



CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda_07_02_2018

Monday, July 02, 2018 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Monday, July 02, 2018 at 07:00 PM

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

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

OPENING OF MEETING

Note the Presence of a Quorum

Approval of Minutes - June 18, 2018

Documents: [APC Minutes - June 18, 2018](#)

Review APC Rules & Procedures

CONSENT AGENDA

No Consent Agenda Items.

ITEMS OF BUSINESS

1803-PUD-08

Wheeler Landing PUD

Northwest Corner of SR 32 and Wheeler Road

Wheeler Farms LLC by Church, Church, Hittle and Antrim Law requests a change in zoning of 321 acres +/- from the AG-SF1 and EI Districts to the Wheeler Landing PUD District.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Wheeler Landing PUD Ordinance \(Ordinance 18-04\)](#) | [Exhibit 5: Wheeler Landing PUD Ordinance \(Redline Version\)](#) | [Exhibit 6: Grand Park Sports Campus Concept](#) | [Exhibit 7: Issue List](#) | [Exhibit 8: Public Comment](#)

1806-PUD-13

Spring Mill Grand Station PUD Amendment

16156 Spring Mill Road

Spring Mill Grand Station, LLC by Church, Church, Hittle and Antrim Law requests an amendment to the General Regulations and Development Standards of the Spring Mill Grand Station PUD District.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Landscape Plan](#) | [Exhibit 5: Original Character Exhibit](#) | [Exhibit 6: Architectural Plans](#) | [Exhibit 7: Sign Exhibit](#) | [Exhibit 8: Proposed Ordinance 18-21](#) | [Exhibit 9: Spring Mill Grand Station Ord. 17-19](#) | [Exhibit 10: Project Narrative](#) | [Exhibit 11: Spring Mill Station Addendum](#) | [Exhibit 12: SMSTG Letter of Support](#)

PUBLIC HEARING ITEMS

1801-PUD-03 [PUBLIC HEARING]

Aurora (Northpoint) PUD Amendment

South side of State Road 38, East of U.S. Highway 31, on both sides of Grassy Branch Road

Chris White Aurora, LLC by Clark, Quinn, Moses, Scott & Grahn, LLP requests an amendment to expand and amend the Aurora PUD District.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan \(Proposed\)](#) | [Exhibit 4: Concept Plan \(Existing\)](#) | [Exhibit 5: Ordinance 17-51 \(Clean Version\)](#) | [Exhibit 6: Ordinance 17-51_Redline Version](#) | [Neighborhood Meeting Summary](#) | [Public Comment](#)

1806-PUD-15 [PUBLIC HEARING]

Liberty Villas PUD

South side of 151st Street, approximately 1,300 feet west of Ditch Road

CalAtlantic Homes of Indiana, Inc. by Nelson & Frankenberger, LLC requests a change of zoning of 22.2 acres +/- from AG-SF1: Agriculture / Single-Family Rural District to the Liberty Villas PUD District.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Character Exhibits](#) | [Exhibit 5: Proposed Ordinance 18-19](#) | [Exhibit 6: Project Narrative](#) | [Exhibit 7: Neighborhood Meeting Summary](#) | [Exhibit 8: Public Comment--Updated 7/2/18--3:30pm](#) | [Petitioner's Presentation](#)

1806-ODP-12 & 1806-SPP-12 [PUBLIC HEARING]

Liberty Villas

South side of 151st Street, approximately 1,300 feet west of Ditch Road

CalAtlantic Homes of Indiana, Inc. by Nelson & Frankenberger, LLC requests Overall Development Plan and Primary Plat review of 84 single-family attached residential units on 22.2 acres +/- in the Liberty Villas PUD District (pending approval).

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

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

1807-ODP-13 & 1807-SPP-13 [PUBLIC HEARING]

Augusta

West side of Ditch Road, between 156th Street and 161st Street

Innovative Engineering & Consulting by Estridge Development Management requests Overall Development Plan and Primary Plat review of 120 single-family residential lots on 80 acres +/- in the Davis PUD District.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Primary Plat](#) | [Exhibit 4: Overall Development Plan](#) | [Exhibit 5: Landscape Plan](#) | [Exhibit 6: Public Comment--Updated 7/2/18--5:30pm](#)

1807-PUD-19 [PUBLIC HEARING]

Spring Mill Station SEC PUD Amendment II

381 South Junction Crossing

Weihe Engineers requests an amendment to the Spring Mill Station SEC PUD to accommodate a drive-thru bank.

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

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Landscape Plan](#) | [Exhibit 5: Proposed Elevations](#) | [Exhibit 6: Proposed Ordinance 18-25](#) | [Exhibit 7: Spring Mill Station Addendum](#) | [Exhibit 8: SMSTG Letter of Support](#)

CONTINUED ITEMS

1805-PUD-09 [CONTINUED]

Lyons Team PUD

750 Liberty Drive

Lyons Team requests a change of zoning of approximately 0.09 acre +/- from SF3 Cluster District to the Lyons Team PUD District to accommodate a real estate office.

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

1807-PUD-18 [CONTINUED]

Grassy Branch Marketplace PUD

NE Corner of State Road 32 and Grassy Branch Road

Rita Hafner by Church, Church, Hittle & Antrim, LLP requests a change of zoning of 13.436 acres +/- from the LB-PD: Local Business-Planned Development District to the Grassy Branch Marketplace PUD District.

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

REPORTS/COMMENTS

Advisory Plan Commission Members

City Council Liaison

Board of Zoning Appeals Liaison

Economic and Community Development Department

ADJOURNMENT

Minutes of the June 18, 2018 APC Meeting*Presented for approval: July 2, 2018*

Page 1 of 3

Westfield-Washington Advisory Plan Commission (APC) held a meeting on
Monday, June 18, 2018, scheduled for 7:00 p.m. at the Westfield City Hall.

Opening of Meeting: 7:00 p.m.

Roll Call: Noted presence of a quorum.

Members Present: Randy Graham, Steve Hoover, Robert Horkay, Ginny Kelleher, Dave Schmitz, Robert Smith, and Scott Willis.

Members Absent: Andre Maue and Chris Woodard.

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

APPROVAL OF MINUTES:

Motion: Approve June 4, 2018 Meeting Minutes as presented.

Motion: Schmitz; Second: Kelleher. Motion passed. Vote: 7-0.

REVIEW OF RULES AND PROCEDURES

Todd reviewed the meeting rules and procedures.

CONSENT AGENDA ITEMS

No Consent Agenda Items.

ITEMS OF BUSINESS**1806-PUD-11****The Reserve on South**

423 East South Street

Sobczak Construction Services, Inc. by Onpointe Land Matters, LLC requests a change of zoning of 8 acres +/- from the AG/SF-1: Agriculture Single-Family Rural District to The Reserve on South PUD District.

(Planner: Kevin Todd ▪ KTodd@westfield.in.gov)

**1806-SPP-11 &
1806-ODP-11****The Reserve on South**

423 East South Street

Sobczak Construction Services, Inc. by Onpointe Land Matters, LLC requests a Primary Plat and Overall Development Plan approval of 13 single-family lots on 8 acres +/- in The Reserve on South PUD District *(pending zoning approval)*.

(Planner: Kevin Todd ▪ KTodd@westfield.in.gov)

Todd presented an overview of both, the request for a change of zoning and the request for a Primary Plat and Overall Development Plan approval.

Votes were conducted separately as follows:

Motion: Forward 1806-PUD-11 to the City Council with a favorable recommendation.

Motion: Horkay; second, Schmitz. Motion passed. Vote: 7-0

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Minutes of the June 18, 2018 APC Meeting*Presented for approval: July 2, 2018*

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Motion: Approve 1806-SPP-11 & 1806-ODP-11 with the following conditions:

- Approval is contingent upon the adoption of Ordinance 18-15 by the City Council.
- All necessary approvals be obtained from the Westfield Public Works Department, Westfield Fire Department, and the Hamilton County Surveyor's Office prior to approval of a Secondary Plat.

Motion: Willis; second, Kelleher. Motion passed. Vote: 7-0

1806-PUD-17**Westfield Playhouse PUD***220 N. Union Street*

Main Street Productions, Inc. requests a change in zoning of approximately 0.31 acre +/- from the SF3: Single-Family Medium Density District to the Westfield Playhouse PUD District.

(Planner: Kevin Todd ▪ KTodd@westfield.in.gov)

Todd presented an overview of this request for a change in zoning. He additionally addressed the project's parking requirements, and presented an inventory of current public parking spaces within proximity of the project's site.

Motion: Forward 1806-PUD-17 to the City Council with a favorable recommendation

Motion: Hoover; second, Horkay. Motion passed. Vote: 7-0

1803-PUD-06**Grand Park PUD***19000 Grand Park Boulevard*

The City of Westfield requests a change in zoning of approximately 399.36 acres +/- from the AG-SF1: Agriculture / Single-Family Rural District, the Eagletown PUD District, the GPEC PUD District, and the Sycamore on the Monon PUD District to the Grand Park PUD District.

(Planner: Kevin Todd ▪ KTodd@westfield.in.gov)

Skelton indicated that no changes were made to this PUD and no substantive comments had been received.

Motion: Forward 1803-PUD-06 to the City Council with a favorable recommendation

Motion: Horkay; second, Willis. Motion passed. Vote: 7-0

PUBLIC HEARING ITEMS

No Public Hearing Items.

CONTINUED ITEMS**1803-PUD-08****Wheeler Landing PUD District***Northwest Corner of SR 32 and Wheeler Road*

Wheeler Farms LLC by Church, Church, Hittle and Antrim Law requests a change in zoning of 321 acres +/- from the AG-SF1 and EI Districts to the Wheeler Landing PUD District.

(Planner: Caleb Ernest ▪ CErnest@westfield.in.gov)

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Minutes of the June 18, 2018 APC Meeting*Presented for approval: July 2, 2018*

Page 3 of 3

1805-PUD-09**Lyons Team PUD***750 Liberty Drive*

Lyons Team requests a change of zoning of approximately 0.09 acre +/- from SF3 Cluster District to the Lyons Team PUD District to accommodate a real estate office.

(Planner: Pam Howard ▪ PHoward@westfield.in.gov)

1806-PUD-13**Spring Mill Grand Station PUD Amendment***16156 Spring Mill Road*

Spring Mill Grand Station, LLC by Church, Church, Hittle and Antrim Law requests an amendment to the General Regulations and Development Standards of the Spring Mill Grand Station PUD District.

(Planner: Pam Howard ▪ PHoward@westfield.in.gov)

Plan Commission Members.

City Council Liaison.

Board of Zoning Appeals Liaison.

Economic and Community Development Department.

Motion: Adjourn meeting.

Motion: Willis; second, Horkay. Motion passed. Vote: 7-0.

The meeting adjourned at 7:18 p.m.

Randell Graham, President

Andre Maue, Vice President

Matthew S. Skelton, Esq., Secretary

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community@westfield.in.gov



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1801-PUD-03

Docket Number: 1801-PUD-03 (Ordinance No. 17-51)

Petitioner: Chris White Aurora, LLC by Clark, Quinn, Moses, Scott & Grahn, LLP (the "Petitioner")

Request: An amendment to expand and amend the Aurora PUD District.

Current Zoning: Aurora (Northpoint) PUD District;
AG-SF1: Agriculture/Single-Family Rural District

Current Land Use: Commercial / Vacant

Acreage: 117 acres +/- additional (432 acres +/- total)

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan (Proposed)
4. Concept Plan (Existing)
5. Ordinance 17-51 (Clean Version)
6. Ordinance 17-51 (Redline Version)

Staff Reviewer: Kevin M. Todd, AICP

PETITION HISTORY

This petition was introduced at the June 11, 2018, City Council meeting. The petition is scheduled to receive a public hearing at the July 2, 2018, Advisory Plan Commission (the "Plan Commission") meeting. The petitioner held a neighborhood meeting on June 27, 2018.

PROJECT OVERVIEW

Location: The Aurora (Northpoint) PUD District is located at the southwest corner of State Road 38 and Grassy Branch Road (see **Exhibit 2**).

Zoning History: The Aurora (Northpoint) PUD (the "Original PUD Ordinance") was adopted on December 11, 2003. On January 9, 2017, Council adopted an amendment to the Aurora (Northpoint) PUD ([Ordinance 16-35](#)) (the "PUD") that repealed and supersedes the Original PUD Ordinance. On October 23, 2017, Council adopted an amendment specific to approximately 12 acres along US 31 for the Bastian Solutions project ([Ordinance 17-30](#)).

Amendment Request:

As proposed, the amendment would accomplish the following:

Rename the PUD. The proposal would formally rename the PUD District from the Aurora PUD District to the **Northpoint PUD District**.

Additional Acreage.

The proposal would add over 80 acres +/- at the current southern boundary of the Aurora PUD. The amended acreage would extend the project to 186th Street. This amendment would modify the sub-district plan so that everything south of the residential subdivision (including the new acreage) would be part of the Commerce Park Area 2 sub-district.

The proposal would also add approximately 30 acres +/- at the southeast corner of SR 38 and Grassy Branch Road to the Commerce Park Area 3 sub-district. A 100' Minimum Building Setback from Grassy Branch (for the area south of the existing 203rd Street) has been added for this area.

Business Parke Standards. The proposal would modify various development standards so the entire Business Parke area would be consistent with the modifications that were made for the 12-acre Bastian Solutions site under [Ordinance 17-30](#).

The proposed modifications of development standards of note are briefly highlighted below:

Permitted Uses: The proposed ordinance permits EI: Enclosed Industrial as a permitted use on the Real Estate to accommodate manufacturing facilities.

Build-to Line: The proposed ordinance permits a maximum building setback line from U.S. Highway 31 of 105 feet to accommodate an additional row of parking, as opposed to the required 90 feet build-to line that would be required by the PUD.

Building Materials: The proposed ordinance includes architectural pre-cast (panel or detailing) as a required building material on the Real Estate. The PUD currently requires only brick and stone as a required building material.

State Highway 32 Overlay: The proposed ordinance defaults to architecture illustrated on **Exhibit 4** in lieu of the State Highway 32 Overlay Zone standards.

Height Standards: The proposed ordinance requires the Primary Façade of buildings abutting U.S. Highway 31 to be at least 38 feet in height and requires all other facades to be at least 30 feet in height, as opposed to the minimum building height of 38 feet and three (3) usable floors that would be required by the PUD.

Parking and Loading: The proposed ordinance permits a maximum of two (2) rows of parking in the front of buildings along US 31, as opposed to a maximum of one (1) row of parking that would be allowed by the PUD.

COMPREHENSIVE PLAN

Comprehensive Plan: The Northpoint (Aurora) PUD falls within the Business Park land use area of the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”). Industrial uses, including manufacturing, research and development, and warehousing; and subordinate office, retail, and service uses are contemplated as appropriate uses within the Business Park area. The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions.

PROCEDURAL

Public Hearing: Amendments to Planned Unit Development 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 2, 2018, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission’s Rules of Procedure.

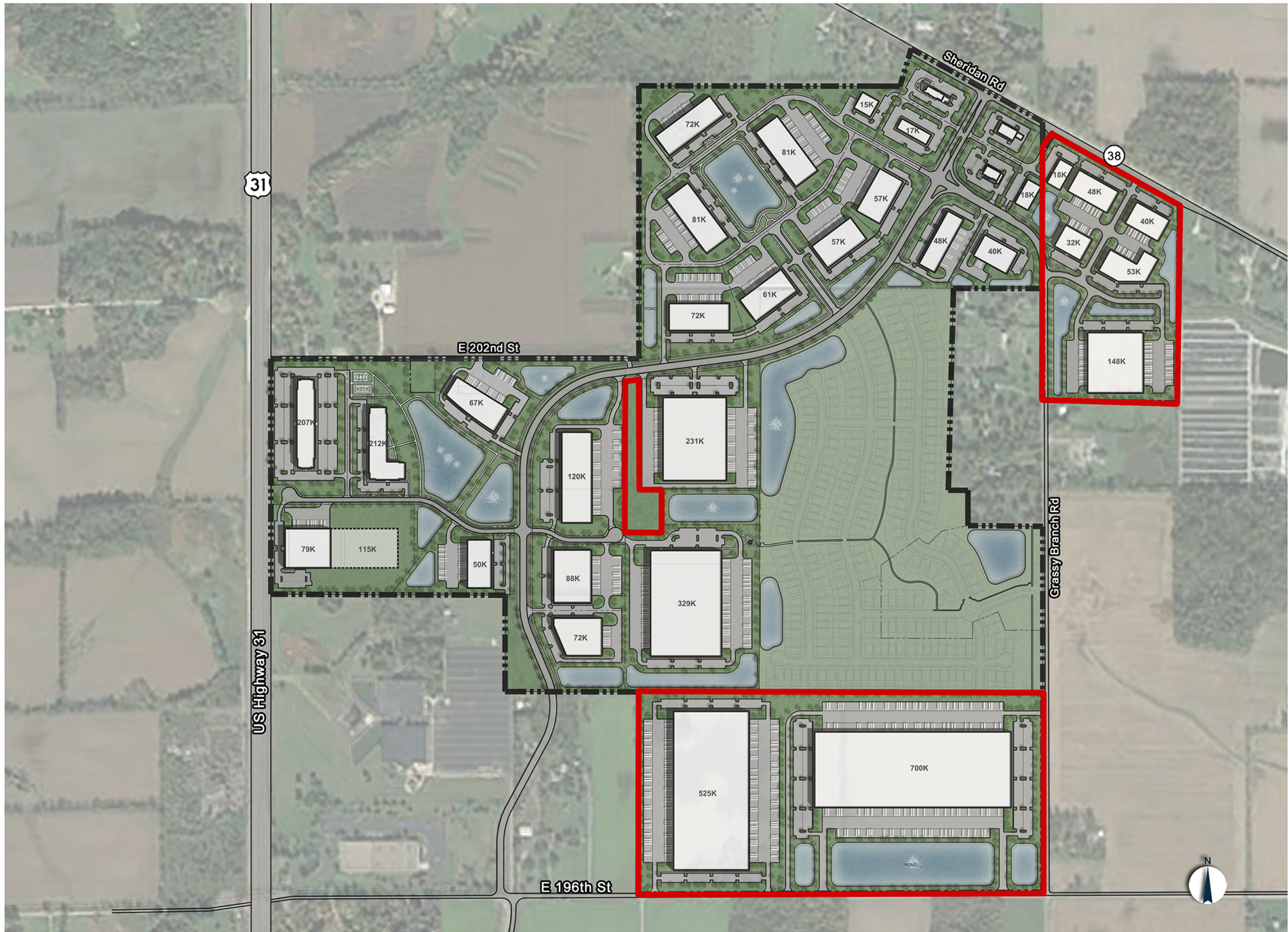
Statutory Considerations: Indiana Code 36-7-4-603 states that in the consideration of zoning ordinance amendments and zone map changes that reasonable regard shall be paid to:

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

Council Introduction: The petition was introduced at the June 11, 2018, Council meeting.

DEPARTMENT COMMENTS

1. **Action:** Hold a public hearing at the July 2, 2018, Plan Commission meeting.
2. The petitioner will make any necessary revisions to the proposal based on the Plan Commission comments, public comments and any additional Department comments, prior to the Plan Commission’s further consideration of this petition.
3. If any Plan Commission member has questions prior to the public hearing, then please contact Kevin Todd at 317.379.6467 or ktodd@westfield.in.gov.



**HOLLADAY
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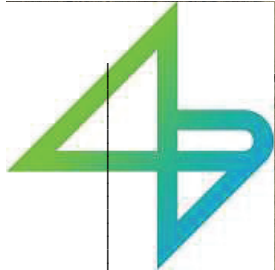


NORTHPOINT

WESTFIELD, INDIANA

DATE: 06.08.2018

**MASTER
PLAN**



Concept Plan
2018

Exhibit B-1

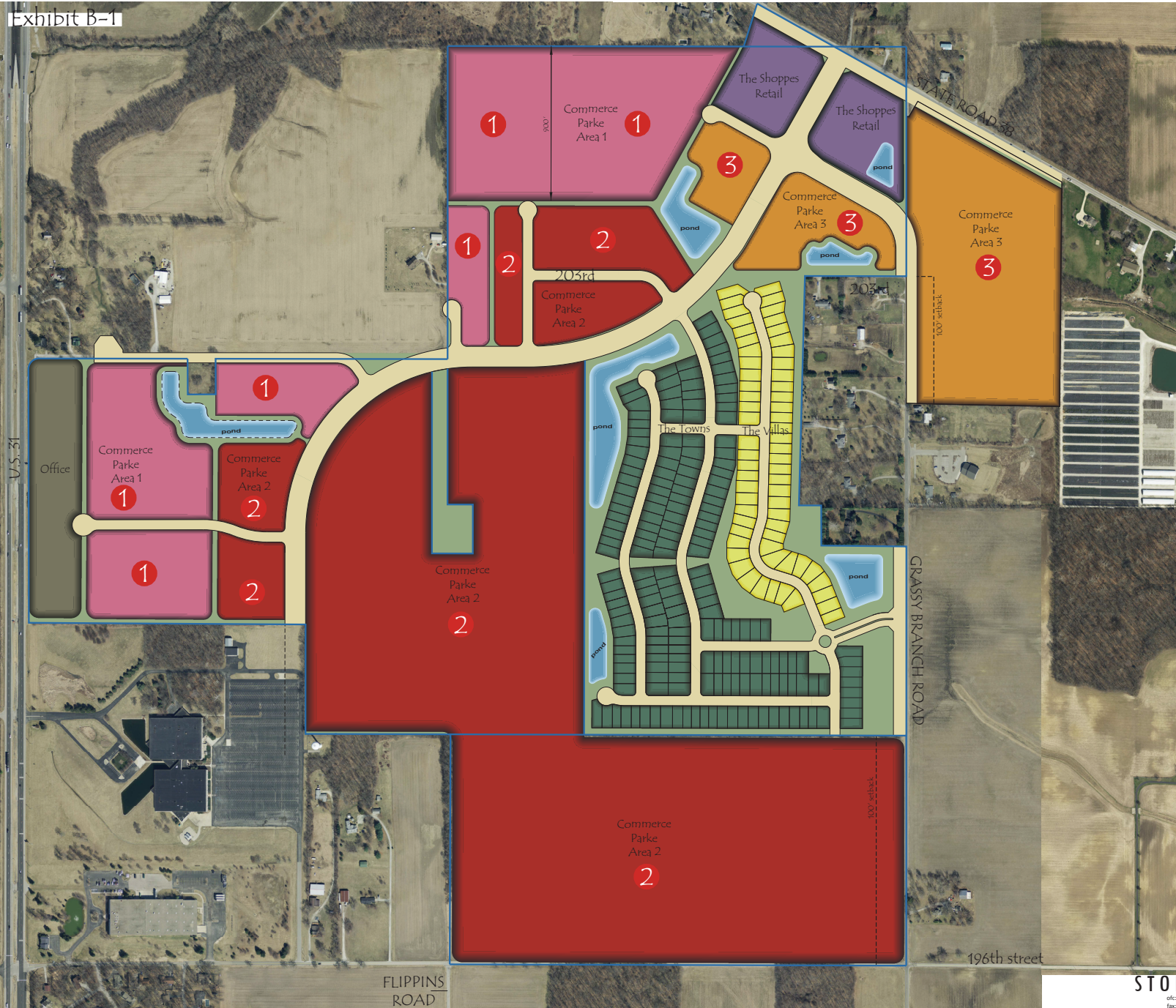
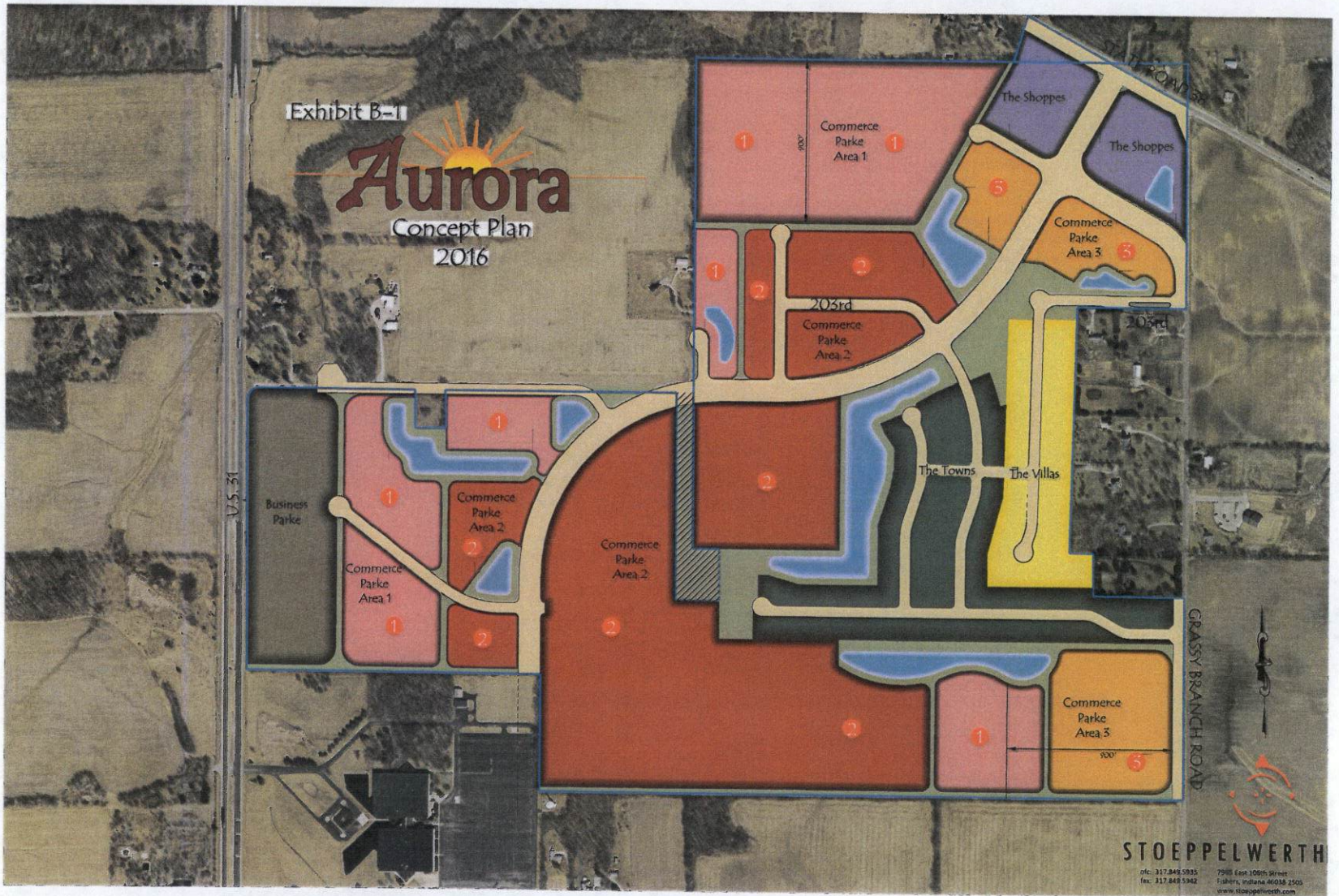


EXHIBIT B-1 ZONING BUBBLE PLAN



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EXHIBIT B-1 ZONING BUBBLE PLAN



ORDINANCE NUMBER 17-51

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING
THE AURORA PLANNED UNIT DEVELOPMENT DISTRICT (n/k/a NORTHPOINT)
BEING THAT OF ORDINANCE 06-55 and THE UNIFIED DEVELOPMENT
ORDINANCE**

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

WHEREAS, the City of Westfield, Indiana (the "City") and the Township of Washington, both of Hamilton County, Indiana are subject to the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance" or the "UDO"), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended;

WHEREAS, the Common Council enacted Ordinance No. 06-55, Aurora Planned Unit Development District on December 11, 2006, recorded as Instrument No. 2007002778 in the Office of the Recorder of Hamilton County, Indiana (the "Original PUD Ordinance");

WHEREAS, the Council subsequently adopted Ordinance No. 16-35, the Aurora Planned Unit Development Ordinance on January 9, 2017 (the "First Amendment"), which repealed and superseded the Original Ordinance;

WHEREAS, the Council also subsequently adopted Ordinance No. 17-30, an amendment to the First Amendment (the "Second Amendment")

WHEREAS, the Westfield-Washington Township Advisory Plan Commission ("Commission") considered a petition (**Petition No. 1801-PUD-03**) filed with the Commission requesting an amendment to the Unified Development Ordinance, the First Amendment, Second Amendment and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** ("Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1801-PUD-03** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (____ in favor ____ against) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505;

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

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

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance hereby repeals and supersedes in its entirety the Original PUD Ordinance, the First Amendment and Second Amendment.
- 1.2 This Planned Unit Development shall hereinafter be referred to as Northpoint PUD.
- 1.3 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.
- 1.4 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.
- 1.5 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

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

- 2.1 Association. A home owners association, property owners association or other organization formed order to govern and maintain the various Districts as established by Declaration.
- 2.2 Build-To Line. A designated line at which construction of a building facade is to occur.
- 2.3 Corner Break. An exterior corner along the facade of a structure.
- 2.4 Declaration. A Declaration of Covenants, Conditions and Restrictions for one (1) or more areas of the Real Estate which shall be recorded in the office of the Recorder of Hamilton County, Indiana, and which may be from time to time amended.
- 2.5 Developer. The Developer shall be the entities engaged in the development of the Districts within the Real Estate, and the successors or assigns of such entities.
- 2.6 District. Any of the Residential Districts, the Commercial District, and/or the Business Districts as identified in this Ordinance.
- 2.7 District, Residential. The Townes and The Villas.
- 2.8 Dormer. Projecting framed structure set vertically on the rafters of a pitched roof, with its own roof (pitched or flat), sides (dormer cheeks), and a window set vertically in front.
- 2.9 EIFS (Exterior Insulation and Finish Systems). Multi-layered exterior wall systems, typically consisting of insulation board, a durable, water-resistant base

- coat, and an attractive and durable finish coat.
- 2.10 Exterior Material. The separate architectural siding materials and patterns on a 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).
- 2.11 External Street. Grassy Branch Road, U.S. 31 and State Highway 38.
- 2.12 Facade, Primary. The primary architectural facade which contains commercial or retail public entrances, tenant signs or the facade facing a dedicated street.
- 2.13 Facade, Secondary. Any building elevation not having commercial or retail public entrances and does not contain tenant signs. Secondary facades include building elevations with service and employee entrances, utility service areas and delivery areas. Secondary facades do not face dedicated or private streets.
- 2.14 Gable. That part of the end wall of a building between the eaves and a pitched or gambrel roof.
- 2.15 Internal Street. Any public street, private street, or shared drive other than an External Street.
- 2.16 Low Slope Roof. A roof surface with a maximum slope of 2 inches rise for 12 inches run.
- 2.17 Natural Materials. Brick, wood, limestone, fiber cement siding, cultured stone, or natural stone.
- 2.18 Real Estate. The real estate, as described in **Exhibit A** to the 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.

3.1 The Concept Plan hereby allocates the Real Estate into the following Districts:

- Business Parke;
- Commerce Parke;
- The Shoppes;
- The Townes; and
- The Villas.

3.2 The approximate size of each District is as follows. The size of the Commerce Parke or The Shoppes may be increased or decreased by up to 15%. The size of the Business Parke may be increased by up to 15%, but may not be decreased. The total acreage comprising The Townes and The Villas may not decrease below ninety one (91) acres total. The total acreage comprising The Townes and the Villas may increase, so long as the number of residences or the ratio of Single-family Dwellings to acres does not exceed the provisions of Section 3.3 hereof.

<u>District</u>	<u>Area</u>
Business Parke	20 Acres
Commerce Parke	300 Acres
The Shoppes	17 Acres

The Townes	68 Acres
The Villas	23 Acres
Total acreage	428Acres

- 3.3 The total of residential units on the Real Estate shall not exceed two hundred fifty (250).

The actual number of detached Single-family Dwellings shall be governed by the number of acres dedicated to detached Single-family Dwellings as governed by the following charts:

<u>Minimum Acreage</u>	<u>Maximum Units</u>
61 Acres	180 units
71 Acres	205 units
81 Acres	225 units
91 Acres	250 units

- 3.4 It is anticipated that the development of The Townes and The Villas will commence prior to the construction of the East Street extension. In this event, 203rd Street shall remain open and as access to the residential uses which are located west of Grassy Branch and which currently access their residential uses via 203rd Street. Upon completion of East Street to a point north or south of the current location of 203rd Street, any and all access from 203rd Street to East Street from Grassy Branch shall be eliminated and the internal streets servicing The Townes and The Villas shall be constructed in substantial accordance with the Concept Plan as amended.

- 3.5 Any drive entry for the Commerce Parke district located east of Grassy Branch Road shall be located at or north of 203rd Street.

Section 4. Underlying Zoning District(s).

- 4.1 The Underlying Zoning District of each District shall be:

Business Parke	GB;
Commerce Parke	EI;
The Shoppes	LB;
The Townes	SF-4 (as to Single-family Dwellings) and MF2 (for attached multifamily); and
The Villas	SF-4 (as to Single-family Dwellings) and SFA (for Duplex or Quadraplex Dwellings)

(the “Underlying Zoning District”).

- 4.2 Article 5.2 (U.S. Highway 31 Overlay Zone) of the UDO shall not apply to the Real Estate.

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

- 5.1 Only the uses identified below shall be permitted in the various Districts.

Uses which are designated as permitted by a Special Exception in the Use Table of Chapter 13 of the UDO are only permitted in a District if specifically provided as a permitted use herein.

A. Permitted Uses for Business Parke.

1. Offices
2. Hotels
3. Retail and Services
 - a. May be included in one or more buildings within a Development Plan (DP), subject to the following:
 - i. May comprise up to fifteen percent (15%) of the Gross Floor Area (GFA) of any building; or
 - ii. Up to thirty percent (30%) of GFA of one building may be retail uses, provided that:
 - Total square footage of retail uses designated in the development plan does not exceed fifteen percent (15%) of the GFA of all buildings combined; or,
 - Retail uses over fifteen percent (15%) of the GFA of any one building be located on the ground floor or below grade.
4. General Business and Enclosed Industrial Uses.
5. Accessory buildings and uses customarily incidental to any of the permitted uses. Any attached or detached Accessory building shall have on all sides the same building proportions, architectural features, construction materials, and in general be architecturally compatible with the Principal Building(s) with which it is associated.

