ditch Road across from our houses. Ditch Road will be reconstructed to accommodate new construction and the intersection of Somerville and Ditch is scheduled to become a roundabout. All road improvements will occur west of existing roadway and no further encroachment of Centennial property will be needed. We currently have a wooden fence and trees buffering our properties from Ditch Road. The purpose of this survey is to determine your satisfaction/dissatisfaction with the current buffering in light of these coming projects.

The current wooden fence is not aging well and may need to be replaced in the next couple of years. What kind of fencing/buffering would you prefer to replace the existing fencing?

- 1) Replace the current fence with a product very similar in materials and height as is currently in place. No additional landscaping needs to be provided. Yes _____ NO _____
- 2) Add dirt mounding similar to that provided from the Copper Trace property to our south before replacing fencing to increase the height of the buffer. All other buffering to remain the same as listed in 1) above. Yes _____ NO _____
- 3) Do not add a dirt mound but increase the height of the wooden fencing. All other buffering to remain the same as listed in 1) above. Yes _____ NO _____
- 4) Any of the above options but add additional landscaping. Yes _____ NO _____
- 5) Replace current fencing with only landscaping and dirt mounding. Yes _____ NO _____
- 6) Replace wood fencing with different materials such as stone. One example would be the fencing on 146th St west of Oak Ridge, which is a variant of the interstate sound barriers. Existing landscaping to be preserved as is. Yes _____ NO _____
- 7) The HOA is responsible for maintaining the fencing. The developer of the Harmony Commercial area has indicated the possibility of assisting with the cost of any new buffer. IF HOA dues and contributions from the developer lack covering the full cost of our preferred option, would you be willing to contribute a reasonable amount (undefined) to the remaining cost to see our preferred option fully constructed? Yes _____ NO X

Please add your own ideas, suggestions, and/or comments here:

MOUNDING AND EVERGREEN PLANTINGS ALONG PARKING
AREAS WITHIN THE HARMONY COMMERCIAL DISTRICT, PARTICULARLY
ALONG THOSE AREAS FACING DITCH RD. & THE TRESCOTT DR. HOMES.

When completed, please return to Rick Kissling, 1361 Trescott Dr.

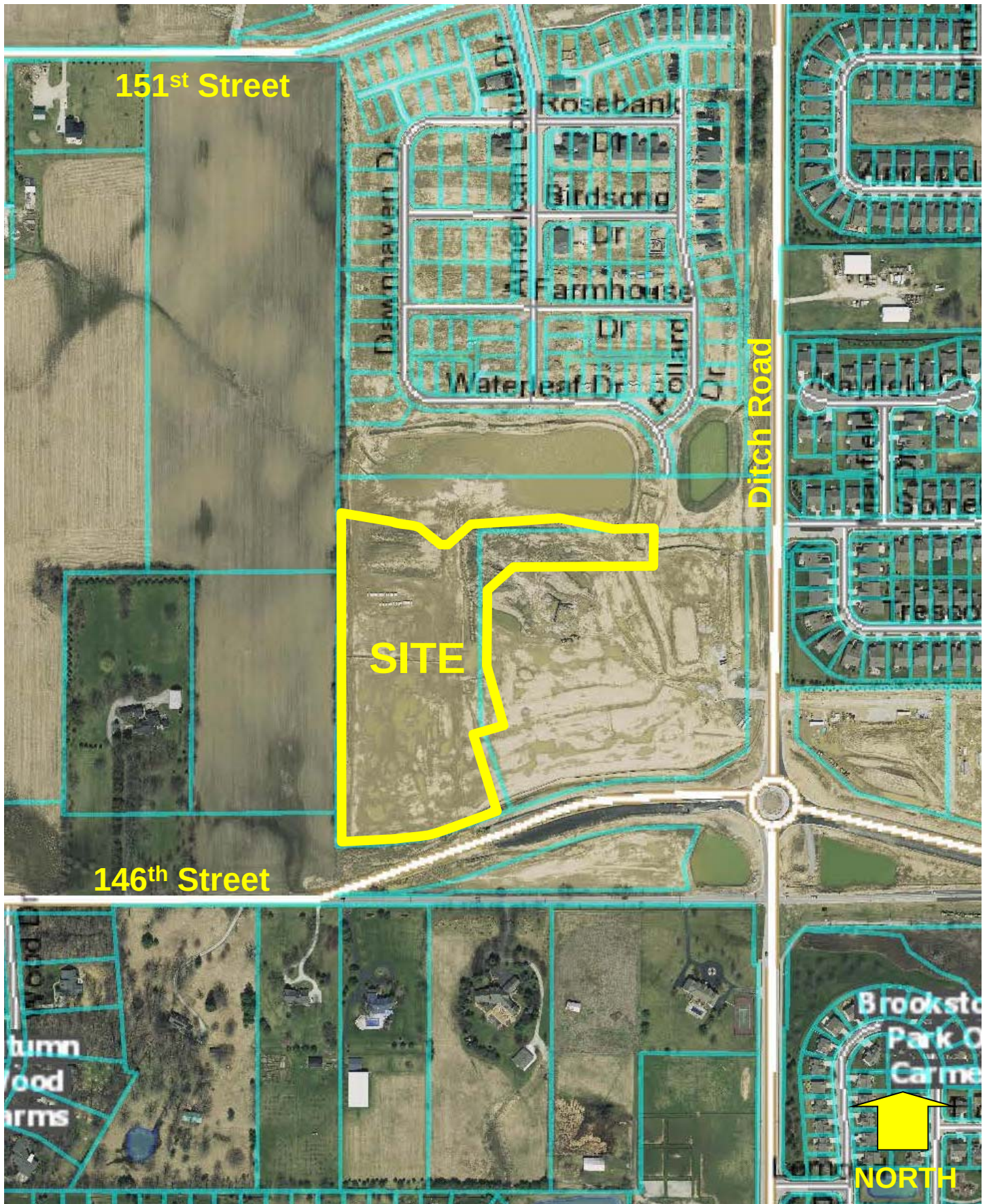
Please turn your comments in by July 1, 2016. Thanks

Questions? Call Rick 317-414-7529

Your Name Bruce A. Watson

Your Address 1356 TRESCOTT DR.

NOTE: MR WATSON'S PROPERTY DOES NOT
DIRECTLY FACE DITCH ROAD BUT WAS
INCLUDED IN THE SURVEY AS HIS
PROPERTY FACES THE AREA OF THE
146th ST. ROUNDABOUT. (2)



Harmony Apartments
Site Location Map / Aerial Photograph

Innovative
Engineering &
Consulting, Inc.

3961 Perry Boulevard
Whitestown, IN 46075
Ph. 317-769-2916
Fax: 317-769-3890

REVISIONS:

1.	06/23/16	kwk	Revise per TAC comments dated 6-21-16
2.	06/28/16	kwk	Revise property line between CA 2 and Apartments to maintain 20' setbacks

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

J.C. Hart - Harmony Apartment Community

PRELIMINARY
PENDING
AGENCY
APPROVAL

DATE: _____

DATE: 06/03/16

DRAWN BY:
kwk

DB NUMBER:

15120

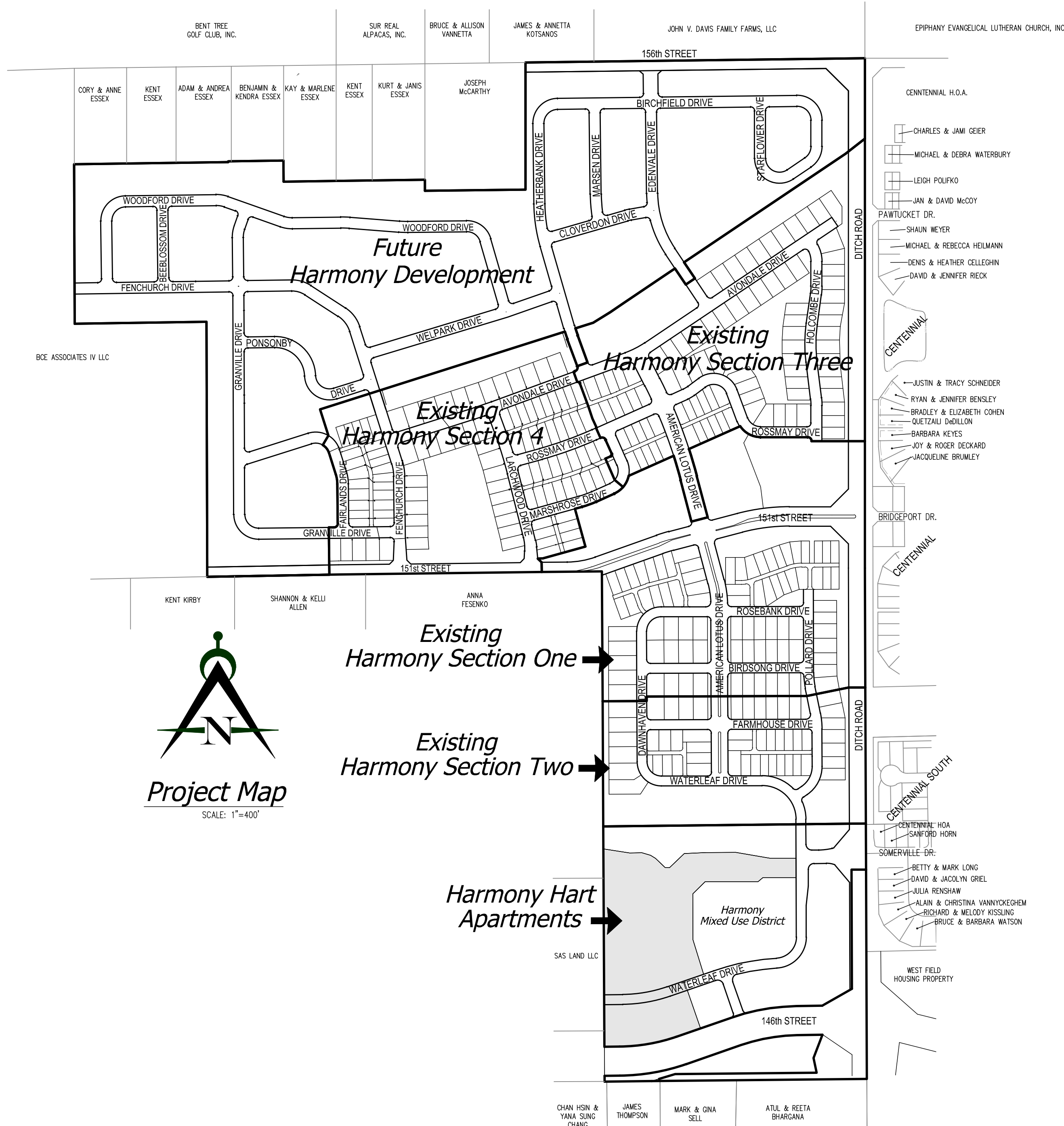
SHEET 1

D100

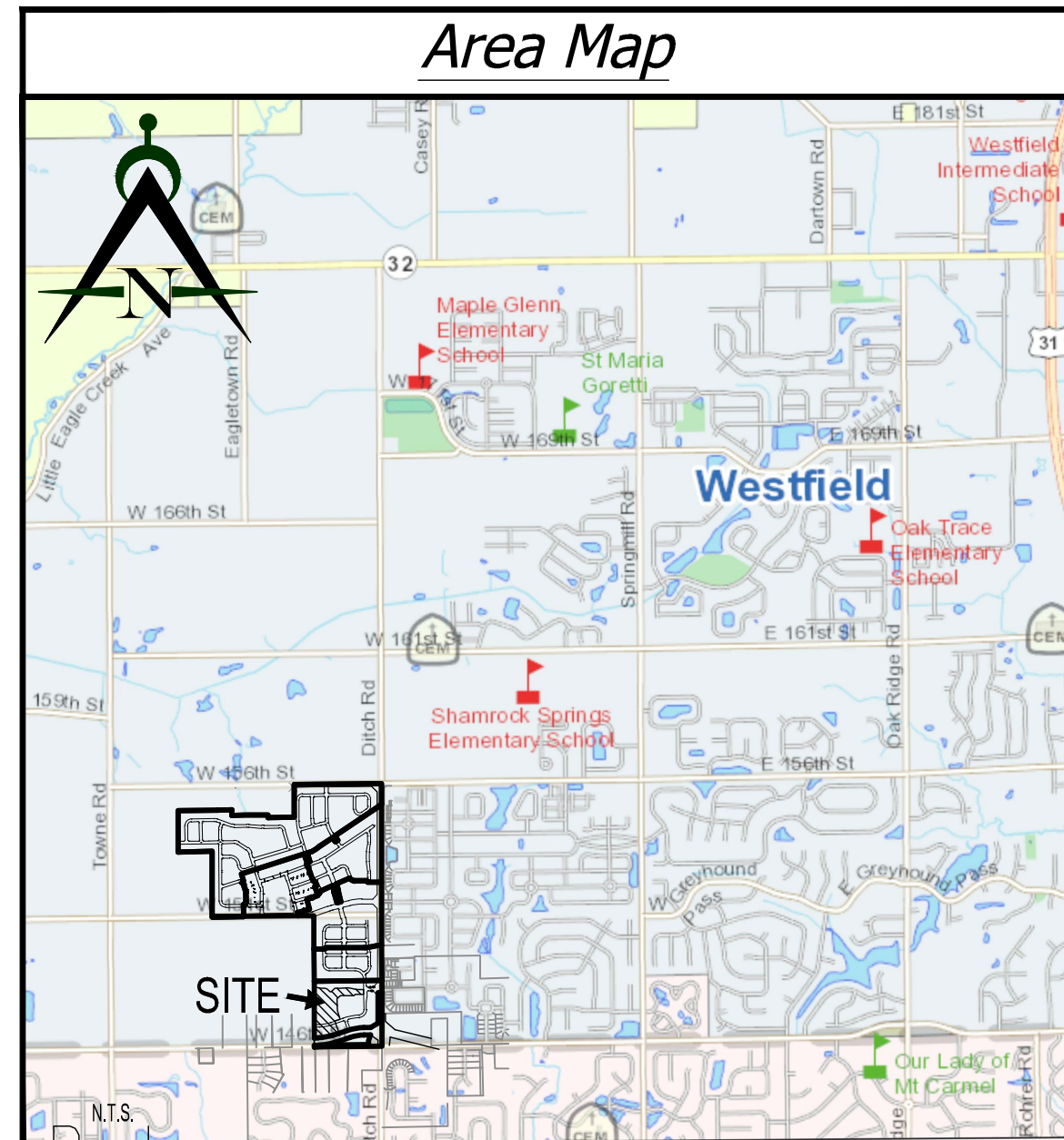
Legal Description
J.C. HART – HARMONY APARTMENT COMMUNITY

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

ON COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER, THENCE SOUTH 88 DEGREES 25 MINUTES NORTH
TO SAID WEST SIDE (BASIS OF BEARING = ALTA/ACSM LAND TITLE SURVEY BY THE SCINDER COOPERATOR, JOB NO.
4934.001, DATED MARCH 10, 2004) ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER A DISTANCE OF 1,352.2442 METERS
TO THE SOUTHWEST CORNER OF SAID QUARTER QUARTER SECTION; THENCE NORTH 00 DEGREES 18 MINUTES 05 SECONDS
WEST ALONG THE WEST LINE OF SAID QUARTER QUARTER A DISTANCE OF 179.6771 METERS TO THE POINT OF BEGINNING,
SAYD POINT ALSO BEING THE NORTHWEST CORNER OF PARCEL 1 AS DESCRIBED IN INSTRUMENT NO. 2004-03 COURTESY
DEEDS AND RECORDS BOOK 10 PAGE 100, DATED JANUARY 10, 2004, BETWEEN SAID COUNTY OF CLATSOP AND SAID COUNTY OF
CLATSOP, BEING ALONG THE NORTHERLY AND WESTERLY LINES OF SAID PARCEL 1, (1) NORTH 89 DEGREES 25 MINUTES 36 SECONDS
EAST 78.84 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
CURVE AN ARC DISTANCE OF 300.26 FEET TO A POINT WHICH BEARS SOUTH 19 DEGREES 10 MINUTES 18 SECONDS
EAST FROM SAID RADUS POINT; (3) NORTH 70 DEGREES 49 MINUTES 42 SECONDS EAST 130.07 FEET; THENCE NORTH
19 DEGREES 10 MINUTES 18 SECONDS WEST A DISTANCE OF 258.85 FEET; THENCE NORTH 70 DEGREES 55 MINUTES 05 SECONDS
EAST 10.80 FEET; THENCE NORTH 70 DEGREES 55 MINUTES 05 SECONDS WEST A DISTANCE OF 75.83 FEET; THENCE NORTH
DISTANCE OF 186.48 FEET; THENCE NORTH 00 DEGREES 12 MINUTES 08 SECONDS WEST A DISTANCE OF 236.59 FEET;
THENCE NORTH 45 DEGREES 40 MINUTES 36 SECONDS EAST A DISTANCE OF 89.52 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 10.80 FEET; THENCE NORTH 89 DEGREES 47 MINUTES 52 SECONDS WEST A DISTANCE OF 75.83 FEET; THENCE NORTH
SOUTH 19 DEGREES 10 MINUTES 18 SECONDS WEST A DISTANCE OF 127.28 FEET; THENCE NORTH 70 DEGREES 55
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 88 DEGREES 29 MINUTES 12 SECONDS WEST A DISTANCE OF 184.78
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 SOUTH 84 DEGREES 54 MINUTES 40
SECONDS WEST A DISTANCE OF 103.60 FEET; THENCE SOUTH 84 DEGREES 54 MINUTES 40 SECONDS WEST A DISTANCE OF
68.06 FEET; THENCE SOUTH 59 DEGREES 38 MINUTES 08 SECONDS WEST A DISTANCE OF 30.47 FEET; THENCE NORTH
NORTH 73 DEGREES 10 MINUTES 40 SECONDS WEST A DISTANCE OF 45.36 FEET; THENCE NORTH 89 DEGREES 05
MINUTES 15 SECONDS WEST A DISTANCE OF 94.21 FEET; THENCE NORTH 86 DEGREES 28 MINUTES 15 SECONDS WEST
A DISTANCE OF 106.52 FEET TO THE WEST LINE OF SAID QUARTER QUARTER SECTION; THENCE SOUTH 00 DEGREES 00
MINUTES 00 SECONDS EAST ALONG SAID LINE A DISTANCE OF 1,018 FEET TO THE POINT OF BEGINNING, CONTAINING 11.881 ACRES OF LAND, MORE OR LESS.



Area Map



Developer:

J.C. HART COMPANY, INC.

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

Engineer:

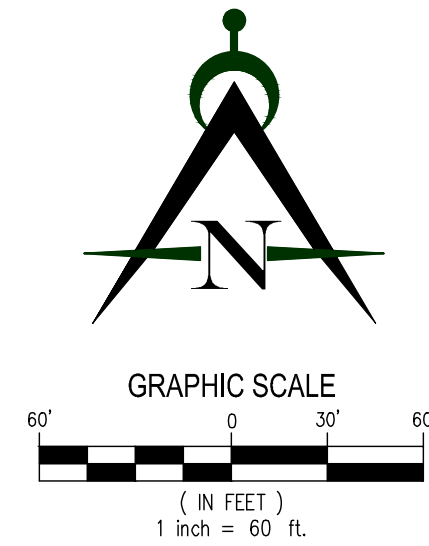
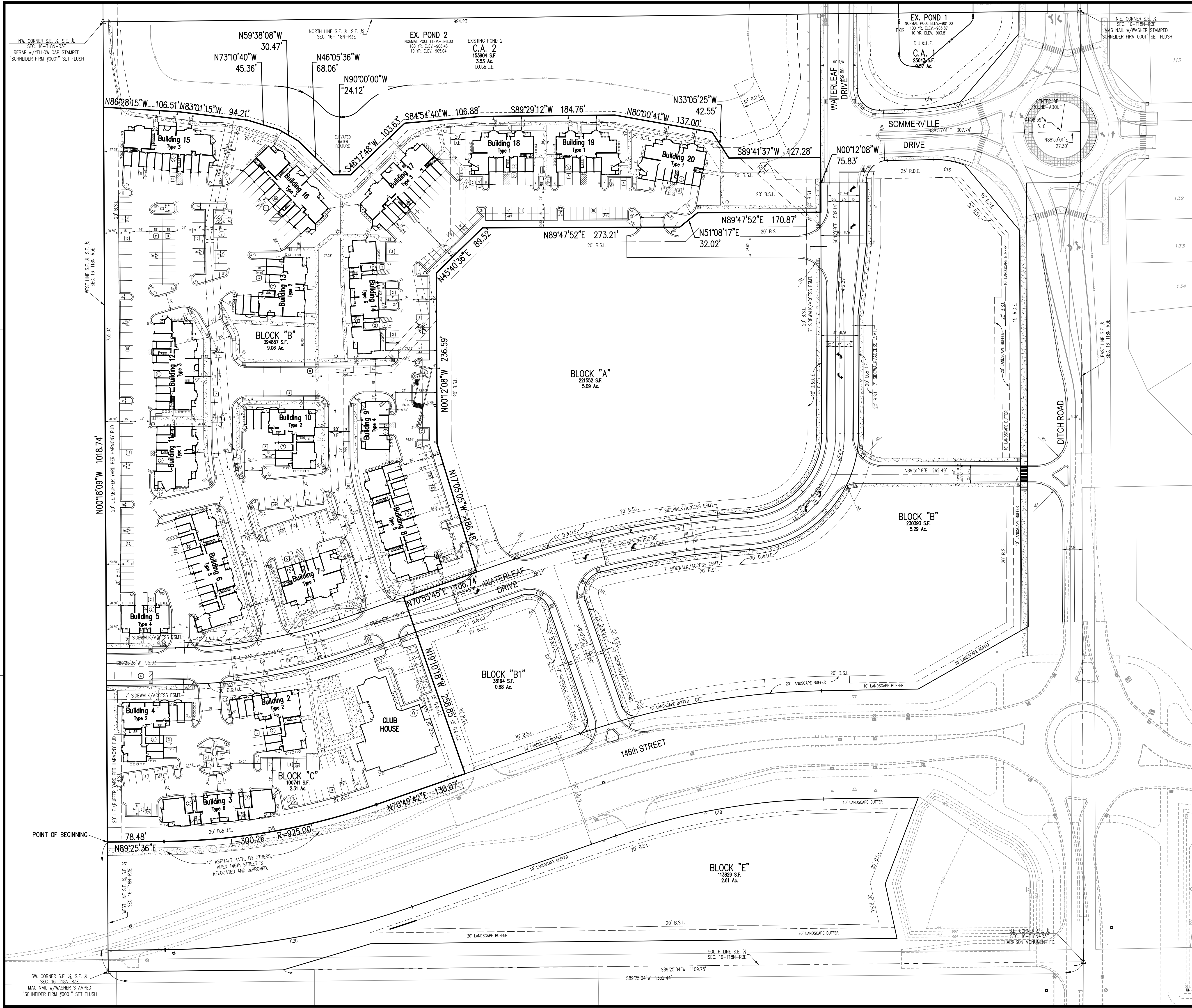


LANDSCAPE NOTES:

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' Surface Parking Spaces
- △ 9'x18' Surface' Handicap Parking
- ☆ New Light Pole Base
- B.S.L. Building Setback Line
- R.O.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 = 377
GARAGE PARKING = 131
TOTAL PARKING = 508 SPACES
PARKING RATIO = 1.98:1

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

REVISIONS:
1. 06/22/16, kwk. Review per IAC comments dated 6-21-16.
2. 06/28/16, kwk. Review property line between CA 2 and Apartments to maintain 20' setbacks.

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

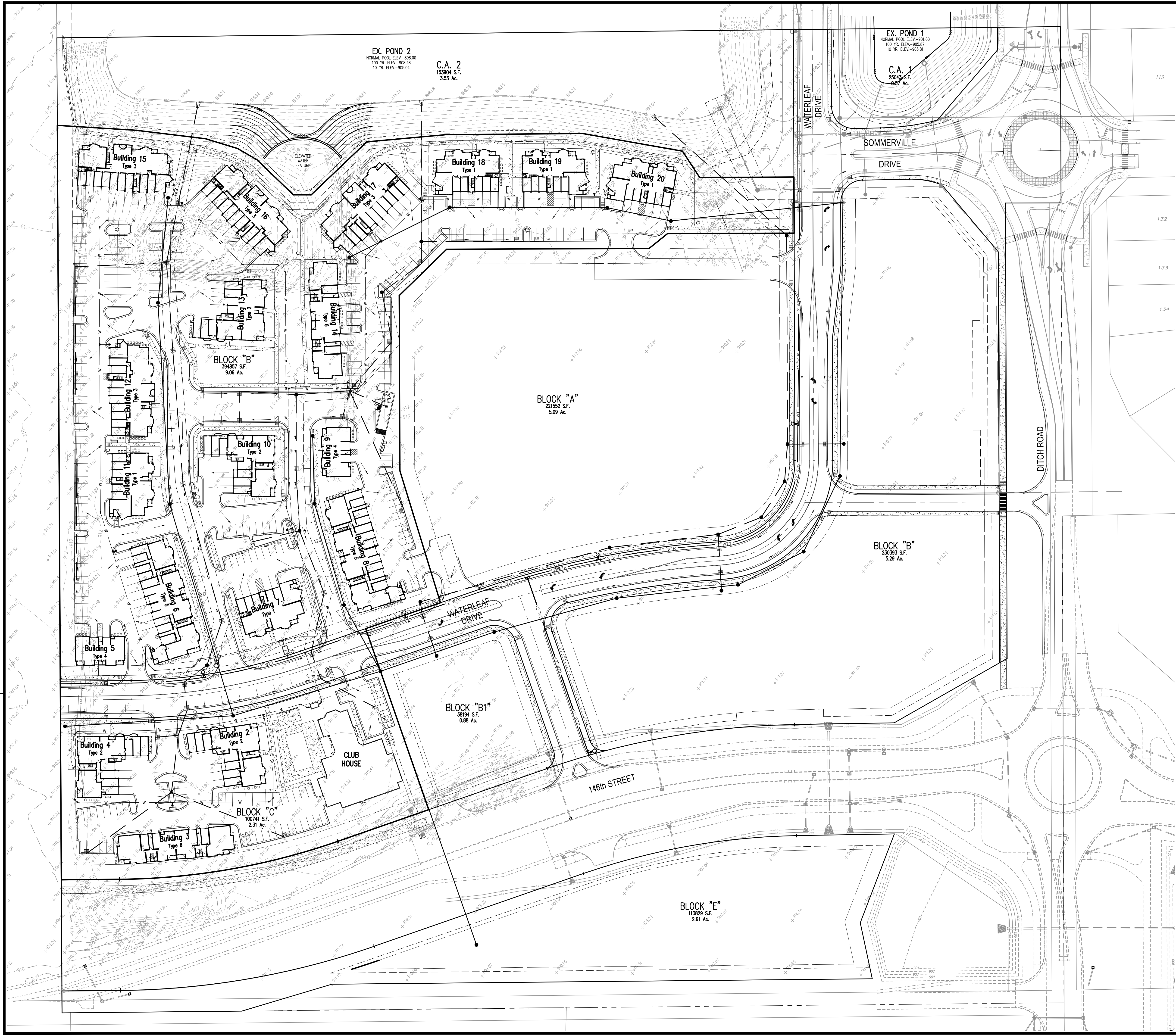
J.C. Hart - Harmony
Apartment Community
Westfield, Indiana
Detailed Site Plan

PRELIMINARY
PENDING
AGENCY
APPROVAL

DATE: 06/03/16
DRAWN BY: kwk
ISSUED: CHECKED BY:
JOB NUMBER: 15120
SHEET # D101

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Engineering &
Consulting, Inc.
3861 Perry Boulevard
Whitestown, IN 46075
Ph. 317-769-2916
Fax. 317-769-3880

File Path Name: J:\2015\15120-Harmony Hart Apartments\Detailed Development Plan\15120_Lsd.dwg - Date: Jun 28, 2016 - 7:27am



GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.

LEGEND

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

REVISIONS:
1. 06/22/16, kwk. Revised per IAC comments dated 6-21-16.
2. 06/28/16, kwk. Revised property line between C.A. 2 and Apartments to match 20' setbacks.

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
Detailed Development Plan

PRELIMINARY
PENDING
AGENCY
APPROVAL

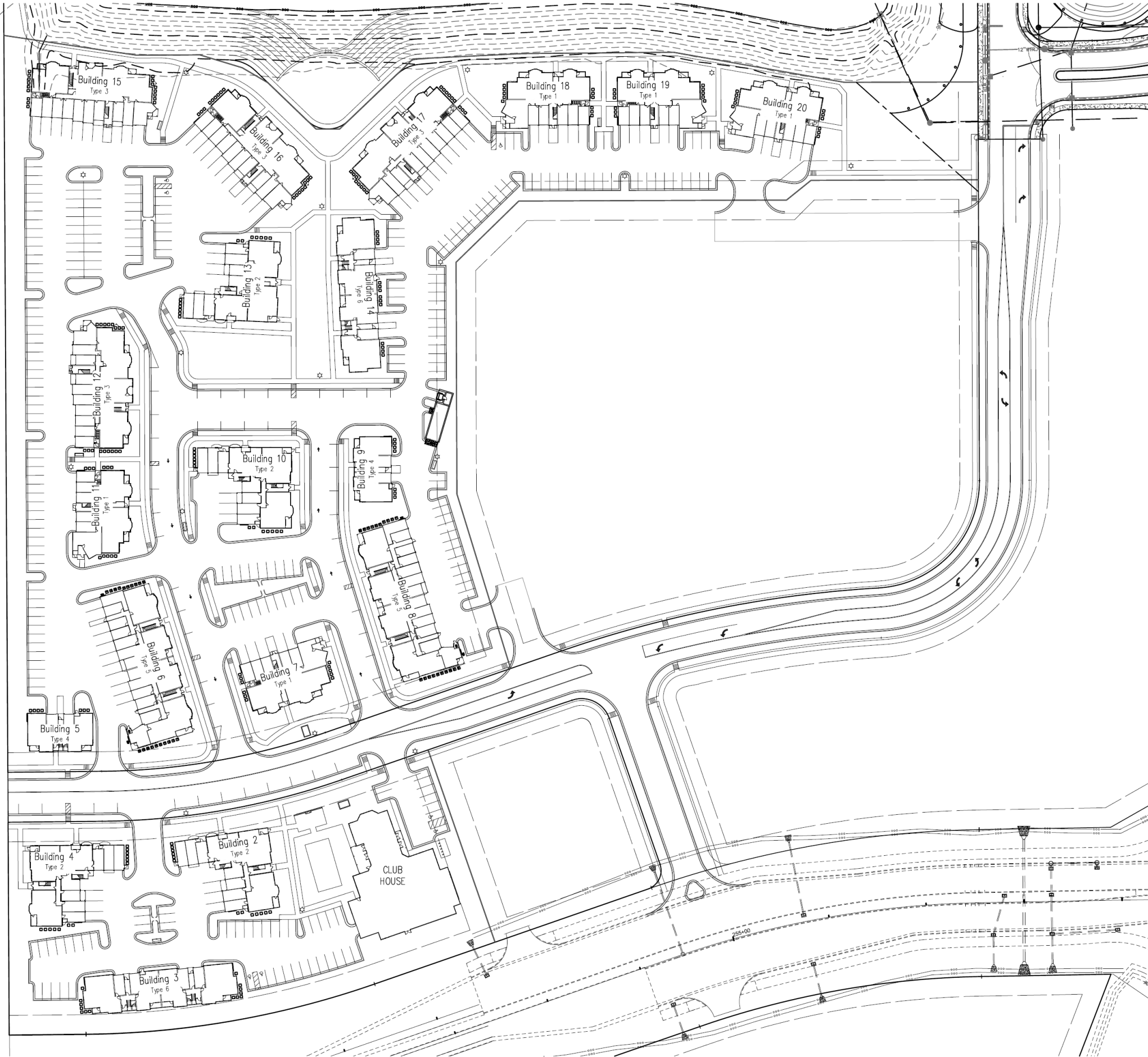
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ISSUED: kwk
JOB NUMBER: 15120
SHEET # D102

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Whitestown, IN 46075
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Harmony Architectural Plan Submission Drawing Index:

CS	Cover Sheet – Drawing Index
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3	Clubhouse Color Rendered Front Elevation
4	Clubhouse Front and Rear Elevations
5	Clubhouse Right and Left Side Elevations
6	Clubhouse Typical Exterior Materials
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9	Building Type 1 Third Floor Plan
10	Building Type 1 Color Rendered Front Elevation
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14	Building Type 2 Second Floor Plan
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33	Building Type 5 Color Rendered Front Elevation
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38	Building Type 6 Second Floor Plan
39	Building Type 6 Third Floor Plan
40	Building Type 6 Color Rendered Elevation
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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

5 GARAGES = 5 Garage Parking Spaces/Bldg.

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

7 GARAGES = 7 Garage Parking Spaces/Bldg.

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

10 GARAGES = 10 Garage Parking Spaces/Bldg.

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

2 GARAGES = 2 Garage Parking Spaces/Bldg.

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

13 GARAGES = 13 Garage Parking Spaces/Bldg.

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

4 GARAGES = 4 Garage Parking Spaces/Bldg.

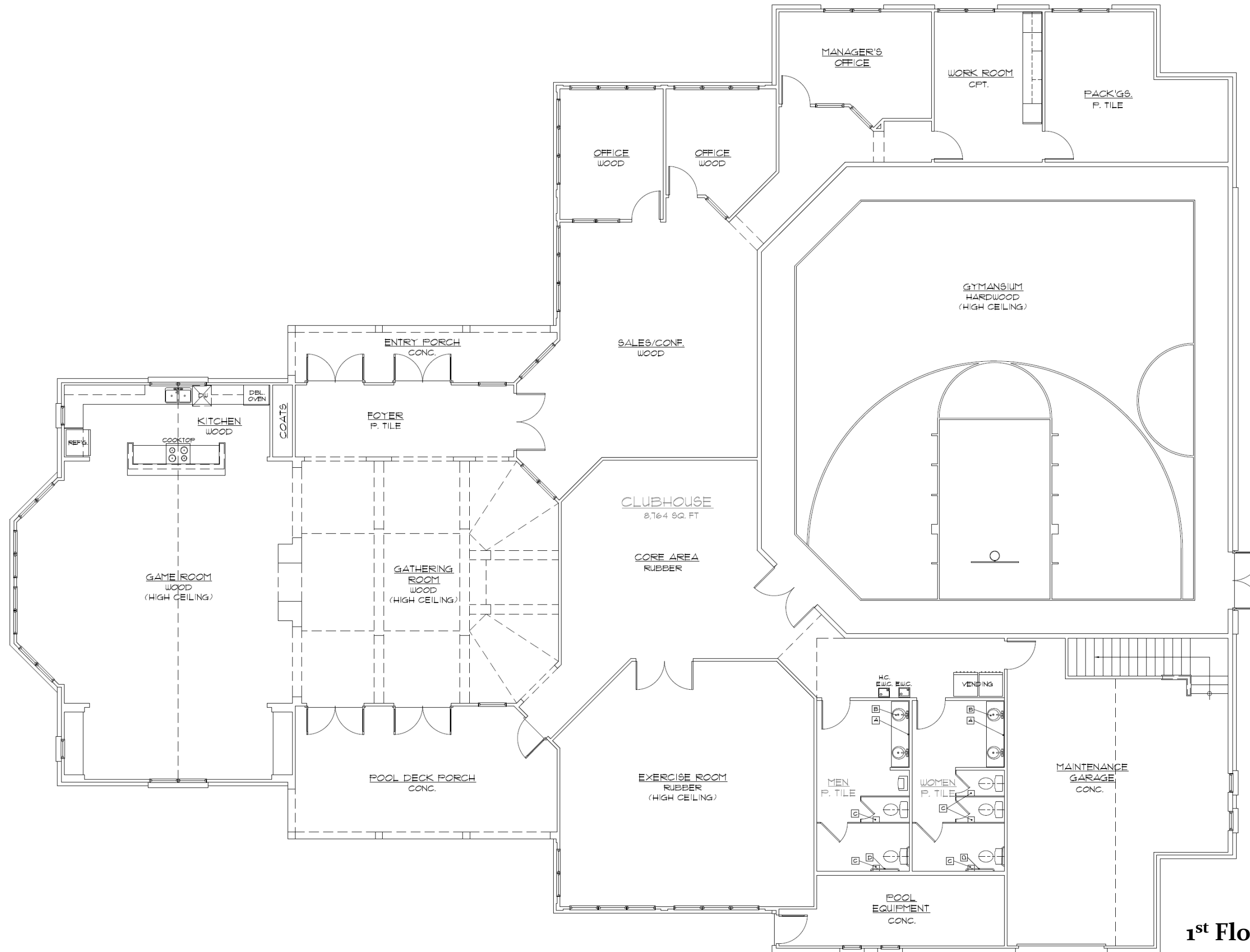
CLUBHOUSE	SQ. FT
Clubhouse	8,764 SF.
Pool	1,250 SF.

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



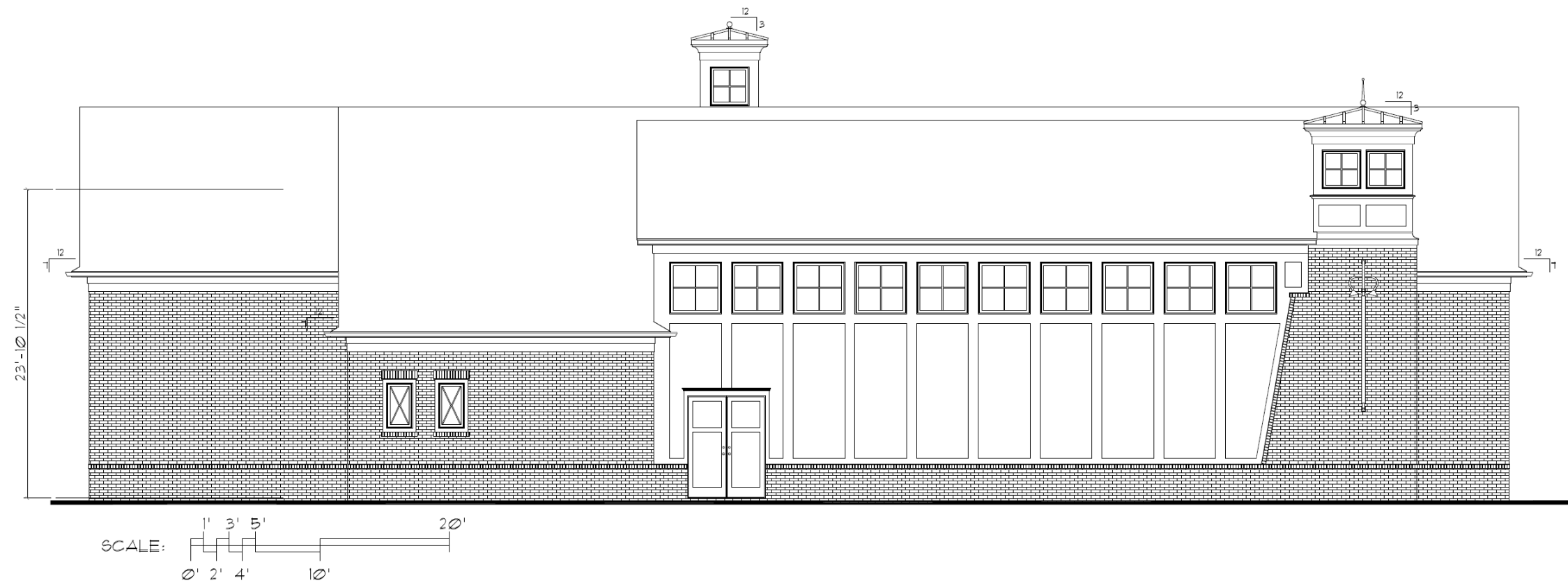
1st Floor Plan-Clubhouse



Front Elevation –Clubhouse



Front and Rear Elevations – Clubhouse



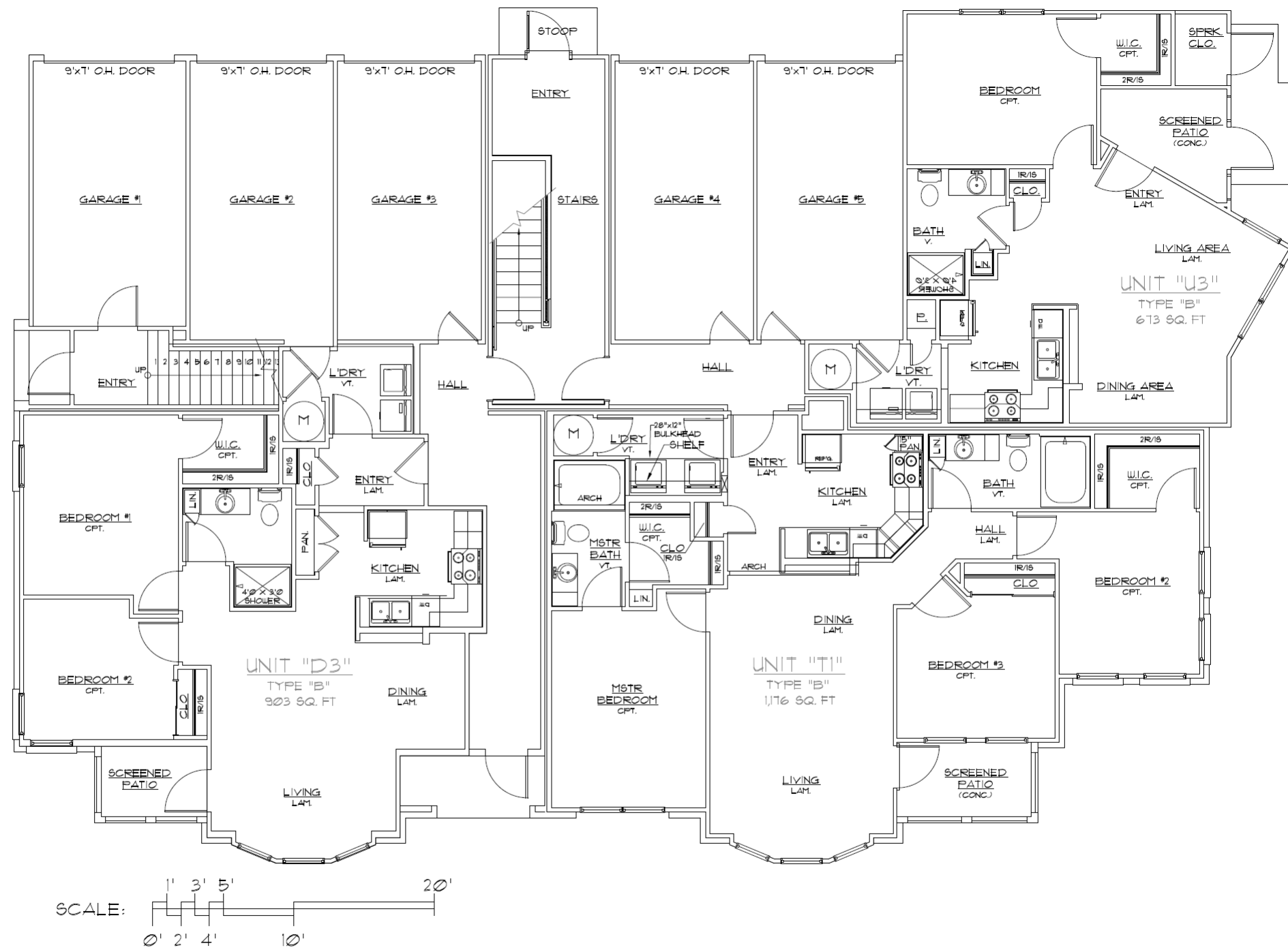
Right and Left Side Elevations – Clubhouse



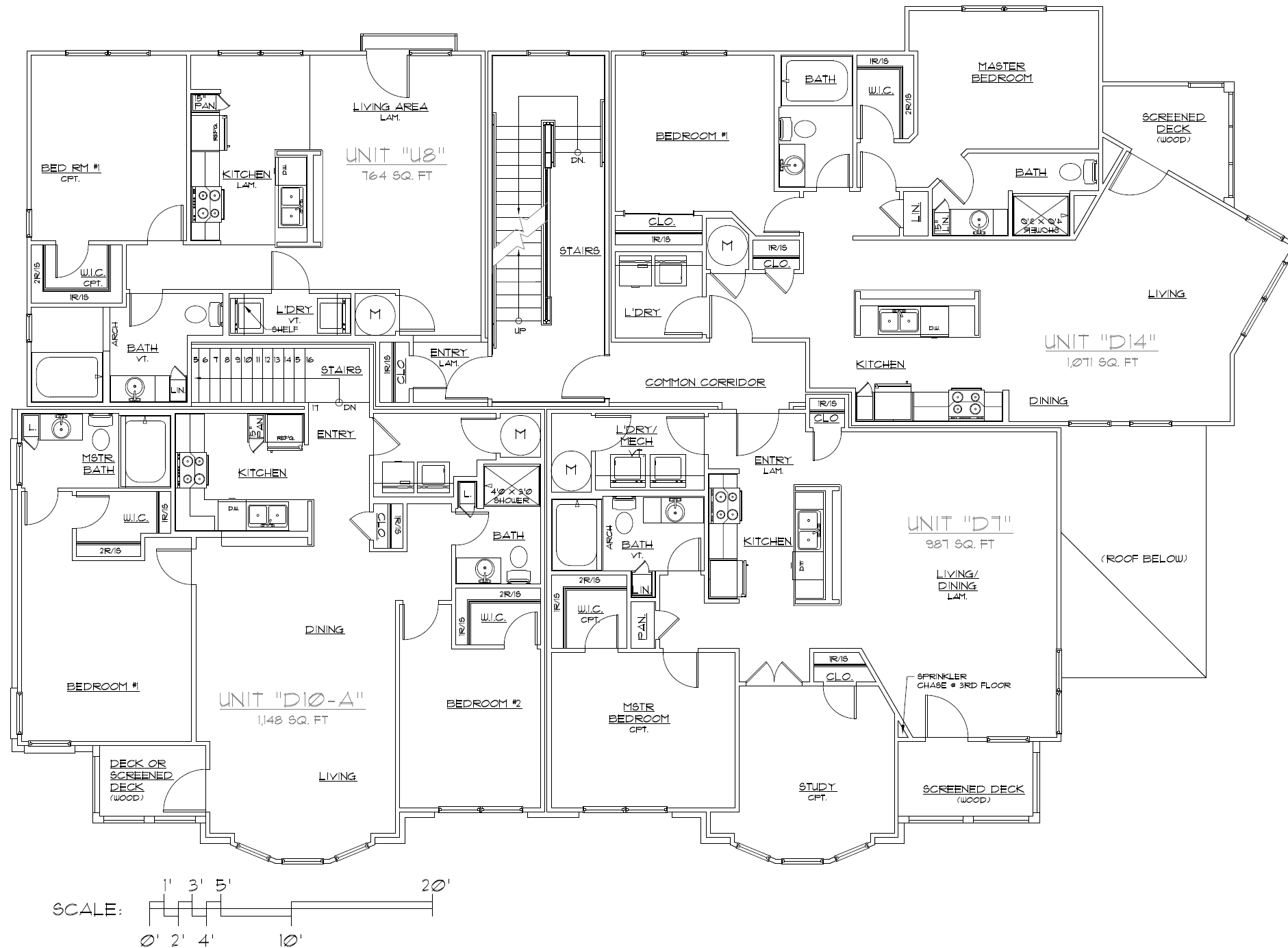
EXTERIOR MATERIALS KEY:

- 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

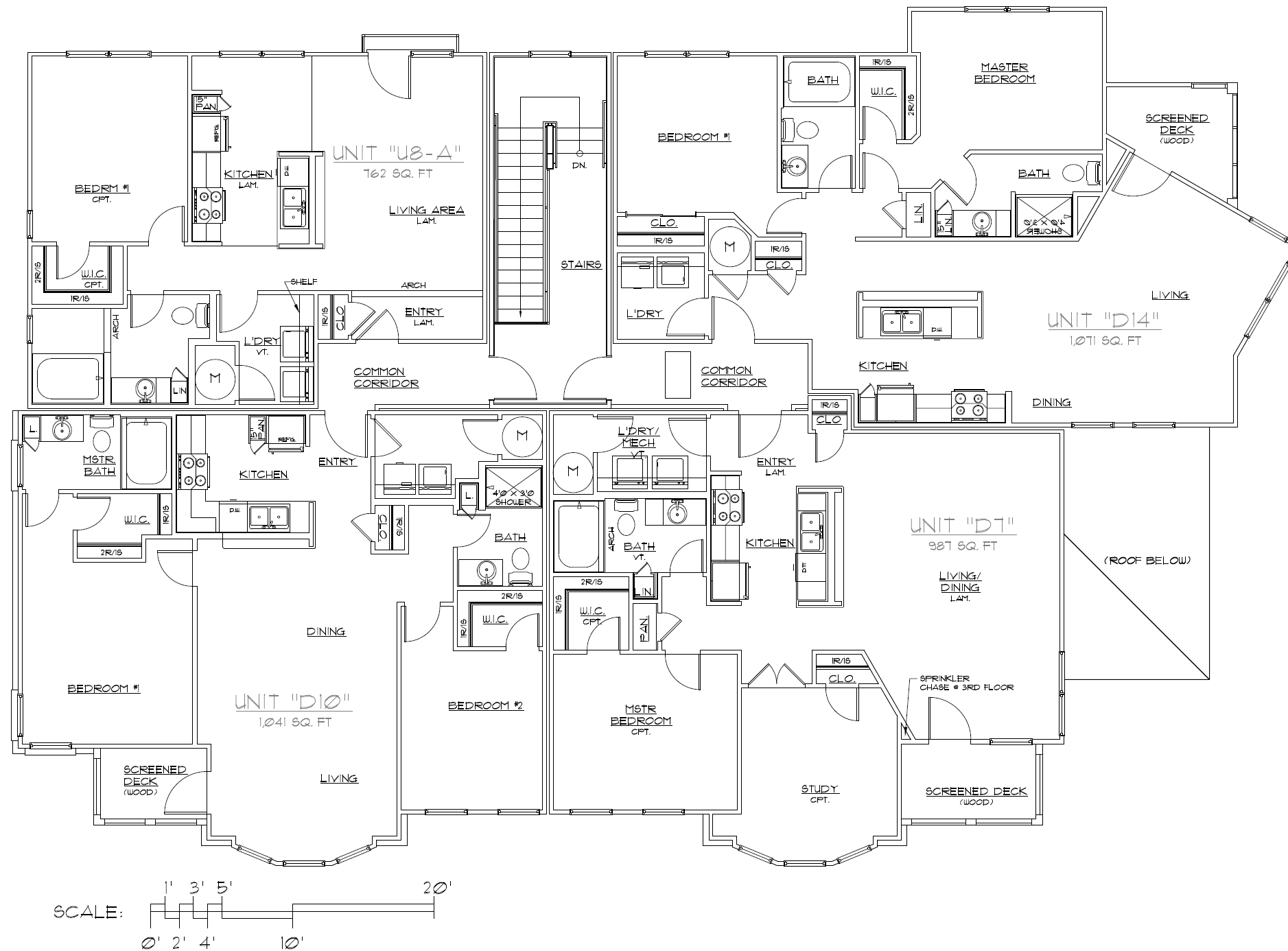
Typical Exterior Materials-Clubhouse



1st Floor Plan–Building Type 1



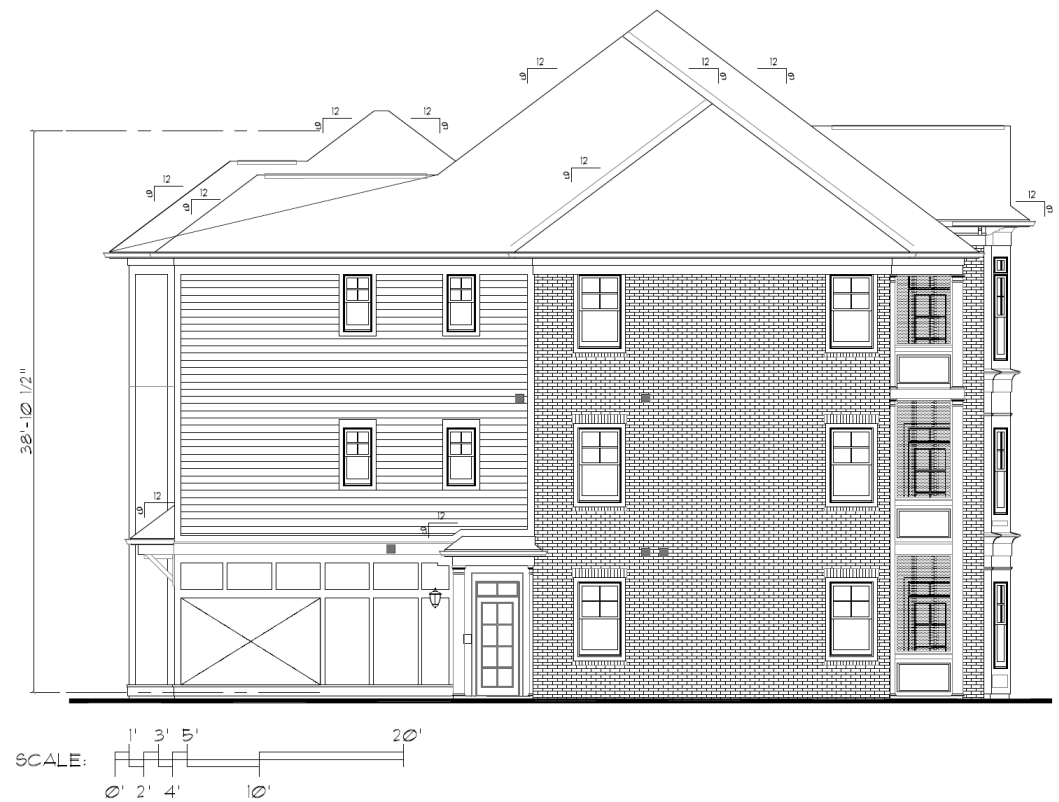
2nd Floor Plan–Building Type 1



3rd Floor Plan-Building Type 1



Front Elevation –Building Type 1



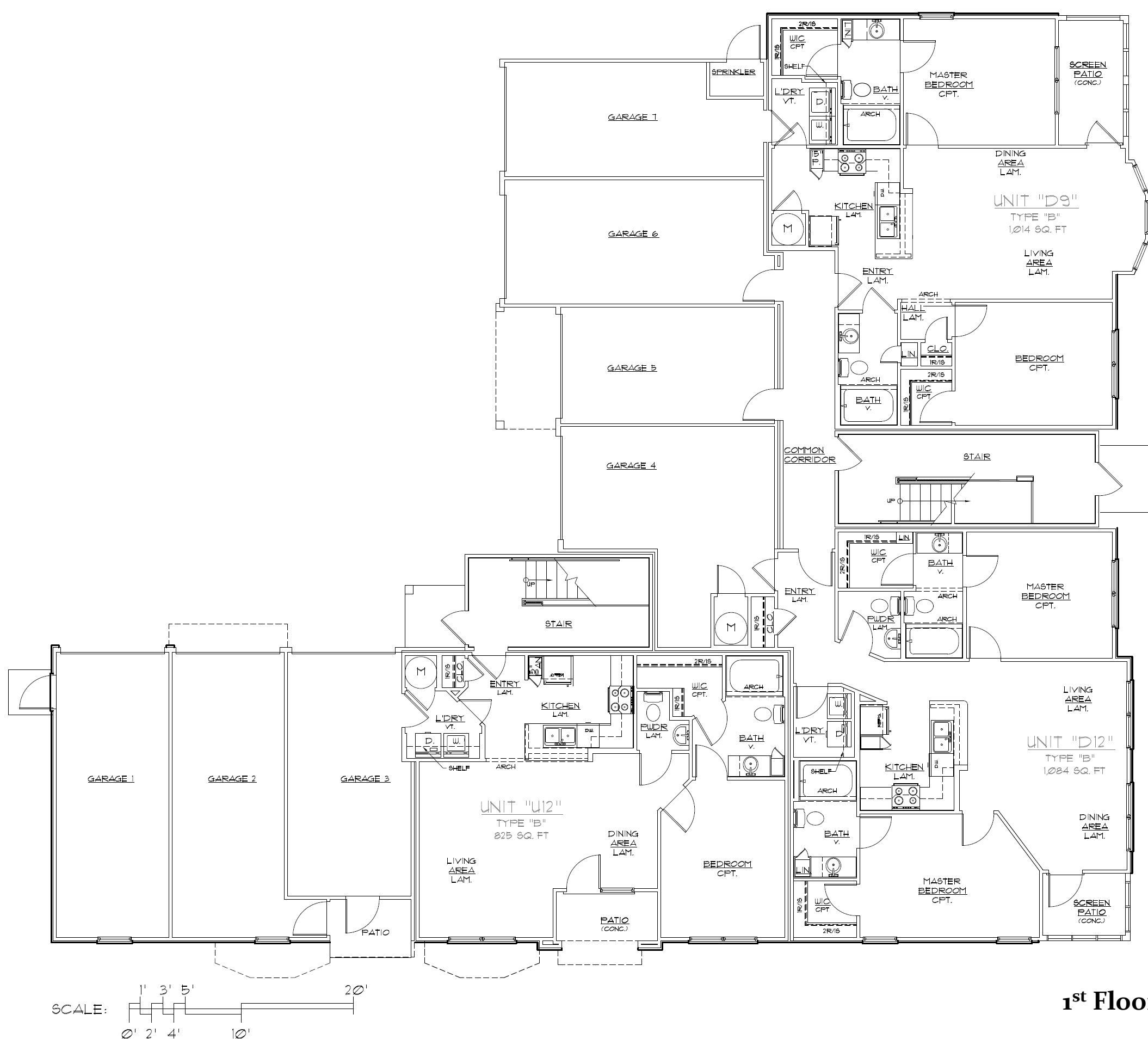
Right, Rear, Left and Front Elevations – Building Type 1



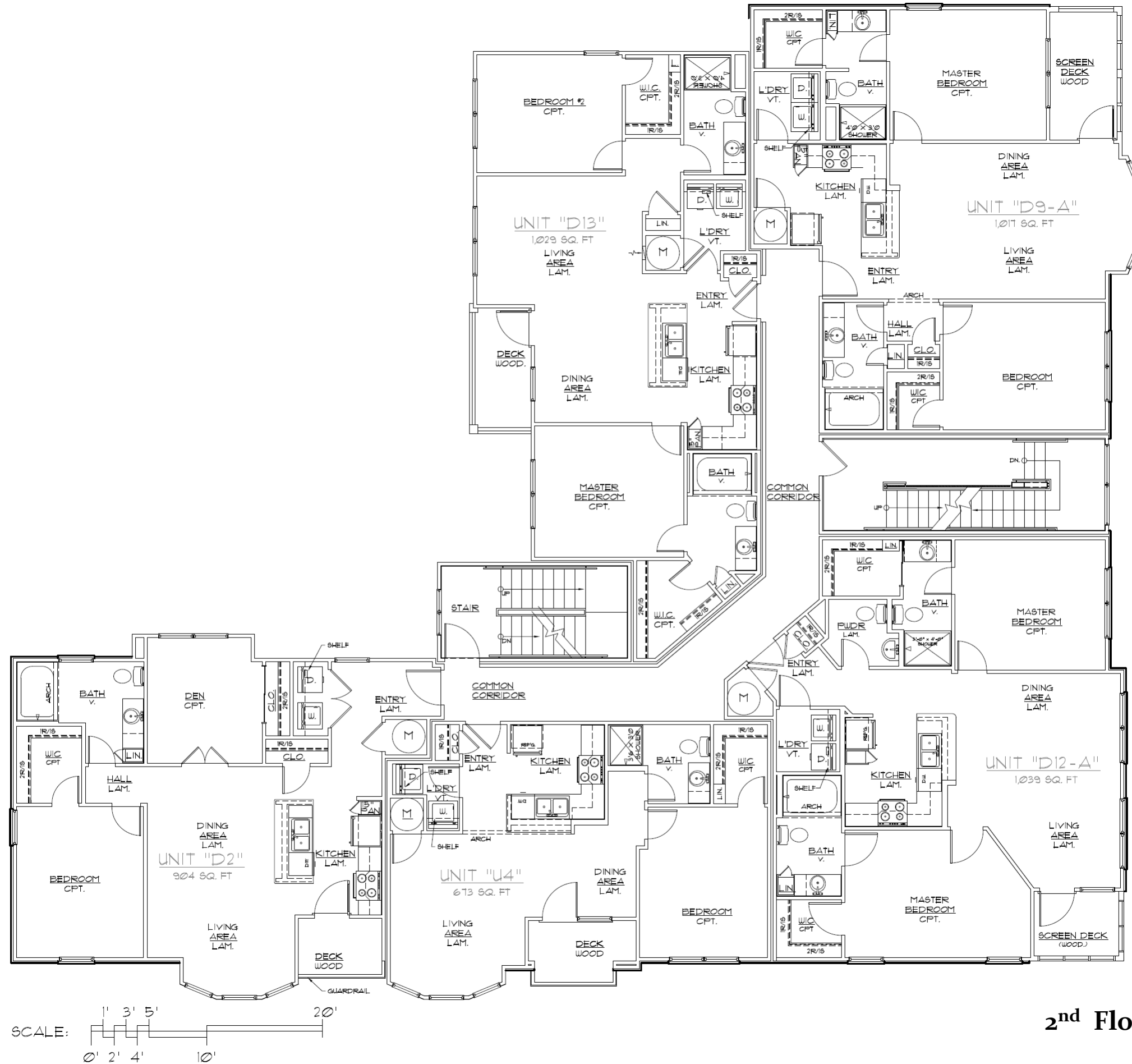
EXTERIOR MATERIALS KEY:

- 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

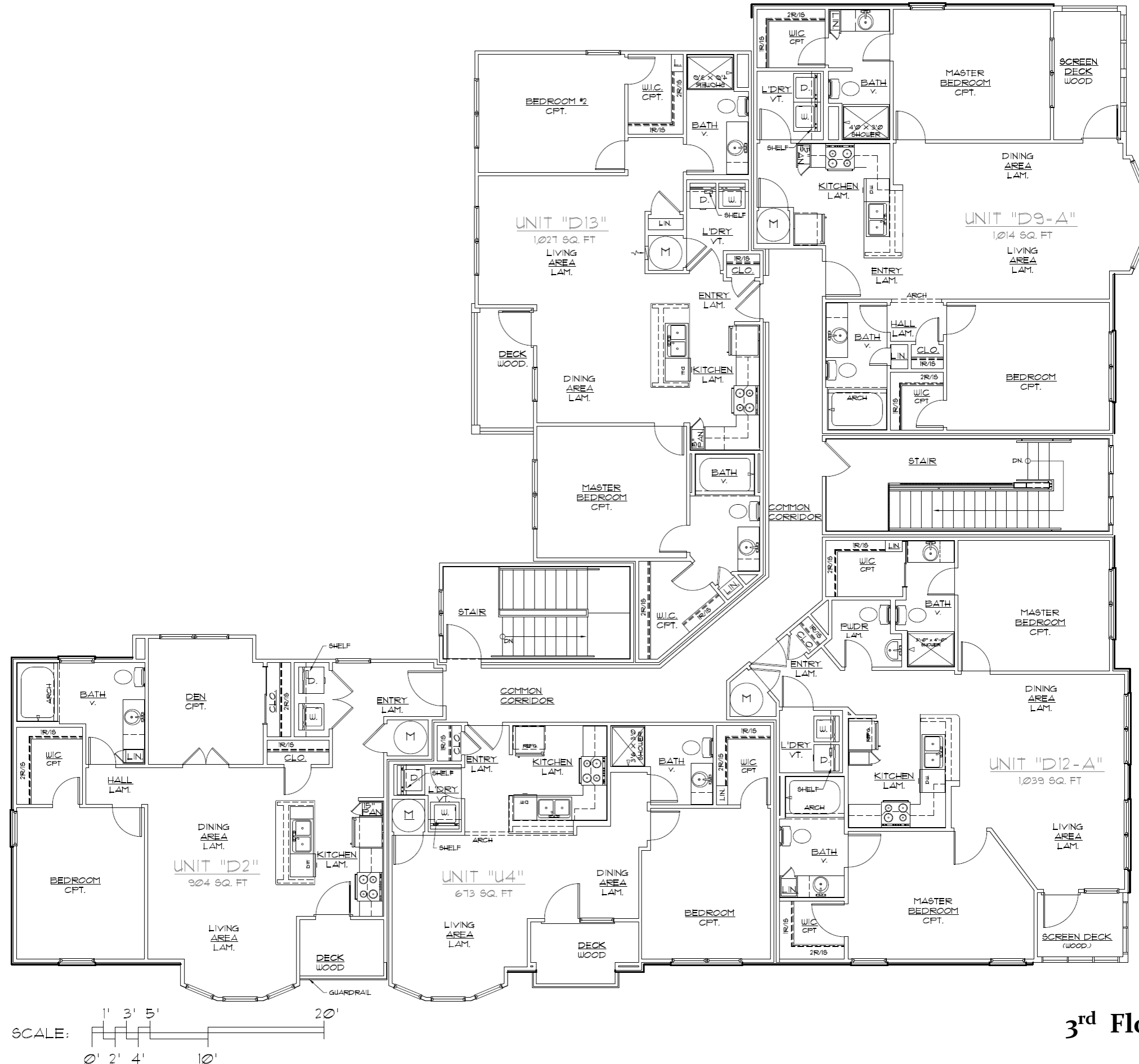
Typical Exterior Materials–Building Type 1



1st Floor Plan-Building Type 2



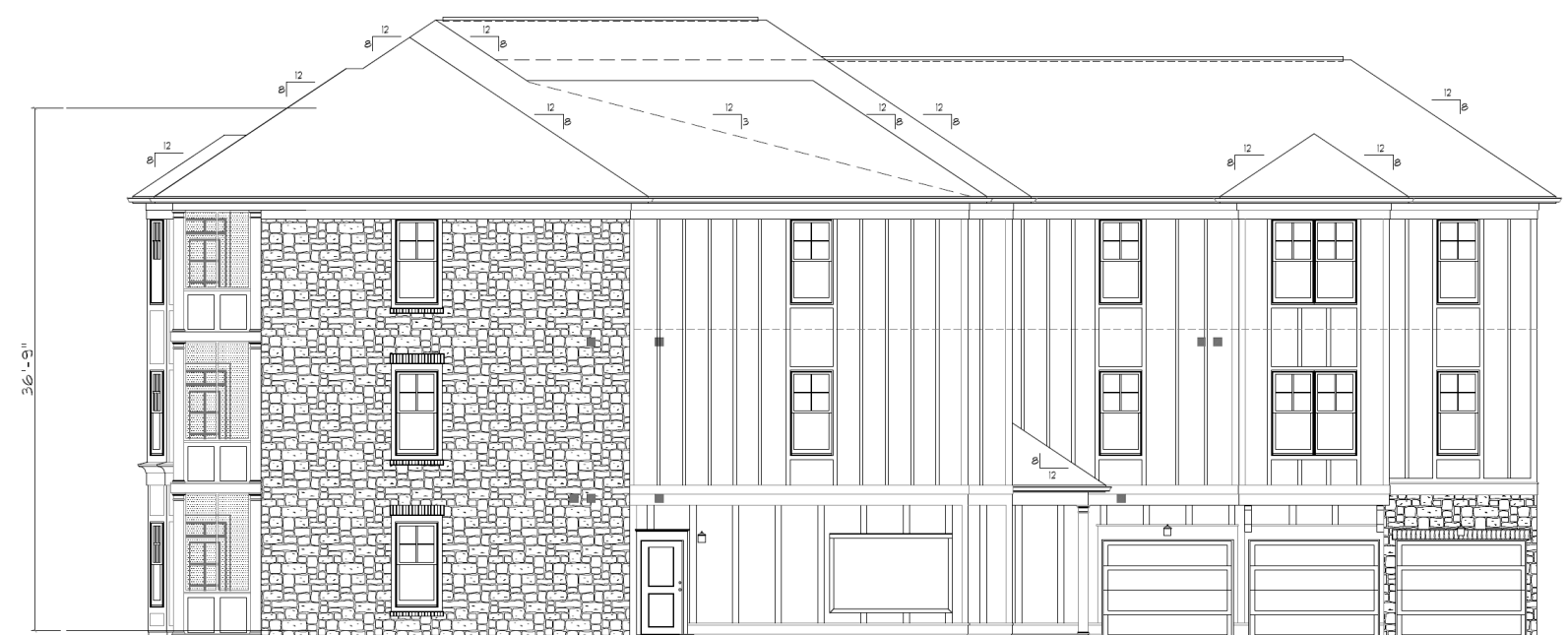
2nd Floor Plan-Building Type 2



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

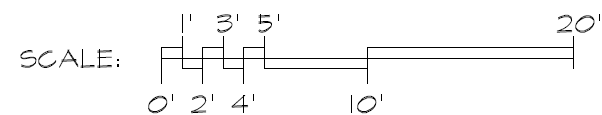
Typical Exterior Materials–Building Type 2



1st Floor Plan—Building Type 3



2nd Floor Plan-Building Type 3



3rd Floor Plan-Building Type 3



Front Elevation –Building Type 3



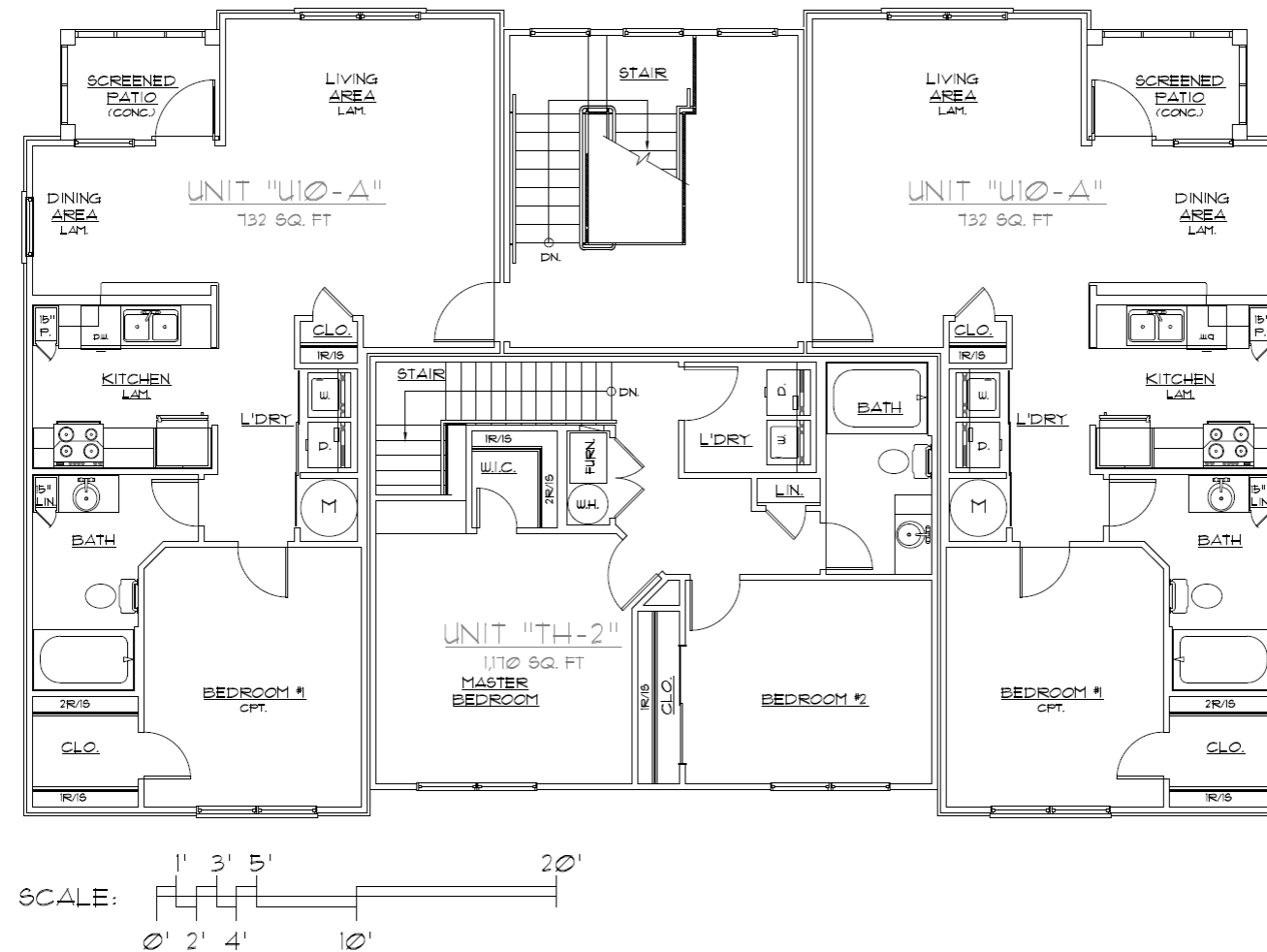
Front, Right, Rear and Left Elevations –Building Type 3