B. Permitted Uses for Commerce Parke:

1. Commercial Businesses: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB or GB category except the uses of Restaurant, Fast Food; and Tavern or Nightclub (excluding a microbrewery which shall be permitted) shall be permitted in District 2 of Commerce Parke. All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB category shall be permitted in Districts 1 and 3 of Commerce Parke except a Tavern or Nightclub (excluding a microbrewery which shall be permitted). The use of a Hotel (or Motel) shall also be permitted in District 3 west of the East Street extension.
2. Industrial Businesses: All uses listed as a permitted use in the Use Table of Chapter 13 of the UDO in the EI category and the uses of construction and manufacturing of outdoor advertising signs; manufacturing, engraving and sales of cemetery monuments and tombstones; laundry and dry cleaning plants; canneries (e.g. taking fresh fruits and vegetables and canning for distribution) coffee roasting; food processing (e.g. commercial bakeries, smokehouses); granaries; grain processing; milk processing plants (without any on-site milking); warehousing and distribution operations (outdoor storage); and structural steel fabricating (similar to the existing uses of Westfield Steel); shall also be a permitted use in District 2

- of the Commerce Parke. Only EI uses shall be permitted in Districts 1 and 3 of the Commerce Parke.
3. Any other business that can be classified as either general business or light industrial business in the UDO will be eligible with the approval of the Director. In District 2, the Director shall favorably consider uses which are substantially similar to a permitted use if the impacts on surrounding properties is no greater than uses specifically permitted by Section 5.1(B)(2).
 4. Accessory buildings and uses customarily incidental to any of the permitted uses.
- C. Permitted Uses for The Shoppes: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB or the use of Hotel (or Motel) shall be permitted in The Shoppes. A Hotel (or Motel) use shall only be permitted west of the East Street extension.
- D. Permitted Uses for The Townes: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the SF-4 category and those specifically provided below shall be permitted in The Townes.
1. Townhomes.
 2. Multi-story condominium;
 3. Public Parks.
 4. Temporary buildings and job site trailers for construction purposes for a period not to exceed such construction.
 5. Model homes and sales offices therein and temporary trailers from which lot and home sales activities may be conducted with outside sales persons.
 6. Child care home - in accordance with IC 36-7-4-1108, so long as the home is not located within seven hundred (700') feet of Grassy Branch.
- E. Permitted Uses for The Villas: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the SF-4 category and those specifically provided below shall be permitted in The Villas.
1. Two-unit thru four-unit single family attached dwellings (n/k/a Duplex or Quadraplex Dwellings).
 2. Temporary buildings and job site trailers for construction purposes for a period not to exceed such construction.
 3. Single-family Dwellings. Maintenance of outside lawn and landscaping areas by the homeowner's association shall be offered as an option to buyers.

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.

- A. Lot Standards for Business Parke:
1. Minimum Lot Size.

- a. Lots abutting U.S. Highway 31 - 5 acres
 - b. All other lots - 2 acres
2. Maximum Building Setback Line:
 - a. Lots abutting U.S. Highway 31 - 105 feet
3. Minimum Front Yard - 60 feet
4. Minimum Side Yard.
 - a. Adjacent to any residential use or zone 45 feet
 - b. Adjacent to any non-residential use or zone - 15 feet
5. Minimum Aggregate Side Yard.
 - a. Adjacent to any residential use or zone - 90 feet
 - b. Adjacent to any non-residential use or zone - 30 feet
6. Minimum Rear Yard.
 - a. Adjacent to any residential use or zone - 45 feet
 - b. Adjacent to any non-residential use or zone - 15 feet
7. Minimum Lot Width. Shall equal or exceed that amount which is one-half (1/2) the depth of the lot.
8. Minimum Gross Floor Area.
 - a. 15,000 square feet per building (exclusive of parking garages, basements or accessory buildings).
 - b. Permitted accessory buildings need not meet this minimum floor area requirement. The intent of this minimum gross floor area requirement is to preclude small, freestanding buildings and uses not in character with the Business Parke.
9. Maximum Lot Coverage. - 65%
10. Minimum Lot Frontage on Road. - 50 feet
11. Minimum Lot Width at Building Line. – No Minimum

B. Lot Standards for Commerce Parke:

Minimum Lot Area:	1 acre
Minimum Lot Frontage:	70 feet
Minimum Lot Width At Setback Line:	100 feet
Minimum Front Yard Setbacks:	30 feet
Minimum Parking Lot Setback:	20 feet from the property line abutting any street
Minimum Side Yard:	10 feet
Minimum Rear Yard:	10 feet
Maximum gross square feet of retail per a single building in District 3:	65,000 gross square feet
Minimum Building Setback from Grassy Branch Road south of 203 rd Street (East of Grassy Branch))	100 feet

C. Lot Standards for The Shoppes:

1. No single occupancy may exceed 65,000 gross square feet.
2. Bulk and Density Standards.
 - a. Setbacks.
 - i. Front - 50 feet
 - ii. Side - 10 feet
 - iii. Rear - 20 feet
 - b. Lot coverage. Lot coverage shall not exceed seventy five (75) percent and is inclusive of buildings, parking areas and all other impervious surfaces which results in a minimum open space requirement of twenty five (25) percent of the land area.

D. Lot Standards for The Townes:

1. Minimum lot area for Attached Multi-Family Dwellings. - None
2. Minimum lot frontage on road for Attached Multi-Family Dwellings. - None
3. Minimum setback lines - for Attached Multi-Family Dwellings.
 - a. Front yard -(corner lots are required two front yard setbacks)
 - i. 10 feet alley load
 - ii. 22 feet front load
 - b. Side yard - minimum 15' between buildings
 - c. Rear yard - None
4. Minimum lot width at building line for Attached Multi-Family Dwellings. - None
5. Minimum total square footage per dwelling unit, exclusive of porches, terraces, and garages) for Attached Multi-Family Dwellings. – 1,200 square feet per dwelling unit
6. Maximum parcel coverage for Attached Multi-Family Dwellings. – None
7. Minimum Open Space for Attached Multi-Family Dwellings. - 15% of the District
8. Minimum lot area for permitted Single-family dwellings – 6,000 square feet
9. Minimum lot frontage on road for permitted Single-family dwellings – 40'
10. Minimum setback lines for permitted Single-family dwellings
 - a. Front Yard – 20'
 - b. Side Yard – 5'
 - c. Rear Yard – 20'
11. Minimum Lot Width for permitted Single-family dwellings – 50'
12. Minimum square footage per dwelling unit, exclusive of porches, terraces and garages for permitted Single-family dwellings:
 - a. One story dwelling – 1,400 square feet
 - b. Two story dwelling – 1,800 square feet

- E. Lot Standards for The Villas:
1. Minimum lot area for Duplex or Quadraplex Dwellings. - None
 2. Minimum lot frontage on road for Duplex or Quadraplex Dwellings. - None
 3. Minimum setback lines for Duplex or Quadraplex Dwellings.
 - a. 30 feet from arterials
 - b. 20 feet from collectors and local streets
 4. Minimum distance between structures for Duplex or Quadraplex Dwellings.
 - a. Two-unit single family attached - 15'
 - b. Four-unit single family attached - 25'
 5. Minimum square footage per dwelling unit, exclusive of porches, terraces, and garages for Duplex or Quadraplex Dwellings.
 - a. Single story - 1,300 square feet
 - b. Two story - 1,600 square feet
 6. Minimum Open Space for Duplex or Quadraplex Dwellings. - 15% of the District
 7. Minimum lot area for permitted Single-family Dwellings – 7,200 square feet.
 8. Minimum lot frontage on road for permitted Single-family Dwellings – 40’.
 9. Minimum setback lines for permitted Single-family Dwellings
 - a. Front Yard – 20’
 - b. Side Yard – 5’
 - c. Rear Yard – 20’
 10. Minimum Lot Width for permitted Single-family Dwellings – 60’
 11. Minimum square footage per dwelling unit, exclusive of porches, terraces and garages for permitted Single-family Dwellings:
 - a. One story single-family dwelling – 1,400 square feet
 - b. One and one half store single family dwelling – 1,500 square 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:

- A. Character Exhibit. The Character Exhibits, attached hereto as **Exhibit E** (As to the Townes), **Exhibit F** (as to Quadraplex Dwellings in the Villas) **Exhibit G** (as to the Villas), **Exhibit H** (as to the Business Parke), **Exhibit I** (as to the Commerce Parke) and **Exhibit J** (as to The Shoppes), are hereby incorporated as a compilation of images designed to capture the intended quality of structures to be constructed in the District. Buildings shall be constructed substantially similar to those in the Character Exhibit.

B. Architectural Standards for Business Parke.

1. A minimum of three (3) materials shall be used for building exteriors, from the following list: stone, brick, architectural pre-cast (panels or detailing), architectural metal panels, glass, or ornamental metal. One (1) of the materials shall be either stone, brick or architectural pre-cast (panels or detailing).

C. Architectural Standards for Commerce Parke:

1. District 3 Architecture for Primary and Secondary Facades fronting on a public right of way, or which are visible from adjoining residential uses, shall comply with the Architectural Requirements of Article 5.3(K) of the UDO. Any references in Article 5.3(K) to State Road 32 shall be interpreted to apply to the public right of way upon which the structure fronts. The facades of structures within District 3 which do not front on a public right of way, or which are not visible from adjoining residential uses, shall comply with the requirements provided below.

2. Roof Design.

- a. Roofs may be either residential character or Low Slope. Roofing material shall be a minimum of commercial grade dimensional asphalt shingle, cedar shake, slate, metal roofing or rubber roofing.
- b. All roofs must incorporate appropriately sloped roofs, tall parapets or screen walls to architecturally conceal roof-mounted equipment.
- c. Rooftop equipment screens and rooftop penetrations (i.e., vents) shall be of a color compatible with the overall building or roof color (not an accent color).
- d. Where pitched roofs are used, the main pitch of the roof shall be not less the 6:12.

3. Facade Rule. - All building elevations shall either be considered a Primary or Secondary Facade. All Facades facing Grassy Branch Road, East Street or State Road 38 shall meet the Primary Façade requirements contained herein.

4. Facade Materials.

a. Primary Façade Materials.

- i. Permitted building finish materials for the Primary Façade include: Brick (clay), natural stone, simulated cut stone, finished (textured and painted) concrete, finished (textured) pre-cast concrete panels, tile (ceramic or porcelain) architectural block (textured) and EFIS (Dryvit) wall systems (if used for a maximum of 50% of the façade and only if it is used at least eight feet (8') above grade), steel or architecturally insulated metal panel systems (if used for a maximum of 50% of the façade).
- ii. Prohibited building finish materials on the Primary Facades include: wood, plywood, unfinished concrete or unfinished

concrete panels, plastics, reflective glass, vinyl siding.

iii. Primary Facades may have window glazing or glass storefronts.

iv. Permitted building trim materials include: brick (clay), stone, simulated cut stone, tile (ceramic or porcelain), wood, glass, painted aluminum, formed polymers and EIFS (Drive).

v. Colors used on building facades must be complementary. Natural, muted colors should serve as the Primary Facade color, with brighter colors used as limited accents.

vi. Decorative architectural lighting is required at a minimum of one fixture every 40 feet on primary facades.

vii. On Primary Facades which do not face a primary arterial, overhead doors may be permitted on the Primary Facade elevations.

b. Secondary Facades Materials.

i. In addition to those materials permitted for the Primary Facade, the Secondary Facade may include architectural metal wall panels.

ii. Prohibited building finish materials on the Secondary Facades include: wood, plywood, unfinished concrete or unfinished concrete panels, plastics, reflective glass.

iii. Overhead doors are permitted on Secondary Facade elevations, but shall not be orientated towards a public right-of-way.

D. Architectural Standards for The Shoppes:

1. General Architectural Standards The Shoppes shall comply with the Architectural Requirements of Article 5.3(K) of the UDO. Any references in Article 5.3(K) to State Road 32 shall be interpreted to apply to State Road 38 for this Ordinance.

E. Architectural Standards for The Townes:

1. Architectural Standards for Attached Multi-Family Dwellings.

a. Elevations.

i. The front elevation of a building shall be the facade containing a front door to the building.

ii. Fifty percent (50%) of the front facade of each building, excluding openings such as doors and windows, roofs, and any area within a dormer projecting from a roof, shall have masonry as the exterior building material.

iii. The surface area of all remaining elevations shall have masonry or natural materials as the exterior building material. A masonry water table shall be located on all elevations except the front facade.

- b. A townhome building shall have a minimum of five (5) ridge lines.
- c. Windows.
 - i. A building shall have a minimum of three (3) windows on the front facade of the structure per unit.
 - ii. A building shall have two (2) windows on each of the two (2) side facades.
 - iii. Building shall have three (3) windows per unit on the rear facade of the structure.
 - iv. A double window will count as two (2) windows.
 - v. All windows shall have either shutters and/or architectural treatment. For windows in brick facade, 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-brick facade, the treatment shall be of natural materials and be applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of 1/2 the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.
- d. Garages shall be attached to the primary structure.
- e. Garage doors shall not be oriented towards East Street.
- f. Carports shall be prohibited.
- g. A landing, stoop or porch is required on all homes. The minimum size shall be no less than four (4) feet in width and depth.
- h. The minimum roof pitch of the main roof of the residence shall be 6:12. Secondary elements such as porches, bays, walkways, etc., may be covered with a lower roof pitch.
- i. Roof overhangs shall be a minimum of 8". Secondary elements such as porches, bays, walkways, etc., may be covered with fewer inches of overhang.
- j. Roof vents shall be located to the rear half of the home/structure when possible. All vents will 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.
- k. The Director has the authority to determine if a specific house plan meets these architectural building requirements and may allow deviations from the above standards so long as the deviations are in conformance with the intent of the established architectural requirements.

2. Streetscape Diversity. Article 6.3(C)(2) of the UDO shall apply to the Townes, and The Townes Character Exhibit, attached hereto as **Exhibit E**, is hereby incorporated as a compilation of images designed to capture the intended architecture of Dwellings to be constructed in the District. It is not the intent to limit the architecture shown in the Townes

Character Exhibit, but encourage a diversity in architecture of Dwellings in the District.

3. Additional Architectural Standards for permitted Single-family dwellings

- a. Minimum Overhang: The roof overhang or eaves shall be a minimum of eleven (11) inches, as measured prior to the installation of Masonry Materials.
- b. Garage Composition and Orientation:
 - i. All Dwellings shall have a minimum two (2) car attached garage.
 - ii. Garage elevations shall include a variety of design elements to vary the appearance of the garage façade. Design elements shall include, but not be limited to, the garage door, the garage door windows and/or hardware, garage door header, roof gable brackets, multiple building materials, gable accent windows and gable decorative louver.
- c. Building Materials: In addition the prohibited materials included under Article 6.3(C)(3) of the UDO, vinyl and aluminum siding shall be prohibited.
- d. Front Building Façade Requirements: At a minimum each Dwelling shall utilize the following architectural elements on the Front Building Façade:
 - i. Wood, Fiber Cement Siding, or equivalent trim at corners (at least five (5) inches in width), frieze boards, window and door wraps, and as transitional material between two different Exterior Materials.
 - ii. Architecturally enhanced/decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).
 - iii. 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.
- e. Side Building Façade Requirements (Corner Lots only): Side Building Façades that face Internal Streets shall contain the following architectural requirements on the Side Building Façade:
 - i. A minimum of three (3) windows with an aggregate minimum of forty (40) square feet in size.
 - ii. All windows shall have either shutters and/or architectural treatment. For windows in a masonry façade, the treatment shall be of natural or masonry materials and be applied to the sill and header and a minimum. For windows in a non-masonry façade, the treatment shall be of natural materials and applied to the sill, header and jams. The width of the architectural treatment shall be a

minimum of half ($\frac{1}{2}$) the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

f. Article 6.3(c)(1)(b) of the UDO shall not apply to Single-Family Dwellings. However, any Single-family Dwelling denoted with a star on **Exhibit D** hereto shall only be constructed as a one story or one and one half story dwelling. The Side Building Façade nearest the public right of way on these lots shall also comply with Section 7.1(E)(3)(e) of this Ordinance.

F. Architectural Standards for The Villas:

1. Architectural Standards for Duplex or Quadraplex Dwellings.

a. Elevations.

i. Masonry shall be the exterior building material on at least thirty percent (30%) of the surface of all buildings, excluding openings, such as doors and windows, roofs, and the area within any dormer projecting from a roof.

ii. Masonry or natural materials shall be the exterior building material on the remaining exterior surfaces of the building, excluding openings, such as doors and windows, roofs, and any facade area within a dormer projecting from a roof.

b. Windows.

i. Each unit shall have a minimum of three (3) windows on each facade.

ii. A double window will count as two (2) windows.

iii. All windows shall have either shutters and/or architectural treatment. For windows in brick facade, 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-brick facade, the treatment shall be of natural materials and be applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of one half ($\frac{1}{2}$) the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

c. Garage doors shall not be oriented towards East Street

d. A landing, stoop or porch is required on all homes. The minimum size shall be no less than four (4) feet in width and depth.

e. The minimum roof pitch of the main roof of the residence shall be 6/12. Secondary elements such as porches, bays, walkways, etc., may be covered with a lower roof pitch.

f. Roof overhangs shall, be a minimum of 8". Secondary elements such as porches, bays, walkways, etc., may be covered with fewer inches of overhang.

g. Roof vents will 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.

h. Each four-unit single family attached building shall be substantially similar in quality and character to the illustrative elevations found in **Exhibit F**.

i. The Director has the authority to determine if a specific house plan meets these architectural building requirements and may allow deviations from the above standards so long as the deviations are in conformance with the intent of the established architectural requirements.

2. Streetscape Diversity. Article 6.3(C)(2) of the UDO shall apply to the Villas, and The Villas Character Exhibit, attached hereto as **Exhibit G**, is hereby incorporated as a compilation of images designed to capture the intended architecture of Dwellings to be constructed in the District. It is not the intent to limit the architecture shown in the Villas Character Exhibit, but encourage a diversity in architecture of Dwellings in the District.

3. Additional Architectural Standards for permitted Single-family Dwellings

a. Minimum Overhang: The roof overhang or eaves shall be a minimum of eleven (11) inches, as measured prior to the installation of Masonry Materials.

b. Garage Composition and Orientation:

i. All Dwellings shall have a minimum two (2) car attached garage.

c. Garage elevations shall include a variety of design elements to vary the appearance of the garage façade. Design elements shall include, but not be limited to, the garage door, the garage door windows and/or hardware, garage door header, roof gable brackets, multiple building materials, gable accent windows and gable decorative louver.

d. Building Materials: In addition the prohibited materials included under Article 6.3(C)(3) of the UDO, vinyl and aluminum siding shall be prohibited.

e. Front Building Façade Requirements: At a minimum each Dwelling shall utilize the following architectural elements on the Front Building Façade:

i. Wood, Fiber Cement Siding, or equivalent trim at corners (at least five (5) inches in width), frieze boards, window and door wraps, and as transitional material between two different Exterior Materials.

ii. Architecturally enhanced/decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).

iii. 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.

f. Side Building Façade Requirements (Corner Lots only): Side Building Façades that face Internal Streets shall contain the following architectural requirements on the Side Building Façade:

i. A minimum of three (3) windows with an aggregate minimum of forty (40) feet in size.

ii. All windows shall have either shutters and/or architectural treatment. For windows in a masonry façade, the treatment shall be of natural or masonry materials and be applied to the sill and header and a minimum. For windows in a non-masonry façade, the treatment shall be of natural materials and applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of ½ the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

g. Article 6.3(c)(1)(b) of the UDO shall not apply to Single-Family Dwellings. However, any Single-Family Dwelling denoted with a star on **Exhibit D** hereto shall only be constructed as a one story or one and one half story dwelling. The Side Building Façade nearest the public right of way on these lots shall also comply with Section 7.1(F)(3)(f) of this Ordinance.

7.2 Article 6.6 Height Standards: Shall apply unless otherwise amended hereby for each of the following shall apply to the various Districts:

A. Business Parke:

1. Minimum Building Height.

- a. Lots abutting U.S. Highway 31
 - i. Primary Façade: Thirty-eight (38) feet
 - ii. All other Facades: Thirty (30) feet
- b. All other lots - Thirty (30) feet

2. Maximum Building Height.

- a. One Hundred Fifty (150) feet, except that the maximum height may not exceed forty percent (40%) of the distance from any residential use or structure.

B. Commerce Parke:

1. Maximum Building Height:

- a. District 1 and 2: Forty five (45) feet.
- b. District 3: Thirty five (35) feet.

2. The limitations herein shall not apply to steeples, silos, chimneys, antennas or appurtenances which are located on structures within the district.
 3. Any new structure within two hundred fifty (250) feet of the residential structure/home at 2429 E. 202nd Street, 2502 E. 202nd Street, 1910 E. 202nd Street, shall be limited to a height of thirty five (35) feet so long as those properties are utilized residentially.
- C. The Shoppes:
1. Maximum Building Height. Buildings are restricted to 35 feet maximum height or a maximum of two stories
- D. The Townes:
1. Maximum building height for Attached Multi-Family Dwellings. - 45 feet.
 2. Lots marked with a star on **Exhibit D** shall be subject to restrictions included in Section 7.1(E)(3)(f) hereof.
- E. The Villas:
1. Detached Single-family Dwellings in The Villas shall be no taller than one and one half story.

7.3 Article 6.8 Landscaping Standard: Shall apply, except as follows:

- A. Article 6.8 N of the UDO shall be replaced by this section.
- B. Plantings in buffer yards should physically separate and visually screen different land uses and/or zoning districts from one another without precluding connectivity between uses. Plants (inclusive of bushes/shrubs) used for screening must be at least eighteen (18) to twenty four (24) inches tall when planted. Evergreen trees required for screening must be between six (6) and eight (8) feet in height at the time of planting. Plantings in buffer yards shall consist of two (2) or more species of both trees and shrubs.
- C. A twenty foot (20') buffer yard shall be required around the perimeter of each District except as follows:
 1. No buffer yards shall be required:
 - a. internal to the Northpoint PUD, except as provided in Subsections C(2)(c)) and C(3) below;
 - b. adjacent to proposed greenways and park areas; and
 - c. within easements prohibiting landscaping.
 2. A fifty foot (50') buffer yard shall be required along the existing home sites on Grassy Branch Road (as shown on the Buffer Exhibit, **Exhibit D**). The buffer yard shall be improved as follows:
 - a. The buffer yard shall have a six foot (6') mound that runs the entire length of the buffer yard (in addition to the mounding, the existing trees along the north side of 203rd street shall maintain fifty percent (50%) of the existing treeline, and no additional plantings shall be required in this area). The mound shall be designed in order to protect the root system and drip lines of existing trees on adjacent properties.

- b. The buffer yard shall be landscaped per this Ordinance.
 - c. A fifty foot (50') buffer yard shall be required along the existing homestead parcel of the Heitman property (as shown on the Buffer Exhibit, **Exhibit D**). If any portion of the Real Estate is added to the Heitman property, it shall be buffered in accordance with this provision. If the Heitman property is no longer utilized as a residential use, the requirements of this section 7.3 (C)(2)(c) shall no longer apply to the Heitman property:
 - d. A thirty foot (30') buffer yard shall be required along the eastern and western borders of the driveway parcel of the Heitman property (as shown on the Buffer Exhibit, **Exhibit D**). The buffer yard shall have a six foot (6') mound that runs the entire length of the buffer yard. If the Heitman property is no longer utilized as a residential use, the requirements of this Section 7.3(C)(2)(d) shall no longer apply to the Heitman property.
 - e. The buffer yard shall be landscaped per this Ordinance.
- 3. Buffer between The Shoppes and adjoining Residential District (to the west) (as shown on the Buffer Exhibit, **Exhibit D**)
 - a. A thirty foot (30') buffer yard shall be required and shall be landscaped per this Ordinance:
 - 4. Buffer along the northern, western southern and eastern borders of the Commerce Parke
 - a. A forty foot (40') buffer yard shall be required and shall be improved as follows:
 - i. The buffer yard shall have a six foot (6') mound.
 - ii. Shall be landscaped per this Ordinance.
 - iii. Evergreen trees shall be planted on or near the top of the mound.
 - b. Buffer yard planting requirements shall be included with the Development Plan Review of each parcel.
 - c. Where a detention pond of 50' or more in width acts as part of a buffer yard, no mounding shall be required.
 - 5. Buffer yards that are not additionally road frontage shall be landscaped per this subsection, with the exception of areas encompassed by easements prohibiting landscaping, where no landscaping shall be required. Buffer yards that are additionally road frontage shall be landscaped per the buffer yard requirements and not per this Ordinance's Road Frontage landscaping requirements.
- D. Within buffer yards at least eight (8) evergreen trees per one hundred (100) linear feet and five (5) evergreen shrubs per one (100) hundred linear feet shall be planted. Such plantings should be arranged in a manner that creates a

visual barrier between uses without precluding connectivity between uses. Staggering evergreen trees on alternating sides of the mound shall be utilized when feasible.

- E. If woodlands are located within buffer yards, preserved trees may be substituted for required plants in buffer yards with the requirement for mounding/fencing eliminated. In the NW corner of the property located north of the 203rd Street extension (as shown on the Concept Plan) a forty (40) foot tree preservation area shall be utilized as the buffering requirement without any mounding or fencing. Prior to development adjacent to this tree preservation area, a tree preservation plan prepared in accordance with Article 6.8(E)(4) of the UDO shall be approved by the Director.
- F. In residential districts, plantings required to be placed in buffer yards shall be credited toward total on-site landscaping requirements set forth in the UDO.
- G. In non-residential districts, trees required to be planted in buffer yards shall be credited toward total on-site landscaping requirements set forth in the UDO.
- H. Buffer yards shall not be required between uses within the same districts or within subdivisions.

7.4 Article 6.12 Outdoor Storage and Display shall apply except as specifically modified to the various Districts:

A. Commerce Parke:

- 1. Uses in the Commerce Parke shall be permitted to have outside storage subject to the screening/buffering requirements as set forth in this Ordinance.
- 2. Outside storage shall be permitted in District 2 in accordance with Article 6.12(D) of the UDO.
- 3. No outside storage shall be permitted within District 1 or District 3, or within one hundred feet (100') of the right-of-way of the new East Street extension, Grassy Branch Road, or US 31 within District 2.
- 4. Service/Material Yard and Storage Areas.
 - a. Article 6.12(D)(2) of the UDO shall apply with the following addition: Must be completely screened as follows:
 - i. The fence required under Article 6.12(D)(2)(b) of the UDO shall be an opaque wood privacy fence, the style of which shall be consistent throughout the Commerce Parke.

B. The Shoppes:

- 1. No outdoor sales areas or permanent outdoor display areas are permitted unless surrounded by a permanent structure consistent with material of the building.

7.5 Article 6.14 Parking and Loading Standards shall apply except as specifically modified to the various Districts:

A. Business District:

1. Loading and Unloading Areas.

- a. Loading and Unloading Berth shall not be oriented to or visible from U.S. Highway 31.
- b. Loading and Unloading Berths oriented toward any other public right-of-way, shall be landscaped/screened using Masonry wall(s), plant material, or a combination thereof.

2. For buildings fronting on US Highway 31, no more than two (2) rows of parking shall be located between the building's Primary Façade and the right of way for US Highway 31.

B. Commerce Parke:

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

7.6 Article 6.15 Performance Standards shall apply except as specifically modified to the various districts:

A. Commerce Parke:

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

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

7.7 Article 6.17 Sign Standards shall apply except as specifically modified to the various districts:

A. The Shoppes:

So long as the uses abutting State Road 38 immediately north of the Shoppes remain residentially utilized, the following restrictions shall apply to signage immediately adjacent to State Road 38:

All sign materials shall be architecturally complimentary to the materials utilized in The Shoppes.

No Pole Signs shall be permitted.

No Electronic Signage shall be permitted.

Reverse channel lighting shall be utilized for all Wall Signs on the facades of buildings facing and visible from State Road 38.

The lighting of all signs in The Shoppes shall comply with Article 6.9(G)(3) of the UDO, regardless of the source of the signs lighting.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(i) shall be reduced to six (6) feet.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(ii) shall be reduced to nine (9) feet.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(iii) shall be reduced to twelve (12) feet.

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 8.7, Pedestrian Network Standards, shall apply except as follows:

A. **The Shoppes:**

1. **Pedestrian Circulation.**

a. Continuous internal pedestrian walkways, no less than eight (8) feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all structures on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds and ground cover.

b. Sidewalks, no less than eight (8) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such sidewalks shall be located at least six feet from the facade of the building to provide planting facade.

d. Internal pedestrian walkways provided in conformance with part b above shall provide weather protection features such as awnings or arcades within 30 feet of customer entrances.

c. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

Section 10. **Amenities.** In accordance with Article 10.9(F)(4) of the UDO, the following Amenities will be distributed throughout the Residential Districts, for use by residents of districts designated by the Developer within the Real Estate:

A. A minimum of two (2) small parks. One small park shall be installed with the first section of The Townes and one small park shall be installed with the first section of The Villas.

B. A minimum of one (1) swimming pool and swimming pool area and a

Bathhouse. This shall be installed no later than the completion of seventy (70%) percent of the total lots comprising the Townes and the Villas.

C. A minimum of one (1) 3,000 square foot playground o be installed no later than the completion of seventy (70%) percent of the total lots comprising the Townes and Villas.

D. Integrated trail system of a minimum eight (8') foot asphalt path connecting all districts as shown on the Pedestrian Network Exhibit (**Exhibit C**).

E. The swimming pool and playground amenities shall not be located adjacent to the perimeter buffer yard for the existing home sites on Grassy Branch Road.

[SIGNATURE PAGE IMMEDIATELY FOLLOWS.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2018.

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 17-51** was delivered to the Mayor of Westfield
on the _____ day of _____, 2018, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 17-51**
this _____ day of _____, 2018.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 17-51**
this _____ day of _____, 2018.

J. Andrew Cook, Mayor

This document prepared by:
Russell L. Brown, Clark, Quinn, Moses, Scott & Grahn, LLP, 320 N. Meridian Street, Suite 1100, Indianapolis,
Indiana 46204

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

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Pedestrian Network
Exhibit D	Buffer Plan
Exhibit E	Townes Character Exhibit
Exhibit F	Four Family Attached Illustrative Elevations
Exhibit G	Villas Character Exhibit
Exhibit H	Business Parke Character Exhibit
Exhibit I	Commerce Parke Character Exhibit
Exhibit J	The Shoppes Character Exhibit

EXHIBIT A
REAL ESTATE

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

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST (INDIANA STATE PLANE COORDINATE SYSTEM-EAST ZONE NAD83) A DISTANCE OF 237.40 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE REAL ESTATE DESCRIBED IN DEED BOOK 310, PAGE 449 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA, SAID CORNER BEING THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST 254.67 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 2761.71 FEET PARALLEL WITH THE SOUTH LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER TO A WEST LINE OF THE REAL ESTATE DESCRIBED IN DEED BOOK 345, PAGE 360, IN SAID RECORDER'S OFFICE; THE FOLLOWING TEN (10) COURSES ARE ON THE PERIMETER OF THE REAL ESTATE DESCRIBED IN SAID DEED BOOK 345, PAGE 360; 1) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 208.21 FEET; 2) THENCE SOUTH 89 DEGREES 54 MINUTES 43 SECONDS EAST 238.00 FEET; 3) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 284.87 FEET; 4) THENCE NORTH 89 DEGREES 51 MINUTES 38 SECONDS WEST 147.25 FEET; 5) THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET; 6) THENCE SOUTH 89 DEGREES 53 MINUTES 10 SECONDS EAST 2079.90 FEET; 7) THENCE SOUTH 01 DEGREE 28 MINUTES 38 SECONDS WEST 1336.02 FEET; 8) THENCE SOUTH 89 DEGREES 51 MINUTES 38 SECONDS EAST 129.97 FEET; 9) THENCE SOUTH 00 DEGREES 06 MINUTES 14 SECONDS EAST 233.82 FEET; 10) THENCE SOUTH 89 DEGREES 26 MINUTES 46 SECONDS EAST 495.09 FEET TO THE POINT OF BEGINNING, CONTAINING 90.22 ACRES, MORE OR LESS.

AND ALSO:

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

COMMENCING AT THE NORTHEAST CORNER OF IF E SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA;

THENCE SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST (INDIANA STATE PLANE COORDINATE SYSTEM-EAST ZONE NAD 83) A DISTANCE OF 237.40 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE REAL ESTATE DESCRIBED IN DEED BOOK 310, PAGE 449 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY , INDIANA, SAID CORNER BEING THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST 1101.42 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHEAST CORNER

OF THE NORTH HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 50 MINUTES 20 SECONDS WEST 2671.16 FEET ON THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHEAST QUARTER TO THE SOUTHWEST CORNER OF THE NORTH HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 54 MINUTES 35 SECONDS WEST 825.00 FEET ON THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 19 TO THE SOUTHWEST CORNER OF TRACT “C” AS RECORDED IN DEED BOOK 345, PAGE 360 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA; THE FOLLOWING TWELVE (12) COURSES ARE ON THE PERIMETER OF THE REAL ESTATE DESCRIBED IN SAID DEED BOOK 345, PAGE 360; 1) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 635.25 FEET; 2) THENCE SOUTH 89 DEGREES 54 MINUTES 35 SECONDS EAST 734.25 FEET; 3) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 417.56 FEET; 4) THENCE SOUTH 89 DEGREES 54 MINUTES 43 SECONDS EAST 238.00 FEET; 5) THENCE NORTH 00 DEGREES (10 MINUTES 29 SECONDS EAST 284.87 FEET; 6) THENCE NORTH 89 DEGREES 51 MINUTES 38 SECONDS WEST 147.25 FEET; 7) THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET; 8) THENCE SOUTH 89 DEGREES 53 MINUTES 10 SECONDS EAST 2079.90 FEET; 9) THENCE SOUTH 01 DEGREES 28 MINUTES SECONDS WEST 1336.02 FEET; 10) THENCE SOUTH 89 DEGREES 51 MINUTES 38 SECONDS EAST 129.97 FEET; 11) THENCE SOUTH 00 DEGREES 06 MINUTES 14 SECONDS EAST 233.82 FEET; 12) THENCE SOUTH 89 DEGREES 26 MINUTES 46 SECONDS EAST 495.09 FEET TO THE POINT OF BEGINNING, CONTAINING 154.55 ACRES, MORE OR LESS.

EXCEPT:

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

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST (INDIANA STATE PLANE COORDINATE SYSTEM-EAST ZONE NAD83) A DISTANCE OF 237.40 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE REAL ESTATE DESCRIBED IN DEED BOOK 310, PAGE 449 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA, SAID CORNER BEING THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST 254.67 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 2761.71 FEET PARALLEL WITH THE SOUTH LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER TO A WEST LINE OF THE REAL ESTATE DESCRIBED IN DEED BOOK 345, PAGE 360, IN SAID RECORDER’S OFFICE; THE FOLLOWING TEN (10) COURSES ARE ON THE PERIMETER OF THE REAL ESTATE DESCRIBED IN SAID DEED BOOK 345, PAGE 360; 1) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 208.21 FEET; 2) THENCE SOUTH 89 DEGREES 54 MINUTES 43 SECONDS EAST 2,8.00 FEET; 3) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 284.87 FEET; 4) THENCE NORTH 89 DEGREES 51 MINUTES 38 SECONDS WEST 147.25 FEET; 5) THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET; 6) THENCE SOUTH 89 DEGREES 53 MINUTES 10 SECONDS EAST 2079.90 FEET; 7) THENCE SOUTH 01 DEGREE 28 MINUTES 38 SECONDS

WEST 1336.02 FEET; 8) THENCE SOUTH 89 DEGREES 51 MINUTES 38 SECONDS EAST 129.97 FEET; 9) THENCE SOUTH 00 DEGREES 06 MINUTES 14 SECONDS EAST 2 82 FEET; 10) THENCE SOUTH 89 DEGREES 26 MINUTES 46 SECONDS EAST 495.09 FEET TO THE POINT OF BEGINNING, CONTAINING 90.22 ACRES, MORE OR LESS.

AND ALSO:

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

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

AND ALSO:

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

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

EXCEPT:

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

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

AND ALSO:

A PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 19 NORTH, RANGE 4 EAST, DESCRIBED AS FOLLOWS: BEGIN AT A POINT ON SOUTH LINE OF SAID SOUTHEAST QUARTER 409.0 FEET EAST OF THE SOUTHWEST CORNER OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 19 NORTH, RANGE 4 EAST, THENCE NORTH PARALLEL WITH WEST LINE OF SAID EAST 242.0 FEET TO A POINT R/W OF STATE ROAD #38. THENCE SOUTHEASTERLY R/W OF SAID STATE ROAD WHERE IT INTERSECTS THE SOUTH LINE OF SAID QUARTER SECTION 858.0 FEET EAST OF THE SOUTHWEST CORNER OF SAID EAST HALF. THENCE WEST ON SAID SOUTH LINE 449.0 FEET TO IRON STAKE OR PLACE OF BEGINNING, IN HAMILTON COUNTY, INDIANA, EXCEPT: A PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 19 NORTH, RANGE 4 EAST IN HAMILTON COUNTY, STATE OF INDIANA, DESCRIBED AS FOLLOWS: BEGIN AT A POINT ON THE SOUTH LINE OF SAID SOUTHEAST QUARTER 409.00 FEET EAST OF THE SOUTHWEST CORNER OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 19 NORTH, RANGE 4 EAST IN SAID COUNTY AND STATE, THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID EAST HALF 242.6 FEET TO A POINT IN THE RIGHT OF WAY OF STATE ROAD NUMBER 38, THENCE SOUTHEASTERLY IN SAID RIGHT OF WAY 66.0 FEET TO A POINT, THENCE DIVERT TO THE RIGHT OF SOUTHWESTERLY 223.0 FEET TO THE PLACE OF BEGINNING.

AND ALSO:

FORTY-SEVEN AND THREE-FOURTHS (47%) ACRES OFF THE SOUTH SIDE OF THE NORTHWEST QUARTER OF SECTION NINETEEN (19), TOWNSHIP NINETEEN (19) NORTH, RANGE FOUR (4) EAST. ALSO, THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 19, CONTAINING 74.3 ACRES, MORE OR LESS, EXCEPT BEGINNING AT THE SOUTHWEST CORNER OF SAID NORTH HALF OF SAID SOUTHWEST QUARTER AND RUN NORTH 659 FEET, THENCE EAST 148.75 RODS, THENCE SOUTH 38 1/2 RODS, THENCE WEST 148.62 RODS TO THE PLACE OF BEGINNING, CONTAINING 36.74 ACRES,

MORE OR LESS. ALSO, EXCEPT A STRIP OF LAND FIVE AND ONE-HALF (5½) RODS WIDE OFF THE ENTIRE EAST END OF THE ABOVE TWO TRACTS, REMAINING AFTER THE AFORESAID EXCEPTION, CONTAINING 3.2 ACRES, MORE OR LESS. ALSO, EXCEPT A CEMETERY LOT DESCRIBED AS FOLLOWS: BEGINNING 78 RODS EAST OF THE NORTHWEST CORNER OF THE FIRST DESCRIBED TRACT AND RUN SOUTH 9 3/4 RODS; EAST 10 RODS; NORTH 9 3/4 RODS; WEST 10 RODS TO THE PLACE OF BEGINNING, CONTAINING 0.61 ACRES, MORE OR LESS. CONTAINING AFTER SAID EXCEPTIONS EIGHTY-ONE AND ONE-HALF (81 ½) ACRES, MORE OR LESS.

AND ALSO:

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

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 20; THENCE SOUTH 00 DEGREES 00 MINUTES 54 SECONDS EAST (ASSUMED BEARING) 406.68 FEET ALONG THE WEST LINE OF SAID NORTHWEST QUARTER TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 89 DEGREES 59 MINUTES 06 SECONDS EAST 16.50 FEET TO THE EAST RIGHT-OF-WAY LINE OF GRASSY BRANCH ROAD AND THE EAST LINE OF THE 0.072 ACRE PROPERTY (PARCEL 14A, CODE 4162) OWNED BY STATE OF INDIANA AS RECORDED IN, INST. No. 2006-041657, DATED: JULY 20, 2006 IN SAID RECORDERS OFFICE; THENCE NORTH 29 DEGREES 40 MINUTES 08 SECONDS EAST 101.82 FEET ALONG SAID EAST LINE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE FOR STATE ROAD 38; THENCE ALONG THE LINES OF SAID SOUTHWESTERLY RIGHT-OF-WAY, BY THE NEXT TWO (2) COURSES: (1) THENCE SOUTH 60 DEGREES 41 MINUTES 09 SECONDS EAST 615.03 FEET; (2) SOUTH 60 DEGREES 52 MINUTES 35 SECONDS EAST 345.98 FEET TO THE EAST LINE OF THE 3.040 ACRE PROPERTY OWNED BY ALICE E. DREXLER ET AL, AS RECORDED IN INST. No. 2007-063319, DATED: NOVEMBER 9, 2007 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA; THENCE SOUTH 00 DEGREES 34 MINUTES 59 SECONDS WEST 1,306.76 FEET TO THE EAST PROLONGATION OF THE NORTH LINE OF THE 9.15 ACRE PROPERTY OWNED BY THE FIRST BAPTIST CHURCH OF WESTFIELD, INC., AS RECORDED IN INST. No. 2005-068167, DATED: OCTOBER 17, 2005 IN SAID RECORDERS OFFICE; THENCE NORTH 88 DEGREES 51 MINUTES 00 SECONDS WEST 289.89 FEET ALONG THE EAST PROLONGATION OF SAID NORTH LINE, THE NORTH LINE AND THE WEST PROLONGATION OF SAID NORTH LINE TO THE NORTH PROLONGATION OF THE EAST LINE OF THE THREE (3) ACRE PROPERTY OWNED BY WILLIAM R. STUBBS AS RECORDED IN, INST. No. 2003-028318, DATED: MARCH 24, 2003 IN SAID RECORDERS OFFICE; THENCE SOUTH 00 DEGREES 00 MINUTES 36 SECONDS EAST 0.75 FEET ALONG SAID NORTH PROLONGATION OF THE EAST LINE TO THE NORTH LINE OF SAID THREE (3) ACRE PROPERTY; THENCE NORTH 88 DEGREES 50 MINUTES 42 SECONDS WEST 240.38 FEET ALONG SAID NORTH LINE TO THE SOUTH LINE OF SAID 3.040 ACRE PROPERTY; THENCE NORTH 88 DEGREES 37 MINUTES 02 SECONDS WEST 361.62 FEET ALONG SAID SOUTH LINE TO THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 54 SECONDS WEST 1,669.09 FEET TO THE PLACE OF BEGINNING, CONTAINING 31.920 ACRES, MORE OR LESS.

AND ALSO

THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANG 4 EAST, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 19; THENCE NORTH 89 DEGREES 48 MINUTES 08 SECONDS WEST (ASSUMED BEARING) 2,671.48 FEET ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH 00 DEGREES 01 MINUTES 23 SECONDS EAST 1,338.82 FEET ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER TO THE NORTHWEST CORNER OF SAID SOUTH HALF; THENCE SOUTH 89 DEGREES 48 MINUTES 08 SECONDS EAST 2,671.17 FEET ALONG THE NORTH LINE OF SAID SOUTH HALF TO THE NORTHEAST CORNER OF SAID SOUTH HALF; THENCE SOUTH 00 DEGREES 00 MINUTES 35 SECONDS EAST 1,338.82 FEET ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE PLACE OF BEGINNING, CONTAINING 82.102 ACRES, MORE OR LESS.

EXHIBIT B
CONCEPT PLAN

EXHIBIT B-1 ZONING BUBBLE PLAN



STOEPPELWERTH
 416 East 100th Street
 Suite 200
 Lincoln, NE 68504
 Tel: 402.441.2508
 Fax: 402.441.2509
 www.stoeppelwerth.com

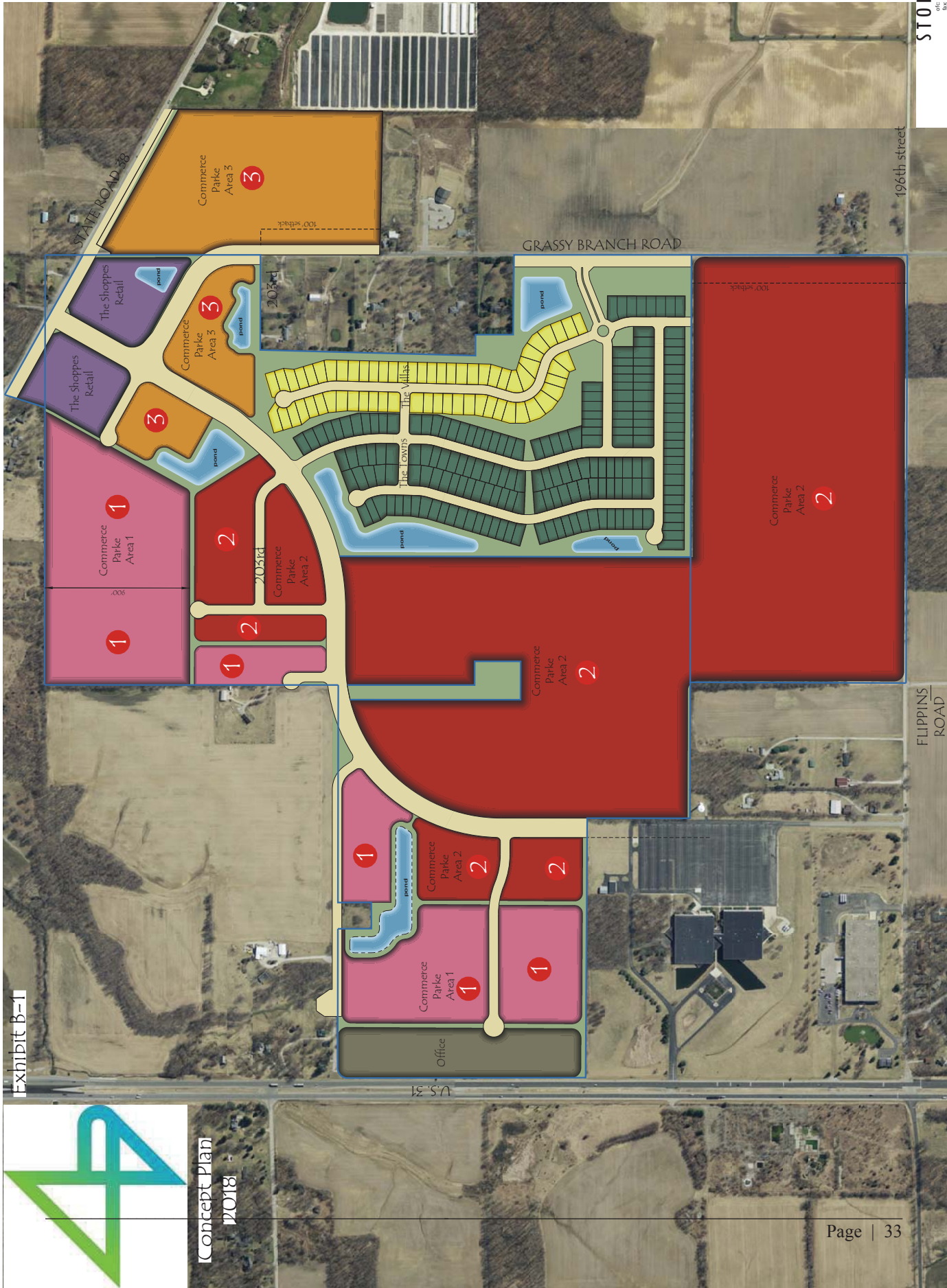
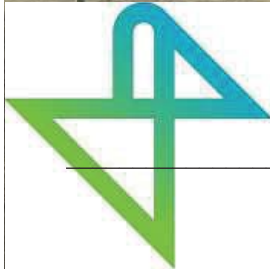


Exhibit B-1



Concept Plan
 2018

Fishers, Indiana 46038-2505
www.stoppeiworth.com

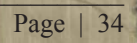


EXHIBIT C
PEDESTRIAN NETWORK



STOEPPELWERTH
o/c: 317.849.5335
fax: 317.849.5942
7905 East 106th Street
Fishers, Indiana 46038-2505
www.stoeppelwerth.com

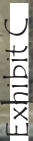


EXHIBIT D
BUFFER PLAN

EXHIBIT D BUFFER PLAN



STOEPPELWERTH
 7700 East 3500 North
 Suite 200
 Provo, UT 84606
 Tel: 337.869.9345
 www.stoeppelwerth.com

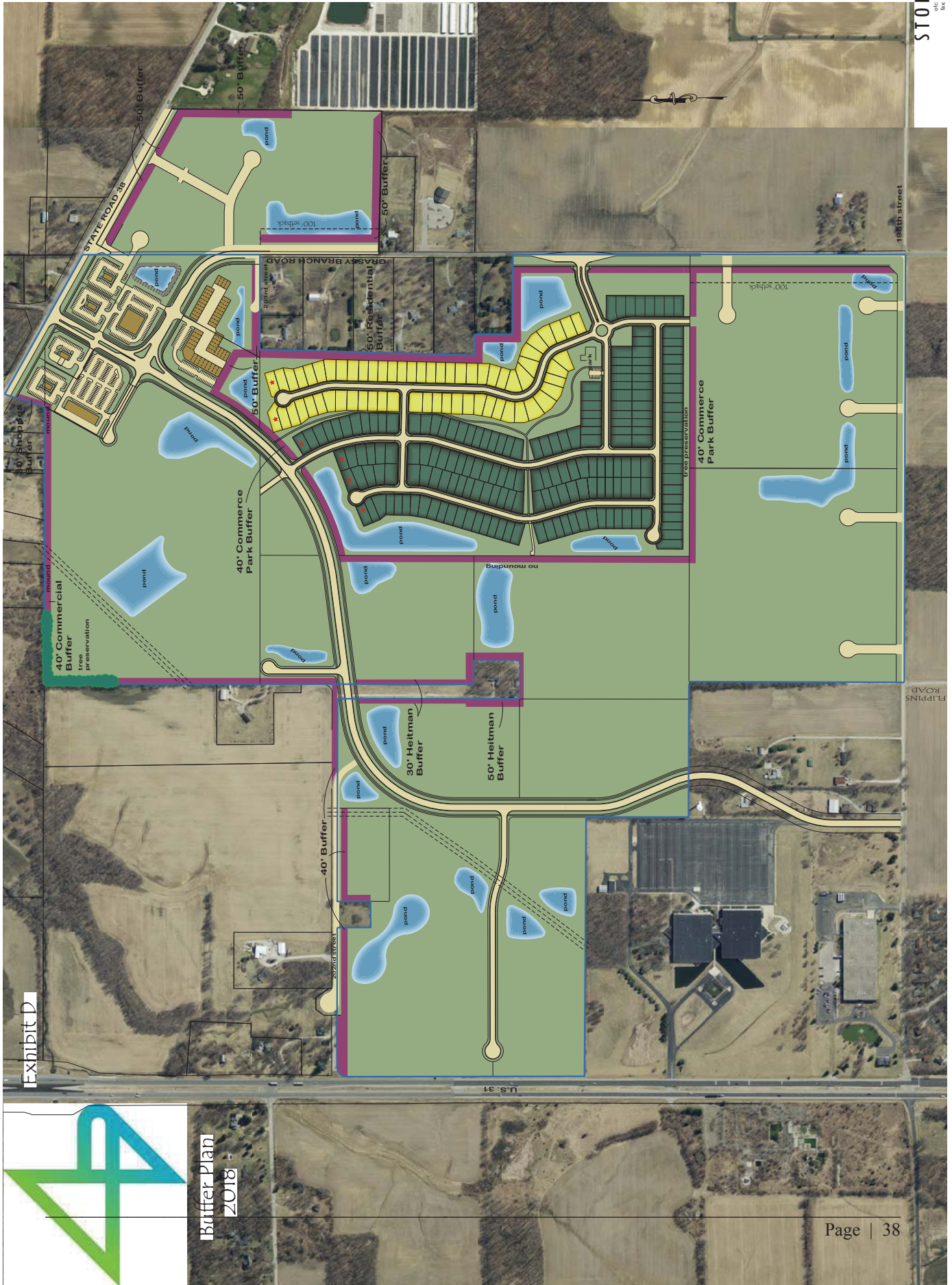
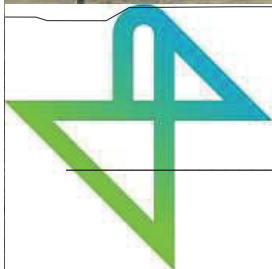


Exhibit D



Buffer Plan
2018

EXHIBIT E
TOWNES CHARACTER EXHIBIT

CALATLANTIC HOMESSM
Stratford



CALATLANTIC HOMESSM
McKinley



CALATLANTIC HOMESSM
Providence



CALATLANTIC HOMESSM
Jackson



CALATLANTIC HOMESSM
Wilmington



CALATLANTIC HOMESSM
McHenry



EXHIBIT F
FOUR FAMILY ATTACHED ILLUSTRATIVE ELEVATIONS

EXHIBIT F
FOUR FAMILY ATTACHED ILLUSTRATIVE ELEVATIONS



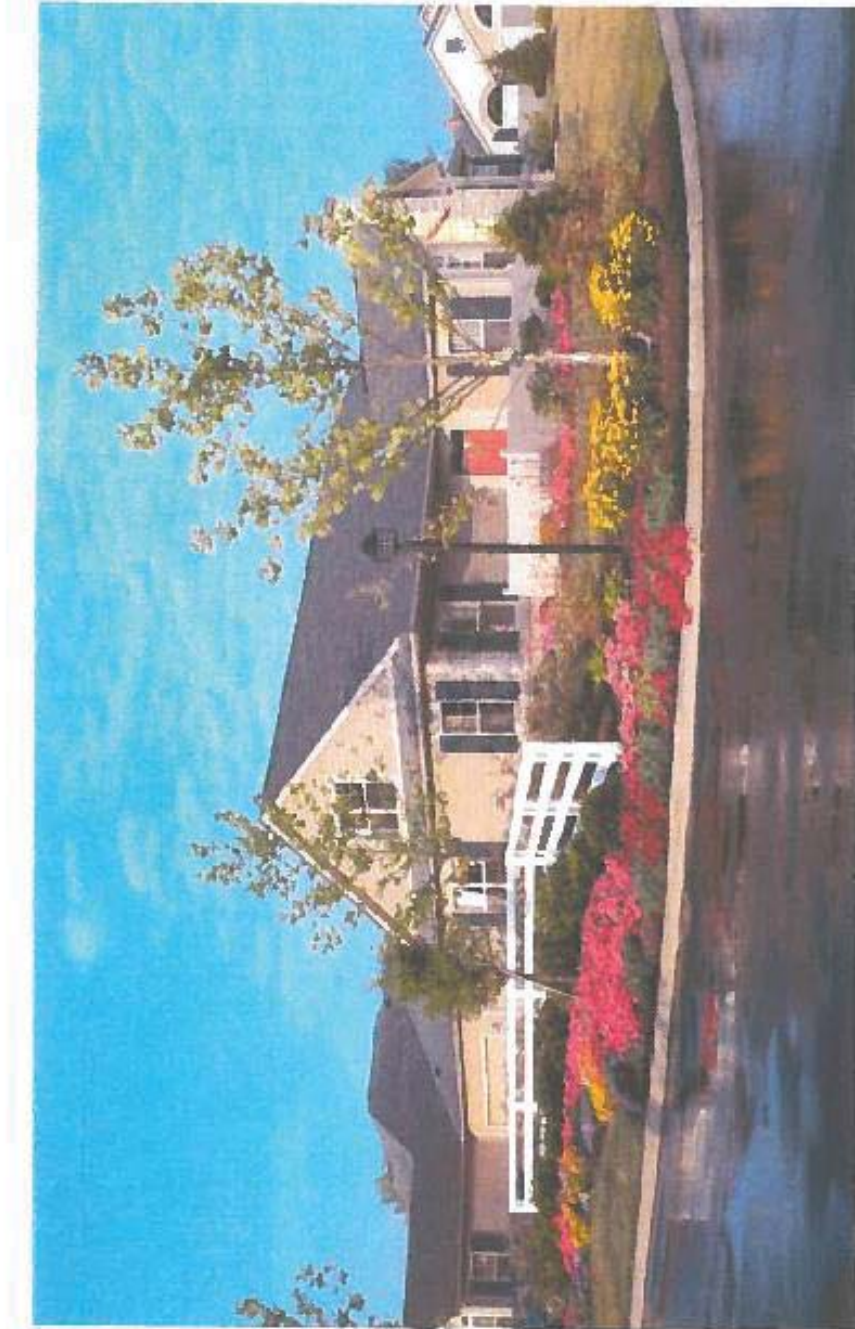
**Four Family Attached
Illustrative Elevations**



**Four Family Attached
Illustrative Elevations**



**Four Family Attached
Illustrative Elevations**



**Four Family Attached
Illustrative Elevations**



**Four Family Attached
Illustrative Elevations**

EXHIBIT G
VILLAS CHARACTER EXHIBIT

Wilmington



CLASSIC



CRAFTSMAN



TRADITIONAL

Chesapeake



CLASSIC



CRAFTSMAN



TRADITIONAL

McHenry

"Americana Collection"



CLASSIC



CRAFTSMAN



TRADITIONAL

Potomac

"Americana Collection"



CLASSIC



CRAFTSMAN



TRADITIONAL

Hatteras



CLASSIC



CRAFTSMAN



TRADITIONAL

EXHIBIT H

BUSINESS PARKE CHARACTER EXHIBIT

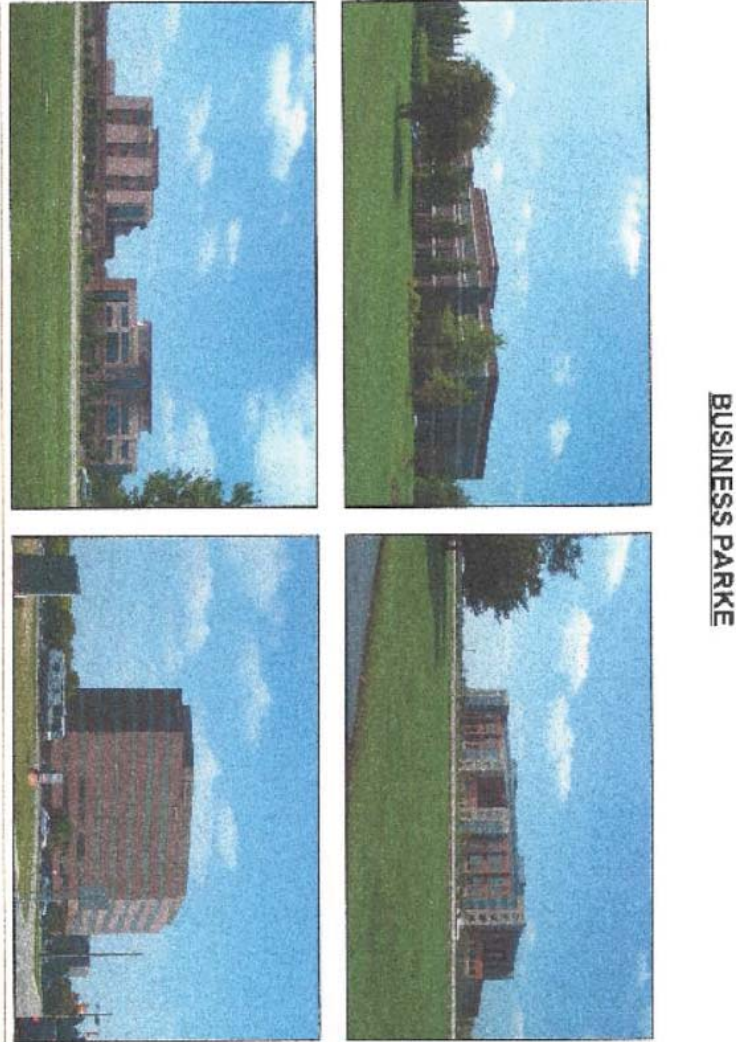


EXHIBIT I

COMMERCE PARKE CHARACTER EXHIBIT





DESIGN



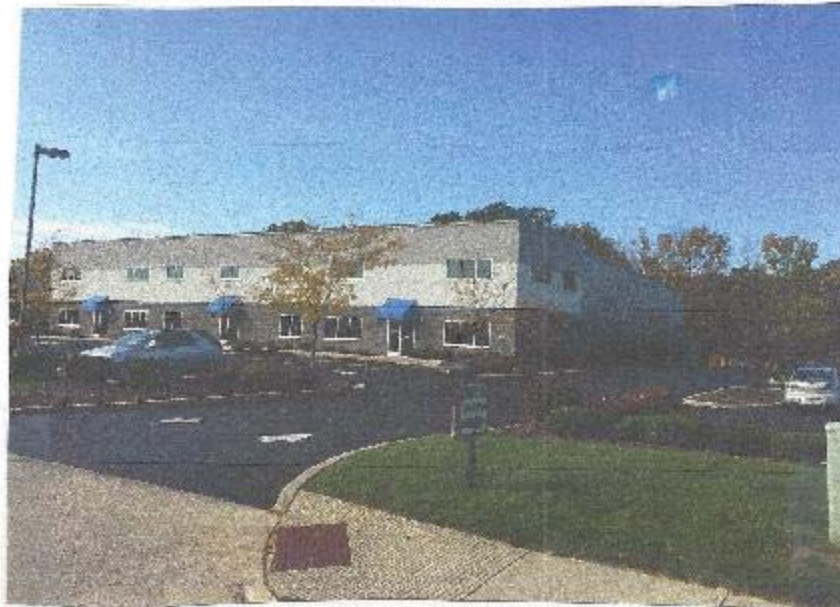
COMMERCE PARKE

AREA 2

Aurora



GENERAL CONTRACTORS
SCREENED OUTSIDE STORAGE BEHIND



COMMERCE PARKE

Aurora

AREA 2



FOOD PROCESSING DISTRIBUTION AMERIPLEX



COMMERCE PARKE

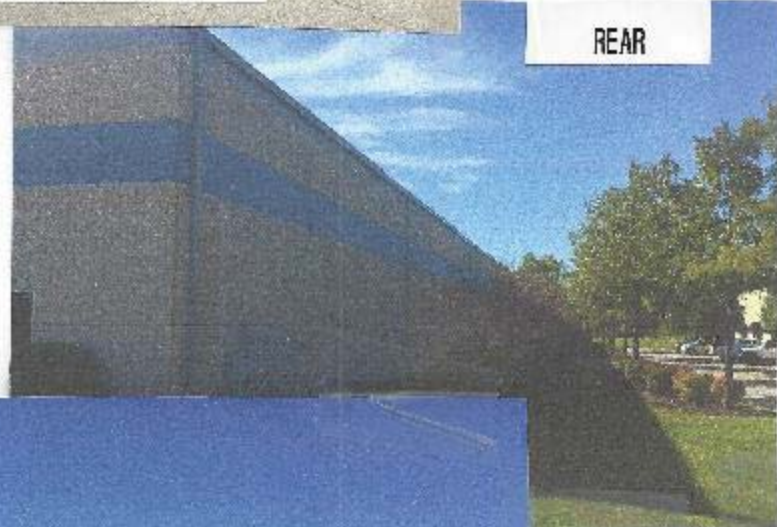
Aurora

AREA 3



MULTIPLE USER OFFICE FRONT

REAR



DOORS TO INSIDE

EXHIBIT J

THE SHOPPES CHARACTER EXHIBIT



ORDINANCE NUMBER 17-51

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING
THE AURORA PLANNED UNIT DEVELOPMENT DISTRICT (n/k/a NORTHPOINT)
BEING THAT OF ORDINANCE 06-55 and THE UNIFIED DEVELOPMENT
ORDINANCE**

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

WHEREAS, the City of Westfield, Indiana (the "City") and the Township of Washington, both of Hamilton County, Indiana are subject to the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance" or the "UDO"), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended;

WHEREAS, the Common Council enacted Ordinance No. 06-55, Aurora Planned Unit Development District on December 11, 2006, recorded as Instrument No. 2007002778 in the Office of the Recorder of Hamilton County, Indiana (the "Original PUD Ordinance");

WHEREAS, the Council subsequently adopted Ordinance No. 16-35, the Aurora Planned Unit Development Ordinance on January 9, 2017 (the "First Amendment"), which repealed and superseded the Original Ordinance;

WHEREAS, the Council also subsequently adopted Ordinance No. 17-30, an amendment to the First Amendment (the "Second Amendment")

WHEREAS, the Westfield-Washington Township Advisory Plan Commission ("Commission") considered a petition (**Petition No. 1801-PUD-03**) filed with the Commission requesting an amendment to the Unified Development Ordinance, the First Amendment, Second Amendment and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** ("Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1801-PUD-03** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a recommendation (_____ in favor _____ against) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505;

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

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

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance hereby repeals and supersedes in its entirety the Original PUD Ordinance, the First Amendment and Second Amendment.
- ~~1.1.2~~ This Planned Unit Development shall hereinafter be referred to as Northpoint PUD.
- ~~1.2.1.3~~ 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.
- ~~1.3.1.4~~ 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.
- ~~1.4.1.5~~ All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

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

- 2.1 Association. A home owners association, property owners association or other organization formed order to govern and maintain the various Districts as established by Declaration.
- 2.2 Build-To Line. A designated line at which construction of a building facade is to occur.
- 2.3 Corner Break. An exterior corner along the facade of a structure.
- 2.4 Declaration. A Declaration of Covenants, Conditions and Restrictions for one (1) or more areas of the Real Estate which shall be recorded in the office of the Recorder of Hamilton County, Indiana, and which may be from time to time amended.
- 2.5 Developer. The Developer shall be the entities engaged in the development of the Districts within the Real Estate, and the successors or assigns of such entities.
- 2.6 District. Any of the Residential Districts, the Commercial District, and/or the Business Districts as identified in this Ordinance.
- 2.7 District, Residential. The Townes and The Villas.
- 2.8 Dormer. Projecting framed structure set vertically on the rafters of a pitched roof, with its own roof (pitched or flat), sides (dormer cheeks), and a window set vertically in front.
- 2.9 EIFS (Exterior Insulation and Finish Systems). Multi-layered exterior wall systems, typically consisting of insulation board, a durable, water-resistant base

- coat, and an attractive and durable finish coat.
- 2.10 Exterior Material. The separate architectural siding materials and patterns on a 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).
- 2.11 External Street. Grassy Branch Road, U.S. 31 and State Highway 38.
- 2.12 Facade, Primary. The primary architectural facade which contains commercial or retail public entrances, tenant signs or the facade facing a dedicated street.
- 2.13 Facade, Secondary. Any building elevation not having commercial or retail public entrances and does not contain tenant signs. Secondary facades include building elevations with service and employee entrances, utility service areas and delivery areas. Secondary facades do not face dedicated or private streets.
- 2.14 Gable. That part of the end wall of a building between the eaves and a pitched or gambrel roof.
- 2.15 Internal Street. Any public street, private street, or shared drive other than an External Street.
- 2.16 Low Slope Roof. A roof surface with a maximum slope of 2 inches rise for 12 inches run.
- 2.17 Natural Materials. Brick, wood, limestone, fiber cement siding, cultured stone, or natural stone.
- 2.18 Real Estate. The real estate, as described in **Exhibit A** to the 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.

3.1 The Concept Plan hereby allocates the Real Estate into the following Districts:

- Business Parke;
- Commerce Parke;
- The Shoppes;
- The Townes; and
- The Villas.

3.2 The approximate size of each District is as follows. The size of the Commerce Parke or The Shoppes may be increased or decreased by up to 15%. The size of the Business Parke may be increased by up to 15%, but may not be decreased. The total acreage comprising The Townes and The Villas may not decrease below ~~sixty (61)~~ninety one (91) acres total. The total acreage comprising The Townes and the Villas may increase, so long as the number of residences or the ratio of Single-family Dwellings to acres does not exceed the provisions of Section 3.3 hereof.

<u>District</u>	<u>Area</u>
Business Parke	20 Acres
Commerce Parke	300 <u>246</u> Acres
The Shoppes	17 Acres

The Townes	63 8 Acres
The Villas	23 Acres
Total acreage	314 <u>428</u> Acres

- 3.3 The total of residential units on the Real Estate shall not exceed two hundred fifty (250).

The actual number of detached Single-family Dwellings shall be governed by the number of acres dedicated to detached Single-family Dwellings as governed by the following charts:

<u>Minimum Acreage</u>	<u>Maximum Units</u>
61 Acres	180 units
71 Acres	205 units
81 Acres	225 units
91 Acres	250 units

- 3.4 It is anticipated that the development of The Townes and The Villas will commence prior to the construction of the East Street extension. In this event, 203rd Street shall remain open and as access to the residential uses which are located west of Grassy Branch and which currently access their residential uses via 203rd Street. Upon completion of East Street to a point north or south of the current location of 203rd Street, any and all access from 203rd Street to East Street from Grassy Branch shall be eliminated and the internal streets servicing The Townes and The Villas shall be constructed in substantial accordance with the Concept Plan as amended.

3.5 Any drive entry for the Commerce Parke district located east of Grassy Branch Road shall be located at or north of 203rd Street.

Section 4. Underlying Zoning District(s).

- 4.1 The Underlying Zoning District of each District shall be:

Business Parke	GB;
Commerce Parke	EI;
The Shoppes	LB;
The Townes	SF-4 (as to Single-family Dwellings) and MF2 (for attached multifamily); and
The Villas	SF-4 (as to Single-family Dwellings) and SFA (for Duplex or Quadraplex Dwellings)

(the “Underlying Zoning District”).

- 4.2 Article 5.2 (U.S. Highway 31 Overlay Zone) of the UDO shall not apply to the Real Estate.

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

- 5.1 Only the uses identified below shall be permitted in the various Districts.

Uses which are designated as permitted by a Special Exception in the Use Table of Chapter 13 of the UDO are only permitted in a District if specifically provided as a permitted use herein.

A. Permitted Uses for Business Parke.

1. Offices
2. Hotels
3. Retail and Services
 - a. May be included in one or more buildings within a Development Plan (DP), subject to the following:
 - i. May comprise up to fifteen percent (15%) of the Gross Floor Area (GFA) of any building; or
 - ii. Up to thirty percent (30%) of GFA of one building may be retail uses, provided that:
 - Total square footage of retail uses designated in the development plan does not exceed fifteen percent (15%) of the GFA of all buildings combined; or,
 - Retail uses over fifteen percent (15%) of the GFA of any one building be located on the ground floor or below grade.