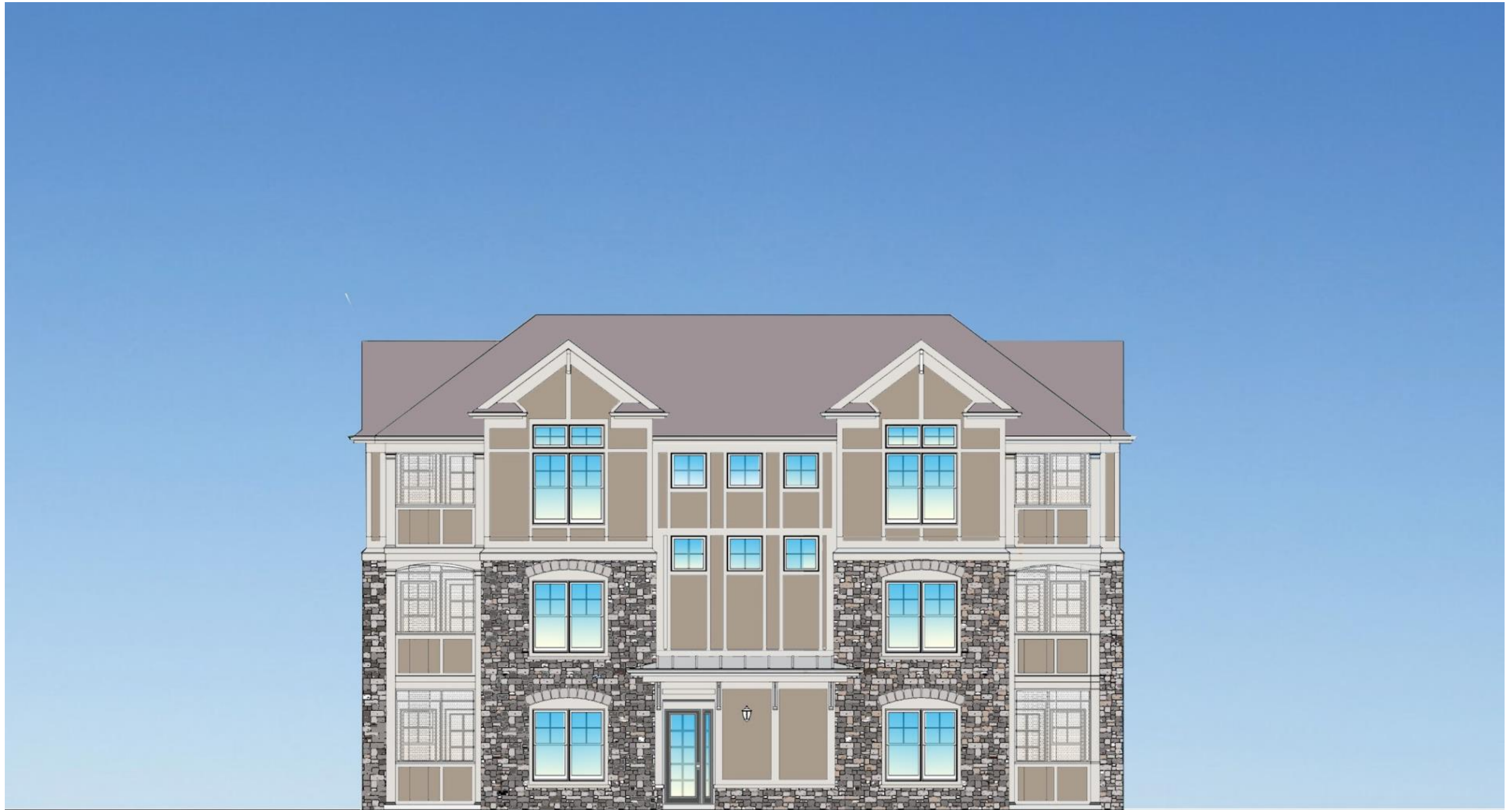
EXTERIOR MATERIALS KEY:

- 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

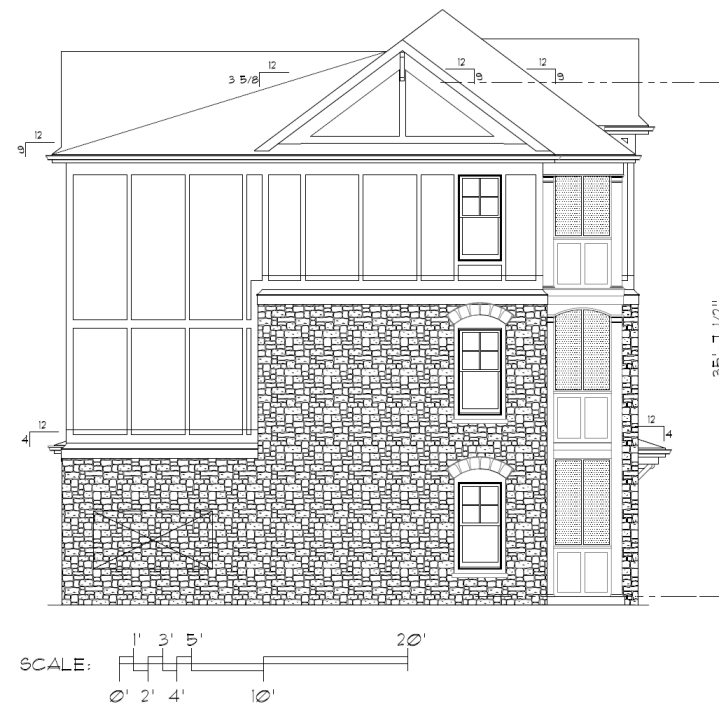
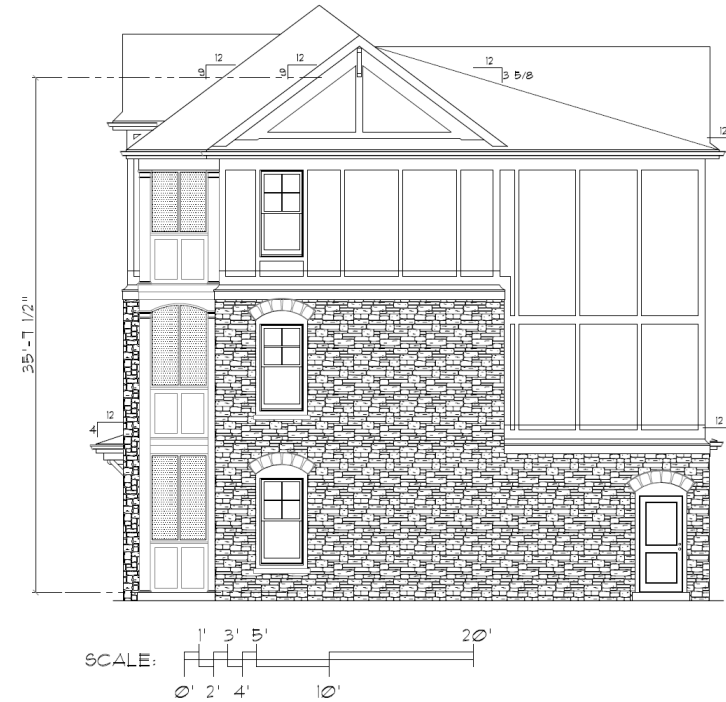
Typical Exterior Materials-Building Type 3



3rd Floor Plan–Building Type 4



Front Elevation –Building Type 4



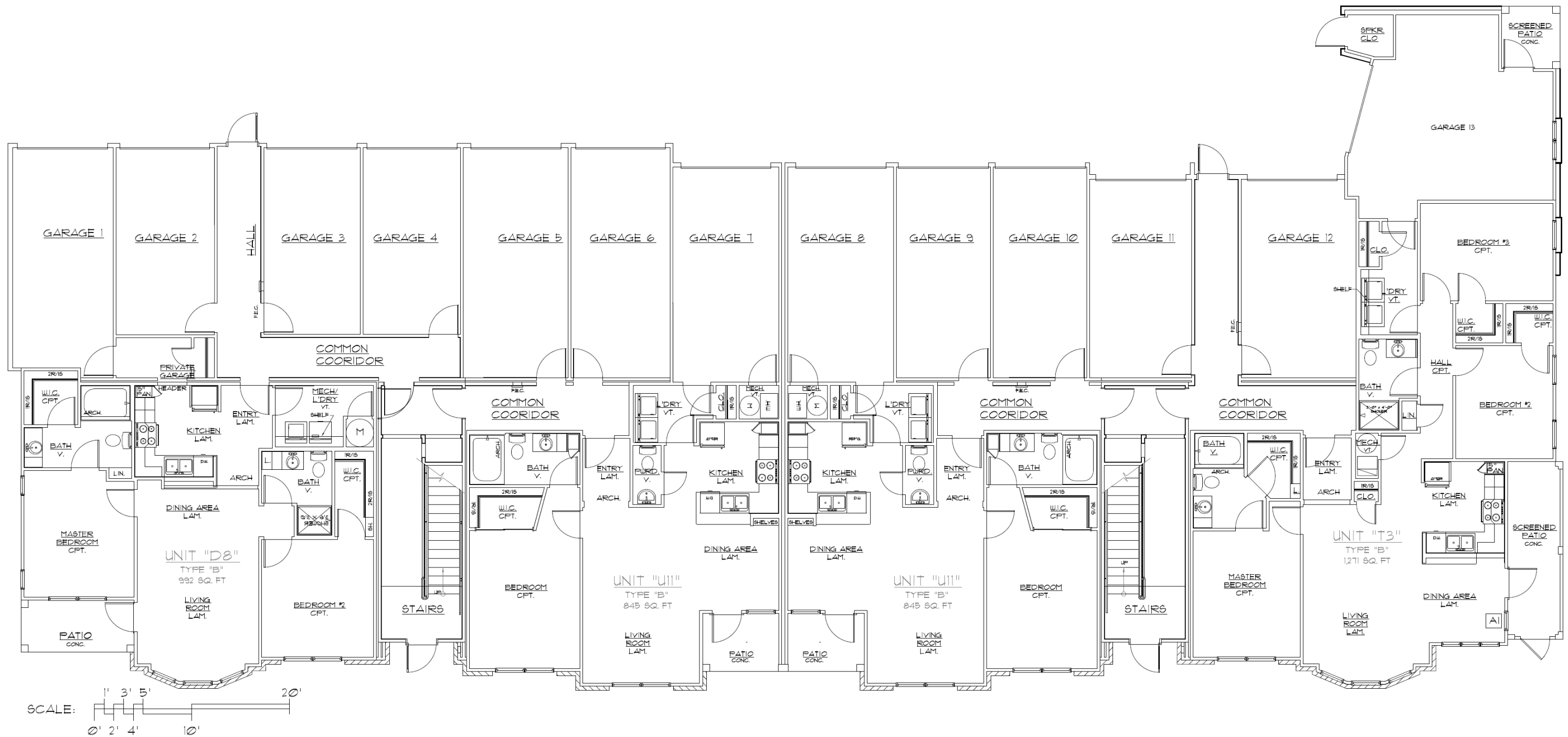
Rear, Left, Right and Front Elevations –Building Type 4



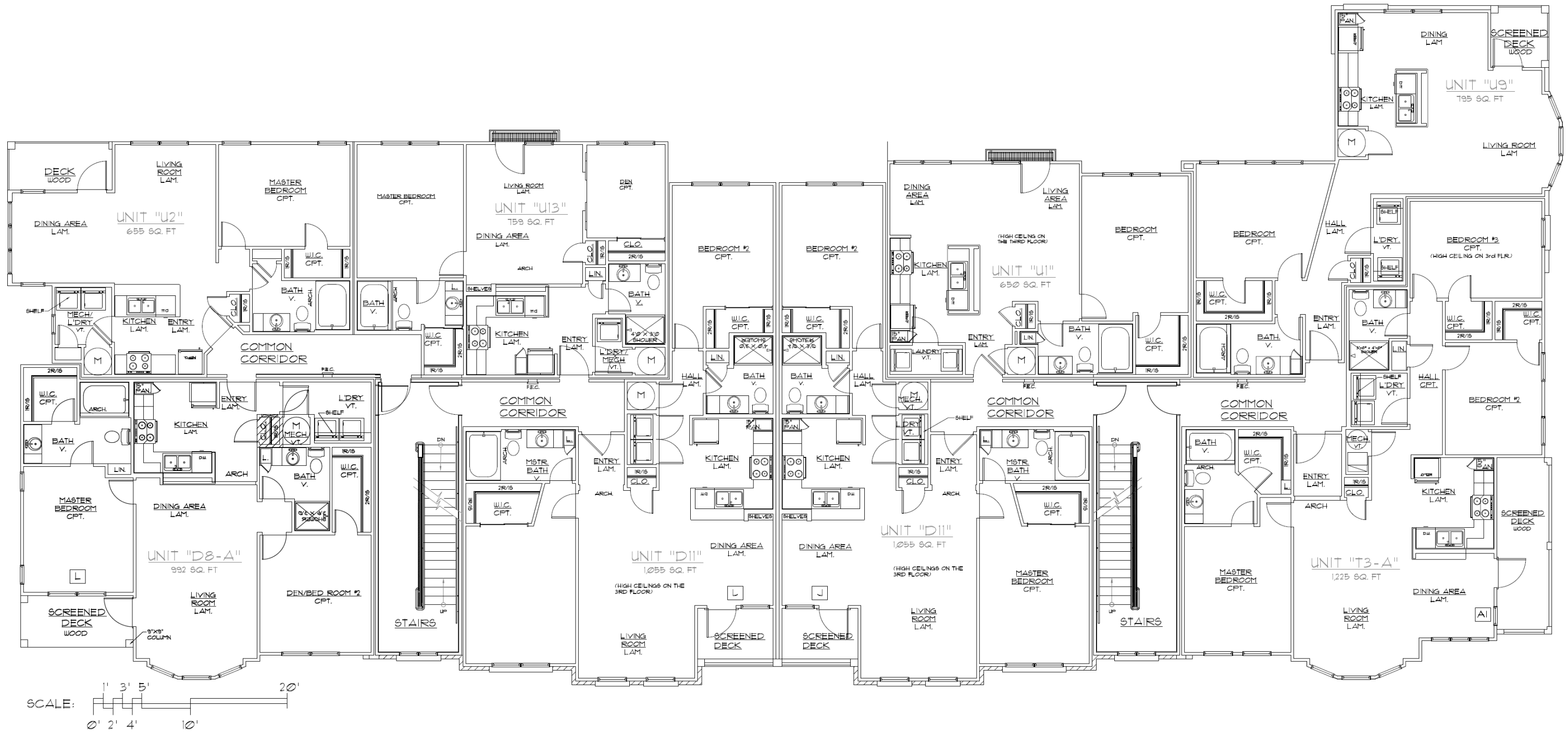
EXTERIOR MATERIALS KEY:

- 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

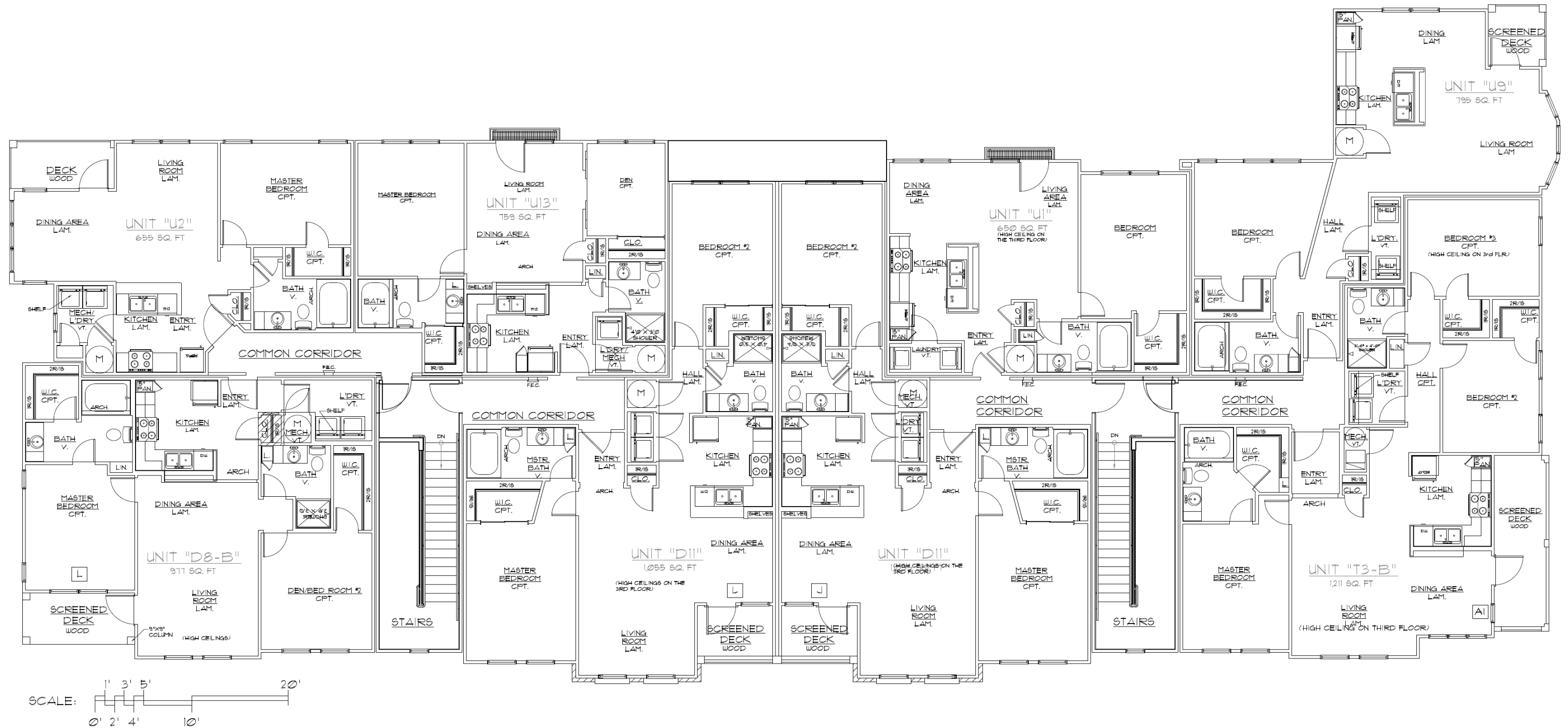
Typical Exterior Materials–Building Type 4



1st Floor Plan–Building Type 5



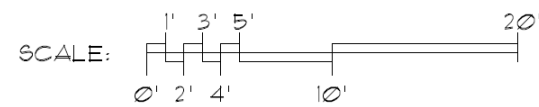
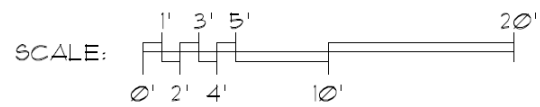
2nd Floor Plan–Building Type 5



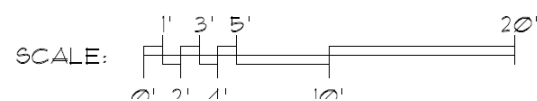
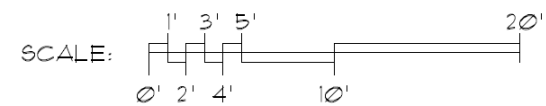
3rd Floor Plan–Building Type 5



Front Elevation –Building Type 5



Front and Left Elevations –Building Type 5



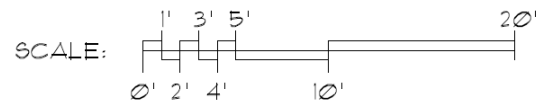
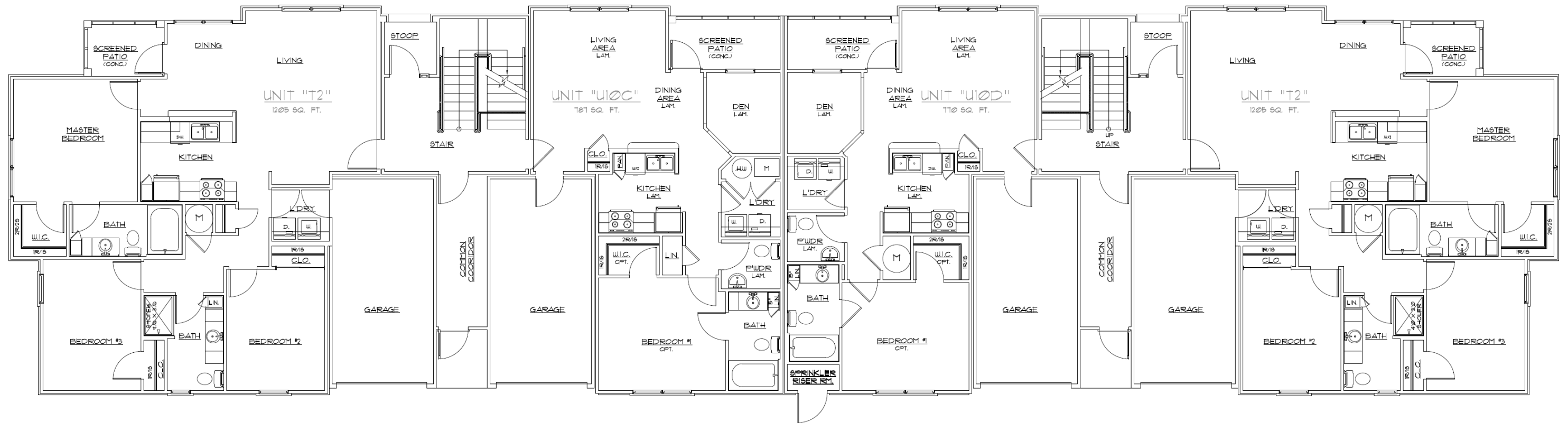
Right and Rear Elevations –Building Type 5



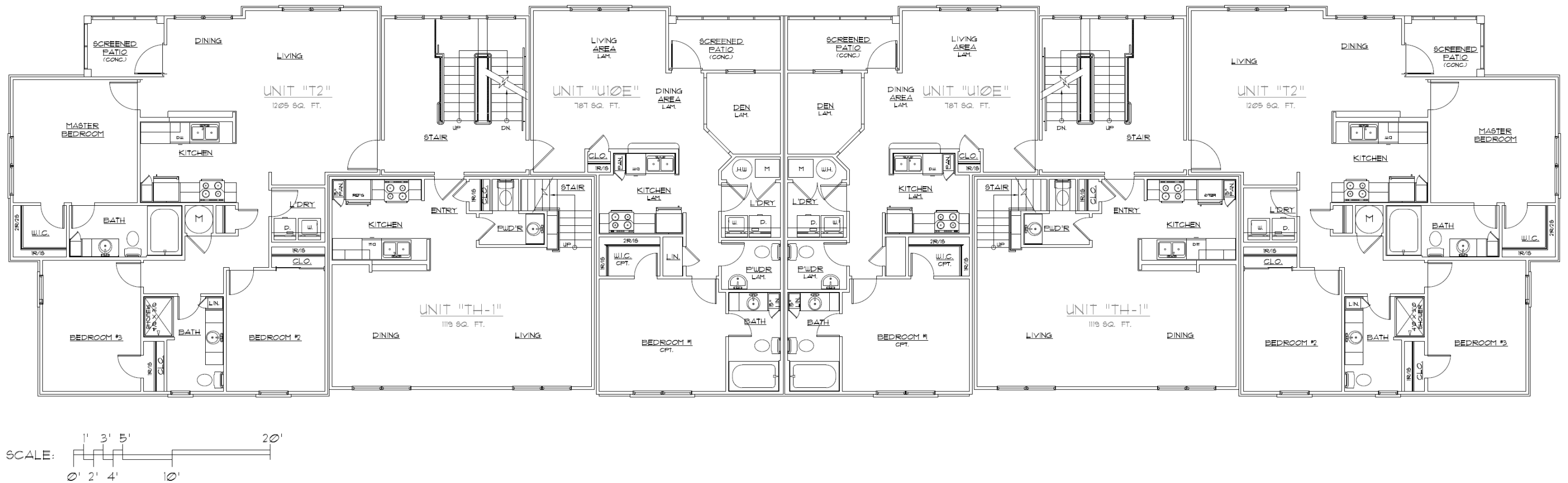
EXTERIOR MATERIALS KEY:

- 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

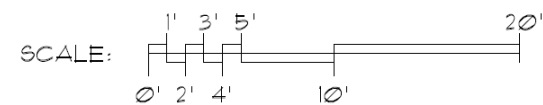
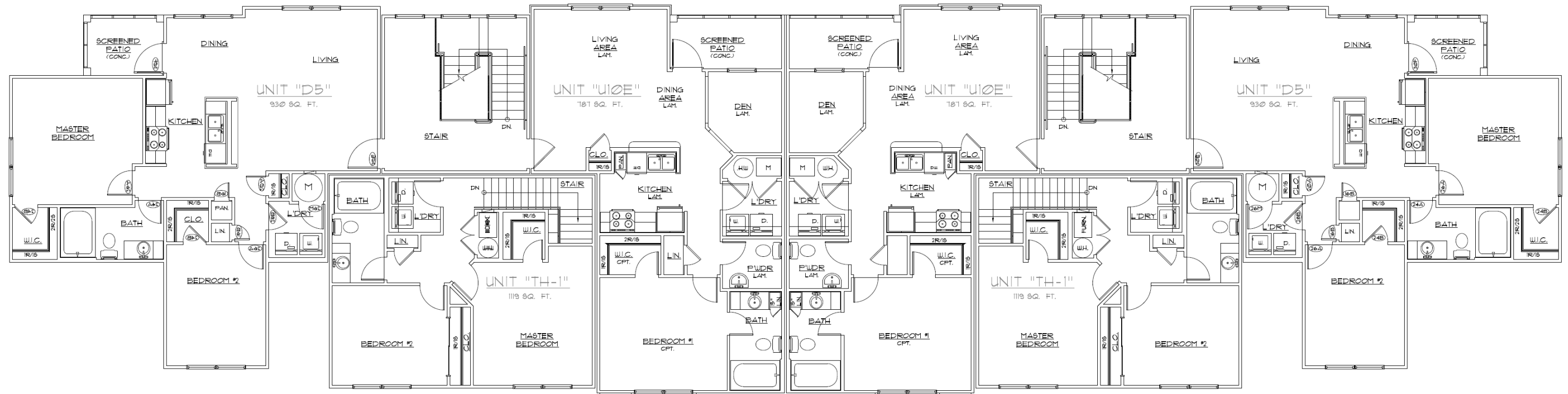
Typical Exterior Materials–Building Type 5



1st Floor Plan–Building Type 6



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



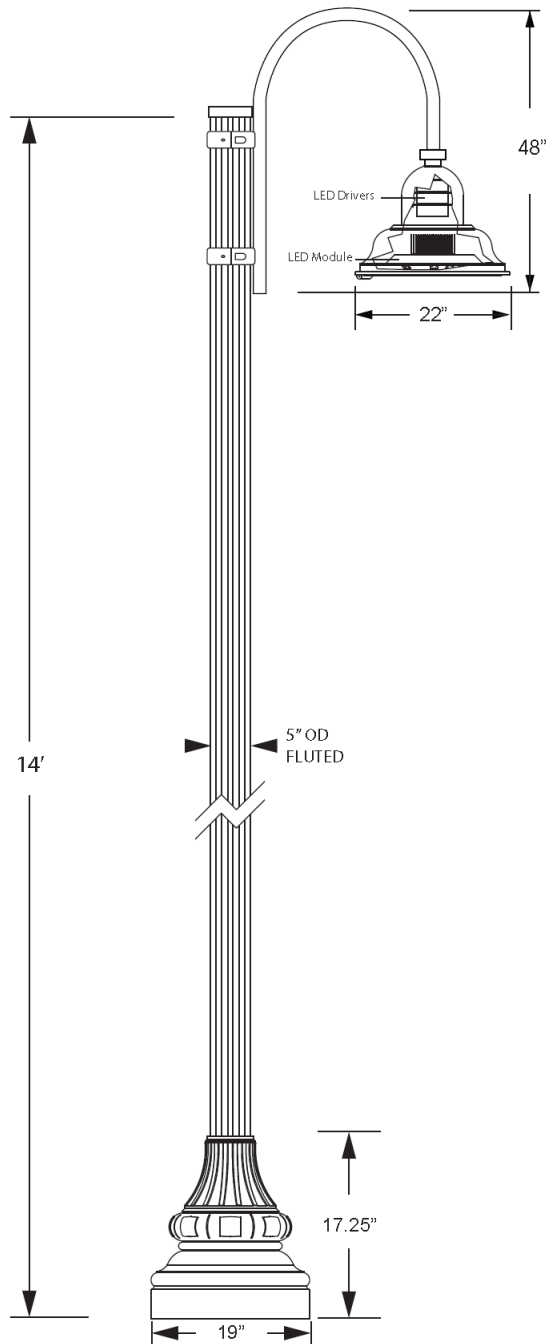
EXTERIOR MATERIALS KEY:

- 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

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

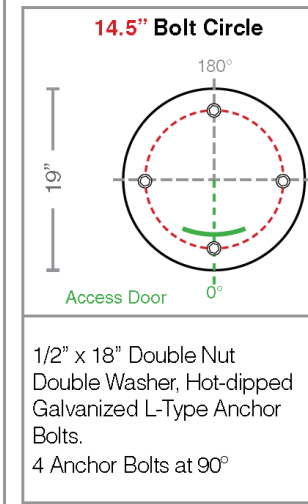
Standard wall thickness and height specified above; contact factory for additional options.

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

Shaft type Accessory Orientation
GP144 - 10 / GFCI-180 / BT
Base Overall Height Finish

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.

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



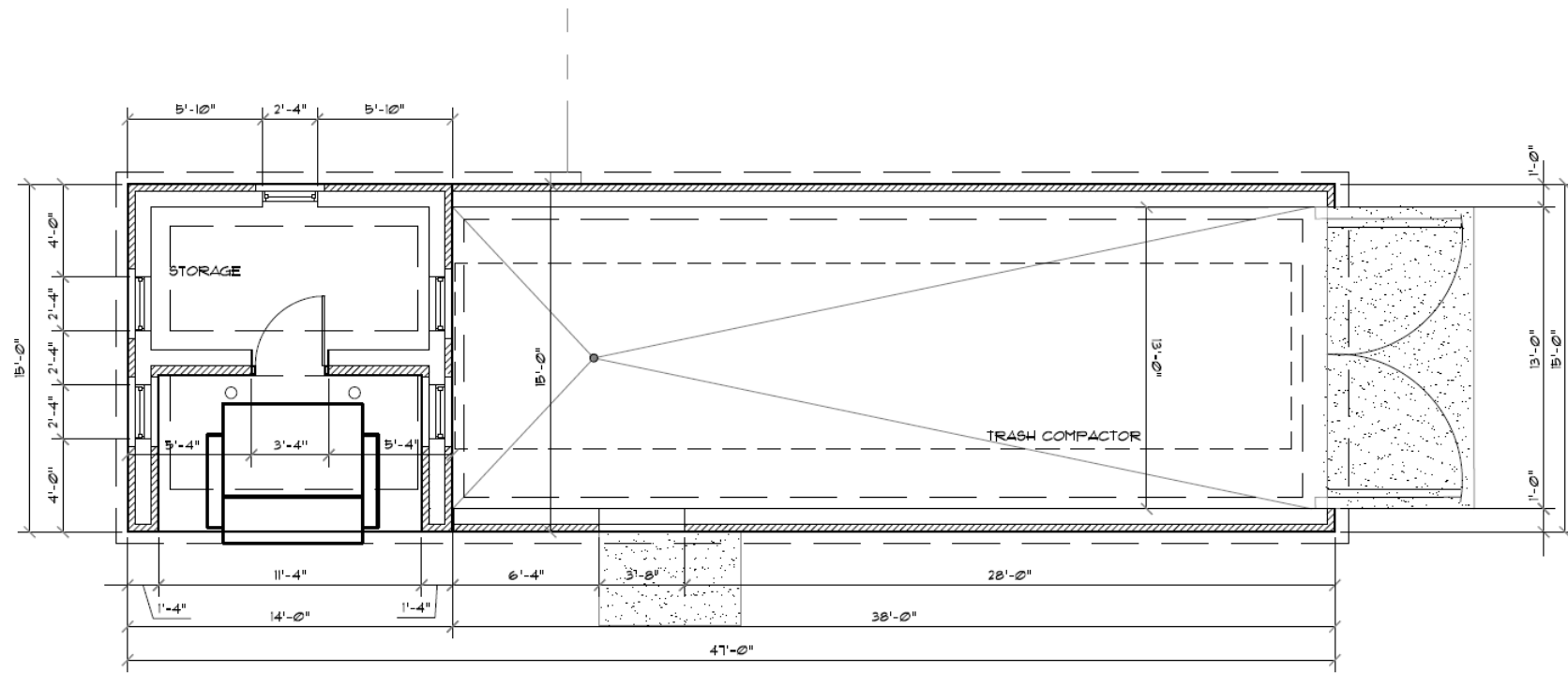
Job Name:		Job Type:	
Comments:		Quantity:	
89050BLE-12: Manufactured by Sea Gull Lighting  89050BLE-12 - Single-Light Yorktowne Wall Lantern Collection: Yorktowne - Forged Iron One Light Outdoor Wall Fixture in Black Finish with Swirled Marbleized Glass UPC #: 785652905018 Fixture Type: Fluorescent 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

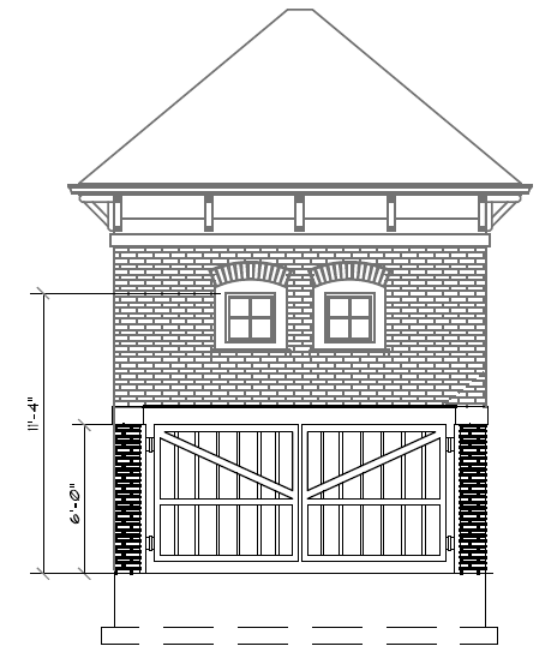
Features:	
•Photocell included	Replacement Bulb(s) Order: 97045 •Replacement Glass Order: G500647-686 Instruction Sheets •English(HC-643) •French(F-009) •Additional(A-779, A-783)

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	"	"	"

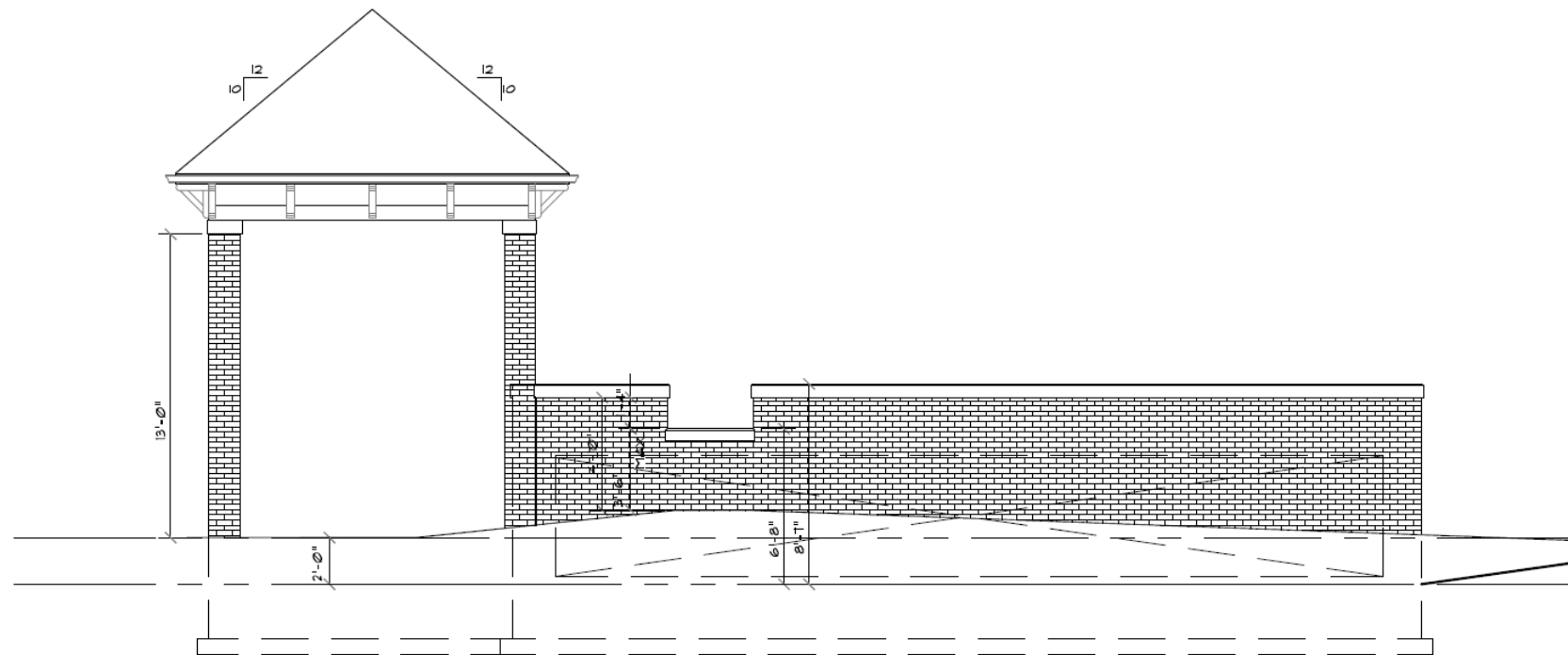
Building Entry Coach Lights



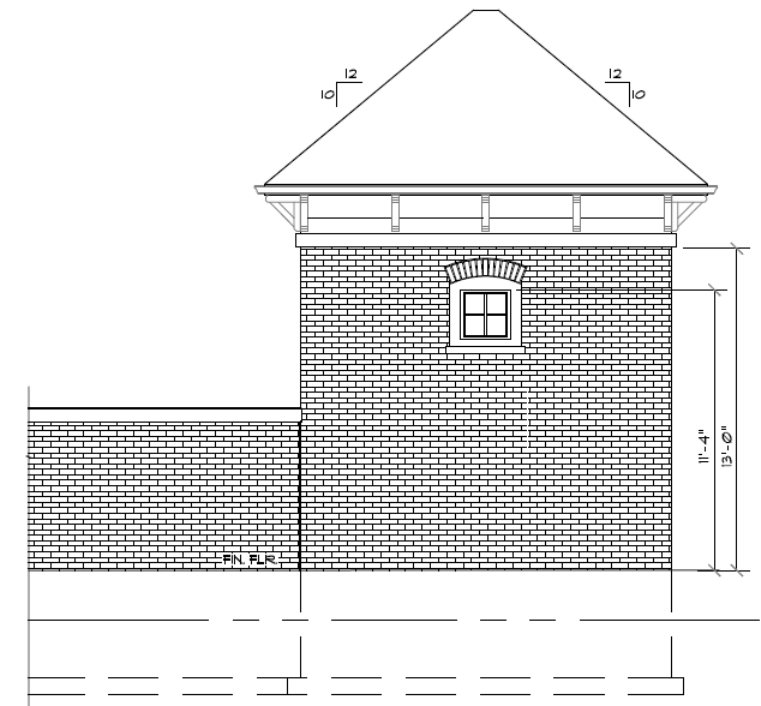
Plan View



Right Side Elevation

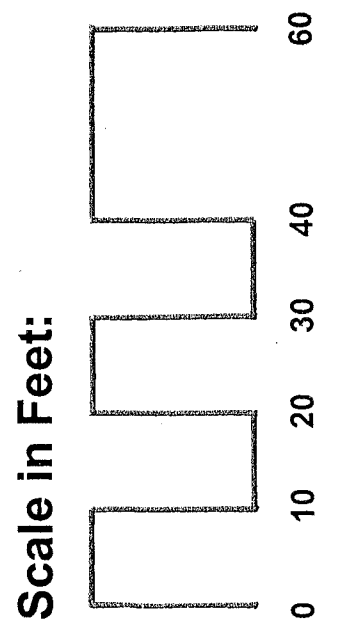
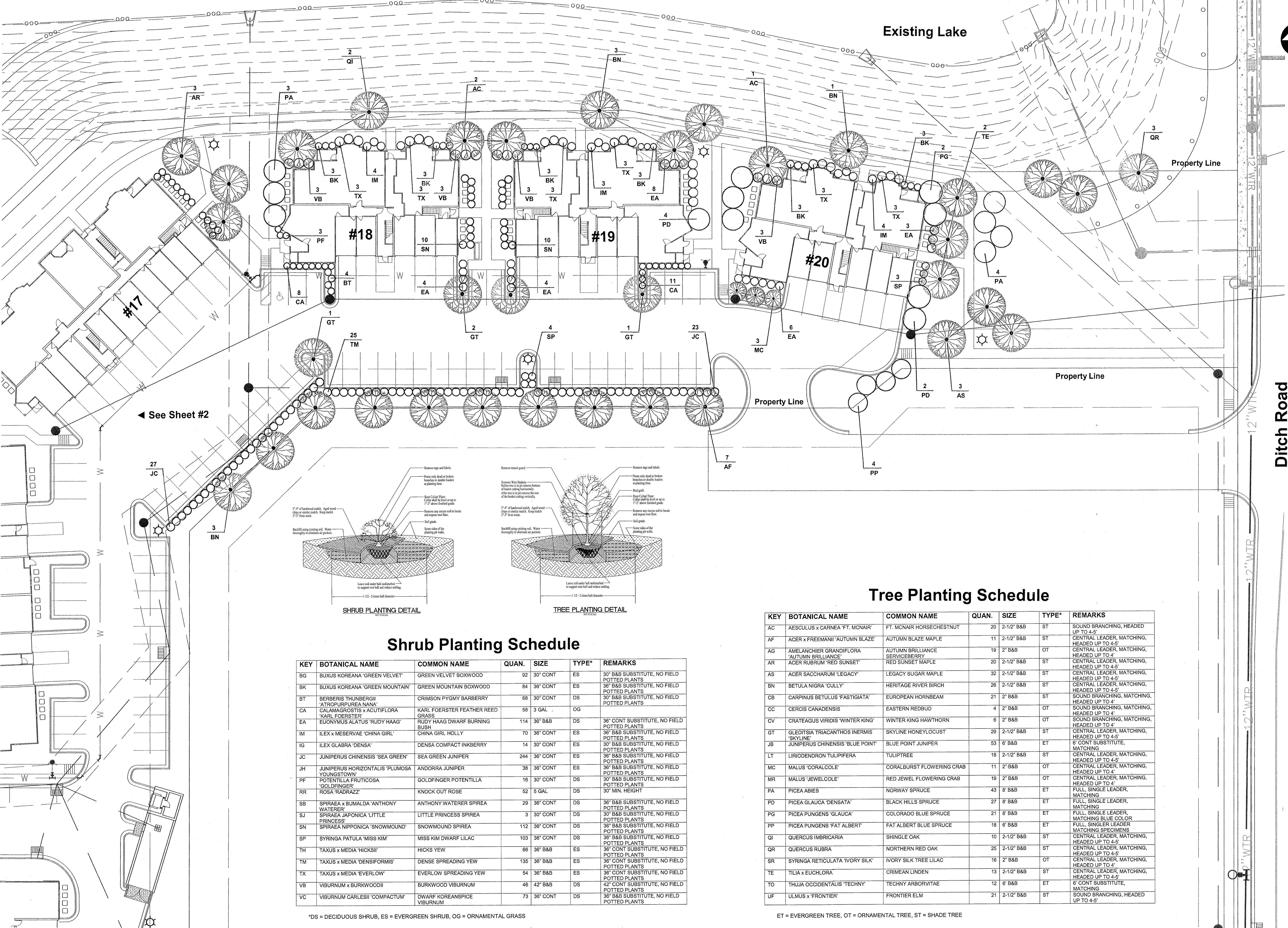


Front Elevation



Partial Rear Elevation

Trash Compactor / Recycling Center



Prepared for:
J.C. HART
Prepared by:
HempDesign

Ditch Road

Landscape Plan
Detailed Development Plans

Harmony Multi-Family
Westfield, Indiana

Shrub Planting Schedule

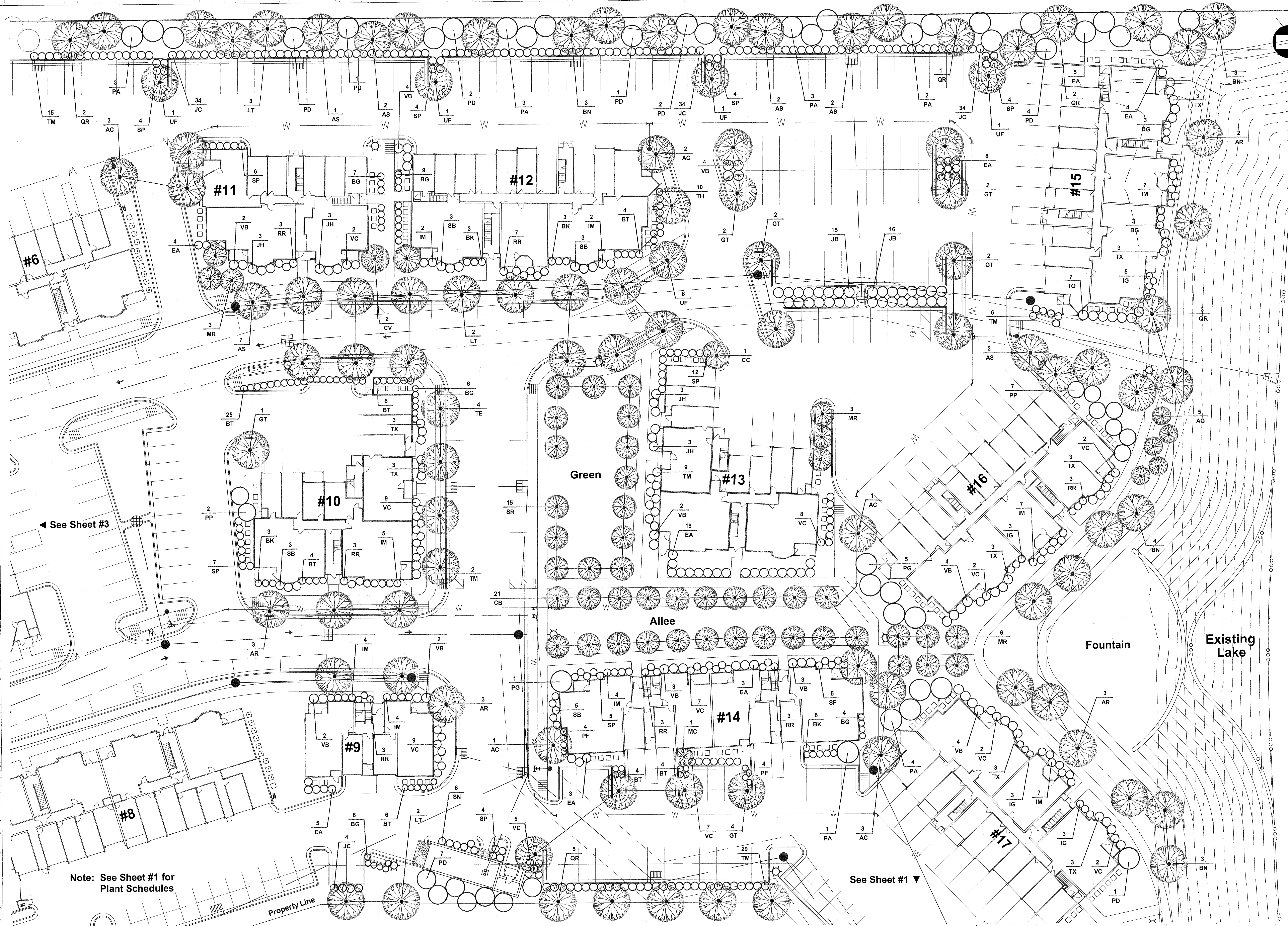
KEY	BOTANICAL NAME	COMMON NAME	QUAN.	SIZE	TYPE*	REMARKS
BG	BUXUS KOREANA 'GREEN VELVET'	GREEN VELVET BOXWOOD	92	30" CONT	ES	30" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
BK	BUXUS KOREANA 'GREEN MOUNTAIN'	GREEN MOUNTAIN BOXWOOD	84	36" CONT	ES	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
BT	BERBERIS THUNBERGII '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	58	3 GAL	OG	
EA	EUONYMUS ALATUS 'RUDY HAAG'	RUDY HAAG DWARF BURNING BUSH	114	36" B&B	DS	36" CONT SUBSTITUTE, NO FIELD POTTED PLANTS
IM	ILEX x MESERVAE 'CHINA GIRL'	CHINA GIRL HOLLY	70	36" CONT	ES	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
IG	ILEX GLABRA 'DENSEA'	DENSEA 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	3	30" CONT	DS	30" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
SN	SPIRAEA NIPPONICA 'SNOWMOUND'	SNOWMOUND SPIREA	112	36" CONT	DS	36" B&B SUBSTITUTE, NO FIELD POTTED PLANTS
SP	SYRINGA PATULA 'MISS KIM'	MISS KIM DWARF LILAC	103	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	135	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

Tree Planting Schedule

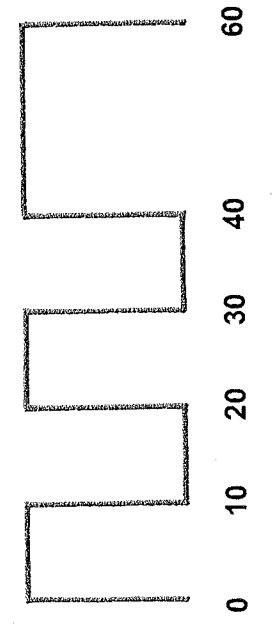
KEY	BOTANICAL NAME	COMMON NAME	QUAN.	SIZE	TYPE*	REMARKS
AC	AESCULUS x CARNEA 'FT. MCNAIR'	FT. MCNAIR HORSECHESTNUT	20	2-1/2" B&B	ST	SOUND BRANCHING, HEADED UP TO 4-5'
AF	ACER x FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	11	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
AG	AMELANCHIER GRANDIFLORA '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	32	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	21	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	28	2-1/2" B&B	ST	CENTRAL LEADER, MATCHING, HEADED UP TO 4-5'
JB	JUNIPERUS CHINENSIS 'BLUE POINT'	BLUE POINT JUNIPER	53	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	27	8" B&B	ET	FULL, SINGLE LEADER, MATCHING
PG	PICEA PUNGENS 'GLAUCA'	COLORADO BLUE SPRUCE	21	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, SINGLE LEADER, MATCHING SPECIMENS
QI	QUERCUS IMBRICARIA	SHINGLE OAK	10	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



May 31, 2016

Scale in Feet:



Prepared for:
J.C. HART
Prepared by:
HempDesign

Landscape Plan
Detailed Development Plans

Harmony Multi-Family
Westfield, Indiana

◀ See Sheet #3

Note: See Sheet #1 for
Plant Schedules

See Sheet #1 ▼

Location Map
2740 East 146th Street (1607-DDP-24)



Aerial Location Map





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DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD

2740 E. 146th STREET
WESTFIELD, INDIANA

**WINTER
ARCHITECTS**

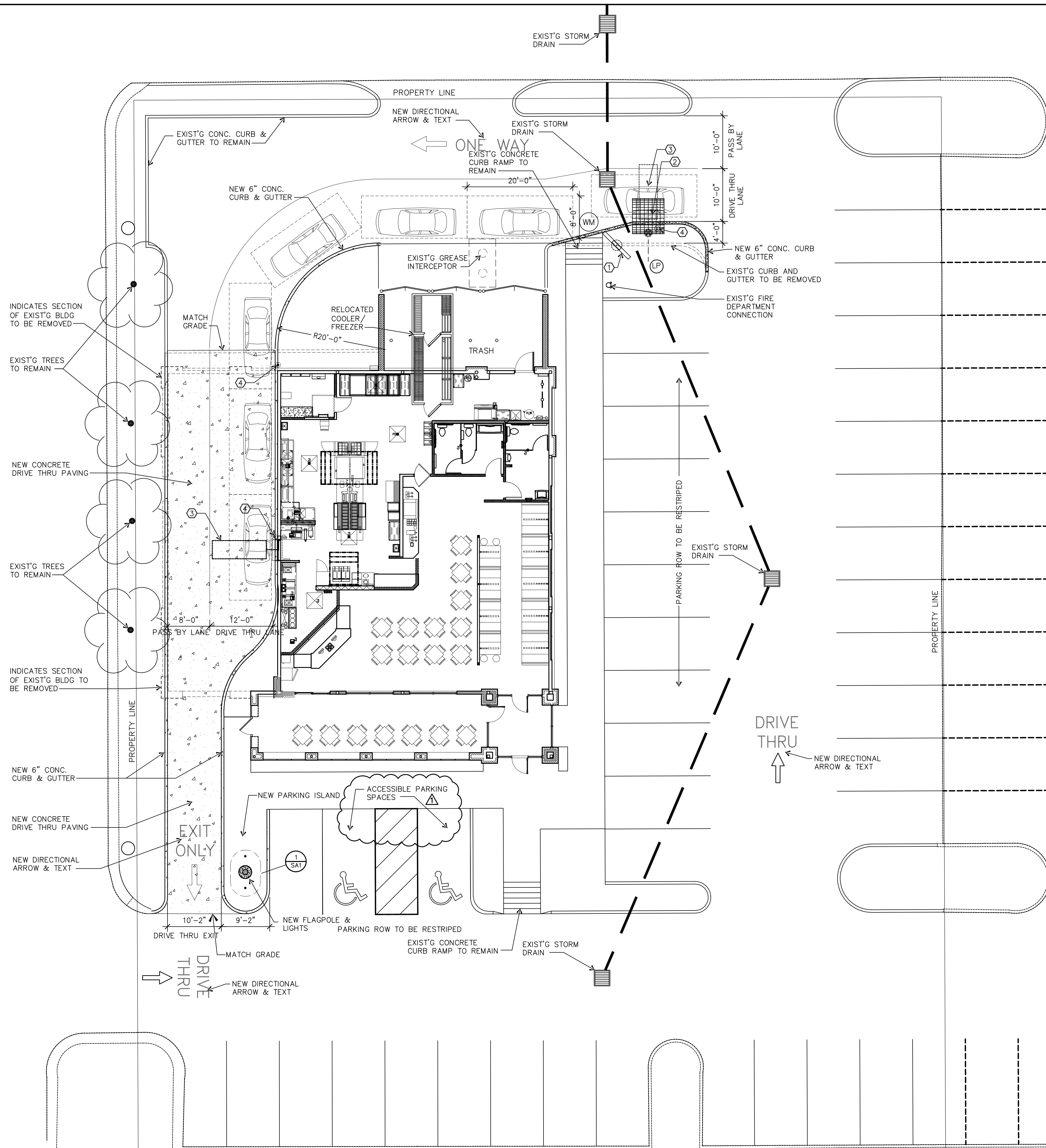
1024 EAST
FIRST STREET
WICHITA, KS.
67214
PH. 316-267-7142

**ARCHITECTURAL
SITE PLAN**

DATE
6/03/2016
6/23/2016

DRAWN BY:
RB / WB
CHECKED BY:
DW

SHEET NO.
SA2



A ARCHITECTURAL KEY PLAN NORTH
1" = 10'-0"

FREDDY'S FROZEN CUSTARD
2740 E. 146th STREET
WESTFIELD, INDIANA
FREDDY'S AREA = 3,484 SQ.FT. PARKS = 40
SITE AREA = 37,726 SQ.FT.
.87 ACRES

- ① NEW MENU BD. REF. 3/SA1 FOR FDN. DTL'S
- ② NEW ORDER CANOPY 4/SA1
- ③ DETECTOR LOOP
- ④ NEW BOLLARD REF. 2/SA1



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DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD

2740 E. 146th STREET
WESTFIELD, INDIANA

WINTER
ARCHITECTS

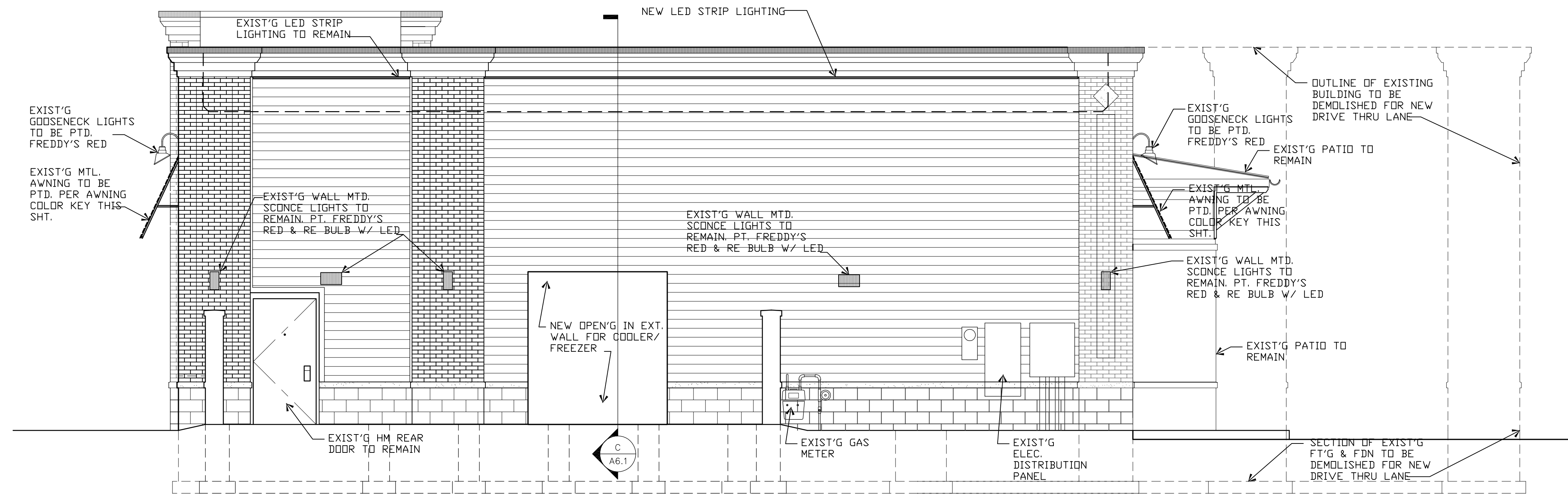
1024 EAST
FIRST STREET
WICHITA, KS.
67214
PH. 316-267-7142

EXTERIOR
ELEVATIONS

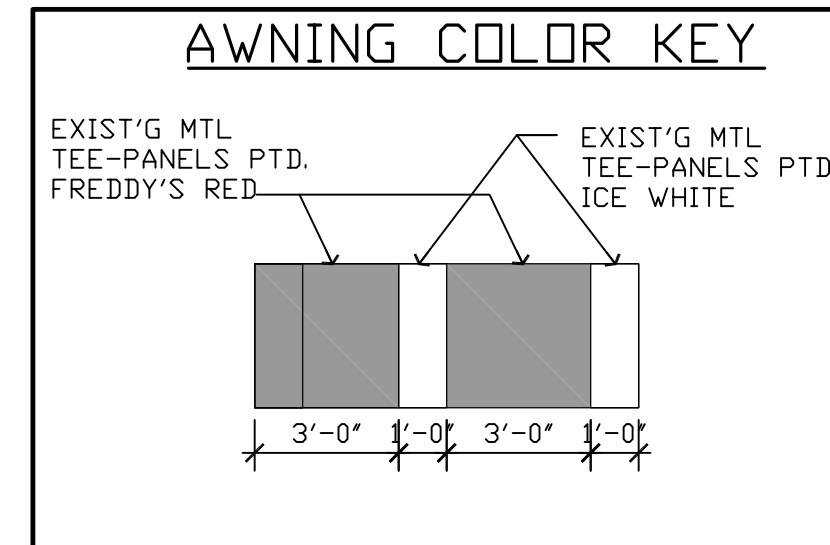
DATE
6/03/2016

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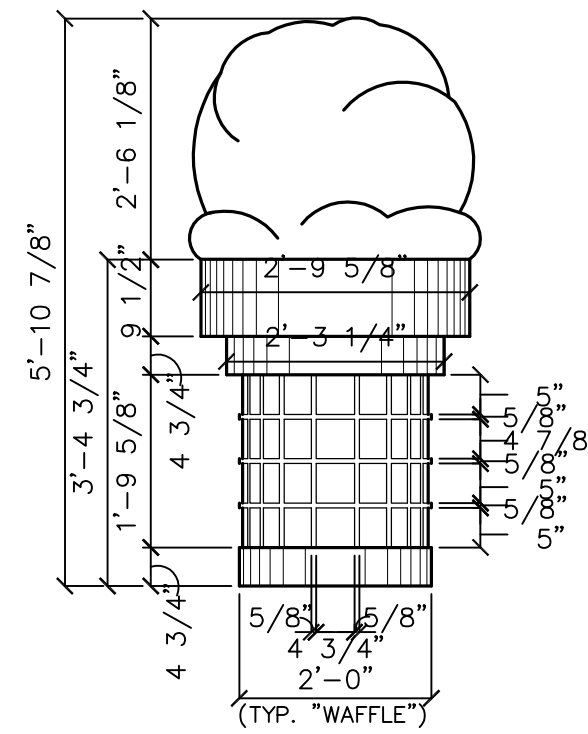
SHEET NO.
A3



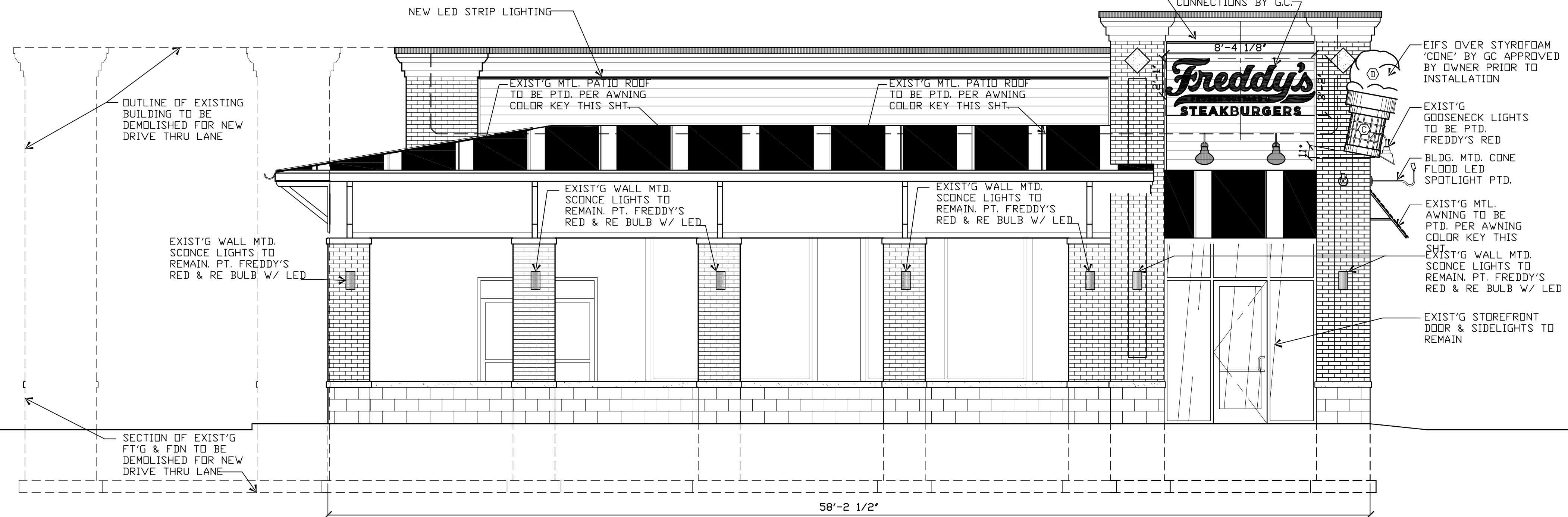
A NORTH ELEVATION
1/4" = 1'-0"



SIGNAGE AREA: NORTH ELEVATION
FREDDY'S = 26 SQ.FT.
CONE = 10 SQ.FT.
TOTAL = 36 SQ.FT.
SIGNAGE ALLOWED BY UNIFIED
DEVELOPMENT ORDINANCE SECTION
612 = 58 SQ.FT.



1 "CUSTARD" ELEV.
1/2" = 1'-0"
NOTE: THIS CONE IS A 3/4 CORNER CONE WITH AN 11° TILT OUTWARD FROM THE VERTICAL



B SOUTH ELEVATION
1/4" = 1'-0"



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DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD

2740 E. 146th STREET
WESTFIELD, INDIANA

WINTER
ARCHITECTS

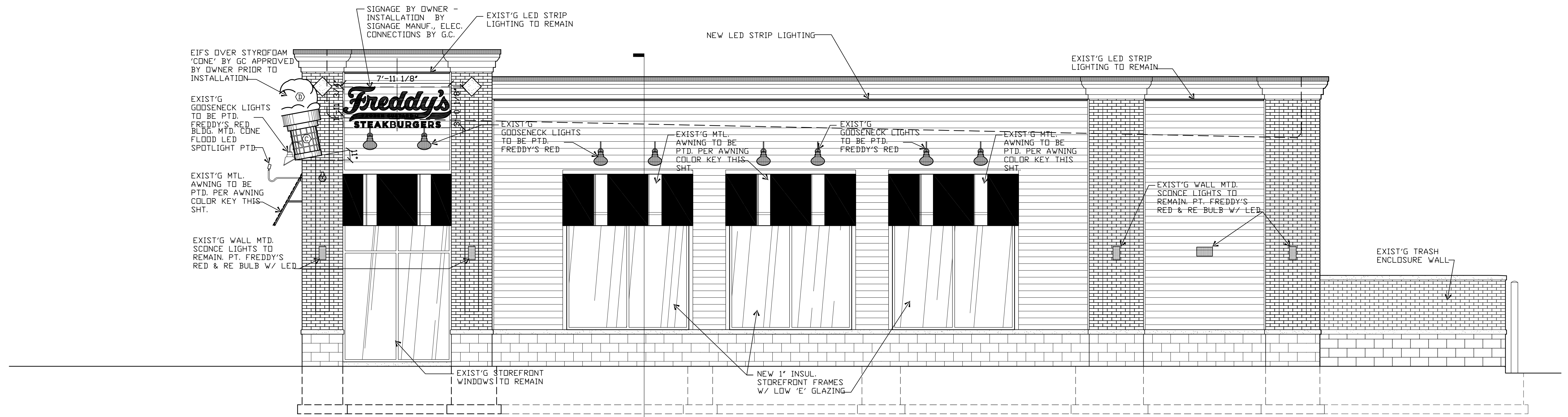
1024 EAST
FIRST STREET
WICHITA, KS.
67214
PH. 316-267-7142

EXTERIOR
ELEVATIONS

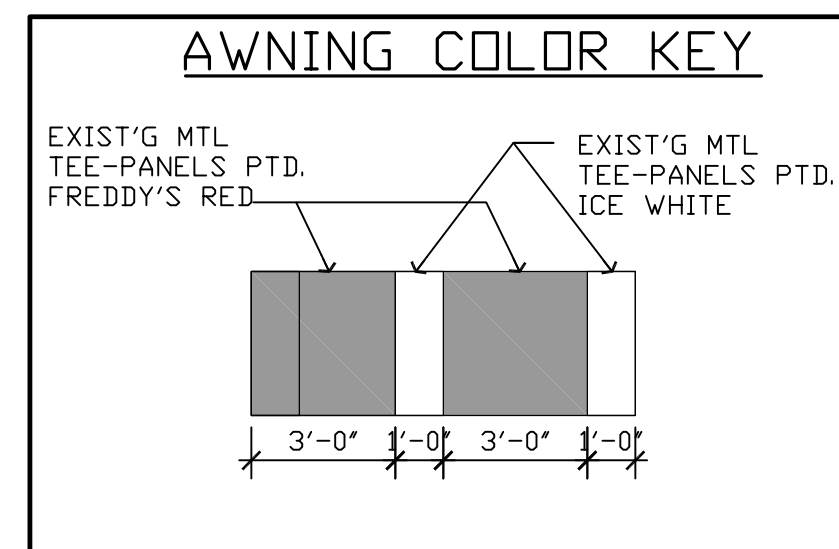
DATE
6/03/2016

DRAWN BY:
RB / WB
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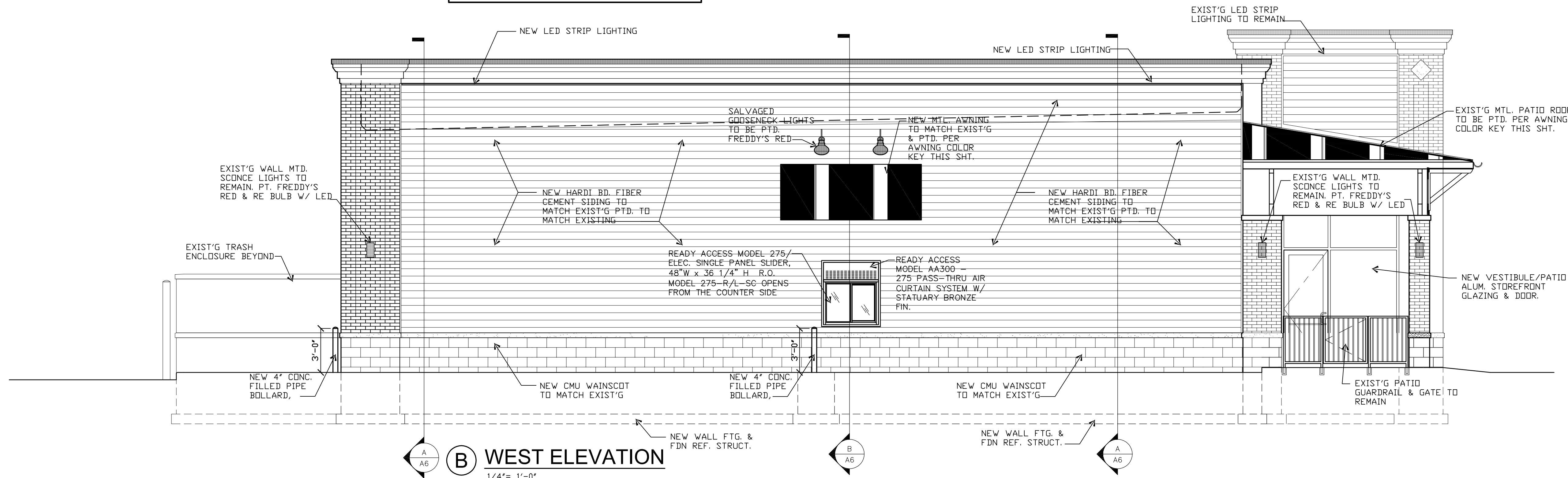
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A4



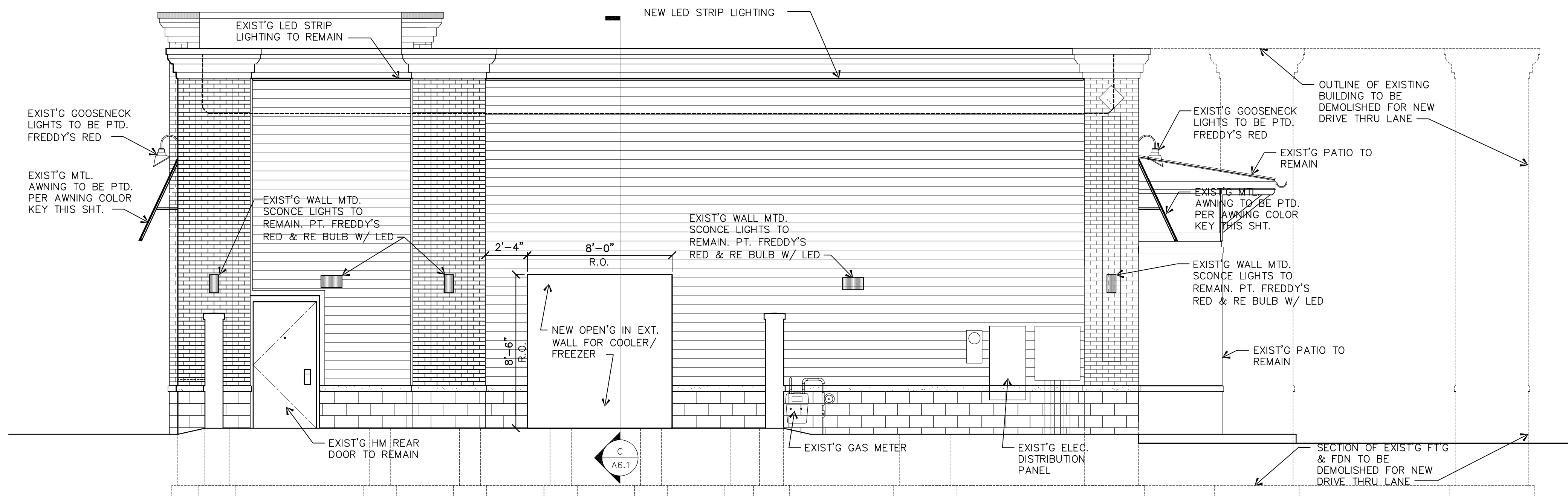
A EAST ELEVATION
1/4" = 1'-0"



SIGNAGE AREA: SOUTH ELEVATION
FREDDY'S = 24 SQ.FT.
TOTAL = 24 SQ.FT.
SIGNAGE ALLOWED BY UNIFIED DEVELOPMENT ORDINANCE SECTION 6.12 = 58 SQ.FT.