4. General Business and Enclosed Industrial Uses.

- ~~4.5.~~ Accessory buildings and uses customarily incidental to any of the permitted uses. Any attached or detached Accessory building shall have on all sides the same building proportions, architectural features, construction materials, and in general be architecturally compatible with the Principal Building(s) with which it is associated.

B. Permitted Uses for Commerce Parke:

1. Commercial Businesses: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB or GB category except the uses of Restaurant, Fast Food; and Tavern or Nightclub (excluding a microbrewery which shall be permitted) shall be permitted in District 2 of Commerce Parke. All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB category shall be permitted in Districts 1 and 3 of Commerce Parke except a Tavern or Nightclub (excluding a microbrewery which shall be permitted). The use of a Hotel (or Motel) shall also be permitted in District 3 west of the East Street extension.
2. Industrial Businesses: All uses listed as a permitted use in the Use Table of Chapter 13 of the UDO in the EI category and the uses of construction and manufacturing of outdoor advertising signs; manufacturing, engraving and sales of cemetery monuments and tombstones; laundry and dry cleaning plants; canneries (e.g. taking fresh fruits and vegetables and canning for distribution) coffee roasting; food processing (e.g. commercial bakeries, smokehouses); granaries; grain processing; milk processing plants (without any on-site milking); warehousing and distribution operations (outdoor storage); and structural steel fabricating (similar to the existing uses of Westfield Steel); shall also be a permitted use in District 2

- of the Commerce Parke. Only EI uses shall be permitted in Districts 1 and 3 of the Commerce Parke.
3. Any other business that can be classified as either general business or light industrial business in the UDO will be eligible with the approval of the Director. In District 2, the Director shall favorably consider uses which are substantially similar to a permitted use if the impacts on surrounding properties is no greater than uses specifically permitted by Section 5.1(B)(2).
 4. Accessory buildings and uses customarily incidental to any of the permitted uses.
- C. Permitted Uses for The Shoppes: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB or the use of Hotel (or Motel) shall be permitted in The Shoppes. A Hotel (or Motel) use shall only be permitted west of the East Street extension.
- D. Permitted Uses for The Townes: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the SF-4 category and those specifically provided below shall be permitted in The Townes.
1. Townhomes.
 2. Multi-story condominium;
 3. Public Parks.
 4. Temporary buildings and job site trailers for construction purposes for a period not to exceed such construction.
 5. Model homes and sales offices therein and temporary trailers from which lot and home sales activities may be conducted with outside sales persons.
 6. Child care home - in accordance with IC 36-7-4-1108, so long as the home is not located within seven hundred (700') feet of Grassy Branch.
- E. Permitted Uses for The Villas: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the SF-4 category and those specifically provided below shall be permitted in The Villas.
1. Two-unit thru four-unit single family attached dwellings (n/k/a Duplex or Quadraplex Dwellings).
 2. Temporary buildings and job site trailers for construction purposes for a period not to exceed such construction.
 3. Single-family Dwellings. Maintenance of outside lawn and landscaping areas by the homeowner's association shall be offered as an option to buyers.

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.

- A. Lot Standards for Business Parke:
1. Minimum Lot Size.

- a. Lots abutting U.S. Highway 31 - 5 acres
- b. All other lots - 2 acres
2. ~~Build To Lines~~Maximum Building Setback Line:-
 - a. Lots abutting U.S. Highway 31 - ~~105~~90 feet
 - ~~b. All other lots - None~~
 - ~~c. All principal buildings on lots with Meridian Corridor frontage shall be located on the Build To Line.~~
 - ~~d. Dimensional requirements for the Build To Line shall be measured from the road right-of-way line.~~
3. Minimum Front Yard - 60 feet
4. Minimum Side Yard.
 - a. Adjacent to any residential use or zone 45 feet
 - b. Adjacent to any non-residential use or zone - 15 feet
5. Minimum Aggregate Side Yard.
 - a. Adjacent to any residential use or zone - 90 feet
 - b. Adjacent to any non-residential use or zone - 30 feet
6. Minimum Rear Yard.
 - a. Adjacent to any residential use or zone - 45 feet
 - b. Adjacent to any non-residential use or zone - 15 feet
7. Minimum Lot Width. Shall equal or exceed that amount which is one-half (1/2) the depth of the lot.
8. Minimum Gross Floor Area.
 - a. 15,000 square feet per building (exclusive of parking garages, basements or accessory buildings).
 - b. Permitted accessory buildings need not meet this minimum floor area requirement. The intent of this minimum gross floor area requirement is to preclude small, freestanding buildings and uses not in character with the Business Parke.
9. Maximum Lot Coverage. - 65%
10. Minimum Lot Frontage on Road. - 50 feet
11. Minimum Lot Width at Building Line. – No Minimum

B. Lot Standards for Commerce Parke:

Minimum Lot Area:	1 acre
Minimum Lot Frontage:	70 feet
Minimum Lot Width At Setback Line:	100 feet
Minimum Front Yard Setbacks:	30 feet
Minimum Parking Lot Setback:	20 feet from the property line abutting any street
Minimum Side Yard:	10 feet
Minimum Rear Yard:	10 feet

Maximum gross square feet of retail per a single building in District 3:	65,000 gross square feet
Minimum Building Setback from Grassy Branch Road south of 203rd Street (East of Grassy Branch))	100 feet

- C. Lot Standards for The Shoppes:
1. No single occupancy may exceed 65,000 gross square feet.
 2. Bulk and Density Standards.
 - a. Setbacks.
 - i. Front - 50 feet
 - ii. Side - 10 feet
 - iii. Rear - 20 feet
 - b. Lot coverage. Lot coverage shall not exceed seventy five (75) percent and is inclusive of buildings, parking areas and all other impervious surfaces which results in a minimum open space requirement of twenty five (25) percent of the land area.
- D. Lot Standards for The Townes:
1. Minimum lot area for Attached Multi-Family Dwellings. - None
 2. Minimum lot frontage on road for Attached Multi-Family Dwellings. - None
 3. Minimum setback lines - for Attached Multi-Family Dwellings.
 - a. Front yard -(corner lots are required two front yard setbacks)
 - i. 10 feet alley load
 - ii. 22 feet front load
 - b. Side yard - minimum 15' between buildings
 - c. Rear yard - None
 4. Minimum lot width at building line for Attached Multi-Family Dwellings. - None
 5. Minimum total square footage per dwelling unit, exclusive of porches, terraces, and garages) for Attached Multi-Family Dwellings. – 1,200 square feet per dwelling unit
 6. Maximum parcel coverage for Attached Multi-Family Dwellings. – None
 7. Minimum Open Space for Attached Multi-Family Dwellings. - 15% of the District
 8. Minimum lot area for permitted Single-family dwellings – 6,000 square feet
 9. Minimum lot frontage on road for permitted Single-family dwellings – 40'
 10. Minimum setback lines for permitted Single-family dwellings
 - a. Front Yard – 20'
 - b. Side Yard – 5'
 - c. Rear Yard – 20'

11. Minimum Lot Width for permitted Single-family dwellings – 50’
12. Minimum square footage per dwelling unit, exclusive of porches, terraces and garages for permitted Single-family dwellings:
 - a. One story dwelling – 1,400 square feet
 - b. Two story dwelling – 1,800 square feet

E. Lot Standards for The Villas:

1. Minimum lot area for Duplex or Quadraplex Dwellings. - None
2. Minimum lot frontage on road for Duplex or Quadraplex Dwellings. - None
3. Minimum setback lines for Duplex or Quadraplex Dwellings.
 - a. 30 feet from arterials
 - b. 20 feet from collectors and local streets
4. Minimum distance between structures for Duplex or Quadraplex Dwellings.
 - a. Two-unit single family attached - 15'
 - b. Four-unit single family attached - 25'
5. Minimum square footage per dwelling unit, exclusive of porches, terraces, and garages for Duplex or Quadraplex Dwellings.
 - a. Single story - 1,300 square feet
 - b. Two story - 1,600 square feet
6. Minimum Open Space for Duplex or Quadraplex Dwellings. - 15% of the District
7. Minimum lot area for permitted Single-family Dwellings – 7,200 square feet.
8. Minimum lot frontage on road for permitted Single-family Dwellings – 40’.
9. Minimum setback lines for permitted Single-family Dwellings
 - a. Front Yard – 20’
 - b. Side Yard – 5’
 - c. Rear Yard – 20’
10. Minimum Lot Width for permitted Single-family Dwellings – 60’
11. Minimum square footage per dwelling unit, exclusive of porches, terraces and garages for permitted Single-family Dwellings:
 - a. One story single-family dwelling – 1,400 square feet
 - b. One and one half store single family dwelling – 1,500 square 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:

- A. Character Exhibit. The Character Exhibits, attached hereto as **Exhibit E** (As to the Townes), **Exhibit F** (as to Quadraplex Dwellings in the Villas) **Exhibit G** (as to the Villas), **Exhibit H** (as to the Business Parke),

Exhibit I (as to the Commerce Parke) and **Exhibit J** (as to The Shoppes), are hereby incorporated as a compilation of images designed to capture the intended quality of structures to be constructed in the District. Buildings shall be constructed substantially similar to those in the Character Exhibit.

B. Architectural Standards for Business Parke.

~~1. All buildings shall be designed with respect to the general character of the Business Parke, and particularly, with due consideration to buildings located on lots that abut the project site.~~

1. A minimum of three (3) materials shall be used for building exteriors, from the following list: stone, brick, architectural pre-cast (panels or detailing), architectural metal panels, glass, or ornamental metal. One (1) of the materials shall be either stone, ~~or~~ brick or architectural pre-cast (panels or detailing).

~~2. Large expanses of glass are allowed, up to seventy percent (70%) of the facade area.~~

~~3. The building shall not be constructed entirely of a metal and glass curtain wall.~~

~~5. Concrete block is not allowed as an exterior finish material.~~

~~6. All front and side facades visible from U.S. Highway 31 shall comply with the architecture requirements of Article 5.3(K)(2)(a) (i) and (M)(2) of the UDO with references to State Road 32 therein interpreted to apply to the right of way of U.S. Highway 31.~~

C. Architectural Standards for Commerce Parke:

1. District 3 Architecture for Primary and Secondary Facades fronting on a public right of way, or which are visible from adjoining residential uses, shall comply with the Architectural Requirements of Article 5.3(K) of the UDO. Any references in Article 5.3(K) to State Road 32 shall be interpreted to apply to the public right of way upon which the structure fronts. The facades of structures within District 3 which do not front on a public right of way, or which are not visible from adjoining residential uses, shall comply with the requirements provided below.

2. Roof Design.

a. Roofs may be either residential character or Low Slope. Roofing material shall be a minimum of commercial grade dimensional asphalt shingle, cedar shake, slate, metal roofing or rubber roofing.

b. All roofs must incorporate appropriately sloped roofs, tall parapets or screen walls to architecturally conceal roof-mounted equipment.

c. Rooftop equipment screens and rooftop penetrations (i.e., vents) shall be of a color compatible with the overall building or roof color (not an accent color).

d. Where pitched roofs are used, the main pitch of the roof shall be not less the 6:12.

3. Facade Rule. - All building elevations shall either be considered a

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Primary or Secondary Façade. All Facades facing Grassy Branch Road, ~~or~~ East Street or State Road 38 shall meet the Primary Façade requirements contained herein.

4. Façade Materials.

a. Primary Façade Materials.

- i. Permitted building finish materials for the Primary Façade include: Brick (clay), natural stone, simulated cut stone, finished (textured and painted) concrete, finished (textured) pre-cast concrete panels, tile (ceramic or porcelain) architectural block (textured) and EFIS (Dryvit) wall systems (if used for a maximum of 50% of the façade and only if it is used at least eight feet (8') above grade), steel or architecturally insulated metal panel systems (if used for a maximum of 50% of the façade).
- ii. Prohibited building finish materials on the Primary Facades include: wood, plywood, unfinished concrete or unfinished concrete panels, plastics, reflective glass, vinyl siding.
- iii. Primary Facades may have window glazing or glass storefronts.
- iv. Permitted building trim materials include: brick (clay), stone, simulated cut stone, tile (ceramic or porcelain), wood, glass, painted aluminum, formed polymers and EIFS (Drive).
- v. Colors used on building facades must be complementary. Natural, muted colors should serve as the Primary Façade color, with brighter colors used as limited accents.
- vi. Decorative architectural lighting is required at a minimum of one fixture every 40 feet on primary facades.
- vii. On Primary Facades which do not face a primary arterial, overhead doors may be permitted on the Primary Façade elevations.

b. Secondary Façades Materials.

- i. In addition to those materials permitted for the Primary Façade, the Secondary Façade may include architectural metal wall panels.
- ii. Prohibited building finish materials on the Secondary Facades include: wood, plywood, unfinished concrete or unfinished concrete panels, plastics, reflective glass.
- iii. Overhead doors are permitted on Secondary Façade elevations, but shall not be orientated towards a public right-of-way.

D. Architectural Standards for The Shoppes:

1. General Architectural Standards The Shoppes shall comply with the Architectural Requirements of Article 5.3(K) of the UDO. Any references in Article 5.3(K) to State Road 32 shall be interpreted to

apply to State Road 38 for this Ordinance.

E. Architectural Standards for The Townes:

1. Architectural Standards for Attached Multi-Family Dwellings.

a. Elevations.

i. The front elevation of a building shall be the facade containing a front door to the building.

ii. Fifty percent (50%) of the front facade of each building, excluding openings such as doors and windows, roofs, and any area within a dormer projecting from a roof, shall have masonry as the exterior building material.

iii. The surface area of all remaining elevations shall have masonry or natural materials as the exterior building material. A masonry water table shall be located on all elevations except the front façade.

b. A townhome building shall have a minimum of five (5) ridge lines.

c. Windows.

i. A building shall have a minimum of three (3) windows on the front facade of the structure per unit.

ii. A building shall have two (2) windows on each of the two (2) side facades.

iii. Building shall have three (3) windows per unit on the rear facade of the structure.

iv. A double window will count as two (2) windows.

v. All windows shall have either shutters and/or architectural treatment. For windows in brick facade, 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-brick facade, the treatment shall be of natural materials and be applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of 1/2 the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

d. Garages shall be attached to the primary structure.

e. Garage doors shall not be oriented towards East Street.

f. Carports shall be prohibited.

g. A landing, stoop or porch is required on all homes. The minimum size shall be no less than four (4) feet in width and depth.

h. The minimum roof pitch of the main roof of the residence shall be 6:12. Secondary elements such as porches, bays, walkways, etc., may be covered with a lower roof pitch.

i. Roof overhangs shall be a minimum of 8". Secondary elements such as porches, bays, walkways, etc., may be covered with fewer inches of overhang.

- j. Roof vents shall be located to the rear half of the home/structure when possible. All vents will 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.
- k. The Director has the authority to determine if a specific house plan meets these architectural building requirements and may allow deviations from the above standards so long as the deviations are in conformance with the intent of the established architectural requirements.

2. Streetscape Diversity. Article 6.3(C)(2) of the UDO shall apply to the Townes, and The Townes Character Exhibit, attached hereto as **Exhibit E**, is hereby incorporated as a compilation of images designed to capture the intended architecture of Dwellings to be constructed in the District. It is not the intent to limit the architecture shown in the Townes Character Exhibit, but encourage a diversity in architecture of Dwellings in the District.

3. Additional Architectural Standards for permitted Single-family dwellings

- a. Minimum Overhang: The roof overhang or eaves shall be a minimum of eleven (11) inches, as measured prior to the installation of Masonry Materials.
- b. Garage Composition and Orientation:
 - i. All Dwellings shall have a minimum two (2) car attached garage.
 - ii. Garage elevations shall include a variety of design elements to vary the appearance of the garage façade. Design elements shall include, but not be limited to, the garage door, the garage door windows and/or hardware, garage door header, roof gable brackets, multiple building materials, gable accent windows and gable decorative louver.
- c. Building Materials: In addition the prohibited materials included under Article 6.3(C)(3) of the UDO, vinyl and aluminum siding shall be prohibited.
- d. Front Building Façade Requirements: At a minimum each Dwelling shall utilize the following architectural elements on the Front Building Façade:
 - i. Wood, Fiber Cement Siding, or equivalent trim at corners (at least five (5) inches in width), frieze boards, window and door wraps, and as transitional material between two different Exterior Materials.
 - ii. Architecturally enhanced/decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).

- iii. 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.
 - e. Side Building Façade Requirements (Corner Lots only): Side Building Façades that face Internal Streets shall contain the following architectural requirements on the Side Building Façade:
 - i. A minimum of three (3) windows with an aggregate minimum of forty (40) square feet in size.
 - ii. All windows shall have either shutters and/or architectural treatment. For windows in a masonry façade, the treatment shall be of natural or masonry materials and be applied to the sill and header and a minimum. For windows in a non-masonry façade, the treatment shall be of natural materials and applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of half (½) the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.
 - f. Article 6.3(c)(1)(b) of the UDO shall not apply to Single-Family Dwellings. However, any Single-family Dwelling denoted with a star on **Exhibit D** hereto shall only be constructed as a one story or one and one half story dwelling. The Side Building Façade nearest the public right of way on these lots shall also comply with Section 7.1(E)(3)(e) of this Ordinance.
- F. Architectural Standards for The Villas:
- 1. Architectural Standards for Duplex or Quadraplex Dwellings.
 - a. Elevations.
 - i. Masonry shall be the exterior building material on at least thirty percent (30%) of the surface of all buildings, excluding openings, such as doors and windows, roofs, and the area within any dormer projecting from a roof.
 - ii. Masonry or natural materials shall be the exterior building material on the remaining exterior surfaces of the building, excluding openings, such as doors and windows, roofs, and any facade area within a dormer projecting from a roof.
 - b. Windows.
 - i. Each unit shall have a minimum of three (3) windows on each facade.
 - ii. A double window will count as two (2) windows.
 - iii. All windows shall have either shutters and/or architectural treatment. For windows in brick facade, 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-brick facade, the treatment shall be of natural

materials and be applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of one half (1/2) the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

- c. Garage doors shall not be oriented towards East Street
- d. A landing, stoop or porch is required on all homes. The minimum size shall be no less than four (4) feet in width and depth.
- e. The minimum roof pitch of the main roof of the residence shall be 6/12. Secondary elements such as porches, bays, walkways, etc., may be covered with a lower roof pitch.
- f. Roof overhangs shall, be a minimum of 8". Secondary elements such as porches, bays, walkways, etc., may be covered with fewer inches of overhang.
- g. Roof vents will 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.
- h. Each four-unit single family attached building shall be substantially similar in quality and character to the illustrative elevations found in **Exhibit F**.
- i. The Director has the authority to determine if a specific house plan meets these architectural building requirements and may allow deviations from the above standards so long as the deviations are in conformance with the intent of the established architectural requirements.

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- 2. Streetscape Diversity. Article 6.3(C)(2) of the UDO shall apply to the Villas, and The Villas Character Exhibit, attached hereto as **Exhibit G**, is hereby incorporated as a compilation of images designed to capture the intended architecture of Dwellings to be constructed in the District. It is not the intent to limit the architecture shown in the Villas Character Exhibit, but encourage a diversity in architecture of Dwellings in the District.
- 3. Additional Architectural Standards for permitted Single-family Dwellings
 - a. Minimum Overhang: The roof overhang or eaves shall be a minimum of eleven (11) inches, as measured prior to the installation of Masonry Materials.
 - b. Garage Composition and Orientation:
 - i. All Dwellings shall have a minimum two (2) car attached garage.
 - c. Garage elevations shall include a variety of design elements to vary the appearance of the garage façade. Design elements shall include, but not be limited to, the garage door, the garage door windows and/or hardware, garage door header, roof gable brackets,

multiple building materials, gable accent windows and gable decorative louver.

d. Building Materials: In addition the prohibited materials included under Article 6.3(C)(3) of the UDO, vinyl and aluminum siding shall be prohibited.

e. Front Building Façade Requirements: At a minimum each Dwelling shall utilize the following architectural elements on the Front Building Façade:

i. Wood, Fiber Cement Siding, or equivalent trim at corners (at least five (5) inches in width), frieze boards, window and door wraps, and as transitional material between two different Exterior Materials.

ii. Architecturally enhanced/decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).

iii. 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.

f. Side Building Façade Requirements (Corner Lots only): Side Building Façades that face Internal Streets shall contain the following architectural requirements on the Side Building Façade:

i. A minimum of three (3) windows with an aggregate minimum of forty (40) feet in size.

ii. All windows shall have either shutters and/or architectural treatment. For windows in a masonry façade, the treatment shall be of natural or masonry materials and be applied to the sill and header and a minimum. For windows in a non-masonry façade, the treatment shall be of natural materials and applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of ½ the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

g. Article 6.3(c)(1)(b) of the UDO shall not apply to Single-Family Dwellings. However, any Single-Family Dwelling denoted with a star on **Exhibit D** hereto shall only be constructed as a one story or one and one half story dwelling. The Side Building Façade nearest the public right of way on these lots shall also comply with Section 7.1(F)(3)(f) of this Ordinance.

7.2 Article 6.6 Height Standards: Shall apply unless otherwise amended hereby for each of the following shall apply to the various Districts:

A. Business Parke:

1. Minimum Building Height.

- a. Lots abutting U.S. Highway 31 ~~—Thirty-eight (38) feet and~~
i. Primary Façade: Thirty-eight (38) feet
ii. All other Facades: Thirty (30) feet~~three (3) occupiable floors~~
~~a.b. All other lots - Fourteen (14)~~Thirty (30) feet

2. Maximum Building Height.

- a. One Hundred Fifty (150) feet, except that the maximum height may not exceed forty percent (40%) of the distance from any residential use or structure.

B. Commerce Parke:

1. Maximum Building Height:

- a. District 1 and 2: Forty five (45) feet.
b. District 3: Thirty five (35) feet.
2. The limitations herein shall not apply to steeples, silos, chimneys, antennas or appurtenances which are located on structures within the district.
3. Any new structure within two hundred fifty (250) feet of the residential structure/home at 2429 E. 202nd Street, 2502 E. 202nd Street, 1910 E. 202nd Street, shall be limited to a height of thirty five (35) feet so long as those properties are utilized residentially.

C. The Shoppes:

1. Maximum Building Height. Buildings are restricted to 35 feet maximum height or a maximum of two stories

D. The Townes:

1. Maximum building height for Attached Multi-Family Dwellings. - 45 feet.
2. Lots marked with a star on **Exhibit D** shall be subject to restrictions included in Section 7.1(E)(3)(f) hereof.

E. The Villas:

1. Detached Single-family Dwellings in The Villas shall be no taller than one and one half story.

7.3 Article 6.8 Landscaping Standard: Shall apply, except as follows:

- A. Article 6.8 N of the UDO shall be replaced by this section.
B. Plantings in buffer yards should physically separate and visually screen different land uses and/or zoning districts from one another without precluding connectivity between uses. Plants (inclusive of bushes/shrubs) used for screening must be at least eighteen (18) to twenty four (24) inches tall when planted. Evergreen trees required for screening must be between six (6) and eight (8) feet in height at the time of planting. Plantings in buffer yards shall consist of two (2) or more species of both trees and shrubs.
C. A twenty foot (20') buffer yard shall be required around the perimeter of each District except as follows:

1. No buffer yards shall be required:
 - a. internal to the Aurora–Northpoint PUD, except as provided in Subsections C(2)(c)) and C(3) below;
 - b. adjacent to proposed greenways and park areas; and
 - c. within easements prohibiting landscaping.
2. A fifty foot (50') buffer yard shall be required along the existing home sites on Grassy Branch Road (as shown on the Buffer Exhibit, **Exhibit D**). The buffer yard shall be improved as follows:
 - a. The buffer yard shall have a six foot (6') mound that runs the entire length of the buffer yard (in addition to the mounding, the existing trees along the north side median of 203rd street shall maintain fifty percent (50%) of the existing treeline, and no additional plantings shall be required in this median area). The mound shall be designed in order to protect the root system and drip lines of existing trees on adjacent properties.
 - b. The buffer yard shall be landscaped per this Ordinance.
 - c. A fifty foot (50') buffer yard shall be required along the existing homestead parcel of the Heitman property (as shown on the Buffer Exhibit, **Exhibit D**). If any portion of the Real Estate is added to the Heitman property, it shall be buffered in accordance with this provision. If the Heitman property is no longer utilized as a residential use, the requirements of this section 7.3 (C)(2)(c) shall no longer apply to the Heitman property:
 - d. A thirty foot (30') buffer yard shall be required along the eastern and western borders of the driveway parcel of the Heitman property (as shown on the Buffer Exhibit, **Exhibit D**). The buffer yard shall have a six foot (6') mound that runs the entire length of the buffer yard. If the Heitman property is no longer utilized as a residential use, the requirements of this Section 7.3(C)(2)(d) shall no longer apply to the Heitman property.
 - e. The buffer yard shall be landscaped per this Ordinance.
3. Buffer between The Shoppes and adjoining Residential District (to the west) (as shown on the Buffer Exhibit, **Exhibit D**)
 - a. A thirty foot (30') buffer yard shall be required and shall be landscaped per this Ordinance:
4. Buffer along the northern, western southern and eastern borders of the Commerce Parke
 - a. A forty foot (40') buffer yard shall be required and shall be improved as follows:
 - i. The buffer yard shall have a six foot (6') mound.
 - ii. Shall be landscaped per this Ordinance.

iii. Evergreen trees shall be planted on or near the top of the mound.

b. Buffer yard planting requirements shall be included with the Development Plan Review of each parcel.

b.c. Where a detention pond of 50' or more in width acts as part of a buffer yard, no mounding shall be required.

5. Buffer yards that are not additionally road frontage shall be landscaped per this subsection, with the exception of areas encompassed by easements prohibiting landscaping, where no landscaping shall be required. Buffer yards that are additionally road frontage shall be landscaped per the buffer yard requirements and not per this Ordinance's Road Frontage landscaping requirements.

D. Within buffer yards at least eight (8) evergreen trees per one hundred (100) linear feet and five (5) evergreen shrubs per one (100) hundred linear feet shall be planted. Such plantings should be arranged in a manner that creates a visual barrier between uses without precluding connectivity between uses. Staggering evergreen trees on alternating sides of the mound shall be utilized when feasible.

E. If woodlands are located within buffer yards, preserved trees may be substituted for required plants in buffer yards with the requirement for mounding/fencing eliminated. In the NW corner of the property located north of the 203rd Street extension (as shown on the Concept Plan) a forty (40) foot tree preservation area shall be utilized as the buffering requirement without any mounding or fencing. Prior to development adjacent to this tree preservation area, a tree preservation plan prepared in accordance with Article 6.8(E)(4) of the UDO shall be approved by the Director.

F. In residential districts, plantings required to be placed in buffer yards shall be credited toward total on-site landscaping requirements set forth in the UDO.

G. In non-residential districts, trees required to be planted in buffer yards shall be credited toward total on-site landscaping requirements set forth in the UDO.

H. Buffer yards shall not be required between uses within the same districts or within subdivisions.

7.4 Article 6.12 Outdoor Storage and Display shall apply except as specifically modified to the various Districts:

A. Commerce Parke:

1. Uses in the Commerce Parke shall be permitted to have outside storage subject to the screening/buffering requirements as set forth in this Ordinance.

2. Outside storage shall be permitted in District 2 in accordance with Article 6.12(D) of the UDO.

3. No outside storage shall be permitted within District 1 or District 3, or within one hundred feet (100') of the right-of-way of the new East

Street extension, Grassy Branch Road, or US 31 within District 2.

4. Service/Material Yard and Storage Areas.

- a. Article 6.12(D)(2) of the UDO shall apply with the following addition: Must be completely screened as follows:
 - i. The fence required under Article 6.12(D)(2)(b) of the UDO shall be an opaque wood privacy fence, the style of which shall be consistent throughout the Commerce Parke.

B. The Shoppes:

1. No outdoor sales areas or permanent outdoor display areas are permitted unless surrounded by a permanent structure consistent with material of the building.

7.5 Article 6.14 Parking and Loading Standards shall apply except as specifically modified to the various Districts:

A. Business District:

1. Loading and Unloading Areas.
 - a. Loading and Unloading Berth shall not be oriented to or visible from U.S. Highway 31.
 - b. Loading and Unloading Berths oriented toward any other public right-of-way, shall be landscaped/screened using Masonry wall(s), plant material, or a combination thereof.
2. For buildings fronting on US Highway 31, no more than ~~one~~ (1)two (2) rows of parking shall be located between the building's Primary Façade and the right of way for US Highway 31.

B. Commerce Parke:

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

7.6 Article 6.15 Performance Standards shall apply except as specifically modified to the various districts:

A. Commerce Parke:

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

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

7.7 Article 6.17 Sign Standards shall apply except as specifically modified to the various districts:

A. The Shoppes:

So long as the uses abutting State Road 38 immediately north of the

Shoppes remain residentially utilized, the following restrictions shall apply to signage immediately adjacent to State Road 38:

All sign materials shall be architecturally complimentary to the materials utilized in The Shoppes.

No Pole Signs shall be permitted.

No Electronic Signage shall be permitted.

Reverse channel lighting shall be utilized for all Wall Signs on the facades of buildings facing and visible from State Road 38.

The lighting of all signs in The Shoppes shall comply with Article 6.9(G)(3) of the UDO, regardless of the source of the signs lighting.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(i) shall be reduced to six (6) feet.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(ii) shall be reduced to nine (9) feet.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(iii) shall be reduced to twelve (12) feet.

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 8.7, Pedestrian Network Standards, shall apply except as follows:

A. The Shoppes:

1. Pedestrian Circulation.

a. Continuous internal pedestrian walkways, no less than eight (8) feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all structures on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds and ground cover.

b. Sidewalks, no less than eight (8) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such sidewalks shall be located at least six feet from the facade of the building to provide planting facade.

d. Internal pedestrian walkways provided in conformance

with part b above shall provide weather protection features such as awnings or arcades within 30 feet of customer entrances.

e-c. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

Section 10. Amenities. In accordance with Article 10.9(F)(4) of the UDO, the following Amenities will be distributed throughout the Residential Districts, for use by residents of districts designated by the Developer within the Real Estate:

A. A minimum of two (2) small parks. One small park shall be installed with the first section of The Townes and one small park shall be installed with the first section of The Villas.

B. A minimum of one (1) swimming pool and swimming pool area and a Bathhouse. This shall be installed no later than the completion of seventy (70%) percent of the total lots comprising the Townes and the Villas.

C. A minimum of one (1) 3,000 square foot playground to be installed no later than the completion of seventy (70%) percent of the total lots comprising the Townes and Villas.

D. Integrated trail system of a minimum eight (8') foot asphalt path connecting all districts as shown on the Pedestrian Network Exhibit (**Exhibit C**).

E. The swimming pool and playground amenities shall not be located adjacent to the perimeter buffer yard for the existing home sites on Grassy Branch Road.

[SIGNATURE PAGE IMMEDIATELY FOLLOWS.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2018~~7~~.

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

Nortphoint PUD District (f/k/a Aurora)– Replacement Ordinance

I hereby certify that **ORDINANCE** 17-51 was delivered to the Mayor of Westfield
on the _____ day of _____, 20187, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE** 17-51 I hereby VETO **ORDINANCE** 17-51
this _____ day of _____, 20187. this _____ day of _____, 20187.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This document prepared by:
Russell L. Brown, Clark, Quinn, Moses, Scott & Grahn, LLP, 320 N. Meridian Street, Suite 1100, Indianapolis,
Indiana 46204

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

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Pedestrian Network
Exhibit D	Buffer Plan
Exhibit E	Townes Character Exhibit
Exhibit F	Four Family Attached Illustrative Elevations
Exhibit G	Villas Character Exhibit
Exhibit H	Business Parke Character Exhibit
Exhibit I	Commerce Parke Character Exhibit
Exhibit J	The Shoppes Character Exhibit



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1806-PUD-15
Exhibit 1

Docket Number: 1806-PUD-15 (Ordinance No. 18-19)

Petitioner: CalAtlantic Homes of Indiana by Nelson & Frankenberger (the “Petitioner”)

Request: A change in zoning of 22.2 acres +/- from the AG-SF1: Agriculture/Single-Family Rural District to the Liberty Villas PUD District.

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

Current Land Use: Undeveloped / Agriculture

Acreage: 22.2 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Character Exhibit
5. Proposed Ord. 18-19 (Liberty Villas PUD)
6. Petitioner’s Project Narrative
7. Neighborhood Meeting Summary
8. Public Comment

Staff Reviewer: Pam Howard, Senior Planner

PETITION HISTORY

This petition was introduced at the June 11, 2018, City Council meeting. The petition will receive a public hearing at the July 2, 2018, Advisory Plan Commission (the “Plan Commission”) meeting. The Petitioner held a neighborhood meeting on June 26, 2017, for neighbors and other interested parties. A summary of that meeting was provided by the Petitioner and is included as **Exhibit 7.**

PROJECT OVERVIEW

Location: This subject property is approximately 22.2 acres in size and is located on the west side of Ditch Road between 156th Street and 161st Street (see **Exhibit 2**). The Property is currently zoned the AG-SF1: Agriculture / Single-Family Rural District. The surrounding properties include the Harmony PUD to the north and east, Towne West PUD to the west, as well as large lot residential and agricultural properties to the south and west.

Project Description: The petitioner is requesting a change of zoning to a Planned Unit Development (PUD) District to be known as the “Liberty Villas PUD” that would allow for attached single-family residential development. The proposed ordinance permits only Duplex Dwellings

and proposes a maximum of 84 units, the SFA: Single-Family Attached District is proposed as the underlying zoning district.

General Regulations: As proposed, the PUD Ordinance establishes alters some of the development standards from the Underlying Zoning District. First, the Maximum Dwellings per building is decreased to two (2) from the four (4) permitted by the UDO. Next, the proposed ordinance establishes Side and Rear Yard Setbacks of five (5) feet and twenty (20) feet, respectively; while the Underlying Zoning District does not have an equivalent standard. Lastly, the proposed ordinance reduced the Minimum Distance Between Structures to ten (10) feet from the twenty-five (25) feet required by the UDO for Structures with no vinyl exterior siding.

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

Architectural Standards: The proposed PUD Ordinance defaults to the UDO's Architectural Standards for Single-Family Districts (Article 6.3(C)) and includes additional architectural requirements as well. The additional requirements address roof overhangs; garages; and prohibited building materials. The PUD Ordinance also incorporates a Character Exhibit (see **Exhibit 4**) that is "designed to capture the intended architecture of Dwellings to be constructed...".

Landscaping Standards: The proposed PUD Ordinance defaults to the UDO's landscaping standards, with the following exceptions:

Minimum Lot Landscaping: Alternative minimum lot landscaping standards are proposed as outlined in the chart below:

	Proposed in PUD (per structure)	UDO requirement (Multi-Family residential, per unit)
Shade Trees	1	1
Ornamental/Evergreen Trees	1	1
Shrubs	12	4

Design Standards: As proposed, the PUD Ordinance establishes alternative Design Standards from the Underlying Zoning District. The standards of note are briefly highlighted below:

Open Space/Amenities: The Proposed PUD Ordinance reduces the minimum Open Space requirement to 15% from the 35% required by the UDO. Additionally, the Proposed PUD Ordinance requires trail for passive recreation opportunities, as generally depicted on the Concept Plan.

Additional Standards: As proposed, the PUD Ordinance includes some additional standards not related to zoning. The department has asked that those standards be removed from the PUD and included in the recorded covenants for the subdivision.

COMPREHENSIVE PLAN

The Future Land Use Plan in the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”) identifies the Property as New Suburban. The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions; however, below is a general summary of the goals and objectives of the Comprehensive Plan for this Property:

The development policies for “New Suburban” include: (i) ensure development occurs in a way that is contiguous with existing development; (ii) design developments such that back yards are not adjacent to collector or arterial streets unless uniform attractive screening is provided; (iii) prevent monotony of design and color that applies to the collective impact of an entire development; (iv) encourage compatible and high quality “life span” housing; (v) emphasize connectivity between subdivisions, and avoid creating isolated islands of development; (vi) permit new development only where the transportation network is sufficient to the added traffic volume, based on traffic studies developers should make appropriate improvements to mitigate traffic impacts resulting from the new development; (vii) encourage quality and useable open space; (viii) encourage development of bicycle and pedestrian facilities in new development to improve connectivity; (ix) land that is characterized by steep slopes or other natural limitations should be left natural or developed at rural, rather than suburban densities; (x) locate roadways and house lots to respect natural features and to maximize exposure of lots to open space, and (xi) encourage attractive streetscapes that minimize front-loading garages, provide garage setbacks from front facades of houses, minimize design and material repetition a, and avoid house orientations where the back sides face the public right of way.

The development policies for “residential design standards” include: (i) encourage neighborhoods that do not have the appearance of “production” housing; (ii) evaluate new residential development on the basis of overall density and the relationship that density to effective and usable open space preservation, rather than on lot sizes; and (iii) encourage variety and diversity in housing while maintaining a distinct style or character and avoiding the appearance of “cookie cutter” subdivisions.

The development policies for “open space and recreation” include: (i) design open space to form an interconnected network, with provisions or linkages to existing or potential open space; (ii) maintain and preserve stream corridors, woodlands, hedge rows, or other valuable natural and historic resources; (iii) provide parks and recreational facilities in new development to accommodate the needs of the community as it grows; and (iv) recognize that in addition to the amount of open space, that the location and

configuration of open space is of importance and should not be an afterthought based on a determination of unusable land.

Thoroughfare Plan: The following corridors are impacted by the development of the Property: (i) Collector Road: 151st Street, (ii) Alternative Transportation Plan: perimeter pathways along perimeter streets and sidewalks along internal streets.

PROCEDURAL

Public Hearing: A change of zoning request is required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is scheduled for the July 2, 2018, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission's Rules of Procedure.

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

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

Council Introduction: The petition was introduced at the June 11, 2018, City Council meeting.

DEPARTMENT COMMENTS

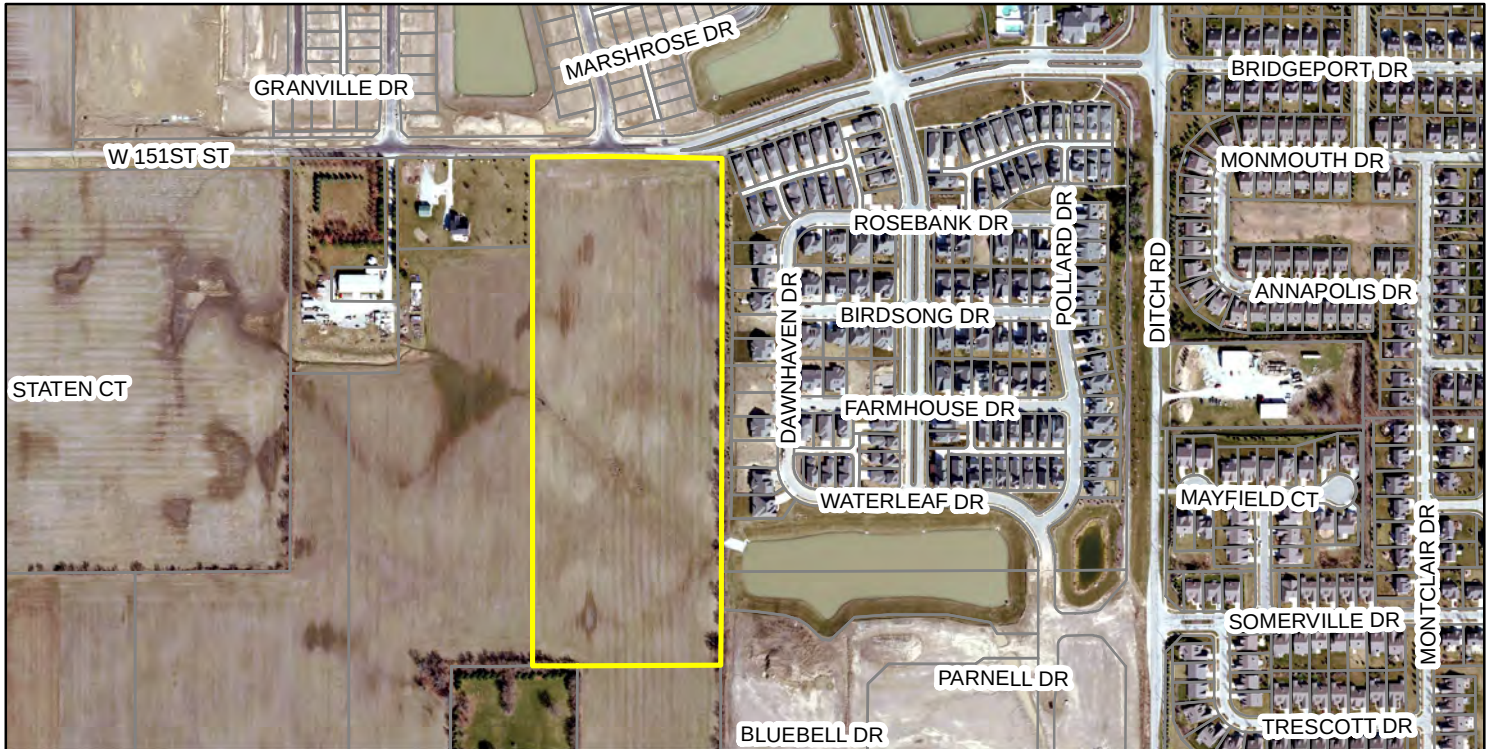
1. **Action:** Hold a public hearing at the July 2, 2018, Plan Commission meeting.
2. The petitioner will make any necessary revisions to the proposal based on Plan Commission comments, public comments and any additional Department comments, prior to the Plan Commission's further consideration of this petition.
3. If any Plan Commission member has questions prior to the public hearing, then please contact Pam Howard at (317) 531-3751 or poward@westfield.in.gov.



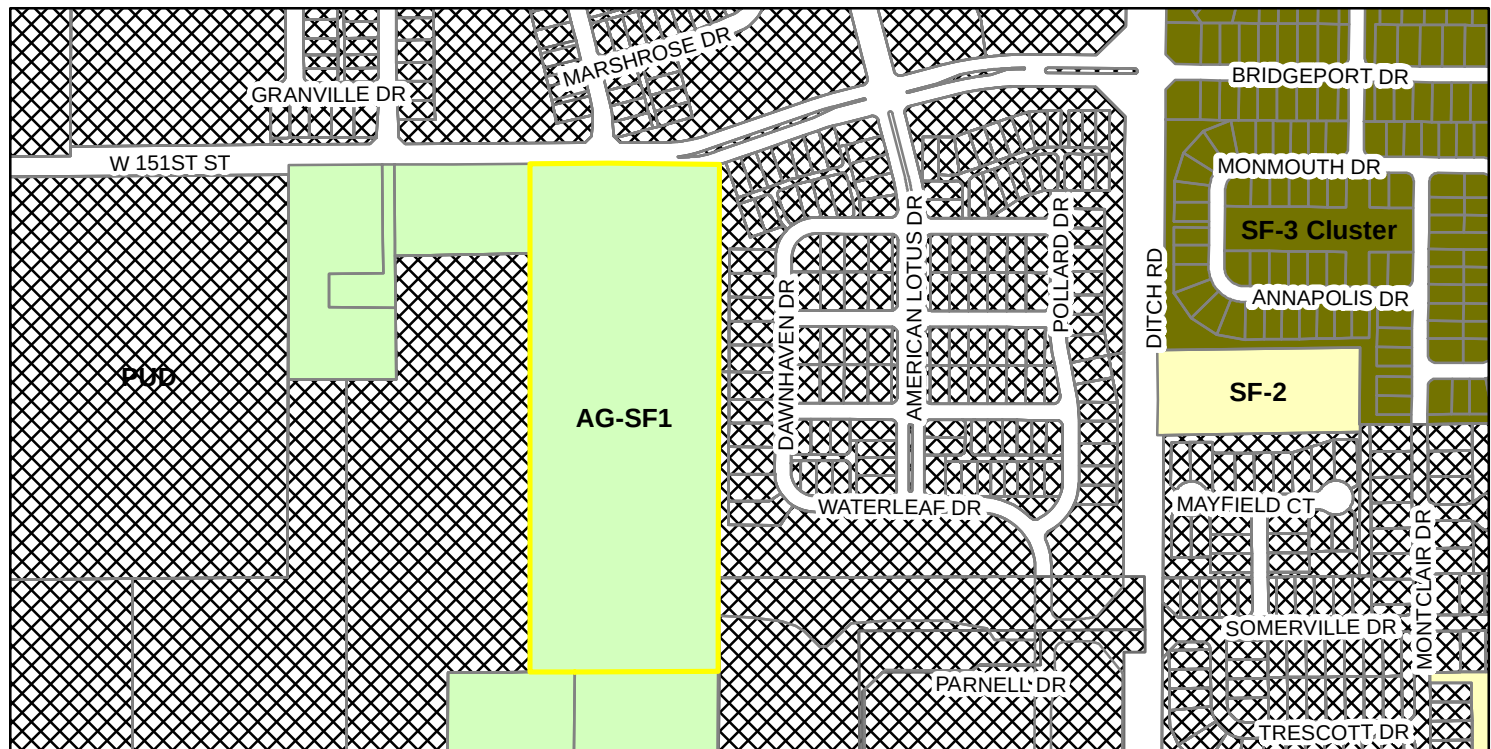
Property Location Map
Liberty Villas PUD
1806-PUD-15
1806-ODP-12 & 1806-SPP-12



Aerial Location Map



Zoning Map



- | | |
|--|--------------------------|
| AG-SF1 (Agriculture - Single Family - 1) | SF-2 (Single Family - 2) |
| PUD (Planned Unit Development) | SF-3 Cluster |

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 18__-PUD-__.

EXHIBIT C
CHARACTER EXHIBITS
(Page 1 of 4)

Villa Collection
Auburn



Elevation C



Elevation A



Elevation B



Elevation D

EXHIBIT C
CHARACTER EXHIBITS
(Page 2 of 4)

Villa Collection
Balsam



Elevation C



Elevation A



Elevation B



Elevation D

EXHIBIT C
CHARACTER EXHIBITS
(Page 3 of 4)

Villa Collection
Cascade



Elevation C



Elevation A



Elevation B



Elevation D

EXHIBIT C
CHARACTER EXHIBITS
(Page 4 of 4)

Villa Collection
Dunbar



Elevation C



Elevation A



Elevation B



Elevation D

EXHIBIT D
OUTDOOR SCREEN CHARACTER EXAMPLES
(Page 1 of 1)



ORDINANCE NUMBER 18-__

LIBERTY VILLAS PUD

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 VILLAS 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. ____-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. ____-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 _____, 2018;

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 Villas 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 **Structure:** A Duplex Dwelling building consisting of a total of two (2) living units.
- 2.2 **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 SFA: Single Family Attached District.

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

- 5.1 The only permitted Dwelling type shall be a Duplex Dwelling as identified in the Underlying Zoning District, as set forth in Chapter 4 of the UDO.
- 5.2 **Maximum Dwellings.** The total number of Dwellings permitted in the District shall not exceed eighty-four (84).

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	
Maximum Dwellings	Two (2) per building
Minimum Building Setback Lines	
Front Yard	20’
Side Yard	5’

Rear Yard	20'
Minimum Distance Between Structures	10'

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: Section 6.3(C) shall apply to all dwellings, except as modified below:

- A. Character Exhibit: The Character Exhibits, attached hereto as **Exhibit C**, are hereby incorporated as a compilation of images designed to capture the intended architecture of Dwellings to be constructed in the District. The Director shall determine whether a Dwelling is consistent with the Character Exhibit and complies with the standards of this Ordinance. The Director's decision may be appealed to the Plan Commission.
- B. Minimum Roof Overhang: The roof overhang or eaves shall be a minimum of eleven (11) inches, as measured prior to the installation of Masonry Materials.
- C. Garages:
 - i. All Dwellings shall have a minimum two (2) car attached garage.
 - ii. Each Structure shall contain one (1) front load garage and one (1) courtyard load garage. Front load garages shall be permitted to be off set from the street by less than thirty (30) degrees.
- D. Building Materials: Vinyl and aluminum siding shall be prohibited.

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. Each Structure shall be landscaped with a minimum of one (1) shade tree, one (1) ornamental of evergreen tree, and twelve (12) shrubs.
 - 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 of 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. The minimum Open Space required shall be 15%.

C. 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.

Section 10. **Additional Standards.** The following additional standards shall apply to the development of the District and the regulation of such standards shall be included in the Declaration of Covenants and Restriction that will be applicable to the Real Estate.

10.1 All Lots and common areas shall be subject to a required landscape maintenance program including mulching, edging, fertilizations, mowing, weeding of beds, and fall clean up.

10.2 All Lots shall be subject to a required snow removal program.

10.3 Jungle gyms, trampolines, sandboxes and storage sheds shall be prohibited.

10.4 All fences shall be (i) black metal, (ii) of a consistent style and height and (iii) a maximum of 48” in height.

10.5 Enclosures or screens (i) surrounding air conditioning units and (ii) which screen outdoor patios and living spaces within 16’ of a dwelling shall not be subject to the fence standards of this Section 10. Each type of enclosure or screen permitted under this section shall be of a consistent style. In addition, the screen for outdoor patios and living spaces shall individual design characteristics similar to those represented in the character examples illustrated in Exhibit D as determined by the Director. If

the screen design is determined to be substantially different than the character examples shown in Exhibit D the design shall be subject to review and approval by the Plan Commission.

[Remainder of page intentionally left blank, signature page follows]

ALL OF WHICH IS ORDAINED/RESOLVED THIS __ DAY OF _____, 2018.

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 18-__** was delivered to the Mayor of Westfield
on the _____ day of _____, 2018, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 18-__**
this _____ day of _____, 2018.

I hereby VETO **ORDINANCE 18-__**
this _____ day of _____, 2018.

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

Liberty Villas - PUD District Ordinance 2 050218

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Character Exhibits
Exhibit D	Outdoor Screen Character Examples

EXHIBIT A
REAL ESTATE
(Page 1 of 2)

A part of the West Half of the Southeast Quarter of Section 16, Township 18 North, Range 3 East, in Washington Township, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Northwest corner of the West half of the Southeast Quarter of said Section 16; thence North 89 degrees 49 minutes 06 seconds East (assumed bearing) 757.01 feet along the North line of said West Half to the POINT OF BEGINNING of this description; thence continuing North 89 degrees 49 minutes 06 seconds East along said North line, a distance of 600.08 feet to the Northeast corner of said West Half; thence South 00 degrees 13 minutes 12 seconds West 1,613.02 feet along the East line of said West Half to the Northeast corner of the real estate owned by SAS Land, LLC as recorded in Instrument Number 2013-014442 in the Office of the Recorder of Hamilton County, Indiana; thence South 89 degrees 51 minutes 15 seconds West 600.12 feet along the North line of said SAS Land, LLC and the prolonged North line of said real estate to a rebar with a Benchmark cap; thence North 00 degrees 13 minutes 17 seconds East 1,612.65 feet to the North line of said West Half and the place of beginning, containing 22.218 acres, more or less.

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 18__-PUD-__.

EXHIBIT C
CHARACTER EXHIBITS
(Page 1 of 4)

Villa Collection
Auburn



Elevation C



Elevation A



Elevation B



Elevation D

EXHIBIT C
CHARACTER EXHIBITS
(Page 2 of 4)

Villa Collection
Balsam



Elevation C



Elevation A



Elevation B



Elevation D

EXHIBIT C
CHARACTER EXHIBITS
(Page 3 of 4)

Villa Collection
Cascade



Elevation C



Elevation A



Elevation B



Elevation D

EXHIBIT C
CHARACTER EXHIBITS
(Page 4 of 4)

Villa Collection
Dunbar



Elevation C



Elevation A



Elevation B



Elevation D

EXHIBIT D
OUTDOOR SCREEN CHARACTER EXAMPLES
(Page 1 of 1)



LIBERTY VILLAS
PUD ORDINANCE PROJECT NARRATIVE

The Liberty Villas Planned Unit Development District (the “Liberty Villas PUD”) pertains to real estate that is generally located south and adjacent to 151st Street, east of Towne Road and west of Ditch Road and consists of approximately 22.2 acres (the “Real Estate”). Included in this change of zoning/rezone application is a site location map which outlines the location of the Real Estate.

The Real Estate is currently zoned AG-SF1 pursuant to the City of Westfield’s Unified Development Ordinance. The applicant, CalAtlantic Homes of Indiana, Inc., (“CalAtlantic”), desires to develop a residential community on the Real Estate consisting of approximately 84 “for-sale” paired villas targeted to the active, empty nester demographic. If approved, the Liberty Villas PUD would establish as the underlying zoning district for the Real Estate the SFA - Single Family Attached classification to permit the development of the residential community to be known as “Liberty Villas”.

The Liberty Villas PUD provides for specific development requirements including landscape open space and architectural standards, along with character home imagery examples depicting the intended home design and a required lot maintenance program to be provided for by the Homeowner’s Association for Liberty Villas.

In addition to seeking rezone approval to the Liberty Villas PUD, CalAtlantic has also filed applications for Development Plan and Primary Plat approval.

June 26, 2018 Liberty Villas PUD - Neighborhood Meeting Summary

Project: Proposed Liberty Villas Planned Unit Development

Docket Number 1806-PUD-15

Date: June 26, 2018 at 6:30pm

Location: Westfield City Hall building, 130 Penn Street, Westfield, Indiana.

Attendees: Jon Dobosiewicz, Jim Shinaver, and Matt Pleasant – Nelson & Frankenberger
Keith Lash and Tyrone Rhinehart – Lennar
Gordan Kritz – Stoeppelwerth & Associates, Inc.
Pamela Howard – Westfield Planning Staff
Cindy Spoljaric, Jim Ake, Steve Hoover, and Chuck Lehman – City Council
See Exhibit A Sign-In Sheet

Jon Dobosiewicz provided an overview summary of the proposal.

Neighbor Comments and Questions:

1. We live at the house next to the dead-end on the northeast corner of the development and are concerned with the turn-around so close to our house.
Response: If you have any recommendations on what you would like to help screen the drive, we may be able to help accommodate those requests.
2. Why is the turn-around located where it is?
Response: The turn-around is a public safety standard.
3. Can there be a berm of some kind or extra plantings?
Response: If we can accommodate something like that or combination of a berm and plantings, we will review the options and determine if this can be done.
4. Is the Landscape Plan for the east buffer yard final?
Response: No, we are open to any suggestions that you should have.
5. What is within the buffer yard?
Response: There are a combination of evergreen and shade trees. They can be moved if you have any suggestions.
6. What is the zoning that is currently in place?
Response: AG/SF-1: Agriculture / Single-Family homes.

The meeting ended at 7:02pm.

Neighborhood Meeting Sign In-Sheet

Proposed Rezone: Liberty Villas PUD Ordinance

Applicant: Lennar (formerly known as CalAtlantic Homes Indiana, Inc.)

Docket Numbers: 1806-PUD-15; 1806-ODP-12; and, 1806-SPP-12

Meeting Date: Tuesday, June 26, 2018, 6:30 p.m., Westfield City Hall, 130 Penn Street, Westfield, IN 46074.

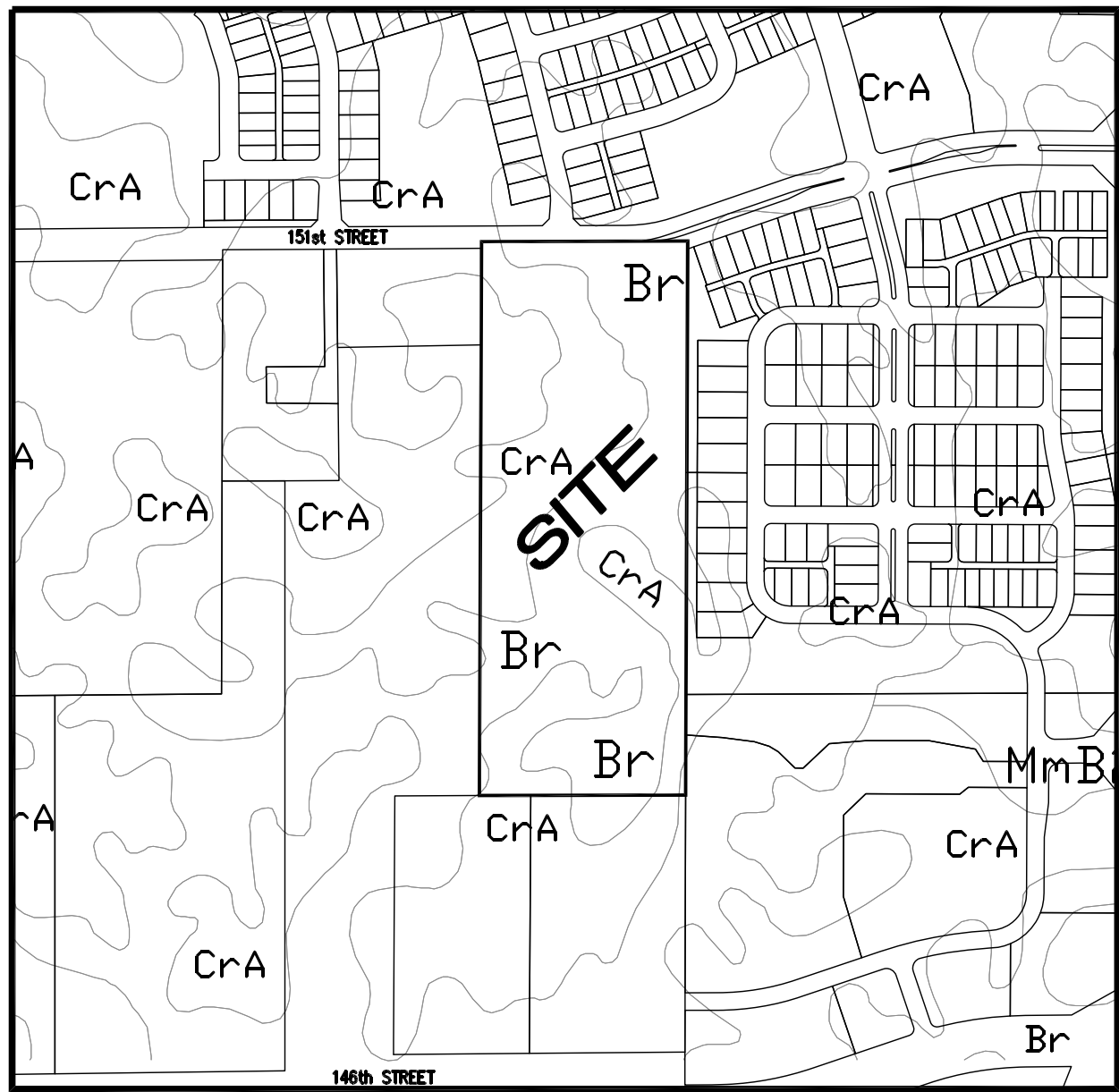
<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>	<u>EMAIL</u>
1. Roger Foster			
2. Mike Rokop			
3. Barry & Pam McClelland			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			

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

THIS INSTRUMENT PREPARED FOR:
LENNAR
9025 NORTH RIVER ROAD, SUITE 100
INDIANAPOLIS, INDIANA 46240
CONTACT: KEITH LASH
PHONE: (317) 659-3231

CURRENT LANDOWNER:
ANNA FESENKO
13044 OLDFARM DR.
ST. LOUIS, MO 63146

PRIMARY PLAT / DEVELOPMENT PLAN for LIBERTY VILLAS WESTFIELD, INDIANA PUD ZONING



SOILS MAP
SCALE: 1"=1000'
Br / CrA

TOTAL SITE = 22.218Ac±

TOTAL UNITS - 84
DENISTY - 3.78 u/a

TOTAL COMMON AREA (C.A. 1-2) = 3.95Ac±

LOT STANDARDS:
Front Yard Setback - 20' min.
Side Yard Setback - 5' min.
Rear Yard Setback - 20' min.

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

ALL PROPOSED UTILITY LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE DURING CONSTRUCTION PLANS.

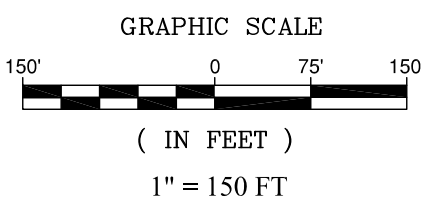
PROPOSED SANITARY MAINS THROUGHOUT THE SITE WILL BE 8".
PROPOSED STORM PIPES WILL RANGE FROM 12"-36".
PROPOSED WATER MAIN THROUGHOUT THE SITE WILL BE 8".

EXISTING 12" WATER MAIN ALONG TOWNE ROAD WAS DESIGNED TO ACCEPT THIS SITE.
EXISTING JOHN EDWARDS LEGAL DRAIN (open ditch) WILL ACCEPT THE REDUCED FLOWS OF THIS SITE.
EXISTING 10" SANITARY ALONG 161st STREET WAS DESIGNED TO ACCEPT THIS SITE.

STREET DATA

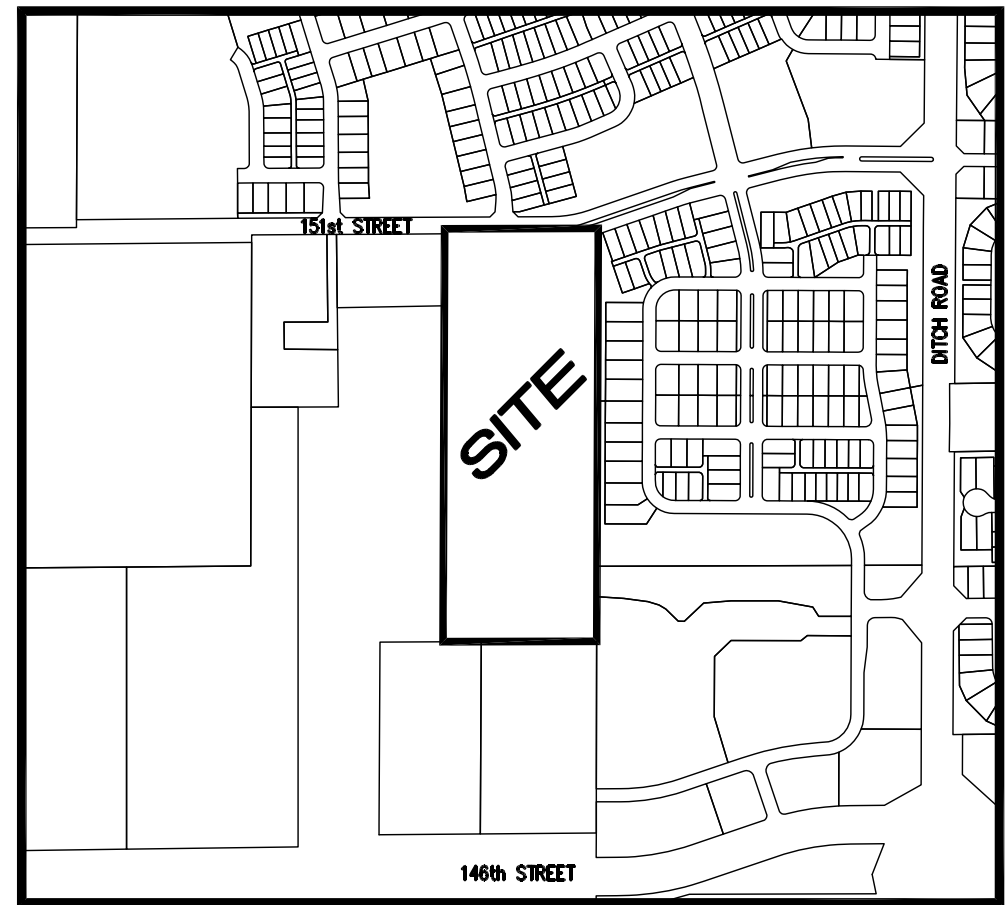
STREET A	1,441.98 L.F.
STREET B	561.34 L.F.
STREET C	945.17 L.F.
STREET D	523.04 L.F.
TOTAL	3,471.53 L.F.

CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	CHORD BEARING	CHORD	DELTA
C1	49.47'	150.00'	24.96'	N9°15'57"E	49.24'	18°53'42"
C2	48.41'	150.00'	24.42'	S9°28'03"W	48.20'	18°29'31"
C3	168.83'	107.00'	107.76'	N44°58'48"W	151.85'	90°24'11"
C4	167.32'	107.00'	106.25'	N45°01'12"E	150.79'	89°35'49"
C5	31.42'	20.00'	20.00'	S45°10'54"E	28.28'	90°00'00"
C6	31.42'	20.00'	20.00'	S44°49'06"W	28.28'	90°00'00"
C7	38.01'	20.00'	27.98'	N35°44'03"W	32.54'	108°53'42"
C8	31.28'	20.00'	19.86'	N45°01'12"E	28.18'	89°35'49"
C9	31.56'	20.00'	20.14'	N44°58'48"W	28.38'	90°24'11"
C10	31.28'	20.00'	19.86'	N45°01'12"E	28.18'	89°35'49"
C11	31.29'	20.00'	19.87'	S45°02'16"W	28.19'	89°37'57"
C12	31.54'	20.00'	20.13'	N44°57'44"W	28.37'	90°22'03"
C13	45.38'	50.00'	24.39'	S57°46'57"W	43.84'	52°00'08"

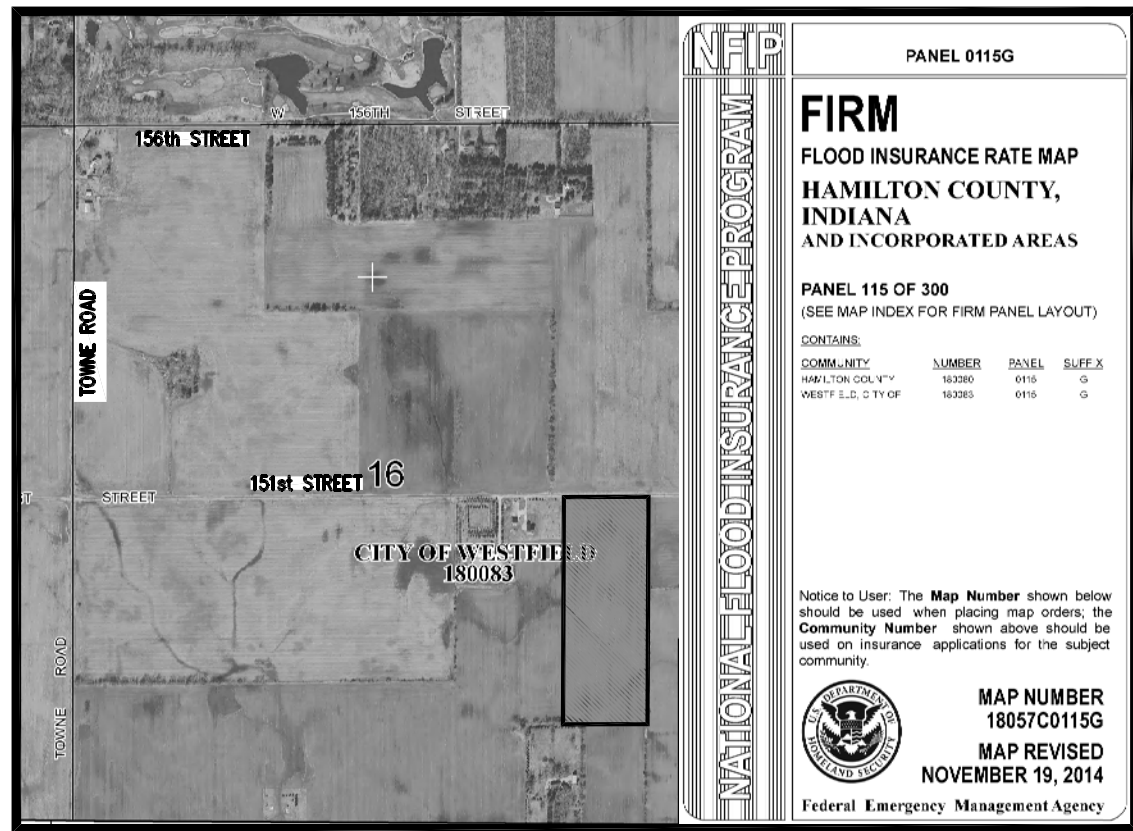


PLANS PREPARED BY:

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



LOCATION MAP
SCALE: 1"=750'



FLOOD STATEMENT
THIS SITE DOES NOT LIE WITHIN A ZONE
PER FIRM 18057C0115G DATED
NOVEMBER 19, 2014

INDEX

SHT.	DESCRIPTION
C001	COVER SHEET
C101-C104	PRIMARY PLAT / DEVELOPMENT PLAN
C100-102	LANDSCAPE PLAN

REVISIONS

SHT.	DESCRIPTION

A part of the West Half of the Southeast Quarter of Section 16, Township 18 North, Range 3 East, in Washington Township, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Northwest corner of the West half of the Southeast Quarter of said Section 16; thence North 89 degrees 49 minutes 06 seconds East (assumed bearing) 757.01 feet along the North line of said West Half to the POINT OF BEGINNING of this description; thence continuing North 89 degrees 49 minutes 06 seconds East along said North line, a distance of 600.08 feet to the Northeast corner of said West Half; thence South 00 degrees 13 minutes 12 seconds West 1,613.02 feet along the East line of said West Half to the Northeast corner of the real estate owned by SAS Land, LLC as recorded in Instrument Number 2013-014442 in the Office of the Recorder of Hamilton County, Indiana; thence South 89 degrees 51 minutes 15 seconds West 600.12 feet along the North line of said SAS Land, LLC and the prolonged North line of said real estate to a rebar with a Benchmark cap; thence North 00 degrees 13 minutes 17 seconds East 1,612.65 feet to the North line of said West Half and the place of beginning, containing 22.218 acres, more or less.