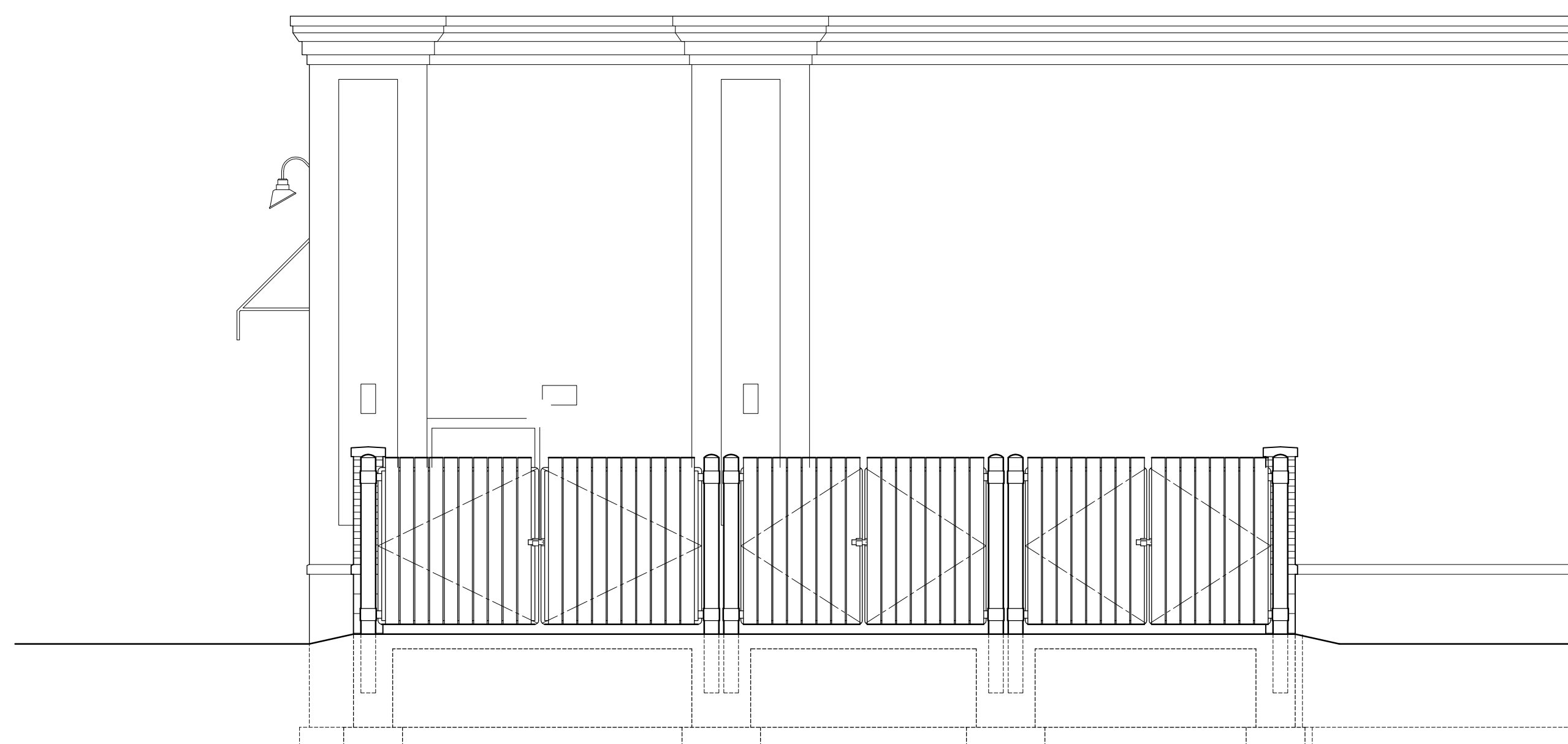
B WEST ELEVATION
1/4" = 1'-0"



(A) NORTH ELEVATION

NORTH SOUTH SECTION THRU TRASH ENCLOSURE SHOWING REAR WALL OF BUILDING.

1/4" = 1'-0"



(B) NORTH ELEVATION

ELEVATION OF TRASH ENCLOSURE SHOWING EXISTING GATES.

1/4" = 1'-0"



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DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD 2740 E. 146th STREET WESTFIELD, INDIANA

WINTER ARCHITECTS

1024 EAST FIRST STREET
WICHITA, KS. 67214
PH. 316-267-7142

TRASH ENCL. ELEVATION & SEC.

DATE
6/03/2016
6/23/2016

DRAWN BY:
RB / WB
CHECKED BY:
DW

SHEET NO.
SA3



Petition Number: 1607-DDP-24
Subject Site Address: 2740 E 146th St
Petitioner: ICT, LLC by Winter USA
Request: Approval of a Detailed Development Plan amendment for the existing building (former Bagger Dave's Restaurant) on 0.87 acres +/-
Current Zoning: SB-PD: Special Business/Planned Development District
Current Land Use: Commercial
Approximate Acreage: 0.87 acres +/-
Property History: 1309-DP-11 (Bagger Dave's)
Exhibits:
1. Staff Report
2. Location Map
3. Detailed Development Plan
4. Elevations
Staff Reviewer: Matt Pleasant, Associate Planner

PROCEDURAL

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

PROJECT OVERVIEW

The 0.87 acre+/- site is located on 2740 East 146th St (the former Bagger Dave's restaurant) (see **Exhibit 2**). The property is zoned the SB-PD: Special Business/Planned Development District. The request is for approval of a Detailed Development Plan (see **Exhibit 3**) for the renovation of the existing building. The proposed renovation includes removing 22' from the west side of the building to accommodate a single lane drive through and a pass through lane.

The petition was reviewed by the Technical Advisory Committee at its June 21, 2016, meeting.

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

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

- 1) Area map insert showing the general location of the site referenced to Streets, section lines and alternative transportation plan system, as well as the Zoning District and use of adjacent property.
- 2) Address and legal description of the property.
- 3) Boundary lines of the property including all dimensions.
- 4) Location, name, centerline and width of all Streets, Private Streets, Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
- 5) Location, centerline and width (at the Lot Line) measurements of any proposed or existing Driveways within two hundred (200) feet of the property, and any connection to an Alley must be indicated.
- 6) Location and dimensions of primary vehicular ways in and around the proposed development, including depictions of all travel lanes, turning movements, vehicle storage areas and tapers.
- 7) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 8) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.

Comment: Working with petitioner to ensure compliance.

- 9) Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.

Comment: Working with petitioner to ensure compliance.

- 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.

Comment: Petitioner coordinating with the Public Works Department and utility providers.

- 15) Identify buildings proposed for demolition.
- 16) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- 17) Use of each Lot and/or building by labeling, including approximate density or size of proposed uses and buildings (e.g., number of parking spaces, Dwelling Units, Gross Floor Area, Living Area).

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

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

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

Comment: Please see District Standards comments herein.

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

20) Management of traffic will be in a manner that creates conditions favorable to health, safety, convenience, and the harmonious development of the community such that:

a) The design and location of proposed street and highway access points shall minimize safety hazards and congestion.

b) The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.

c) The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.

21) The applicable utilities have sufficient capacity to provide potable water, sanitary sewer facilities, electricity, telephone, natural gas, and cable service at a satisfactory level of service to meet the needs of the proposed development.

Comment: Petitioner coordinating with the Public Works Department and utility providers.

DISTRICT STANDARDS (CHAPTER 4.22 AND 4.23 OF UDO)

The plans comply with the SB-PD: Special Business Planned Development District standards except for those items identified as outstanding below:

22) Minimum Tract Requirement: 10 acres

23) Permitted Uses

Comment: Compliant per 83-SE-3

24) Minimum Road Frontage: 660'

25) Minimum Setback Lines:

a) Front: 60'

b) Rear: 20'

DEVELOPMENT STANDARDS (Chapter 6 of UDO)

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

26) Accessory Use and Building Standards (Article 6.1)



- a) Screening of Receptacles and Loading Areas (Article 6.1(H))
Comment: Compliant and referenced in Exhibit 3 (North Elevation)
- 27) Architectural Standards (Article 6.3(F))
 - a) Mechanical Screening
 - b) Building Materials
Comment: Petitioner using same materials as existing structure
 - c) Architectural Theme
Comment: Petitioner using the same architectural theme as existing building
 - d) Four-Sided Architecture
 - e) Building Elevations
Comment: Compliant
 - f) Gutters and Downspouts
 - g) Roof Design
 - h) Main Entrances
 - i) Windows
 - j) Awnings
Comment: Petitioner using the same awnings and replacing awnings on the West Elevation
 - k) Gasoline Service Station Canopies
- 28) Building Standards (Article 6.4)
- 29) Fence Standards (Article 6.5)
- 30) Height Standards (Article 6.6)
- 31) Landscaping Standards (Article 6.8)
 - a) General Screening Standards (Article 6.8(H))
Comment: Working with petitioner to obtain landscaping plan to ensure compliance
 - b) Minimum Lot Landscaping Requirements (Article 6.8(K))
 - c) Foundation Plantings (Article 6.8(L)): Plant materials shall be required intermittently (approximately every forty (40) feet) against long expanses (over eighty (80) feet) of Building Facades, fences, and other barriers to create a softening effect. 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.
Comment: Working with petitioner to obtain landscaping plan to ensure compliance
 - d) External Street Frontage Landscaping
 - e) Buffer Yard Requirements
 - f) Interior Parking Area Landscaping
Comment: Working with petitioner to obtain landscaping plan to ensure compliance
 - g) Perimeter Parking Area Landscaping
- 32) Lighting Standards (Article 6.9)
 - a) General lighting standards
 - b) Business standards
Comment: Comment: Working with petitioner to ensure compliance.



33) Lot Standards (Article 6.10)

34) Outside Storage and Display (Article 6.12)

35) Outdoor Café and Eating Areas (Article 6.13)

36) Parking and Loading Standards (Article 6.14)

Comment: Changing some parking structure. Still compliant with ADA.

Comment: Working with petitioner to ensure bicycle parking compliance (Article 6.14.H)

37) Setback Standards (Article 6.16)

38) Sign Standards (Article 6.17)

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

39) Vision Clearance Standards (Article 6.19)

40) Yard Standards (Article 6.21)

DESIGN STANDARDS (Chapter 8 of UDO)

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

41) Easement Standards (Article 8.3)

Comment: Petitioner coordinating with the Public Works Department and utility providers.

42) Pedestrian Network Standards (Article 8.7)

Comment: Petitioner coordinating with the Public Works Department.

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

Comment: Petitioner coordinating with the Public Works Department and utility providers.

44) Surety Standards (Article 8.12)

Comment: Petitioner coordinating with the Public Works Department and utility providers.

45) Utility Standards (Article 8.13)

Comment: Petitioner coordinating with the Public Works Department and utility providers.

DEPARTMENT COMMENTS

1) **Action: Hold a public hearing at the July 5th, 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 Department will confirm compliance prior to this item being placed on the next Plan Commission agenda.

3) If any Plan Commission member has questions prior to the public hearing, then please contact Matt Pleasant at 937-974-5096 or mpleasant@westfield.in.gov.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 5, 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. Big Hoffa's Restaurant PUD Ordinance (Ord. 16-19)
6. Sub-District Addendum

Staff Reviewer: Amanda Rubadue, Associate Planner

PETITION HISTORY

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

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 6**).

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 6**). 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 6**)

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.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

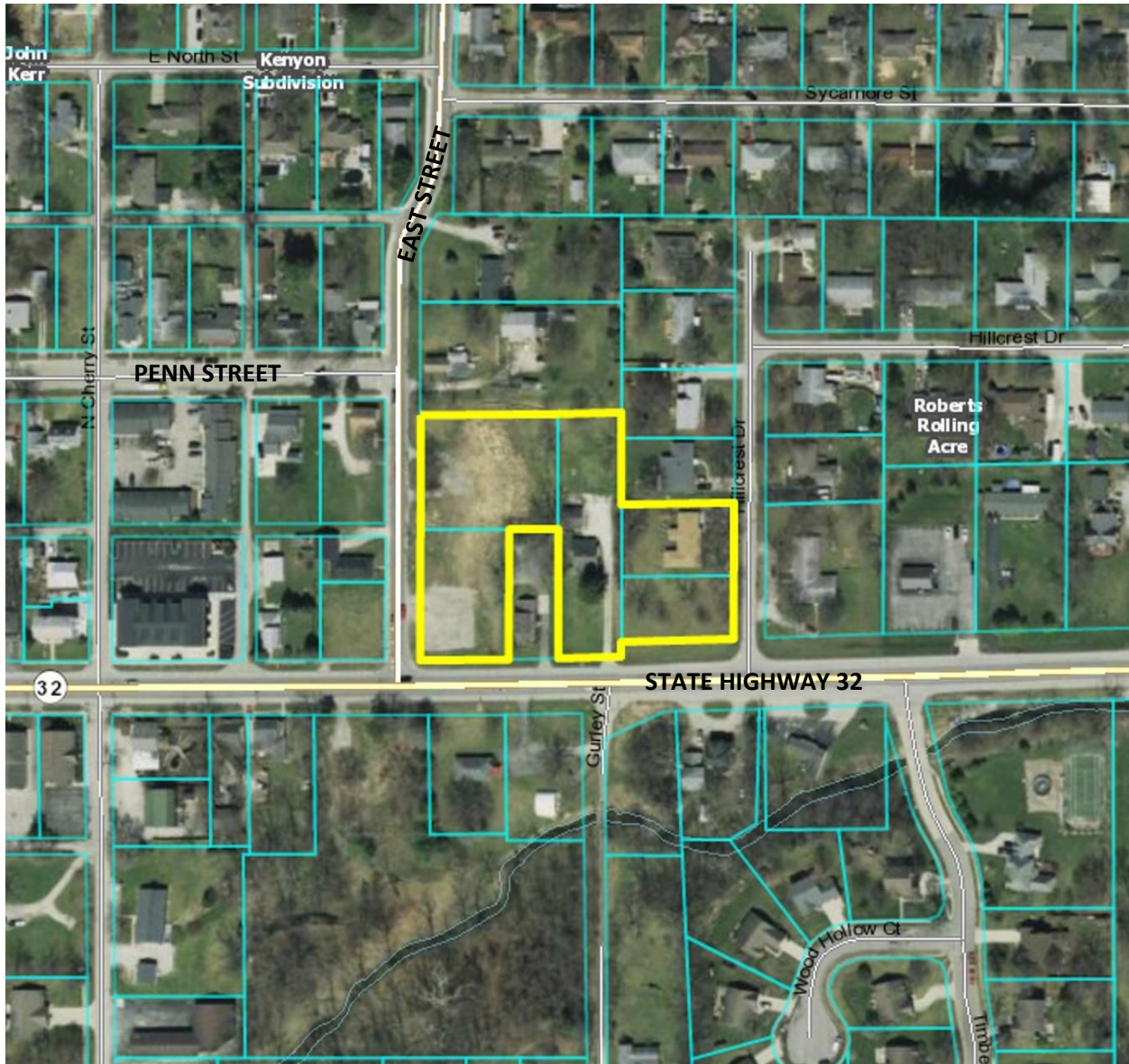
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1607-PUD-10
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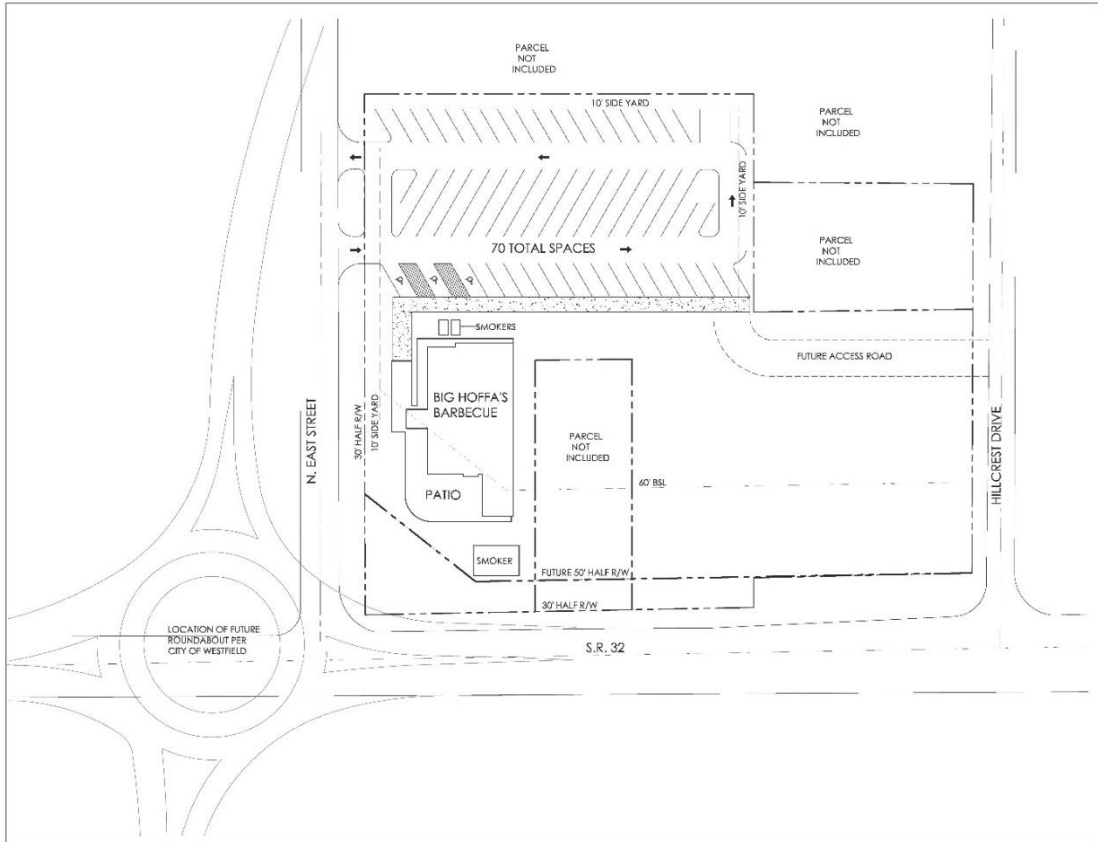
5. Responsible growth and development.

DEPARTMENT COMMENTS

1. **Action: Hold a public hearing at the July 5, 2016, Plan Commission meeting.**
2. If any Plan Commission member has questions prior to the public hearing, then please contact Amanda Rubadue at 317.432.6663 or arubadue@westfield.in.gov.

LOCATION MAP
BIG HOFFA'S RESTAURANT PUD DISTRICT











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 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. 16##-PUD-##**), 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. 15##-PUD-##** 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 PUD District**" (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance.
- 1.3 Chapter ("Chapter") and Article ("Article") cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.4 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

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

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

- 5.1 Permitted Uses: Uses permitted in the Underlying Zoning District.
- 5.2 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 6.3 Architectural Standards: With the exception of Article 6.3(F)(1) Mechanical Screening, the architectural standards of Article 6.3 shall not apply; rather, the architectural standards of the SR32 Overlay, as modified herein, shall apply.
- 8.2 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, landscaping shall be required and installed in substantial compliance with the

Landscape Plan, attached hereto as **Exhibit D**.

- 8.3 **Article 6.17 Sign Standards:** [Developer should review and need to address potential modifications to ensure adequate pedestrian and vehicular signage design; note ground signs are not permitted and not consistent with Junction Sub-District Addendum.]

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 District.

[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:

SCHEDULE OF EXHIBITS

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

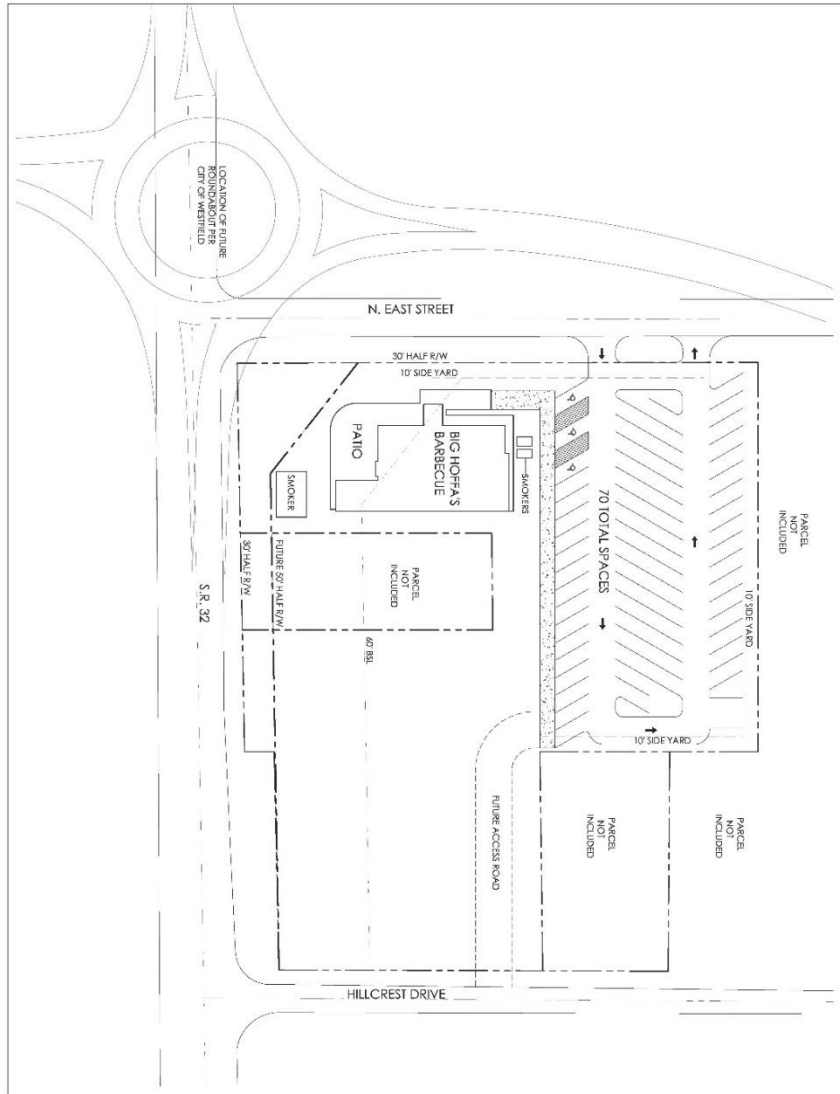
EXHIBIT A
REAL ESTATE

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



EXHIBIT C
ILLUSTRATIVE CHARACTER EXHIBIT



EXHIBIT C
ILLUSTRATIVE CHARACTER EXHIBIT

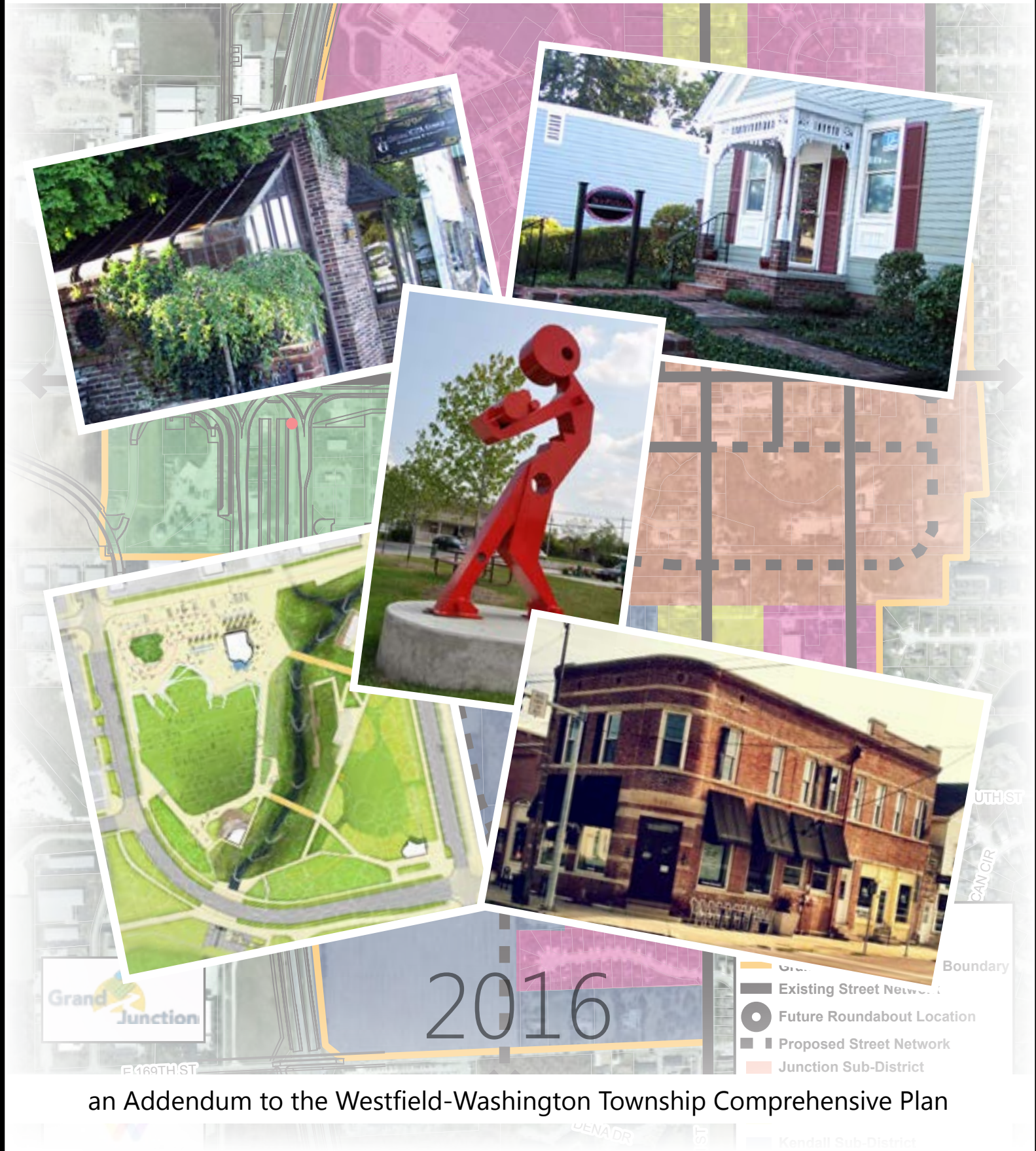


EXHIBIT D
LANDSCAPE PLAN

- Future Landscaping Plan -

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

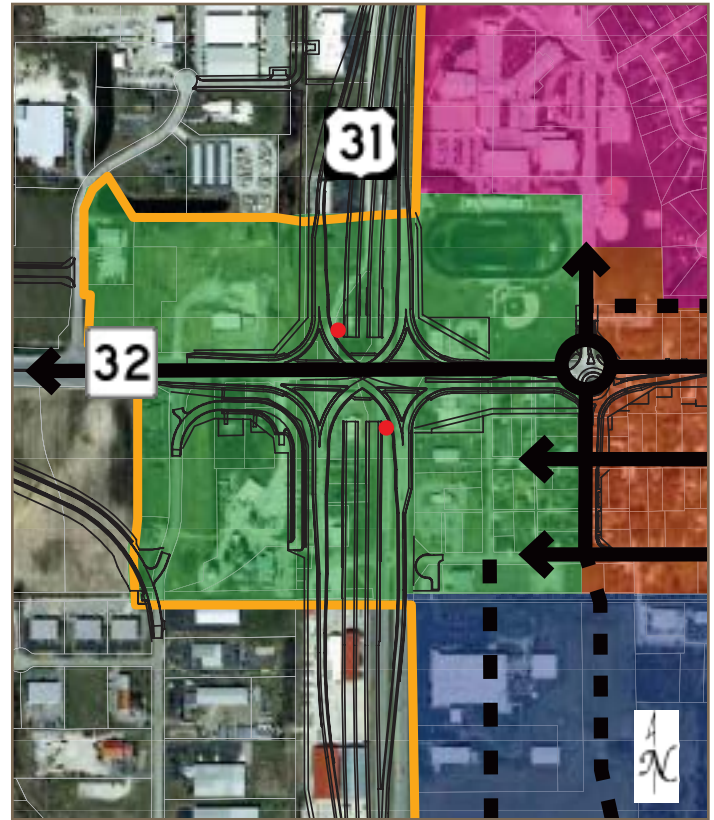
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INTRODUCTION

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.

1. gateway sub-district

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

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



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



Figure 1.3.C (Source: Department Photo)



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



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



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



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

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



D. Building Setbacks:

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

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

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

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

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

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

possible.

3. Minimum Lot Landscaping Requirements:

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

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

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

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

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

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

8. Perimeter Parking Area Landscaping:

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

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

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

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

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

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

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

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

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

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



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



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

AMENITIES

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

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

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

1. gateway sub-district

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

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

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

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

Figure 1.5: Public Art Examples

Figure 1.5.A (Sources: Department Photos)



Figure 1.5.B (Source: Department Photo)



Figure 1.5.C (Source: Department Photo)



Figure 1.5.D (Sources: Department Photos)



Figure 1.5.E (Sources: Department Photos)



SITE ACCESS & CIRCULATION

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

B. Parallel Access Roads:

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

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

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

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

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

E. State Highway 32 Trail Corridor:

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

ARCHITECTURAL DESIGN

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

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

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

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.

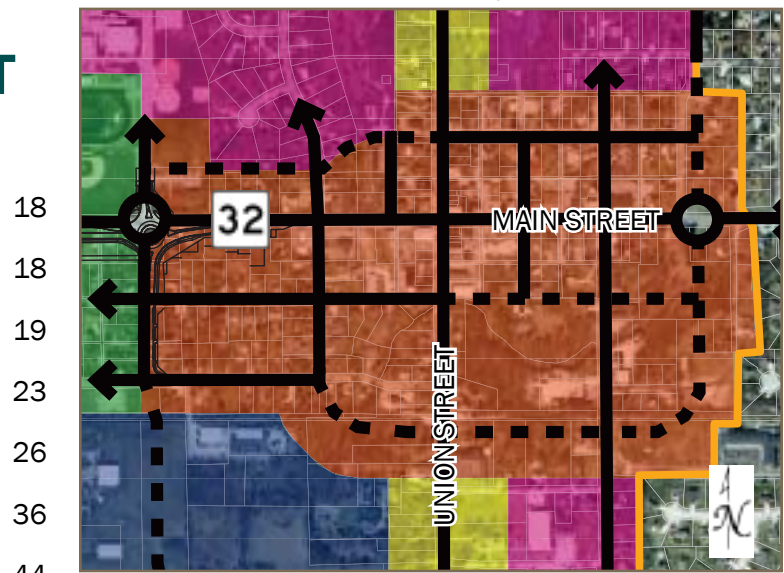
CHAPTER 2:

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.

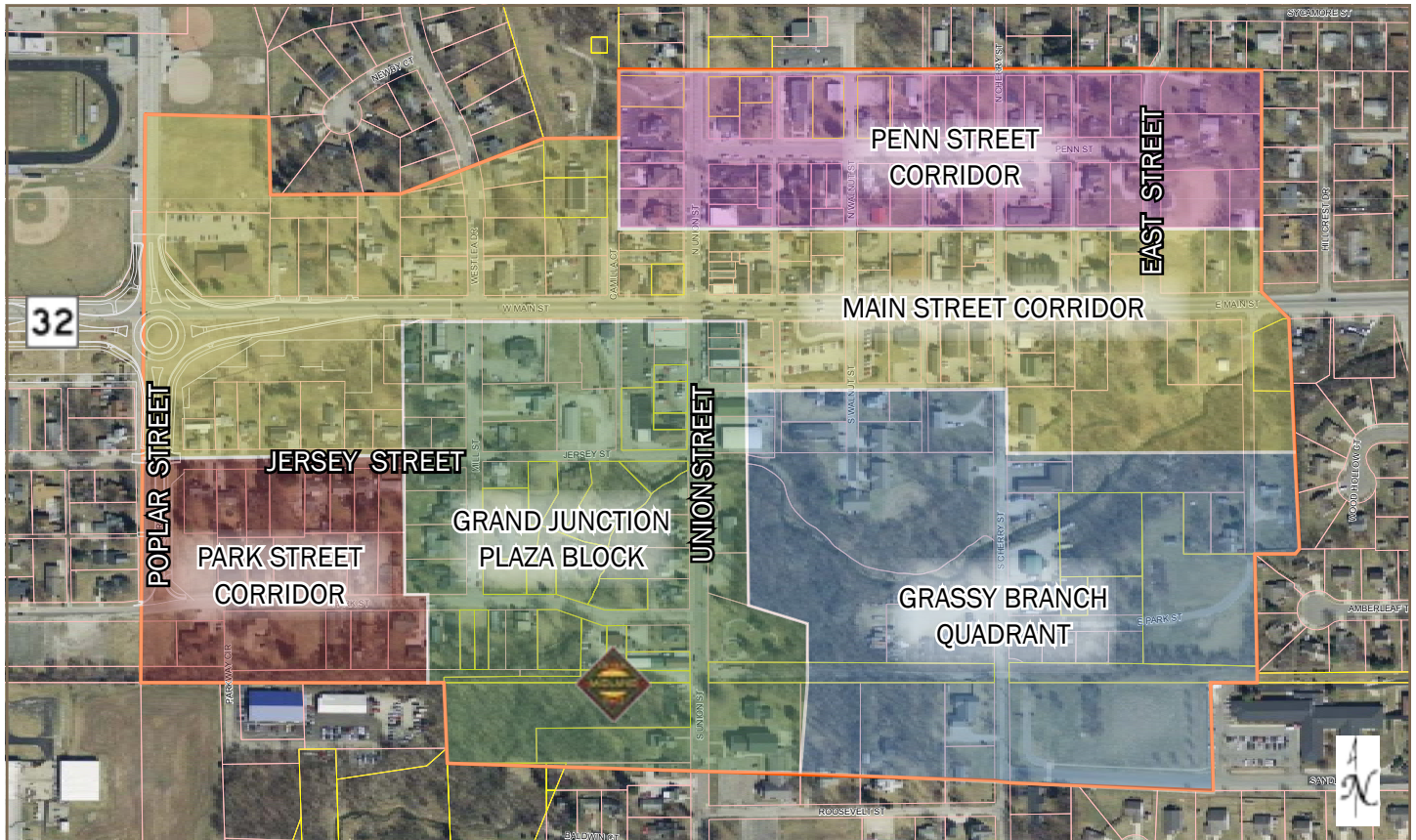
The intent of this chapter is to provide a detailed vision for the Junction Sub-District to serve as a guide for each new development, new use or reuse, or redevelopment as it pertains to changes of zoning, development plans, and/or variance considerations. The City recognizes that there may be creative 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)

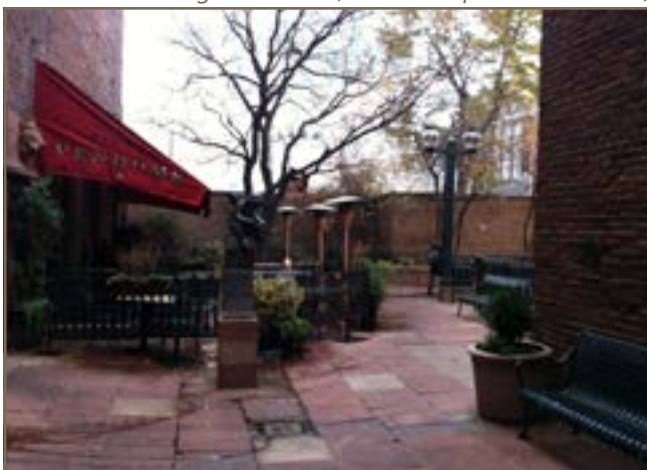


Figure 2.15.C (Source: Department Photo)



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.

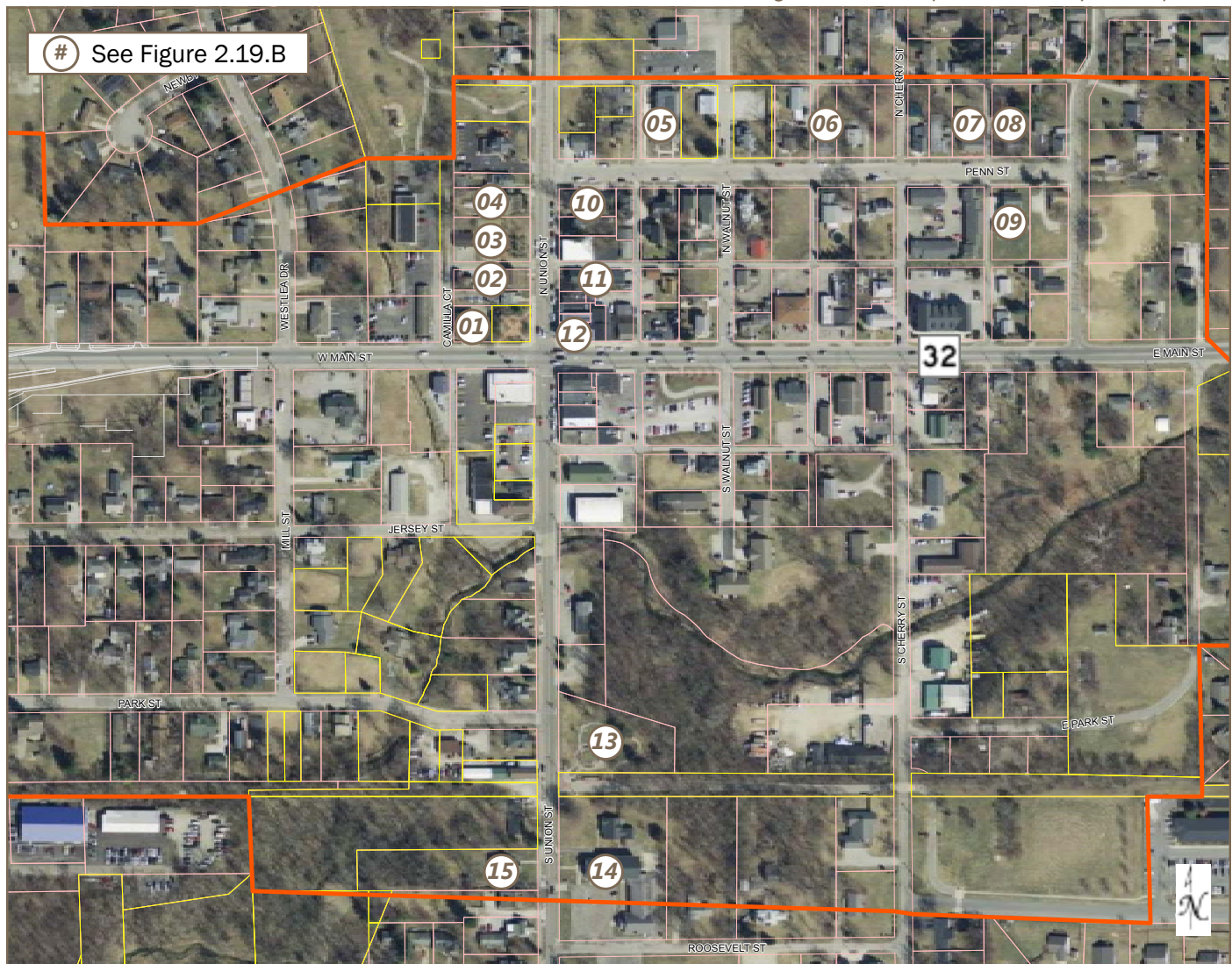
D. Historical Assets: Much of the community's existing architecture is modest, reflecting our strong Quaker heritage. As such, new development and adaptive re-use of existing structures should bridge the gap for future development with the community's history.

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)

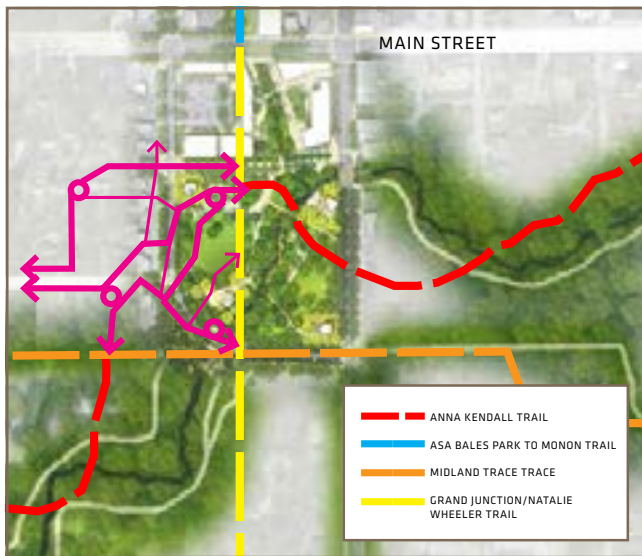


Figure 2.22.B: Grand Junction Trail

(Source: Department Photo)



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



ACCESS & CIRCULATION

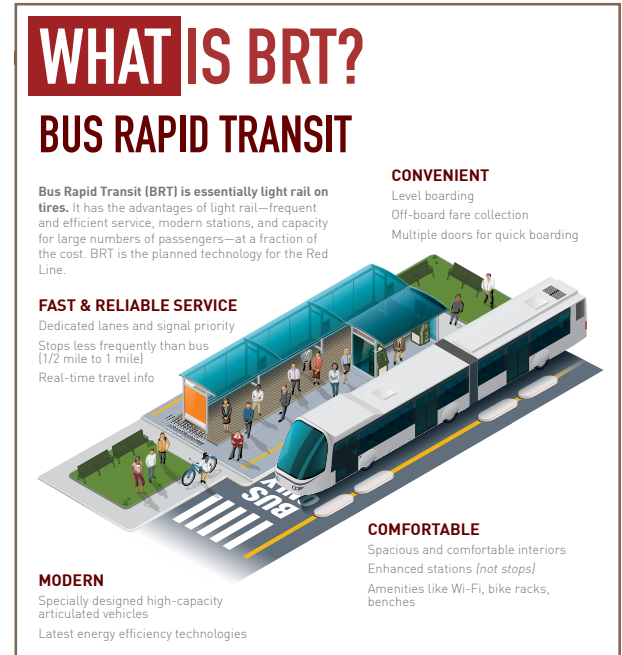
A. Mass Transit

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 2.25: 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)

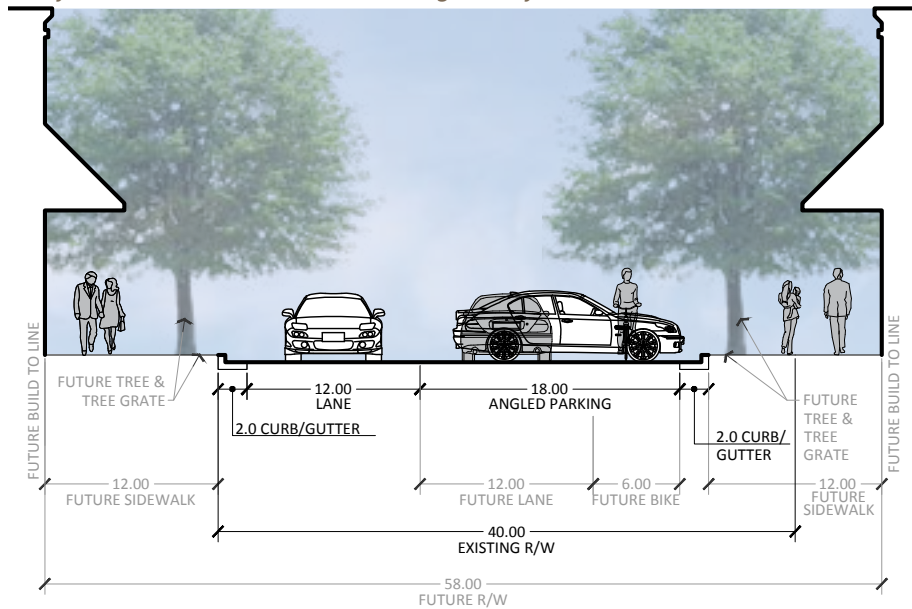


Figure 2.26.B: Right-of-Way with Existing Structures Setback (e.g., Park Street, Penn Street)

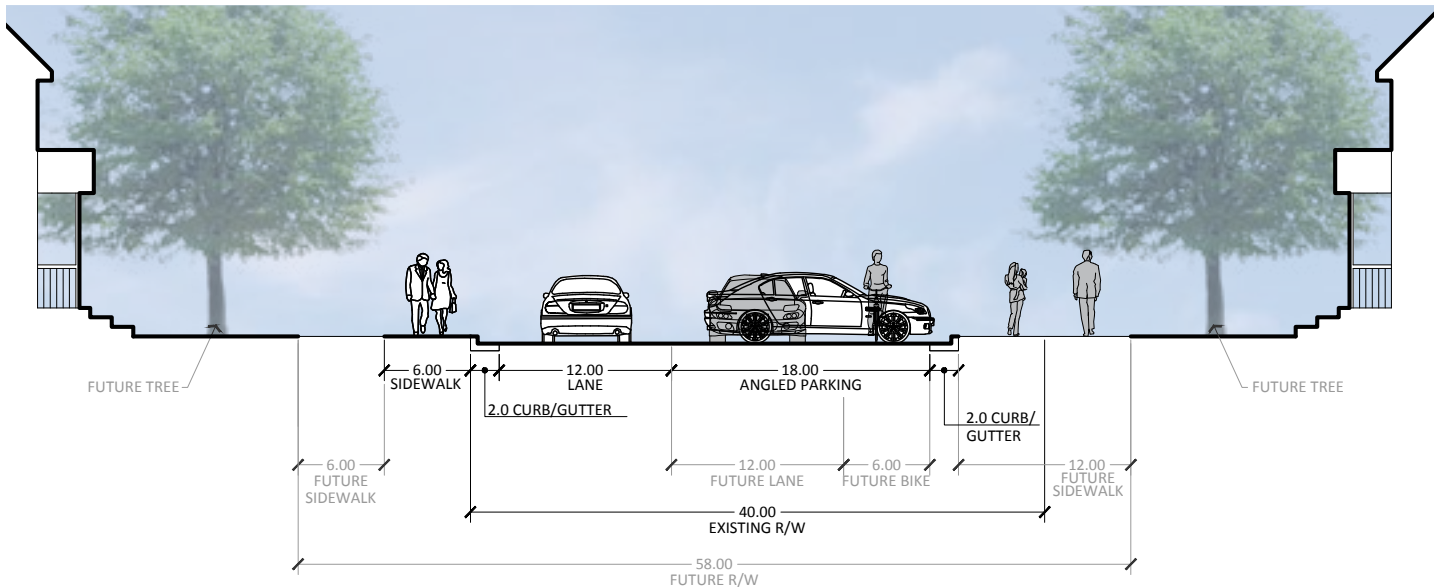


Figure 2.26.C: Jersey Street Right-of-Way Abutting Grand Junction Plaza

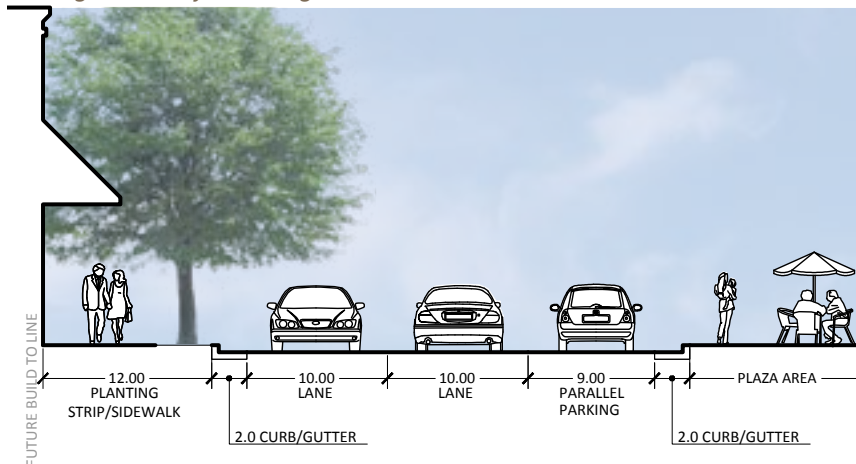
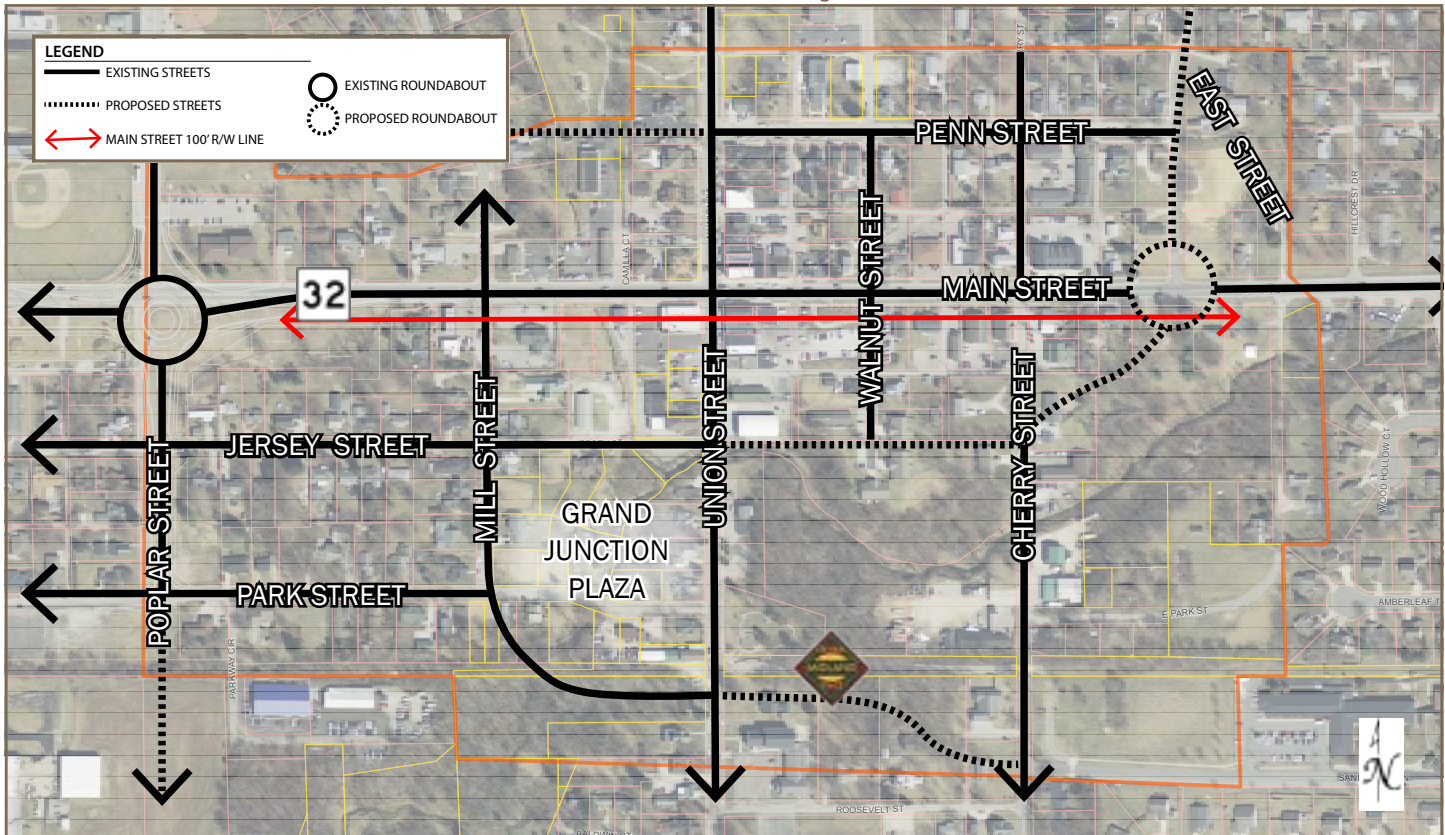


Figure 2.27: Junction Sub-District Street Network Exhibit



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.

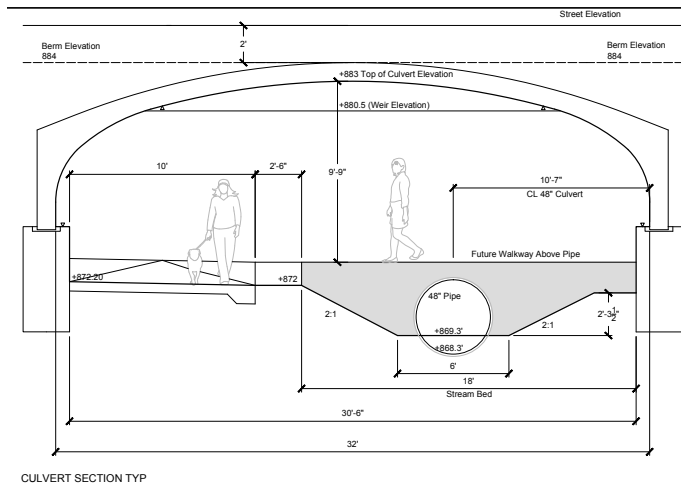
[Figure 2.26: Street Cross-Sections](#) is a series of cross-section scenarios that are appropriate for streets within this sub-district based on right-of-way widths that currently exist and that may need to be expanded.

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)

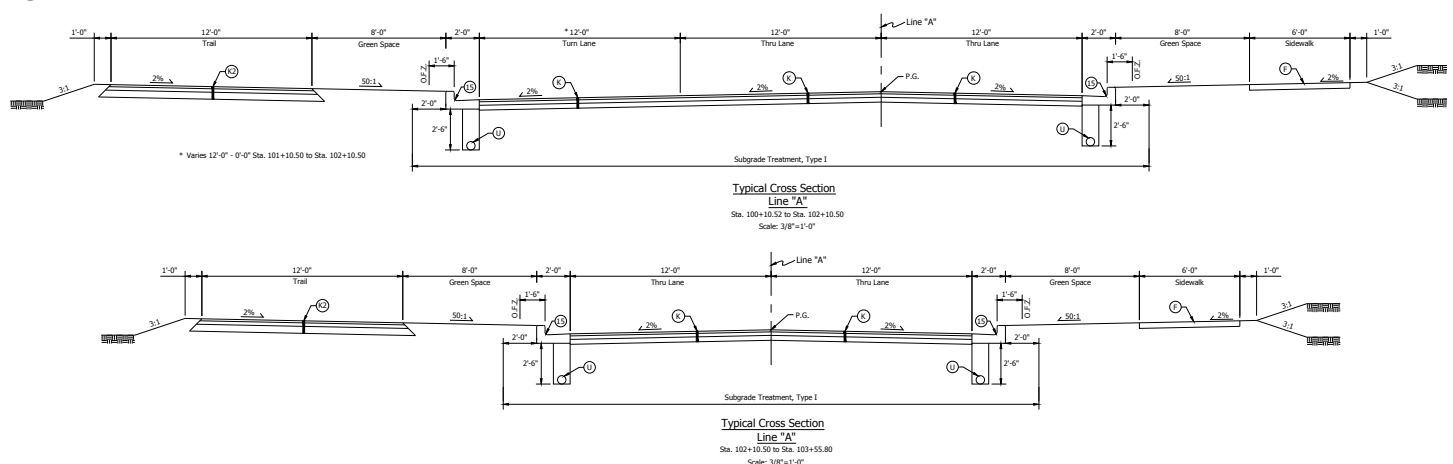


Figure 2.30.B (Source: www.nacto.org)



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)

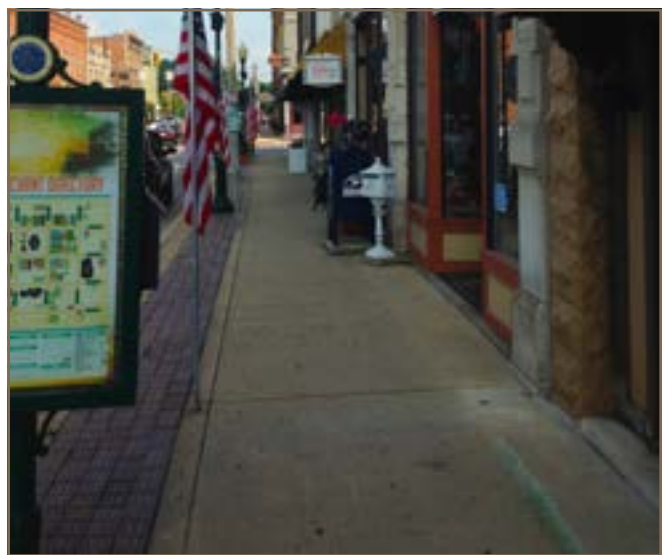
abutting the building; and (iii) a two (2) to three (3) foot area abutting the curb for trash, street lights, signs, and then street trees where sidewalk widens (see [Figure 2.32: Example Public Sidewalk Space](#) and also [Figure 2.26: Street Cross-Sections](#)).

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)

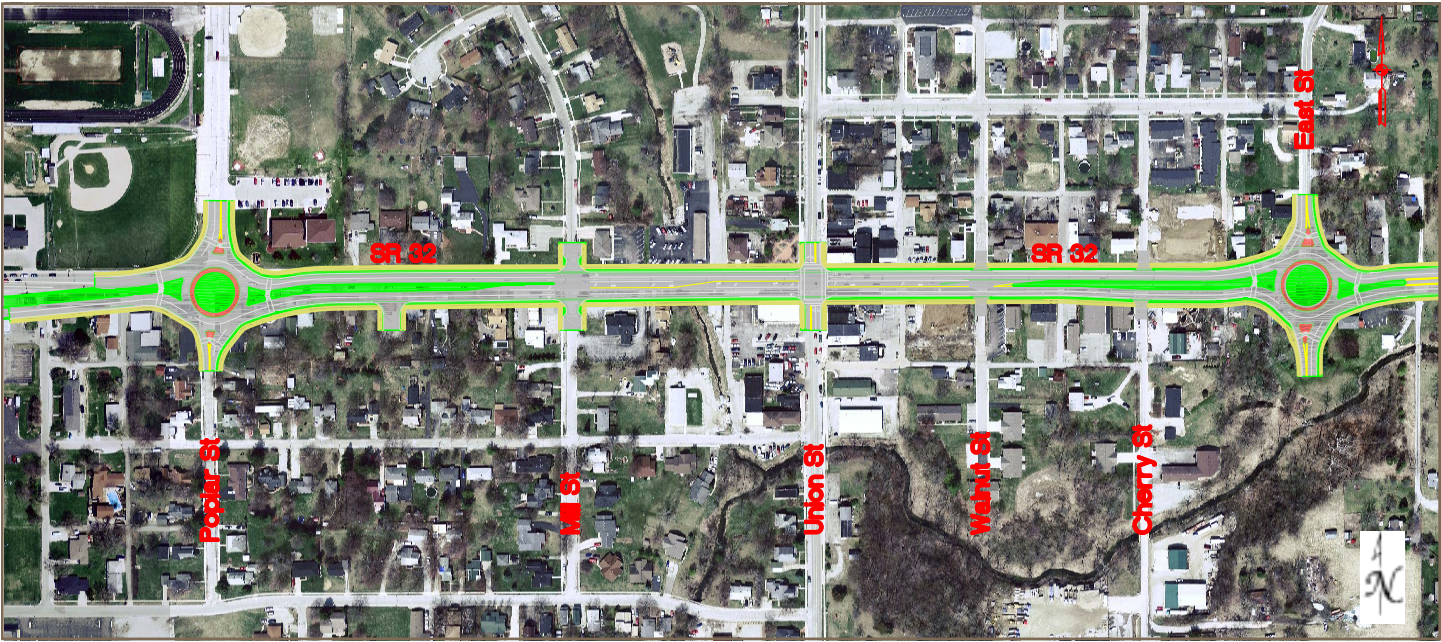


Figure 2.35: Preferred Alternative Cross-Sections
Figure 2.35.A: Cross-Section with Median

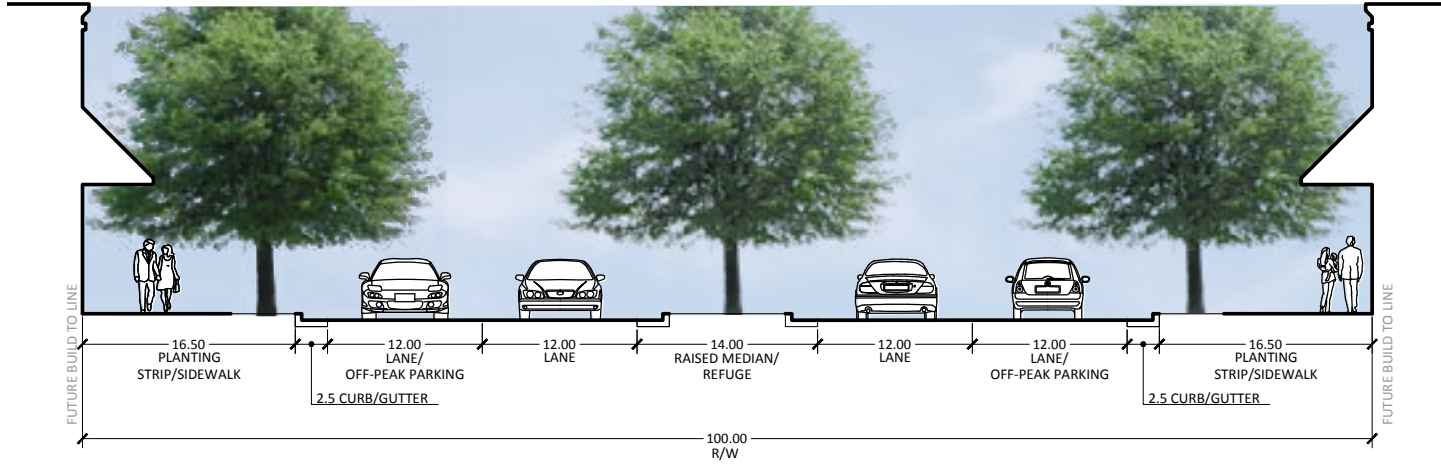


Figure 2.35.B: Cross-Section with Turn Lane

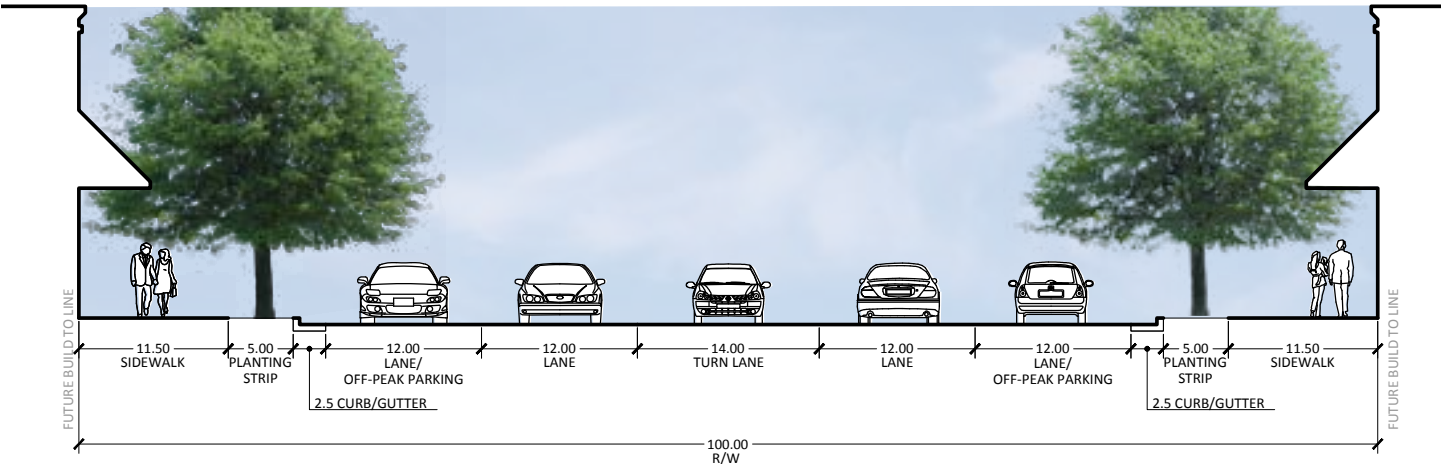


Figure 2.36: Enhanced Pedestrian Crossings

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).

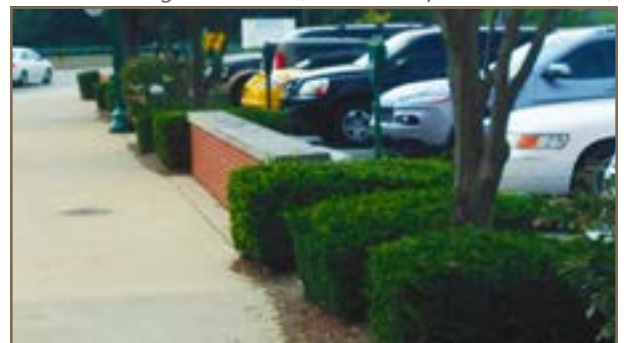
D. Parking Design: The design of parking areas is critical to the success of the sub-district, both for aesthetics and functionality. The parameters below are intended to promote efficient use of limited parking supply while ensuring that parking does not dominate or detract from the public spaces and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

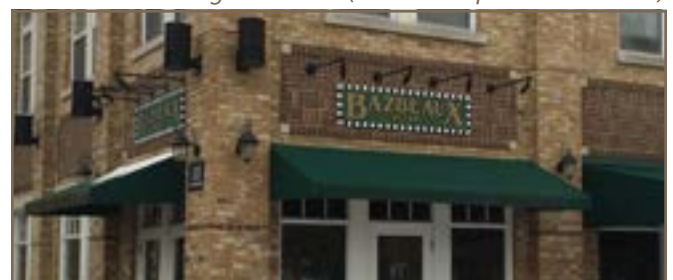


Figure 2.48.C (Source: Department Photo)



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)*



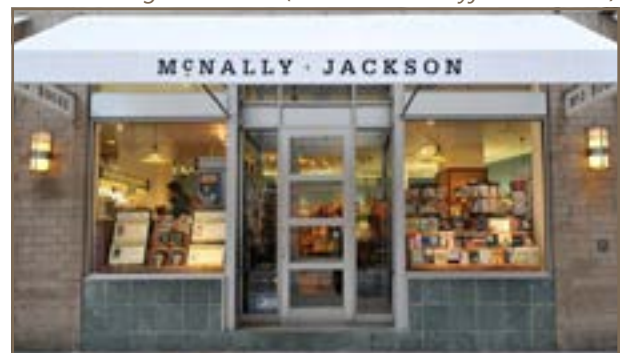
Figure 2.51.B (Source: shelf-awareness.com)



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.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 5, 2016
1606-PUD-06
Exhibit 1

Docket Number: 1606-PUD-06 (Ordinance No. 16-14)

Petitioner: Open Doors of Washington Township, Inc.

Request: A change in zoning from the AG-SF1: Agriculture/Single-Family 1 to the Open Doors PUD District to accommodate a community-assistance organization on the property.

Current Zoning: AG-SF1: Agriculture/Single-Family 1

Current Land Use: Institutional (Monon Trails Elementary School)

Acreage: 0.95 acre +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Building Elevations
5. Open Doors PUD Ordinance (Ord. 16-14)
6. Neighborhood Meeting Summary

Staff Reviewer: Kevin M. Todd, AICP

PETITION HISTORY

This petition was introduced at the May 9, 2016, City Council meeting. The petition received a public hearing at the June 6, 2016, Advisory Plan Commission (the "APC") meeting.

The petitioner held a neighborhood meeting on June 2, 2016. A summary of that meeting has been provided by the petitioner under **Exhibit 6**.

PROJECT OVERVIEW

Project Location: The petitioner is requesting a change in zoning to the Open Doors Planned Unit Development (PUD) District (see **Exhibit 3**) for approximately 1 acre located on the Monon Trails Elementary School campus (see **Exhibit 2**).

Property History: The property is currently zoned AG-SF1: Agriculture/Single-Family 1 and is located at the Monon Trails Elementary School. Development plan approval for the school campus was approved in November 2006 under Docket Nos. 0611-DP-24 and 0611-SIT-15.

ZONING REQUEST

The petitioner requests this change in zoning to allow the Open Doors of Washington Township operation on the subject property.

Default Standards: The Open Doors PUD Ordinance (the “PUD Ordinance”) (see **Exhibit 3**) defaults to the AG-SF1 District as the Underlying Zoning District.

Permitted Uses: The PUD Ordinance permits those uses identified within the Underlying Zoning District plus a “Food and Clothing Pantry”, which is defined in the PUD Ordinance as “an office/warehouse/distribution use providing food, household items and clothing assistance, and referrals to community services to individuals and families.”

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 does incorporate modifications to accommodate the creation of the lot and the development of the lot for the proposed use. The modified standards include reducing the minimum lot area, minimum lot frontage, building setback lines, and minimum lot width standards. The proposed PUD Ordinance also establishes a minimum number of parking spaces, minimum landscaping requirements, and establishes signage provisions. Per the proposed PUD Ordinance, the building is to be constructed in substantial compliance with the included illustrative character exhibit.

Subdivision Control/Platting: As proposed, the PUD Ordinance would not require the creation of the Open Doors lot to be platted, but rather would allow the lot to be created through a simple metes and bounds description.

Development Plan Review: As proposed, the PUD Ordinance delegates the review and approval of the Development Plan for the to the Director of the Economic and Community Development Department.

Comprehensive Plan: The Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”) identifies this Property within the “New Suburban” land use classification. The described land use activity is consistent with what could be anticipated with an institutional use. Institutional uses are contemplated as acceptable uses within the New Suburban area. The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions.