Harwood, Raymond M & Deborah A
ZONED: AG-SFI
08-09-16-00-00-009.000

SAS Land LLC
ZONED: AG-SFI
08-09-16-00-00-009.003

HARMONY
MIXED-USE DISTRICT

HARMONY
MIXED-USE DISTRICT

HARMONY
SECTION 2

HARMONY
SECTION 1

HARMONY
SECTION 1

HARMONY
SECTION 4

Allen, Shannon R & Kelli E
ZONED: AG-SFI
08-09-16-00-00-009.005

Polizzi, Steve
& John Lavash
ZONED: AG-SFI
08-09-16-00-00-009.006

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

THIS INSTRUMENT PREPARED FOR:
LENNAR
9025 NORTH RIVER ROAD, SUITE 100
INDIANAPOLIS, INDIANA 46240
CONTACT: KETH LASH
PHONE: (317) 659-5231

CURRENT LANDOWNER:
ANNA EISENKO
13041 OLD ARM DR.
ST. LOUIS, MO 63146

LIBERTY VILLAS

PRIMARY PLAT

ZONING PUD



- LEGEND
- 30 LOT NUMBER
 - S.S.E. SANITARY SEWER EASEMENT
 - D.&U.E. DRAINAGE & UTILITY EASEMENT
 - L.M.A.E. LANDSCAPE MAINTENANCE ACCESS EASEMENT
 - L.O.S.E. LINE OF SITE EASEMENT
 - T.O.B.E. TOP OF BANK EASEMENT
 - B.L. BUILDING LINE
 - C.A. COMMON AREA
 - R/W RIGHT OF WAY
 - B-B BACK TO BACK OF CURB
 - * HANDICAP RAMP

TOTAL SITE = 22.218Ac±
TOTAL UNITS - 84
DENISTY - 3.78 u/a
TOTAL COMMON AREA (C.A. 1-2) = 3.95Ac.±

LOT STANDARDS:
Front Yard Setback - 20' min.
Side Yard Setback - 5' min.
Rear Yard Setback - 15' min.

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

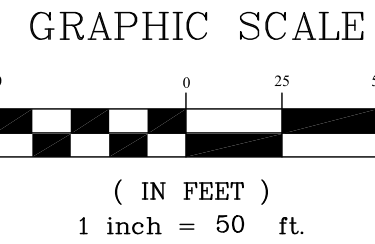
ALL PROPOSED UTILITY LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE DURING CONSTRUCTION PLANS.

PROPOSED SANITARY MAINS THROUGHOUT THE SITE WILL BE 8". PROPOSED STORM PIPES WILL RANGE FROM 12"-36". PROPOSED WATER MAIN THROUGHOUT THE SITE WILL BE 8".

EXISTING 12" WATER MAIN ALONG 151st STREET WAS DESIGNED TO ACCEPT THIS SITE.

EXISTING RETENTION POND IN HARMONY, SECTION 2, CURRENTLY ACCEPTS THIS SITE DRAINAGE AS OFFSITE. THIS POND WILL BE THE OUTLET OF THIS SITE'S RETENTION POND.

EXISTING 24" SANITARY INTERCEPTOR ON THE NORTH SIDE OF 151st STREET WAS DESIGNED TO ACCEPT THIS SITE.



Know what's below.
Call before you dig.

SECTION: 16			TOWNSHIP: 18N			RANGE: R3E		
DRAWN BY: GDK			CHECKED BY: GDK			SHEET NO. C101		
PREPARED FOR: PRIMARY PLAT			LIBERTY VILLAS			WASHINGTON TOWNSHIP		
HAMILTON CO., INDIANA			LIBERTY VILLAS			HAMILTON CO., INDIANA		
DENNIS D. OLAMSEAD			REGISTERED			No. 900012		
STATE OF INDIANA			LAND SURVEYOR			CERTIFIED: 05/04/18		
THIS DRAWING IS NOT INTENDED TO BE USED FOR ANY OTHER PURPOSE THAN THE ORIGINAL BOUNDARY SURVEY, A ROUTE SURVEY OR A SURVEYOR LOCATION REPORT.			DATE			REVISIONS		
BY			DATE			REVISIONS		

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

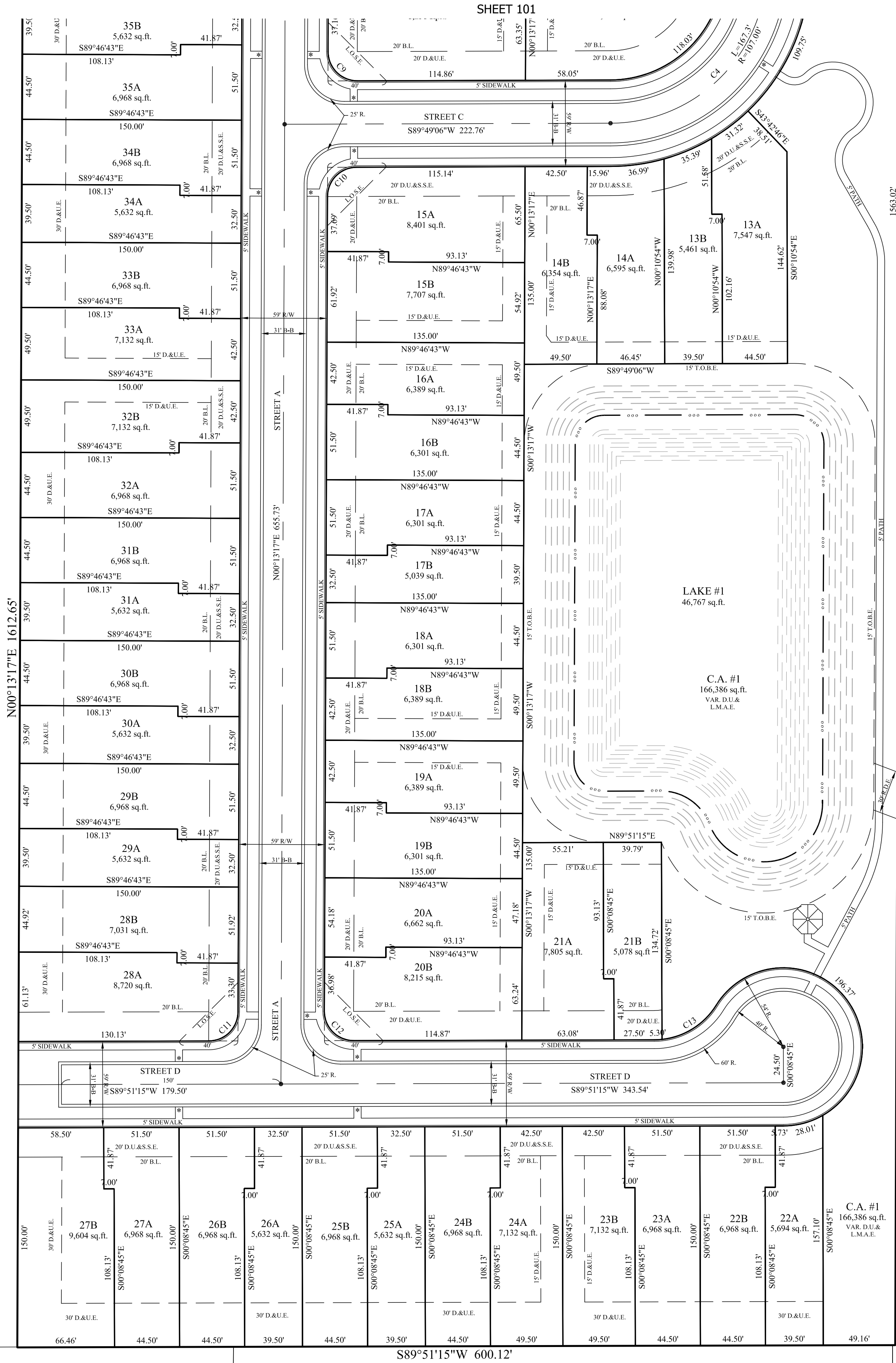
THIS INSTRUMENT PREPARED FOR:
LENNAR
9025 NORTH RIVER ROAD, SUITE 100
INDIANAPOLIS, INDIANA 46240
CONTACT: KETH LASH
PHONE: (317) 659-5231

CURRENT LANDOWNER:
ANNA EISENKO
13041 OLD ARM DR.
ST. LOUIS, MO 63146

LIBERTY VILLAS

PRIMARY PLAT

ZONING PUD

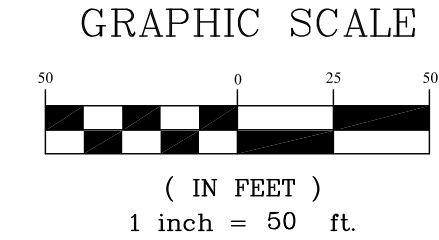


- LEGEND
- 30 LOT NUMBER
 - S.S.E. SANITARY SEWER EASEMENT
 - D.&U.E. DRAINAGE & UTILITY EASEMENT
 - L.M.A.E. LANDSCAPE MAINTENANCE ACCESS EASEMENT
 - L.O.S.E. LINE OF SITE EASEMENT
 - T.O.B.E. TOP OF BANK EASEMENT
 - B.L. BUILDING LINE
 - C.A. COMMON AREA
 - R/W RIGHT OF WAY
 - B-B BACK TO BACK OF CURB
 - * HANDICAP RAMP

TOTAL SITE = 22.218Ac±
TOTAL UNITS - 84
DENISTY - 3.78 u/a
TOTAL COMMON AREA (C.A. 1-2) = 3.95Ac.±

LOT STANDARDS:
Front Yard Setback - 20' min.
Side Yard Setback - 5' min.
Rear Yard Setback - 15' min.

- NOTES:
- ALL STREET TREES ARE TO MATCH THE CURRENT CITY OF WESTFIELD MASTER TREE LIST
 - STREET TREES SHALL NOT BE WITHIN 4 FEET OF ANY PAVEMENT
 - THERE SHALL BE NO TREES WITHIN 10 FEET OF ANY STORM SEWER INCLUDING SSD
- ALL PROPOSED UTILITY LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE DURING CONSTRUCTION PLANS.
- PROPOSED SANITARY MAINS THROUGHOUT THE SITE WILL BE 8". PROPOSED STORM PIPES WILL RANGE FROM 12"-36". PROPOSED WATER MAIN THROUGHOUT THE SITE WILL BE 8".
- EXISTING 12" WATER MAIN ALONG 151st STREET WAS DESIGNED TO ACCEPT THIS SITE.
- EXISTING RETENTION POND IN HARMONY, SECTION 2, CURRENTLY ACCEPTS THIS SITES DRAINAGE AS OFFSITE. THIS POND WILL BE THE OUTLET OF THIS SITES RETENTION POND.
- EXISTING 24" SANITARY INTERCEPTOR ON THE NORTH SIDE OF 151st STREET WAS DESIGNED TO ACCEPT THIS SITE.



811

Know what's below.
Call before you dig.

SECTION: 16			TOWNSHIP: 18N	RANGE: R3E
DRAWN BY: GDK			CHECKED BY: GDK	SHEET NO. C102
PREPARED FOR: PRIMARY PLAT			LIBERTY VILLAS	
WASHINGTON TOWNSHIP			HAMILTON CO., INDIANA	
DENNIS D. OLAMSEAD REGISTERED No. 900012 STATE OF INDIANA LAND SURVEYOR CERTIFIED: 05/04/18			STOEPPELWERTH ALWAYS ON. 7965 East 106th Street, Fishers, IN 46038-2405 Phone: (317) 849-5935 Fax: (317) 849-5942	
DATE			REVISIONS	
BY				



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1806-ODP-12 & 1806-SPP-12

Petition Number: 1806-SPP-12 & 1806-ODP-12

Subject Site Address: South side of 151st Street, west of Ditch Road (the “Property”)

Petitioner: CalAtlantic Homes of Indiana, Inc.

Representative: Nelson & Frankenberger, LLC

Request: Petitioner requests Primary Plat and Overall Development Plan approval of 84 Lots on 22.2 acres +/- in the proposed Liberty Villas Planned Unit Development (PUD) District.

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

Proposed Zoning: Liberty Villas PUD District (Ordinance 18-19, pending)

Current Land Use: Undeveloped/Agriculture

Approx. Acreage: 22.2 acres +/-

Exhibits:

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

Staff Reviewer: Pam Howard, Senior Planner

PROCEDURAL

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

PROJECT BACKGROUND

Simultaneously with this petition, an application was submitted change the zoning of the Property from AG-SF1 to the Liberty Villas PUD District, with an underlying zoning of the SFA



District. The comments in the report reflect the standards of the proposed PUD as of the date of this report.

This petition was reviewed at the May 22, 2018, Technical Advisory Committee meeting.

Primary Plat Standards (Article 10.12, J of UDO)

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

- 1) Primary Plat Documentation and Supporting Information: A Primary Plat application shall include the following information:
 - a) Location Map: (which may be prepared by indicating the data by notations on available maps) showing: (i) Subdivision name and location; (ii) Any street related to the subdivision; (iii) Title, scale, north point and date; (iv) Adjacent property land uses and Property Owners' names.
 - b) Scale: A Primary Plat shall be drawn to a scale of fifty (50) feet to one (1) inch, or one hundred (100) feet to one (1) inch; provided, however, that if the resulting drawing would be over thirty-six (36) inches in shortest dimension, then a scale as determined by the Director may be used.
 - c) Primary Plat: The following basic information shall be shown on the Primary Plat (unless otherwise provided on an accompanying Overall Development Plan (see also Article 10.7 Development Plan Review)), which shall be prepared by a land surveyor or planner:
 - i) Proposed name of the subdivision.
 - ii) Names and addresses of the owner, owners, land surveyor or land planner.
 - iii) Title, scale, north point and date.
 - iv) Streets on and adjoining the site of the proposed subdivision, showing the names (which shall not duplicate other names of streets in the community, unless extensions of such streets) and including roadway widths, approximate gradients, types and widths of pavement, curbs, sidewalks, cross-walks, tree plantings and other pertinent data.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.



- v) Easements (locations, widths and purposes).

Comment: Petitioner is coordinating with WPWD, HCSO, and utility companies to address outstanding items.

- vi) Statement concerning the location and approximate size or capacity of utilities to be installed.

Comment: Petitioner is coordinating with WPWD and utility companies to address outstanding items.

- vii) Layout of Lots (showing dimensions, numbers and square footage).

- viii) Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semi-public or community purposes.

- ix) 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%).

- x) Tract boundary lines showing dimensions, bearings, angles, and references to section, township and range lines or corners.

- xi) Building setback lines.

- xii) Legend and notes.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

- xiii) Drawing indicating the proposed method of drainage for storm sewers and other surface water drainage.

Comment: Petitioner is coordinating with WPWD and HCSO to address outstanding items.

- xiv) Other features or conditions which would affect the subdivision favorable or adversely.

- xv) A National Cooperative Soil Survey Map showing the soil limitations based upon the intended usage of the development land.



- xvi) 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: Petitioner is coordinating with applicable departments to address outstanding items.

- xvii) If private sewage systems, then a statement from the County Health Officer whether private septic system can be used on the property.

- xviii) 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: Petitioner is coordinating with HCSO to address outstanding items.

- xix) 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.

- d) Covenants and Restrictions: The Plan Commission or Director may request a description of the proposed or recorded protective covenants or private restrictions if they are to be cross-referenced or incorporated on the plat of the subdivision or if they otherwise establish or grant rights related to the plat (e.g., easements). Covenants and restrictions may not independently lessen any requirement of this Ordinance or revise, alter, or change in any way any aspect of an approved plat without approval of the Director of Plan Commission.

Comment: Petitioner to provide a copy when available.

Development Plan Review (Article 10.7 of UDO)

The plans comply, as applicable to an Overall Development Plan, except for those items identified as outstanding below.

- 2) Overall Development Plan: The purpose of the Overall Development Plan is to preliminarily divide property into Lots, Blocks or Common Area and to ensure compliance with the standards of this Ordinance with regard to Lots (e.g., size, access, general building envelopes), common areas (e.g., perimeter landscaping, shared signage) and shared infrastructure (e.g., drives, streets, cross-access, utilities, drainage). An Overall Development Plan does not include



the review of the site layout or building design of individual building Lots; rather, it is intended to generally review Lots, common areas, public spaces and shared infrastructure so that adequate consideration is given to ensure a coordinated development prior to subdividing the property.

- 3) Development Plan Review Criteria: 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:
- a. Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
 - b. Compliance with all applicable provisions of any Overlay District in which the real estate is located.
 - c. 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:
 - i. The design and location of proposed street and highway access points shall minimize safety hazards and congestion.
 - ii. The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 - iii. The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.
 - d. 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.
- 4) Application Documentation and Supporting Information
- e. 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



f. General Plan Requirements

- i. Scale not more than 1"=100'
- ii. Title, scale, north arrow and date.
- iii. Proposed name of the development.
- iv. 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;
- v. Address and legal description of the property.
- vi. Boundary lines of the property including all dimensions.
- vii. Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
- viii. 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.
- ix. 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.
- x. All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- xi. Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements;
- xii. Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.
- xiii. Location and dimensions of all existing structures and paved areas.
- xiv. Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).



- xv. Location of all Floodplain areas within the boundaries of the property.
- xvi. Names of legal ditches and streams on or adjacent to the site.
- xvii. 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 WPWD and utility companies to address outstanding items.

- xviii. Identify buildings proposed for demolition.
- xix. Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- xx. 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).
- xxi. Label Building Separation and/or Building Setback Lines in relation to Front, Rear and Side Lot Lines

Development Standards UDO and Liberty Villas PUD (Proposed Ord. 18-19)

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

5) Concept Plan (Section 3 of Ord. 18-19):

- a) 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.

Zoning Districts (UDO Article 4.9 SFA: Single-Family Attached District and Ord. 18-19)

6) Permitted Uses (Section 5 of Ord. 18-19):

- a) The only permitted Dwelling type shall be a Duplex Dwelling as identified in the Underlying Zoning District, as set forth in Chapter 4 of the UDO.



- b) Maximum Dwellings. The total number of Dwellings permitted in the District shall not exceed eighty-four (84).
- 7) Minimum Lot Area: No minimum
- 8) Minimum Lot Frontage: No minimum
- 9) Maximum Density: Four (4) Dwelling Units per acre
- 10) Maximum Dwellings: Two (2) per building (Ord. 18-19)
- 11) Maximum Project Size Within District: Thirty (30) acres
- 12) Minimum Building Setback Lines: (Ord. 18-19)
- i) Front Yard: 20'
 - ii) Side Yard: 5'
 - iii) Rear Yard: 20'
 - iv) Minimum Distance Between Structures: 10'
- 13) Project Perimeter Setback: No structure shall be erected above the projected 1:2 Proximity Slope line from the perimeter of the project.
- Comment: Will be reviewed at building permit stage for affected lots.**
- 14) Maximum Building Height: 35'
- Comment: Not Applicable to DPR. To be reviewed at building permit stage.**
- 15) Minimum Living Area Size: A minimum of seventy-five percent (75%) of the Dwelling Units within a project shall be 1,500 square feet or greater.
- a) Single story: 1,300 sf
 - b) Story and one-half: 1,600 sf
 - c) Two story: 1,800 sf

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

Overlay Districts (Chapter 5)

- 16) Floodplain Overlay District (Article 5.5)
- 17) Wellhead Protection District Overlay (Article 5.7)



Development Standards (Chapter 6)

18) Accessory Use and Building Standards (Article 6.1)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

19) Architectural Standards (UDO Article 6.3 and Section 7.1 of Ord. 18-19)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

20) Building Standards (Article 6.4)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

21) Height Standards (Article 6.6)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

22) Landscaping Standards (UDO Article 6.8 and Section 7.2 of Ord. 18-19)

a) Detention and Retention Areas

i) Natural Appearance:

(1) Detention and Retention Areas shall be landscaped in a manner that replicates the natural form of ponds and shall include shade trees, ornamental trees, evergreens, shrubs, hedges, and/or other plantings (see also Minimum Lot Landscaping Requirements and Article 8.6 Open Space and Amenity Standards).

(2) Wetlands/aquatic vegetation planted around the wet perimeter of such areas should be utilized to further this design objective; however, if such plantings are utilized for water quality control, then landscape plans shall be prepared and stamped by a licensed landscape architect.

(3) Detention and Retention Areas shall be designed to be natural in appearance, with meandering edges.

ii) Location: Detention and Retention Areas should be located to enhance view sheds and incorporated as amenities to the development (see also Article 8.6 Open Space and Amenity Standards).



- iii) Side Slopes: Side slopes above the water line for Retention Areas and water features shall not exceed 4:1. Side slopes above the water line for Detention Areas shall not exceed 4:1 and shall be graded to harmonize with the overall Open Space design of the site.

Comment: Petitioner is coordinating with WPWD to address outstanding items.

b) Minimum Lot Landscaping (Section 7.2(E) of Ord. 18-19)

i) Residential lots

- (1) All lots shall be landscaped with a minimum of one (1) shade tree, one (1) ornamental or evergreen tree, and six (6) shrubs.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

- (2) At a minimum the Lot's Established Front Yard shall be sodded and the remainder of the Lot shall be seeded.

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

ii) Common Areas

- (1) 10 shade, ornamental, or evergreen trees required per acre

c) Foundation Plantings

d) External Street Frontage Landscaping

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

e) Buffer Yards

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

f) Parking Area Landscaping

21) Lighting Standards (Article 6.9)

22) Lot Standards (Article 6.10)



23) Outdoor Storage and Display (Article 6.21)

24) Outdoor Café and Eating Areas (Article 6.13)

25) Parking Standards (Article 6.14)

26) Setback Standards (Article 6.16)

27) Sign Standards (Article 6.17)

Comment: Sign permits are reviewed under a separate application.

28) Vision Clearance Standards (Article 6.19)

- a) No Sign, fence, wall, landscaping, Public Utility Installation or other Improvement which obstructs sight lines between three (3) and nine (9) feet above a Street shall be permitted on a Corner Lot, unless otherwise approved in writing by the Public Works Department, within the triangular area formed by the Right-of-way line and a line connecting points: Forty (40) feet from intersections of Collectors, Private or Local Street; Seventy-five (75) feet from intersections of Expressways or Arterials; Ten (10) feet from intersections of Driveways or Alleys.

29) Yard Standards (Article 6.21)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

Subdivision Regulations (Chapter 7)

30) Construction Standards (Article 7.3)

Comment: Petitioner is coordinating with WPWD to address outstanding items.



Design Standards (Chapter 8)

31) Block Standards (Article 8.1)

- a) The maximum length of a block in a single-family residential Subdivision shall not exceed one thousand two hundred and fifty (1,250) feet; except where an Internal Street or Frontage Road parallels an Expressway or Arterial.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

32) Easement Standards (Article 8.3)

Comment: Petitioner is coordinating with WPWD, HCSO, and the utility companies to address outstanding items.

33) Monument and Marker Standards (Article 8.5)

Comment: The Monument and Marker Standards will be reviewed at the subsequent Secondary Plat Review process.

34) Open Space and Amenity Standards (UDO Article 8.6 and Section 9.1 of Ord. 18-19)

- a) **Minimum:** 15% (Section 9.1(B) of Ord. 18-19)
- b) **Plantings:** Open Space shall be supplemented with tree plantings in accordance with the Minimum Lot Landscaping requirements of Article 6.8 Landscaping Standards.
- c) **Access:** A public way, crosswalk or easement not less than fifteen (15) feet in width shall be provided for access to required Open Space.
 - i. Common Areas shall not be subject to the minimum Lot frontage provisions of the underlying Zoning District; however, Article 8.6(c) (above) shall apply. (Section 9.1(A) of Ord. 18-19)
- d) **Connectivity:** Open Space, where applicable, shall be placed adjacent to or connected to existing or proposed Open Space located within the development and/or on adjoining properties. Open Space should be located within reasonable walking distance to those uses it serves, with the exception of preservation of existing features.
- e) **Open Space Ownership:** The ownership of Open Space, Common Areas, Development Amenities, how it will be protected from future development, and responsibility for future maintenance (e.g., homeowners' association) shall be documented and recorded.

- f) Required Open Space and Development Amenity improvements (e.g., fencing, walls, mounds, paths, playgrounds, amenities) shall be improved in accordance with an approved Development Plan and shall require a Certificate of Compliance
- g) **Approval:** Open Space and Development Amenity areas shall be identified on the development's Overall Development Plan, in accordance with Article 10.7 Development Plan Review. Open Space and Development Amenity improvements shall require approval a Detailed Development Plan, which shall be reviewed and approved by the Department as part of an Improvement Location Permit (see also Article 10.8 Improvement Location Permit) or a Certificate of Compliance (see also Article 10.4 Certificate of Compliance), if an Improvement Location Permit is not otherwise required for the proposed improvements.
- h) **Timing of Installation:** Open Space and Development Amenity improvements shall be installed prior to the issuance of a subsequent Building Permit for more than fifty percent (50%) of the Lots within the Secondary Plat section in which the Common Area, Open Space or Development Amenity is located, or within twelve (12) months from when the first Building Permit in the Secondary Plat section was issued, whichever occurs first.
- i) A maximum of fifty percent (50%) of required Open Space may come from: wetlands, third party regulated utility easements, legal drains and equivalent land, as determined by the Plan Commission or Director.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

- j) Detention and Retention Areas may only qualify as Open Space if they comply with Article 6.8 Landscaping Standards and if such areas are located and designed for the use and benefit of the public as an amenity to the development.
- k) Required Buffer Yards, External Street Frontage landscaping areas, and tree preservation areas, as set forth in Article 6.8 Landscaping Standards, may qualify towards required Open Space if placed within common areas or recorded preservation or conservation easements.
- l) Amenities: The following amenities shall be provided: (Section 9.1(C) of Ord. 18-19)
 - i. Passive Amenities: Open space including trails shall be provided for passive recreation opportunities, as generally depicted on the Concept Plan.

35) Pedestrian Network Standards (Article 8.7)

- a) All concrete sidewalk, asphalt path, and crosswalk improvements shall be constructed per the City's Construction Standards (see Article 7.3 Principles and Standards of Design) and comply with requirements of the Americans with Disabilities Act (ADA), as amended.

Comment: Petitioner is coordinating with WPWD to address outstanding items.



- b) Curb ramps for handicapped accessibility shall be provided at all intersections of Streets, Alleys, and drives (not including individual residential Driveways) and comply with ADA requirements. Curb ramps shall not be permitted in Driveways.

Comment: Petitioner is coordinating with WPWD to address outstanding items.

- c) When a sidewalk, pedestrian path, jogging path, and/or bicycle way crosses a Street intersection with an Arterial within or adjacent to a development, then safety devices (i.e. painted crosswalks, signs, or other traffic control devices) shall be installed at the Developer's expense as deemed appropriate by the Public Works Department. The Director or Plan Commission may require crosswalks to be marked at other intersections or pedestrian-crossing points as may be deemed appropriate. All traffic control devices shall comply with guidelines and requirements of the current edition of the Indiana Manual on Uniform Traffic Control Devices.

Comment: Petitioner is coordinating with WPWD to address outstanding items.

- d) Internal Pedestrian Network Standards: The minimum sidewalk width shall be as indicated in the Thoroughfare Plan or five (5) feet (six (6) feet if immediately abutting the curb), whichever is greater.
- e) Sidewalks shall be required on both sides of internal Streets and internal Private Streets in all developments.
- f) When a proposed development lies between or adjacent to existing developments which have been provided with sidewalks, connecting sidewalks or pathways (which are extensions of the existing sidewalks) shall be constructed.
- g) Connector sidewalks shall be provided from the sidewalk or path adjacent to the Street to the front entrance of all non-residential structures. Where the sidewalk intersects driving lanes or parking aisles within the Parking Area, then crosswalks and ramps shall be installed in accordance with ADA requirements and such areas shall be delineated (e.g., pavers, stamped, bricked), as determined by the Plan Commission or Director, to reinforce pedestrian safety.
- h) **Perimeter/External Pedestrian Network Standards:** All developments shall participate in the establishment or improvement to the pedestrian network along Streets adjacent to its perimeter in accordance with the following: Where a proposed Development Plan or Subdivision abuts an existing Right-of-way, then pedestrian paths, jogging paths, and bicycle paths shall be provided along the perimeter Street(s) or Private Street(s) in accordance with the Thoroughfare Plan. The type of pedestrian facility required shall be as set forth in the Thoroughfare Plan.



- i) Generally, all required pedestrian facility improvements shall be located within the Right-of-way. Required improvements located outside of the Right-of-way shall be located within an easement approved by the Director or Public Works Department.

Comment: Petitioner is coordinating with WPWD to address outstanding items.

- j) The Plan Commission or Director may require Developers, at their expense, to construct off-site pedestrian facilities adjacent to the proposed development to respond to the proposed development's impact and infrastructure demands (see also Article 8.9 Street and Right-of-Way Standards as it may apply).

Comment: Petitioner is coordinating with WPWD to address outstanding items.

36) Storm Water Standards (Article 8.8)

37) Streets and Right-of-Way Standards (Article 8.9)

38) Street Light Standards (Article 8.10)

39) Street Sign Standards (Article 8.11)

40) Surety Standards (Article 8.12)

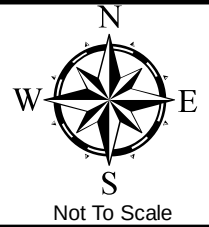
Comment: Petitioner is coordinating with WPWD to address outstanding items to address outstanding items 36-40.

DEPARTMENT COMMENTS

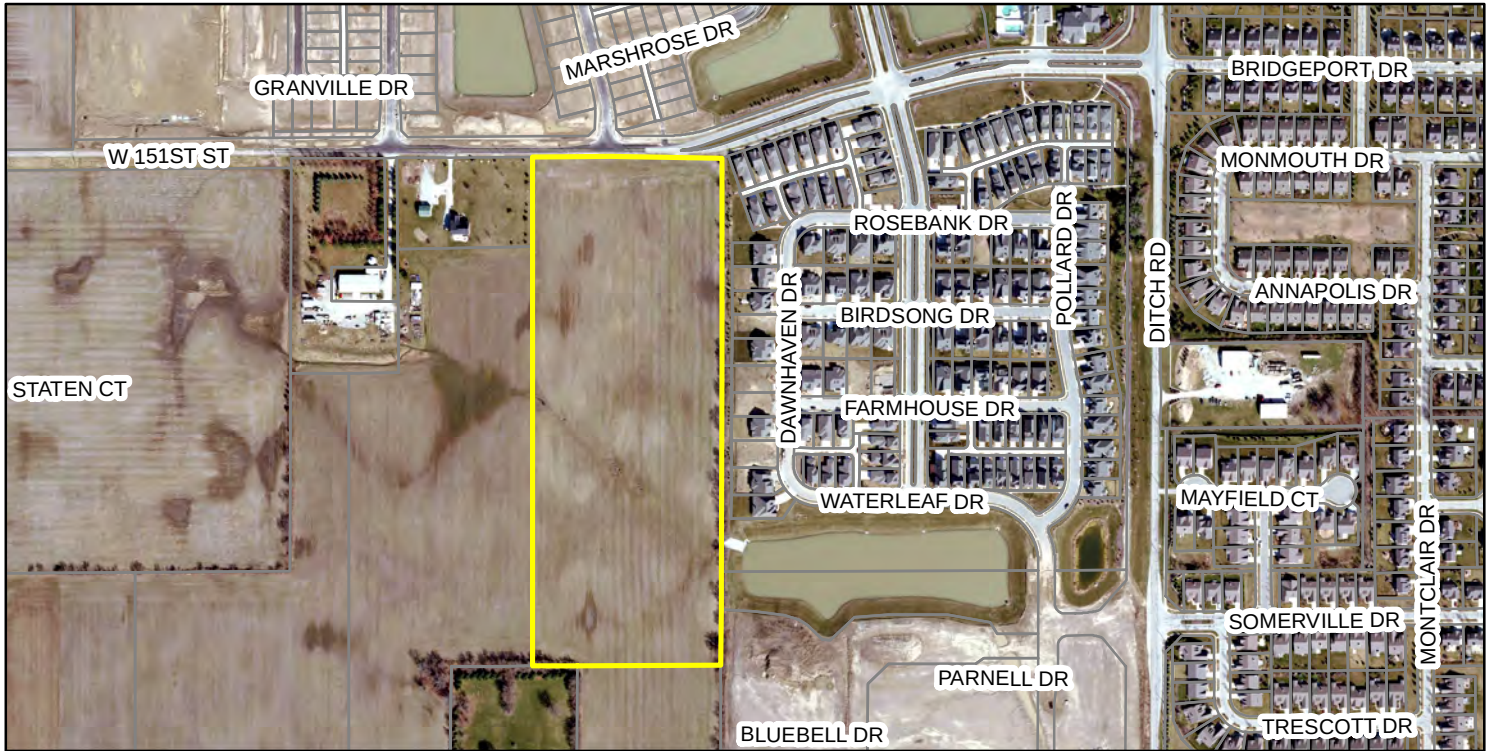
- 1) **Action: Hold a public hearing at the July 2 2018, Plan Commission meeting.**
- 2) The Petitioner will make any necessary revisions to the plans, as noted in this report as outstanding. The Economic and Community Development Department will confirm compliance prior to this item being placed on the next Plan Commission agenda.
- 3) If any Plan Commission member has questions prior to the public hearing, then please contact Pam Howard at 317-531-3751 or phoward@westfield.in.gov.



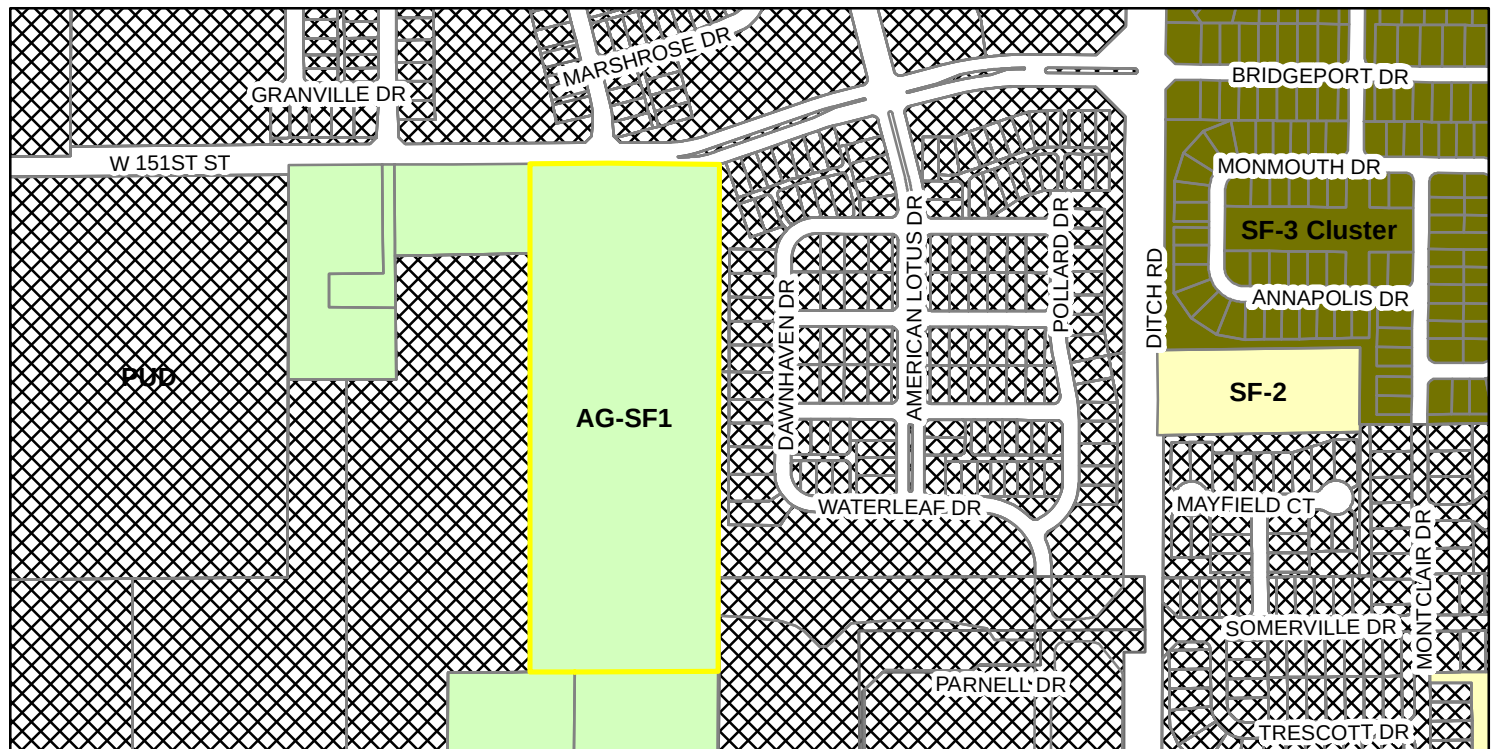
Property Location Map
Liberty Villas PUD
1806-PUD-15
1806-ODP-12 & 1806-SPP-12



Aerial Location Map

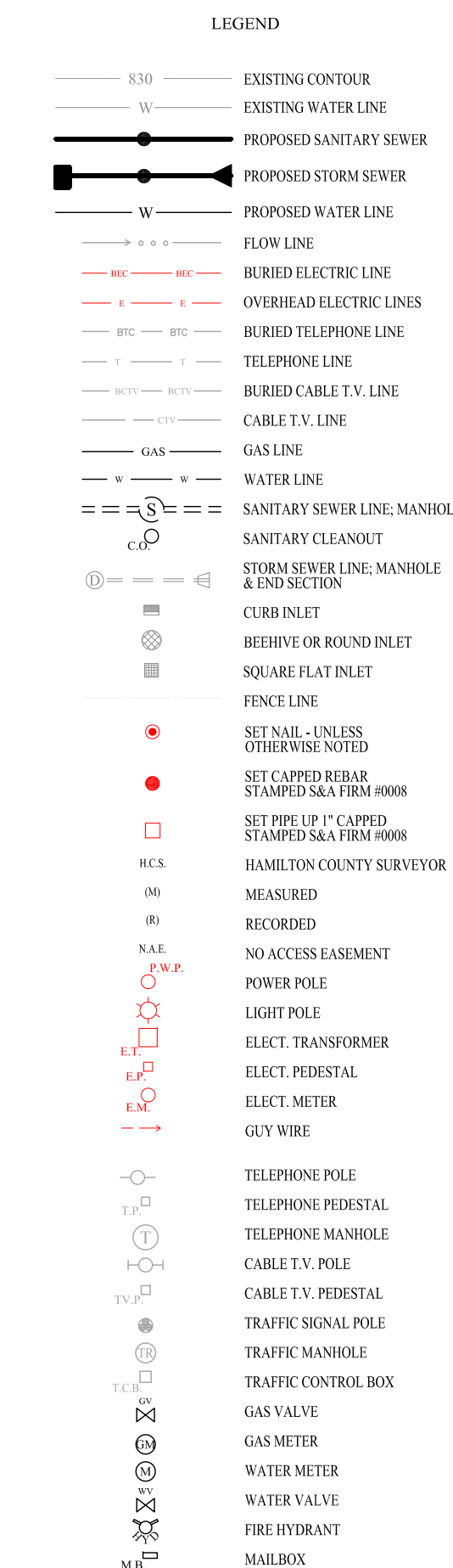


Zoning Map



- | | |
|--|--|
|  AG-SF1 (Agriculture - Single Family - 1) |  SF-2 (Single Family - 2) |
|  PUD (Planned Unit Development) |  SF-3 Cluster |

CURRENT LANDOWNER:
ANNA FESENKO
13044 OLDFARM DR.
ST. LOUIS, MO 63146

[illegible]

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L.M.A.E.	LANDSCAPE MAINTENANCE ACCESS EASEMENT
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- THERE SHALL BE NO TREES WITHIN 10 FEET OF ANY STORM SEWER INCLUDING SSD

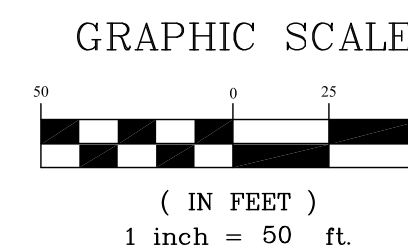
ALL PROPOSED UTILITY LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE DURING CONSTRUCTION PLANS.

PROPOSED SANITARY MAINS THROUGHOUT THE SITE WILL BE 8".
PROPOSED STORM PIPES WILL RANGE FROM 12"-36".
PROPOSED WATER MAIN THROUGHOUT THE SITE WILL BE 8".

EXISTING 12" WATER MAIN ALONG 151st STREET WAS DESIGNED TO ACCEPT THIS SITE.

EXISTING RETENTION POND IN HARMONY, SECTION 2, CURRENTLY THIS SITES DRAINAGE AS OFFSITE. THIS POND WILL BE THE OUTLET SITES RETENTION POND.

EXISTING 24" SANITARY INTERCEPTOR ON THE NORTH SIDE OF 151st STREET
WAS DESIGNED TO ACCEPT THIS SITE.



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

STOEPPELWERTH

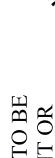
LIBERTY VILLAS

WASHINGTON TOWNSHIP
HAMILTON CO., INDIANA

THIS DRAWING IS NOT INTENDED TO BE REPRESENTED AS A RETRACEMENT OR ORIGINAL BOUNDARY SURVEY. A ROUTE SURVEY OR A SURVEYOR LOCATION REPORT.

CERTIFIED: 05/04/18





THIS DRAWING IS NOT INTENDED TO BE
REPRESENTED AS A RETRACEMENT OR
ORIGINAL BOUNDARY SURVEY, A ROUTE
SURVEY OR A SURVEYOR LOCATION
REPORT

CERTIFIED: 05/04/18

100

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

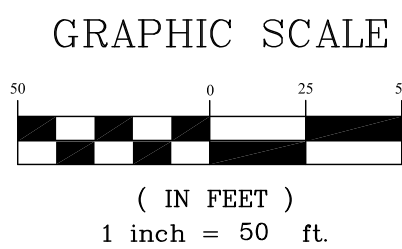
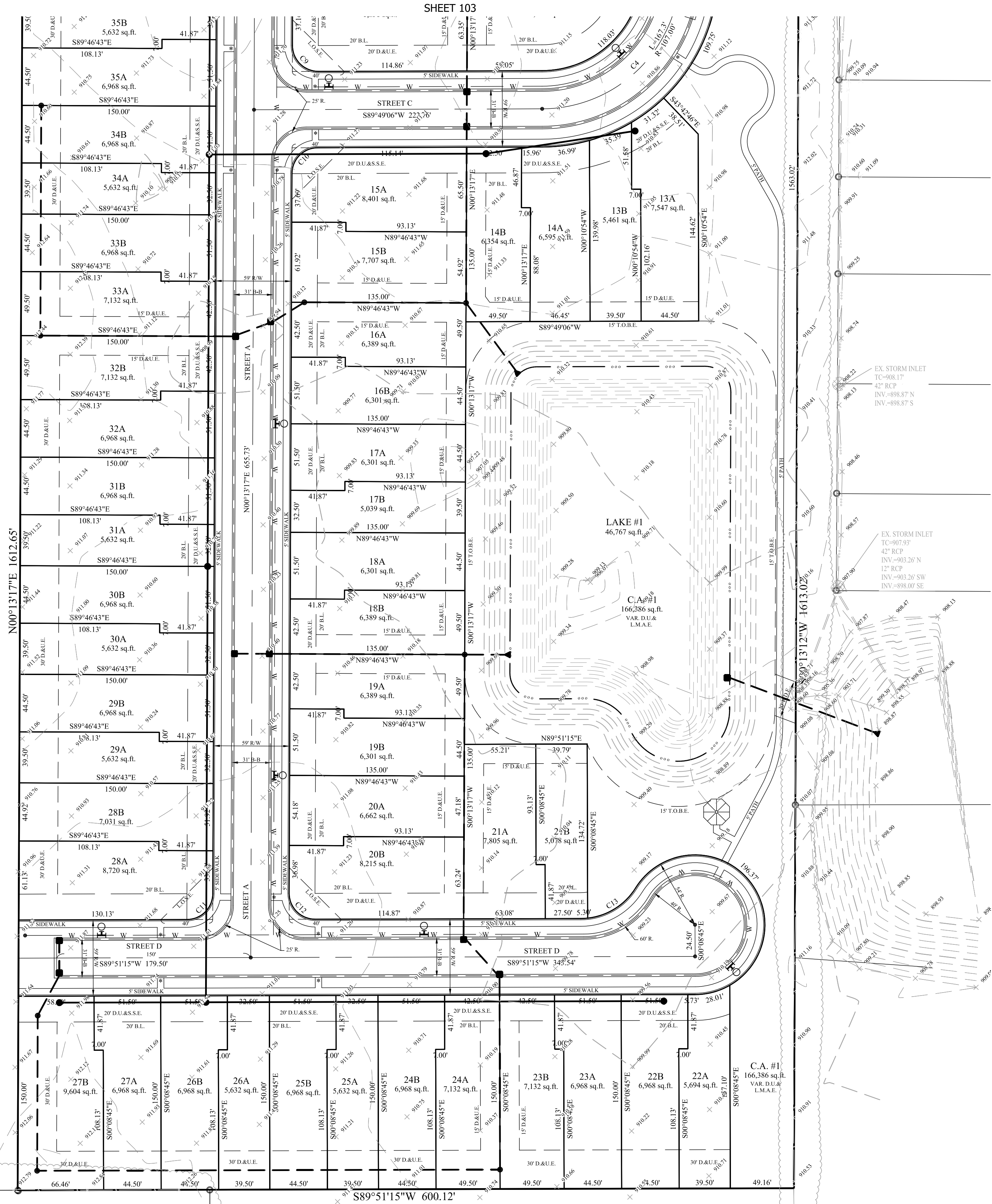
THIS INSTRUMENT PREPARED FOR:
LENNAR
9025 NORTH RIVER ROAD, SUITE 100
INDIANAPOLIS, INDIANA 46240
CONTACT: KATH LASH
PHONE: (317) 659-2231

CURRENT LANDOWNER:
ANNA EISENKO
13041 OLD ARM DR.
ST. LOUIS, MO 63146

LIBERTY VILLAS

DEVELOPMENT PLAN

ZONING PUD



SECTION 16			TOWNSHIP 18N	RANGE R3E
DRAWN BY: GDK			CHECKED BY: GDK	
SHEET NO.			C104	
S & A JORDN			82220CAL	
DEVELOPMENT PLAN			LIBERTY VILLAS	
PREPARED FOR:			WASHINGTON TOWNSHIP	
HAMILTON CO., INDIANA				
STOEPPELWERTH			ALWAYS ON.	
7965 East 106th Street, Fishers, IN 46038-2405			Phone: (317) 849-5935 Fax: (317) 849-5942	
THIS DRAWING IS NOT INTENDED TO BE AN ORIGINAL BOUNDARY SURVEY. A ROUTE SURVEY OR A SURVEYOR LOCATION REPORT.			CERTIFIED: 05/04/18	
DENNIS D. OLAMSEAD			REGISTERED LAND SURVEYOR	
No. 900012			STATE OF INDIANA	
DATE			REVISIONS	
BY				

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

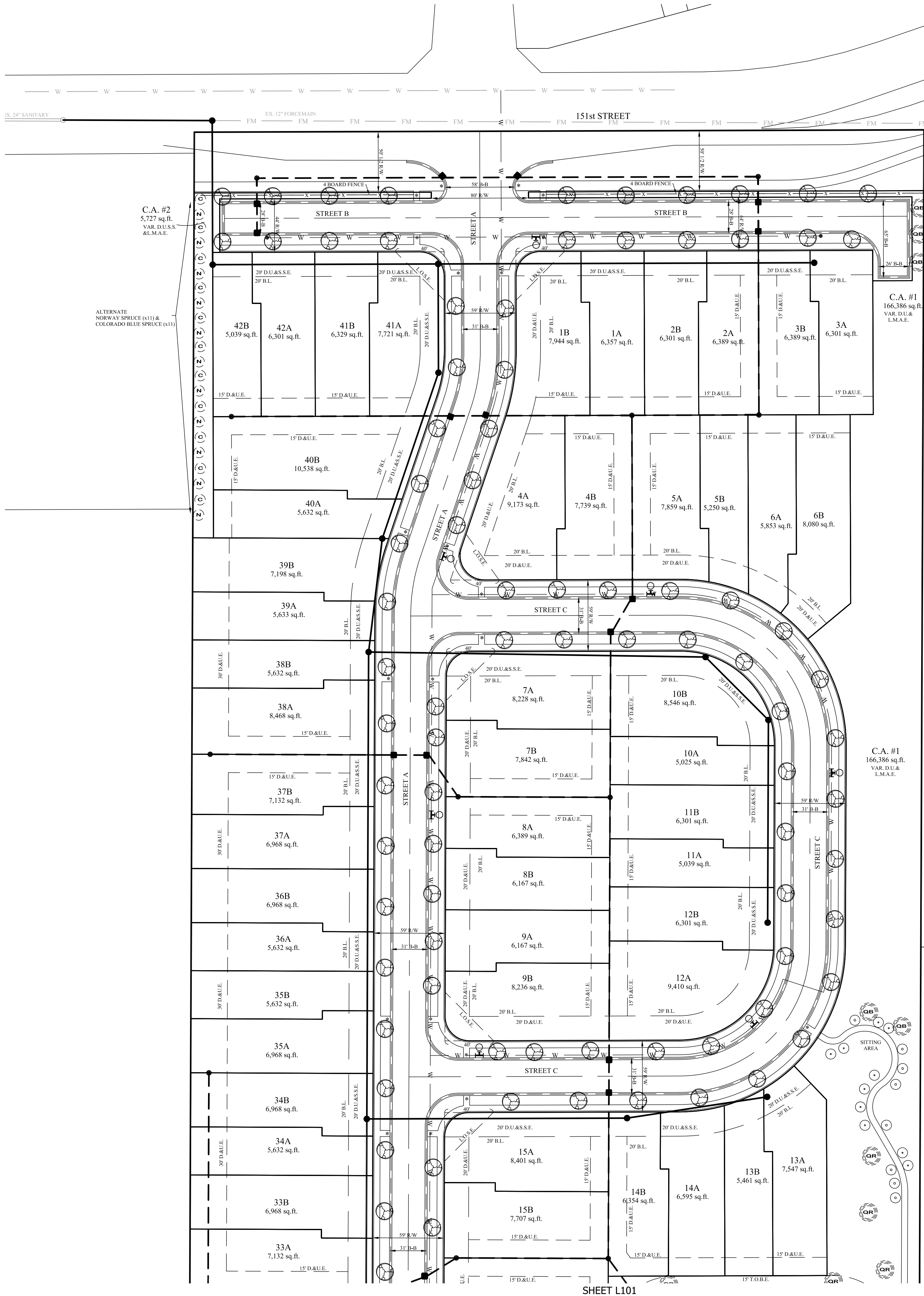
THIS INSTRUMENT PREPARED FOR:
LENNAR
9025 NORTH RIVER ROAD, SUITE 100
INDIANAPOLIS, INDIANA 46240
CONTACT: KATH LASH
PHONE: (317) 656-3251

CURRENT LANDOWNER:
ANNA FESENKO
13044 OLDFARM DR.
ST. LOUIS, MO 63146

LIBERTY VILLAS

LANDSCAPE PLAN

ZONING PUD

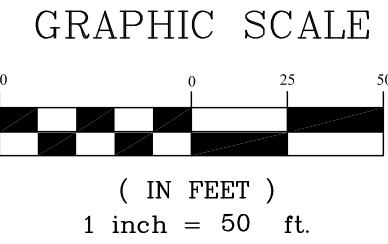


PLANT SCHEDULE				
QTY.	BOTANICAL NAME	COMMON NAME	SIZE	
10	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	1.5" cal	
10	CERCIS CANADENSIS	EASTERN REDBUD	8" clamp form	
10	QUERCUS RUBRA	NORTHERN RED OAK	2.5" cal	
10	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5" cal	
11	PICEA PUNGENS GLAUCA	COLORADO BLUE SPRUCE	6' tall	
11	PICEA ABIES	NORWAY SPRUCE	6' tall	

10 SHADE, ORNAMENTAL OR EVERGREEN TREES
PER ACRE OF COMMON AREA
3.95ac (common area) * 10 = 39.5 trees required
TREES PROVIDED IN COMMON AREA = 40

STREET TREES TO BE LOCATED 50' O.C. AVERAGE
AND SHALL BE GENERALLY INSTALLED AS
SHOWN ON THE PLANS.
A RANDOM MIX OF THE FOLLOWING
SPECIES SHOULD BE USED:
TULIP TREE (Liriodendron tulipifera)
SWAMP WHITE OAK (Quercus bicolor)
PRAIRIE PRIDE HACKBERRY (Celtis occidentalis 'Prairie Pride')
LEGACY SUGAR MAPLE (acer saccharum 'Legacy')

- NOTES:**
- Due to the uncertain location of anticipated houses and driveways, the street tree locations, as depicted on this Landscape Plan, are subject to change. However, plants shall be installed according to the following stipulations.
 - All trees shall be selected from the City of Westfield Master Tree list.
 - Street trees shall not be within 4 feet of any pavement.
 - There shall be no trees within 10 feet of any storm sewer pipe of subsurface drain.



STOEPPELWERTH
ALWAYS ON.
7965 East 106th Street, Fishers, IN 46038-2905
Phone: (317) 849-5935 Fax: (317) 849-5942

LIBERTY VILLAS
WASHINGTON TOWNSHIP
HAMILTON CO., INDIANA

SECTION: 16 TOWNSHIP: 18N RANGE: R3E
DRAWN BY: GDK CHECKED BY: GDK
SHEET NO. C101
S & A JOB NO. 82220CAL

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

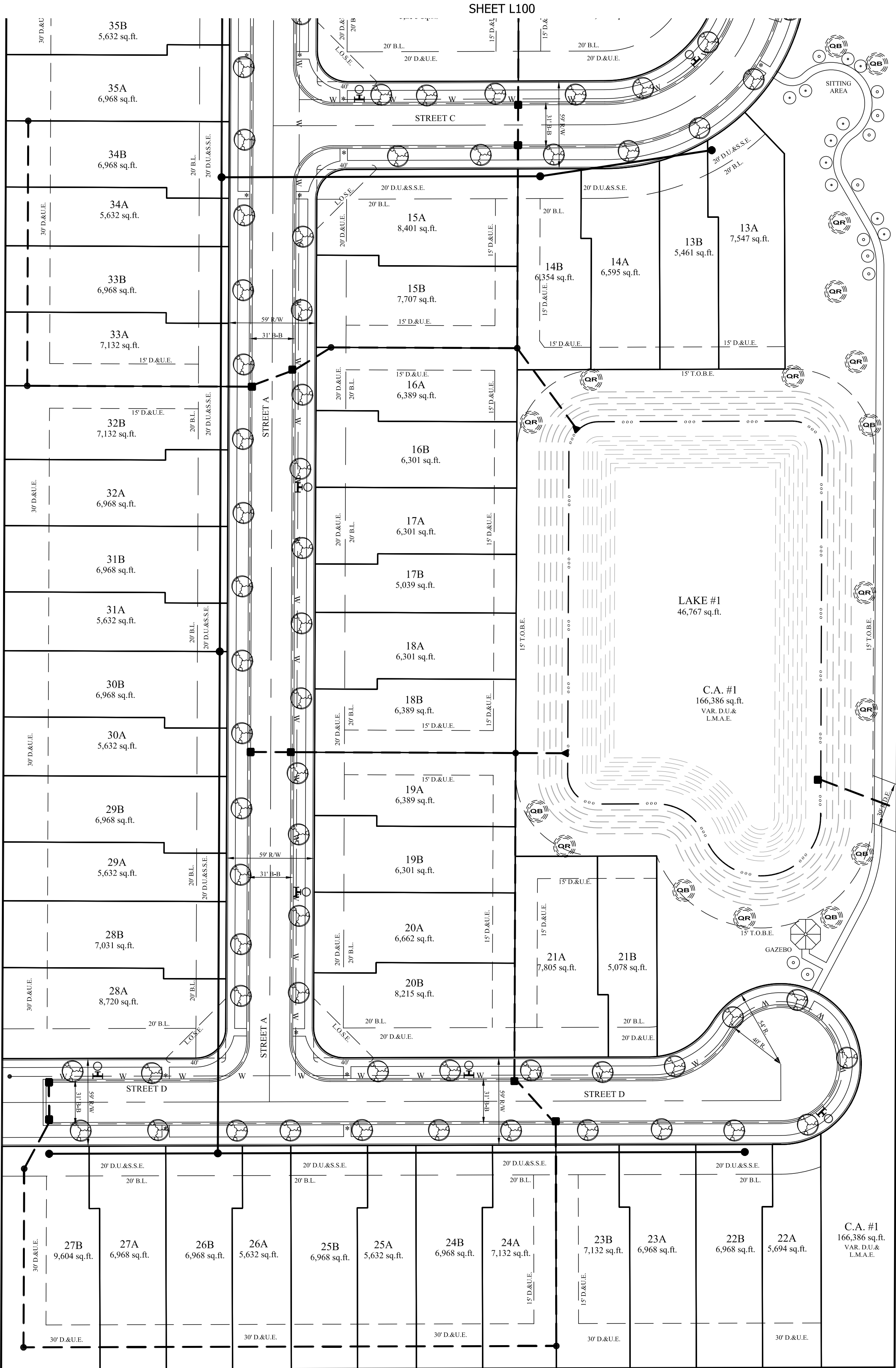
THIS INSTRUMENT PREPARED FOR:
LENNAR
9025 NORTH RIVER ROAD, SUITE 100
INDIANAPOLIS, INDIANA 46240
CONTACT: KEITH LASH
PHONE: (317) 656-3251

CURRENT LANDOWNER:
ANNA FESENKO
13044 OLDFARM DR.
ST. LOUIS, MO 63146

LIBERTY VILLAS

LANDSCAPE PLAN

ZONING PUD



PLANT SCHEDULE				
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NOTES:

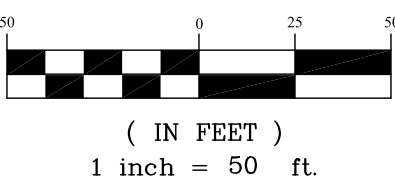
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any pavement.

*There shall be no trees within 10 feet of
any storm sewer pipe of subsurface drain.

GRAPHIC SCALE



Know what's below.
Call before you dig.

LANDSCAPE PLAN

PREPARED FOR:

LIBERTY VILLAS

WASHINGTON TOWNSHIP HAMILTON CO., INDIANA

SECTION: 16 TOWNSHIP: 18N RANGE: R3E

DRAWN BY: GDK CHECKED BY: GDK

SHEET NO.

L101

S & A JOB NO.
82220CAL

REVISIONS

DATE

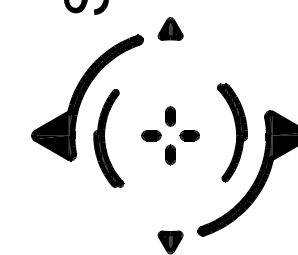
BY

STOEPPELWERTH

ALWAYS ON.

7965 East 106th Street, Fishers, IN 46038-2905

Phone: (317) 849-5935 Fax: (317) 849-5942



THIS INSTRUMENT PREPARED BY:
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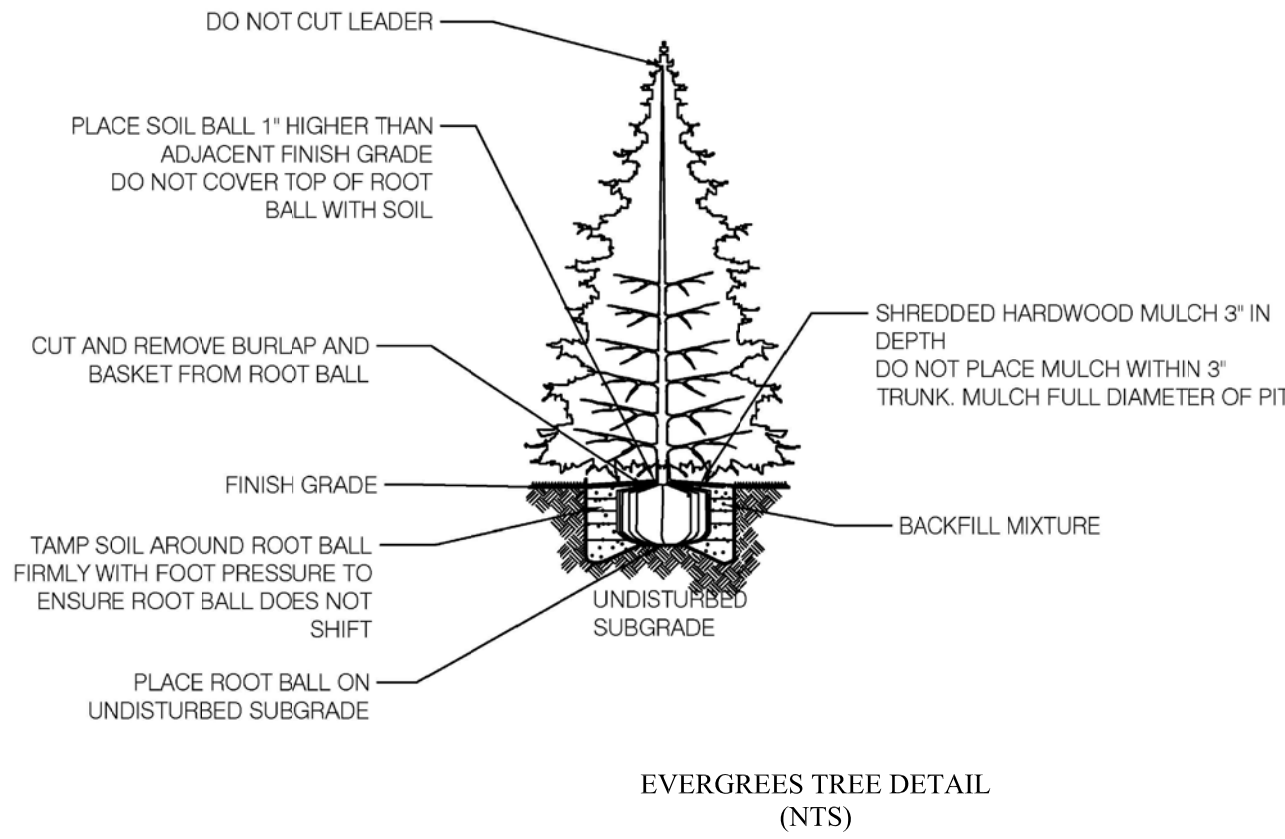
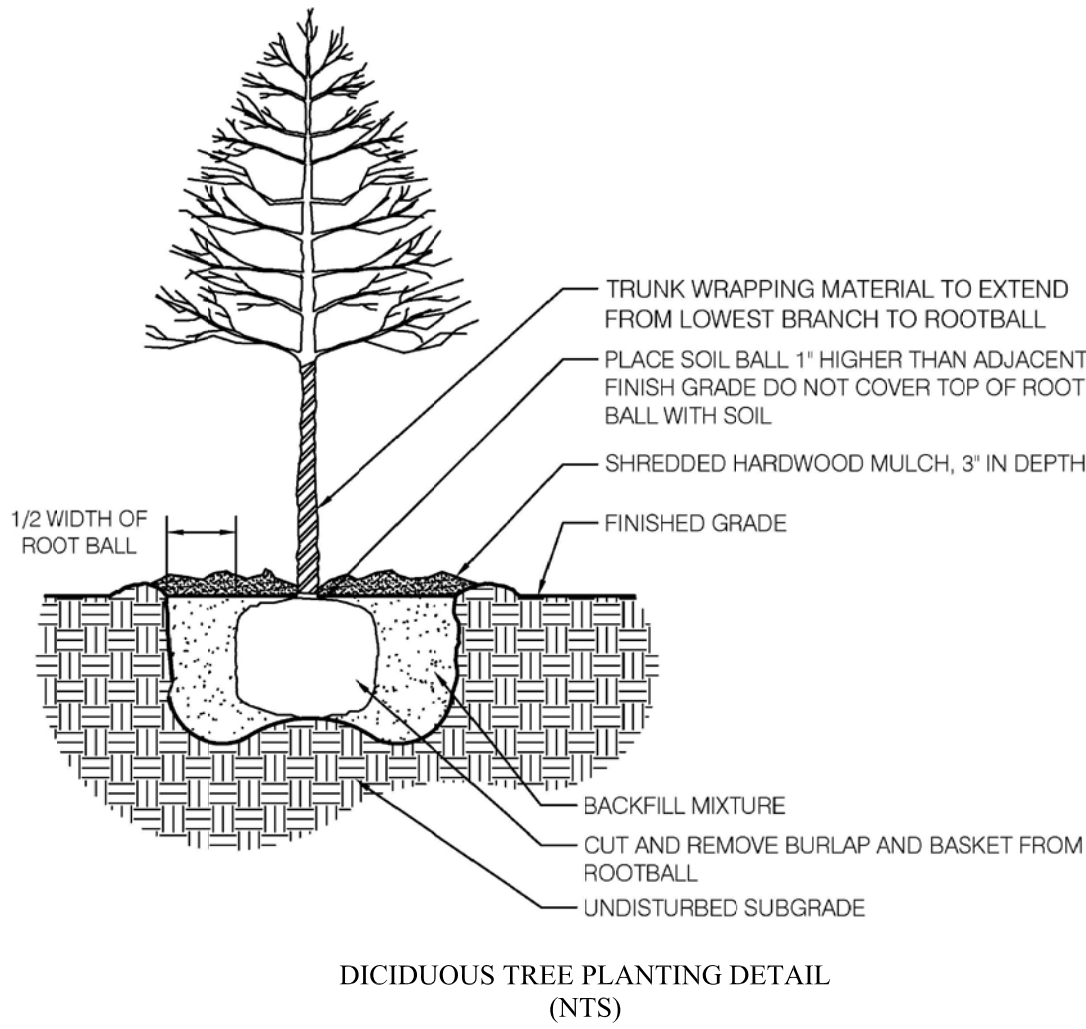
THIS INSTRUMENT PREPARED FOR:
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9025 NORTH RIVER ROAD, SUITE 100
INDIANAPOLIS, INDIANA 46240
CONTACT: KETH LASH
PHONE: (317) 659-5231

CURRENT LANDOWNER:
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ST. LOUIS, MO 63146

LIBERTY VILLAS

LANDSCAPE PLAN

ZONING PUD



PLANT SCHEDULE				
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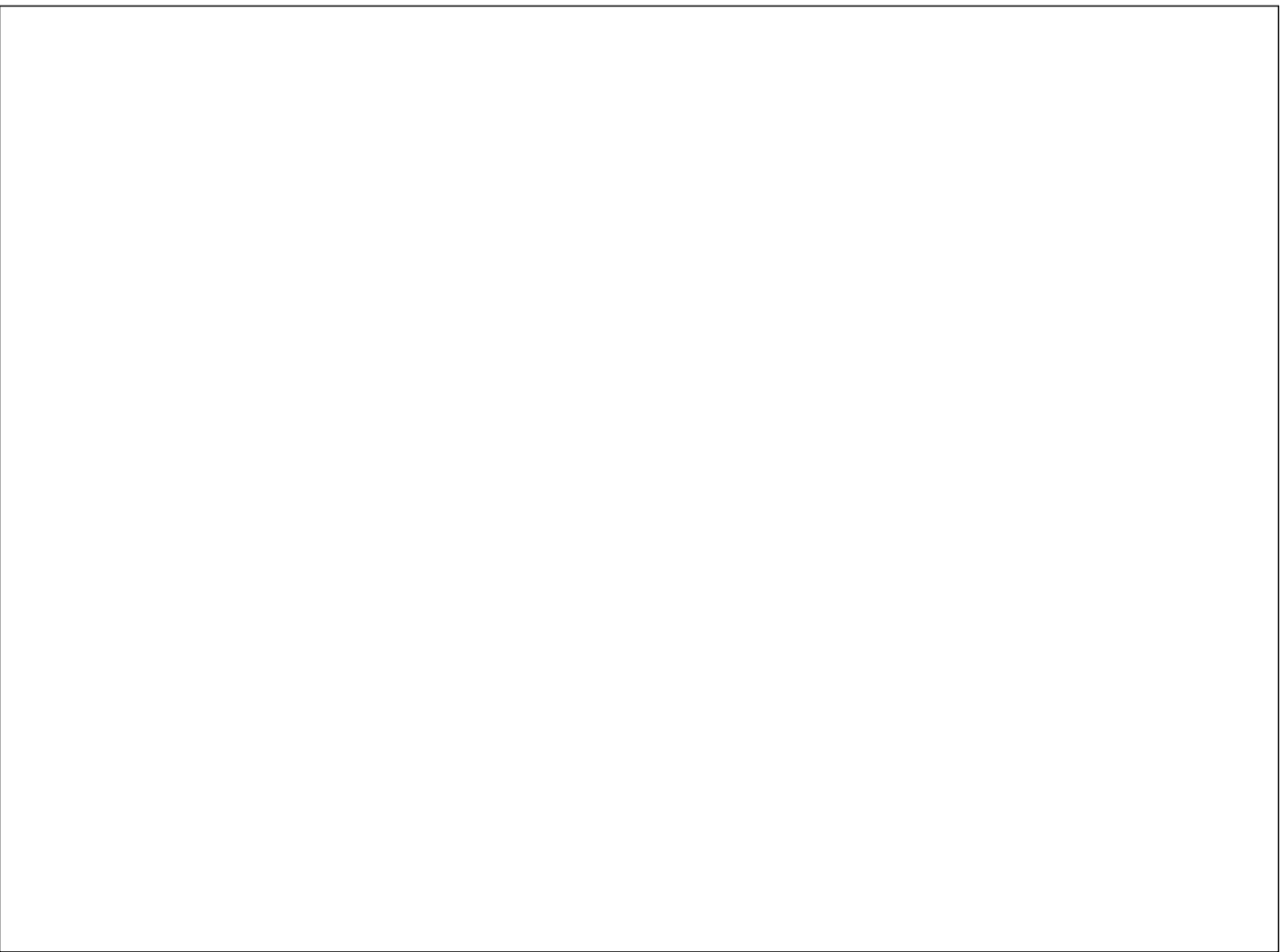
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*There shall be no trees within 10 feet of any storm sewer pipe of subsurface drain.