ITEMS RAISED DURING THE JUNE 6, 2016 APC MEETING

1. Conflict between Site Access and Bus Traffic on School Mornings. The petitioner should be able to provide an update regarding this matter at the June 20, 2016 APC meeting.
2. Adequate Parking for the Facility. The City does not have a minimum parking requirement for this land use. The petitioner has stated that the proposed parking will be adequate for their needs.
3. Compatibility of Architecture with School/Neighborhood. The petitioner stated that the building colors were selected to be compatible with the school building's colors. The petitioner has also modified the southern building elevation to include a brick wainscot to further enhance the façade and its compatibility with the surrounding area.
4. Safety Concerns/Appropriate Use for School Campus/Neighborhood. The school corporation has agreed that the proposed use is appropriate for the proposed location. The petitioner stated that Open Doors traffic/patrons will not use or be close to the public entrance of the school building.
5. Accessible Location for Patrons. The petitioner stated that the proposed location is closer to the geographic-center of their service area than their current location in Downtown Westfield, and allows for future growth of their services. The petitioner also noted that the site is accessible from U.S. 31 via 191st Street and State Road 38, which connect to Tomlinson Road.
6. School's Use of the Adjacent Parking Lot. The petitioner should be able to provide an update regarding this matter at the June 20, 2016 APC meeting.

MODIFICATIONS SINCE THE JUNE 6, 2016 APC MEETING

1. In response to public, City Council, and APC input, the petitioner has modified the southern façade of the proposed building, adding a 36-inch brick wainscot, as depicted in Exhibit C of the PUD Ordinance. The wainscot on the remaining sides has changed color to compliment the brick color, rather than the roof color.
2. The signage section of the PUD Ordinance (Section 7.5) was modified to allow a ground sign on either Tomlinson Road or the subject property. The original version of the PUD Ordinance had a provision for a sign on Tomlinson Road, not an option to put it on the subject property.

3. Formatting and clarification modifications were made to the PUD Ordinance, per staff's direction and comments. No other substantive changes were made.

PROCEDURAL

Public Hearing: Planned Unit Development (PUD) Districts are required to be considered at a public hearing by the Plan Commission. The public hearing was held at the June 6, 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:

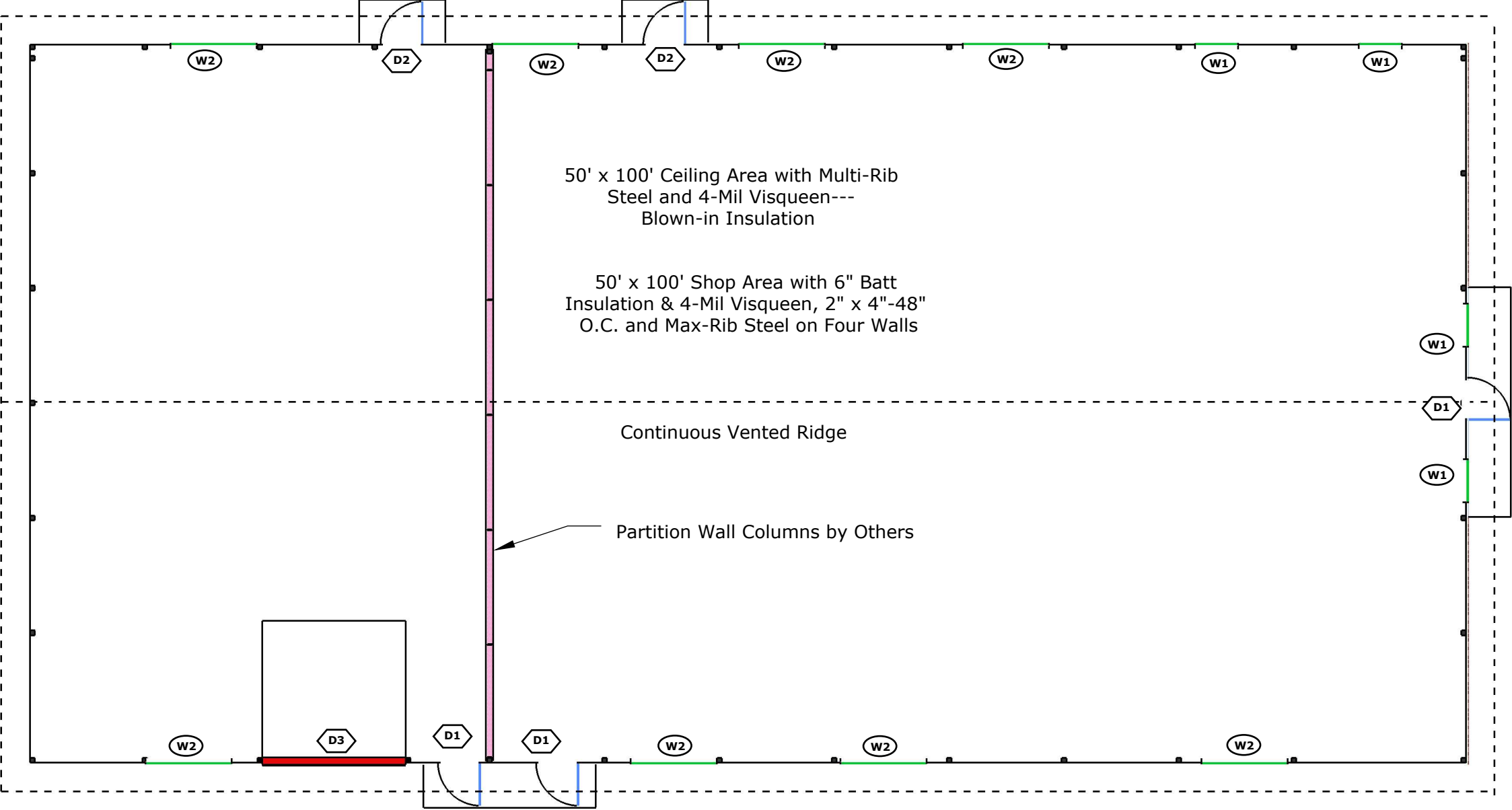
Indiana Code 36-7-4-603 states that in the consideration of zoning ordinance amendments and zone map changes that reasonable regard shall be paid to:

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 Open Doors PUD District (Docket No. 1606-PUD-06, Ordinance 16-14), 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 public hearing, then please contact Kevin Todd at 317.379.6467 or ktodd@westfield.in.gov.





FLOOR PLAN

Door Schedule:

- D1 - 3' x 6'-8" Steel Insulated Walk Door With 22" x 36" Glass
- D2 - 3' x 6'-8" Steel Insulated Walk Door
- D3 - 10' x 10' OHD Frame Out (Door Not Included)

Window Schedule:

- W1 - 4' x 3' Insulated Sliding Window With Screen
- W2 - 6' x 2' Insulated Fixed



X: _____ Date _____
Purchaser Approval

X: _____ Date _____
Seller Approval

Notes:
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Building may not be shown to scale

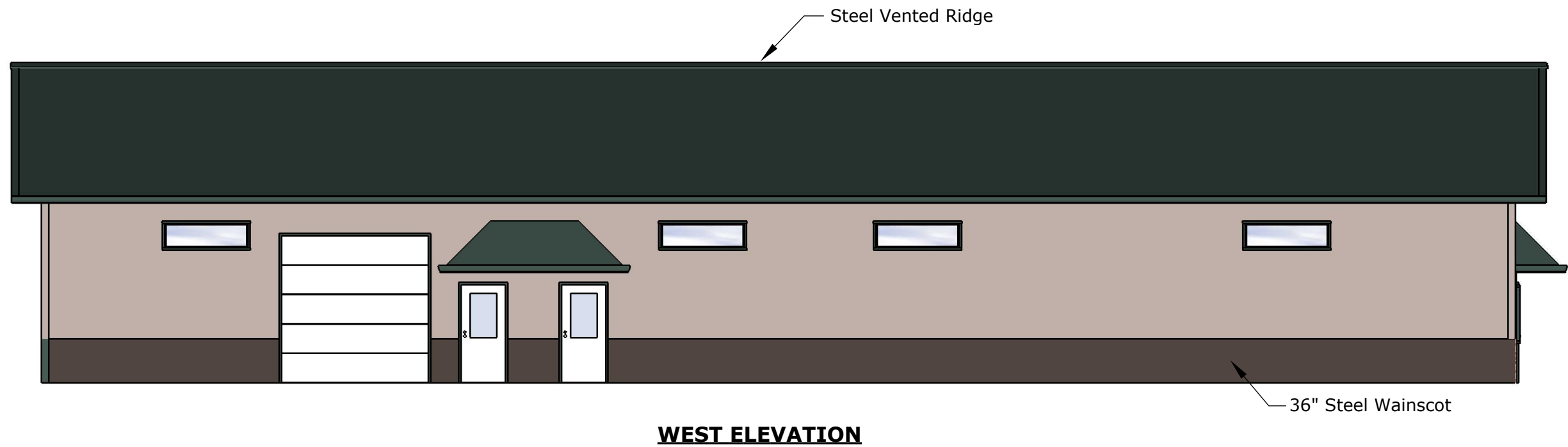
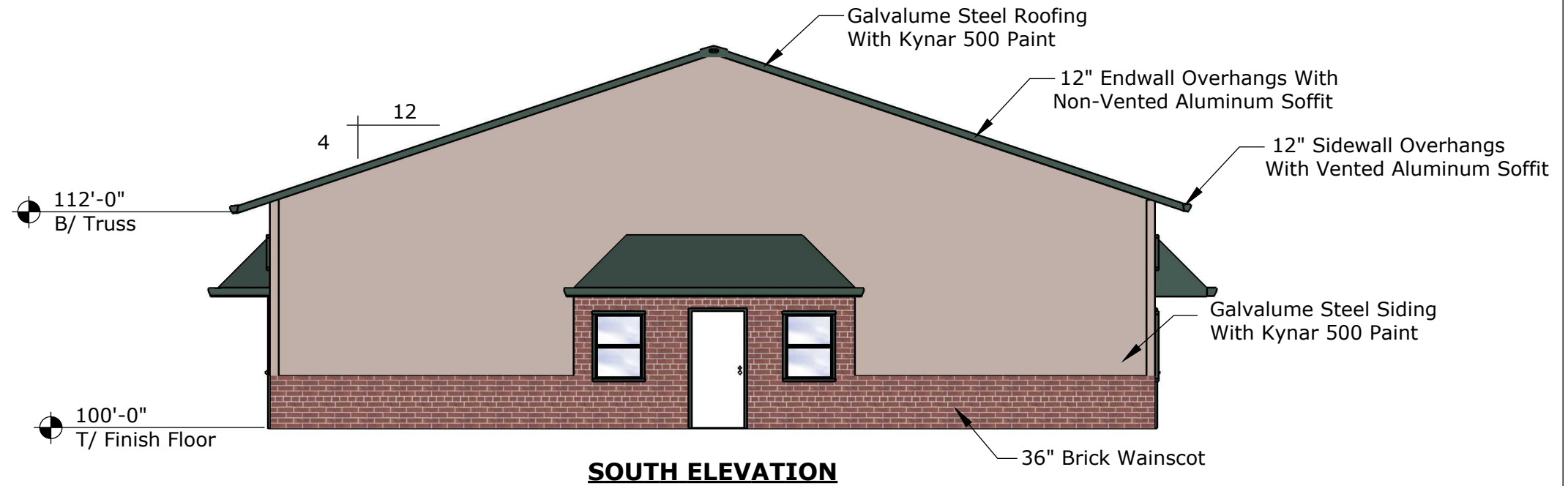
Open Doors
Westfield, IN.

Floor Plan

**FBI**
Buildings, Inc.
3823 W 1800 S
Remington, IN 47977
219-261-2157
www.fbibuildings.com

Date : 3/2/16
Name: MH

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Westfield, IN.

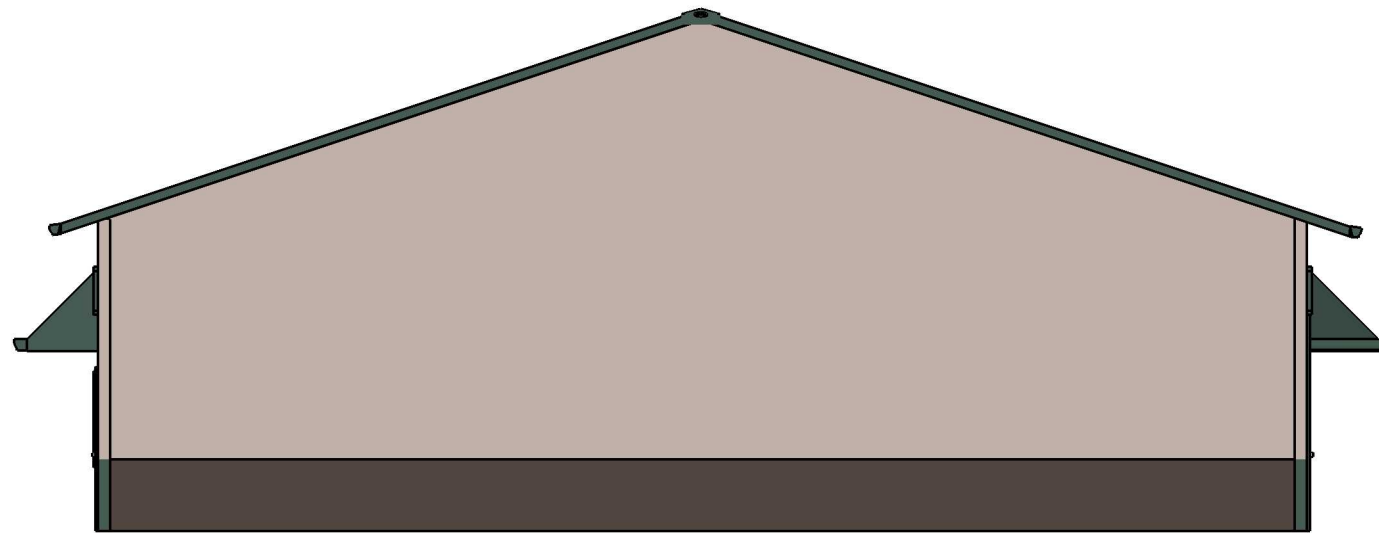
Elevation Plan

FBI
FBI Buildings, Inc.
3823 W 1800 S
Remington, IN 47977
219-261-2157
www.fbibuildings.com

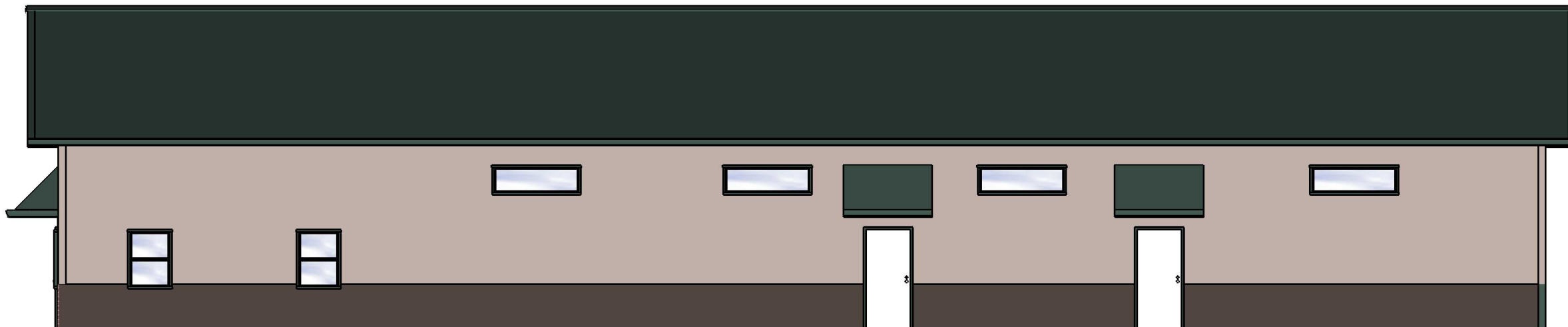
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A-201



NORTH ELEVATION



EAST ELEVATION

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**Open Doors
Westfield, IN.**

Elevation Plan

FBI

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3D View



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Name: MH

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A-203

ORDINANCE NUMBER 16-14

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 "**Open Doors 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. 1606-PUD-06**), requesting an amendment to the Unified Development Ordinance, 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. 1606-PUD-06** 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 "**Open Doors PUD District**" (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented

or expressly made inapplicable by this Ordinance.

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

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

- 2.1 Food and Clothing Pantry: An office/warehouse/distribution use providing food, household items and clothing assistance, and referrals to community services to individuals and families.
- 2.2 Illustrative Character Exhibit: The architectural building elevations, attached hereto as **Exhibit C**.
- 2.3 Underlying Zoning District: The Zoning District of the Unified Development Ordinance that shall govern the development of this District as set forth in Section 4 of this Ordinance.

Section 3. **Concept Plan.** The Concept Plan for the Real Estate, 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 substantial compliance with the Concept Plan.

Section 4. **Underlying Zoning District(s).** The Underlying Zoning District shall be the AGSF-1: Single Family Low Density District.

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

- 5.1 All uses permitted in the Underlying Zoning District, as set forth in Chapter 4 and Chapter 13 of the UDO, shall be permitted in addition to a Food and Clothing Pantry.

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

- 6.1 The Minimum Lot Area: 0.95 acre +/-
- 6.2 Minimum Lot Frontage, Minimum Building Setback Lines, and Minimum Lot Width shall be zero (0) feet.

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

7.1 Article 6.3 Architectural Standards: The building on the Real Estate shall be constructed in substantial compliance with the Illustrative Character Exhibit.

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

A. Landscaping shall be substantially similar to the landscaping depicted on **Exhibit C**. This landscaping shall be required on the eastern side of the building. This landscaping shall satisfy the minimum landscaping requirements for this development.

7.3 Article 6.9 Lighting Standards: Shall apply.

7.4 Article 6.14 Parking and Loading Standards: Shall apply, except as otherwise modified below.

A. The minimum number of required Off-street Parking spaces shall be five (5).

B. No Bicycle Parking shall be required.

7.5 Article 6.17 Sign Standards: Shall apply, except as otherwise modified below.

A. One (1) monument sign, a maximum of thirty (30) square feet per sign face, and a maximum of six (6) feet in height, shall be permitted (i) along Tomlinson Road at the entrance to the adjoining real estate or (ii) on the Real Estate. The owner of the real estate upon which this monument sign will be placed shall either: i) be the applicant of the sign permit; or ii) sign a written consent that is submitted with the sign permit application.

B. One (1) wall sign, a maximum of twenty (20) square feet, shall be permitted on the building.

Section 8. **Infrastructure Standards.** The District's infrastructure shall comply with the Unified Development Ordinance and the City's Construction Standards (see Chapter 7: Subdivision Regulations), unless otherwise approved by the Plan Commission or Department of Public Works in consideration to the preservation of the natural topography and environment and in consideration to the unique design intent of the District.

Section 9. **Design Standards.** The standards of Chapter 8: Design Standards shall apply to the development of the District.

Section 10. **Development Plan Review.** The standards of Article 10.7 Development Plan Review shall apply to the development of the District, except as otherwise modified below.

- 10.1 Article 10.7.E Development Plan Review Criteria: The review and approval process for Development Plan Review shall be delegated to the Director of the Economic and Community Development Director of the City.

Section 11. **Subdivision Standards and Process.** The standards of Article 10.12 Subdivision shall not apply to the creation and development of the Real Estate.

[Remainder of page intentionally left blank, signature page follows]

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

I hereby certify that **ORDINANCE 16-14** was delivered to the Mayor of Westfield

on the _____ day of _____, 2016, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 16-14**

this _____ day of _____, 2016.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 16-14**

this _____ day of _____, 2016.

J. Andrew Cook, Mayor

This document prepared by: James E. Shinaver and Jon C. Dobosiewicz, Nelson & Frankenberger
550 Congressional Blvd, Suite 210, Carmel, IN 46032 (317) 844-0106

Open Doors PUD Draft #3 062316

SCHEDULE OF EXHIBITS

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

EXHIBIT A
REAL ESTATE
(Page 1 of 2)

A part of the Northwest Quarter of Section 25, Township 19 North, Range 3 East of the Second Principal Meridian, in Hamilton County, Indiana more particularly described as follows:

Commencing at a Harrison monument located at the Southeast Corner of said Northwest Quarter; thence North 00° 00' 00" East (basis of bearings is the east line of said quarter section as recited in warranty deed recorded as instrument number 199909968679 in the office of the recorder of the county and state aforesaid) along the east line of said quarter section 683.00' to the northeast corner of Cordero as described in said warranty deed, said point also being the southeast corner of the Westfield Washington Multi-School Building Corporation property as described in a warranty deed recorded as instrument number 2007061808 in the office of the recorder of said county and state aforesaid, of which the subject parcel is a part of; thence continuing North 00° 00' 00" East along the east line of said quarter 407.83'; thence North 90° 00' 00" West 672.87' to the Point of Beginning; thence North 74° 36' 01" West 167.77 feet; thence North 15° 23' 59" East 108.00 feet; thence North 74° 36' 01" West 85.01 feet; thence North 78° 01' 17" East 18.89' to the point of curvature of a tangent curve to the left having a radius of 40.00'; thence along said curve an arc length of 44.68', said arc being subtended by a long chord having a bearing of North 46° 01' 24" East and a length of 42.39'; thence North 14° 01' 31" East 1.16'; thence South 75° 58' 29" East 19.85'; thence North 14° 01' 31" East 63.69'; thence South 75° 58' 29" East 196.17'; thence South 15° 23' 59" West 223.18' to the Point of Beginning, containing 0.95 acres more or less, subject to all existing highways, rights-of-way and easements of record.

EXHIBIT A
REAL ESTATE
(Page 2 of 2)

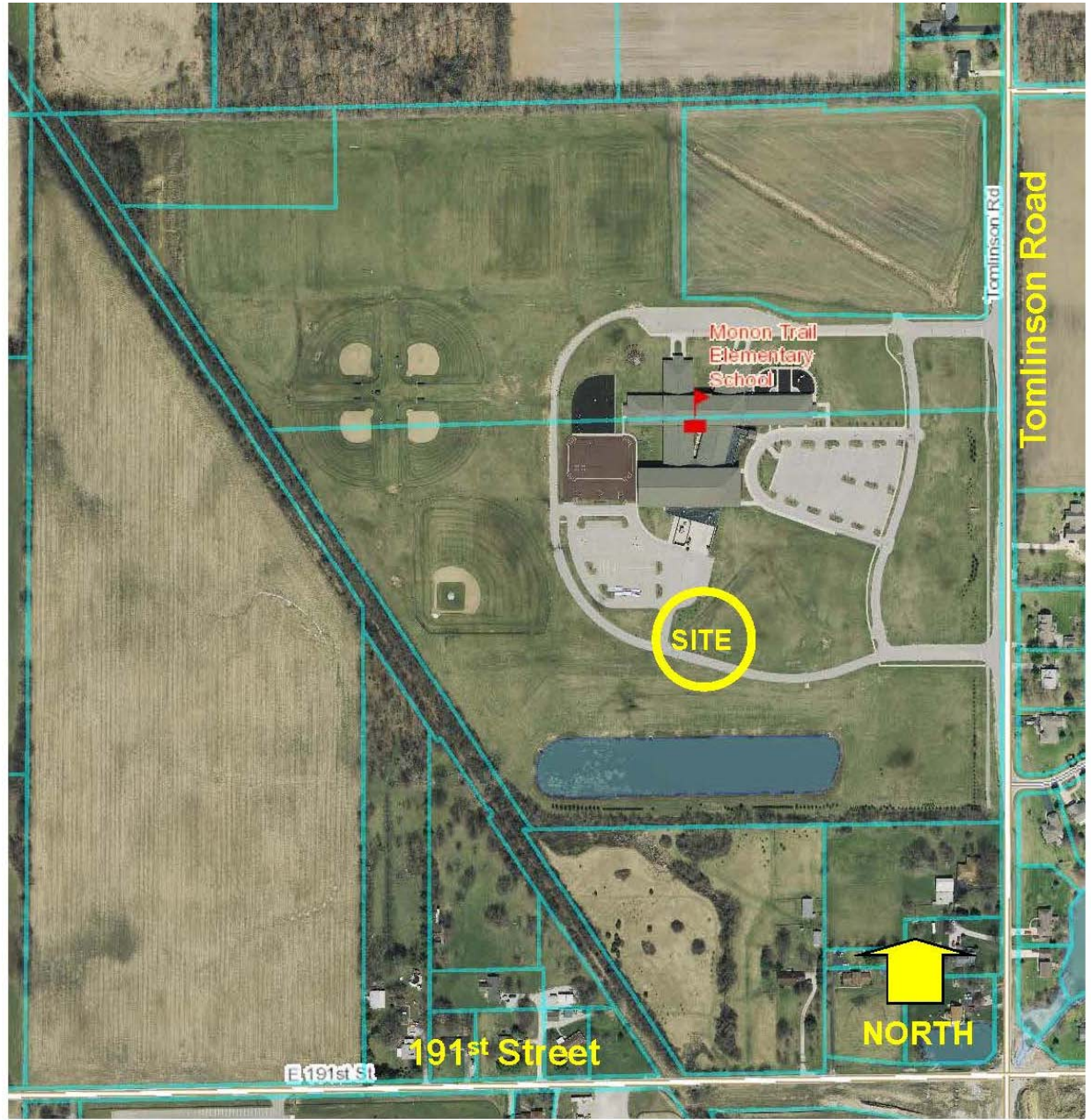


EXHIBIT B
Concept Plan

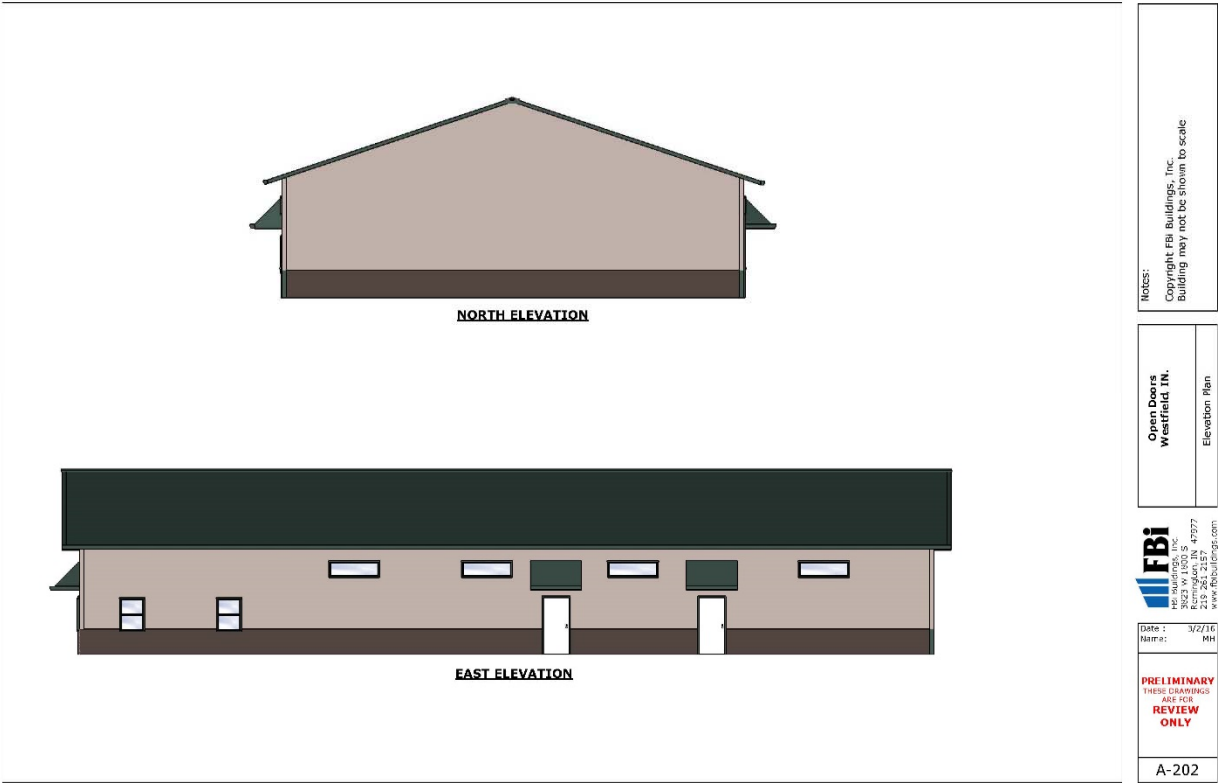
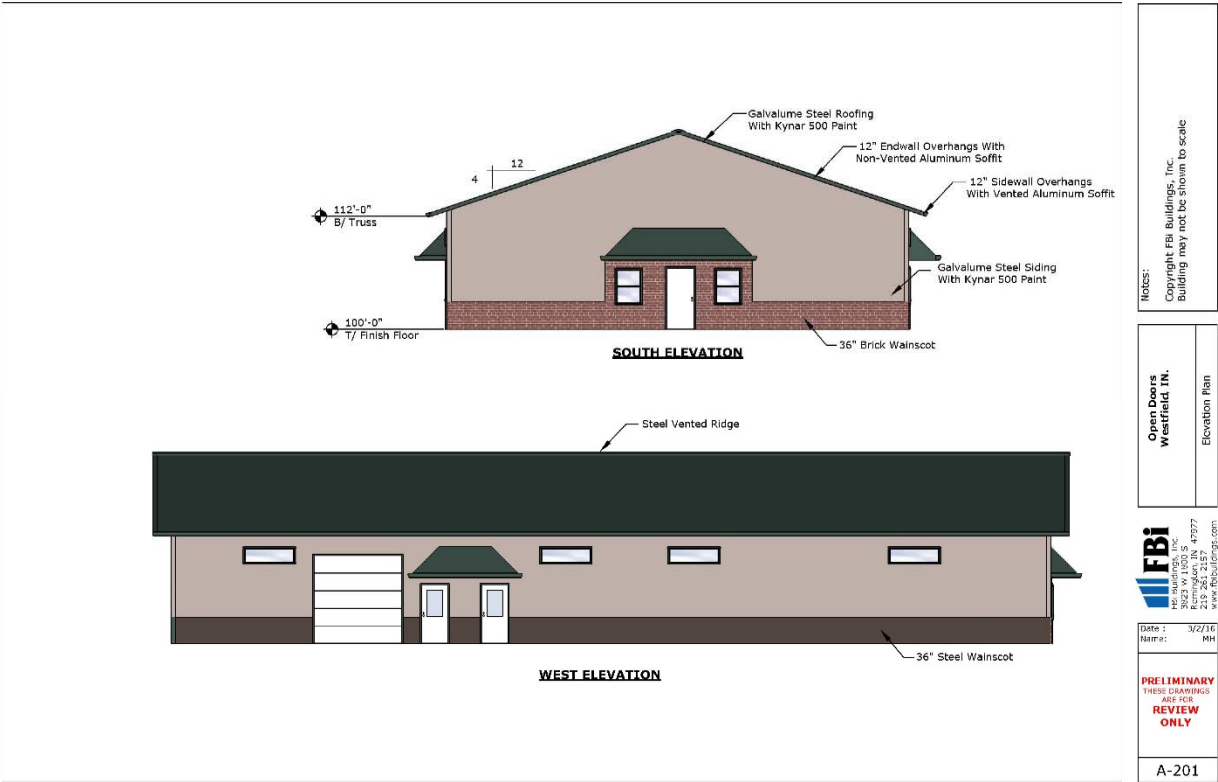


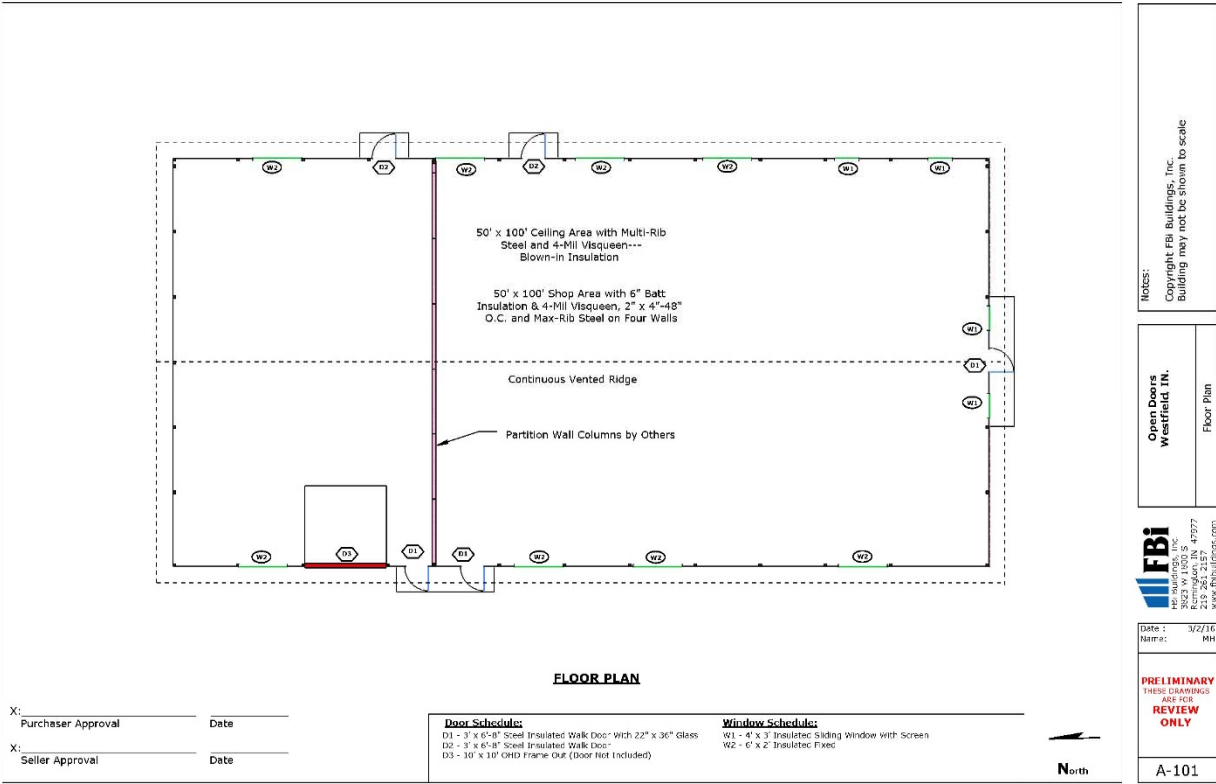
Note: Larger scale paper and digital copies of the Concept Plan are on file with the Department of Economic and Community Development under Docket Number 1606-PUD-06.

EXHIBIT C
Illustrative Character Exhibit



Note: Larger scale paper and digital copies of the Character Exhibit are on file with the Department of Economic and Community Development under Docket Number 1606-PUD-06.





June 2, 2016 Open Doors Neighborhood Meeting Summary

Project: Open Doors PUD Docket Number 1606-PUD-06

Date: Thursday, June 2, 2016 at 6:00 pm

Location: Westfield City Hall building, 130 Penn Street, Westfield, Indiana

Attendees: Open Doors representatives
Jon Dobosiewicz and Jim Shinaver – Nelson & Frankenberger
Amanda Rubadue – Westfield Planning Staff
Surrounding Neighbors (See attached Sign-in Sheet Ex. A)

Summary of Neighbor Questions and Petitioner's Responses:

Jon Dobosiewicz provided an overview summary of the request. The following questions were asked:

1. Explain how deliveries are made to your facility, what type of trucks, what times of day?
 - a. Response: The facility has overhead doors that face west toward the school ball fields. The deliveries are typically made by vans. The facility is only open Tuesdays, Thursdays and Saturdays from 9am to noon. The deliveries occur during these days and times. Approximately once a month Open Doors volunteers will go to the Midwest food bank in an Open Doors van and pick up food and bring it back to the facility. There are no deliveries by semi-trucks. On very rare occasions there may be a delivery by a box truck from a large food drive.
2. Explain the lighting.
 - a. Response: There is security lighting on the 4 corners of the building and the fixtures are full cut off and shielded to direct the light.
3. Explain the number of cars, impact on traffic, safety of kids at school with cars visiting the site.
 - a. Response: Again, the facility is only open 3 days a week from 9am to noon. Usually when patrons visit the site, it may only be 2 to 8 persons a day. The facility is open during school hours so the school children are typically in school. During summer time, school children are out of school. The use generates very low traffic.
4. Have there been any break-ins at your current location?
 - a. Response: No money is kept inside the building. At the current site at the old fire station, which has been the home to Open Doors for many years, there was a broken window once at the building. We cannot recall any break-ins.

5. What if you grow, what is your plan?

- a. Response: The current building that Open Doors is relocating from is approximately 2500 square feet. The proposed facility is approximately 5000 square feet. So, we have described the new facility to accommodate for growth.

6. Why was this site chosen, why is it on the school property, why didn't you choose a commercial or retail site to relocate to?

- a. Response: The school offered this site to us and they suggested it to us. We have partnered with the schools over the years and the school children are involved in our food drives and assisting in stocking the food and clothing donated into the facility. This school site is the largest elementary site in the school system and could accommodate this building. The agreement with the school and the manner in which the PUD is written, if Open Doors were to no longer operate out of this building, the building and the land would revert back to the school and no other business or organization could use the building.

7. Is Open Doors managed by a Board of Directors?

- a. Response: Yes. Open Doors is a non-profit community volunteer organization. All Board of Director members are volunteers.

8. How tall is the building?

- a. Response: The peak of the roof is approximately 20' and the inside ceiling height is about 12'.

9. Where is your trash area?

- a. Response: Currently Ray's Trash service provides, at no charge, our trash service via 3 or 4 trash receptacles.

10. If approved, when would you begin construction?

- a. Response: Late summer or early Fall of 2016.

Neighborhood Meeting Sign In-Sheet

Open Doors – PUD Docket No. 1606-PUD-06

Thursday, June 2, 2016 at 6:00 p.m., Westfield City Hall building, 130 Penn Street, Westfield, IN

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>	<u>EMAIL</u>
1. DANNY ELLISON	19604 Tomlinson Rd	[REDACTED]	[REDACTED]
2. Kent Rigdon	1230 Bokcellia Blvd	[REDACTED]	[REDACTED]
3. NANCY MAHER	19231 TOMLINSON RD	[REDACTED]	[REDACTED]
4. Pat Gentl	904 E. 191 st	[REDACTED]	[REDACTED]
5. Wayne Mills	460 Mulberry St. Zionsville	[REDACTED]	[REDACTED]
6. Bruce A. Watson	1008 TRESCOTS DR. WESTFIELD, IN	[REDACTED]	[REDACTED]
7.			
8.			
9.			
10.			
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ORDINANCE NUMBER 16-14

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 "**Open Doors 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. 1606-PUD-06**), requesting an amendment to the Unified Development Ordinance, 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. 1606-PUD-06** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a [REDACTED] recommendation ([REDACTED]) 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 [REDACTED], 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 "**Open Doors PUD District**" (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented

or expressly made inapplicable by this Ordinance.

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

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

2.1 Food and Clothing Pantry: An office/warehouse/distribution use providing food, household items and clothing assistance, and referrals to community services to individuals and families.

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2.2.2 Illustrative Character Exhibit: The architectural building elevations, attached hereto as **Exhibit C**.

2.2.3 Underlying Zoning District: The Zoning District of the Unified Development Ordinance that shall govern the development of this District as set forth in Section 4 of this Ordinance.

Section 3. Concept Plan. The Concept Plan for the Real Estate, 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 substantial compliance with the Concept Plan.

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Section 4. Underlying Zoning District(s). The Underlying Zoning District shall be the AGSF-1: Single Family Low Density District.

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

- 5.1 All uses permitted in the Underlying Zoning District, as set forth in Chapter 4 and Chapter 13 of the UDO, shall be permitted in addition to a Food and Clothing Pantry, an office/warehouse/distribution use providing food, household item and clothing assistance as well as referral to community services, to individuals and families.

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

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~~6.1~~ ~~6.1~~—The Minimum Lot Area: ~~0.95 acre +/-~~

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~~6.2~~ ~~Minimum~~ Lot Frontage, ~~Minimum~~ Building Setback Lines, ~~and Minimum~~ Lot Width shall be zero (0) feet.

~~6.2~~—~~Subdivision standards shall not apply to the development of the Real Estate.~~

~~Section 8.~~**Section 7. Development Standards.** The standards of ~~Chapter 6: Development Standards~~ shall apply to the development of the District except as otherwise modified below.

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~~8.4.7.1~~ Article 6.3 Architectural Standards: The building on the Real Estate shall be constructed in substantial compliance with the Illustrative Character Exhibit.

~~8.2.7.2~~ Article 6.8 Landscaping Standards: Shall apply, except as otherwise modified below.

A. Landscaping ~~shall be substantially similar to the landscaping depicted on Exhibit C. This landscaping shall be required on the eastern side of the building. identified on the landscape plan associated with a Development Plan for the Real Estate shall.~~ This landscaping shall satisfy all the minimum Landscaping landscaping Requirementsrequirements for this development.

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~~8.3.7.3~~ Article 6.9 Lighting Standards: Shall apply.

~~8.4.7.4~~ Article 6.14 Parking and Loading Standards: Shall apply, except as otherwise modified below.

- A. The minimum number of required Off-street Parking spaces shall be five (5).
- B. No Bicycle Parking shall be required.

~~8.5.7.5~~ Article 6.17 Sign Standards: Shall apply, except as otherwise modified below.

- A. One ~~(1) ground-monument~~ sign, a maximum of thirty (30) square ~~foot-feet per sign face, and a maximum of six (6) foot-feet in height,~~ shall be permitted ~~(i) along Tomlinson Road at the entrance to the adjoining real estate or (ii) on the Real Estate. The owner of the real estate upon which this monument sign will be placed shall either: i) be the applicant of the sign permit; or ii) sign a written consent that is submitted with the sign permit application.~~
- B. One ~~(1) twenty (20)-square foot-wall sign,~~ a maximum of twenty (20) square feet, shall be permitted on the building.

~~Section 9.~~**Section 8. Infrastructure Standards.** The District's infrastructure shall comply with the Unified Development Ordinance and the City's Construction Standards (see ~~Chapter 7: Subdivision Regulations~~), unless otherwise approved by the Plan Commission or Department of Public Works in consideration to the

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preservation of the natural topography and environment and in consideration to the unique design intent of the District.

Section 9. **Design Standards.** The standards of Chapter 8: Design Standards shall apply to the development of the District.

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Section 10. **Development Plan Review.** The standards of Article 10.7 Development Plan Review shall apply to the development of the District, except as otherwise modified below.

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- 10.1 Article 10.7.E Development Plan Review Criteria: The review and approval process for Development Plan Review shall be delegated to the Director of the Economic and Community Development Director of the City.

Section 11. **Subdivision Standards and Process.** The standards of Article 10.12 Subdivision shall not apply to the creation and development of the Real Estate.

[Remainder of page intentionally left blank, signature page follows]

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

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Charles Lehman

Charles Lehman

Charles Lehman

Cindy L. Spoljaric

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ATTEST:

Cindy Gossard, Clerk Treasurer

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

I hereby certify that **ORDINANCE 16-14** was delivered to the Mayor of Westfield
on the _____ day of _____, 2016, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 16-14**

this _____ day of _____, 2016.

I hereby VETO **ORDINANCE 16-14**

this _____ day of _____, 2016.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This document prepared by: James E. Shinaver and Jon C. Dobosiewicz, Nelson & Frankenberger
550 Congressional Blvd, Suite 210, Carmel, IN 46032 (317) 844-0106

[Open Doors PUD Draft #3 062316](#)~~Open Doors PUD Draft #2 061016~~

SCHEDULE OF EXHIBITS

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Exhibit B	Concept Plan
Exhibit C	Illustrative Character Exhibit

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(Page 1 of 2)

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REAL ESTATE
(Page 2 of 2)

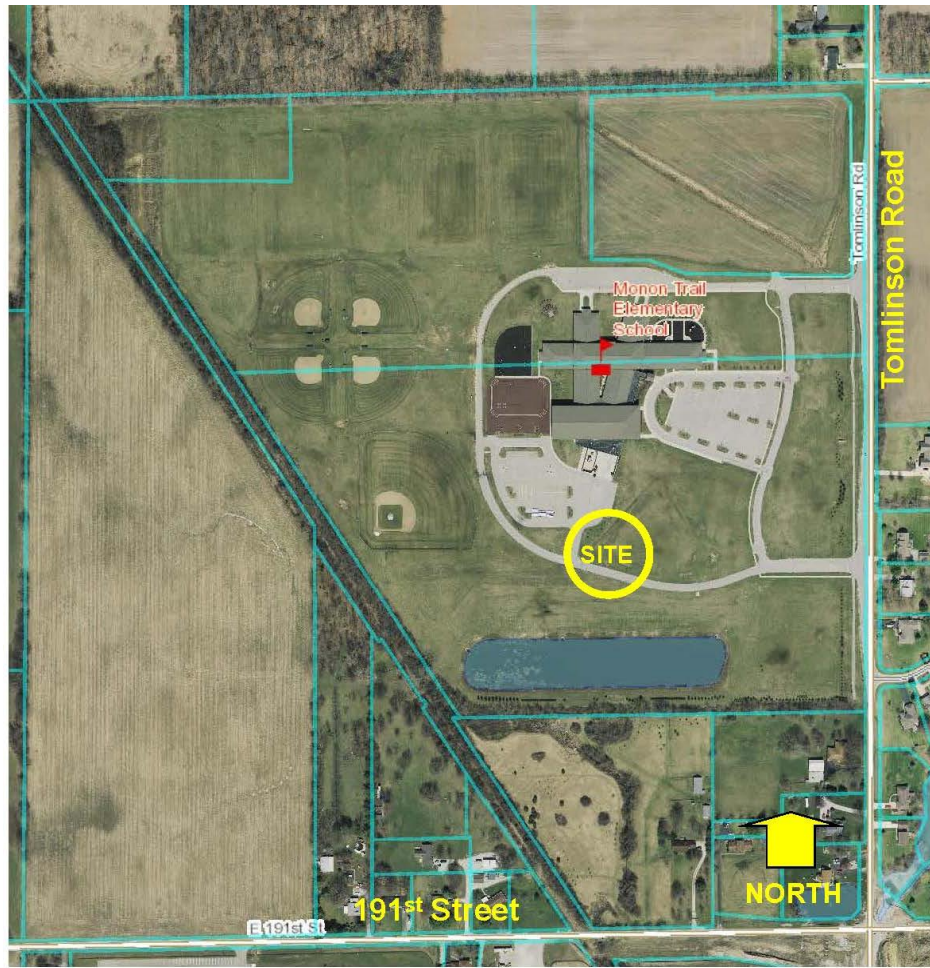


EXHIBIT B
Concept Plan

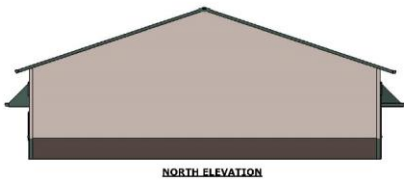


Note: Larger scale paper and digital copies of the Concept Plan are on file with the Department of Economic and Community Development under Docket Number 1606-PUD-06.

EXHIBIT C
Illustrative Character Exhibit



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NOTES:
Copyright FBI Buildings, Inc.
Building may not be altered to scale
www.fbi.com

Open Doors
Westfield, IN
Elevation Plan



Date: 3/2/16
Rev: 1

PRELIMINARY
THIS DRAWING IS
NOT FOR
REVIEW
ONLY

A-201

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www.fbi.com

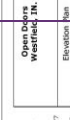
Open Doors
Westfield, IN
Elevation Plan



Date: 3/2/16
Rev: 1

PRELIMINARY
THIS DRAWING IS
NOT FOR
REVIEW
ONLY

A-202

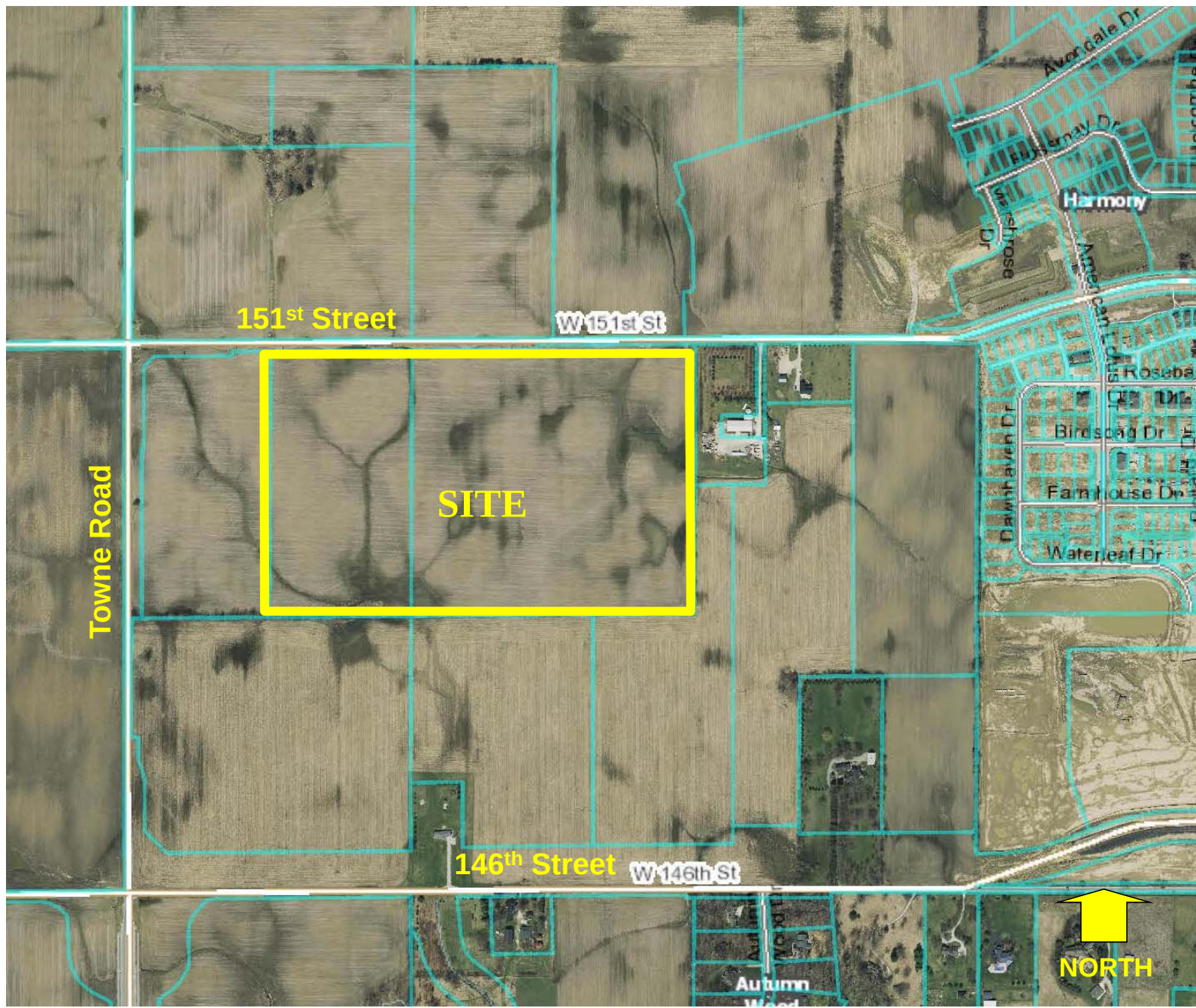




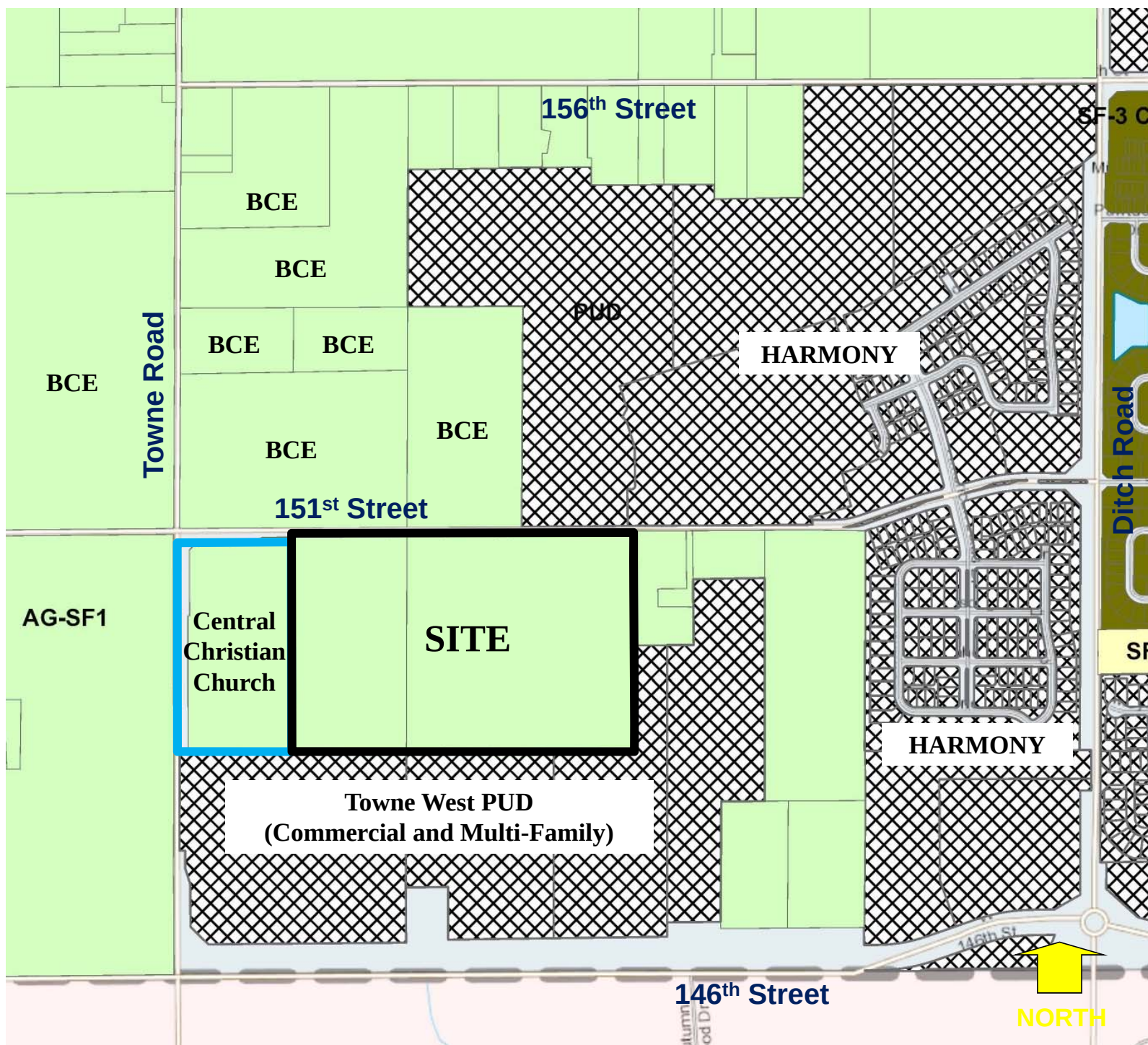
North



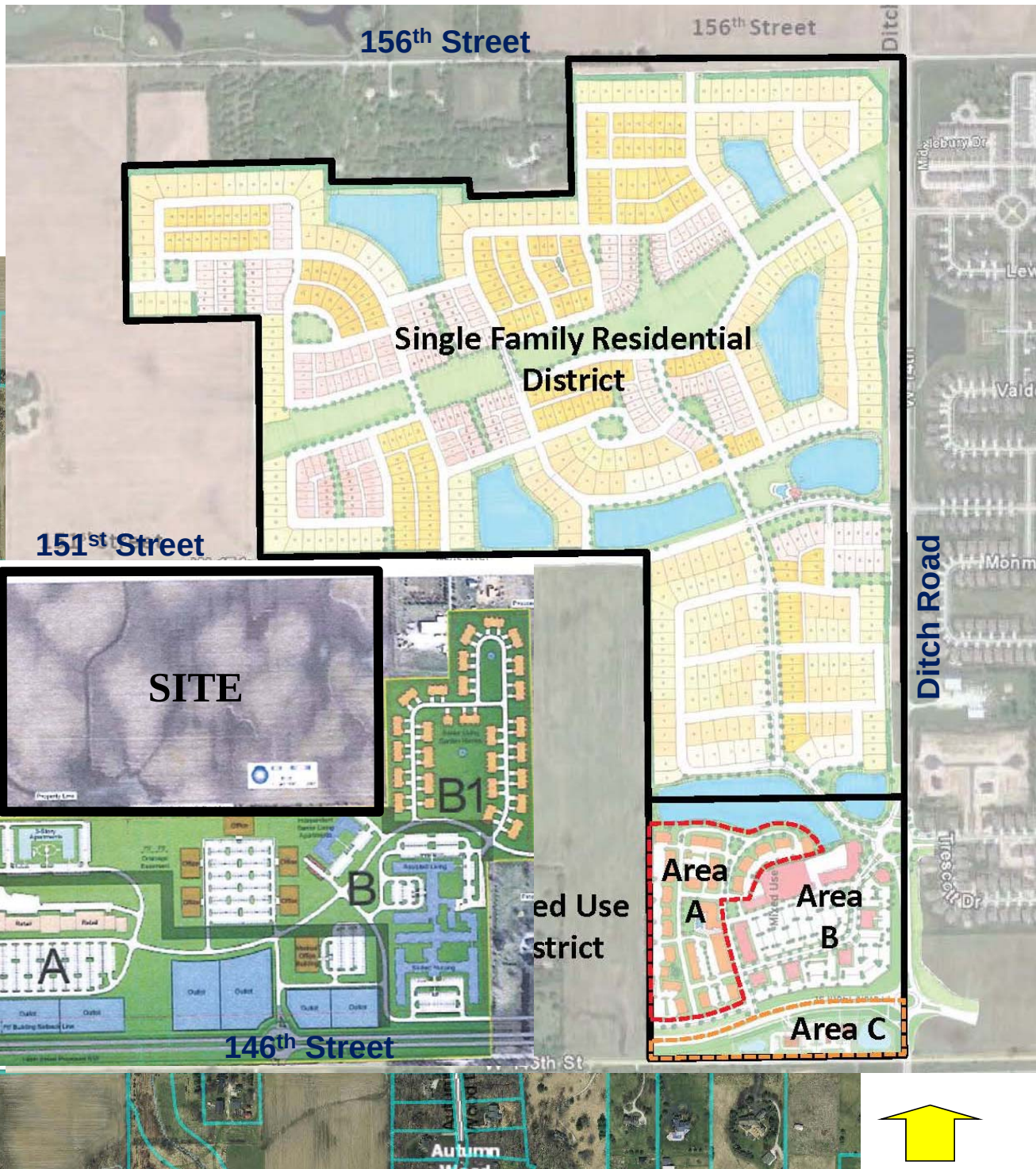
North



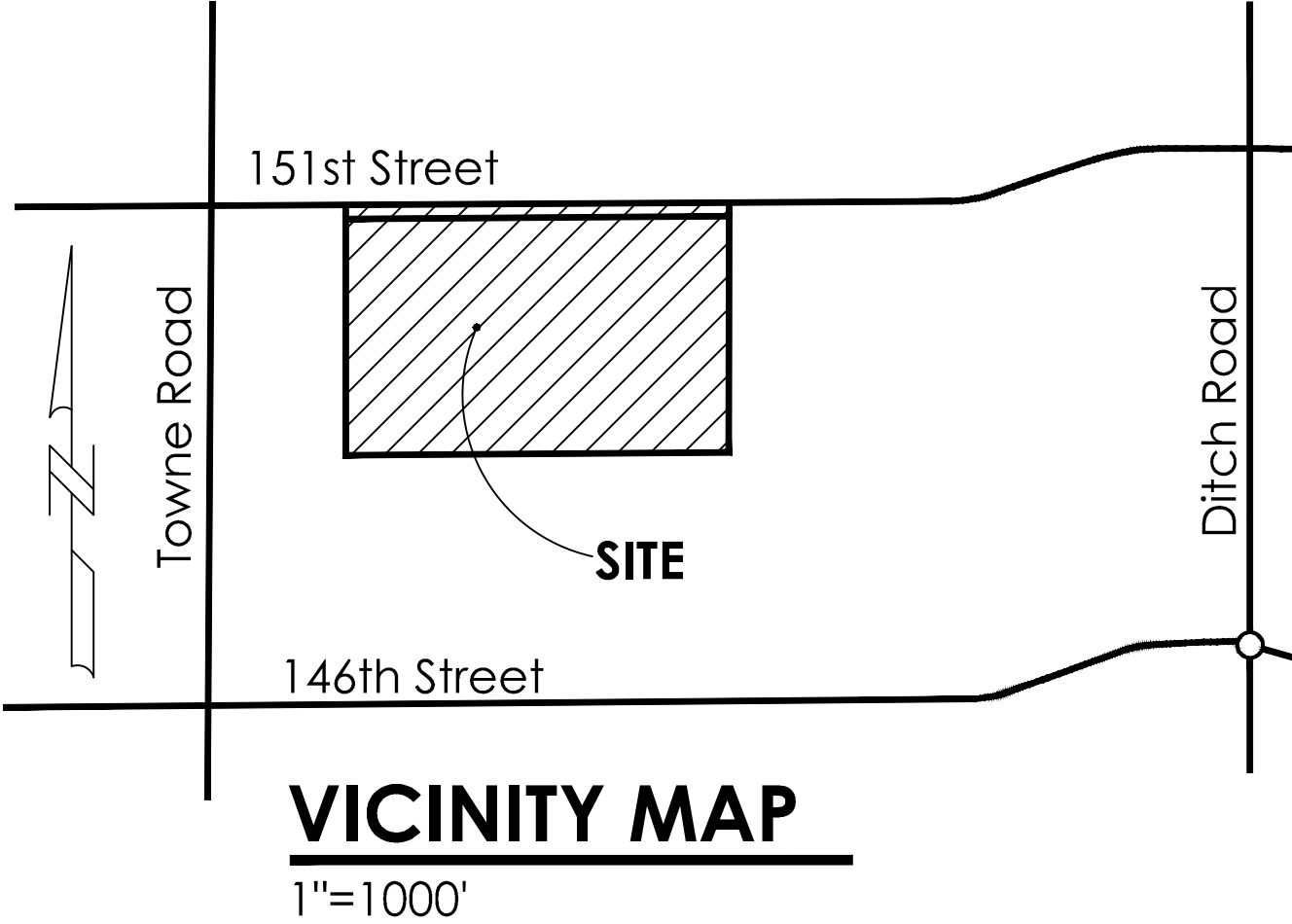
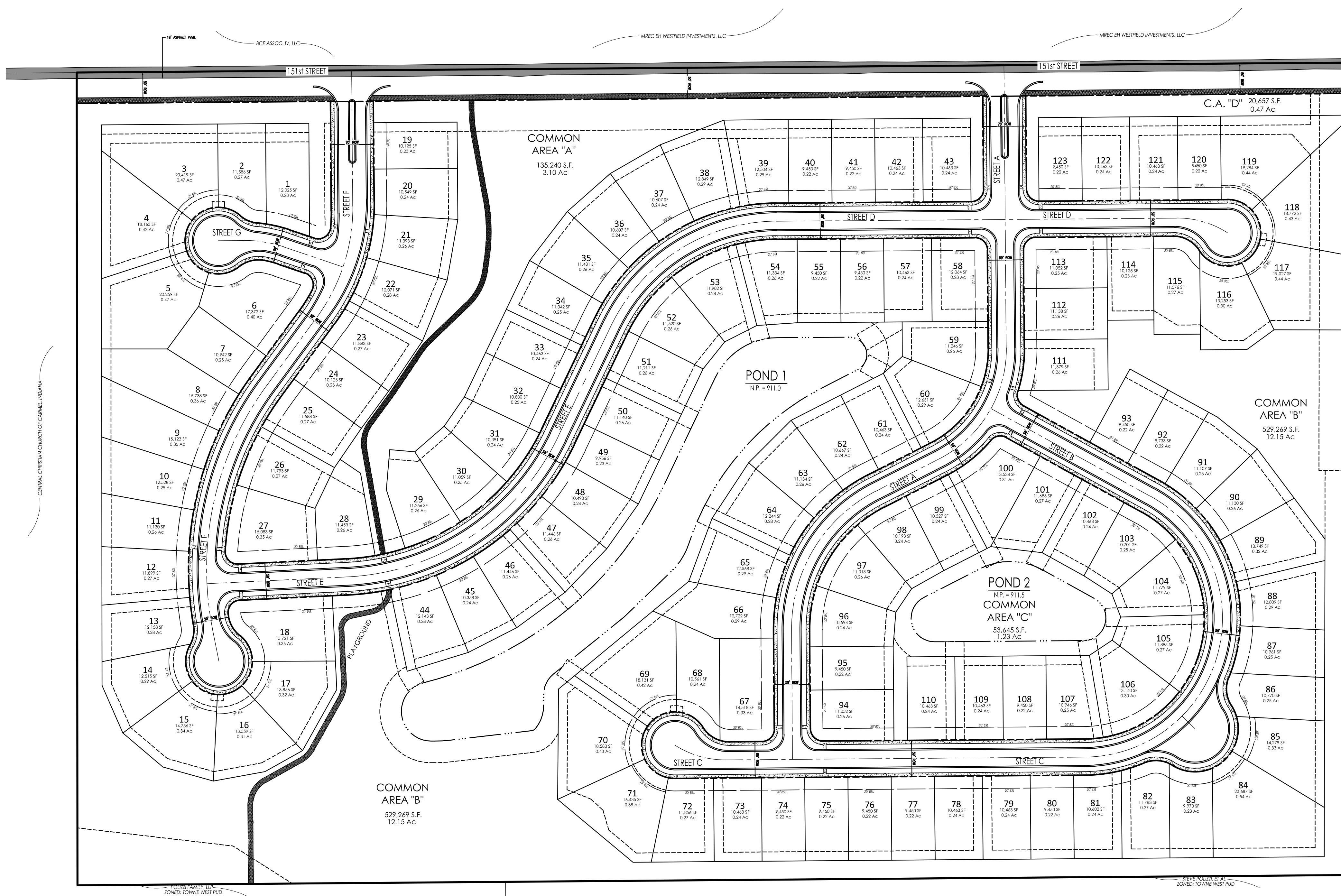
Liberty Ridge
Site Location Map



**Liberty Ridge
Zoning Map**



Liberty Ridge
Westfield Comprehensive Plan



SITE DATA

Site Area = 61.90 Acres +/-

LOTS:
Number of Lots = 123
Density = 1.99 Lots / Acre

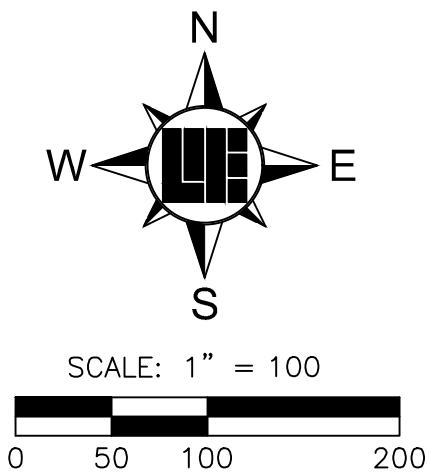
DEVELOPMENT STANDARDS:

Number of Lots	123
Minimum Lot Area	9,450 SF
Minimum Lot Frontage on Roads	40'
Minimum Setback Lines	
Front Yard	20'
Side Yard	8', 16' Agg.
Rear Yard	20'
Minimum Lot Width	70'

OPEN SPACE CALCULATIONS:

Overall Site = 61.90 Ac
Total Open Space Provided = 17.0 Ac.

Total Percentage Provided = 27.5 %



CONCEPT PLAN



Within Indiana Call
811 or 800-382-5544
24 Hours a Day, 7 Days a Week.
PER INDIANA STATE LAW IC 8-1-26,
IT IS AGAINST THE LAW TO EXCAVATE
WITHOUT NOTIFYING THE UNDERGROUND
LOCATION SERVICE TWO (2) WORKING
DAYS BEFORE COMMENCING WORK.

WEIHE
ENGINEERS
Land Surveying | Civil Engineering
Landscape Architecture

PROJECT NO.: W160063
DWG NAME: P100-PLANS
DESIGNED BY: DKS
DRAWN BY: DKS
CHECKED BY: KCS
DATE: 6/3/2016

REVISIONS AND ISSUES



PREPARED FOR:
LIBERTY RIDGE
CaldAtlantic Homes of Indiana, Inc.

CONCEPT PLAN
Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

SHEET NO.
CP100
PROJECT NO.
W160063

10505 N. College Avenue
Indianapolis, Indiana 46280
weihe.net
317 | 846 - 6611
800 | 452 - 6408
317 | 843 - 0546 /ax
ALLAN H. WEIHE, P.E., L.S. - FOUNDER

CALATLANTIC HOMESSM
Chesapeake



CALATLANTIC HOMESSM
Columbia



CALATLANTIC HOMESSM
Concord



CALATLANTIC HOMESSM
Franklin



CALATLANTIC HOMESSM
Hatteras



CALATLANTIC HOMESSM
Jamestown



CALATLANTIC HOMESSM
McKinley



CALATLANTIC HOMESSM
Potomac



CALATLANTIC HOMESSM
Rushmore



CALATLANTIC HOMESSM
Washington



CALATLANTIC HOMESSM
Wilmington



ORDINANCE NUMBER 16-__

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 "**LIBERTY RIDGE 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. 16__-PUD-__**), requesting an amendment to the Unified Development Ordinance and the Zoning Map real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 16__-PUD-__** 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 "**Liberty Ridge PUD District**" (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented

or expressly made inapplicable by this Ordinance.

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

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

- 2.1 Different Color Package. If an Existing Home’s Dominant Exterior Material is a Masonry Material, then the Subject Home’s Masonry Material shall be a different color to be a Different Color Package. If the Existing Home’s Dominant Exterior Material is not a Masonry Material, then the Subject Home’s Dominant Exterior Material color shall be a Different Color Package.
- 2.2 Dominant Exterior Material. The Exterior Material that occupies the most surface area (compared to other Exterior Materials) of a Front Building Facade, exclusive of doors, windows and garage doors. The Dominant Exterior Material shall be identified on the elevations filed as part of an application for an improvement location permit.
- 2.3 Exterior Material. The separate architectural siding materials and patterns on a Front Building Facade such as Masonry Materials, horizontal siding, shake siding, vertical siding, and board & batten siding (each of the foregoing are examples of separate Exterior Materials).
- 2.4 Existing Home. A Single-family Dwelling that has been issued an improvement location permit at the time an application for an improvement location permit is filed for a Subject Home.
- 2.5 Subject Home. A Single-family Dwelling that is the subject of an application for an improvement location permit.
- 2.6 Same Elevation: The same architectural Front Building Façade.
- 2.7 Underlying Zoning District: The Zoning District of the Unified Development Ordinance that shall govern the development of this District and its various subareas, as set forth in Section 4 of this Ordinance.

Section 3. **Concept Plan.** The Concept 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 substantial compliance with the Concept Plan.

Section 4. **Underlying Zoning District(s).** The Underlying Zoning District shall be the SF4: Single Family High Density District.

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

- 5.1 All uses permitted in the Underlying Zoning District, as set forth in Chapter 4 and Chapter 13 of the UDO, shall be permitted.
- 5.2 **Maximum Dwellings.** The total number of Dwellings permitted in the District shall not exceed one-hundred and twenty-three (123).

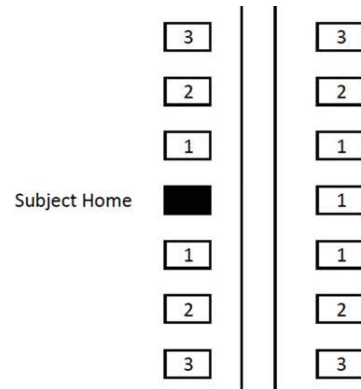
Section 6. **General Regulations.** The standards of Chapter 4: Zoning Districts, as applicable to the Underlying Zoning District, shall apply to the development of the District, except as otherwise modified below.

Standard	
Minimum Lot Area	9,400 SF
Minimum Lot Frontage	40'
Minimum Building Setback Lines	
Front Yard	20'
Side Yard	8'
Rear Yard	20'
Minimum Lot Width	70'
Maximum Building Height	2 ½ stories
Minimum Living Area (Total)	
One Story Dwellings	1,750 SF
Two Story Dwellings	2,200 SF

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

7.1 **Article 6.3 Architectural Standards:** Shall apply, except as modified below:

- A. **Streetscape Diversity:** Article 6.3(C)(2) shall not apply; rather, the following shall apply. The Character Exhibit, attached hereto as **Exhibit C**, is hereby incorporated as a compilation of images designed to capture the intended architecture of structures to be constructed in the District. It is not the intent to limit the architecture shown in the Character Exhibit, but to encourage a diversity in architecture of



Dwellings within the District. As such, the following shall apply:

- 1** Homes shall not be of the Same Elevation of the same plan as the Subject Home and shall be a Different Color Package.
- 2** Homes may be of the same plan and may be the Same Elevation as the Subject Home, but shall be a Different Color Package.
- 3** Homes may be identical to the Subject Home.

B. Additional Architectural Standards: The following shall apply to all Dwellings:

- i. Minimum Overhang: The roof overhang or eaves shall be a minimum of eight (8) inches, as measured prior to the installation of Masonry Materials.
- ii. Garage Composition and Orientation:
 - a) All Dwellings shall have a minimum two (2) car attached garage.
 - b) Garage elevations shall include a variety of design elements to vary the appearance of the garage façade. Design elements include the garage door, garage door windows and/or hardware, garage door header, roof gable brackets, multiple building materials, gable accent windows and gable decorative louver.
- iii. Building Materials: In addition to Article 6.3(C)(3) Building Materials, vinyl and aluminum siding shall be prohibited.
- iv. Front Building Façade Requirements: At a minimum each Dwelling shall utilize the following architectural elements on the Front Building Façade:
 - a) Wood, Fiber Cement Siding, or equivalent trim at corners, frieze boards, window and door wraps, and as transitional material between two different exterior materials.
 - b) Architecturally enhanced / decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).
 - c) Roof design featuring a hip roof; dormers (a minimum of two (2) dormers); a reverse gable; a shed roof accent; or, two (2) or more roof planes.
 - d) Architecturally-treated entranceways (for homes without a front porch).
- v. Side Building Façade Requirements: Each Dwelling shall utilize a minimum of one (1) of the following architectural elements on each Side

Building Façade. Side Building Facades that face Internal Streets shall utilize a minimum of two (2) of the following architectural elements on the Side Building Façade.

- a) Side load or angled garage.
- b) Hip roof.
- c) Roofline direction change or roofline height change greater than sixteen (16) inches or two (2) or more roof planes.
- d) Masonry Materials on a minimum of eighteen (18) inches in height the entire length of the Side Building Façade, or a minimum four (4) foot deep return from the corner of the Front Building Façade that is a minimum height of the first floor.
- e) A minimum of three (3) or more windows with an aggregate minimum of forty (40) square feet in size, on the Side Building Façade.
- f) Bay window (a minimum of six (6) feet wide).
- g) Architecturally enhanced / decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).
- h) Architectural treatment (e.g., brackets, louvers, change in material pattern, etc.) on gable ends.
- i) Sunroom or screened porch.

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

A. Lot Landscaping: Article 6.8(K) Minimum Lot Landscaping Requirements shall apply except as modified and enhanced below;

- i. All lots shall be subject to the Single-family Residential (per Lot under 8,000 sq. ft.) Plant Materials provisions.
- ii. At a minimum the Lot's Established Front Yard shall be sodded and the remainder of the Lot shall be seeded.

Section 8. **Infrastructure Standards.** The District's infrastructure shall comply with the Unified Development Ordinance and the City's Construction Standards (see Chapter 7: Subdivision Regulations), unless otherwise approved by the Plan Commission or Department of Public Works in consideration to the preservation of the natural topography and environment and in consideration to the unique design intent of the District.

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

9.1 Article 8.6 Open Space and Amenity Standards: Shall apply except as otherwise modified or enhanced below.

- A. Common Areas shall not be subject to the minimum Lot frontage provisions of the underlying Zoning District; however, Article 8.6(c) shall apply.
- B. Amenities: The following amenities shall be provided:
- i. Passive Amenities: Open space including trails shall be provided for passive recreation opportunities, as generally depicted on the Concept Plan. Trails, including an eight-foot (8') wide multi-use path extending from 151st Street to the south property line of the District shall be installed in substantial compliance with the location depicted on the Concept Plan. The final locations are subject to existing easements and final engineering. If trails are prevented from being installed as generally shown, then alternative trail locations may be approved by the Director that still provide access and connectivity to the District's Open Space.
 - ii. Playground. Playground equipment, as generally depicted on **Exhibit D** shall be provided within the area depicted on the Concept Plan.

[Remainder of page intentionally left blank, signature page follows]

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

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

Cindy Gossard, Clerk-Treasurer

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

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

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This document prepared by: James E. Shinaver and Jon C. Dobosiewicz, Nelson & Frankenger
550 Congressional Blvd, Suite 210, Carmel, IN 46032 (317) 844-0106

Westfield - PUD District Ordinance 2 060216

SCHEDULE OF EXHIBITS

Exhibit A Real Estate (Legal Description)

Exhibit B Concept Plan

Exhibit C Character Exhibits

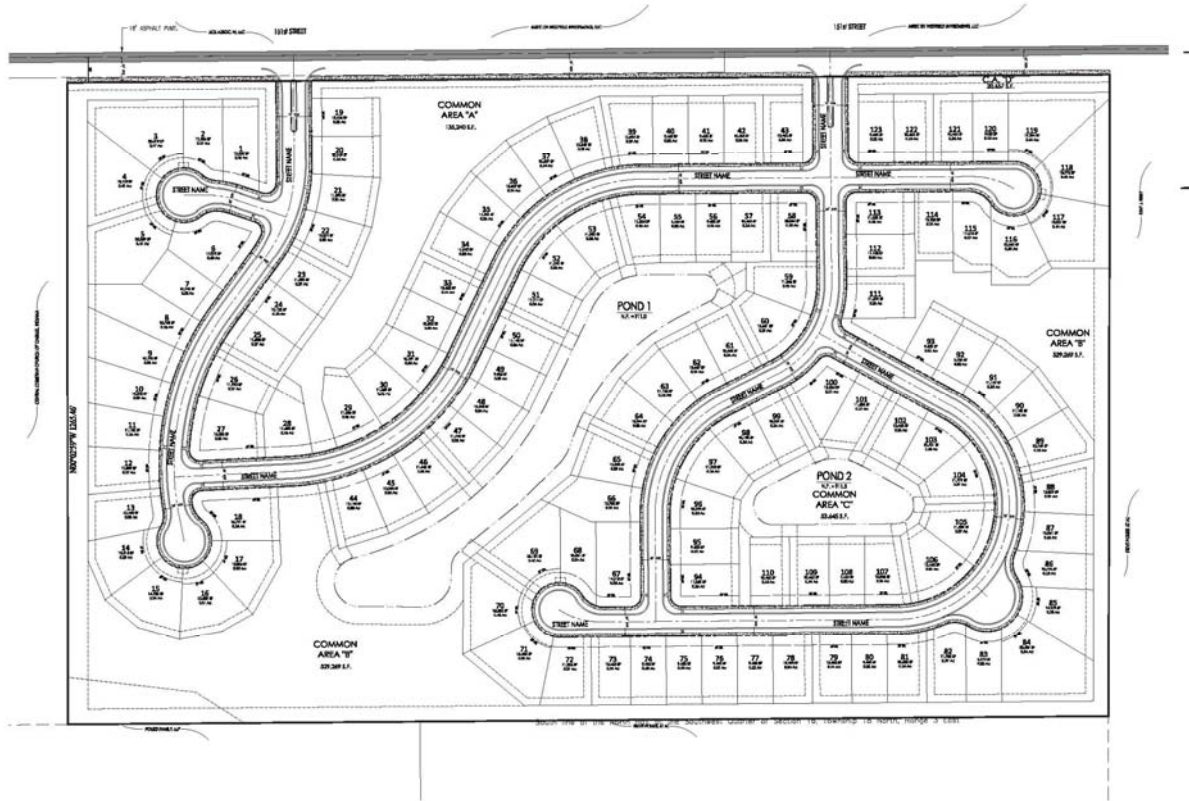
Exhibit D Playground Equipment

EXHIBIT A
REAL ESTATE

Part of the North Half of the Southwest Quarter of Section 16, Township 18 North, Range 3 East of the Second Principal Meridian, Hamilton County, Indiana, described as follows:

Commencing at the Northwest Corner of said Quarter Section; thence along the north line thereof North 89 degrees 33 minutes 13 seconds East (basis of bearing) 662.07 feet to the **Point of Beginning**; thence parallel with the west line of said Quarter Section South 00 degree 02 minutes 59 seconds East 1315.46 feet to the south line of the North Half of said Southwest Quarter; thence along said south line North 89 degrees 32 minutes 33 seconds East 2048.26 feet to the Southeast corner of said Half Quarter Section; thence along the east line of said Southwest Quarter North 00 degree 07 minutes 08 seconds East 1315.10 feet to the Northeast Corner of said Quarter Section; thence along the north line of said Quarter Section South 89 degrees 33 minutes 13 seconds West 2052.12 feet to the place of beginning, containing 61.90 acres, more or less, and subject to easements and rights of ways.

EXHIBIT B CONCEPT PLAN



Note: Larger scale paper and digital copies of the Concept Plan are on file with the Department of Economic and Community Development under Docket Number 16__-PUD-__.

EXHIBIT C
CHARACTER EXHIBITS
(Page 1 of 4)

CALATLANTIC HOMESSM
Chesapeake



CALATLANTIC HOMESSM
Concord



EXHIBIT C
CHARACTER EXHIBITS
(Page 2 of 4)

CALATLANTIC HOMESSM
Franklin



CALATLANTIC HOMESSM
Potomac



EXHIBIT C
CHARACTER EXHIBITS
(Page 3 of 4)

CALATLANTIC HOMESSM
Rushmore



CALATLANTIC HOMESSM
Washington



EXHIBIT C
CHARACTER EXHIBITS
(Page 4 of 4)


CALATLANTIC HOMESSM
Wilmington



EXHIBIT D
Playground Equipment
(Page 1 of 1)





Petition Number:	1607-ODP-09 & 1607-SPP-08
Subject Site Address:	South side of 151 st Street, East of Towne Road
Petitioner:	CalAtlantic Homes of Indiana, Inc. by Weihe Engineers, Inc.
Request:	The Petitioner requests Primary Plat and Overall Development Plan review for 123 single-family residential lots in the pending Liberty Ridge Planned Unit Development (PUD) District.
Current Zoning:	Liberty Ridge PUD (pending approval)
Current Land Use:	Vacant/Agricultural
Approximate Acreage:	59.95 acres +/-
Property History:	1607-PUD-09 – Liberty Ridge PUD District (Ord. 16-23) (pending approval)
Exhibits:	1. Staff Report 2. Location Map 3. Overall Development Plan 4. Landscape Plan 5. Primary Plat 6. PUD Ordinance
Staff Reviewer:	Kevin M. Todd, AICP

PROCEDURAL:

The PUD zoning petition is being reviewed concurrently with the primary plat and overall development plan. The Public Hearing for all Liberty Ridge items is scheduled for July 5, 2016. The PUD Ordinance would need to be adopted before the primary plat and overall development plan could be approved.

Approval of an Overall Development Plan and Primary Plat 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.

PROJECT OVERVIEW:

The 59.95 acre +/- site is located on the south side of 151st Street, east of Towne Road. The request is for Overall Development Plan and Primary Plat approval for 123 single-family lots located in the Liberty Ridge PUD District (pending approval).



The petition was reviewed by the Technical Advisory Committee as its June 21, 2016, meeting. The petition has been properly noticed for a public hearing at the Advisory Plan Commission's July 5, 2016, meeting.

PRIMARY PLAT REVIEW:

LIBERTY RIDGE PUD (Ord. 16-23, pending approval)

Plans comply with all applicable standards below:

1) District Standards

- | | |
|---|----------|
| A. <u>Maximum Number of Dwellings</u> | 123 |
| B. <u>Minimum Lot Area:</u> | 9,400 SF |
| C. <u>Minimum Lot Frontage:</u> | 40 feet |
| D. <u>Minimum Building Setback Lines:</u> | |
| a. Front Yard: | 20 feet |
| b. Side Yard: | 8 feet |
| c. Rear Yard: | 20 feet |
| E. <u>Minimum Lot Width:</u> | 70 feet |

WESTFIELD UNIFIED DEVELOPMENT ORDENANCE

Primary Plat Documentation and Supporting Information (Article 10.12(J))

Plans comply with all applicable standards, except as noted under a "COMMENT" below:

1. Location Map
2. Scale
3. Primary Plat
 - a. Proposed name of the subdivision.
 - b. Names and addresses of the owner, owners, land surveyor, or land planner.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - c. Title, scale, north point and date.
 - d. Street on and adjoining the site of the proposed subdivision, showing the names (which shall not duplicate other names of streets in the community, unless extensions of such streets) and including roadway widths, approximate gradients, types and widths of pavement, curbs, sidewalks, cross-walks, tree plantings and other pertinent data.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - e. Easements (locations, widths and purposes).
 - f. Statement concerning the location and approximate size or capacity of utilities.
 - g. Layout of Lots (showing dimensions, numbers, and square footage).
COMMENT – Staff is working with the petitioner to ensure compliance.

- h. Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds, or other public, semi-public or community purposes.
 - i. Contours at vertical intervals of two (2) feet if the general slope of the site is less than ten percent (10%) and at vertical intervals of five (5) feet if the general slope is greater than ten percent (10%).
 - j. Tract boundary lines showing dimensions, bearings, angles, and references to section, township and range lines or corners.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - k. Building setback lines.
 - l. Legend and notes.
 - m. Drawing indicating the proposed method of drainage for storm sewers and other surface water drainage.
 - n. Other features or conditions which would affect the subdivision favorable or adversely.
 - o. A National Cooperative Soil Survey Map showing the soil limitations based upon the intended usage of the development land.
 - p. A statement from County departments, State highway departments, or the Public Works Department concerning rights-of-way, road improvements, roadside improvements, roadside drainage, entrances, culvert pipes, and other specifications deemed necessary.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - q. If private sewage systems, then a statement from the County Health Officer whether private septic system can be used on the property.
 - r. If legal drain is involved, then a statement from the County Drainage Board or County Surveyor's Office concerning easements, right-of-way, permits, etc.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - s. If floodplain is involved, then a statement from the Indiana Department of Natural Resources, Division of Water, concerning construction in floodway, including floodplain high water marks, etc.
4. Covenants and Restrictions
COMMENT – Staff is working with the petitioner to ensure compliance.
-



OVERALL DEVELOPMENT PLAN REVIEW:

Plans comply with all applicable standards, except as noted under a "**COMMENT**" below:

LIBERTY RIDGE PUD (Ord. 16-23, pending approval)

Plans comply with all applicable standards below:

1) District Standards

A. <u>Maximum Number of Dwellings</u>	123
F. <u>Minimum Lot Area:</u>	9,400 SF
G. <u>Minimum Lot Frontage:</u>	40 feet
H. <u>Minimum Building Setback Lines:</u>	
a. Front Yard:	20 feet
b. Side Yard:	8 feet
c. Rear Yard:	20 feet
I. <u>Minimum Lot Width:</u>	70 feet
J. <u>Maximum Building Height:</u>	2.5 stories
K. <u>Minimum Living Area (Ground Floor):</u>	
a. Single Story:	1,750 SF
b. Two Story:	2,200 SF

2) Landscaping Standards

- a) All lots shall be subject to the Single-Family Residential (per Lot under 8,000 SF) Plant Materials requirement.
- b) At a minimum, the Lot's Established Front Yard shall be sodded, and the remainder of the Lot shall be seeded.

WESTFIELD UNIFIED DEVELOPMENT ORDENANCE

Development Plan Approval – Application Documentation and Supporting Information (Article 10.7(G))

Plans comply with all applicable standards, except as noted under a "**COMMENT**" below:

1. Development Plan Scope: An Overall Development Plan shall include those details applicable to the overall development, shared or common areas, shared infrastructure, and other areas deemed appropriate by the Director or Plan Commission in order that adequate consideration is given to ensure a coordinated development prior to subdividing the property. A Detailed Development Plan shall include all details specific to the individual Lot that is the subject of the application.

2. General Plan Requirements: An Overall Development Plan shall include the following, which shall be drawn to scale of not more than 1" – 100':
- a. Title, scale, north arrow and date.
 - b. Proposed name of the development.
 - c. 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.
 - d. Address and legal description of the property.
 - e. Boundary lines of the property including all dimensions.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - f. Location, name, centerline and width of all Streets, Private Streets, Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - g. 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.
 - h. Location and dimensions of primary vehicular ways in and around the proposed development, including depictions of all travel lanes, turning movements, vehicle storage areas and tapers.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - i. All proposed Street and Driveway improvements, both on and off-site, including measurements of curb radius and/or taper.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - j. Location and dimensions of existing and proposed sidewalks pathways, trails or other alternate transportation plan improvements.
 - k. Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.
 - l. Location and dimensions of all existing structures and paved areas.
 - m. Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).
 - n. Location of all Floodplain areas within the boundaries of the property.
 - o. Names of legal ditches and streams on or adjacent to the site.
COMMENT – Staff is working with the petitioner to ensure compliance.

- p. 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, telephones and cable.
COMMENT – Staff is working with the petitioner to ensure compliance.
 - q. Identify buildings proposed for demolition.
 - r. Areas of the property reserved for Development Amenities, Open Space and other similar uses.
 - s. 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).
 - t. Label Building Separation and/or Building Setback Lines in relation to Front, Rear and Side Lot Lines.
- 3. Primary or Secondary Plat: If a property is being subdivided, then: (i) a Primary Plat, meeting the terms of this Ordinance, shall be submitted prior to or contemporaneous with the Overall Development Plan; and (ii) a Secondary Plat, meeting the terms of this Ordinance, shall be submitted prior to or contemporaneous with the Detailed Development Plan (see also *Article 10.12 Subdivision*).
 - 4. Landscape Plan: A Landscape Plan in accordance with *Article 6.8 Landscaping Standards*, shall be required as part of any Development Plan. Landscape Plans for Overall Development Plans shall generally detail perimeter areas, Buffer Yards, common areas, entryways and any other Open Space as deemed appropriate by the Plan Commission or Director. Landscape Plans for a Detailed Development Plan shall generally be site or Lot specific showing compliance with Parking Areas, Buffer Yards, and on-site or foundation requirements.
 - 5. Open Space and Development Amenity Plan: A statement of the nature of extent of all existing and proposed Open Space and Development Amenities shall be provided either on the submitted Landscape Plan or in writing, along with any necessary explanatory materials or graphics as part of any Development Plan (see also *Article 8.6 Open Space and Amenity Standards*).
COMMENT – Staff is working with the petitioner to ensure compliance.
 - 6. Lighting Plan: A Lighting Plan in accordance with *Article 6.9 Lighting Standards*, shall be required as part of any Development Plan.
 - 7. Sign Plan: A Sign Plan in accordance with *Article 6.17 Sign Standards*, may be required with the submission of any Development Plan; however, all signs shall be subject to approval and obtaining a Sign Permit (see also *Article 10.10 Sign Permits*) prior to erection.
COMMENT – To be reviewed and approved through a separate sign permit process
 - 8. Building Elevations: Drawings of proposed buildings shall be filed in connection with the submission of a Detailed Development Plan and shall be drawn to scale and include the following (see also *Article 6.3 Architectural Standards*).



9. Integrated Developments: Documentary assurances may be required for integrated developments that ensure that the development will be provided with, at a minimum: (i) regular trash pick-up; (ii) snow removal; (iii) common vehicle access point(s), and drive(s) and Parking Area(s), including maintenance thereof.
10. Traffic Impact Study: A Traffic Impact Study may be required to be conducted at the discretion of the Director, the Department of Public Works Director, of the Plan Commission. If a Traffic Study is required, then it shall be prepared by a registered professional engineer and shall evaluate the impact of present and future traffic generated by the proposed development on the adjacent roadway system. Prior to commencement, an Applicant shall meet with the Department to determine the appropriate scope of the study.
COMMENT – Petitioner is working with WPWD to determine need/scope of a traffic study for this project.
11. Statement of Development Build-Out: The Overall Development Plan shall include a statement of: (i) the order of development of the major infrastructure elements of the project; (ii) development phase boundaries, if any; (iii) the order and content of each phase; and, (iv) an estimate of the time frame for build-out of the development
COMMENT – Staff is working with the petitioner to ensure compliance.

Development Standards (Chapter 6 of UDO):

Plans comply with all applicable standards, except as noted under a “COMMENT” below:

1. Accessory Use and Building Standards (Article 6.1)
2. Architectural Standards (Residential Uses) (Article 6.3)¹
3. Building Standards (Article 6.4)
4. Height Standards (Article 6.6)
5. Landscaping Standards (Article 6.8)²
 - a. Detention Ponds
 - b. Street Trees

- c. Minimum Lot Landscaping (Lots under 8,000 SF, per Liberty Ridge PUD):

Lots (123 lots)	Required	Provided	Difference
Shade Trees	Two (2) per Lot	See note below	See note below
Ornamental or Evergreen Trees	One (1) per Lot	See note below	See note below
Shrubs	Four (4) per Lot	See note below	See note below

NOTE – these plants will be provided on each residential lot as they are built upon.

¹ Architectural standards superseded by Liberty Ridge PUD.

² Landscape Standards superseded by Liberty Ridge PUD.



Common Areas (17 acres)	Required	Provided	Difference
Shade/Ornamental/Evergreen Trees	170	247+	Compliant
Shrubs	0	0	Compliant

d. External Street Frontage:

151 st Street (2,714')	Required	Provided	Difference
Evergreen Trees	109	144	+35
Shade Trees	82	53	-29
Ornamental Trees	82	50	-32
Shrubs	679	430	-249
Planting Area	30'	50'	Compliant

e. Buffer Yard Standards

East (615') Buffer Type B	Required	Provided	Difference
Shade Trees	25	0	25 Ornamental Trees depicted. Change them to Shade Trees and this will be compliant
Evergreen Trees	25	26	+1
Shrubs	62	63	+1
Buffer Yard Width	40'	40'	Compliant
Mound	4' undulating	Mound	Label elevation change to demonstrate compliance

6. Lighting Standards (Article 6.9)
7. Lot Standards (Article 6.10)
8. Parking and Loading Standards (Article 6.14)
9. Performance Standards (Article 6.15)
10. Setback Standards (Article 6.16)
11. Vision Clearance Standards (Article 6.19)
- COMMENT – Staff is working with the petitioner to ensure compliance.**
12. Yard Standards (Article 6.21)



Design Standards (Chapter 8 of UDO):

Plans comply with all applicable standards, except as noted under a “COMMENT” below:

1. Block Standards (Article 8.1)
2. Easement Standards (Article 8.3)
3. Monument and Marker Standards (Article 8.5)
4. Open Space and Amenity Standards (Article 8.6)
5. Pedestrian Network Standards (Article 8.7)

COMMENT – Staff is working with the petitioner to ensure compliance.

6. Storm Water Standards (Article 8.8)
7. Street and Right-of-Way Standards (Article 8.9)

COMMENT – Staff is working with the petitioner to ensure compliance with connection requirements.

8. Street Light Standards (Article 8.10)
9. Street Sign Standards (Article 8.11)

10. Surety Standards (Article 8.12)

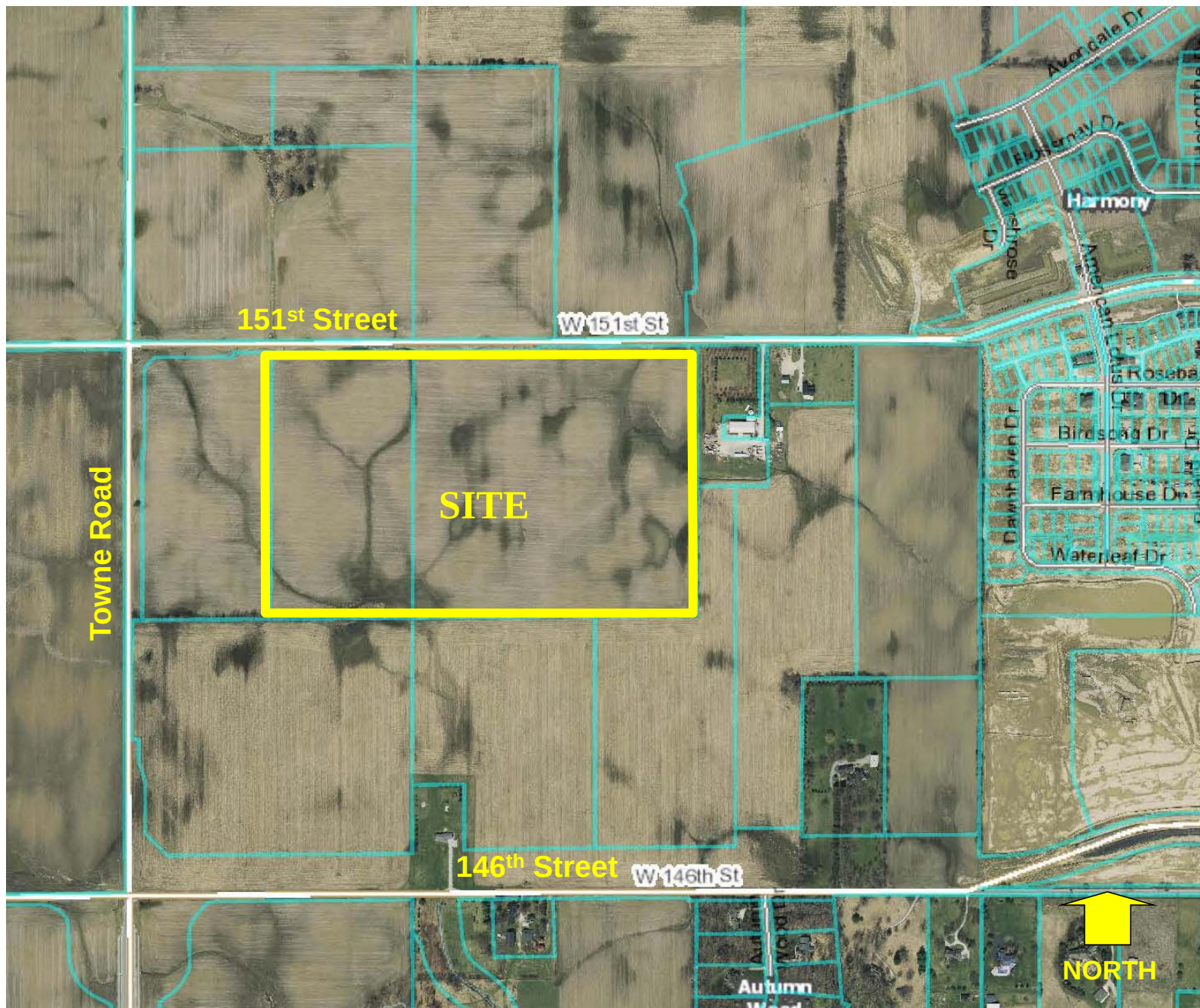
COMMENT – Petitioner is working with WPWD to ensure compliance.

11. Utility Standards (Article 8.13)

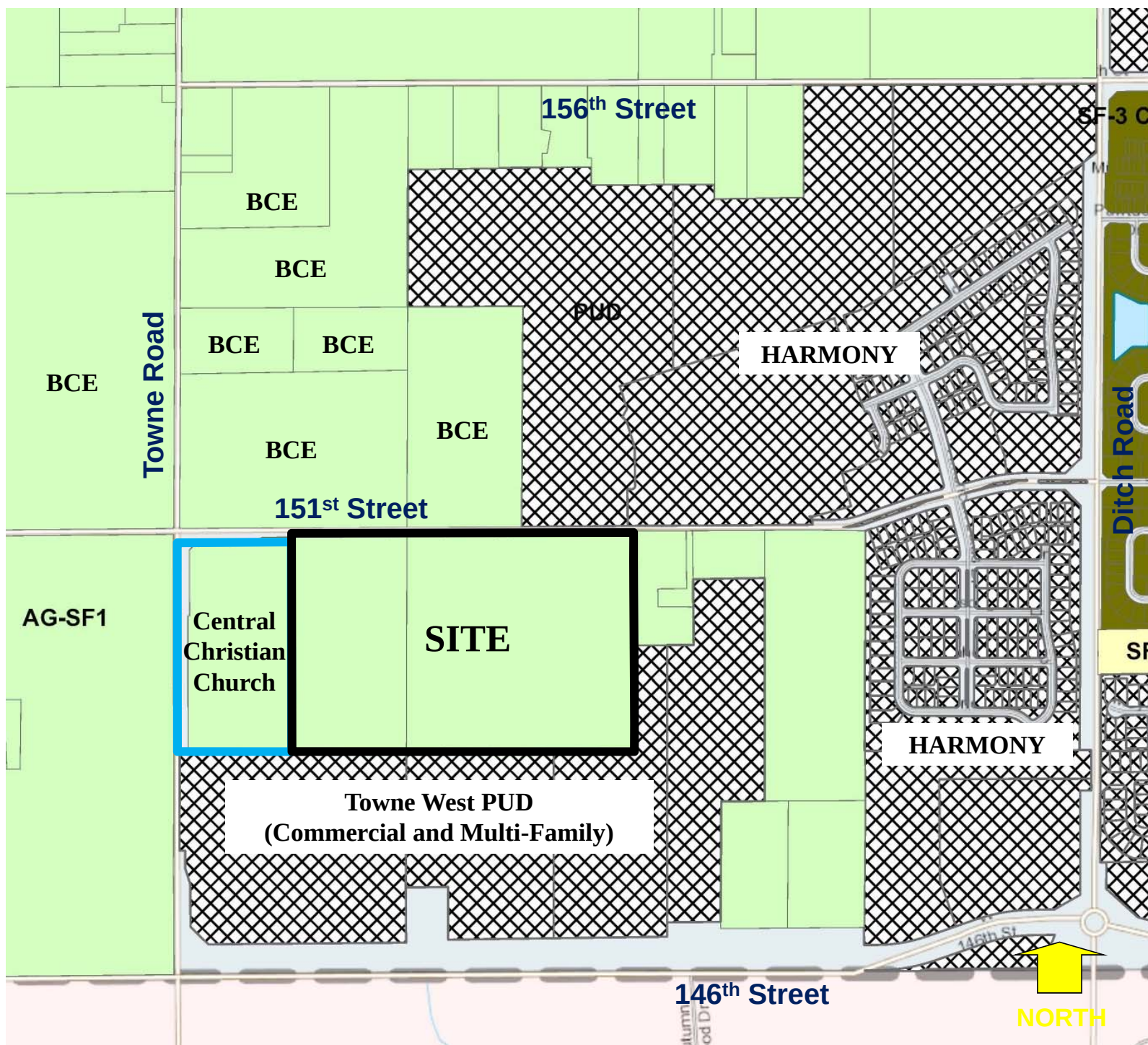
COMMENT – Staff is working with the petitioner to ensure compliance.

DEPARTMENT COMMENTS:

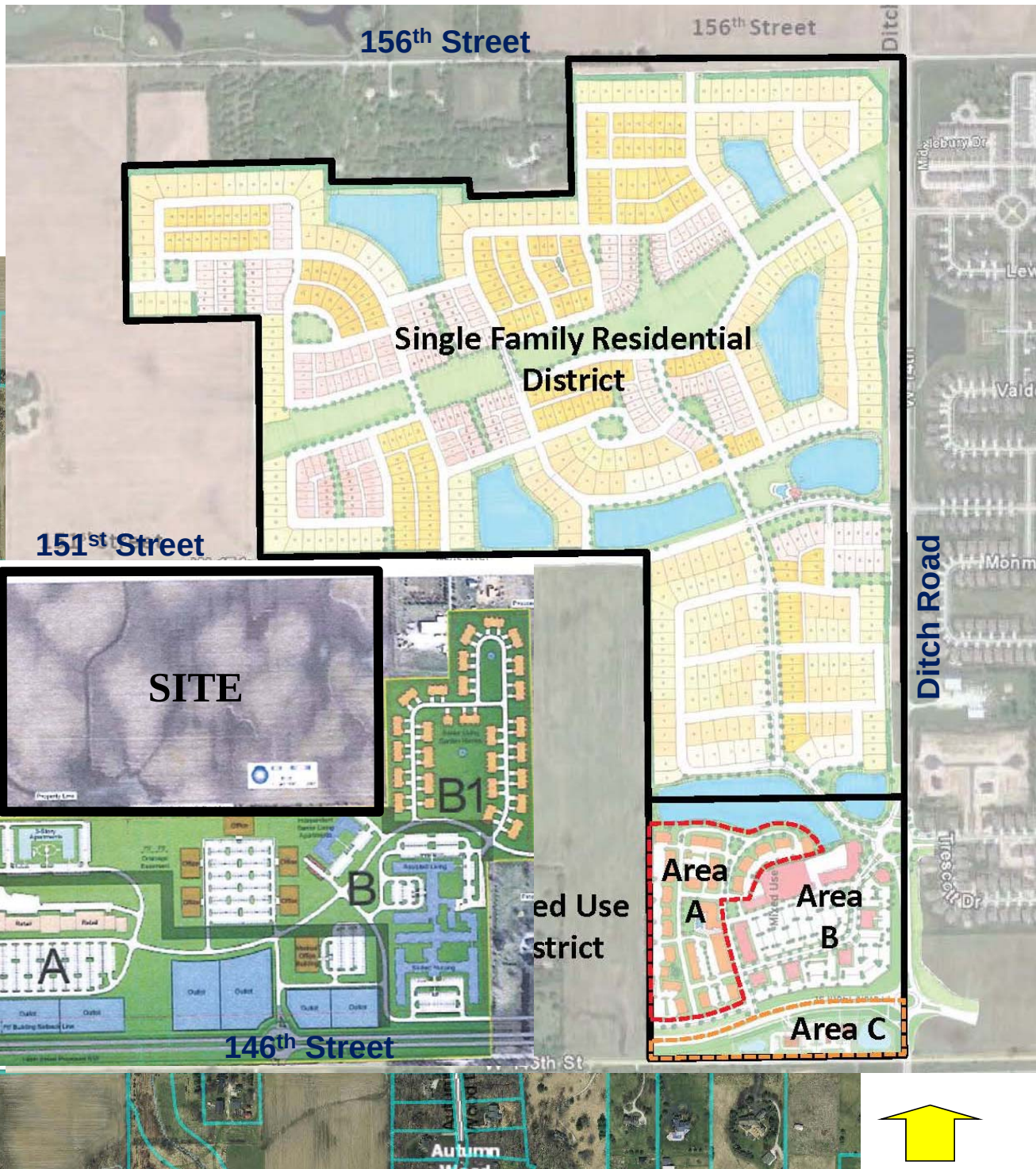
1. **Action: Hold a public hearing at the July 5, 2016, Plan Commission meeting.**
2. The Petitioner will make any necessary revisions to the plans, as noted in this report as outstanding. The Economic and Community Development staff will confirm compliance prior to this item being placed on the next 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.



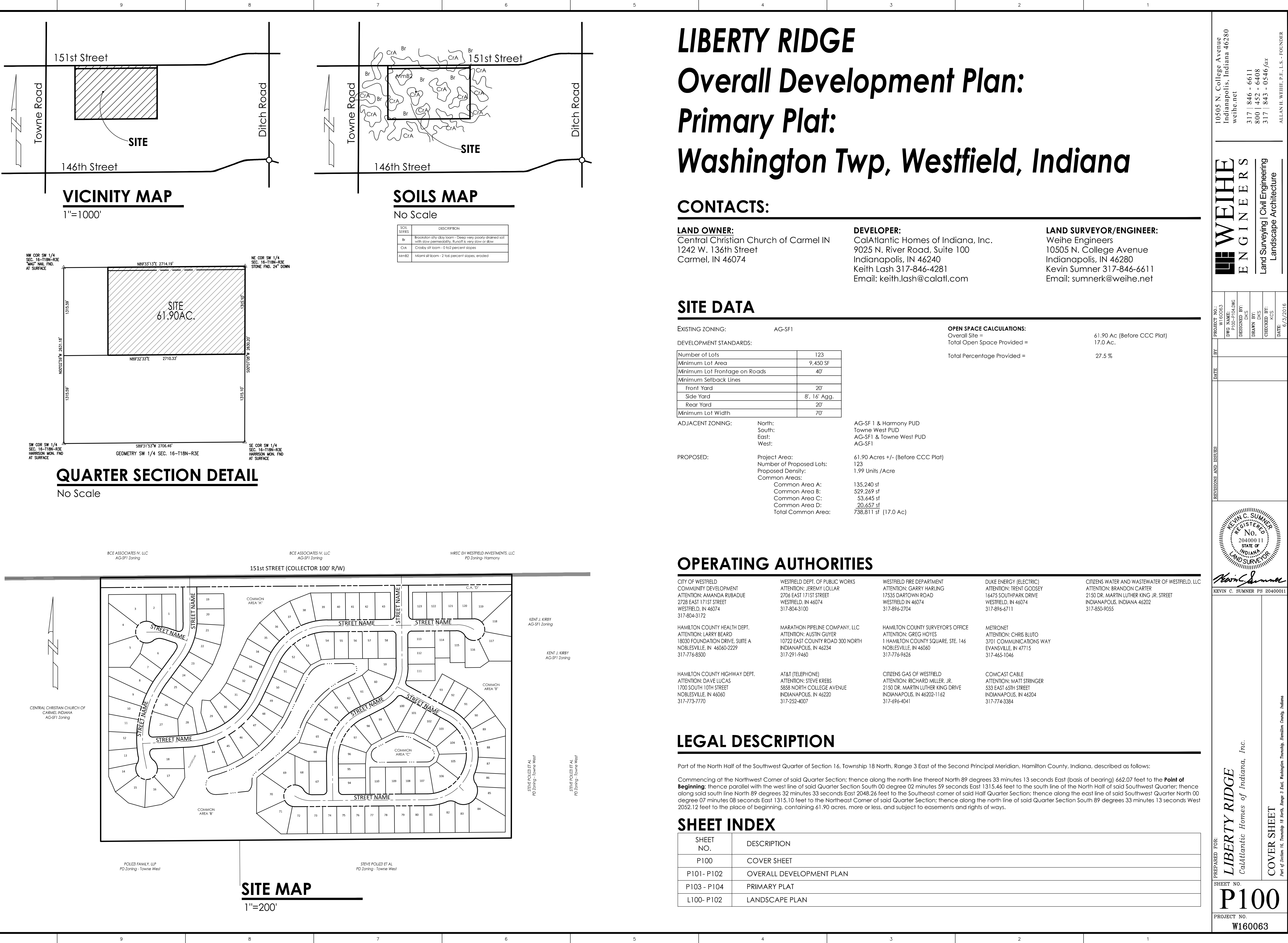
Liberty Ridge
Site Location Map



**Liberty Ridge
Zoning Map**

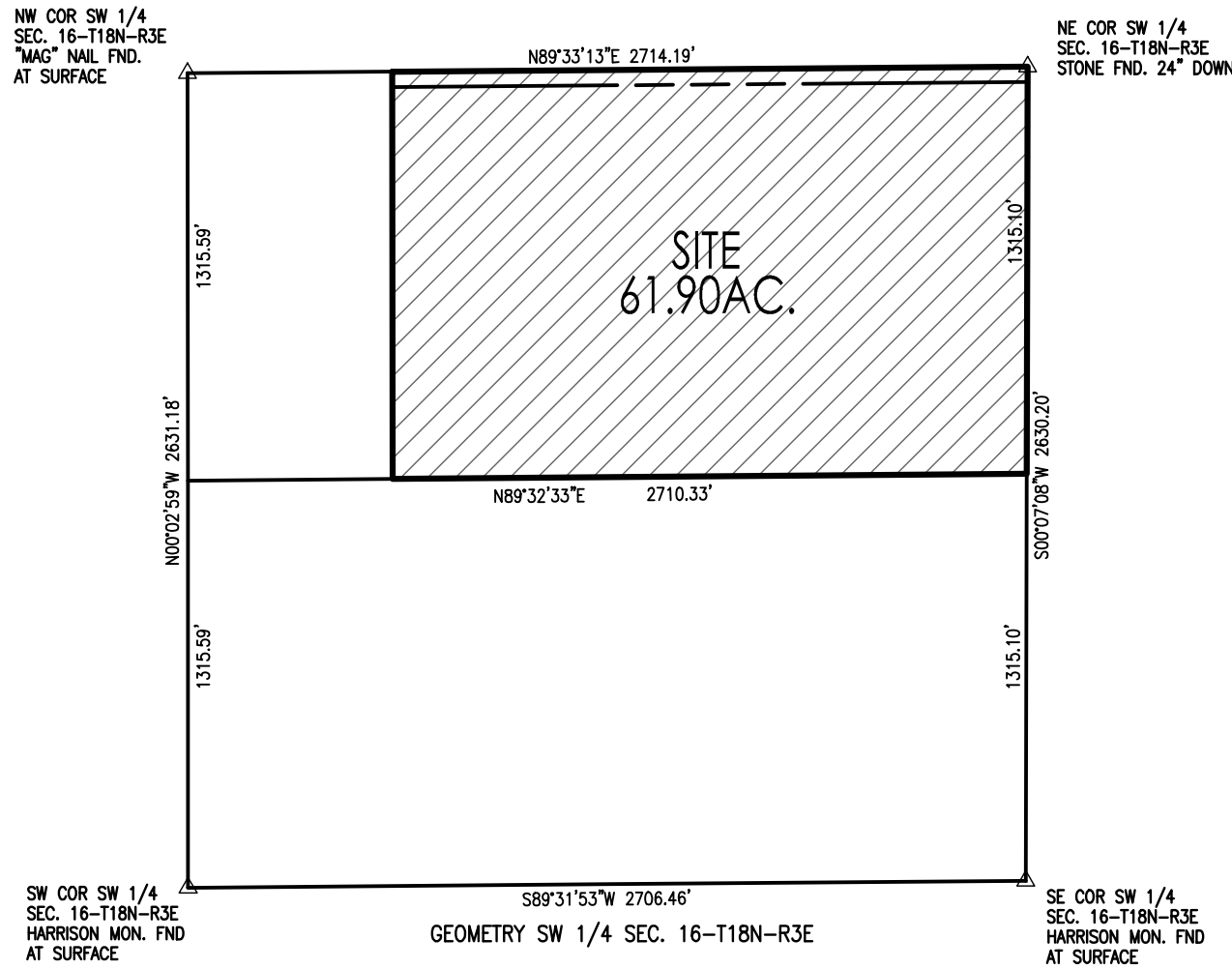


Liberty Ridge
Westfield Comprehensive Plan



VICINITY MAP

1"=1000'



QUARTER SECTION DETAIL

No Scale

SOILS MAP

No Scale

SOIL SERIES	DESCRIPTION
Br	Brookston silty clay loam - Deep very poorly drained soil with slow permeability. Runoff is very slow or slow.
CrA	Croby silty loam - 0 to 2 percent slopes
MmB2	Miami silty loam - 2 to 6 percent slopes, eroded

LIBERTY RIDGE Overall Development Plan: Primary Plat: Washington Twp, Westfield, Indiana

CONTACTS:

LAND OWNER:

Central Christian Church of Carmel IN
1242 W. 136th Street
Carmel, IN 46074

DEVELOPER:

CalAtlantic Homes of Indiana, Inc.
9025 N. River Road, Suite 100
Indianapolis, IN 46240
Keith Lash 317-846-4281
Email: keith.lash@calatl.com

LAND SURVEYOR/ENGINEER:

Weihe Engineers
10505 N. College Avenue
Indianapolis, IN 46280
Kevin Sumner 317-846-6611
Email: sumnerk@weihe.net

SITE DATA

EXISTING ZONING: AG-SF1

DEVELOPMENT STANDARDS:

Number of Lots	123
Minimum Lot Area	9,450 SF
Minimum Lot Frontage on Roads	40'
Minimum Setback Lines	
Front Yard	20'
Side Yard	8', 16' Agg.
Rear Yard	20'
Minimum Lot Width	70'

ADJACENT ZONING:

North:
South:
East:
West:

AG-SF 1 & Harmony PUD
Towne West PUD
AG-SF1 & Towne West PUD
AG-SF1

PROPOSED:

Project Area:
Number of Proposed Lots:
Proposed Density:
Common Areas:
Common Area A:
Common Area B:
Common Area C:
Common Area D:
Total Common Area:

61.90 Acres +/- (Before CCC Plat)
123
1.99 Units /Acre
135,240 sf
529,269 sf
53,645 sf
20,657 sf
738,811 sf (17.0 Ac)

OPEN SPACE CALCULATIONS:

Overall Site = 61.90 Ac. (Before CCC Plat)
Total Open Space Provided = 17.0 Ac.
Total Percentage Provided = 27.5 %

OPERATING AUTHORITIES

CITY OF WESTFIELD
COMMUNITY DEVELOPMENT
ATTENTION: AMANDA RUBADUE
2728 EAST 171ST STREET
WESTFIELD, IN 46074
317-804-3172

HAMILTON COUNTY HEALTH DEPT.
ATTENTION: LARRY BEARD
18030 FOUNDATION DRIVE, SUITE A
NOBLESVILLE, IN 46060-2229
317-776-8500

HAMILTON COUNTY HIGHWAY DEPT.
ATTENTION: DAVE LUCAS
1700 SOUTH 10TH STREET
NOBLESVILLE, IN 46060
317-773-7770

WESTFIELD DEPT. OF PUBLIC WORKS
ATTENTION: JEREMY LOLLAR
2706 EAST 171ST STREET
WESTFIELD, IN 46074
317-804-3100

MARATHON PIPELINE COMPANY, LLC
ATTENTION: LARRY GUYER
10722 EAST COUNTY ROAD 300 NORTH
INDIANAPOLIS, IN 46234
317-776-9460

AT&T (TELEPHONE)
ATTENTION: STEVE KREBS
5858 NORTH COLLEGE AVENUE
INDIANAPOLIS, IN 46220
317-252-4007

WESTFIELD FIRE DEPARTMENT
ATTENTION: GARRY HARLING
17535 DARTOWN ROAD
WESTFIELD IN 46074
317-896-2704

HAMILTON COUNTY SURVEYOR'S OFFICE
ATTENTION: GREG HOYES
1 HAMILTON COUNTY SQUARE, STE. 146
NOBLESVILLE, IN 46060
317-776-9626

CITIZENS GAS OF WESTFIELD
ATTENTION: RICHARD MILLER, JR.
2150 DR. MARTIN LUTHER KING DRIVE
INDIANAPOLIS, IN 46202-1162
317-696-4041

DUKE ENERGY (ELECTRIC)
ATTENTION: TRENT GODSEY
16475 SOUTH PARK DRIVE
WESTFIELD, IN 46074
317-896-6711

METRONET
ATTENTION: CHRIS BLUTO
3701 COMMUNICATIONS WAY
EVANSVILLE, IN 47715
317-465-1046

COMCAST CABLE
ATTENTION: MATT STRINGER
533 EAST 65TH STREET
INDIANAPOLIS, IN 46204
317-774-3384

CITIZENS WATER AND WASTEWATER OF WESTFIELD, LLC
ATTENTION: BRANDON CARTER
2150 DR. MARTIN LUTHER KING JR. STREET
INDIANAPOLIS, INDIANA 46202
317-850-9055

LEGAL DESCRIPTION

Part of the North Half of the Southwest Quarter of Section 16, Township 18 North, Range 3 East of the Second Principal Meridian, Hamilton County, Indiana, described as follows:

Commencing at the Northwest Corner of said Quarter Section; thence along the north line thereof North 89 degrees 33 minutes 13 seconds East (basis of bearing) 662.07 feet to the **Point of Beginning**; thence parallel with the west line of said Quarter Section South 00 degree 02 minutes 59 seconds East 1315.46 feet to the south line of the North Half of said Southwest Quarter; thence along said south line North 89 degrees 32 minutes 33 seconds East 2048.26 feet to the Southeast corner of said Half Quarter Section; thence along the east line of said Southwest Quarter North 00 degree 07 minutes 08 seconds East 1315.10 feet to the Northeast Corner of said Quarter Section; thence along the north line of said Quarter Section South 89 degrees 33 minutes 13 seconds West 2052.12 feet to the place of beginning, containing 61.90 acres, more or less, and subject to easements and rights of ways.

SHEET INDEX

SHEET NO.	DESCRIPTION
P100	COVER SHEET
P101- P102	OVERALL DEVELOPMENT PLAN
P103 - P104	PRIMARY PLAT
L100- P102	LANDSCAPE PLAN

10505 N. College Avenue
Indianapolis, Indiana 46280
weihe.net

317 | 846 - 6611
800 | 452 - 6408
317 | 843 - 0546 fax

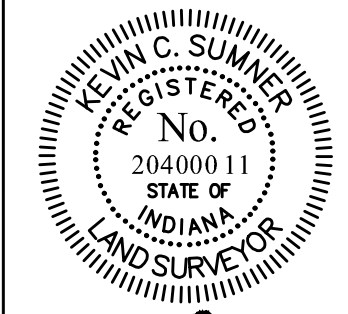
ALLAN H. WEIHE, P.E., L.S. - FOUNDER

WEIHE
ENGINEERS

Land Surveying | Civil Engineering
Landscape Architecture

PROJECT NO.: W160063	BY: KCS
DWG NAME: P100-P100.dwg	DATE: 6/3/2016
DESIGNED BY: KCS	
DRAWN BY: KCS	
CHECKED BY: KCS	

REVISIONS AND ISSUES



KEVIN C. SUMNER PS 20400011

LIBERTY RIDGE
CalAtlantic Homes of Indiana, Inc.

COVER SHEET

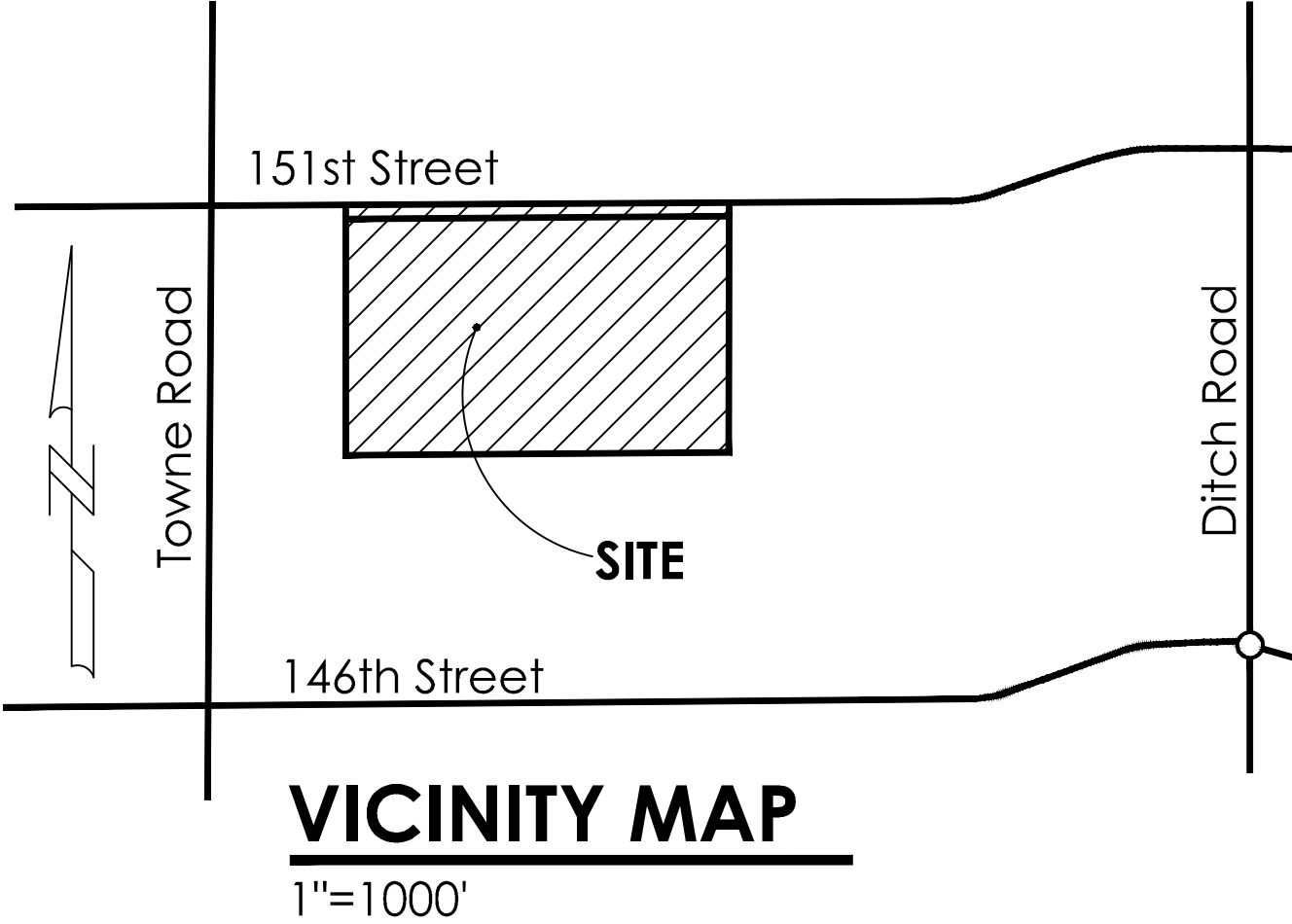
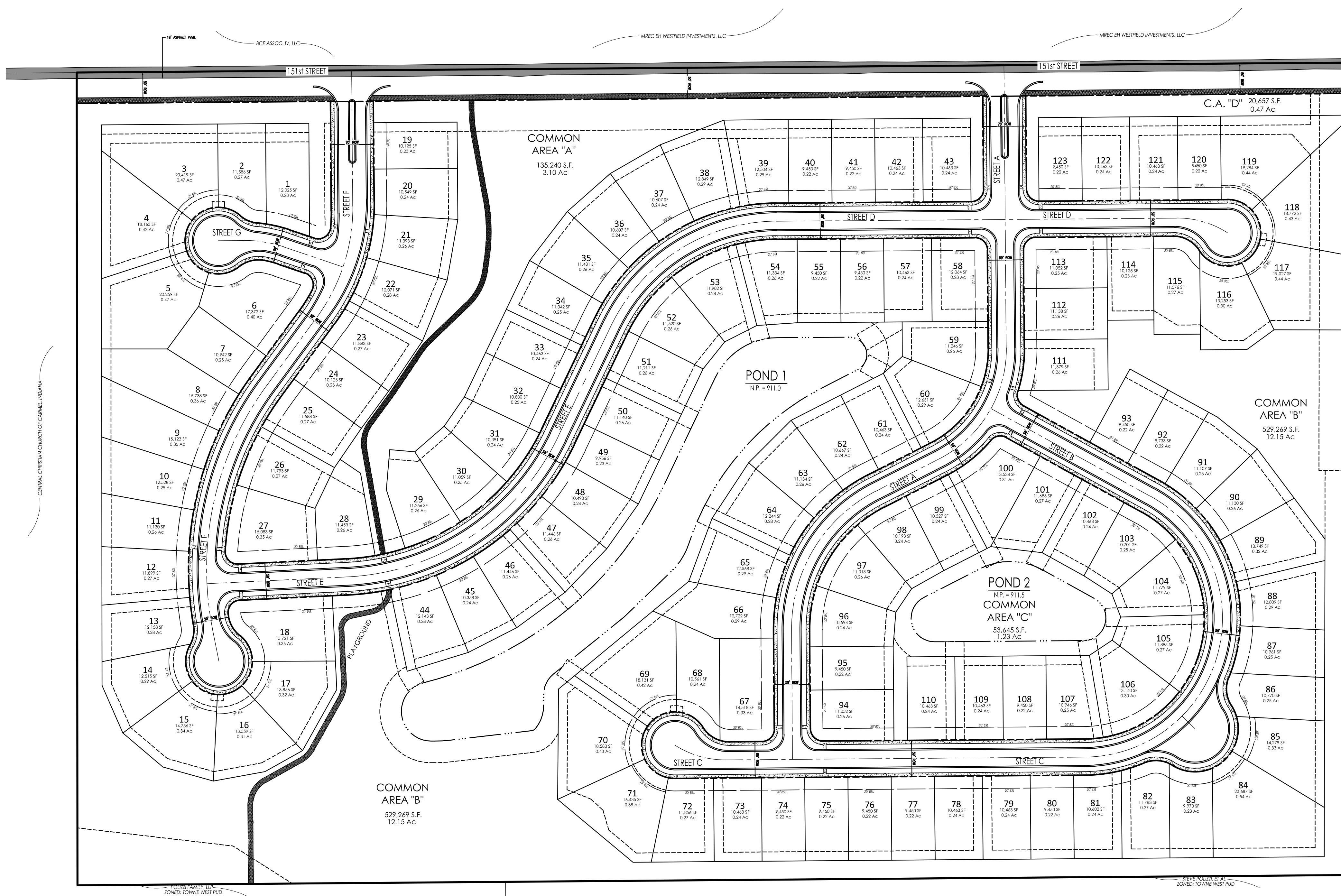
Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

SHEET NO.

P100

PROJECT NO.

W160063



SITE DATA

Site Area = 61.90 Acres +/-

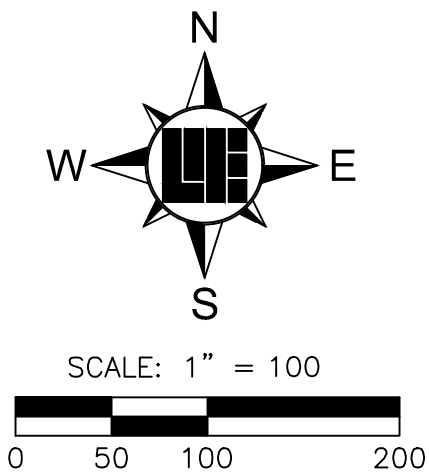
LOTS:
Number of Lots = 123
Density = 1.99 Lots / Acre

DEVELOPMENT STANDARDS:

Number of Lots	123
Minimum Lot Area	9,450 SF
Minimum Lot Frontage on Roads	40'
Minimum Setback Lines	
Front Yard	20'
Side Yard	8', 16' Agg.
Rear Yard	20'
Minimum Lot Width	70'

OPEN SPACE CALCULATIONS:

Overall Site = 61.90 Ac
Total Open Space Provided = 17.0 Ac
Total Percentage Provided = 27.5 %



CONCEPT PLAN



Within Indiana Call
811 or 800-382-5544
24 Hours a Day, 7 Days a Week.
PER INDIANA STATE LAW IC 8-1-26,
IT IS AGAINST THE LAW TO EXCAVATE
WITHOUT NOTIFYING THE UNDERGROUND
LOCATION SERVICE TWO (2) WORKING
DAYS BEFORE COMMENCING WORK.

WEIHE
ENGINEERS
Land Surveying | Civil Engineering
Landscape Architecture

PROJECT NO.: W160063
DWG NAME: P100-PLANS
DESIGNED BY: DKS
DRAWN BY: DKS
CHECKED BY: KCS
DATE: 6/3/2016

REVISIONS AND ISSUES



PREPARED FOR:
LIBERTY RIDGE
CaldAtlantic Homes of Indiana, Inc.
CONCEPT PLAN
Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

SHEET NO.
CP100
PROJECT NO.
W160063

10505 N. College Avenue
Indianapolis, Indiana 46280
weihe.net
317 | 846 - 6611
800 | 452 - 6408
317 | 843 - 0546 fax
ALLAN H. WEIHE, P.E., L.S. - FOUNDER

1. BASED UPON A SCALED INTERPRETATION OF THE FLOOD INSURANCE RATE MAP [FIRM], MAP NO. 1800830115G FOR WESTFIELD, INDIANA, DATED NOVEMBER 19, 2014, THE DESCRIBED REAL ESTATE LIES WITHIN THE UNSHADED ZONE "X", WHICH ARE AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.
2. ALL STREETS, CURBS, WALKS, SANITARY SEWERS, STORM SEWERS, DRAINAGE IMPROVEMENTS, AND WATERMAINS TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF WESTFIELD'S DEPARTMENT OF PUBLIC WORKS CURRENT UTILITY AND INFRASTRUCTURE CONSTRUCTION STANDARDS AND SPECIFICATIONS AND CITIZENS WATER & WATERWATER OF WESTFIELD STANDARDS.
3. ALL STREET RIGHT OF WAY INTERSECTIONS TO BE ROUNDED OFF WITH A 20' RADIUS UNLESS OTHERWISE NOTED.
4. ALL STREET CURB INTERSECTIONS TO BE ROUNDED WITH A RADIUS OF 25' UNLESS OTHERWISE NOTED.
5. DRIVEWAYS LOCATED ON CORNER LOTS SHALL BE LOCATED ON THE SIDE OF THE LOT FURTHER AWAY FROM THE INTERSECTION AND IN NO CASE SHALL BE LOCATED WITHIN 30' OF THE RIGHT OF WAY INTERSECTION OF TWO STREETS.
6. NO FENCE, WALL, HEDGE, TREE OR SHRUB PLANTING WHICH OBSTRUCTS THE SIGHT LINES AND ELEVATIONS BETWEEN 3' AND 9' ABOVE THE STREET SHALL BE PLACED OR PERMITTED TO REMAIN ON ANY CORNER LOT WITHIN THE TRIANGULAR AREA FORMED BY THE STREET RIGHT OF WAY LINES AND A LINE CONNECTING POINTS 40' FROM THE INTERSECTION OF SAID STREETS.
7. ALL SIDEWALKS TO BE 5' WIDE UNLESS OTHERWISE NOTED.
8. ALL INTERIOR RIGHT OF WAY WIDTHS TO BE 55' UNLESS OTHERWISE NOTED.
9. ALL INTERIOR STREET WIDTHS TO BE 31' UNLESS OTHERWISE NOTED.
10. ALL WATERMAINS TO BE 8" UNLESS OTHERWISE NOTED.
11. THE BOUNDARY AND TOPOGRAPHIC INFORMATION DENOTED HEREON IS BASED UPON A SURVEY PERFORMED BY ERIE ENGINEERS, MARCH 2016

LEE 1 A21 - A DEPT. OF NATURAL RESOURCES BRASS DISK
STAMPED "LEE 7 A21" IN CONCRETE, 1' BELOW GROUND.
LOCATED APPROX. 8 FT. WEST OF WEST SIDE OF TOWNE ROAD
APPROX. 1415 FT. NORTH OF 151ST STREET.
ELEV = 923.74 (NAVD 88)

LEE 6 A21 - A DEPT. OF NATURAL RESOURCES BRASS DISK
STAMPED "LEE 6 A21" IN CONCRETE, 1' BELOW GROUND.
LOCATED APPROX. 8 FT. SOUTH OR SOUTH SIDE OF 151ST
STREET APPROX. 1 MILE WEST OF TOWNE ROAD.
ELEV = 915.37 (NAVD 88)

TM-1:
MAG NAIL SET IN THE WEST SIDE OF A POWER POLE 36 FT.
SOUTH OF THE CENTERLINE OF 151ST STREET APPROX. 742 FT.
EAST OF TOWNE ROAD, 3 FT. UP.
ELEV = 922.68 (NAVD 88)

	=	RIGHT-OF-WAY LINE
	=	STORM SEWER LINE
	=	SWALE
	=	SANITARY SEWER LINE
	=	WATER MAIN
	=	MANHOLE
	=	FLOW DIRECTION
	=	STORM BEEHIVE INLET
	=	STORM CURB INLET
M.H.	=	MANHOLE
D.&U.E.	=	DRAINAGE & UTILITY EASEMENT
L.D.R.	=	LANDSCAPE DRAINAGE
LSE	=	LANDSCAPE EASEMENT
S.E.	=	SANITARY SEWER EASEMENT
- - -	=	SUBSURFACE DRAIN
D	=	CONCRETE END SECTION
S.S.D.	=	SUBSURFACE DRAIN
RCP	=	REINFORCED CONCRETE PIPE
A.C.	=	KURTS
SF	=	SQUARE FOOT
N.P.	=	NORMAL POOL ELEVATION
SL	=	BUILDING SETBACK LINE
ROW	=	RIGHT-OF-WAY
CMP	=	CORRUGATED METAL PIPE
	=	TYPICAL 54" WIDE X 70' DEEP BUILDING PAD

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 PIPE INCLUDING SSD (EXCEPT FOR REQUIRED STREET TREES).
4. NO LANDSCAPING IS PERMITTED WITHIN DRAINAGE EASEMENTS THAT HAVE STORM SEWER PIPE INCLUDING SSD.
5. STORM SEWERS ARE NOT ALLOWED IN LANDSCAPE EASEMENTS.
4. SEE LANDSCAPE PLANS FOR MORE INFORMATION.



Within Indiana Call
811 or 800-382-5544

24 Hours a Day, 7 Days a Week.

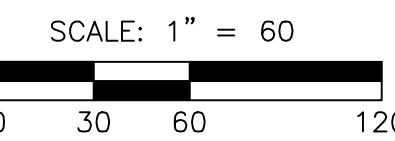
PER INDIANA STATE LAW IC 8-1-26.
IT IS AGAINST THE LAW TO EXCAVATE

WITHOUT NOTIFYING THE UNDERGROUND
LOCATION SERVICE TWO (2) WORKING

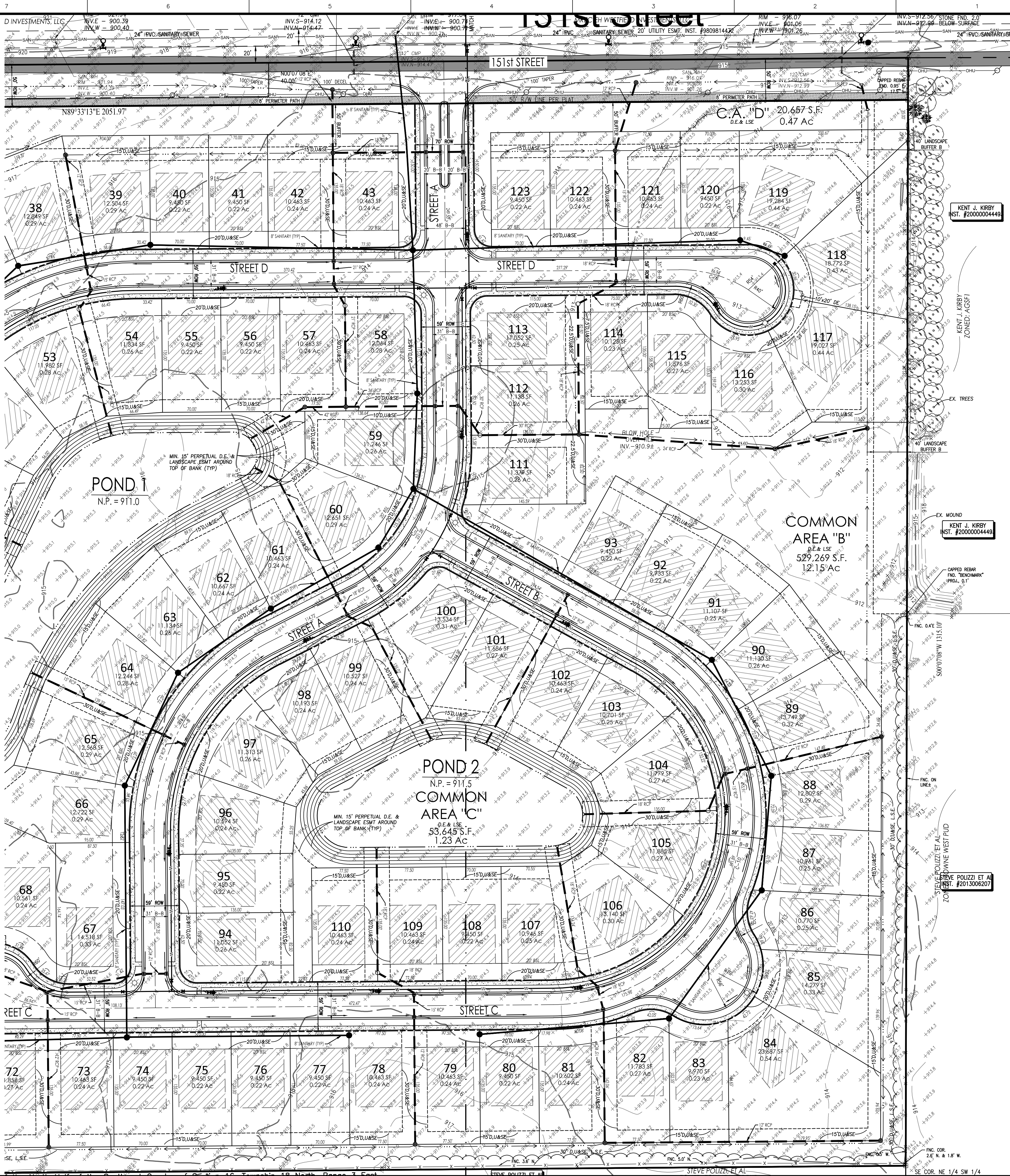
DAYS BEFORE COMMENCING WORK.

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9



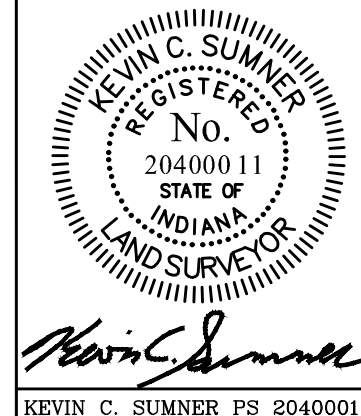
FOR CONTINUATION, SEE SHEET P102

10505 N. College Avenue
Indianapolis, Indiana 46280

WEIHE
ENGINEERS

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| Landscape Architecture

REVISIONS AND ISSUES	DATE	BY	PROJECT NO.
			WT60063
			DWG NAME: F100-P104.DWG
			DESIGNED BY: KCS
			DRAWN BY: DMS
			CHECKED BY: KCS
			DATE: 12/28/2016



PREPARED FOR:
LIBERTY RIDGE
CalAtlantic Homes of Indiana, Inc.

OVERALL DEVELOPMENT PLAN

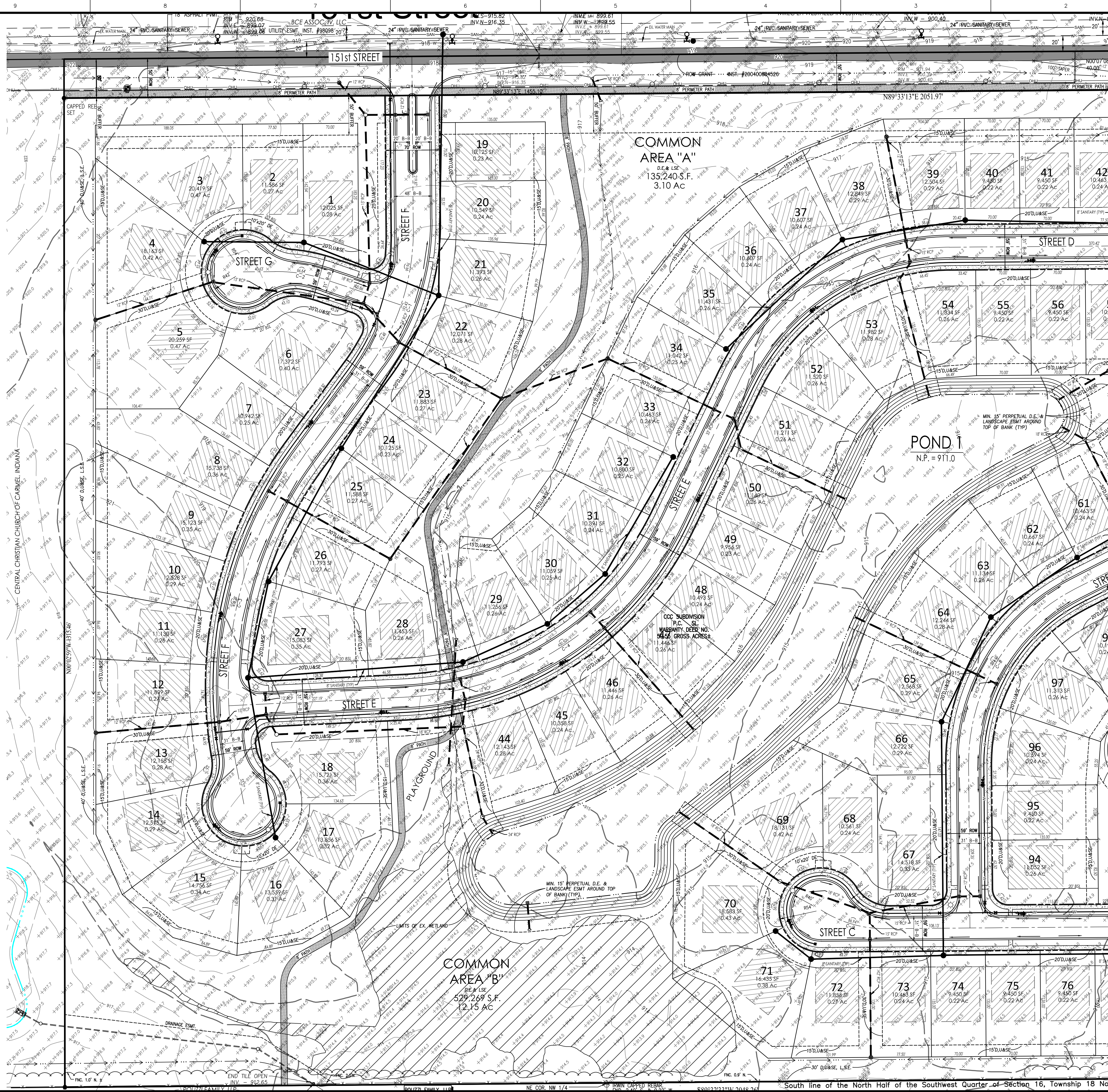
SHEET NO.

P101

PROJECT NO.
W160063

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 LAYOUT: P101
 DATE/TIME: June 03, 2016 - 9:34am

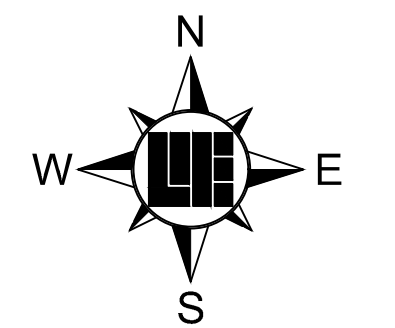
LOCATION: H:\2016\W160063\Engineering\Design\Primary_Plot\P100-P104.dwg
DATE/TIME: June 03, 2016 - 9:34am
PLOTTER: BT: stations



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Within Indiana Call
811 or 800-382-5544
24 Hours a Day, 7 Days a Week.

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



SEE SHEET P101 FOR LEGEND
& NOTES

10505 N. College Avenue
Indianapolis, Indiana 46280
weihe.net

317 846 - 6611
800 1 452 - 6408
317 843 - 0546 fax

ALLAN H. WEIHE, P.E., L.S. - FOUNDER

WEIHE
ENGINEERS
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Landscape Architecture

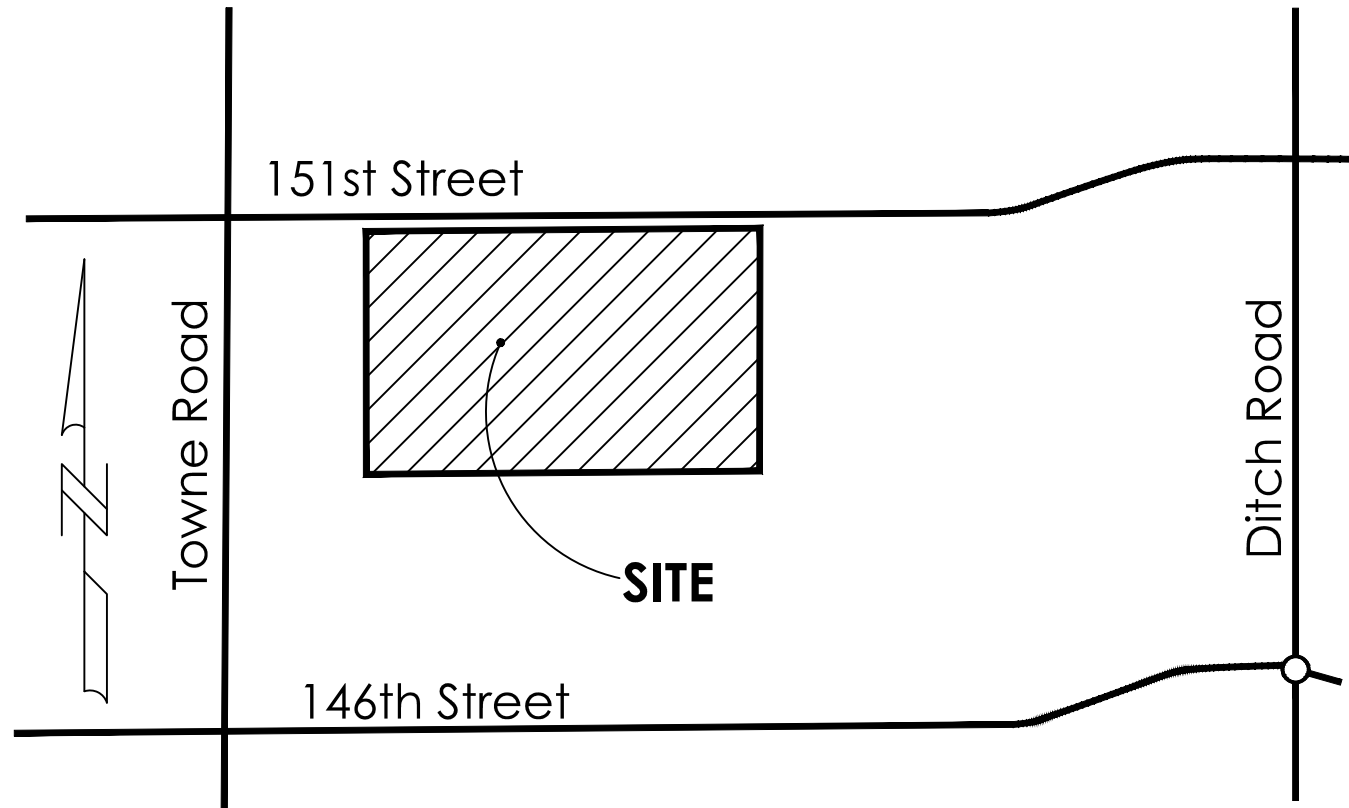
PROJECT NO.: W160063
DWG NAME: P100-P104.dwg
DESIGNED BY: DK
DRAWN BY: DK
CHECKED BY: KCS
DATE: 6/3/2016

REVISIONS AND ISSUES

REGISTERED
No. 20400011
STATE OF
INDIANA
LAND SURVEYOR
Kevin C. Summer
KEVIN C. SUMMER PS 20400011

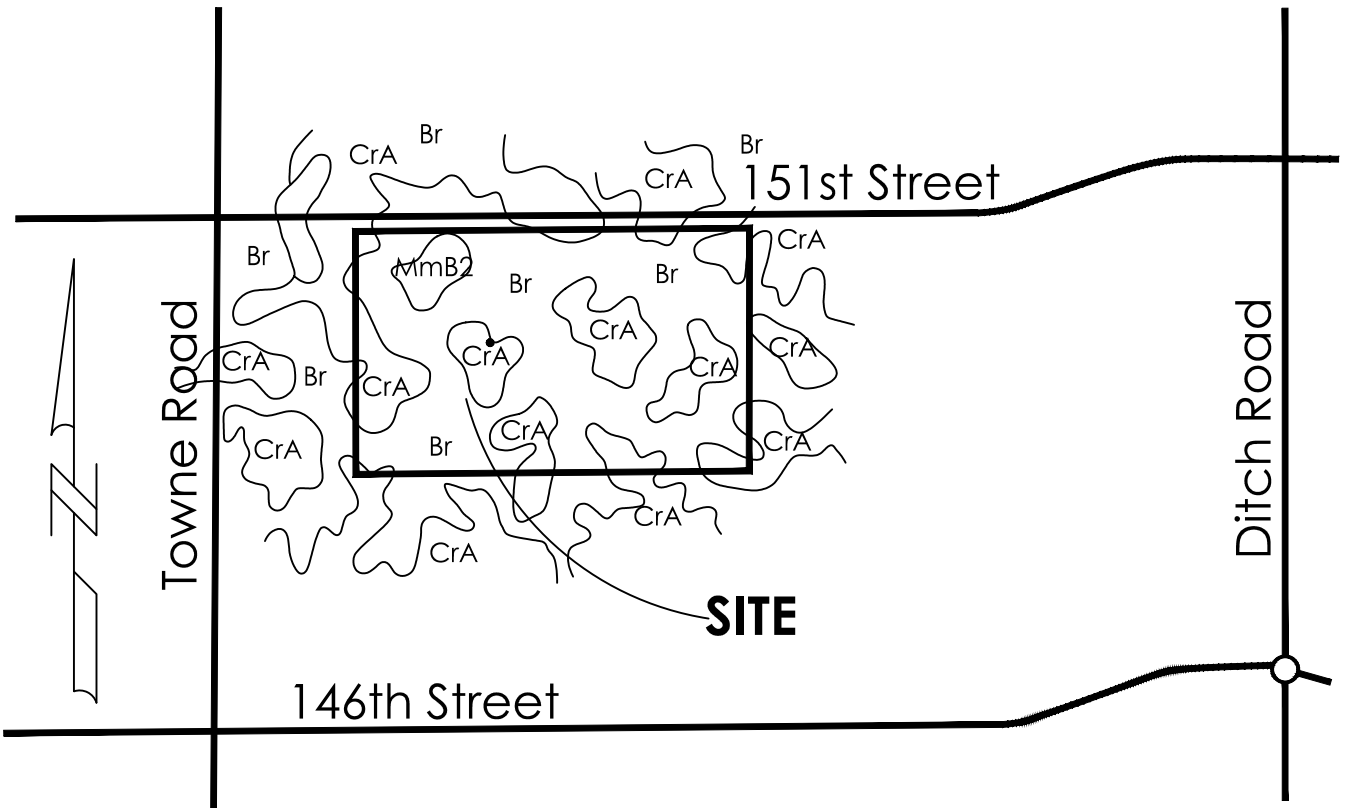
PREPARED FOR:
LIBERTY RIDGE
CaldAtlantic Homes of Indiana, Inc.
OVERALL DEVELOPMENT PLAN
Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

SHEET NO.
P102
PROJECT NO.
W160063



VICINITY MAP

1"=1000'



SOILS MAP

No Scale

SOIL SERIES	DESCRIPTION
Br	Brookston silty clay loam - Deep very poorly drained soil with slow permeability. Runoff is very slow or slow.
CrA	Crosby all loam - 0 to 2 percent slopes.
MmB2	Miami silt loam - 2 to 6 percent slopes, eroded.

LIBERTY RIDGE

Overall Development Plan:

Primary Plat:

Washington Twp, Westfield, Indiana

CONTACTS:

LAND OWNER:

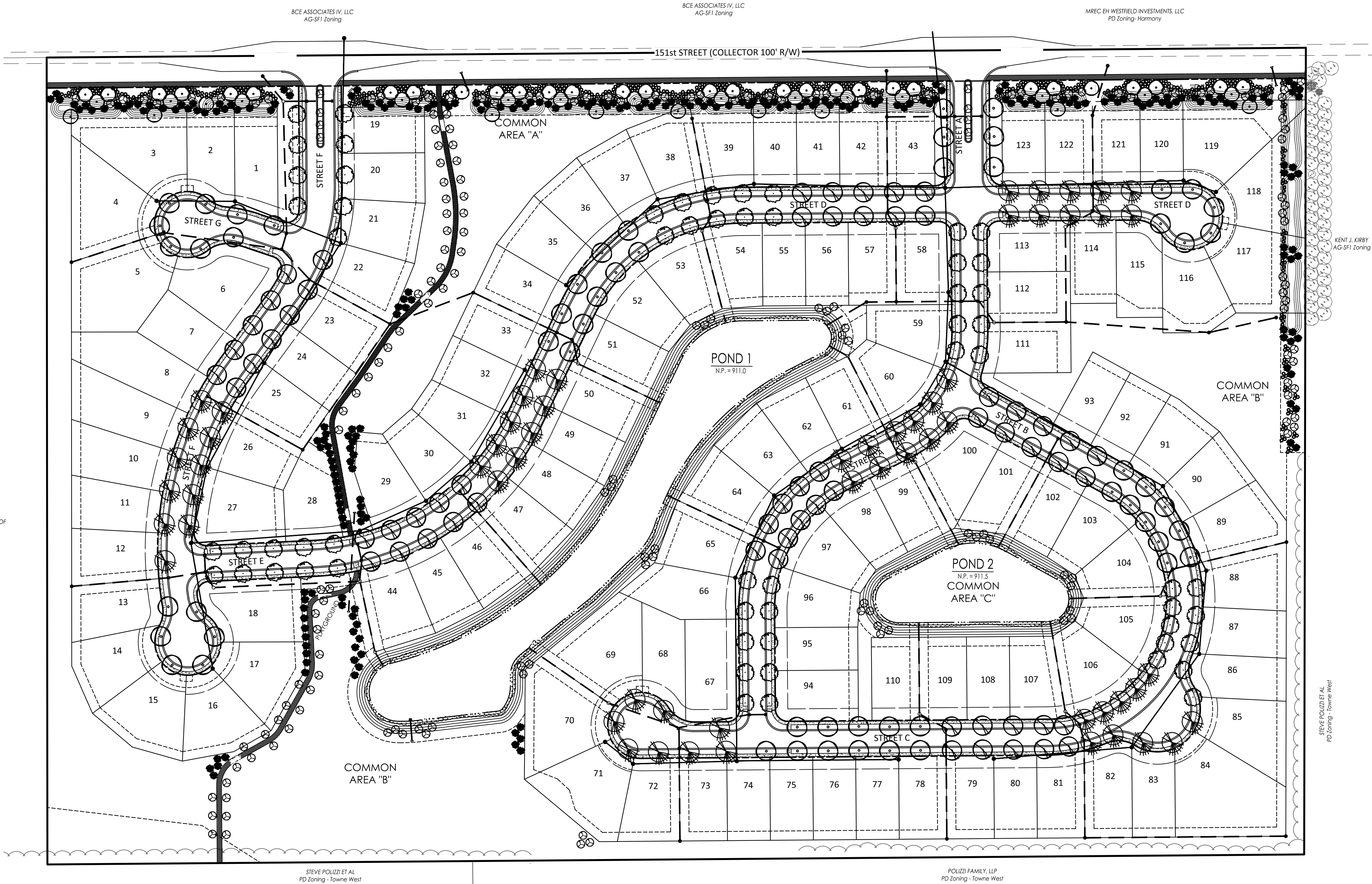
Central Christian Church of Carmel IN
1242 W. 136th Street
Carmel, IN 46074

DEVELOPER:

CalAtlantic Homes of Indiana, Inc.
9025 N. River Road, Suite 100
Indianapolis, IN 46240
Keith Lash 317-846-4281
Email: keith.lash@calatl.com

LANDSCAPE ARCHITECT:

Weihe Engineers
10505 N. College Avenue
Indianapolis, IN 46280
Kevin Sumner 317-846-6611
Email: sumner@weihe.net



PLANT SCHEDULE		
SYMBOL	TYPE	SIZE
	SHADE TREES	8' HT. / 2" CAL.
	EVERGREEN TREES	6' HT.
	ORNAMENTAL TREES	2" CAL.
	SHRUBS	18" HT.
	LAKE EDGE VEGETATION	

OVERALL LANDSCAPE PLAN

1"=100'

10505 N. College Avenue
Indianapolis, Indiana 46280
weihe.net
317 | 846 - 6611
800 | 452 - 6408
317 | 843 - 0546 fax

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ENGINEERS
Land Surveying | Civil Engineering
Landscape Architecture

PROJECT NO.	W160063
DWG NAME	PLAT-POA.DWG
DESIGNED BY	DKS
DRAWN BY	DKS
CHECKED BY	KCS
DATE	6/3/2016

REVISIONS AND ISSUES

PREPARED FOR:
LIBERTY RIDGE
CalAtlantic Homes of Indiana, Inc.

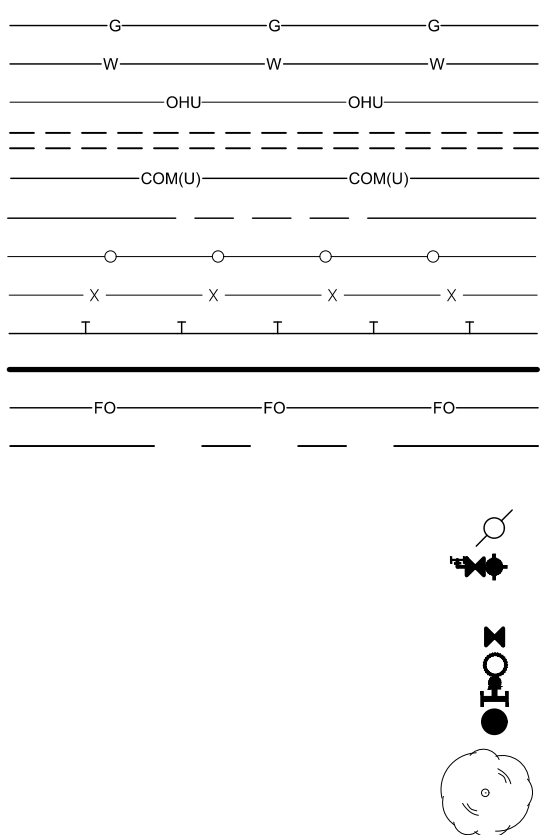
OVERALL LANDSCAPE PLAN
Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

SHEET NO.
L100
PROJECT NO.
W160063

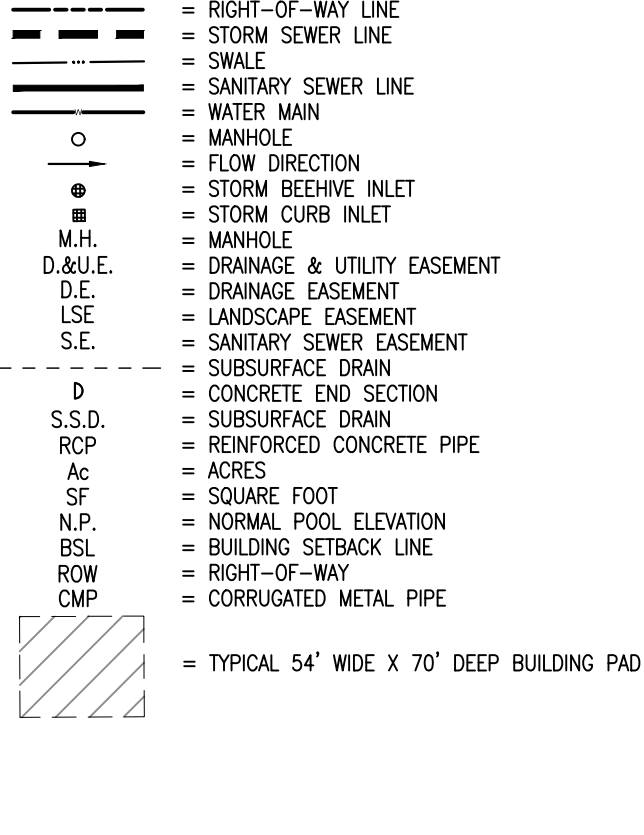
GENERAL NOTES

1. IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE. IF IN QUESTION, CONTACT THE LANDSCAPE DESIGNER.
2. ALL PLANTING AREAS TO BE COVERED WITH 3" THICK LAYER OF DARK SHREDDED HARDWOOD BARK MULCH. BARK MULCH SHALL BE APPROVED BY LANDSCAPE DESIGNER AND SHALL BE UNIFORM IN TEXTURE AND COLOR AND SHALL BE OBTAINED FROM SAWMILL OR LUMBERING OPERATIONS. NO UTILITY MULCH OR PROCESSED TREE TRIMMINGS WILL BE ALLOWED.
3. STREET TREES ALONG PLEASANT STREET ARE TO BE INSTALLED IN A MULCH BED OF A MAXIMUM EIGHT FEET (8') IN DIAMETER. FOUR FEET (4') IN DIAMETER RECOMMENDED.
4. AN APPROVED PRE-EMERGENT HERBICIDE SHALL BE APPLIED IN ALL PLANTING AND GROUND COVER BEDS AT RATES SPECIFIED BY MANUFACTURER FOR EACH VARIETY OF PLANT.
5. FINAL PLACEMENT OF PLANT MATERIALS, ETC. SHALL BE APPROVED BY LANDSCAPE DESIGNER BEFORE PLANTING OPERATIONS ARE TO PROCEED. ALL TREE LOCATIONS SHALL BE MARKED WITH A WOODEN STAKE INDICATING VARIETY AND SIZE OF TREE. ALL GROUND COVER AND MULCH BED LINES SHALL BE MARKED BY A HIGHLY VISIBLE PAINT LINE WITH OCCASIONAL WOOD STAKES FOR REFERENCE. ALL STAKES SHALL BE REMOVED FOLLOWING PLANTING OPERATIONS. LANDSCAPE DESIGNER RESERVES THE RIGHT TO ADJUST PLANT LOCATIONS ON SITE.
6. NO SUBSTITUTIONS OF PLANT MATERIAL WILL BE ALLOWED. IF PLANTS ARE SHOWN TO BE UNAVAILABLE, THE CONTRACTOR SHALL NOTIFY LANDSCAPE DESIGNER PRIOR TO BID DATE IN WRITING. ALL PLANTS SHALL BE INSPECTED AND TAGGED WITH PROJECT IDENTIFICATION AT NURSERY OR CONTRACTORS OPERATION PRIOR TO MOVING TO JOB SITE. PLANTS MAY ALSO BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE.
7. ALL PLANTS ARE TO MEET OR EXCEED AMERICAN STANDARDS FOR NURSERY STOCK, LATEST EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF NURSERYMEN.
8. PLANTS AND ALL OTHER MATERIALS TO BE STORED ON SITE WILL BE PLACED WHERE THEY WILL NOT CONFLICT WITH CONSTRUCTION OPERATIONS AND AS DIRECTED BY OWNER.
9. THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS PORTION OF WORK.
10. PEAT MOSS TO BE USED ON PROJECT SHALL BE A DOMESTIC OR IMPORTED MATERIAL, CHOCOLATE BROWN IN COLOR AND COMPOSED OF PARTIALLY DECOMPOSED VEGETABLE MATERIAL. PEAT MOSS TO ALSO BE MILDLY ACIDIC IN CHARACTER AND SHALL MEET APPROVAL OF LANDSCAPE DESIGNER.
11. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE DESIGNER IN WRITING PRIOR TO BID DATE OF ANY PLANTS THAT HE FEELS MAY NOT SURVIVE IN LOCATIONS NOTED.
12. CONTRACTOR TO SUBMIT UNIT PRICES ON EVERY TYPE OF WORK AS REQUESTED BY LANDSCAPE DESIGNER.
13. BACKFILL FOR SHRUB PLANTING SHALL BE 75% APPROVED TOPSOIL AND 25% APPROVED PEAT MOSS. TOP LAYER OF BACKFILL SHALL BE 100% EXISTING TOPSOIL. A 5-10-5 ANALYSIS SLOW RELEASE FERTILIZER SHALL BE INCORPORATED INTO BACKFILL AT APPROVED RATES.
14. PLANTS SHALL BE CERTIFIED BY THE STATE OF INDIANA DEPARTMENT OF NATURAL RESOURCES AND FREE FROM DISEASE OR HAZARDOUS INSECTS.
15. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING UTILITIES PERTAINING TO THEIR PHASE OF WORK. UTILITIES ARE SHOWN TO BE APPROXIMATE. CALL UTILITY LOCATE PRIOR TO ANY PLACEMENT OF PLANT MATERIAL OR OTHER LANDSCAPE MATERIAL.
16. ALL STREET TREES ARE TO MATCH THE CURRENT CITY OF WESTFIELD MASTER TREE LIST.
17. STREET TREES SHALL NOT BE WITHIN 4 FEET OF ANY PAVEMENT.
18. THERE SHALL BE NO TREES WITHIN 10 FEET OF ANY STORM SEWER PIPE INCLUDING SSD (EXCEPT FOR REQUIRED STREET TREES).
19. NO LANDSCAPING IS PERMITTED WITHIN DRAINAGE EASEMENTS THAT HAVE STORM SEWER PIPE INCLUDING SSD.
20. STORM SEWERS ARE NOT ALLOWED IN LANDSCAPE EASEMENTS.

LEGEND: EX. CONDITIONS



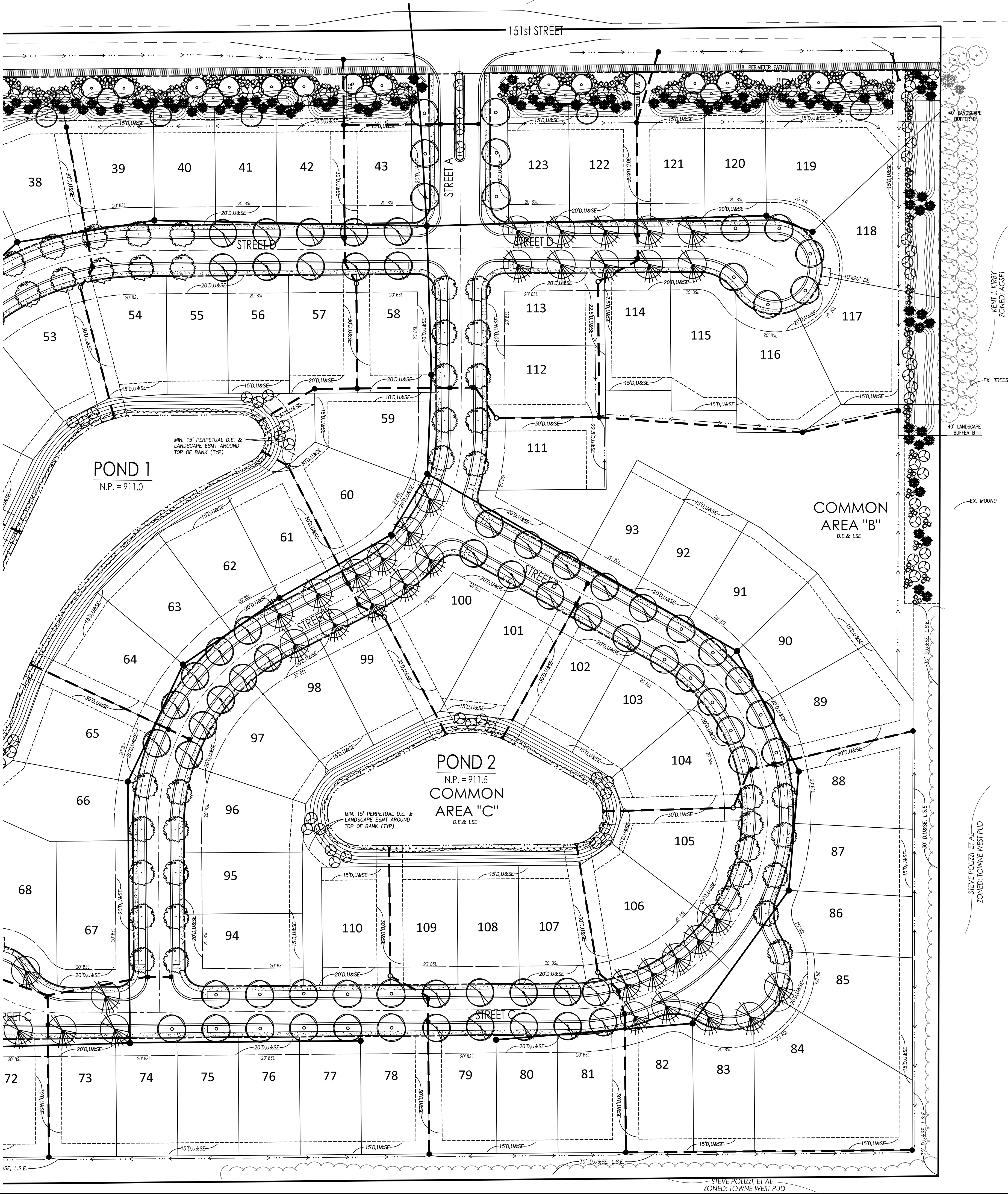
LEGEND: PROPOSED CONDITIONS



PLANT SCHEDULE

SYMBOL	TYPE	SIZE
	SHADE TREES	8' HT. / 2" CAL.
	EVERGREEN TREES	6' HT.
	ORNAMENTAL TREES	2" CAL.
	SHRUBS	18" HT.
	LAKE EDGE VEGETATION	

FOR CONTINUATION, SEE SHEET L102



10505 N. College Avenue
Indianapolis, Indiana 46280
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WEIHE
ENGINEERS
Land Surveying | Civil Engineering
Landscape Architecture

PROJECT NO.: W160063
DWG NAME: PUD-PLEASANT
DESIGNED BY: DKS
DRAWN BY: DKS
CHECKED BY: KCS
DATE: 6/3/2016

DATE

BY

DATE

REVISIONS AND ISSUES

PREPARED FOR:

LIBERTY RIDGE
CaldAtlantic Homes of Indiana, Inc.

SHEET NO.

L101

PROJECT NO.
W160063

Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana



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24 Hours a Day, 7 Days a Week.

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

LOCATION: H:\2016\W160063\Engineering\Design\Primary_Plan\L100-L102.dwg
DATE/TIME: June 03, 2016 - 9:26am
PLOTTER: HP DesignJet T1200

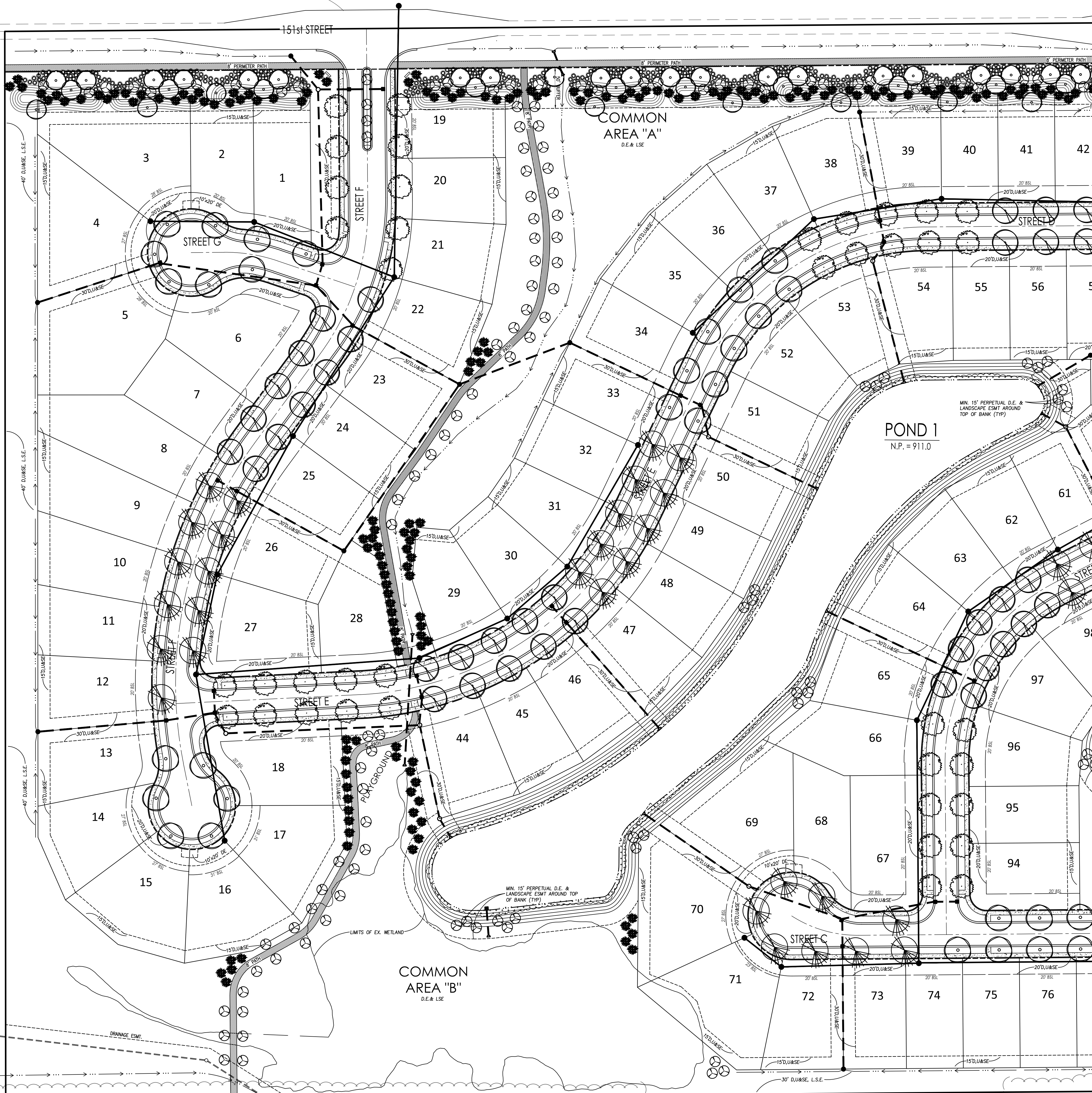


Know what's below.
Call before you dig.

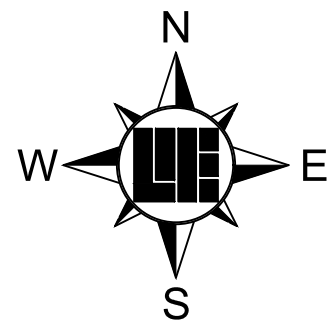
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WITHOUT NOTIFYING THE UNDERGROUND
LOCATION SERVICE TWO (2) WORKING
DAYS BEFORE COMMENCING WORK.

CENTRAL CHRISTIAN CHURCH OF CARMEL, INDIANA



PLANT SCHEDULE		
SYMBOL	TYPE	SIZE
	SHADE TREES	8' HT. / 2" CAL.
	EVERGREEN TREES	6' HT.
	ORNAMENTAL TREES	2" CAL.
	SHRUBS	18" HT.
	LAKE EDGE VEGETATION	



SEE SHEET L101 FOR
LEGEND & NOTES

FOR CONTINUATION, SEE SHEET P101

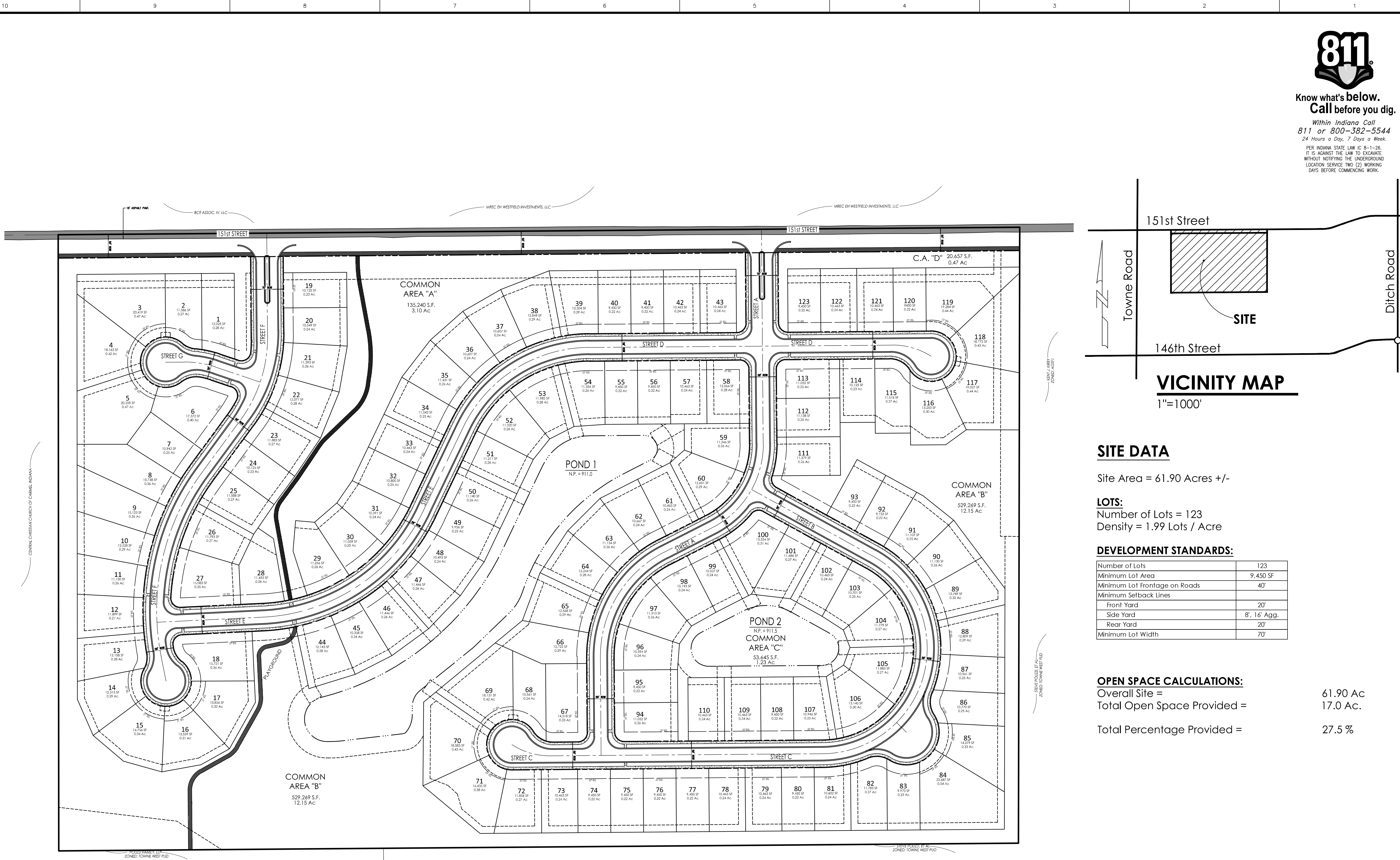
PROJECT NO.: W160063
DWG NAME: PUD-PLANNING
DESIGNED BY: DKS
DRAWN BY: DKS
CHECKED BY: RCS
DATE: 6/3/2016

WEIHE
ENGINEERS
Land Surveying | Civil Engineering
Landscape Architecture

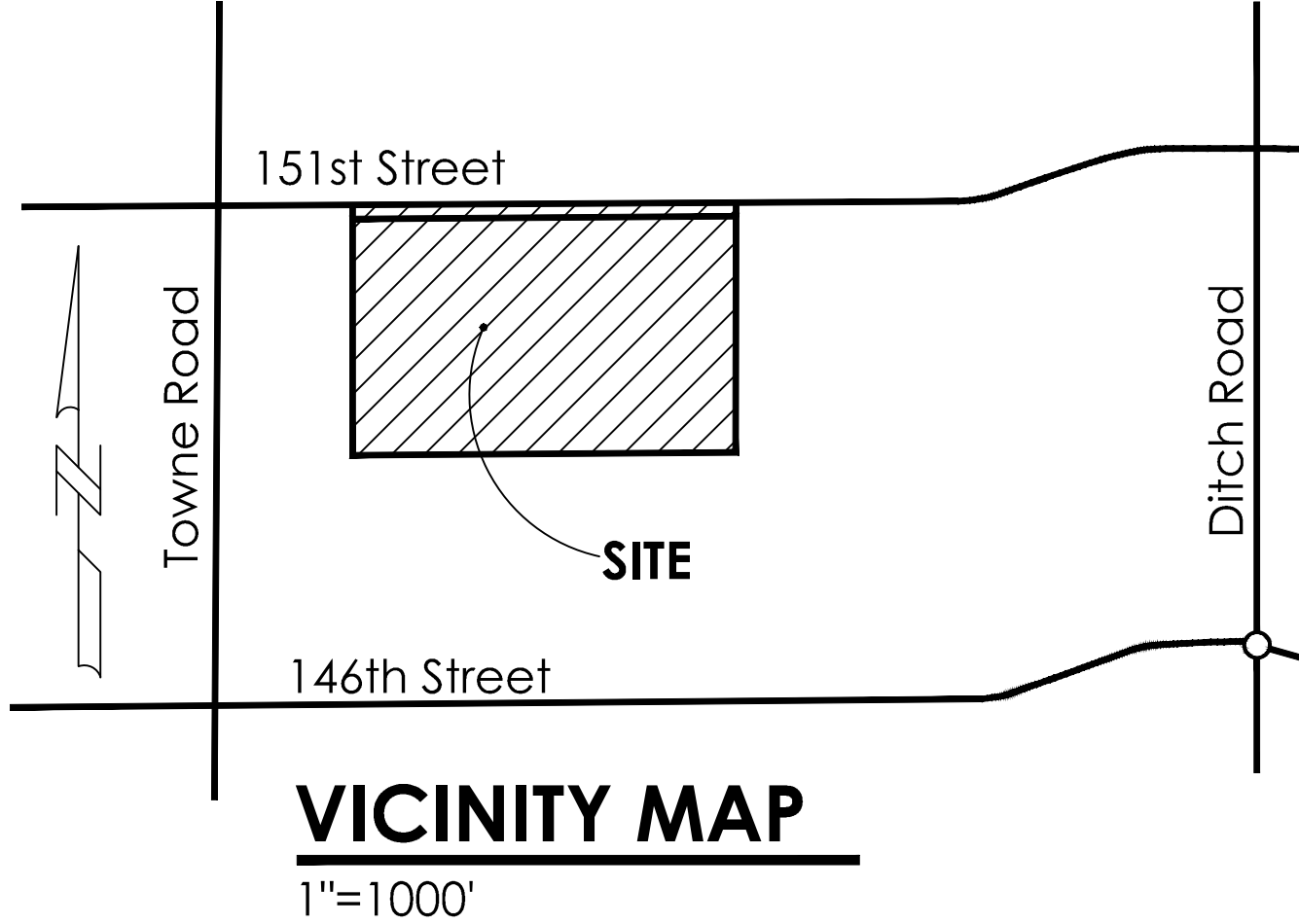
10505 N. College Avenue
Indianapolis, Indiana 46280
weihe.net
317 | 846 - 6611
800 | 452 - 6408
317 | 843 - 0546 fax
ALLAN H. WEIHE, P.E., L.S. - FOUNDER

PREPARED FOR:
LIBERTY RIDGE
CaldAtlantic Homes of Indiana, Inc.
LANDSCAPE PLAN
Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

SHEET NO.
L102
PROJECT NO.
W160063



811
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PER INDIANA STATE LAW IC 8-1-26,
IT IS AGAINST THE LAW TO EXCAVATE
WITHOUT NOTIFYING THE UNDERGROUND
LOCATION SERVICE TWO (2) WORKING
DAYS BEFORE COMMENCING WORK.



SITE DATA

Site Area = 61.90 Acres +/-

LOTS:
Number of Lots = 123
Density = 1.99 Lots / Acre

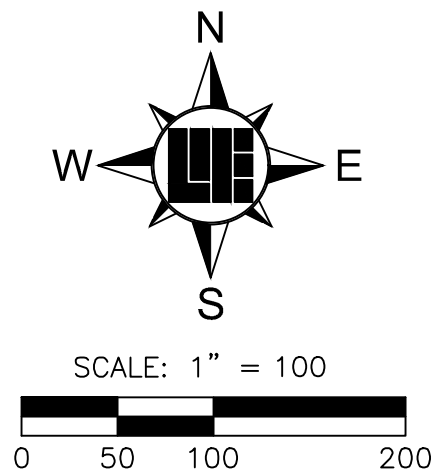
DEVELOPMENT STANDARDS:

Number of Lots	123
Minimum Lot Area	9,450 SF
Minimum Lot Frontage on Roads	40'
Minimum Setback Lines	
Front Yard	20'
Side Yard	8', 16' Agg.
Rear Yard	20'
Minimum Lot Width	70'

OPEN SPACE CALCULATIONS:

Overall Site = 61.90 Ac
Total Open Space Provided = 17.0 Ac

Total Percentage Provided = 27.5 %



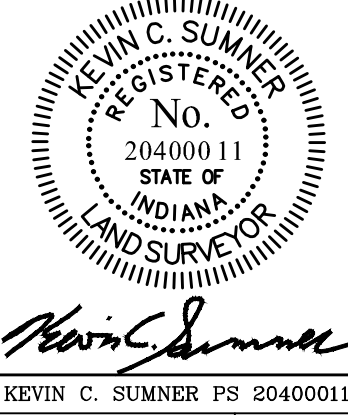
CONCEPT PLAN

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weihe.net
317 | 846 - 6611
800 | 452 - 6408
317 | 843 - 0546 /ax
ALLAN H. WEIHE, P.E., L.S. - FOUNDER

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ENGINEERS
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Landscape Architecture

PROJECT NO.: W160063
DWG NAME: P100-CP100.dwg
DESIGNED BY: DKS
DRAWN BY: DKS
CHECKED BY: KCS
DATE: 6/3/2016

REVISIONS AND ISSUES



PREPARED FOR:
LIBERTY RIDGE
CaldAtlantic Homes of Indiana, Inc.

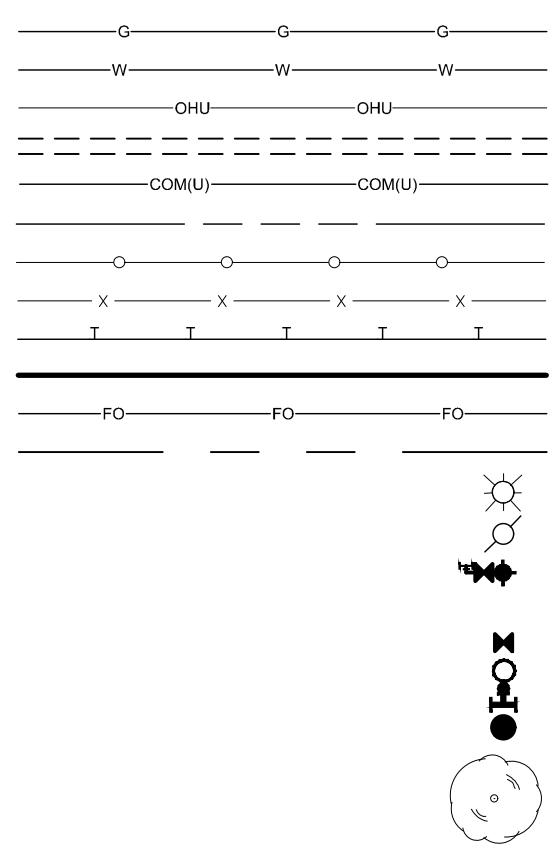
CONCEPT PLAN
Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

SHEET NO.
CP100
PROJECT NO.
W160063

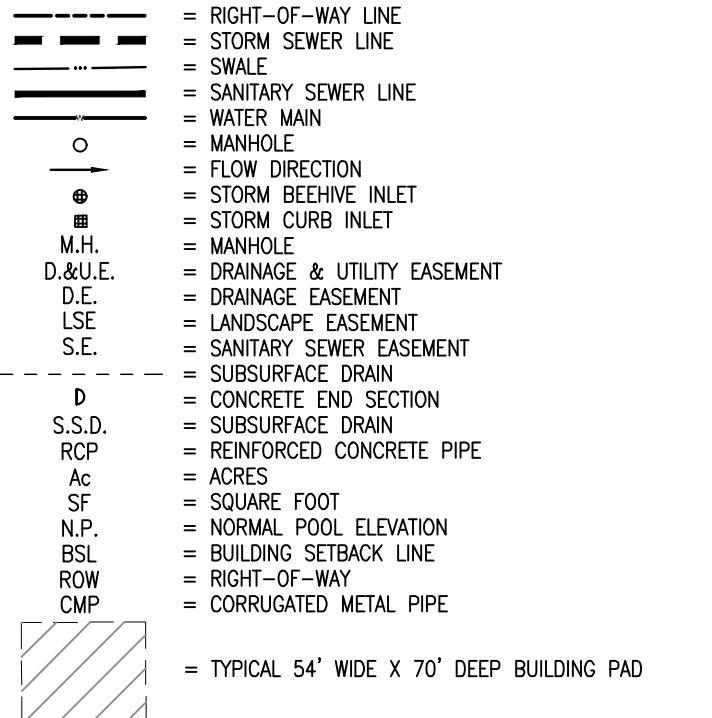
NOTES

1. BASED UPON A SCALED INTERPRETATION OF THE FLOOD INSURANCE RATE MAP (FIRM), MAP NO. 1800830115G FOR WESTFIELD, INDIANA, DATED NOVEMBER 19, 2014 THE DESCRIBED REAL ESTATE LIES WITHIN THE UNSHADED ZONE "X", WHICH ARE AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.
2. ALL STREETS, CURBS, WALKS, SANITARY SEWERS, STORM SEWERS, DRAINAGE IMPROVEMENTS, AND WATERMANS TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF WESTFIELD'S DEPARTMENT OF PUBLIC WORKS CURRENT UTILITY AND INFRASTRUCTURE CONSTRUCTION STANDARDS AND SPECIFICATIONS AND CITIZENS WATER & WASTEWATER OF WESTFIELD STANDARDS.
3. ALL STREET RIGHT OF WAY INTERSECTIONS TO BE ROUNDED OFF WITH A 20' RADIUS UNLESS OTHERWISE NOTED.
4. ALL STREET CURB INTERSECTIONS TO BE ROUNDED WITH A RADIUS OF 25' UNLESS OTHERWISE NOTED.
5. DRIVEWAYS LOCATED ON CORNER LOTS SHALL BE LOCATED ON THE SIDE OF THE LOT FURTHEST AWAY FROM THE INTERSECTION AND IN NO CASE SHALL BE LOCATED WITHIN 30' OF THE RIGHT OF WAY INTERSECTION OF TWO STREETS.
6. NO FENCE, WALL, HEDGE, TREE OR SHRUB PLANTING WHICH OBSTRUCTS THE SIGHT LINES AND ELEVATIONS BETWEEN 3' AND 9' ABOVE THE STREET SHALL BE PLACED OR PERMITTED TO REMAIN ON ANY CORNER LOT WITHIN THE TRIANGULAR AREA FORMED BY THE STREET RIGHT OF WAY LINES AND A LINE CONNECTING POINTS 40' FROM THE INTERSECTION OF SAID STREETS.
7. ALL SIDEWALKS TO BE 5' WIDE UNLESS OTHERWISE NOTED.
8. ALL INTERIOR RIGHT OF WAY WIDTHS TO BE 59' UNLESS OTHERWISE NOTED.
9. ALL INTERIOR STREET WIDTHS TO BE 31' UNLESS OTHERWISE NOTED.
10. ALL WATERMANS TO BE 8" UNLESS OTHERWISE NOTED.
11. THE BOUNDARY AND TOPOGRAPHIC INFORMATION DENOTED HEREON IS BASED UPON A SURVEY PERFORMED WEIHE ENGINEERS, MARCH 2016
12. LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE BASED UPON INFORMATION OBTAINED FROM UTILITY COMPANIES OR THEIR REPRESENTATIVES AND FIELD EVIDENCE OF IMPROVEMENTS VISIBLE ON THE GROUND SURFACE. EXACT LOCATIONS OF UNDERGROUND UTILITIES HAVE NOT BEEN VERIFIED. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AND REQUEST FIELD LOCATIONS OF SUCH WITHIN THE WORK AREA PRIOR TO COMMENCING EXCAVATION ACTIVITIES. THE CONTRACTOR SHALL REPORT ANY VARIATIONS FROM THE LOCATIONS SHOWN THAT MAY PRESENT A CONFLICT WITH EXECUTION OF THE WORK TO THE ENGINEER IN ADVANCE OF CONSTRUCTION.
13. THE CONTRACTOR SHALL COORDINATE WITH THE RESPECTIVE UTILITY COMPANIES AND SHALL PAY THE COST OF PROTECTION, RELOCATION, REMOVAL, CONNECTION, AND/OR RECONNECTION OF UTILITIES AS NECESSARY FOR EXECUTION OF THE WORK.
14. MATERIALS AND WORKMANSHIP SHALL COMPLY WITH ALL APPLICABLE CODES, SPECIFICATIONS, LOCAL ORDINANCES, INDUSTRY STANDARDS AND UTILITY COMPANY REGULATIONS
15. TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. TYPE "C" LIGHTS SHALL BE REQUIRED ON ALL BARRICADES, DRUMS AND SIMILAR DEVICES IN USE AT NIGHT.
16. ALL DIMENSIONS SHOWN ARE MEASURED TO THE BACK OF CURB, UNLESS OTHERWISE SHOWN.
17. ALL CORNER LOTS WILL BE SUBJECT TO TWO FRONT YARD SETBACKS.
18. IN ADDITION TO PROPOSED STREET LIGHTING EACH HOME SHALL BE REQUIRED TO INSTALL A DUSK TO DAWN LIGHT.
19. THE DEVELOPMENT IS PROPOSED TO BE SERVED BY PUBLIC SANITARY SEWERS, WATER MAINS, STORM SEWERS, GAS, ELECTRIC, TELEPHONE AND CABLE TV. THE APPLICABLE UTILITIES HAVE, OR WILL HAVE, SUFFICIENT CAPACITY TO PROVIDE SAID UTILITIES AT A LEVEL OF SERVICE TO MEET THE NEEDS OF THE DEVELOPMENT. SEE LIST OF OPERATING AUTHORITIES ON SHEET C100.

LEGEND: EX. CONDITIONS



LEGEND: PROPOSED CONDITIONS



BENCHMARKS

LEE 7 AZI - A DEPT. OF NATURAL RESOURCES BRASS DISK STAMPED "LEE 7 AZI" IN CONCRETE, 0.1 BELOW GROUND, LOCATED APPROX. 8 FT. WEST OF WEST SIDE OF TOWNE ROAD APPROX. 1416 FT. NORTH OF 151ST STREET.
ELEV = 923.74 (NAVD 88)

LEE 6 AZI - A DEPT. OF NATURAL RESOURCES BRASS DISK STAMPED "LEE 6 AZI" IN CONCRETE, 0.1 BELOW GROUND, LOCATED APPROX. 8 FT. SOUTH OF SOUTH SIDE OF 151ST STREET APPROX. 0.4 MILE WEST OF TOWNE ROAD.
ELEV = 915.37 (NAVD 88)

TBM-1:
MAG NAIL SET IN THE WEST SIDE OF A POWER POLE 36 FT. SOUTH OF THE CENTERLINE OF 151ST STREET APPROX. 742 FT. EAST OF TOWNE ROAD, 3 FT. UP.
ELEV = 922.68 (NAVD 88)

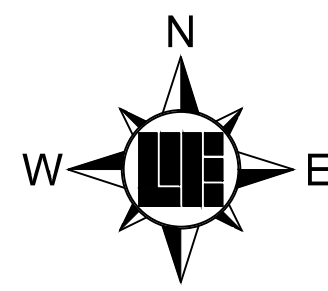
LANDSCAPING NOTES

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 PIPE INCLUDING SSD (EXCEPT FOR REQUIRED STREET TREES).
4. NO LANDSCAPING IS PERMITTED WITHIN DRAINAGE EASEMENTS THAT HAVE STORM SEWER PIPE INCLUDING SSD.
5. STORM SEWERS ARE NOT ALLOWED IN LANDSCAPE EASEMENTS.
6. SEE LANDSCAPE PLANS FOR MORE INFORMATION.



Within Indiana Call
811 or 800-382-5544
24 Hours a Day, 7 Days a Week

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



SCALE: 1" = 60'

FOR CONTINUATION, SEE SHEET P104



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800 | 452 - 6408
317 | 843 - 0546 fax

ALLAN H. WEIHE, P.E., L.S. - FOUNDER

WEIHE
ENGINEERS

Land Surveying | Civil Engineering
Landscape Architecture

PROJECT NO.: W160063
DWG NAME: P100-P104.DWG
DESIGNED BY: JKS
DRAWN BY: DKS
CHECKED BY: KCS
DATE: 6/3/2016

REVISIONS AND ISSUES

KEVIN C. SUMNER
REGISTERED
No. 20400011
STATE OF
INDIANA
LAND SURVEYOR
Kevin C. Sumner
KEVIN C. SUMNER PS 20400011

LIBERTY RIDGE
CalAtlantic Homes of Indiana, Inc.

PRIMARY PLAT

SHEET NO.

P103

PROJECT NO.
W160063

LOCATION: H:\2016\W160063\Engineering\Design\Primary Plot\P100-P104.dwg
DATE/TIME: June 03, 2016 - 9:35am
PLOTTER: B7: stations

CENTRAL CHRISTIAN CHURCH OF CARMEL INDIANA

POLITZ FAMILY, LLP

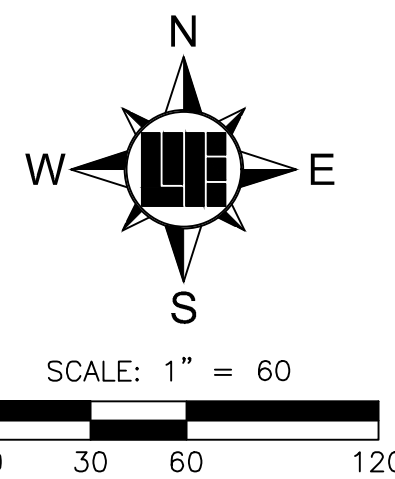


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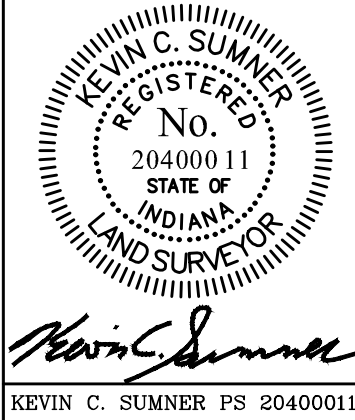
PER INDIANA STATE LAW IC 8-1-26,
IT IS AGAINST THE LAW TO EXCAVATE
WITHOUT NOTIFYING THE UNDERGROUND
LOCATION SERVICE TWO (2) WORKING
DAYS BEFORE COMMENCING WORK.

FOR CONTINUATION, SEE SHEET P103



SEE SHEET P103 FOR LEGEND
& NOTES

PROJECT NO.	BY	DATE	REVISIONS AND ISSUES
W160063			
DWG NAME:			
PROJECT/PLANNING:			
DESIGNED BY:			
DRAWN BY:			
CHECKED BY:			
DATE:			



PREPARED FOR:
LIBERTY RIDGE
CaldAtlantic Homes of Indiana, Inc.

SHEET NO.
P104
PROJECT NO.
W160063

PRIMARY PLAT
Part of Section 16, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

PROJECT NO.	BY	DATE	REVISIONS AND ISSUES
W160063			
DWG NAME:			
PROJECT/PLANNING:			
DESIGNED BY:			
DRAWN BY:			
CHECKED BY:			
DATE:			

WEIHE
ENGINEERS
Land Surveying | Civil Engineering
Landscape Architecture

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Indianapolis, Indiana 46280
weihe.net
317 | 846 - 6611
800 | 452 - 6408
317 | 843 - 0546 fax
ALLAN H. WEIHE, P.E., L.S. - FOUNDER

ORDINANCE NUMBER 16-__

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 "**LIBERTY RIDGE 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. 16__-PUD-__**), requesting an amendment to the Unified Development Ordinance and the Zoning Map real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 16__-PUD-__** 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 "**Liberty Ridge PUD District**" (the "District").
- 1.2 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented

or expressly made inapplicable by this Ordinance.

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

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

- 2.1 Different Color Package. If an Existing Home’s Dominant Exterior Material is a Masonry Material, then the Subject Home’s Masonry Material shall be a different color to be a Different Color Package. If the Existing Home’s Dominant Exterior Material is not a Masonry Material, then the Subject Home’s Dominant Exterior Material color shall be a Different Color Package.
- 2.2 Dominant Exterior Material. The Exterior Material that occupies the most surface area (compared to other Exterior Materials) of a Front Building Facade, exclusive of doors, windows and garage doors. The Dominant Exterior Material shall be identified on the elevations filed as part of an application for an improvement location permit.
- 2.3 Exterior Material. The separate architectural siding materials and patterns on a Front Building Facade such as Masonry Materials, horizontal siding, shake siding, vertical siding, and board & batten siding (each of the foregoing are examples of separate Exterior Materials).
- 2.4 Existing Home. A Single-family Dwelling that has been issued an improvement location permit at the time an application for an improvement location permit is filed for a Subject Home.
- 2.5 Subject Home. A Single-family Dwelling that is the subject of an application for an improvement location permit.
- 2.6 Same Elevation: The same architectural Front Building Façade.
- 2.7 Underlying Zoning District: The Zoning District of the Unified Development Ordinance that shall govern the development of this District and its various subareas, as set forth in Section 4 of this Ordinance.

Section 3. **Concept Plan.** The Concept 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 substantial compliance with the Concept Plan.

Section 4. **Underlying Zoning District(s).** The Underlying Zoning District shall be the SF4: Single Family High Density District.

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

- 5.1 All uses permitted in the Underlying Zoning District, as set forth in Chapter 4 and Chapter 13 of the UDO, shall be permitted.
- 5.2 **Maximum Dwellings.** The total number of Dwellings permitted in the District shall not exceed one-hundred and twenty-three (123).

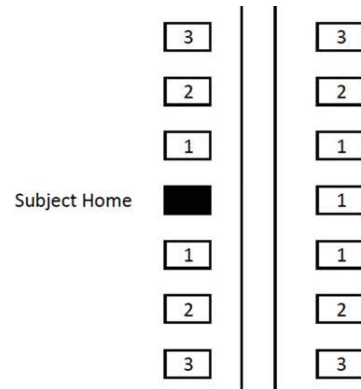
Section 6. **General Regulations.** The standards of Chapter 4: Zoning Districts, as applicable to the Underlying Zoning District, shall apply to the development of the District, except as otherwise modified below.

Standard	
Minimum Lot Area	9,400 SF
Minimum Lot Frontage	40'
Minimum Building Setback Lines	
Front Yard	20'
Side Yard	8'
Rear Yard	20'
Minimum Lot Width	70'
Maximum Building Height	2 ½ stories
Minimum Living Area (Total)	
One Story Dwellings	1,750 SF
Two Story Dwellings	2,200 SF

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

7.1 **Article 6.3 Architectural Standards:** Shall apply, except as modified below:

- A. **Streetscape Diversity:** Article 6.3(C)(2) shall not apply; rather, the following shall apply. The Character Exhibit, attached hereto as **Exhibit C**, is hereby incorporated as a compilation of images designed to capture the intended architecture of structures to be constructed in the District. It is not the intent to limit the architecture shown in the Character Exhibit, but to encourage a diversity in architecture of



Dwellings within the District. As such, the following shall apply:

- 1** Homes shall not be of the Same Elevation of the same plan as the Subject Home and shall be a Different Color Package.
- 2** Homes may be of the same plan and may be the Same Elevation as the Subject Home, but shall be a Different Color Package.
- 3** Homes may be identical to the Subject Home.

B. Additional Architectural Standards: The following shall apply to all Dwellings:

- i. Minimum Overhang: The roof overhang or eaves shall be a minimum of eight (8) inches, as measured prior to the installation of Masonry Materials.
- ii. Garage Composition and Orientation:
 - a) All Dwellings shall have a minimum two (2) car attached garage.
 - b) Garage elevations shall include a variety of design elements to vary the appearance of the garage façade. Design elements include the garage door, garage door windows and/or hardware, garage door header, roof gable brackets, multiple building materials, gable accent windows and gable decorative louver.
- iii. Building Materials: In addition to Article 6.3(C)(3) Building Materials, vinyl and aluminum siding shall be prohibited.
- iv. Front Building Façade Requirements: At a minimum each Dwelling shall utilize the following architectural elements on the Front Building Façade:
 - a) Wood, Fiber Cement Siding, or equivalent trim at corners, frieze boards, window and door wraps, and as transitional material between two different exterior materials.
 - b) Architecturally enhanced / decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).
 - c) Roof design featuring a hip roof; dormers (a minimum of two (2) dormers); a reverse gable; a shed roof accent; or, two (2) or more roof planes.
 - d) Architecturally-treated entranceways (for homes without a front porch).
- v. Side Building Façade Requirements: Each Dwelling shall utilize a minimum of one (1) of the following architectural elements on each Side

Building Façade. Side Building Facades that face Internal Streets shall utilize a minimum of two (2) of the following architectural elements on the Side Building Façade.

- a) Side load or angled garage.
- b) Hip roof.
- c) Roofline direction change or roofline height change greater than sixteen (16) inches or two (2) or more roof planes.
- d) Masonry Materials on a minimum of eighteen (18) inches in height the entire length of the Side Building Façade, or a minimum four (4) foot deep return from the corner of the Front Building Façade that is a minimum height of the first floor.
- e) A minimum of three (3) or more windows with an aggregate minimum of forty (40) square feet in size, on the Side Building Façade.
- f) Bay window (a minimum of six (6) feet wide).
- g) Architecturally enhanced / decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).
- h) Architectural treatment (e.g., brackets, louvers, change in material pattern, etc.) on gable ends.
- i) Sunroom or screened porch.

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

A. Lot Landscaping: Article 6.8(K) Minimum Lot Landscaping Requirements shall apply except as modified and enhanced below;

- i. All lots shall be subject to the Single-family Residential (per Lot under 8,000 sq. ft.) Plant Materials provisions.
- ii. At a minimum the Lot's Established Front Yard shall be sodded and the remainder of the Lot shall be seeded.

Section 8. **Infrastructure Standards.** The District's infrastructure shall comply with the Unified Development Ordinance and the City's Construction Standards (see Chapter 7: Subdivision Regulations), unless otherwise approved by the Plan Commission or Department of Public Works in consideration to the preservation of the natural topography and environment and in consideration to the unique design intent of the District.

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

9.1 Article 8.6 Open Space and Amenity Standards: Shall apply except as otherwise modified or enhanced below.

- A. Common Areas shall not be subject to the minimum Lot frontage provisions of the underlying Zoning District; however, Article 8.6(c) shall apply.
- B. Amenities: The following amenities shall be provided:
- i. Passive Amenities: Open space including trails shall be provided for passive recreation opportunities, as generally depicted on the Concept Plan. Trails, including an eight-foot (8') wide multi-use path extending from 151st Street to the south property line of the District shall be installed in substantial compliance with the location depicted on the Concept Plan. The final locations are subject to existing easements and final engineering. If trails are prevented from being installed as generally shown, then alternative trail locations may be approved by the Director that still provide access and connectivity to the District's Open Space.
 - ii. Playground. Playground equipment, as generally depicted on **Exhibit D** shall be provided within the area depicted on the Concept Plan.

[Remainder of page intentionally left blank, signature page follows]

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

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

Cindy Gossard, Clerk-Treasurer

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

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

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This document prepared by: James E. Shinaver and Jon C. Dobosiewicz, Nelson & Frankenger
550 Congressional Blvd, Suite 210, Carmel, IN 46032 (317) 844-0106

Westfield - PUD District Ordinance 2 060216

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Character Exhibits
Exhibit D	Playground Equipment

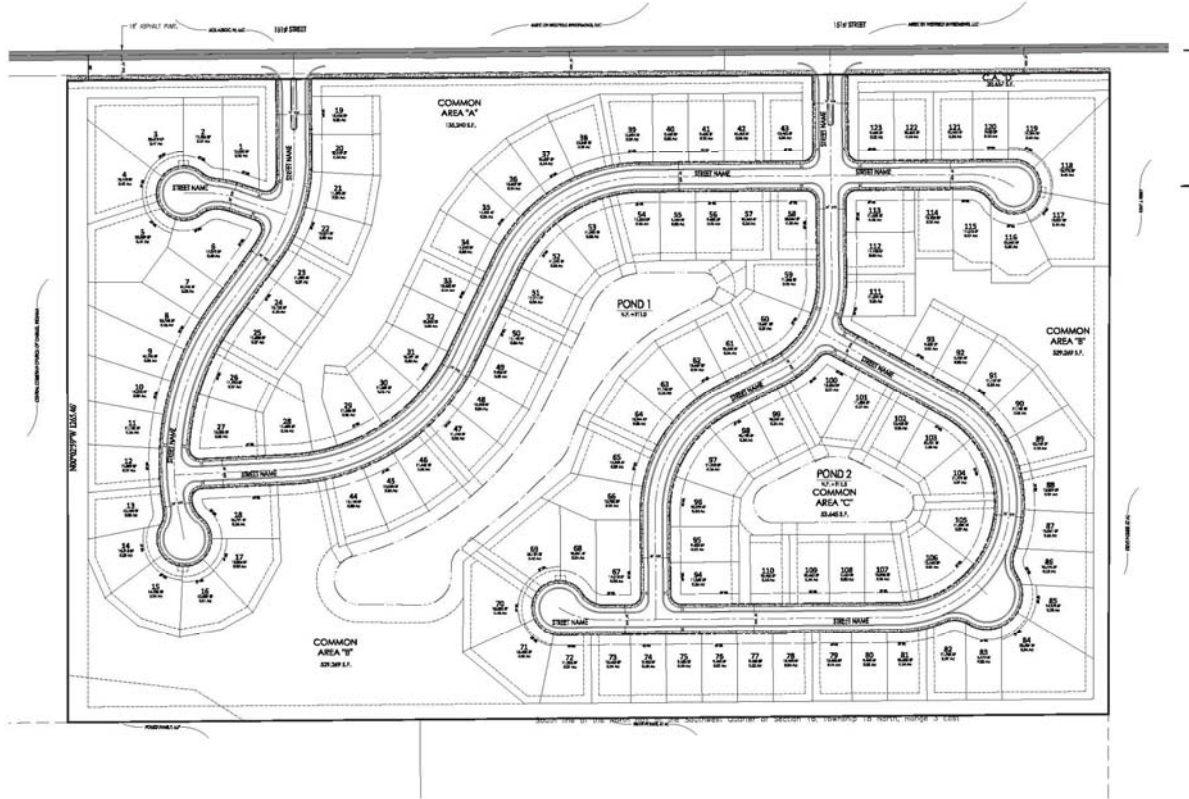
EXHIBIT A
REAL ESTATE

Part of the North Half of the Southwest Quarter of Section 16, Township 18 North, Range 3 East of the Second Principal Meridian, Hamilton County, Indiana, described as follows:

Commencing at the Northwest Corner of said Quarter Section; thence along the north line thereof North 89 degrees 33 minutes 13 seconds East (basis of bearing) 662.07 feet to the **Point of Beginning**; thence parallel with the west line of said Quarter Section South 00 degree 02 minutes 59 seconds East 1315.46 feet to the south line of the North Half of said Southwest Quarter; thence along said south line North 89 degrees 32 minutes 33 seconds East 2048.26 feet to the Southeast corner of said Half Quarter Section; thence along the east line of said Southwest Quarter North 00 degree 07 minutes 08 seconds East 1315.10 feet to the Northeast Corner of said Quarter Section; thence along the north line of said Quarter Section South 89 degrees 33 minutes 13 seconds West 2052.12 feet to the place of beginning, containing 61.90 acres, more or less, and subject to easements and rights of ways.

EXHIBIT B

CONCEPT PLAN



Note: Larger scale paper and digital copies of the Concept Plan are on file with the Department of Economic and Community Development under Docket Number 16__-PUD-__.

EXHIBIT C
CHARACTER EXHIBITS
(Page 1 of 4)

CALATLANTIC HOMESSM
Chesapeake



CALATLANTIC HOMESSM
Concord



EXHIBIT C
CHARACTER EXHIBITS
(Page 2 of 4)

CALATLANTIC HOMESSM
Franklin



CALATLANTIC HOMESSM
Potomac



EXHIBIT C
CHARACTER EXHIBITS
(Page 3 of 4)

CALATLANTIC HOMESSM
Rushmore



CALATLANTIC HOMESSM
Washington



EXHIBIT C
CHARACTER EXHIBITS
(Page 4 of 4)


CALATLANTIC HOMESSM
Wilmington



EXHIBIT D
Playground Equipment
(Page 1 of 1)





WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 5, 2016
1607-PUD-09
Exhibit 1

Docket Number: 1607-PUD-09 (Ordinance No. 16-23)

Petitioner: CalAtlantic Homes of Indiana, Inc. by Nelson & Frankenberger

Request: A change in zoning from the AG-SF1: Agriculture/Single-Family Rural District to the Liberty Ridge Planned Unit Development (PUD) District to accommodate a single-family residential development.

Current Zoning: AG-SF1: Agriculture/Single-Family 1

Current Land Use: Vacant/Agriculture

Acreage: 59.95 acre +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Building Character Exhibit
5. Liberty Ridge PUD Ordinance (Ord. 16-23)
6. Public Comments

Staff Reviewer: Kevin M. Todd, AICP

PETITION HISTORY

This petition was introduced at the June 13, 2016, City Council meeting. The petition will receive a public hearing at the July 5, 2016, Advisory Plan Commission (the "APC") meeting.

The petitioner held a neighborhood meeting on June 29, 2016 and should be able to provide a summary of the meeting at the July 5, 2016 APC meeting.

PROJECT OVERVIEW

Project Location: The petitioner is requesting a change in zoning to the Liberty Ridge Planned Unit Development (PUD) District (see **Exhibit 3**) for approximately 59.95 acres +/-, located on the south side of 151st Street, just east of Towne Road (see **Exhibit 2**). The Towne West PUD abuts the property to the south. The Towne West PUD area is zoned for a mixture of commercial and multi-family residential uses, but has not yet been developed. Adjacent property to the west is currently being developed as a church site. Adjacent property to the north is zoned Harmony PUD (single-family residential subdivision) and AG-SF1. Adjacent property to the east is zoned Towne West PUD and AG-SF1 (single-family/rural residential use).

Property History: The property is currently zoned AG-SF1: Agriculture/Single-Family 1 and is identified as "Block A" on the CCC Subdivision plat (1601-SFP-02).

ZONING REQUEST

The petitioner requests this change in zoning to allow for a residential subdivision on the subject property.

Default Standards: The Liberty Ridge PUD Ordinance (the “PUD Ordinance”) (see **Exhibit 3**) defaults to the SF4: single Family High Density District as the Underlying Zoning District.

Permitted Uses: The PUD Ordinance permits those uses identified within the Underlying Zoning District, and limits the total number of dwellings to no more than 123 dwellings.

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. As proposed, the PUD Ordinance includes modified bulk and density standards; modified anti-monotony requirements; enhanced architectural requirements (including a Character Exhibit); modified landscaping requirements; and it establishes minimum amenity requirements.

Comprehensive Plan: The Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”) identifies this Property within the “Southwest New Suburban” land use classification. The Comprehensive Plan encourages context-sensitive development in this area. It also encourages densities to decrease and open space amounts to increase as the development in this area moves westward from Ditch Road, and northward from 146th Street¹. As proposed, the project would result in a density of approximately 2.0 dwelling units per acre +/- and approximately 28% open space². Harmony, by comparison, yields approximately 3.8 dwelling units per acre +/- and approximately 25% open space³. The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions.

The subject property falls within the geographic area of the proposed Conservancy Addendum⁴. The Conservancy Addendum has not been adopted or approved and is currently under consideration by the City. The petitioner has met with representatives of the group that proposed the Conservancy Addendum (the “Conservancy Task Group”). The petitioner should be able to provide a summary of that meeting at the July 5, 2016 APC meeting.

¹ Westfield-Washington Township Comprehensive Plan, Chapter 2 (New Suburban Southwest Background).

² Numbers are according to the associated Overall Development Plan, 1607-ODP-09 and Primary Plat, 1607-SPP-08.

³ Numbers consider the overall Harmony development, and are according to the approved Harmony PUD Ordinance, Res. 12-14.

⁴ The Conservancy Addendum -- 1602-CPA-01; Res. 16-100.

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:** Hold a public hearing at the July 5, 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.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 5, 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) (pending)

Exhibits:

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

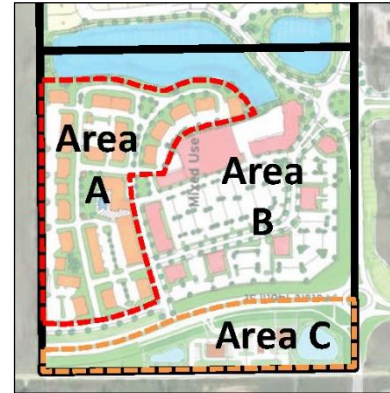
Applicable Zoning: The applicable zoning district is the Harmony PUD District Ordinance No. 12-14 (the "PUD Ordinance" or "Ord. 12-14"). The applicable underlying zoning district for Area A is the MF2: Multi-Family Medium Density District (the "MF2 District"). The PUD Ordinance was amended by Ordinance 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 pending PUD Ordinance amendment (1607-PUD-11) that has been filed and is currently pending. The review comments note whether standards comply, pending approval of the amendment.

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.

In June 2016, the petitioner filed this detailed development plan petition (1607-DDP-25) for the proposed apartment development, which is scheduled for a public hearing at the July 5, 2016, Plan Commission meeting. This petition was reviewed at the June 21, 2016, Technical Advisory Committee meeting.



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, unless otherwise noted.

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:

Comment: Please coordinate with the Public Works Department and Fire Department.

- 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.

Comment: Plans comply with the exception of Unit U13 in Building Type 5. Unit U13 is a proposed 1-bedroom/2-bathroom unit with a den. The den includes a door, closet and windows, which under the building code qualifies it as a bedroom. The dwelling unit's square footage, at 759 sq. ft., complies with the one-bedroom standard of 650 sq. ft., but it does not comply with the two-bedroom standard of 850 sq. ft. As a result, either the door or closet need to be removed for this room to not be qualified as a bedroom and for the unit to meet the one-bedroom minimum square footage standard.

- 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 unless otherwise noted below.

- 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.
- 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. The petitioner's response to the Department's initial review comments summarize that 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 fypon 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. Please add this labeling note to the architectural plans.

- 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.

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."

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."

- 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, except for those items identified as outstanding below:

25) Accessory Use and Building Standards (Article 6.1)

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

Comment: Plans comply with the exception of the side yard setback. The proposed enclosure is located along the east property line (northeast of Building #9). The enclosure is subject to the side yard setback of twenty (20) feet; however, it is currently proposed with a setback of six (6) feet. The pending amendment (1607-PUD-11) proposes to modify 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):

Comment:

Please show and label vision clearance triangles on the landscape plan along Waterleaf Dr. Please label and identify ground cover where applicable (e.g., lawn, mulch, etc.).

- a) General Screening Standards (Article 6.8(H))

Comment: Please label on the landscape plan and screen the ground-mounted equipment for the clubhouse.

Please add screening to the ground-mounted equipment located on the south side of Building #11 and north side of Building #6.

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."

Additional discussion may be warranted as to whether the clubhouse service garage is appropriately screened from 146th Street.

- b) Minimum Lot Landscaping Requirements (Article 6.8(K))

Comment: Please revise accordingly:

	Required	Provided	Revision
Shade Trees	1 per D.U. 257 total	246	-11
Ornamental or Evergreen Trees	1 per D.U. 257 total	249	-12
Shrubs	4 per D.U. 1028 total	1413	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).

Comment: Please incorporate landscaping along the south elevation of the clubhouse (elevation abutting 146th Street) accordingly.

- d) External Street Frontage Landscaping.

Comment: 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: 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	11 (-6 trees)	5 / 30' 85 required	76 (-9 shrubs)

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

e) Buffer Yard Requirements

Comment: 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 UDO requires Buffer B for a multi-family use abutting the adjacent AG-SF1 District.

Buffer B requires a minimum width of 40 feet with 4 shade trees, 4 evergreen trees and 10 shrubs per 100 lineal feet. In addition, a 4-foot tall undulating mound for at least sixty percent (60%) of the shared Lot Line is required.

The pending amendment (1607-PUD-11) proposes that Buffer A, with a minimum width of twenty feet, apply along the west property line instead. Buffer A requires a minimum width of 30 feet with 3 shade trees, 3 evergreen trees and 10 shrubs per 100 lineal feet.

Plans comply if the pending amendment is approved.

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 B (Current Requirement)	40 feet	20 feet (-20 feet)	4 / 100' 39 total	38 (-1 tree)	4 / 100' 39 total	37 (-2 trees)	10 / 100' 97 total	142 complies
Buffer A (Pending 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.

Comment: Please add a chart to the landscape plan noting the square footage of interior parking islands provided ⁵. Compliance will be further reviewed and determined accordingly.

- 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

⁵ Please note the UDO defines "Parking Area" as "[a]ny public or private land area designed and used for parking more than four (4) motor vehicles, and shall include garages, Driveways, Parking Spaces, drive aisles and areas of Streets legally designated for parking." As a result, a minimum of ten percent (10%) of essentially all vehicular ways is used for this calculation.

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.

Comment: The following islands do not meet the minimum planting requirements: Island south of Building #19 across parking drive aisle; Island east of Building #14 across parking drive aisle; Island at NWC of Building #13; Island at NWC of Building #6; Island at SWC of Building #10; Island east of Building #9 across parking drive aisle; Island at SWC of Building #6. Please revise accordingly.

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.

Comment: Please incorporate a total of three (3) trees along the east and north perimeters of the parking lot at the northeast corner of the clubhouse.

- 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.

Comment: Additional discussion may be warranted as to whether the clubhouse service garage is appropriately screened from 146th Street.

- (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)

Comment: Please submit a photometric plan. Light fixture and light poles comply; however, compliance of light meter readings at lot lines will be further determined upon receipt of a photometric plan.

- 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)

Comment: Please coordinate with Fire Department regarding site access and circulation.

- 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: The pending amendment (1607-PUD-11) proposes an amendment to require a minimum number of parking garages spaces of 50%, rather than 60%, of the total number of dwelling units.

103 one-bedroom units, 238 two-bedroom units, and 105 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 154 of them being garage parking spaces under the current standard, of 129 under the proposed amendment.

Plans comply, subject to approval of the proposed amendment. 377 surface parking spaces and 131 garage parking spaces are proposed.

- 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)

Comment: Please note other comments herein regarding accessory structure.

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. Please note the pending amendment (1607-PUD-11) proposes an amendment to permit a blade sign on the south elevation of the clubhouse.

38) Vision Clearance Standards (Article 6.19)

39) Yard Standards (Article 6.21)

DESIGN STANDARDS (Chapter 8 of UDO)

Comment: Plans comply except for those items identified as outstanding below:

40) Easement Standards (Article 8.3)

Comment: Please coordinate with the Public Works Department and utility providers.

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:

Comment: Currently building entrances open directly onto parking areas, which the petitioner has noted will include painted stripping to indicate a no parking landing area just outside each door, and that the landing is proposed as a flush asphalt condition matching the garage apron on either side of the building entrance. Consideration in these areas should be given to increase pedestrian safety with greater surface delineation (e.g., pavers, stamped, bricked, curbed, elevated stoop, etc.).

b) Perimeter / External Pedestrian Network Standards:

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

Comment: Please coordinate with the Public Works Department and Fire Department.

44) Surety Standards (Article 8.12)

45) Utility Standards (Article 8.13)

Comment: Please coordinate with utility providers.

DEPARTMENT COMMENTS

- 1) **Action:** Hold a public hearing at the July 5, 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 Department will confirm compliance prior to this item being placed on the next Plan Commission agenda.
- 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.



Petition Number: 1607-DDP-23

Subject Site Address: NW Corner of Gray Road & 146th Street, West of Market Center Drive

Petitioner: BD Schools Real Estate, LLC by Ice Miller, LLP

Request: Detailed Development Plan for an expansion of the existing Primrose School including a 2,827 square foot building addition

Current Zoning: Bridgewater PUD

Current Land Use: Commercial

Approximate Acreage: 1.63 acres +/-

Property History: **0607-PUD-08** – Bridgewater PUD, Ord. 06-49
0504-DP-16 – Development Plan Review – Bridgewater Marketplace (Overall)
0811-DP-14 – Primrose School Development Plan Review
0811-SIT-12 – Primrose School Site Plan Review

Staff Reviewer: Daine Crabtree

PROCEDURAL

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

The original Development Plan (0811-DP-14) and Site Plan (0811-SIT-12) reviews for this property were approved by the Westfield-Washington Advisory Plan Commission on November 17, 2008.

This petition was reviewed by the Technical Advisory Committee at its June 21, 2016 meeting. This petition has been properly noticed for a public hearing at the Plan Commission's July 5, 2016 meeting.



REVIEW COMMENTS

BRIDGEWATER PUD (ORD. 06-49)

Section 5: The Village Marketplace (see Exhibit 6)

1. Minimum Setback Requirements.

- a. Front Yard Adjacent to All Districts – Required front yards adjacent to all districts shall be 60 feet. Exception: The required front yard may be reduced to the average setback of the legally established buildings or structures where an existing front yard setback is established by two or more existing, legally established buildings or structures within the same block and within three hundred (300) feet in either direction.

Comment: Superseded by Ord. 06-49, Sec. 10.G.6.d.i

- b. Side Yards Adjacent to Residential Districts – Required side yards adjacent to residential districts shall be 60 feet. Exception: If the required side yard abuts an alley, the required side yard setback shall be 40 feet from the right-of-way line of the alley.

Comment: Superseded by Ord. 06-49, Sec. 10.G.6.d.iii

- c. Side Yards Adjacent to Non-Residential Districts – Required side yards adjacent to non-residential districts shall be 15 feet.
- d. Rear Yards Adjacent to Residential Districts – Required rear yards adjacent to residential districts shall be 60 feet. Exception: If the required rear yard abuts an alley, the required rear yard setback shall be 40 feet from the right-of-way line of the alley.
- e. Rear Yards Adjacent to Non-Residential Districts – Required rear yards adjacent to non-residential districts shall be 20 feet.

2. 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 - 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.
- b. Front Yard Adjacent to Residential Districts – 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.
- 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.



- d. Side and Rear Yards Adjacent to Residential Districts – Required side and rear yards shall be maintained as green space free from buildings or structures.
3. Maximum Building Height.
 - a. Fifty (50) feet
4. Loading – 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 (of Bridgewater PUD)
5. Lighting – See WC 16.07.010
6. Signs

Comment: Signage approval is done through a separate application submittal and is approved administratively.
7. 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.
 - b. Building Fascia - All buildings and structures within a Local Business District development shall share a common architectural style.

Comment: The color rendering of proposed addition appears to match existing building while the black and white rendering appears to show different shutters on new addition. Please use the same shutters as constructed on the existing building.
 - 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.”
 - 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.
 - ii. In order to create an integrated development that may include Out Lots, a rezone to the LB-PD shall be required.
 - 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



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.

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



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

- e. Four (4) single tenant or owner occupied spaces, with any use permitted in Area Y, may be up to fifteen thousand (15,000) square feet.
 - f. All other single tenant spaces or owner occupied spaces, with any use permitted in Area Y, shall be less than or equal to ten thousand (10,000) square feet.
7. Area Y Parking Requirements
- a. Parking shall be provided in Area Y both off-street and on-street. For buildings adjacent to Internal Streets with parking bays, those spaces immediately adjacent to the frontage of the building lot shall be included in the calculation for required spaces. Minimum parking spaces accessory to designated areas shall be provided as follows: Retail. Three and one half (3.5) parking spaces for each one thousand square feet of floor area, provided however that in no case shall any individual tenant or owner provide less than five (5) parking spaces).
 - b. M-4 Parking. Parking shall be permitted to exist in the front of the buildings located within the areas identified as Lots 1, 2, 3, and 4, within Parcel M-4.
Comment: Please detail any increase in parking requirements necessary to accommodate increased traffic stemming from additional students/teachers/parents.

Exhibit 17. General Architectural Standards – Area Y

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



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.

Section 11. Landscaping (see Exhibit 18)

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

Exhibit 18 Landscaping

1. Selection.
2. Heating and cooling facilities.
3. Softening of walls and fences.
4. On-Site (Business)

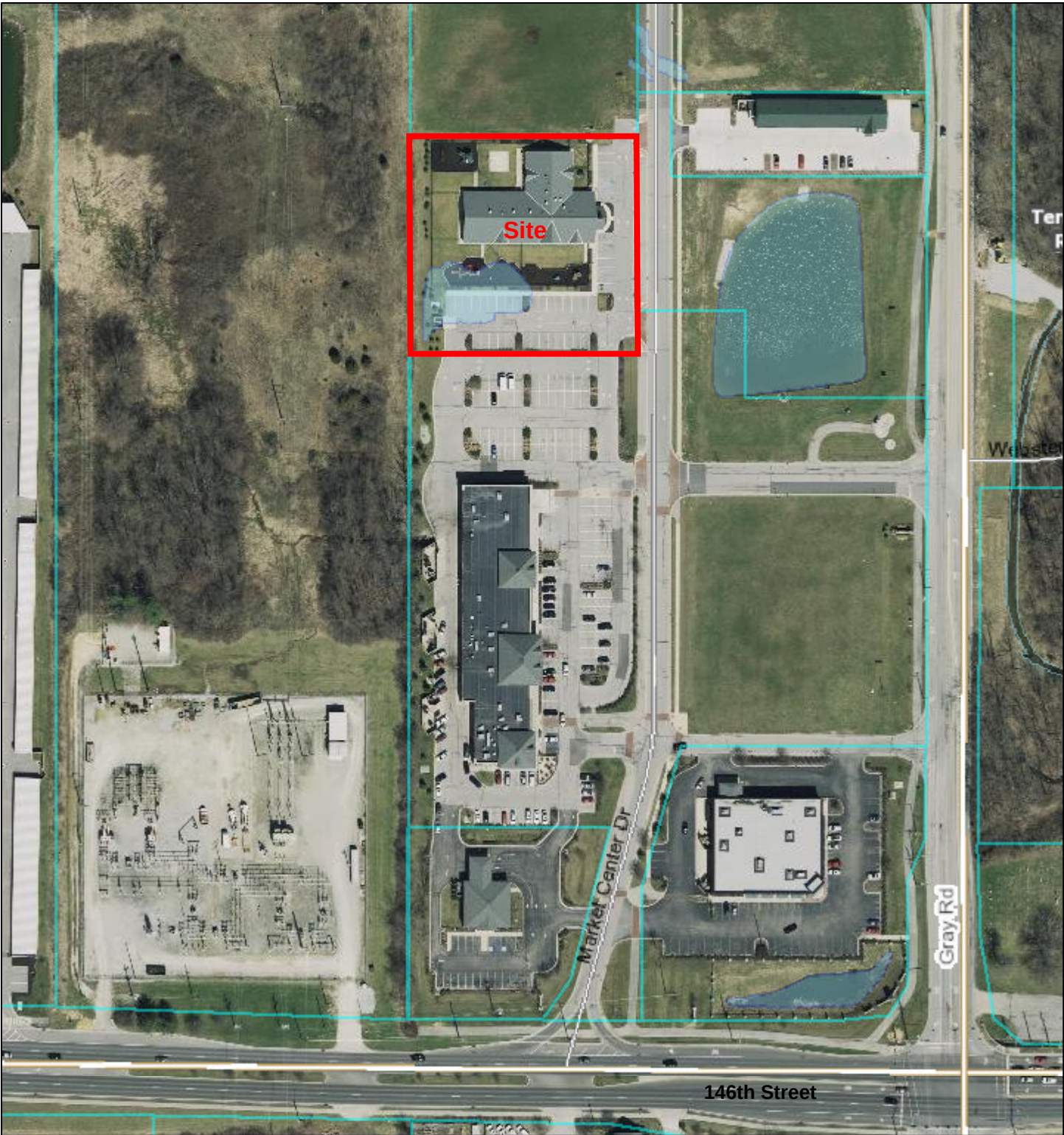


5. Road Frontage
 - a. Shade trees required to be planted along road frontage shall be located outside drainage and utility easement, shall be located in a manner that mitigates interference with infrastructure located within such easement and may be clustered or grouped in order to attain creative site design.
6. Buffer Yards - Not applicable
 - i. South property line: Commercial/Commercial
 - ii. West property line: Commercial/Commercial
7. Interior Parking Lot Landscaping
 - a. Interior Parking Lot Area. - 41 spaces = 1490 square feet required
 - b. Minimum Island Size – 6 inches tall; 7 feet wide; 120 square feet
 - c. Curbed islands
 - d. Unbroken rows of parking can be a maximum of 200 feet
 - e. Minimum Planting Requirement -- 1 tree and 4 shrubs per island.
8. Perimeter Parking Lot Landscaping – Parking is located within a required yard.
 - a. Perimeter parking lot landscape areas shall be at least five (5) feet wide and shall extend along the perimeter of parking lots. Plantings should be grouped in an aesthetically pleasing manner.
 - b. There shall be one tree per thirty (30) linear feet of parking lot length. Trees may be clustered.
 - c. There shall be one shrub per three feet of parking lot length. Shrubs may be clustered.

DEPARTMENT COMMENTS

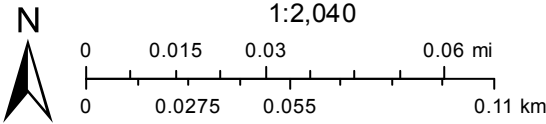
- 1) Action: Hold a public hearing at the July 5, 2016 Advisory Plan Commission meeting.
- 2) The petitioner will make any necessary revisions to the plans, as noted in this report as outstanding. The Economic and Community Development Department will confirm compliance prior to this item being placed on the next Advisory Plan Commission agenda.
- 3) If any member of the Advisory Plan Commission has questions prior to the public hearing, then please contact Daine Crabtree at 317-416-2586 or dcrabtree@westfield.in.gov.

Primrose School - Bridgewater

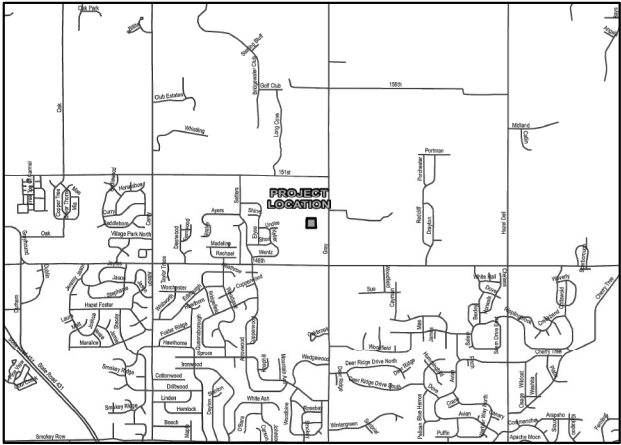


February 26, 2016

 Parcels



Basemap information here



LOCATION MAP
SCALE 1"= 1/2 MILE

PRIMROSE SCHOOL EXPANSION BRIDGEWATER MARKETPLACE BD SCHOOLS REAL ESTATE, LLC

CONTACT: BRYAN BOWMAN
14711 N GRAY ROAD
WESTFIELD, INDIANA 46062
317-876-0123
Bbowman@primrosewestcarmel.com

CIVIL ENGINEER:
HWC ENGINEERING
151 N. DELAWARE ST., SUITE 800
INDIANAPOLIS, IN 46204
317-347-3663
bburke@hwcengineering.com



SOILS MAP
NOT TO SCALE

SOILS LEGEND
Br BROOKSTON SILTY CLAY LOAM
CrA CROSBY SILT LOAM, 0 TO 3 PERCENT SLOPES

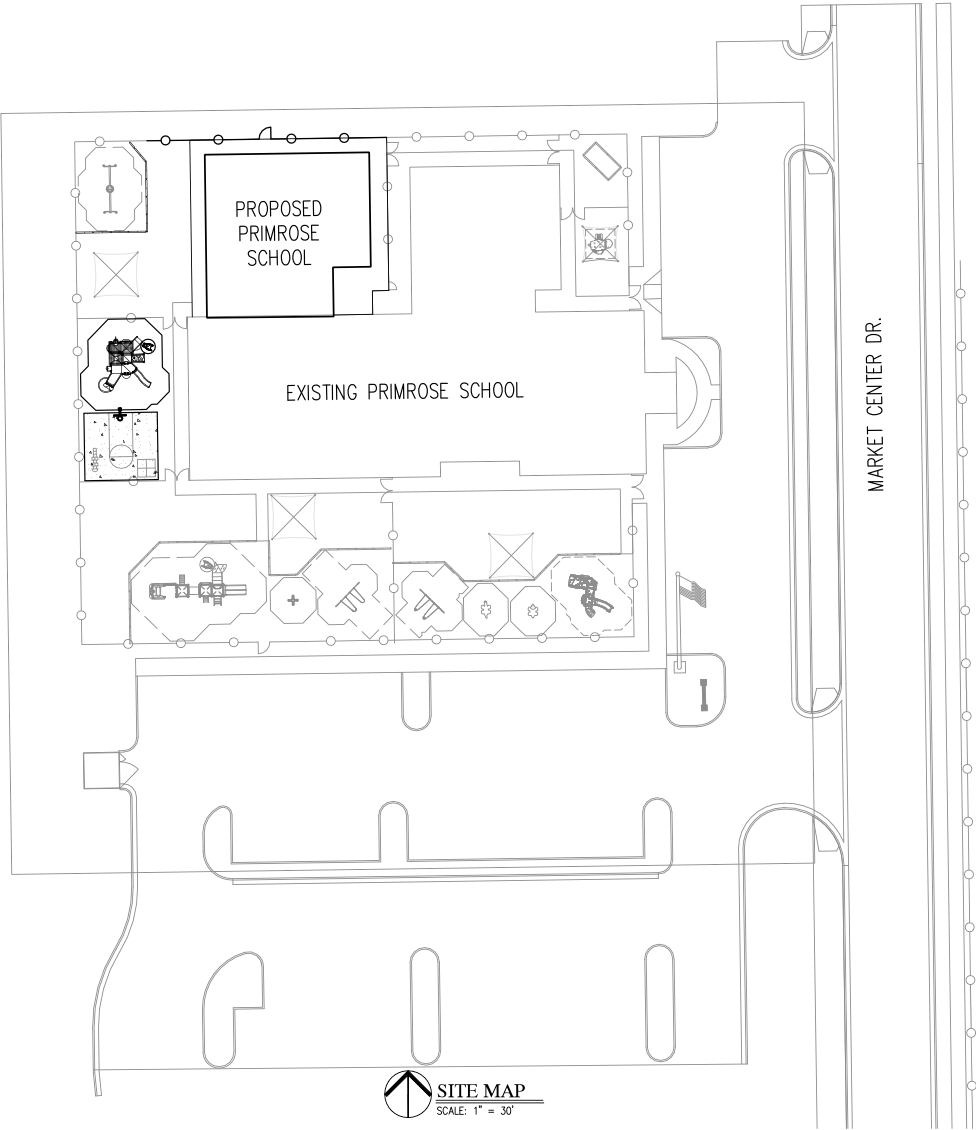
SHEET LIST TABLE

Sheet Title	Sheet Description
C1.0	COVER
C1.1	EXISTING CONDITIONS AND DEMOLITION PLAN
C1.2	SITE IMPROVEMENTS PLAN
C1.3	GRADING & UTILITY PLAN
C1.4	POST CONSTRUCTION STORMWATER POLLUTION PREVENTION PLAN
C8.0	STORMWATER POLLUTION PREVENTION NOTES
C8.1	STORMWATER POLLUTION PREVENTION DETAILS
L1.0	LANDSCAPE PLAN

ALL CONTRACTORS SHALL REVIEW CITY OF WESTFIELD STANDARDS AND SPECIFICATIONS PRIOR TO BIDDING ON THIS PROJECT. ADDITIONAL SPECIFICATIONS, NOT INCLUDED IN THIS SET OF PLANS, MAY BE REQUIRED.
<https://www.westfield.in.gov/egov/apps/document/center.egov?view=item;id=50>

THE PRESENCE OF CITY OF WESTFIELD REVIEW AND ACCEPTANCE STAMP ON PLANS DOES NOT RELIEVE THE CONTRACTOR OR DEVELOPER FROM COMPLIANCE OF THE "CITY OF WESTFIELD CONSTRUCTION STANDARDS, LATEST EDITION". THIS REVIEW ONLY DESIGNATES THAT THE GENERAL CONFORMANCE WITH DESIGN AND SPECIFICATIONS HAVE BEEN MET. FIELD CHANGES MAY BECOME NECESSARY IN ORDER TO COMPLY WITH THE DETAILED CITY OF WESTFIELD SPECIFICATIONS.

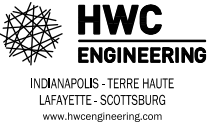
PREPARED BY:
HWC ENGINEERING
151 N. DELAWARE ST., SUITE 800
INDIANAPOLIS, IN 46204
P: 317-347-3663



SITE MAP
SCALE: 1" = 30'

UTILITY CONTACT INFORMATION:		
DUKE ENERGY (ELECTRIC): VINCENT LITERAL 100 SOUTH MILL CREEK ROAD NOBLESVILLE, INDIANA 46060 P: (800) 521-2232 VINCENT.LITERAL@DUKE-ENERGY.COM	CITIZENS WASTEWATER OF WESTFIELD, LLC (SEWER): RYAN TAYLOR 2150 DR. MARTIN LUTHER KING JR. ST. INDIANAPOLIS, INDIANA 46202 P: (317) 917-6053 RTAYLOR@CITIZENSENERGYGROUP.COM	COMCAST CABLE (CABLE): MATT STRINGER 533 EAST 65TH STREET INDIANAPOLIS, INDIANA 46220 P: (317) 275-6493 C: (317) 491-2432 MATHEW_STRINGER@CABLE.COMCAST.COM
VECTREN (GAS): CHAD MILLER P.O. BOX 1700 NOBLESVILLE, INDIANA 46061 P: (317) 776-5550 CRMILLER@VECTREN.COM	CITIZENS WATER OF WESTFIELD, LLC (WATER): RYAN TAYLOR 2150 DR. MARTIN LUTHER KING JR. ST. INDIANAPOLIS, INDIANA 46202 P: (317) 917-6053 RTAYLOR@CITIZENSENERGYGROUP.COM	FRONTIER COMMUNICATION (TELECOM): STEVE COSTLOW 20905 HAGUE ROAD NOBLESVILLE, INDIANA 46060 P: (317) 987-9010 STEVE.COSTLOW@FTR.COM

REVISIONS		
DATE	DESCRIPTION	BY



PRIMROSE SCHOOL EXPANSION
BRIDGEWATER MARKETPLACE

COVER

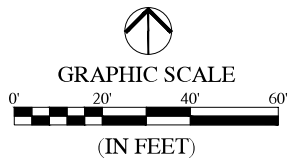
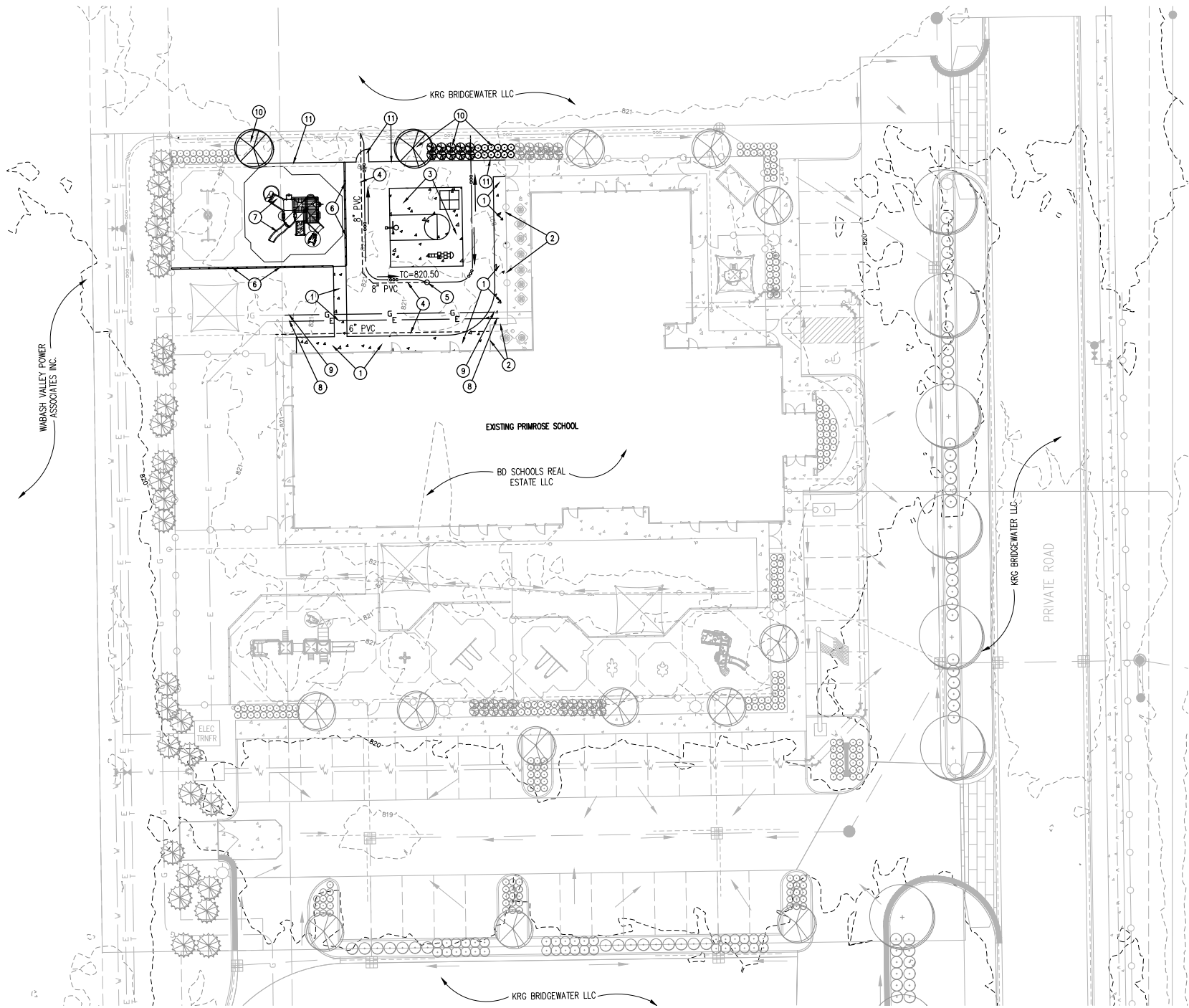


DRAWN BY DC	JOB NUMBER 2016-063
CHECKED BY BB	
DATE APRIL 29, 2016	
SCALE AS SHOWN	
SHEET	

C1.0
COVER



File Name: W:\Primrose Schools\2016-063 Primrose- Bridgewater\Design\CAD\16063\Existing Conditions - Demo Plan.dwg, Layout: E1.0 By: schesterfield
Plot Date: Apr 29, 2016 Plot Time: 1:52pm



LEGEND:

EXISTING	PROPERTY LINE	PROPOSED
---	RIGHT-OF-WAY LINE	---
---	EASEMENT LINE	---
---	SETBACK LINE	---
---	CENTERLINE	---
---	FENCE	---
---	SWALE / FLOWLINE	---
---	SUBSURFACE DRAIN	---
---	SANITARY SEWER	---
---	STORM SEWER	---
---	WATER MAIN	---
---	CONTOUR, MAJOR	---
---	CONTOUR, MINOR	---
●	SANITARY MANHOLE	●
■	STORM MANHOLE	■
■	STORM INLET	■
■	STORM END SECTION	■
■	EXISTING WATER VALVE	■
■	FIRE HYDRANT	■
■	N/A	■
■	FLOW ARROW	■
■	LIGHT POLE	■
■	SIGN	■
■	CLEAN OUT STRUCTURE	■
■	EXISTING UTILITY PEDISTAL	■

DEMOLITION KEYNOTES: ①

REMOVE THE FOLLOWING ITEMS IN THEIR ENTIRETY, UNLESS NOTED OTHERWISE.

1. REMOVE EXISTING CONCRETE SIDEWALK.
2. SAW CUT EXISTING CONCRETE SIDEWALK (FOR REMOVAL) ALONG EXISTING FENCE LINE.
3. REMOVE EXISTING HALF BASKETBALL COURT SLAB.
4. REMOVE EXISTING 6" PVC & 8" PVC SUB-SURFACE DRAIN.
5. REMOVE EXISTING SUB-SURFACE DRAIN CLEANOUT.
6. REMOVE EXISTING PLAYGROUND WALL.
7. REMOVE / RELOCATE EXISTING PLAYGROUND EQUIPMENT ASSEMBLY.
8. EXISTING ELECTRIC SERVICE LINE SHALL BE REMOVED WITHIN THE PROPOSED BUILDING ENVELOPE. ALL WORK SHALL BE COORDINATED WITH ELECTRIC UTILITY PROVIDER AND BUILDING ARCHITECT/MEP. WORK TO BE PERFORMED BY DEVELOPER'S LICENSED ELECTRICIAN BEYOND EXISTING TRANSFORMER. ELECTRIC SERVICE LINE WILL REQUIRE RELOCATION AROUND THE PROPOSED BUILDING AND TIE BACK INTO THE EXISTING BUILDING UTILITY ROOM AND CONDUIT. ALL WORK TO BE COORDINATED AND VERIFIED PRIOR TO THE START OF CONSTRUCTION. OTHER UNKNOWN EXISTING UTILITIES MAY BE PRESENT AND REQUIRE COORDINATION AND RELOCATION, TO BE COORDINATED WITH UTILITY PROVIDER AND BUILDING ARCHITECT/MEP.
9. EXISTING GAS SERVICE LINE SHALL BE REMOVED WITHIN THE PROPOSED BUILDING ENVELOPE. ALL WORK SHALL BE COORDINATED WITH NATURAL GAS UTILITY PROVIDER AND BUILDING ARCHITECT/MEP. WORK DESIGNED AND PERFORMED BY NATURAL GAS UTILITY PROVIDER. NATURAL GAS SERVICE LINE WILL REQUIRE RELOCATION AROUND THE PROPOSED BUILDING AND TIE BACK INTO THE EXISTING BUILDING GAS METER, UTILITY ROOM AND GAS SERVICE MAIN. ALL WORK TO BE COORDINATED AND VERIFIED PRIOR TO THE START OF CONSTRUCTION. OTHER UNKNOWN EXISTING UTILITIES MAY BE PRESENT AND REQUIRE COORDINATION AND RELOCATION, TO BE COORDINATED WITH UTILITY PROVIDER AND BUILDING ARCHITECT/MEP.
10. REMOVE EXISTING LANDSCAPING DURING CONSTRUCTION AND REPLACE IN KIND AT THE COMPLETION OF CONSTRUCTION.
11. REMOVE EXISTING FENCE AND GATE DURING CONSTRUCTION AND REPLACE IN KIND AT THE COMPLETION OF CONSTRUCTION.

DEMOLITION NOTES:

1. THE CONTRACTOR SHALL DEMOLISH AND REMOVE FROM THE SITE ALL MATERIALS INDICATED ON THE PLAN. GENERALLY, DEMOLITION AREAS AND FACILITIES ARE INDICATED WITH BOLD LINES AND/OR SHADED AREAS. DISPOSAL OF SITE MATERIALS SHALL BE IN ACCORDANCE WITH APPLICABLE STATE AND FEDERAL GUIDELINES.
2. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING FEATURES WHICH LIE ALONG THE PERIMETER OF THE SITE. THESE FEATURES INCLUDE, BUT ARE NOT LIMITED TO: BUILDINGS, PAVEMENTS, FENCES, VEGETATION, UTILITIES, PROPERTY MARKERS, ETC. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE WHICH OCCURS DURING OR AS A RESULT OF CONSTRUCTION ACTIVITY. REPLACEMENT OF DAMAGED PROPERTY SHALL BE EQUAL TO EXISTING CONDITIONS.
3. FOLLOWING REMOVAL OF INDICATED NATURAL FEATURES AND SITE IMPROVEMENTS, AND FOLLOWING THE COMPLETION OF EARTHWORK AS INDICATED ON THE GRADING PLAN, CONTRACTOR SHALL SUPPLY AND INSTALL TOPSOIL FILL TO THE FINISH GRADES INDICATED ON THE GRADING PLAN. TOPSOIL FILL SHALL BE FREE OF ROCK, RUBBISH, OR OTHER UNSUITABLE MATERIAL AND SHALL BE MODERATELY COMPACTED WHEN PLACED TO AVOID EXCESSIVE SETTLEMENTS. THE SURFACE OF ALL FILL SHALL BE UNIFORMLY AND SMOOTHLY GRADED IN ACCORDANCE WITH THE SITE GRADING PLAN. THE FINISHED SURFACE GRADES SHALL BE NOT MORE THAN 0.1 FOOT ABOVE OR BELOW THE GRADES INDICATED ON THE PLANS. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING GRADES AND THE ADJACENT FILL.
4. ALL TREES, BRUSH, STUMPS AND GRUBBING DEBRIS SCHEDULED FOR DEMOLITION ARE TO BE REMOVED FROM THE SITE.
5. CURRENT FIELD CONDITIONS MAY VARY SOMEWHAT FROM THOSE INDICATED ON THIS PLAN. THE INFORMATION SHOULD NOT BE CONSIDERED AS EXACT OR COMPLETE.
 - A) THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LINE LOCATIONS PRIOR TO CONSTRUCTION. CONTACT THE INDIANA UNDERGROUND UTILITY PROTECTION SERVICE AT 1-800-382-5540.
 - B) THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OR RESUMPTION OF WORK WHICH COULD DISRUPT THE RESPECTIVE UTILITY SERVICE.
 - C) ANY DEVIATIONS FROM THE UTILITY LOCATIONS OR ELEVATIONS FROM THOSE SHOWN ON THE PLANS SHALL BE REPORTED TO THE ENGINEER BEFORE CONSTRUCTION PROCEEDS AT THAT LOCATION. ANY OTHER DEVIATIONS FROM THOSE SHOWN ON THE PLANS THAT AFFECT THE PROPOSED IMPROVEMENTS SHALL BE REPORTED TO THE ENGINEER BEFORE CONSTRUCTION PROCEEDS AT THAT LOCATION.
 - D) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RELOCATION OF ALL EXISTING UTILITIES WHICH ARE IN CONFLICT WITH THE IMPROVEMENTS SHOWN ON THE SITE PLANS.
 - E) ANY DAMAGE TO EXISTING UTILITY LINES SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.
6. UNLESS NOTED OTHERWISE, ALL UNDERGROUND UTILITIES SCHEDULED FOR DEMOLITION SHALL BE COMPLETELY EXCAVATED AND REMOVED, AND THE TRENCH BACKFILLED WITH STRUCTURAL FILL PLACED IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS.

REVISIONS		
DATE	DESCRIPTION	BY



PRIMROSE SCHOOL EXPANSION
BRIDGEWATER MARKETPLACE
EXISTING CONDITIONS AND
DEMOLITION PLAN

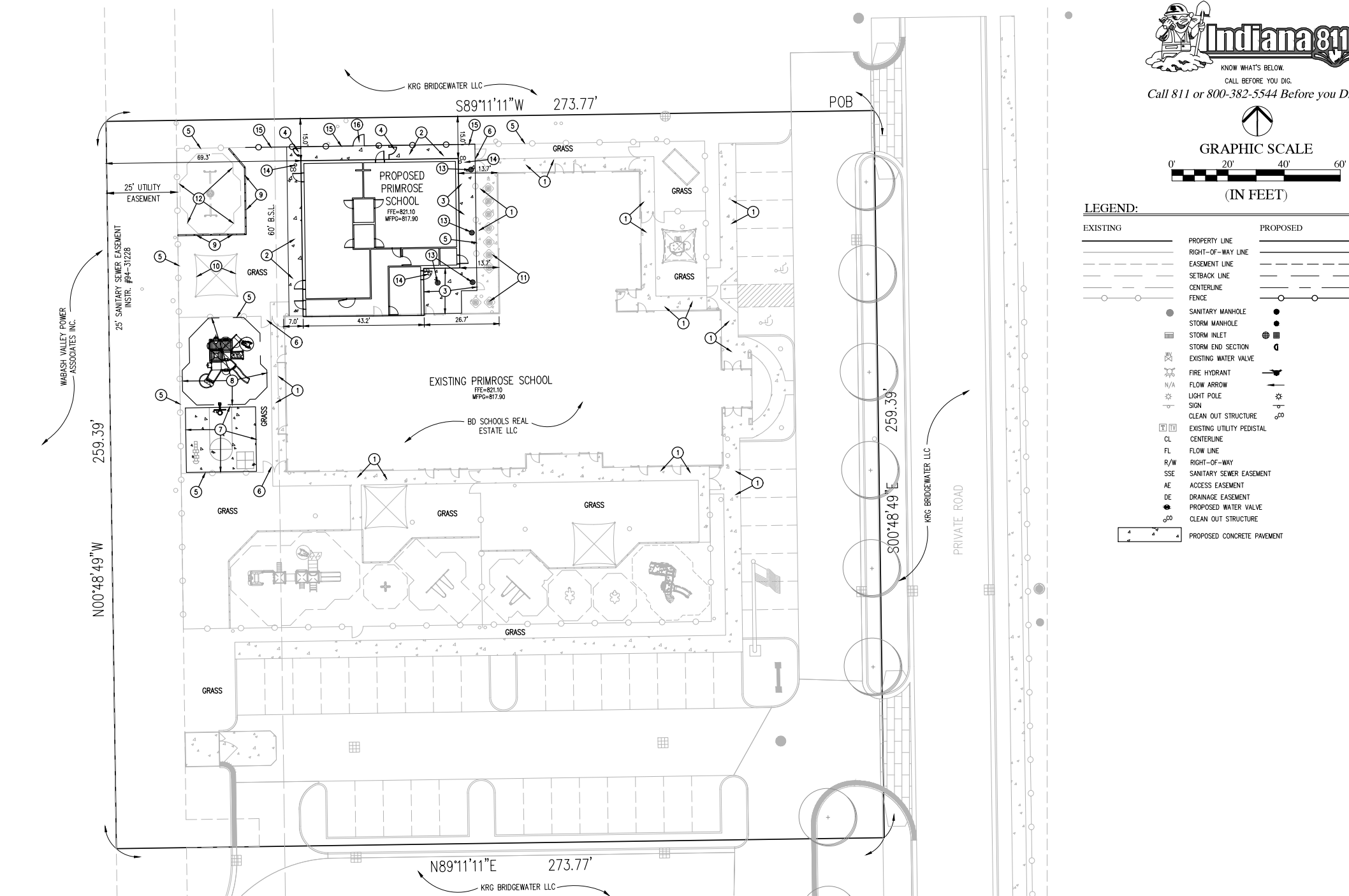


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CHECKED BY	BB
DATE	APRIL 29, 2016
SCALE	AS SHOWN
SHEET	

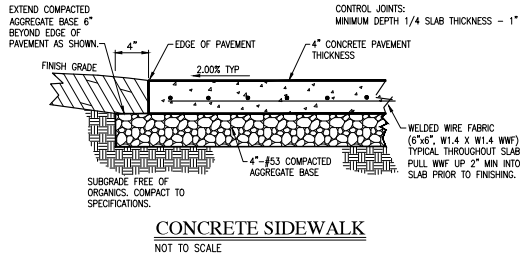
C1.1

EXISTING
CONDITIONS AND
DEMOLITION PLAN

© 2016



LEGEND:		
EXISTING		PROPOSED
---	PROPERTY LINE	---
---	RIGHT-OF-WAY LINE	---
---	EASEMENT LINE	---
---	SETBACK LINE	---
---	CENTERLINE	---
---	FENCE	---
●	SANITARY MANHOLE	●
■	STORM MANHOLE	■
■	STORM INLET	■
■	STORM END SECTION	■
■	EXISTING WATER VALVE	■
■	FIRE HYDRANT	■
N/A	FLOW ARROW	→
+	LIGHT POLE	+
+	SIGN	+
+	CLEAN OUT STRUCTURE	+
+	EXISTING UTILITY PEDISTAL	+
CL	CENTERLINE	CL
FL	FLOW LINE	FL
R/W	RIGHT-OF-WAY	R/W
SSE	SANITARY SEWER EASEMENT	SSE
AE	ACCESS EASEMENT	AE
DE	DRAINAGE EASEMENT	DE
●	PROPOSED WATER VALVE	●
○	CLEAN OUT STRUCTURE	○
■	PROPOSED CONCRETE PAVEMENT	■



- SITE IMPROVEMENT KEYNOTES:** #
1. EXISTING CONCRETE SIDEWALK, TO REMAIN.
 2. INSTALL 5' WIDE CONCRETE SIDEWALK.
 3. INSTALL CONCRETE SIDEWALK.
 4. INSTALL FENCE GATE.
 5. EXISTING FENCE, TO REMAIN.
 6. EXISTING FENCE GATE, TO REMAIN.
 7. INSTALL / RELOCATE HALF BASKETBALL COURT.
 8. INSTALL / RELOCATE PLAYGROUND EQUIPMENT.
 9. INSTALL PLAYGROUND EQUIPMENT WALL.
 10. EXISTING PLAYGROUND EQUIPMENT, TO REMAIN.
 11. EXISTING HVAC EQUIPMENT, TO REMAIN.
 12. EXISTING PLAYGROUND SWING, TO REMAIN.
 13. INSTALL NYLOPLAST PAVED AREA INLET.
 14. INSTALL SUB-SURFACE DRAIN CLEAN OUT.
 15. REPLACE FENCE.
 16. REPLACE FENCE GATE.

LAND DESCRIPTION
(Based upon Survey, September 5, 2008)

A part of the Southeast Quarter of Section 17, Township 18 North, Range 4 East in Hamilton County, Indiana, being more particularly described as follows:

Commencing at the Northeast corner of the Southeast Quarter of said Section 17; thence South 00 degrees 46 minutes 18 seconds East (basis of bearing = record deed of the parent for the East line of said Southeast Quarter being South 00 degrees 46 minutes 18 seconds East) along the East line of said Quarter a distance of 1249.14 feet; thence South 89 degrees 46 minutes 53 seconds West a distance of 662.89 feet to a point on the northerly prolongation of the West line of the East Half of the Southeast Quarter of said Southeast Quarter Section; thence South 00 degrees 48 minutes 49 seconds East along said prolongation and the West line of said Half Quarter Quarter a distance of 279.26 feet to the POINT OF BEGINNING and to a 5/8 inch yellow capped rebar stamped "Schneider-Firm #0001" (hereafter referred to as "rebar"); thence continuing South 00 degrees 48 minutes 49 seconds East along said West line a distance of 259.39 feet to a "rebar"; thence North 89 degrees 11 minutes 11 seconds East a distance of 273.77 feet to a "rebar"; thence North 00 degrees 48 minutes 49 seconds West parallel with said West line a distance of 259.39 feet to a "rebar"; thence South 89 degrees 11 minutes 11 seconds West a distance of 273.77 feet to the Point of Beginning, containing 1.63 acres, more or less.

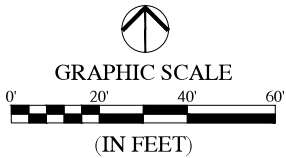
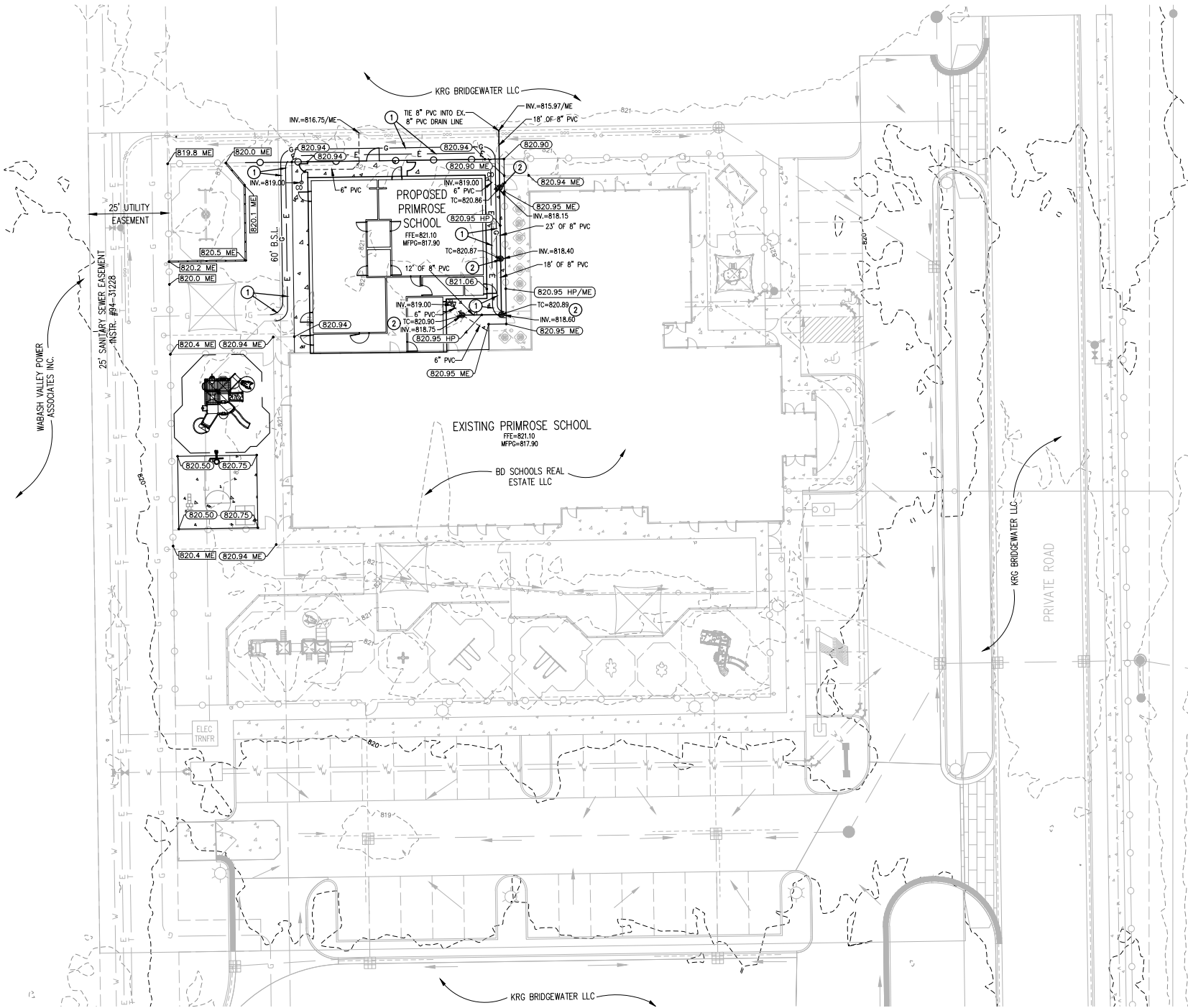
REVISIONS		
DATE	DESCRIPTION	BY



PRIMROSE SCHOOL EXPANSION
BRIDGEWATER MARKETPLACE
SITE IMPROVEMENTS PLAN



DRAWN BY DC	JOB NUMBER 2016-063
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DATE APRIL 29, 2016	
SCALE AS SHOWN	
SHEET	
C1.2 SITE IMPROVEMENTS PLAN	



LEGEND:

EXISTING	PROPOSED
PROPERTY LINE	PROPERTY LINE
RIGHT-OF-WAY LINE	RIGHT-OF-WAY LINE
EASEMENT LINE	EASEMENT LINE
SETBACK LINE	SETBACK LINE
CENTERLINE	CENTERLINE
FENCE	FENCE
SWALE / FLOWLINE	SWALE / FLOWLINE
SUBSURFACE DRAIN	SUBSURFACE DRAIN
SANITARY SEWER	SANITARY SEWER
STORM SEWER	STORM SEWER
WATER MAIN	WATER MAIN
CONTOUR, MAJOR	CONTOUR, MAJOR
CONTOUR, MINOR	CONTOUR, MINOR
SANITARY MANHOLE	SANITARY MANHOLE
STORM MANHOLE	STORM MANHOLE
STORM INLET	STORM INLET
STORM END SECTION	STORM END SECTION
EXISTING WATER VALVE	EXISTING WATER VALVE
FIRE HYDRANT	FIRE HYDRANT
FLOW ARROW	FLOW ARROW
LIGHT POLE	LIGHT POLE
SIGN	SIGN
CLEAN OUT STRUCTURE	CLEAN OUT STRUCTURE
EXISTING UTILITY PEDISTAL	EXISTING UTILITY PEDISTAL
SPOT ELEVATION	SPOT ELEVATION
PAVEMENT ELEVATION	PAVEMENT ELEVATION
BACK OF CURB	BACK OF CURB
FINISHED GRADE	FINISHED GRADE
HIGH POINT	HIGH POINT
INVERT ELEVATION	INVERT ELEVATION
LOW POINT	LOW POINT
MATCH EXISTING GRADE	MATCH EXISTING GRADE
PVC	PVC
REINFORCED CONCRETE PIPE	REINFORCED CONCRETE PIPE
TOP OF BANK GRADE	TOP OF BANK GRADE
TOP OF CASTING GRADE	TOP OF CASTING GRADE
CENTERLINE	CENTERLINE
FLOW LINE	FLOW LINE
RIGHT-OF-WAY	RIGHT-OF-WAY
SANITARY SEWER EASEMENT	SANITARY SEWER EASEMENT
ACCESS EASEMENT	ACCESS EASEMENT
DRAINAGE EASEMENT	DRAINAGE EASEMENT
PROPOSED WATER VALVE	PROPOSED WATER VALVE
CLEAN OUT STRUCTURE	CLEAN OUT STRUCTURE
PROPOSED CONCRETE PAVEMENT	PROPOSED CONCRETE PAVEMENT

UTILITY KEYNOTES:

- REMOVE THE FOLLOWING ITEMS IN THEIR ENTIRETY, UNLESS NOTED OTHERWISE.
- SEE SHEET C1.1 FOR GAS AND ELECTRIC UTILITY RELOCATION KEY NOTES. CONTRACTOR TO COORDINATE ANY OTHER EXISTING UTILITIES RELOCATIONS WITH UTILITY PROVIDER AND BUILDING ARCHITECT/MEP.
 - FOUR (4) NEW 12" NYLOPLAST DRAINS TO BE INSTALLED ALONG EAST SIDE OF BUILDING EXPANSION. GRATE SHALL BE 12" NON-METAL H-10 PEDESTRIAN GRATE WITH LOCKING. PRIOR TO CONSTRUCTION, CONTRACTOR TO LOCATE EXISTING UTILITIES (ELECTRIC, GAS, ETC.) AND CONTACT ENGINEER IF ANY CONFLICTS ARE ENCOUNTERED.

REVISIONS		
DATE	DESCRIPTION	BY

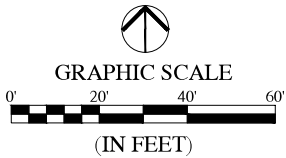
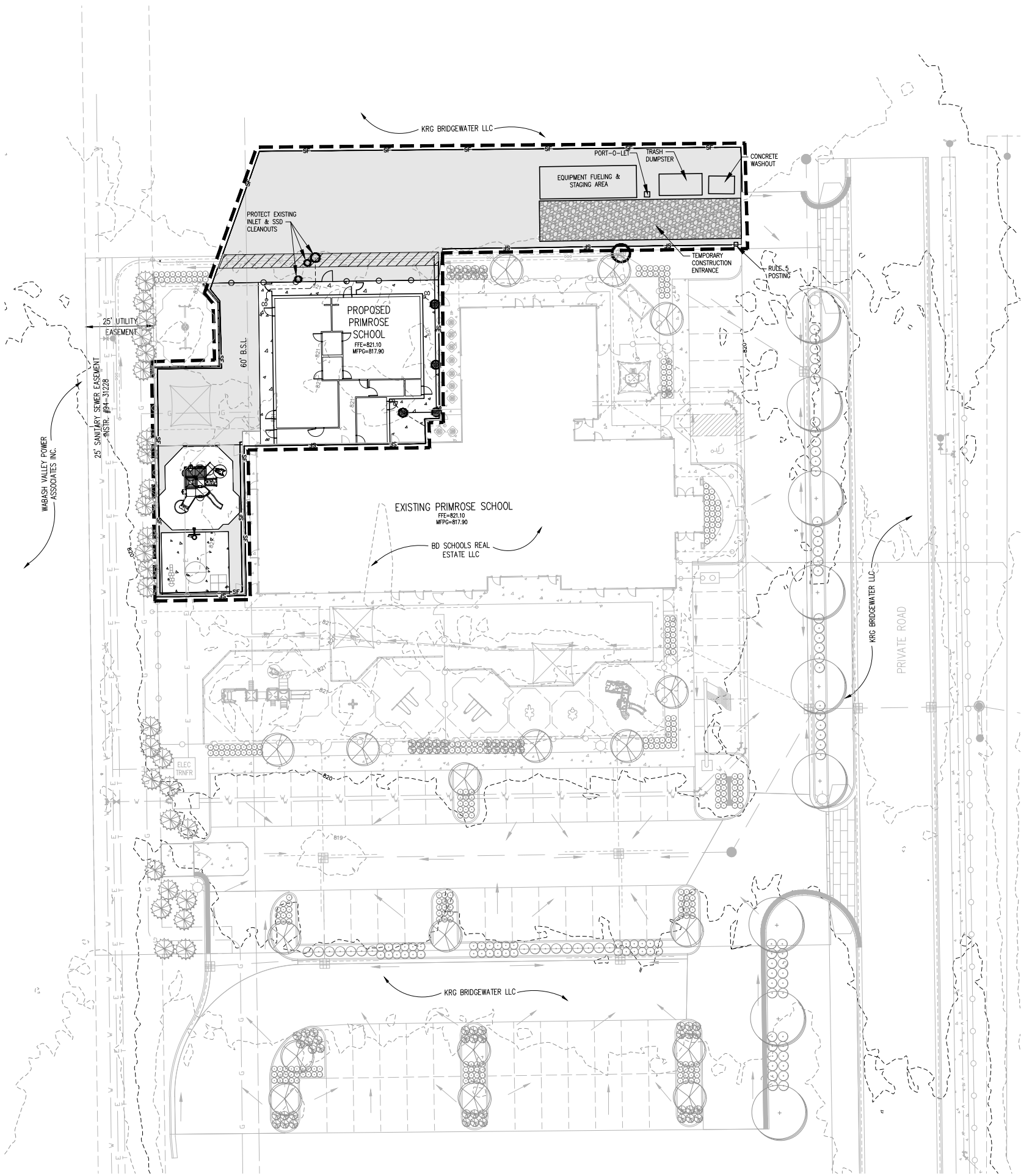


PRIMROSE SCHOOL EXPANSION
BRIDGEWATER MARKETPLACE
GRADING & UTILITY PLAN



DRAWN BY	DC
CHECKED BY	BB
DATE	APRIL 29, 2016
SCALE	AS SHOWN
SHEET	

C1.3
GRADING & UTILITY PLAN



LEGEND:

EXISTING	PROPOSED
	PROPERTY LINE
	RIGHT-OF-WAY LINE
	EASEMENT LINE
	SETBACK LINE
	CENTERLINE
	FENCE
	SWALE / FLOWLINE
	SUBSURFACE DRAIN
	SANITARY SEWER
	STORM SEWER
	WATER MAIN
	CONTOUR, MAJOR
	CONTOUR, MINOR
	SANITARY MANHOLE
	STORM MANHOLE
	STORM INLET
	STORM END SECTION
	EXISTING WATER VALVE
	FIRE HYDRANT
	N/A
	FLOW ARROW
	LIGHT POLE
	SIGN
	CLEAN OUT STRUCTURE
	EXISTING UTILITY PEDISTAL
	PROPOSED WATER VALVE
	CLEAN OUT STRUCTURE
	PROPOSED CONCRETE PAVEMENT
	PERMANENT SEEDING / SOODING
	RIP RAP
	TEMPORARY "DROP INLET PROTECTION BASKET"
	TEMPORARY CURB INLET PROTECTION
	SEE SHEET C8.1 FOR DETAIL
	SILT FENCE
	CONSTRUCTION LIMITS
	TEMPORARY SITE CONSTRUCTION ENTRANCE
	EROSION CONTROL BLANKET

POST-CONSTRUCTION STORMWATER POLLUTION PREVENTION NOTES:

LOCATION OF PROJECT
LONGITUDE 86°05'30"W
LATITUDE 40°00'12"N
WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA.
RECEIVING WATER = UG MITCHNER REGULATED DRAIN
SEE SHEETS C8.0, C8.1 FOR POST-CONSTRUCTION STORMWATER POLLUTION NOTES AND DETAILS.

NOTE: EARTH MOVING MAY NOT COMMENCE UNTIL SCHEDULE OF EROSION CONTROL 1-10 OF ITEM B2 "PRE CONSTRUCTION SCHEDULE" ON SHEET C8.0 HAVE BEEN COMPLETED IN ADDITION TO ELEMENTS DEPICTED IN PLAN.

- NOTES:
- ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED.
 - THERE SHALL BE NO DIRT, DEBRIS OR STORAGE OF MATERIALS IN THE STREET.
 - THIS SHEET TO BE USED FOR STORMWATER POLLUTION PREVENTION PURPOSES ONLY.
 - GEOTEXTILE FABRIC SHALL BE PLACED UNDER STONE LAYER OF THE CONSTRUCTION ENTRANCE.
 - ALL PORTABLE TOILETS MUST BE ANCHORED TO PREVENT SPILLS.
 - WHERE EXISTING DRAIN TILES OR FIELD TILES ARE ENCOUNTERED WHERE APPLICABLE, INTERCEPT EXISTING TILES AND TIE THEM INTO THE STORM SYSTEM.
 - RULE 5 REQUIRES ALL DISTURBED AREAS THAT WILL POTENTIALLY BE IDLE FOR 15 DAYS OR MORE BE STABILIZED IMMEDIATELY.

APPROXIMATE CONSTRUCTION SCHEDULE:
START DATE: JUNE 2016
COMPLETION DATE: JUNE 2017

PERSON ONSITE RESPONSIBLE FOR EROSION CONTROL:
BRYAN BOWMAN
13096 MOULTRIE STREET
CARMEL, INDIANA 46032
317-876-0123
Bbowman@primrosewestcarmel.com

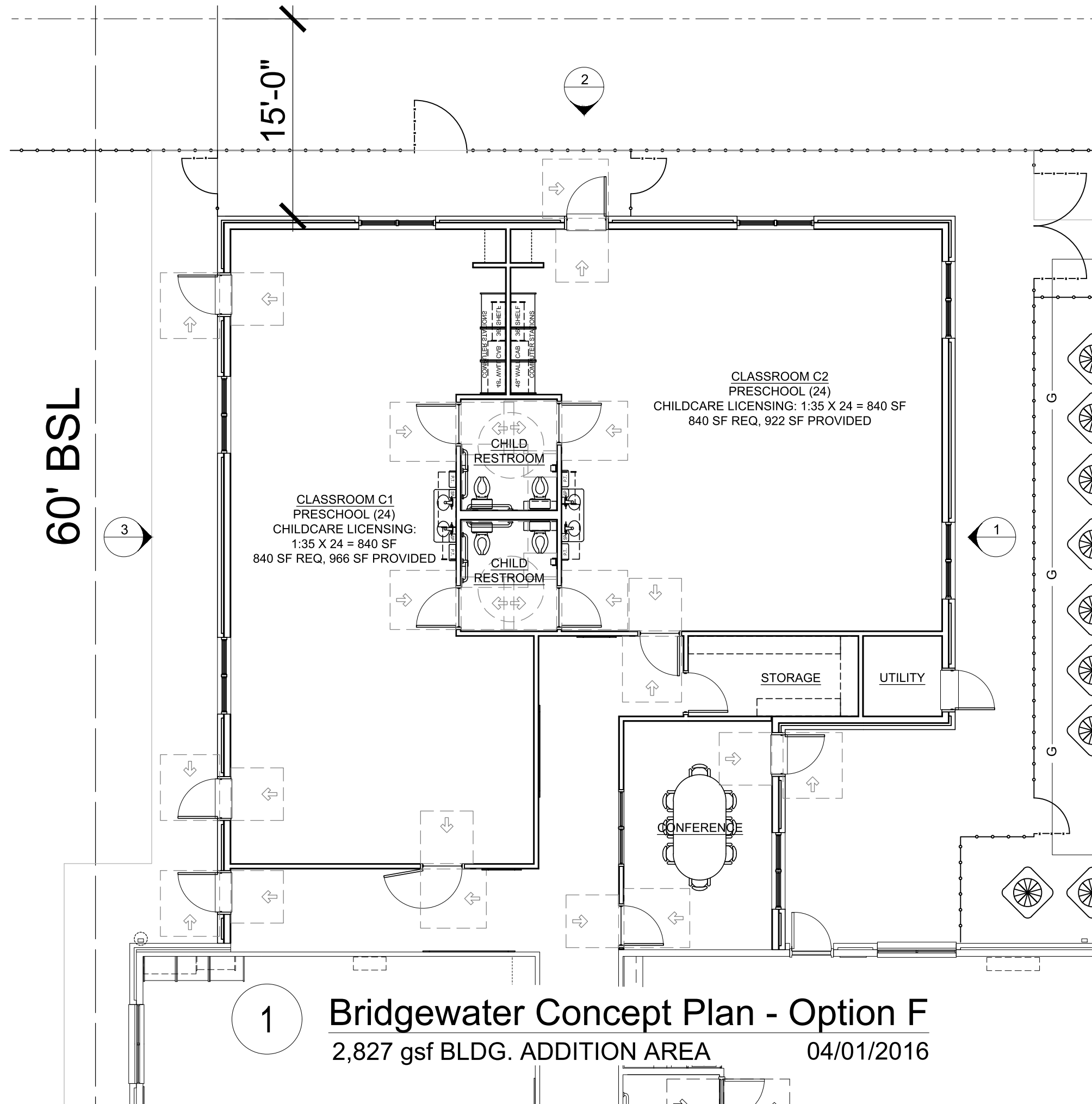
REVISIONS		
DATE	DESCRIPTION	BY



PRIMROSE SCHOOL EXPANSION
BRIDGEWATER MARKETPLACE
POST CONSTRUCTION STORMWATER
POLLUTION PREVENTION PLAN

PROFESSIONAL ENGINEER
BRANNON T. BURKE
REGISTERED
No. 10000075
STATE OF INDIANA
NOT A NOTARIAL ACT
DRAWN BY: DC
CHECKED BY: BB
DATE: APRIL 29, 2016
SCALE: AS SHOWN
SHEET
JOB NUMBER: 2016-063

C1.4
POST CONSTRUCTION STORMWATER POLLUTION PREVENTION PLAN

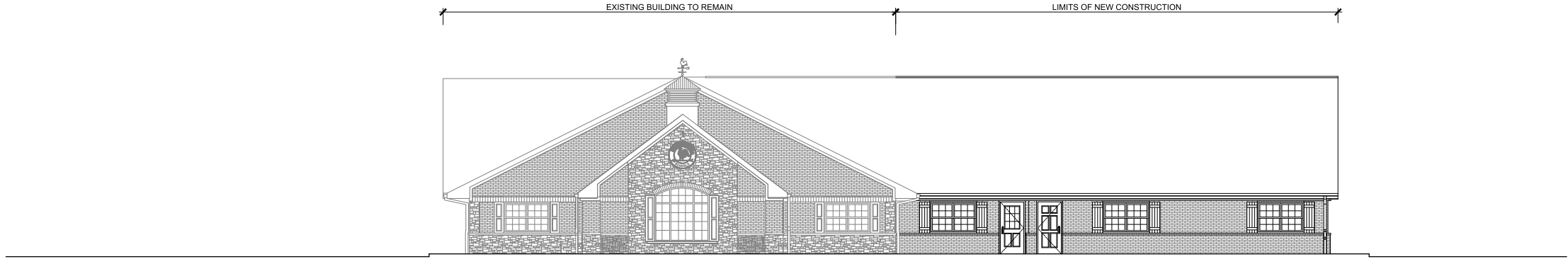


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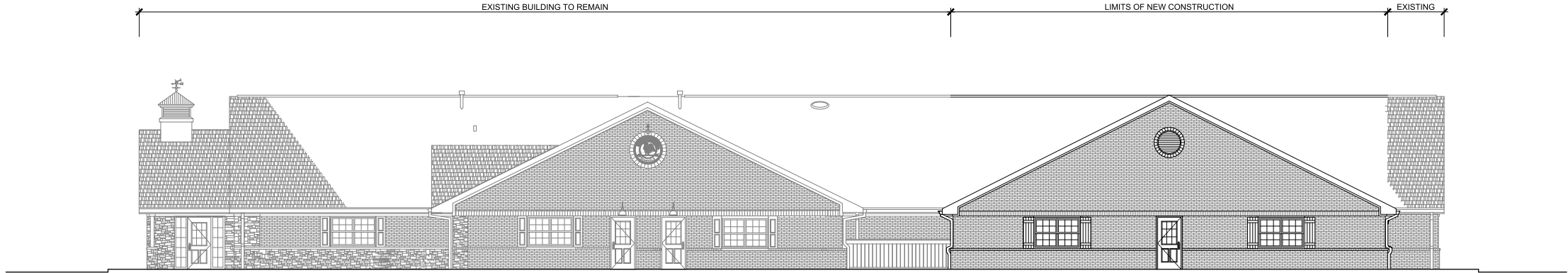
Bridgewater Concept Plan - Option F

2,827 gsf BLDG. ADDITION AREA

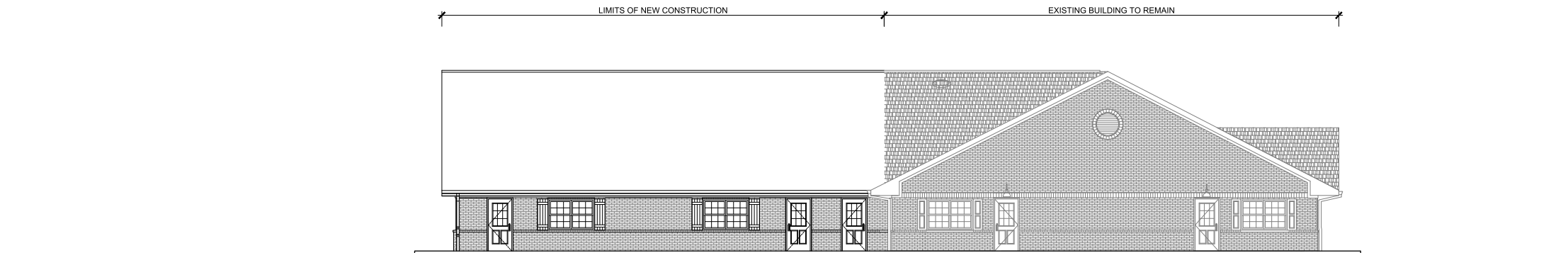
04/01/2016



1 EAST ELEVATION
1/8"=1'-0"

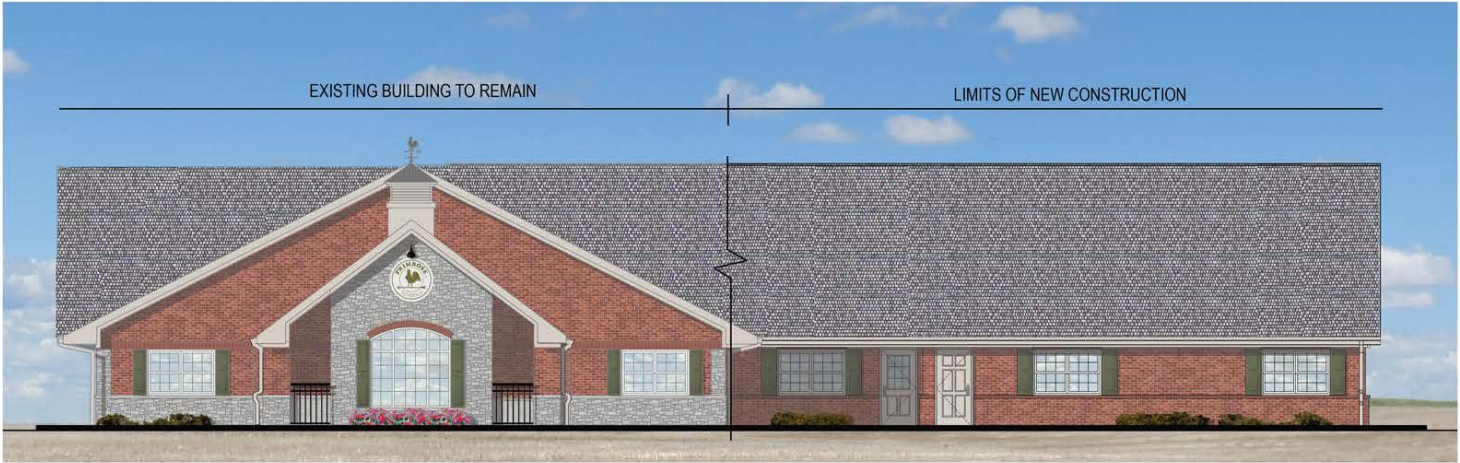


2 NORTH ELEVATION
1/8"=1'-0"



3 WEST ELEVATION
1/8"=1'-0"

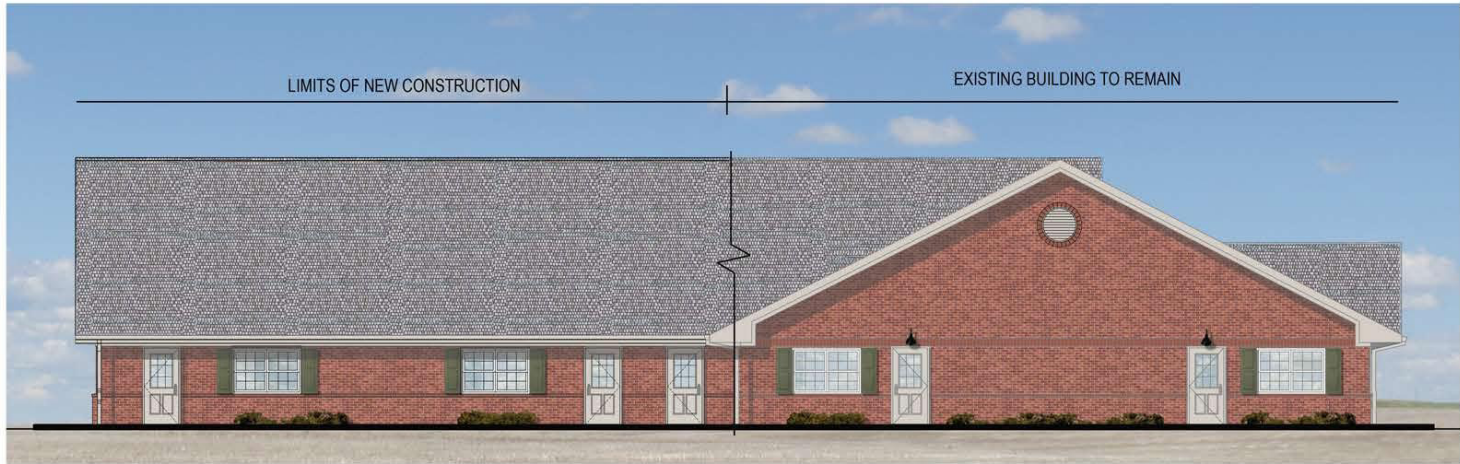
PRIMROSE OF BRIDGEWATER
PROPOSED ELEVATIONS



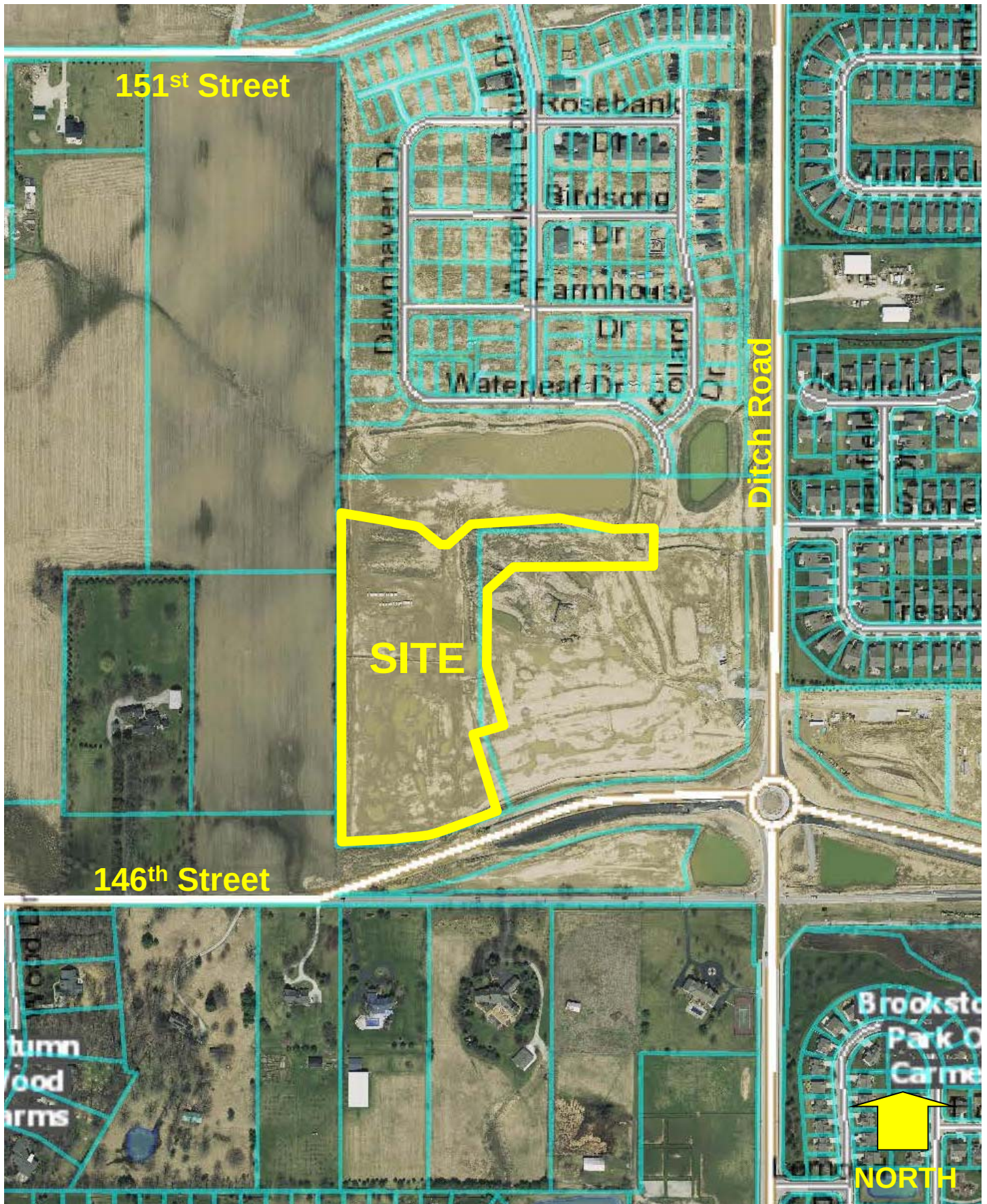
EAST ELEVATION



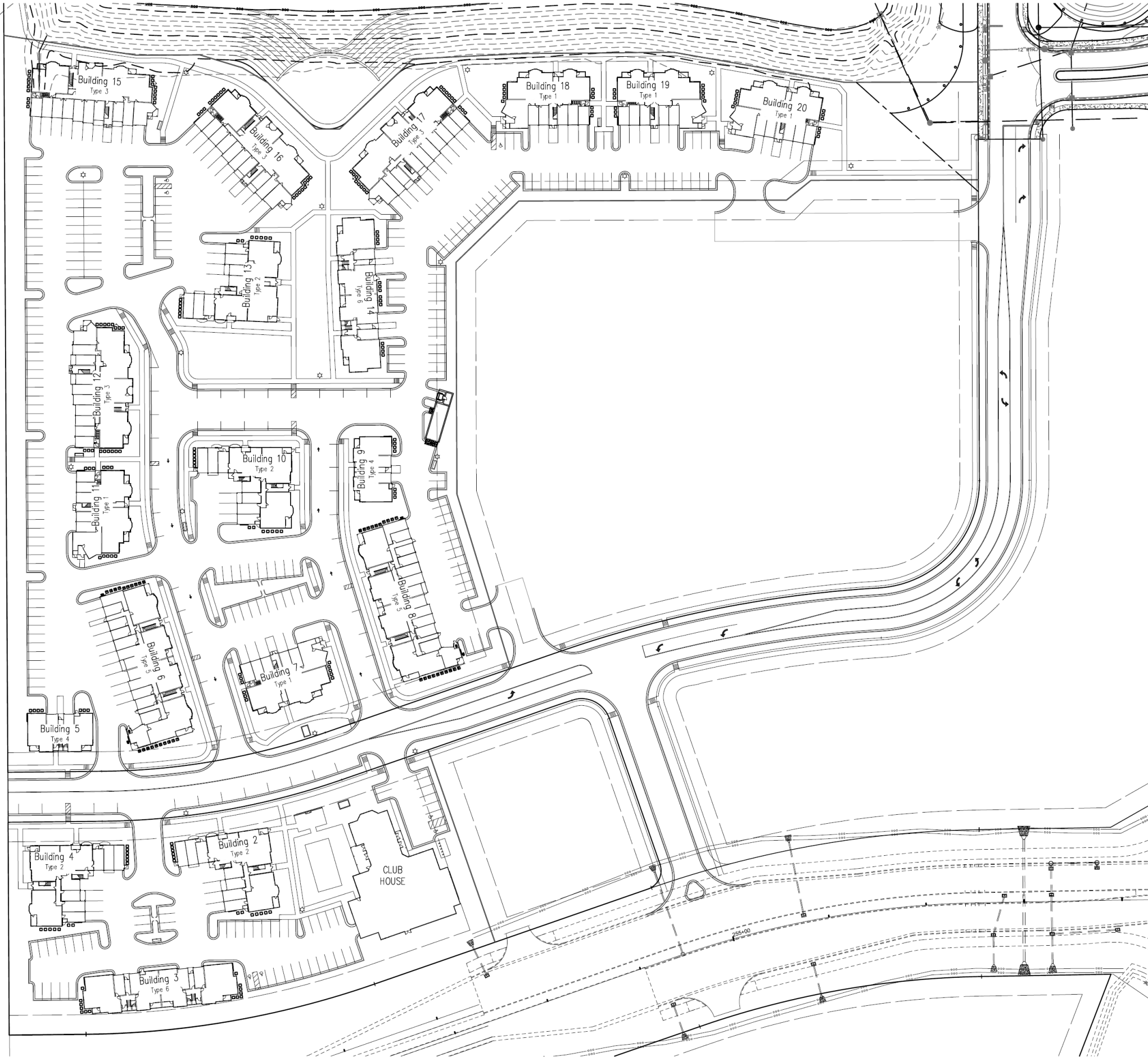
NORTH ELEVATION



WEST ELEVATION



Harmony Apartments
Site Location Map / Aerial Photograph



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

5 GARAGES = 5 Garage Parking Spaces/Bldg.

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

7 GARAGES = 7 Garage Parking Spaces/Bldg.

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

10 GARAGES = 10 Garage Parking Spaces/Bldg.

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

2 GARAGES = 2 Garage Parking Spaces/Bldg.

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

13 GARAGES = 13 Garage Parking Spaces/Bldg.

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

4 GARAGES = 4 Garage Parking Spaces/Bldg.

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

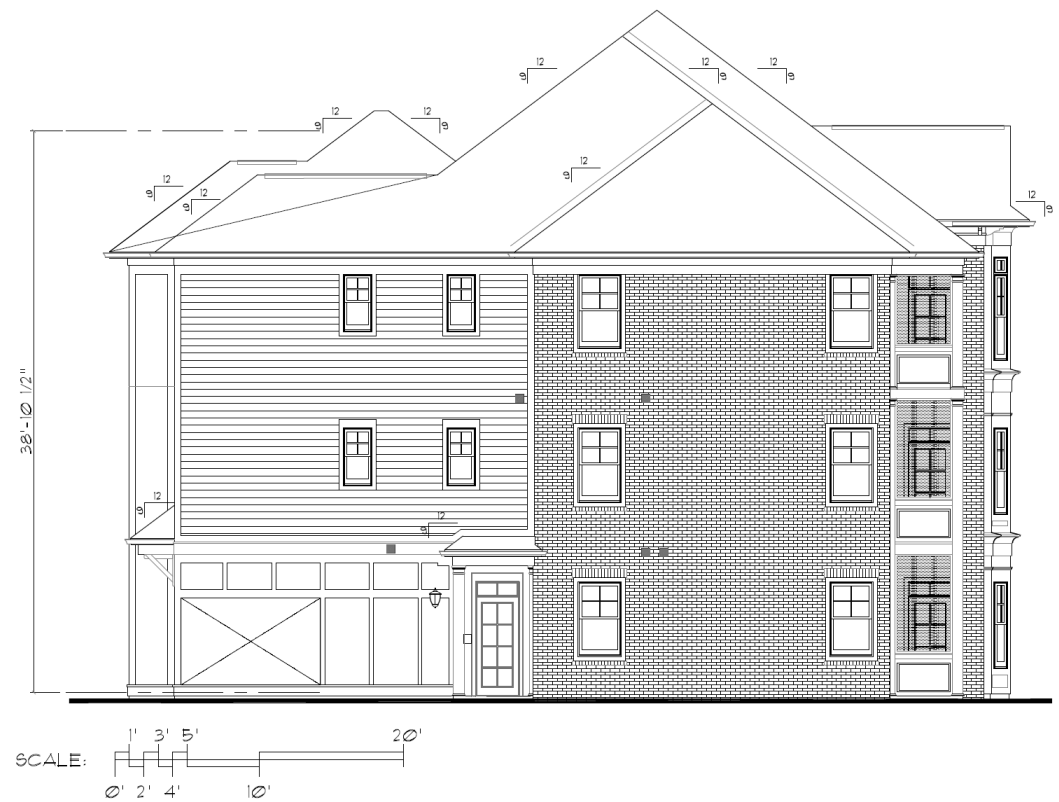
Site Plan Building Key



Front Elevation –Clubhouse



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

Typical Exterior Materials–Building Type 1



Front Elevation –Building Type 2



Front Elevation –Building Type 3



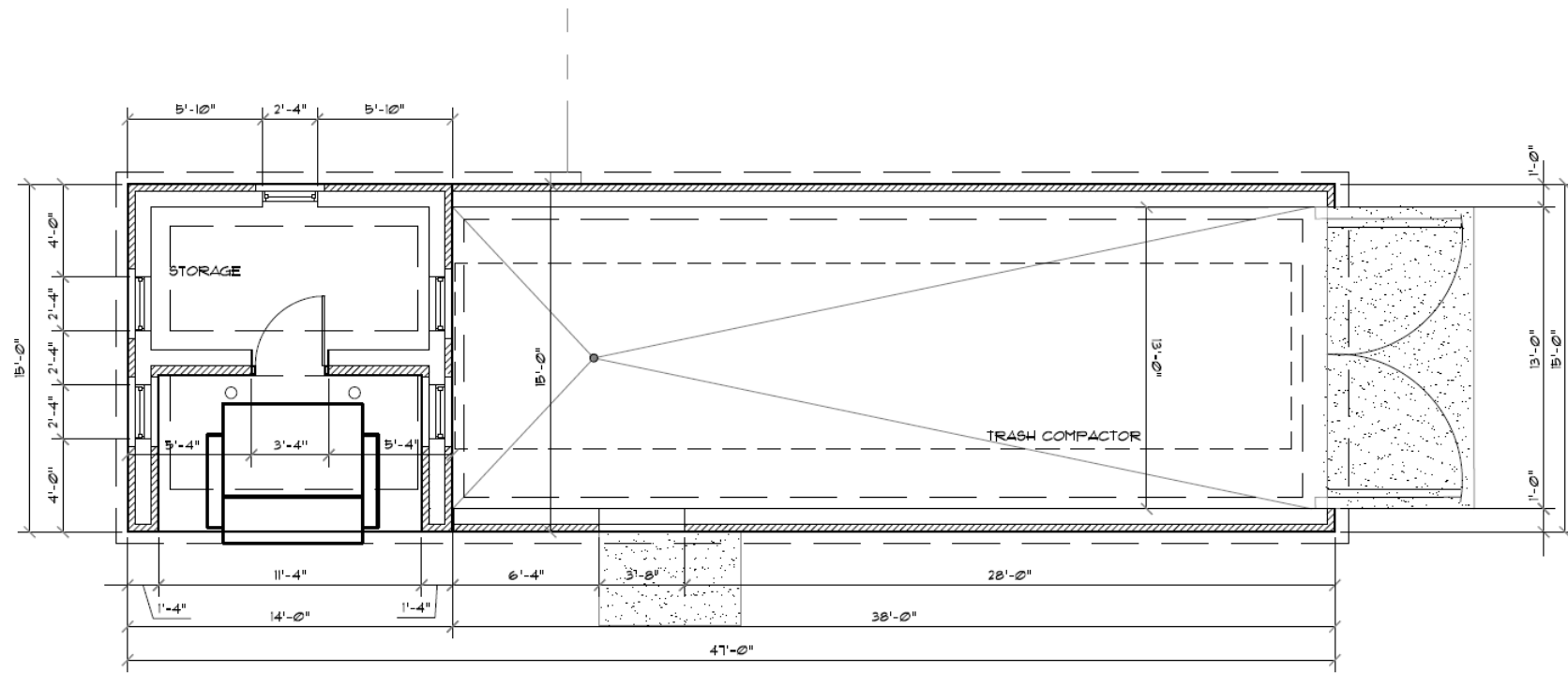
Front Elevation –Building Type 4



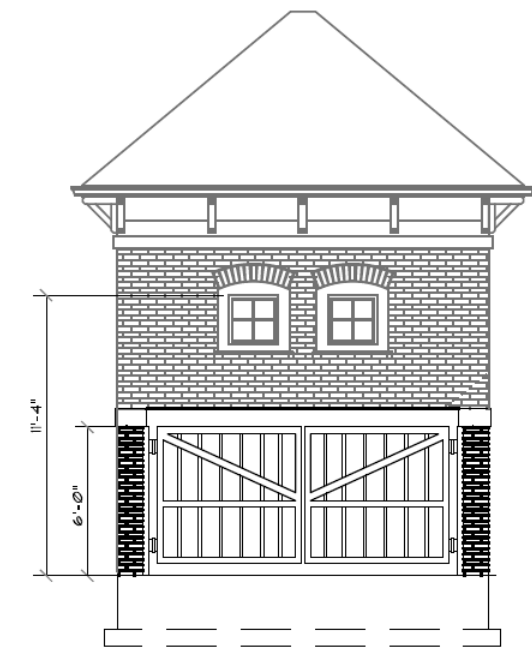
Front Elevation –Building Type 5



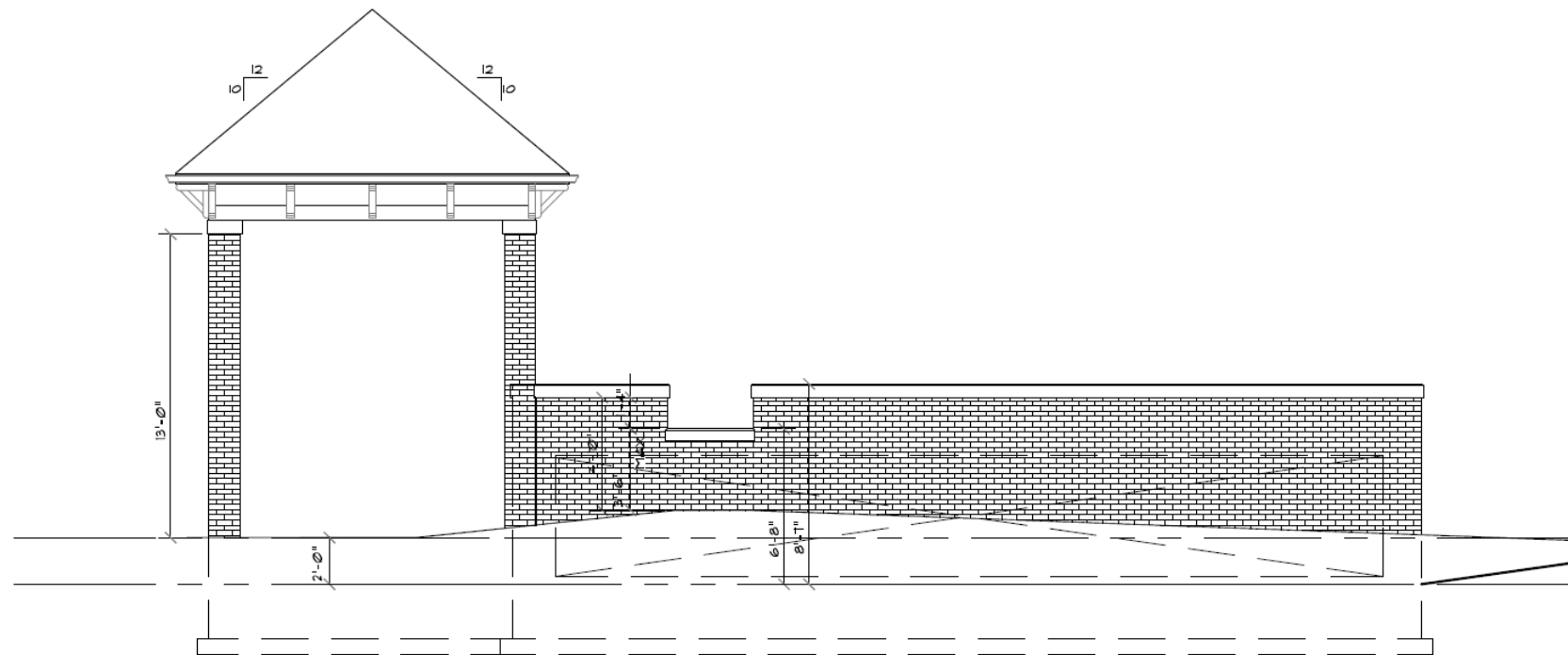
Typical Elevations –Building Type 6



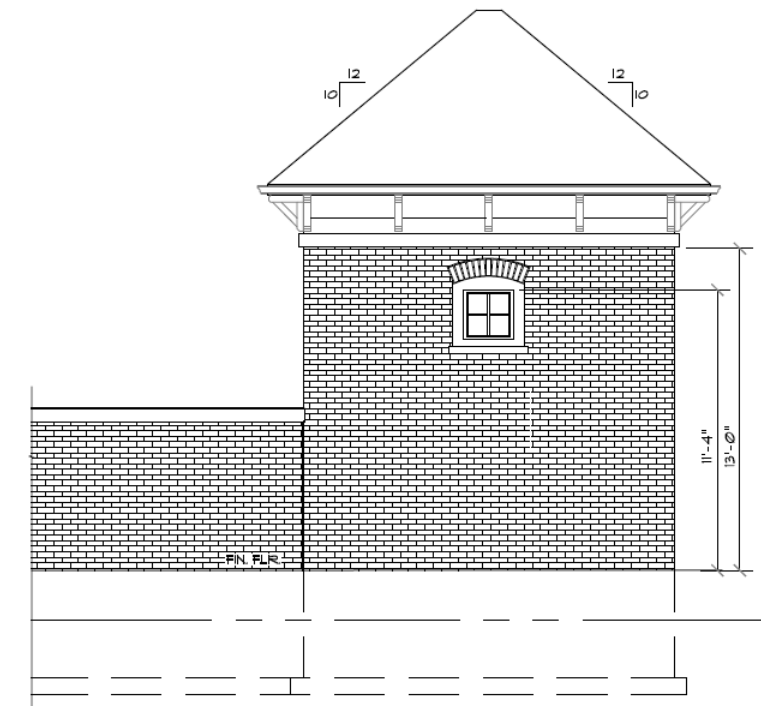
Plan View



Right Side Elevation

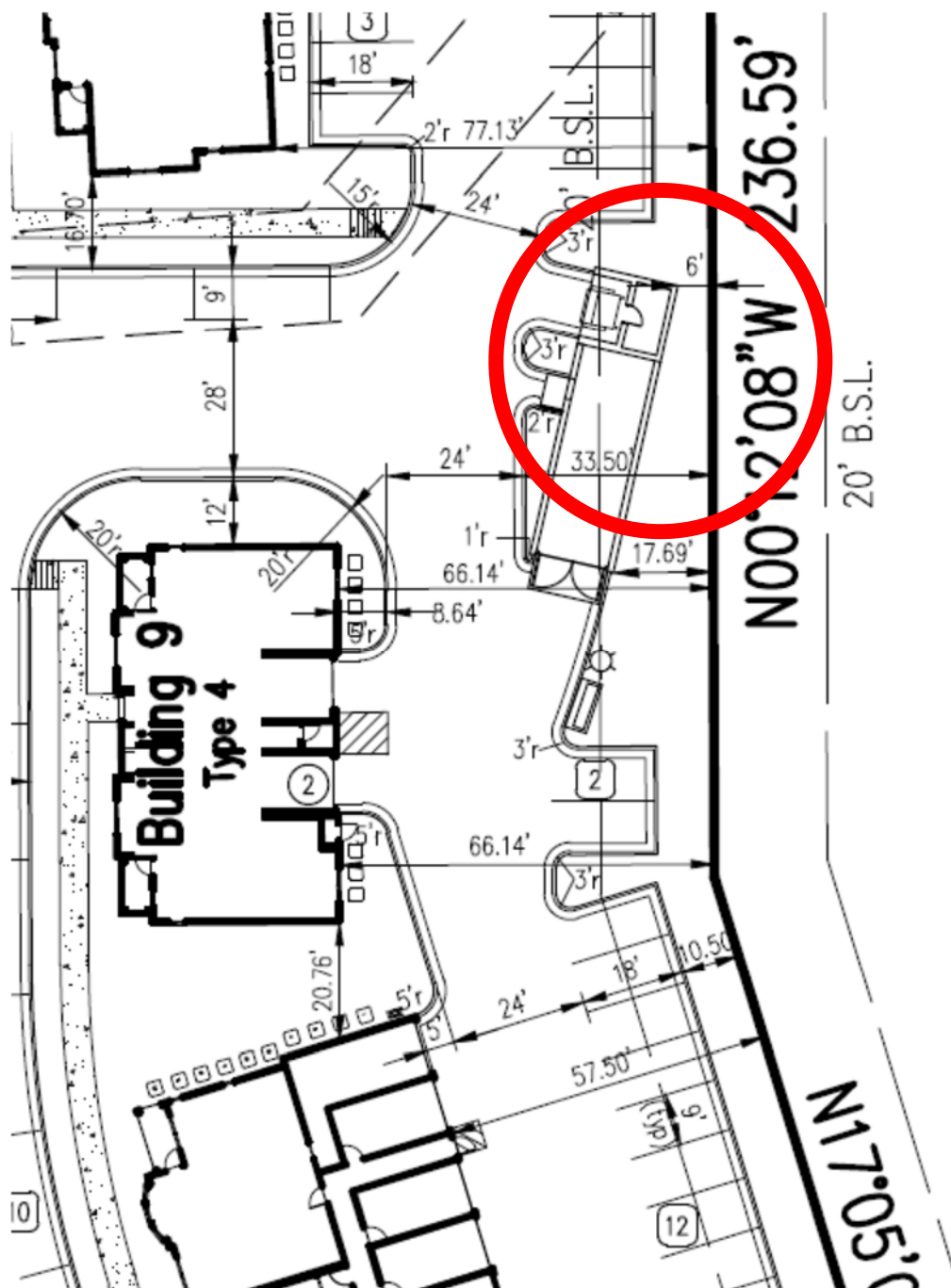


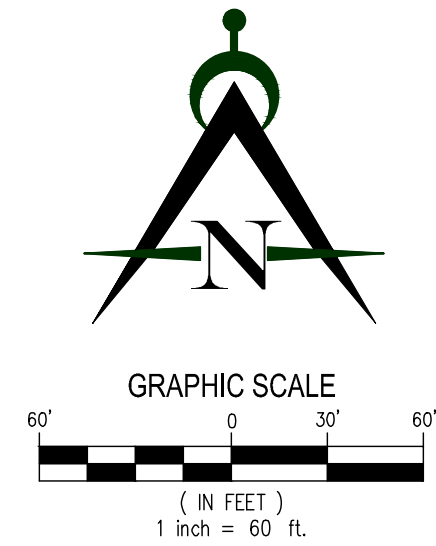
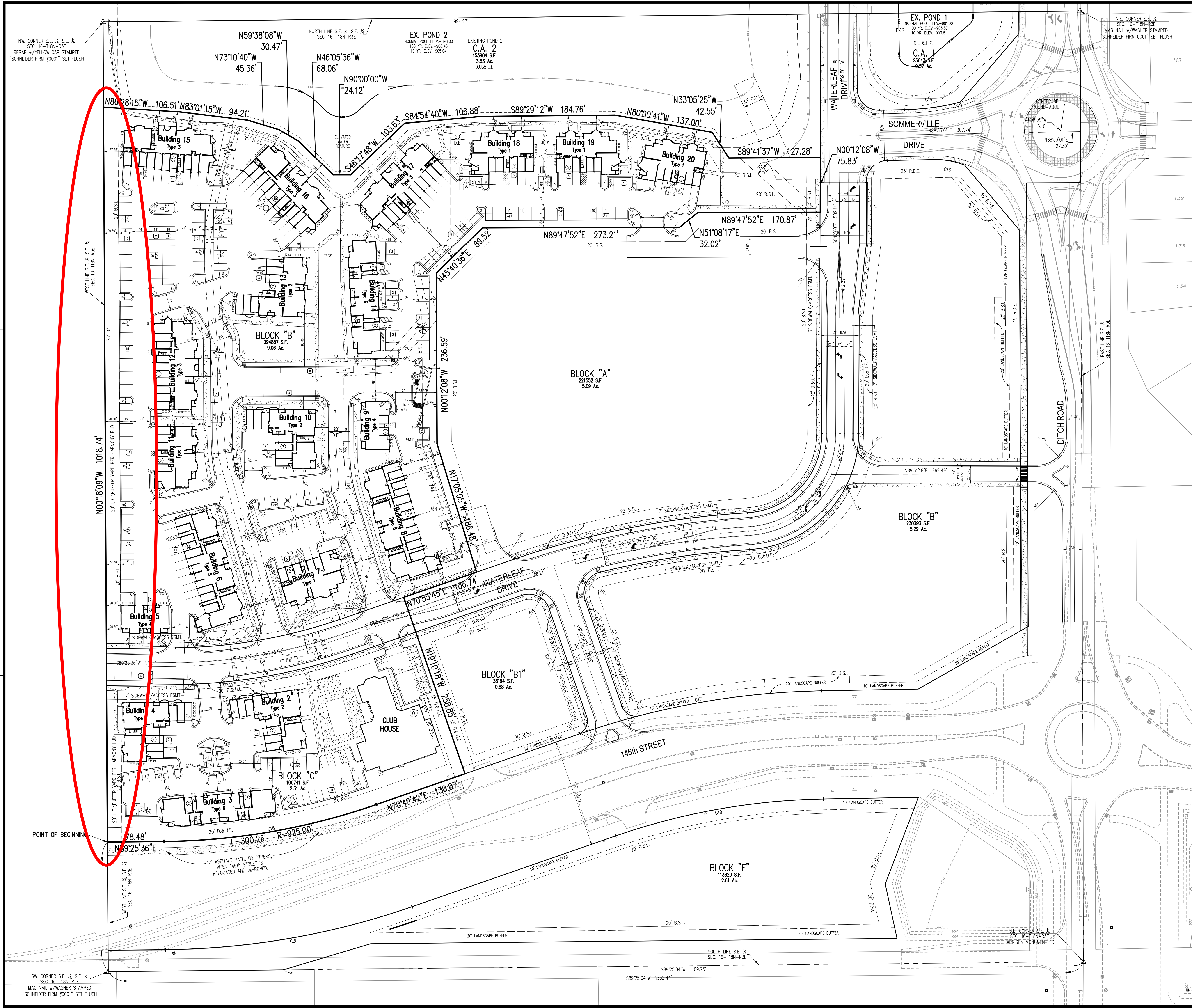
Front Elevation



Partial Rear Elevation

Trash Compactor / Recycling Center





LEGEND

- ① Bicycle Racks (10 Bikes)
- ② Garage Parking Spaces
- ⑤ 9'x18' 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 = 377
GARAGE PARKING = 131
TOTAL PARKING = 508 SPACES
PARKING RATIO = 1.98:1

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

REVISIONS:
1. 06/22/16, kwk. Revises per IAC comments dated 6-21-16.
2. 06/28/16, kwk. Revises property line between CA 2 and Apartments to maintain 20' setbacks.

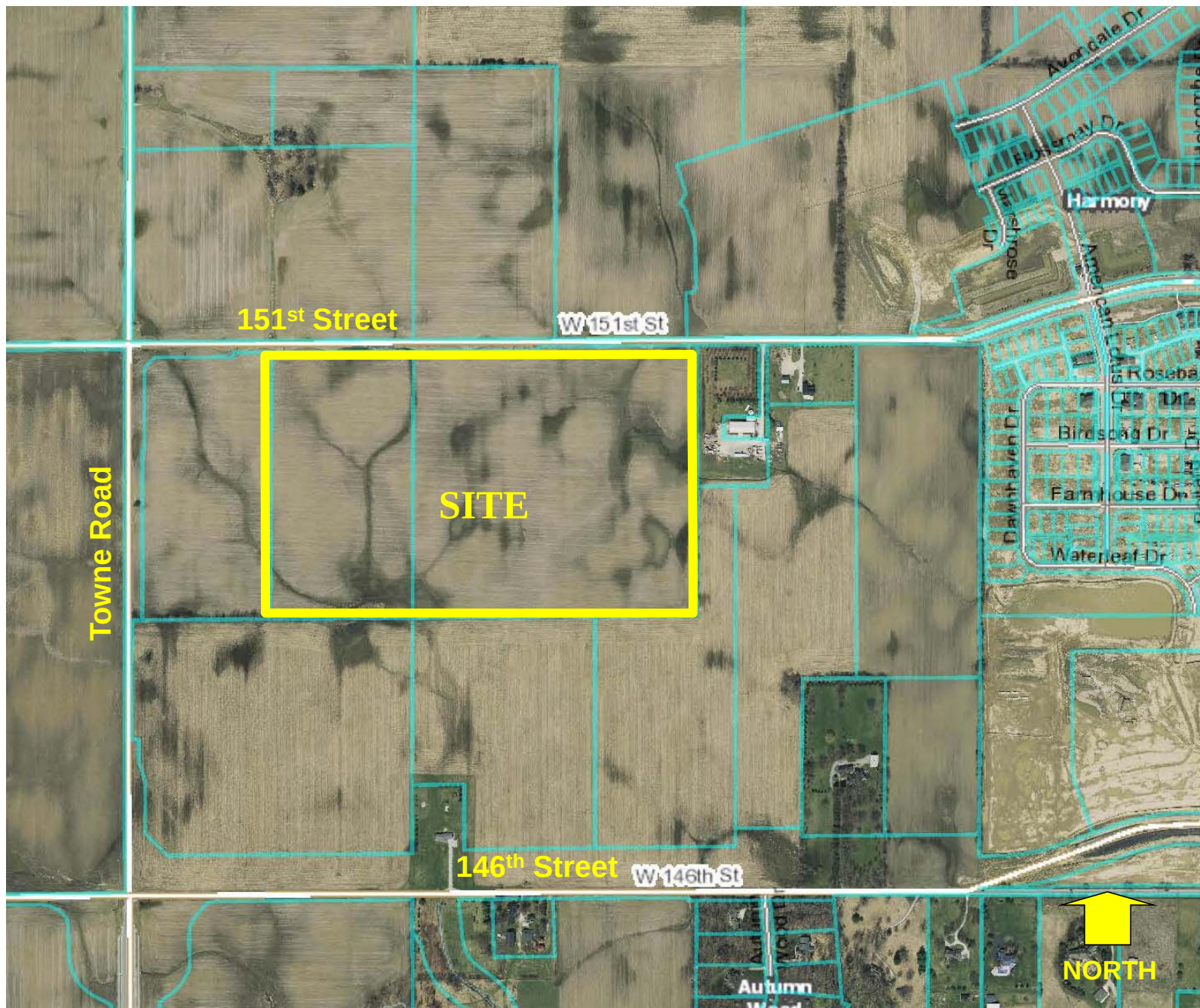
PREPARED FOR:
J.C. Hart Company, Inc.
805 City Center Drive, Suite #120
Carmel Indiana 46032
317-573-4800

J.C. Hart - Harmony
Apartment Community
Westfield, Indiana
Detailed Site Plan

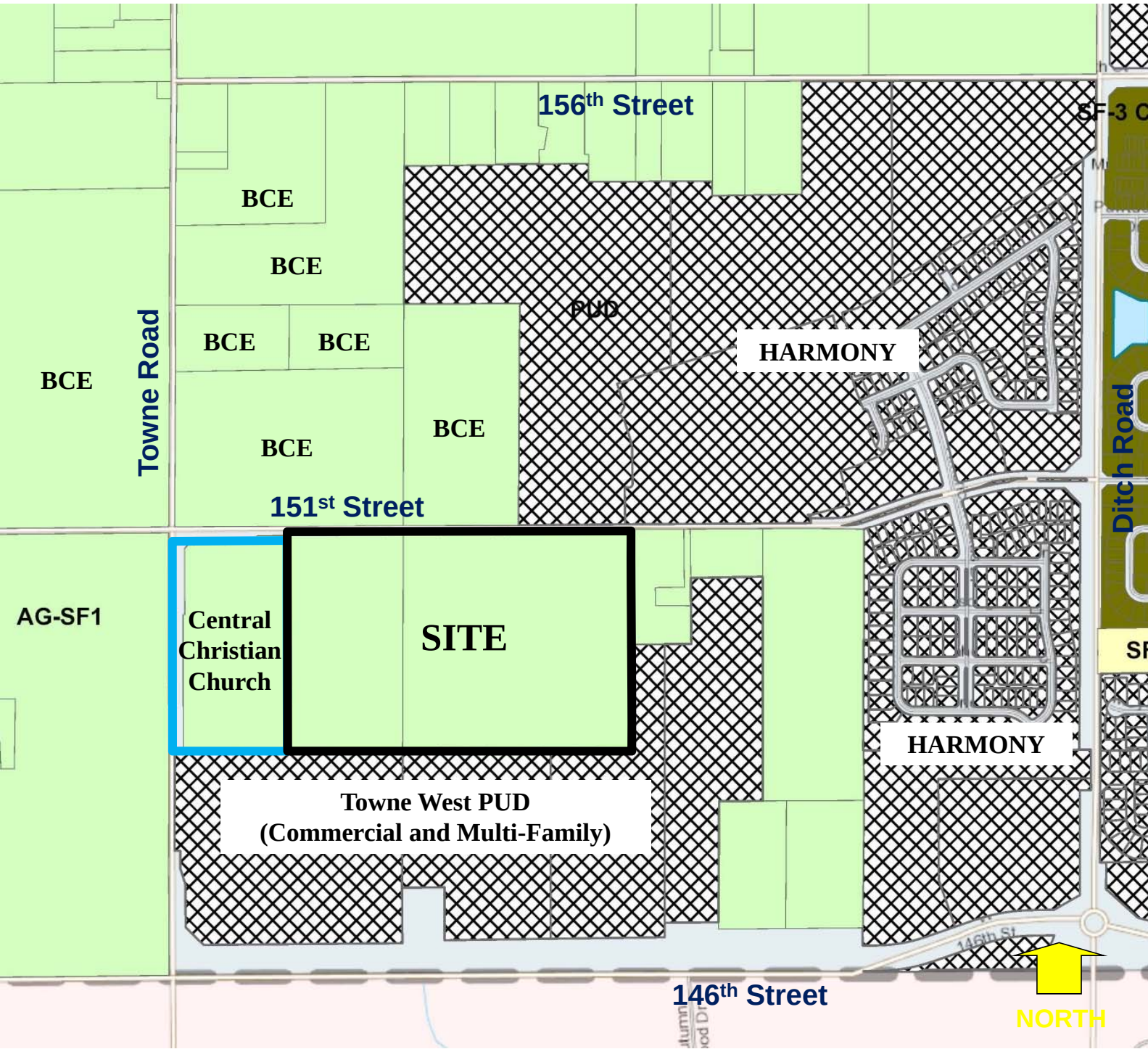
PRELIMINARY
PENDING
AGENCY
APPROVAL

DATE: 06/03/16
DRAWN BY: kwk
ISSUED: CHECKED BY:
JOB NUMBER: 15120
SHEET # D101





Liberty Ridge
Site Location Map



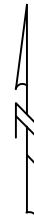
Liberty Ridge
Zoning Map

LIBERTY RIDGE

Westfield, Indiana

Concept Plan

June 3, 2016



LEGEND



PLAYGROUND

WEIHE
ENGINEERS
Land Surveying | Civil Engineering
Landscape Architecture

10505 N. College Avenue
Indianapolis, Indiana 46280
weihe.net

317 | 846 - 6611
800 | 452 - 6408
317 | 843 - 0546/ax

ALLAN H. WEIHE, P.E., L.S. - FOUNDER



Liberty Ridge
Home Photos



Liberty Ridge
Home Photos



**Liberty Ridge
Home Photos**



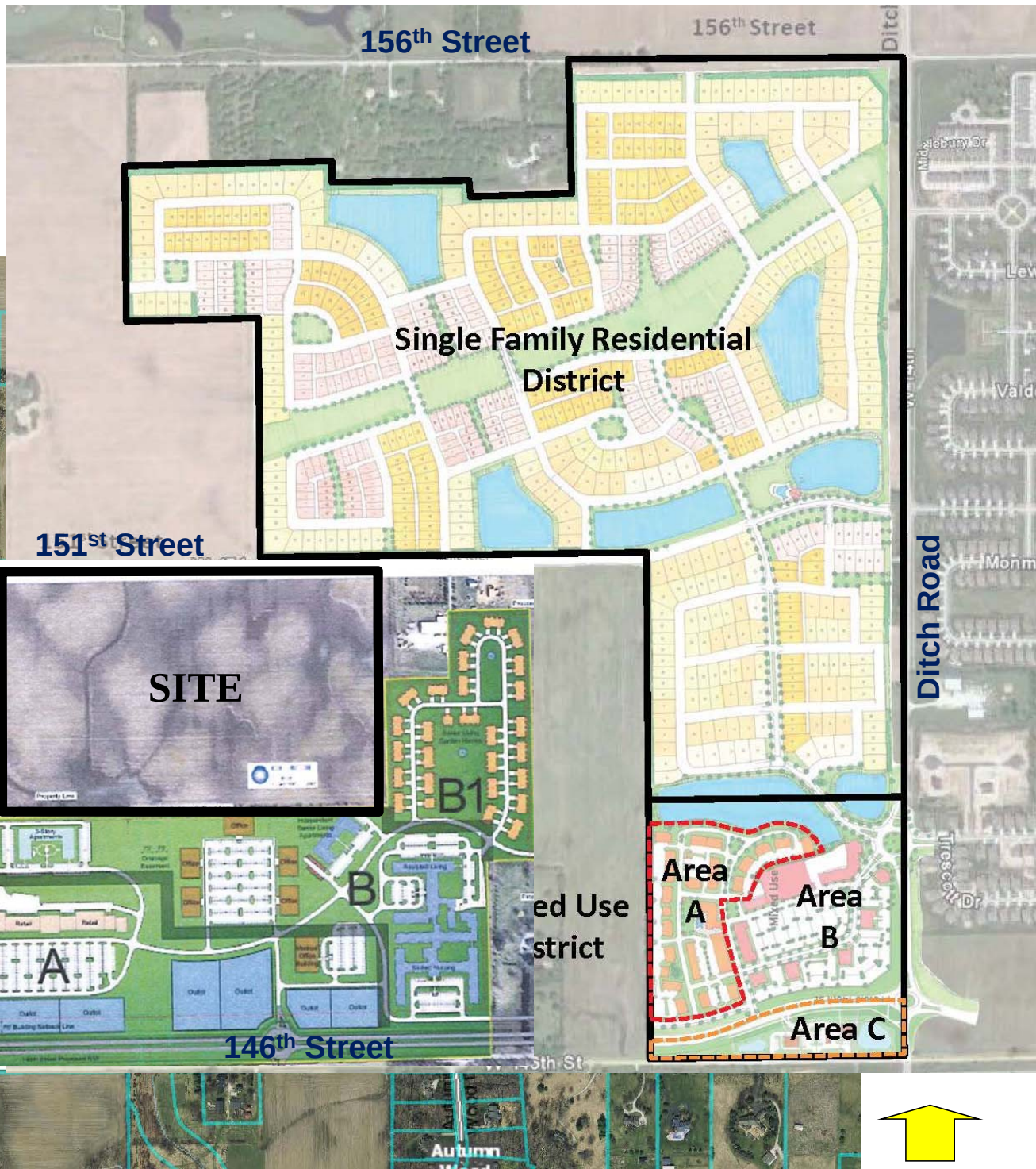
**Liberty Ridge
Home Photos**



Liberty Ridge
Home Photos



**Liberty Ridge
Home Photos**



Liberty Ridge
Surrounding Land Use Map

WRITTEN PUBLIC COMMENT

Docket Number: 1607-PUD-09 (Ord. 16-23)
Petitioner: CalAtlantic Homes of Indiana, Inc. by Nelson & Frankenberger
Request: Petitioner requests a change in zoning from the AG-SF1: Agriculture/Single-Family Rural District to the Liberty Ridge Planned Unit Development (PUD) District to accommodate a single-family residential development.

Enclosed Attachments:

- | | |
|-------------------------------|--|
| 1. Knight Email (07/01/16) | Jon and Dawn Knight (4304 W 156 th St) |
| 2. Daly Email (07/01/16) | John Daly (15936 Little Eagle Creek Ave) |
| 3. Burkman Letter (06/29/16) | Kristen Burkman (1924 W 161 st St) |
| 4. Levins Letter (07/01/16) | Richard Levins (15630 Towne Rd) |
| 5. Sochar Email (07/01/16) | David and Cynthia Sochar (16116 Ditch Rd) |
| 6. Smith Email (07/01/16) | Jalene and Parker Smith |
| 7. Hymbaugh Email (07/01/16) | Karen Hymbaugh (2929 W 159 th St) |
| 8. Stafford Email (07/02/16) | Cynthia and Steve Stafford (15736 Towne Rd) |
| 9. McKinney Email (07/01/16) | Erin McKinney |
| 10. Cook Email (07/05/16) | Derek and Cherie Cook (1740 W 161 st St) |
| 11. Watkins Letter (07/05/16) | Sarah and Gary Watkins (2191 W 166 th St) |

Kevin M. Todd, AICP

From: Jon Knight <jknight@grandjunctionbrewing.com>
Sent: Tuesday, June 7, 2016 11:14 AM
To: Kevin M. Todd, AICP
Subject: Liberty Ridge PUD

Kevin-

I hope all is well. I would like to go on record in opposition of the Liberty Ridge PUD proposal. The proposed density is far too high and will place an undue burden on our already stretched school system and infrastructure. We simply cannot afford this additional influx of students with this low AV housing.

Jon Knight
Sent from my iPhone

Jesse Pohlman

From: knight dawn <dawnknight1@yahoo.com>
Sent: Friday, July 1, 2016 10:46 AM
To: Jesse Pohlman
Cc: Dawn Knight
Subject: Liberty Ridge

To Whom It May Concern:

Change can be good; that's why the word progress has such a positive connotation. However, it must be done responsibly. Unfortunately, the change that is happening in Westfield is not being done responsibly. This is why I am writing to you today.

Before you do anything else with the Liberty Ridge neighborhood that is being proposed at 151st and Towne Road, I urge you to consider how you are changing Westfield. Once you build that neighborhood, you can never go back to the way it was before. Therefore, very great care and consideration must be done before making that decision. For whatever reason, that has not happened in the past. We have given developers the green light to build whatever and wherever they want with few restrictions. What we have seen from this is shoddy construction, dense spacing, and broken promises. We do not need developers - they are a dime a dozen. However, they want us. They want to be in Westfield. We can demand quality.

With Liberty Ridge, once again, that quality is not there. There is a lack of green space. It is too dense, and there is nothing unique in the architecture or landscaping. The fact that there is nothing unique should be noted. Westfield is a unique place, with a rich history and a lot of character. We could build neighborhoods that reflect that. But we aren't. Why?

Of even more concern to me (as a parent and teacher in the district), is that there has not been enough done to study the impact of this neighborhood (and others) on our roads and schools. We have to build slowly to give our schools and infrastructure time to adjust as we go. It simply does not make sense to build at this pace. It is not reasonable, and it is unnecessary. So why are we doing it?

Do not approve Liberty Ridge. Instead, take the time to carefully consider how it will impact Westfield's infrastructure and schools. Look at the plan for this area. Look at the unique qualities and character of our city. Then, ask yourselves what legacy you want to leave for our kids and when you do finally decide to develop, demand that developers build unique, high-quality neighborhoods that are not too dense and include green space. Westfield is special. It is in your care. Be a good steward of it.

Sincerely,
Dawn Knight

From: John Daly [mailto:John@GolitkoDaly.com]
Sent: Friday, July 1, 2016 9:19 AM
To: Jesse Pohlman <jpohlman@westfield.in.gov>
Subject: Liberty Ridge Concerns

- Lack of proper open space
- Density does not transition from denser to less dense as development moves North
- Architecture is not innovative or in context with the area
- School Impact Study is needed before another neighborhood is approved
- Road Impact Study is needed as more traffic is added on these rural roads
- Proper buffering is needed for long term rural residents
- Landscaping plan is not sufficient and does not embrace rural feel
- Need for more trail connectivity

JOHN PATRICK DALY, JR.
BOARD CERTIFIED
TRIAL LAWYER
OSHA CONSTRUCTION SAFETY INSTRUCTOR

GOLITKO & DALY
9450 N. MERIDIAN ST.
INDIANAPOLIS, IN 46260
PH: (317) 566-9600

WORK INJURY LAWYERS

June 29, 2016

Dear Advisory Plan Commission Members,

A new neighborhood development is being proposed in the New Suburban Southwest (Conservancy Area) called Liberty Ridge.

The plans presented do not meet the 2007 Comprehensive Plan for this area. I would appreciate careful consideration being given to the following areas.

1. Comprehensive Plan 2007: page 41

- Use open space, parks and less intensive land uses as buffers in appropriate circumstances.

Open Space - For this parcel and what surrounds it, 35% open space would be optimal. They are proposing 27%.

2. Comprehensive Plan 2007: page 41

- Encourage a diverse range of home styles in individual subdivisions using innovative architecture of a character appropriate to Westfield.

Architecture – The current home plans presented are all front load garages. Under the Implementation Tools/Zoning Regulations (page 43 2007 Comp Plan), this area calls for "garages that are behind the front line of dwelling or are side-loaded." Ryland architecture that seems more aligned with the 2007 Comprehensive Plan include the Heritage Collection at Village of West Clay or some of the architecture being used on Pebble Brook golf course and Lockhaven in Noblesville. These options within the Ryland product line fit the design and character of the Conservancy area. Four sided architecture is important for this area. In summary, having all architecture one sided with front load garages is not aligned with the 2007 Comprehensive Plan for the New Suburban-Southwest.

3. Comprehensive Plan 2007: pages 42, 43

- Require appropriate transitions and buffers between neighborhoods particularly those of differing character or density. At interfaces between large lot residential property and new suburban development, baseline buffering requirements should be used to preserve the rural environment of those larger parcels.

Buffering – The Conservancy Task Force is currently working on defining buffering minimums for this area. For areas adjoining rural residences, a minimum 50 feet buffer is being proposed. The buffer should be entirely landscaped open space and not an easement within a property. One rural residence to the east would require this buffering.

4. Comprehensive Plan 2007: page 43

Locate roadways and house lots so as to respect natural features and to maximize exposure of lots to open space (directly abutting or across the street). "Single-loaded" streets (with homes on one side only) can be used to maximize open space visibility, thus increasing real estate values and sales, while costing no more than streets in conventional subdivisions (due to savings from narrower lot frontages).

Road Buffering - An area currently being explored regarding road frontages is for homes to either face the road (like the current rural residents do) or to have rear elevations that are very attractive and look similar to the front of the home. The only road frontage is 151st Street and it looks like all homes are rear facing with the berm to hide the rears of homes. This is an area of focus to differentiate within the Conservancy Area from other parts of Westfield. There are solutions to accomplish this: front facing homes, rear elevations that are very attractive with varying setbacks or large open space buffering from the roads.

Neighborhood Entrances and Road Landscaping – The landscaping plan for Liberty Ridge is vague. The Conservancy Task Force's plan is to standardize fencing, hardscape materials, and native Indiana low maintenance plantings. Our goal is for each neighborhood to complement the next and blend seamlessly with the large rural residences. The minimization of berms in the area and maximization of open space along the roadways are goals for this area.

5. Comprehensive Plan 2007: page 40

While it is expected that over time, the few remaining large agricultural tracts in this area will be converted to residential development or other uses, this development should be context-sensitive. As development moves south from SR 32, north from 146th Street, and west from Ditch Road, the density should decrease and open space should increase.

Density - There are challenges with this parcel regarding the adjoining development to the south and southeast. For this area, it states that density should decrease as development moves north of 146th Street and south of SR32 and west of Ditch Road. As Liberty Ridge is currently platted, the density and lot sizes appear to be the same throughout the neighborhood. The density needs to decrease moving north within the neighborhood.

6. Comprehensive Plan 2007: page 42

"Encourage development of bicycle and pedestrian facilities (sidewalks, trails, paths, and any combination thereof) designed to accommodate pedestrians in new development. These facilities should be designed to improve connectivity."

Trails and Connectivity: The current Liberty Ridge plan has the required paths along the roadways but no trails throughout the neighborhood. As each neighborhood develops, having trail connectivity throughout this beautiful area is an asset to all who live in the Conservancy.

In summary, the Liberty Ridge neighborhood, as currently presented, is not meeting the 2007 Comprehensive Plan for this area of Westfield. As a member of the Conservancy Task Force Group, I would be happy to spend time with the petitioner to work through these issues. Each new neighborhood presented is a fresh opportunity to keep improving the great city of Westfield. I would sincerely appreciate your careful consideration of the details for this new neighborhood and would encourage you to honor the vision put forth by hundreds when authoring the 2007 Comprehensive Plan.

Best Regards,

Kristen Burkman
1924 W 161st Street
Westfield, IN 46074

7/1//2016

Advisory Plan Commission

Westfield IN 46074

My wife and I, Sandy have lived at 15630 Towne Rd. since 1980. Since that time we have seen many changes. Some are good, others not.

We continue to see building plans like Liberty Ridge which are built on tiny lots, cookie cutter style homes, and very little if any buffering to protect us from these new developments..

What will be the affect on the local schools and roads?

We support our rural life lifestyle and landscape and want to maintain it.

Sincerely

Richard Levins

Jesse Pohlman

From: Acorn Woodworks <acornw@frontier.com>
Sent: Friday, July 1, 2016 11:22 AM
To: Jesse Pohlman
Subject: Liberty Ridge Development

Jesse Pohlman-

My wife and I are 36 year residents of Westfield. Our children graduated public schools and both my wife and I have worked in Westfield, volunteered for schools, library, and community events as well as run businesses here in Westfield, employing Westfield residents.

We currently live at 16116 Ditch Road, and originally lived in town at Poplar and Jersey. There, we planted the only Poplar tree on Poplar street (1980), which is now the tallest tree in the area. We are avid supporters of the Conservancy Plan for our unique area of the Township.

We have attended hundreds of public meetings over the years in a sincere citizens effort to see proper and sustainable growth in the area. We have served on 3 different Master Plan Groups over the years, the latest being approved (after much debate) in 2007.

We have also seen hundreds leave the community since the growth did not suit their plans for long term residency as development after development have been approved. Fine, capable, independent family people that spent years doing their best to help the community, only to be silenced by overwhelming forces. Their voices will not be heard, their letters will not be written. Their silence can speak for them if you acknowledge those facts in your decisions.

The Liberty Ridge (sic) development takes this area well over the edge of density as conceived in the Master Plan. Open space will be sacrificed to the commercial gods that must rule in these marginal efforts. Landscaping will also be minimal and argued over -"How many feet apart will those 3' shrubs be?" "How high that earth mound." When neither could ever be adequate.

The Master Plan encouraged development contiguous to the Town (City) so as to not over stretch infrastructure. Liberty Ridge is far from that ideal.

Local roads already are overloaded both with construction equipment and then residential and service traffic. The new highway improvements will be overloaded in a matter of months. On a recent weekday, I counted an average of 16 dump trucks per hour, starting at 6:00 am and going until after 6:00 pm. Almost 200 trucks. In one day. This - or something like it - happens everyday. Who will pay for the roads? What will be destroyed when these roads are expanded?

Schools will be overloaded also, as yet another "starter" community will attract young families. The schools need some stability to maintain their ability to produce educated young people at the rate they do currently.

Yet another neighborhood will 'turn its back' to the rural roads that serve it. Long held rural properties will be devalued and isolated from these new neighbors, destroying much of the character that made this area desirable. "Loved to death" as some would say.

Finally, should you visit the area, you may notice there is no discernible "ridge". This is a final insult to our collective intelligence and shows how little thought and effort has gone into this lackluster attempt.

Please send the developer back to do more work. Better yet, send him on his way.

We deserve, we demand, the best. We are in a position to demand the best and still not 'lose out' on responsible growth. This is not a contest.

-

David R Sochar
Cynthia R Sochar
16116 Ditch Road

Jesse Pohlman

From: Jalene <JaleneCampbell@hotmail.com>
Sent: Friday, July 1, 2016 5:57 PM
To: Jesse Pohlman
Subject: Liberty Ridge

Mr. Pohlman,

My name is Jalene Smith. I am a resident of Westfield, a teacher in the district, and have kids who will be students in the district (first one starts kindergarten this year!). I am concerned about the speed with which Westfield is adding neighborhoods. I am concerned with the impact on the schools and the look and feel of our city. I believe Westfield has a chance to be unique. In fact, we moved here because we didn't like how other suburbs like Fishers feel crowded and generic. We like that you can take a drive through "the country," that there is open land. Westfield is pretty. We also like that there is one high school, which is a reasonable size. I am concerned for the future of our school district both professionally and as a parent. We have a VERY good thing going right now, and I do not want to see us lose our small town feel by not considering how our decisions now will impact the future of our schools and our city. When the high school staff met with the new superintendent, everyone said that Westfield was special because despite our growth over the last 15 years, we still feel like a small school/ small town. Please consider this when deciding whether to approve neighborhoods like Liberty Ridge. Let's make Westfield beautiful and unique - not a sea of houses. I love MANY of the things happening in Westfield. I love the revitalization of downtown, the restaurants, etc. I just think we need to be careful with how much and how fast we grow our population. I would like to see a road and school impact study before we approve more neighborhoods.

Thank you for your time,

Jalene and Parker Smith

Jesse Pohlman

From: Karen H <khymbaugh@yahoo.com>
Sent: Friday, July 1, 2016 8:27 PM
To: Jesse Pohlman
Cc: Kevin M. Todd, AICP; Karen Hymbaugh
Subject: Please help preserve the rural nature of Westfield

Dear Mr Pohlman,

I am writing to you about the uncontrolled development in Westfield. Specifically today, I am writing to you about Liberty Ridge. This will directly impact me where I have a mini farm on W 159th Street. I have worked my whole life to buy and move to this farm. When I bought it, it was a beautiful rural country home. Today, it is being surrounded by development everywhere. Large houses are being stacked on small postage stamp yards, the rural country roads can't handle the traffic, I have large construction trucks going 60- 65 miles an hour on my 35 MPH street. I am raising mini-cows which I planned to show, enter into local parades, and to use as therapy pets in nursing homes. I wanted to give back to the community but people who want a rural environment are being pushed out for overpopulated suburbs. These are special, very rare cows in the US and we are trying to breed an even more rare specific breed (Riggitt Galloway) that would be the first in the US.

I have been working for the Centers for Disease Control (CDC) and World Health Organization (WHO) for more than 30 years. I have travelled and lived in more than 50 countries. I can tell you, this type of growth will turn Westfield into one of the least attractive places to live within 2 - 5 years. I have seen it many, many times. I can tell you about the Mumbai slums -- we are headed there with more crime, traffic, and health problems.

This new development should not impede on the rural lifestyle that the current inhabitants have invested in. The architecture planned is not in the best interest of our special area and lifestyle. The density of homes is becoming similar to inner city Indianapolis.

I beg you to please reconsider what you are doing to support such dense population growth. If it is about money, then please reconsider for the future of your children and our families. You really must reconsider what is happening in Liberty Ridge and the surrounding area.

Please see the picture below of one of my sweet gentle cows and I can tell you this way of life will be lost with all the noise, over population, and pollution. I invite you anytime to come and talk to me about what is at stake in all this dense development.

Sincerely,
Karen Hymbaugh
2929 W 159th Street
Westfield, Indiana 46074
phone (404) 729-6060



Jesse Pohlman

From: staffordhouse92@att.net
Sent: Saturday, July 2, 2016 6:37 AM
To: Jesse Pohlman
Subject: Liberty Ridge development

To the Westfield Planning Advisory Board and City Council:

We moved to Westfield and bought our residence on Towne Road because we wanted home with trees, open spaces, and a rural feel to it. We expected that the Comprehensive Plan would drive development in the future. That was three years ago and apparently we were wrong.

Development is well and good, but please ensure that the desires of those community members who spent time and effort defining how Westfield would grow are as reflected by the Comprehensive Plan. It is a good plan and many of us who moved here recently believed our government would respect the guidance it provides when making decisions that effect us all.

With your action, please ensure that we and the others who live in the Liberty Ridge/Pulte dominated development zone, will continue to have the environment we thought Westfield offers. Liberty Ridge and the ones that follow need to adhere to the Comprehensive Plan in design, space requirements, and concept. We trust that you will not let us down.

Sincerely,
Cynthia and Steve Stafford
15736 Towne Road
Westfield, IN 46074

Jesse Pohlman

From: Erin McKinney <skeeter.mckinney@gmail.com>
Sent: Friday, July 1, 2016 10:07 PM
To: Jesse Pohlman
Subject: Letter of Concern

City of Westfield,

I am writing to voice my concern with all the new construction that is happening in the city, mainly the addition of new neighborhoods. I moved to the area 11 years ago when I started teaching in the Westfield Schools. My family and I love the area and we aren't against development, however, I am concerned about the impact all these neighborhoods going up might have. We have seen several wooded areas torn down and I worry Westfield is starting to lose the look we once loved. As a teacher in the schools can we even keep up with this much growth so fast. I already worry, as many of the schools seem to be growing faster than we can keep up with. WHS has added on twice in the past 10 years and there are still teachers with out classrooms and students packed in the hallways. I just want to make sure the proper research and studies are being done to see what affect all this growth will have on the community. I have a daughter who we want to grow up in this community. One of the reasons I feel in love with the community was the fact that it still was able to offer a small community feel. I fear we are losing that in the schools and in the community. I don't want to watch this city try and turn in to Carmel and pack 5,000 students in to a school building because we have to.

Maybe it would be better spent to try and focus on Grand Park and the growth it can bring? What businesses can move into the area that will help benefit the schools and the city? Please don't just keep building homes and neighborhoods because we can. I am all for growth that is done in a manageable and thought out way, but I don't think that is what is happening currently. Let's work together to keep the great parts of Westfield available for our community and children. Protect some of the beautiful land, make sure our roads can handle all this growth and make sure we aren't making decisions that will set the school system up for failure.

Thanks,

Erin McKinney

From: Cook <cookhouse3841@comcast.net>

Date: July 5, 2016 at 10:43:11 AM EDT

To: ktodd@westfield.in.gov

Subject: Liberty Ridge

Hi Kevin,

I am writing to express our concern regarding the Liberty Ridge subdivision that is being proposed at tonight's meeting. A few areas of concern would be the density of homes being proposed, the quality of materials that Ryland is offering, the impact of another high density subdivision on our already crowded schools and the buffering to protect the long term residents in our area. I would certainly hope ALL these areas would be addressed before another subdivision is approved.

Sincerely,

Derek & Cherie Cook
1740 W 161st St

We are writing to go on record that we are against the Liberty Ridge neighborhood as it is currently planned, as it doesn't follow the Comprehensive Plan for this area.

When we bought our land on 166th Street and built a house on the 3.5 acres, a lot of thought and research went into this location. We wanted neighbors that desired the rural lifestyle as we did. We wanted an area of Westfield that could promise this precious green space to remain. We looked in all areas of Westfield and chose this portion, knowing that it was zoned for 3 plus acre lots and was truly rural. We loved that our neighbors wanted the same as us: mini farms, animals, and open space. We read the Comprehensive Plan approved in 2007 for this area and felt confident that our leaders would uphold the promises in this plan, so we bought our property. We built our home (we looked to the comprehensive plan to follow architectural guidelines so we could do our part in following it since we were a new fixture in the landscape of this area), planted our 20x50 fruit and vegetable garden, and this past year built a barn with plans for chickens and goats. These plans that we have started for our property fit right in to this area of Westfield. It disappoints us that this plan is not being considered as the developments that are plotted are considered.

The plan states that the housing developments density should be less dense as the development moves north. This is not reflected in Liberty Ridge's plan. According to the Comprehensive Plan, Liberty Ridge lacks appropriate open space. This is very concerning to us. If you spend anytime at our house or anyone's in this area you will see deer, coyote, and fox walk through our property and graze on the wild mulberries and apple trees. Tearing down more trees and putting houses on green space goes against the Comprehensive Plan and honestly is not being good stewards of our land and what it provides us all.

Something important to us as rural residents is that the natural landscape be preserved. We have planted many trees on our land to add to what was already here. When I look at the plans for Liberty Ridge and other neighborhoods that may come up in the future, the landscaping plan is not sufficient and does not embrace the rural feel. Road buffering and current property owner buffering is also not sufficient.

We are concerned with the roads, as they will be impacted if more traffic goes through this area. A road impact study must be done before we allow more traffic on these roads. The current condition of our these rural roads are not ready for more traffic. Let's also consider the bikers that come from all areas of Indiana to bike our rural roads. It will be a shame when they cannot use our rural roads to train any longer because we have put in so many neighborhoods that the traffic is too heavy and the roads become unsafe for them. The attraction of our rural community is a reason people love Westfield and we continue to win awards such as "Best Places to live in Indiana".

Finally, we have two children that attend Westfield Washington Schools and have since 2007, ironically the year that many community members and leaders signed and agreed to the Comprehensive Plan for this area. When we considered moving from a Westfield subdivision to a rural area, we looked in Sheridan, Zionsville, Noblesville, and Tipton. It seemed easier to find land in those towns, and in some of those areas, cheaper as well. But we love Westfield and their schools. They truly are world class and it is a family atmosphere. Going forward, if we continue to add more houses we will need to do a school impact study. People move to Westfield because of our schools and the small student to teacher ratio. Do we want to risk this by adding more neighborhoods without understanding the impact on our schools?

Thank you for your time and I hope we can trust that our leaders will stick to the Comprehensive Plan for Liberty Ridge and all development in this area going forward.

Sincerely,
Sarah and Gary Watkins
2191 W 166th Street

Big Hoffa's Neighborhood meeting notes and summary to APC

Well attended meeting on June 16, 2016, and various points, concerns, issues, and questions were discussed.

General concerns

- 1) Speeding along East Street
- 2) Increased traffic at East and SR 32
- 3) Noise
- 4) Smell / smoke
- 5) Buffer
- 6) Alcohol consumption
- 7) Lighting
- 8) Bad Neighbor

Item 1 Speeding is a current problem and we do not believe BH will add to this

Item 2 Yes traffic may increase somewhat as BH is moving approx. .5 of mile from current rented location. We support the roundabout plans for the interception and working with staff to provide for it.

Item 3 Noise. One can observe current BH operation and ascertain that there is little to no noise increase from current traffic noise on SR 32 and East Street.

Item 4 Same as item three, current operation demonstrates current and future conditions

Item 5 Buffer to the North. We are working with staff and neighbors on providing a fenced and landscape buffer design to create a buffer.

Item 6 Alcohol Consumption BH is not a bar but rather a full service family restaurant with catering services.

Item 7 Lighting 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.

Item 8 BH has been in business over 13 years, and is a valued local business. The company owner wishes to invest in the business and community by building this facility vs renting, and puts a long term stake in Westfield. He has been a great neighbor in Westfield and will continue to do so.

June 29, 2016 Liberty Ridge PUD - Neighborhood Meeting Summary

Project: Cal Atlantic Homes of Indiana, Inc. - Liberty Ridge PUD

Docket Numbers 1607-PUD-09; 1607-ODP-09 and 1607-SPP-08

Date: June 29, 2016, at 6pm

Location: Cal Atlantic/Ryland Model Home at Springmill Park, 16733 Oxbow Drive, Westfield, IN 46074

Attendees: Keith Lash – Cal Atlantic Homes of Indiana, Inc.

Jon Dobosiewicz and Jim Shinaver – Nelson & Frankenberger

Kevin Todd – Westfield Planning Staff

Summary of Neighbor Presentation:

No surrounding owners who received mailed notice of the neighborhood meeting were in attendance.

Two (2) members of The Conservancy Task Force Group (Suzy DuBois and Cindy Spoljaric) were in attendance.

A general discussion occurred between Jon Dobosiewicz, Keith Lash and the members of The Conservancy Task Force Group regarding the following topics:

1. Uses surrounding the subject site to the south, east and west.
2. Architecture (including side and rear architectural treatment).
3. Perimeter bufferyard treatment.
4. Open Space.
5. Price ranges of proposed homes.