ENTRY MONUMENTATION
IS IN THE DESIGN PROCESS AND NOT
AVAILABLE AT THIS TIME.



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SECTION: 16			TOWNSHIP: 18N			RANGE: R3E		
DRAWN BY: GDK			CHECKED BY: GDK			SHEET NO.		
LANDSCAPE PLAN			LIBERTY VILLAS			HAMILTON CO., INDIANA		
PREPARED FOR:			WASHINGTON TOWNSHIP			BY		
DATE			REVISIONS			BY		



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1807-ODP-13 & 1807-SPP-13

Petition Number: 1807-SPP-13 & 1807-ODP-13

Subject Site Address: West side of Ditch Road between 156th and 161st St. (the “Property”)

Petitioner: Innovative Engineering and Consulting

Representative: Estridge Development Management, LLC

Request: Petitioner requests Primary Plat and Overall Development Plan approval of 120 Single-Family Residential Lots on 80 acres +/- in the Davis Planned Unit Development (PUD) District.

Current Zoning: Davis PUD District (Ordinance 17-52)

Current Land Use: Undeveloped/Agriculture

Approx. Acreage: 80 acres +/-

Exhibits:

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

Staff Reviewer: Pam Howard, Senior Planner

PROCEDURAL

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

PROJECT BACKGROUND

The Davis PUD (Ordinance 17-52) was adopted at the June 11, 2018, City Council meeting. The filed primary plat and overall development plan (the “plans”) contain the entire 80 acres included in the PUD District.



This petition was reviewed at the June 19, 2018, Technical Advisory Committee meeting.

Primary Plat Standards (Article 10.12, J of UDO)

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

1) Primary Plat Documentation and Supporting Information: A Primary Plat application shall include the following information:

- a) Location Map: (which may be prepared by indicating the data by notations on available maps) showing: (i) Subdivision name and location; (ii) Any street related to the subdivision; (iii) Title, scale, north point and date; (iv) Adjacent property land uses and Property Owners' names.
- b) Scale: A Primary Plat shall be drawn to a scale of fifty (50) feet to one (1) inch, or one hundred (100) feet to one (1) inch; provided, however, that if the resulting drawing would be over thirty-six (36) inches in shortest dimension, then a scale as determined by the Director may be used.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

c) Primary Plat: The following basic information shall be shown on the Primary Plat (unless otherwise provided on an accompanying Overall Development Plan (see also Article 10.7 Development Plan Review)), which shall be prepared by a land surveyor or planner:

- i) Proposed name of the subdivision.
- ii) Names and addresses of the owner, owners, land surveyor or land planner.
- iii) Title, scale, north point and date.
- iv) Streets on and adjoining the site of the proposed subdivision, showing the names (which shall not duplicate other names of streets in the community, unless extensions of such streets) and including roadway widths, approximate gradients, types and widths of pavement, curbs, sidewalks, cross-walks, tree plantings and other pertinent data.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1807-ODP-13 & 1807-SPP-13



- v) Easements (locations, widths and purposes).

Comment: Petitioner is coordinating with WPWD, HCSO, and utility companies to address outstanding items.

- vi) Statement concerning the location and approximate size or capacity of utilities to be installed.

Comment: Petitioner is coordinating with WPWD and utility companies to address outstanding items.

- vii) Layout of Lots (showing dimensions, numbers and square footage).

- viii) Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semi-public or community purposes.

- ix) 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%).

- x) Tract boundary lines showing dimensions, bearings, angles, and references to section, township and range lines or corners.

- xi) Building setback lines.

- xii) Legend and notes.

- xiii) Drawing indicating the proposed method of drainage for storm sewers and other surface water drainage.

Comment: Petitioner is coordinating with WPWD and HCSO to address outstanding items.

- xiv) Other features or conditions which would affect the subdivision favorable or adversely.

- xv) A National Cooperative Soil Survey Map showing the soil limitations based upon the intended usage of the development land.

- xvi) 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: Petitioner is coordinating with applicable departments to address outstanding items.

xvii) If private sewage systems, then a statement from the County Health Officer whether private septic system can be used on the property.

xviii) 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: Petitioner is coordinating with HCSO to address outstanding items.

xix) 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.

d) Covenants and Restrictions: The Plan Commission or Director may request a description of the proposed or recorded protective covenants or private restrictions if they are to be cross-referenced or incorporated on the plat of the subdivision or if they otherwise establish or grant rights related to the plat (e.g., easements). Covenants and restrictions may not independently lessen any requirement of this Ordinance or revise, alter, or change in any way any aspect of an approved plat without approval of the Director of Plan Commission.

Comment: Petitioner to provide a copy when available.

Development Plan Review (Article 10.7 of UDO)

The plans comply, as applicable to an Overall Development Plan, except for those items identified as outstanding below.

2) Overall Development Plan: The purpose of the Overall Development Plan is to preliminarily divide property into Lots, Blocks or Common Area and to ensure compliance with the standards of this Ordinance with regard to Lots (e.g., size, access, general building envelopes), common areas (e.g., perimeter landscaping, shared signage) and shared infrastructure (e.g., drives, streets, cross-access, utilities, drainage). An Overall Development Plan does not include the review of the site layout or building design of individual building Lots; rather, it is intended to generally review Lots, common areas, public spaces and shared infrastructure so that



adequate consideration is given to ensure a coordinated development prior to subdividing the property.

3) Development Plan Review Criteria: 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:

- a. Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
- b. Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- c. 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:
 - i. The design and location of proposed street and highway access points shall minimize safety hazards and congestion.
 - ii. The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 - iii. The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.
- d. 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.

4) Application Documentation and Supporting Information

- e. **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



f. General Plan Requirements

- i. Scale not more than 1"=100'
- ii. Title, scale, north arrow and date.
- iii. Proposed name of the development.
- iv. 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;
- v. Address and legal description of the property.
- vi. Boundary lines of the property including all dimensions.
- vii. Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
- viii. 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.
- ix. 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.
- x. All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- xi. Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements;
- xii. Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.
- xiii. Location and dimensions of all existing structures and paved areas.
- xiv. Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).



- xv. Location of all Floodplain areas within the boundaries of the property.
- xvi. Names of legal ditches and streams on or adjacent to the site.
- xvii. 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 WPWD and utility companies to address outstanding items.

- xviii. Identify buildings proposed for demolition.
- xix. Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- xx. 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).
- xxi. Label Building Separation and/or Building Setback Lines in relation to Front, Rear and Side Lot Lines

Development Standards UDO and Davis PUD (Ord. 17-52)

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

5) **Concept Plan and Illustrative Plan(Section 3 of Ord. 17-52):**

- a) The Concept Plan and Illustrative 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 and Illustrative Plan.

Zoning Districts (Chapter 4 of UDO and Ord. 17-52)

6) **Permitted Uses (Section 5 of Ord. 17-52):**

- a) All uses permitted in the Underlying Zoning District, as set forth in Chapter 4 and Chapter 13 of the UDO, shall be permitted.



- b) Maximum Dwellings. The total number of Dwellings permitted in the District shall not exceed one hundred twenty-five (125). The maximum number of Dwellings permitted by Area is noted in the table below.

7) Area A Lots (Section 6 of Ord. 17-52 and UDO Article 4.6) (Lots 1-39)

- a) Minimum Lot Area: 7,150sf
b) Average Lot Area: 8,100sf
c) Minimum Lot Width: 55'
d) Minimum Lot Frontage: 30'

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration

- e) Minimum Building Setback Lines:

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

- (1) Front Yard: 10'
(2) Side Yard: 5'
(3) Rear Yard: 20'

- f) Maximum Building Height: 2 stories

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- g) Minimum Living Area (Total):

- i) One-Story Dwelling: 2,000sf

- (1) Up to 11 lots within Area A may contain a One-Story Dwelling with a Total Minimum Living Area of 1,800sf

- ii) Two-Story Dwelling: 2,200sf

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- h) Maximum Number of Dwellings Permitted: 42

8) Area B Lots (Section 6 of Ord. 17-52 and UDO Article 4.6)

- a) Minimum Lot Area: 10,500sf
b) Average Lot Area: 12,400sf
c) Minimum Lot Width: 75'



- d) Minimum Lot Frontage: 40'

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

- e) Minimum Building Setback Lines:

- (1) Front Yard: 20'
- (2) Side Yard: 5'
- (3) Rear Yard: 20'

- f) Maximum Building Height: 2 stories

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- g) Minimum Living Area (Total):

- i) One-Story Dwelling: 2,000sf
- ii) Two-Story Dwelling: 2,400sf

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- h) Maximum Number of Dwellings Permitted: 36

9) Area C Lots (Section 6 of Ord. 17-52 and UDO Article 4.5)

- a) Minimum Lot Area: 13,300sf

- b) Average Lot Area: 14,000sf

- c) Minimum Lot Width: 95'

- d) Minimum Lot Frontage: 50'

- e) Minimum Building Setback Lines:

- (1) Front Yard: 20'
- (2) Side Yard: 5'
- (3) Rear Yard: 20'

- f) Maximum Building Height: 2 stories

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- g) Minimum Living Area (Total):

- i) One-Story Dwelling: 2,400sf
- ii) Two-Story Dwelling: 2,800sf

Comment: Not Applicable to DPR. To be reviewed at building permit stage.



h) Maximum Number of Dwellings Permitted: 23

10) Area D Lots (Section 6 of Ord. 17-52 and UDO Article 4.5)

a) Minimum Lot Area: 14,700sf

i) Area D lots abutting the western property line of the Real Estate shall have a Minimum Lot Area of 20,000sf

b) Average Lot Area: 20,000sf

c) Minimum Lot Width: 105'

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

d) Minimum Lot Frontage: 50'

e) Minimum Building Setback Lines:

(1) Front Yard: 20'

(2) Side Yard: 10'

(3) Rear Yard: 20'

f) Maximum Building Height: 2 stories

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

g) Minimum Living Area (Total):

i) One-Story Dwelling: 2,600sf

ii) Two-Story Dwelling: 3,000sf

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

h) Maximum Number of Dwellings Permitted: 21

11) Area E Lots (Section 6 of Ord. 17-52 and UDO Article 4.3)

a) Minimum Lot Area: 43,560sf

b) Average Lot Area: 43,560sf

c) Minimum Lot Width: 200'

d) Minimum Lot Frontage: 100'

e) Minimum Building Setback Lines:

(1) Front Yard: 45'

(2) Side Yard: 20'

(3) Rear Yard: 40'



- f) Maximum Building Height: 2 stories

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- g) Minimum Living Area (Total):

- i) One-Story Dwelling: 3,000sf
- ii) Two-Story Dwelling: 3,500sf

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- 12) Maximum Number of Dwellings Permitted: 3

Overlay Districts (Chapter 5)

- 13) Floodplain Overlay District (Article 5.5)

- 14) Wellhead Protection District Overlay (Article 5.7)

Development Standards (Chapter 6)

- 15) Accessory Use and Building Standards (Article 6.1)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- 16) Architectural Standards (UDO Article 6.3 and Section 7.1 of Ord. 17-52)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- 17) Building Standards (Article 6.4)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- 18) Height Standards (Article 6.6)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

- 19) Landscaping Standards (UDO Article 6.8 and Section 7.2 of Ord. 17-52)

- a) Restricted Open Space Buffer: Along the western property line of the Real Estate where indicated on Exhibit E a Restricted Open Space Buffer (ROSB) shall be provided. (Section 7.2(A) of Ord. 17-15)
 - i) The ROSB shall be a minimum of 60 feet wide and planted as detailed in Section 7.2(D) Buffer Yard Requirements, below.



- ii) The ROSB may be located within private Lots.
 - iii) No outside storage nor structures shall be permitted within the 45-foot wide reforestation planting area within the ROSB.
 - iv) Outside of the reforestation planting area no structures taller than 18 inches shall be permitted within the ROSB, except for fences which may be permitted to a maximum height of six (6) feet.
 - v) Lot owners may add additional landscaping within the ROSB.
- b) Detention and Retention Areas
- i) Natural Appearance:
 - (1) Detention and Retention Areas shall be landscaped in a manner that replicates the natural form of ponds and shall include shade trees, ornamental trees, evergreens, shrubs, hedges, and/or other plantings (see also Minimum Lot Landscaping Requirements and Article 8.6 Open Space and Amenity Standards).
 - (2) Wetlands/aquatic vegetation planted around the wet perimeter of such areas should be utilized to further this design objective; however, if such plantings are utilized for water quality control, then landscape plans shall be prepared and stamped by a licensed landscape architect.
 - (3) Detention and Retention Areas shall be designed to be natural in appearance, with meandering edges.
 - ii) Location: Detention and Retention Areas should be located to enhance view sheds and incorporated as amenities to the development (see also Article 8.6 Open Space and Amenity Standards).
 - iii) Side Slopes: Side slopes above the water line for Retention Areas and water features shall not exceed 4:1. Side slopes above the water line for Detention Areas shall not exceed 4:1 and shall be graded to harmonize with the overall Open Space design of the site.

Comment Petitioner is coordinating with WPWD to address outstanding items.

- c) Street Trees: Street Trees shall be required in accordance with the following, and the placement standards set forth herein:
 - i) Requirement: Street Trees shall be required with all new or re-developed Local Streets (public or private) within Residential Districts. Street Trees shall only be required on one side of a Residential Frontage Road.
 - ii) Location: Street Trees located within the Right-of-way shall be installed in accordance with the City's Construction Standards (see also Article 7.3 Principles and Standards of Design).
 - iii) Spacing: Street Trees shall be required an average of every fifty (50) feet; however, the Street Trees may be spaced at a maximum spacing of sixty (60) feet but at a minimum spacing of twenty (20) feet.
 - iv) Front Yard and Lot Size Reductions: If a Lot is adjacent to a Right-of-way that includes Street Trees within the Right-of-way in accordance with this section, then the Lot's Minimum Lot Size and Front Yard Minimum Building Setback Line may be reduced in accordance with Article 6.10 Lot Standards and Article 6.16 Setback Standards, respectively.
- d) Minimum Lot Landscaping (Section 7.2(B) of Ord. 17-52)
 - i) Residential lots
 - (1) All lots shall be landscaped with a minimum of two (2) shade tree, one (1) ornamental or evergreen tree, and six (6) shrubs.
Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.
 - (2) At a minimum the Lot's Established Front Yard shall be sodded and the remainder of the Lot shall be seeded.
Comment: Not Applicable to DPR. To be reviewed at building permit stage.
 - ii) Open Space / Common Areas
 - (1) 10 shade, ornamental, or evergreen trees required per acre
- e) Foundation Plantings
 - i) External Street Frontage Landscaping (UDO Article 6.8(M)): The landscaping in this section shall be required where any portion of a development abuts an External Street.
 - (1) Residential Uses: A landscaping area with a minimum depth of thirty (30) feet shall be required abutting an External Street along any residential development. The



landscaping area shall include a minimum of four (4) evergreen trees, three (3) shade trees, three (3) ornamental trees and twenty-five (25) shrubs per one hundred (100) lineal feet. In addition, a minimum three-foot (3') tall undulating mound shall be required along the entire External Street frontage. Meandering mounds are encouraged.

- ii) Article 6.8(M) shall apply except that no mound shall be required along 161st Street where the elevation difference between the centerline of 161st Street and the finish grade 90 feet south of the centerline of 161st Street is ten (10) feet or greater. (Section 7.2(C) or Ordinance 17-52)

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

- f) Buffer Yards (Section 7.2(D) of Ord. 17-52): Article 6.8(N) Buffer Yard Requirements shall apply except as modified and enhanced below.

- i) Along the western property line of the Real Estate landscape buffers shall be provided where indicated on Exhibit F. The portion of the buffer depicted as Buffer A shall be a minimum of 40 feet wide and planted at a minimum rate of eight (8) shade trees and eight (8) evergreen trees per 100 linear feet. The plantings may be distributed throughout the buffer.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

- ii) The portion of the buffer depicted as Buffer B shall be a reforestation area a minimum of 45 feet wide and planted with a variety of native deciduous trees as follows:

- (1) Trees Sizes at Installation: At the time of installation, 25% of the trees shall be a minimum of 1½" in caliper, 50% of the trees shall be whips a minimum of five (5) feet tall, and 25% of the trees shall be three (3) gallon container stock, or equal.
- (2) Tree Spacing: Trees shall be spaced an average of nine (9) feet on center with an average of nine (9) feet between rows. Tree locations may be adjusted slightly to soften the triangular spaced grid to create a more naturalistic appearing tree spacing.
- (3) Trees shall be installed with tree protectors.
- (4) Signs denoting "Reforestation Easement" shall be installed at approximately 200-foot intervals.



- iii) No berm nor mounding shall be required within the perimeter buffer yard.
- iv) The perimeter buffer yard may be located within private Lots.
- v) Lot owners may add additional landscaping within the perimeter buffer yard. However, in no instance shall the amount of landscaping be reduced below the planting required by this ordinance. Approval of any modifications within the perimeter buffer yard shall be approved by the Homeowners Association prior to installation.

g) Parking Area Landscaping

21) Lighting Standards (Article 6.9)

22) Lot Standards (Article 6.10)

23) Outdoor Storage and Display (Article 6.21)

24) Outdoor Café and Eating Areas (Article 6.13)

25) Parking Standards (Article 6.14)

26) Setback Standards (Article 6.16)

27) Sign Standards (Article 6.17)

Comment: Sign permits are reviewed under a separate application.

28) Vision Clearance Standards (Article 6.19)

- a) No Sign, fence, wall, landscaping, Public Utility Installation or other Improvement which obstructs sight lines between three (3) and nine (9) feet above a Street shall be permitted on a Corner Lot, unless otherwise approved in writing by the Public Works Department, within the triangular area formed by the Right-of-way line and a line connecting points: Forty (40) feet from intersections of Collectors, Private or Local Street; Seventy-five (75) feet from intersections of Expressways or Arterials; Ten (10) feet from intersections of Driveways or Alleys.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration



29) Yard Standards (Article 6.21)

Comment: Not Applicable to DPR. To be reviewed at building permit stage.

Subdivision Regulations (Chapter 7)

30) Construction Standards (Article 7.3)

Comment: Petitioner is coordinating with WPWD to address outstanding items.

Design Standards (Chapter 8)

31) Block Standards (Article 8.1)

- a) The maximum length of a block in a single-family residential Subdivision shall not exceed one thousand two hundred and fifty (1,250) feet; except where an Internal Street or Frontage Road parallels an Expressway or Arterial.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

32) Easement Standards (Article 8.3)

Comment: Petitioner is coordinating with WPWD, HCSO, and the utility companies to address outstanding items.

33) Monument and Marker Standards (Article 8.5)

Comment: The Monument and Marker Standards will be reviewed at the subsequent Secondary Plat Review process.

34) Open Space and Amenity Standards (UDO Article 8.6 and Section 9.1 of Ord. 17-52)

- a) **Minimum:** 27% (Section 9.1(D) of Ord. 17-52)
- b) **Plantings:** Open Space shall be supplemented with tree plantings in accordance with the Minimum Lot Landscaping requirements of Article 6.8 Landscaping Standards.



- c) **Access:** A public way, crosswalk or easement not less than fifteen (15) feet in width shall be provided for access to required Open Space.
 - i. Common Areas shall not be subject to the minimum Lot frontage provisions of the underlying Zoning District; however, Article 8.6(c) (above) shall apply. (Section 9.1(A) of Ord. 17-52)
- d) **Connectivity:** Open Space, where applicable, shall be placed adjacent to or connected to existing or proposed Open Space located within the development and/or on adjoining properties. Open Space should be located within reasonable walking distance to those uses it serves, with the exception of preservation of existing features.
- e) **Open Space Ownership:** The ownership of Open Space, Common Areas, Development Amenities, how it will be protected from future development, and responsibility for future maintenance (e.g., homeowners' association) shall be documented and recorded.
- f) Required Open Space and Development Amenity improvements (e.g., fencing, walls, mounds, paths, playgrounds, amenities) shall be improved in accordance with an approved Development Plan and shall require a Certificate of Compliance
- g) **Approval:** Open Space and Development Amenity areas shall be identified on the development's Overall Development Plan, in accordance with Article 10.7 Development Plan Review. Open Space and Development Amenity improvements shall require approval a Detailed Development Plan, which shall be reviewed and approved by the Department as part of an Improvement Location Permit (see also Article 10.8 Improvement Location Permit) or a Certificate of Compliance (see also Article 10.4 Certificate of Compliance), if an Improvement Location Permit is not otherwise required for the proposed improvements.
- h) **Timing of Installation:** Open Space and Development Amenity improvements shall be installed prior to the issuance of a subsequent Building Permit for more than fifty percent (50%) of the Lots within the Secondary Plat section in which the Common Area, Open Space or Development Amenity is located, or within twelve (12) months from when the first Building Permit in the Secondary Plat section was issued, whichever occurs first.
- i) A maximum of fifty percent (50%) of required Open Space may come from: wetlands, third party regulated utility easements, legal drains and equivalent land, as determined by the Plan Commission or Director.

Comment: Item identified as outstanding, staff will confirm compliance prior to this item being docketed for final APC consideration.

- j) Detention and Retention Areas may only qualify as Open Space if they comply with Article 6.8 Landscaping Standards and if such areas are located and designed for the use and benefit of the public as an amenity to the development.
- k) Required Buffer Yards, External Street Frontage landscaping areas, and tree preservation areas, as set forth in Article 6.8 Landscaping Standards, may qualify towards required Open Space if placed within common areas or recorded preservation or conservation easements.



l) Amenities:

- i. Passive Amenities: Open Space including trails shall be provided for passive recreation opportunities, as generally depicted on the Amenities Plan in Exhibit D. Trails shall be installed in substantial compliance with the location depicted on the Amenities Plan. The final locations are subject to existing easements and final engineering design. If trails are prevented from being installed as generally shown, then the Director may approve alternative trail locations that still provide access and connectivity to the open space. (Section 9.1(B) of Ord. 17-52)
- ii. Amenity Elements: Community gathering point amenities, including but not limited to a picnic area, playground, fire pit, and trellises with swings, are generally depicted on Exhibit D. The Amenity Elements shall be provided within the area depicted on the Amenities Plan. Alternative locations within the Open Space area may be approved by the Director. (Section 9.1(C) of Ord. 17-52)

Comment: Will be reviewed as a Detailed Development Plan for Common Area improvements once submitted.

35) Pedestrian Network Standards (Article 8.7)

- a) All concrete sidewalk, asphalt path, and crosswalk improvements shall be constructed per the City's Construction Standards (see Article 7.3 Principles and Standards of Design) and comply with requirements of the Americans with Disabilities Act (ADA), as amended.

Comment: Petitioner is coordinating with WPWD to address outstanding items to address outstanding items.

- b) Curb ramps for handicapped accessibility shall be provided at all intersections of Streets, Alleys, and drives (not including individual residential Driveways) and comply with ADA requirements. Curb ramps shall not be permitted in Driveways.

Comment: Petitioner is coordinating with WPWD to address outstanding items.

- c) When a sidewalk, pedestrian path, jogging path, and/or bicycle way crosses a Street intersection with an Arterial within or adjacent to a development, then safety devices (i.e. painted crosswalks, signs, or other traffic control devices) shall be installed at the Developer's expense as deemed appropriate by the Public Works Department. The Director or Plan Commission may require crosswalks to be marked at other intersections or pedestrian-crossing points as may be deemed appropriate. All traffic control devices shall comply with guidelines and requirements of the current edition of the Indiana Manual on Uniform Traffic Control Devices.

Comment: Petitioner is coordinating with WPWD to address outstanding items.



- d) Internal Pedestrian Network Standards: The minimum sidewalk width shall be as indicated in the Thoroughfare Plan or five (5) feet (six (6) feet if immediately abutting the curb), whichever is greater.
- e) Sidewalks shall be required on both sides of internal Streets and internal Private Streets in all developments.
- f) When a proposed development lies between or adjacent to existing developments which have been provided with sidewalks, connecting sidewalks or pathways (which are extensions of the existing sidewalks) shall be constructed.
- g) Connector sidewalks shall be provided from the sidewalk or path adjacent to the Street to the front entrance of all non-residential structures. Where the sidewalk intersects driving lanes or parking aisles within the Parking Area, then crosswalks and ramps shall be installed in accordance with ADA requirements and such areas shall be delineated (e.g., pavers, stamped, bricked), as determined by the Plan Commission or Director, to reinforce pedestrian safety.
- h) Perimeter/External Pedestrian Network Standards: All developments shall participate in the establishment or improvement to the pedestrian network along Streets adjacent to its perimeter in accordance with the following: Where a proposed Development Plan or Subdivision abuts an existing Right-of-way, then pedestrian paths, jogging paths, and bicycle paths shall be provided along the perimeter Street(s) or Private Street(s) in accordance with the Thoroughfare Plan. The type of pedestrian facility required shall be as set forth in the Thoroughfare Plan.
- i) Generally, all required pedestrian facility improvements shall be located within the Right-of-way. Required improvements located outside of the Right-of-way shall be located within an easement approved by the Director or Public Works Department.

Comment: Petitioner is coordinating with WPWD to address outstanding items.

- j) The Plan Commission or Director may require Developers, at their expense, to construct off-site pedestrian facilities adjacent to the proposed development to respond to the proposed development's impact and infrastructure demands (see also Article 8.9 Street and Right-of-Way Standards as it may apply).

Comment: Petitioner is coordinating with WPWD to address outstanding items to address outstanding items.

36) Storm Water Standards (Article 8.8)



37) Streets and Right-of-Way Standards (Article 8.9 of UDO and Section 9.2 of Ord. 17-52)

- a) Article 8.9(F)(3) Connectivity Standards: Shall apply, except that the street stub shown connecting the property to the west is not required to be constructed until such time as the connecting property develops. (Section 9.2(A) of Ord. 17-52)
- b) Article 8.9(G)(3)(a) Maximum Cul-de-sac Length Standards: Shall apply, except the maximum length permitted shall be 700 feet. (Section 9.2(B) of Ord. 17-52)
- c) Article 8.9(G)(6) Access Point Standards: Shall apply, except more than one (1) point of vehicular access shall be permitted from the development onto 161st Street. Within Area E indicated on Exhibit B, each Lot shall be permitted to have one (1) direct access point by driveway to 161st Street. If there is a Corner Lot within Area E that abuts an Internal Street, vehicular access for said Corner Lot shall be derived from the Internal Street. (Section 9.2(C) of Ord. 17-52)

38) Street Light Standards (Article 8.10)

39) Street Sign Standards (Article 8.11)

40) Surety Standards (Article 8.12)

Comment: Petitioner is coordinating with WPWD to address outstanding items to address outstanding items 36-40.

DEPARTMENT COMMENTS

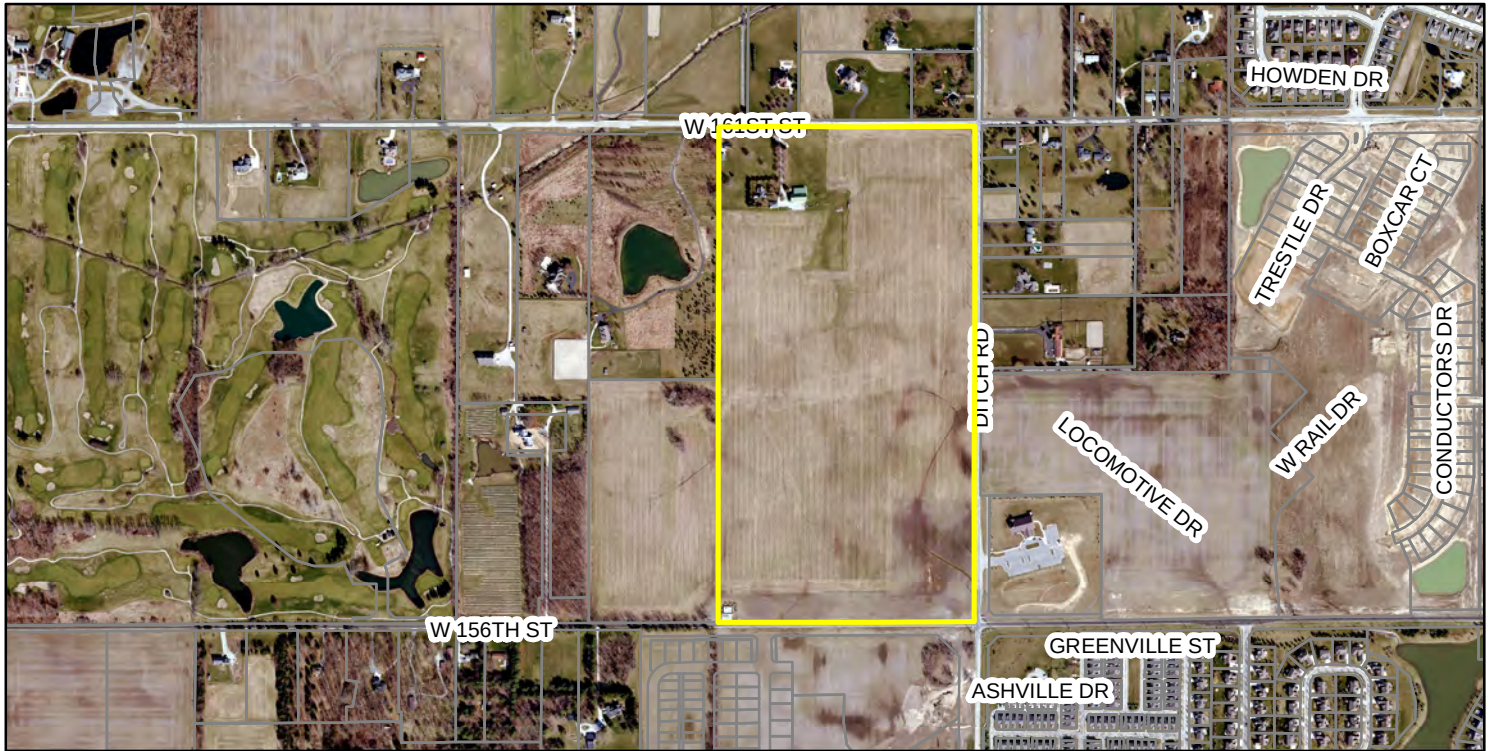
- 1) **Action: Hold a public hearing at the July 2 2018, Plan Commission meeting.**
- 2) The Petitioner will make any necessary revisions to the plans, as noted in this report as outstanding. The Economic and Community Development Department will confirm compliance prior to this item being placed on the next Plan Commission agenda.
- 3) If any Plan Commission member has questions prior to the public hearing, then please contact Pam Howard at 317-531-3751 or phoward@westfield.in.gov.



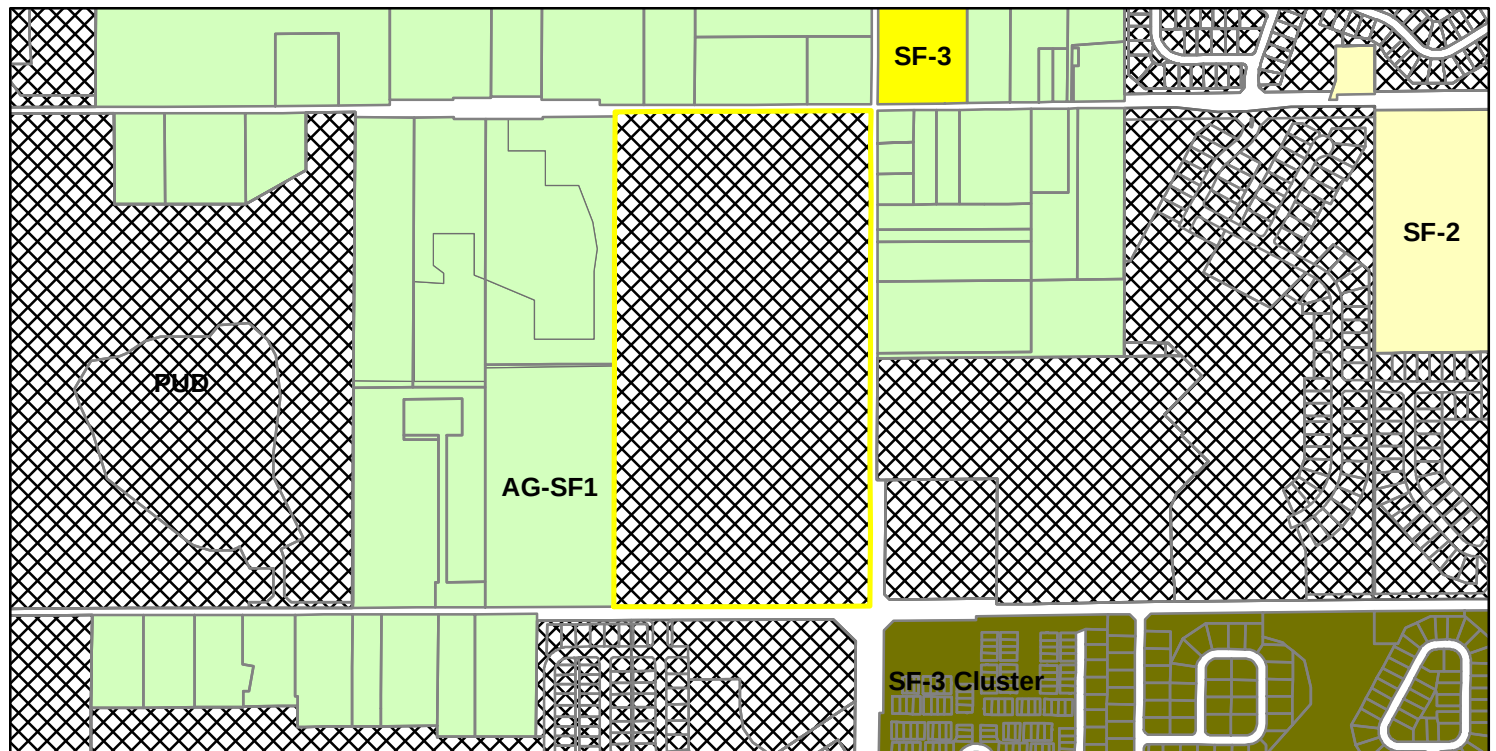
Property Location Map
Augusta
1807-ODP-13 & 1807-SPP-13



Aerial Location Map



Zoning Map



- | | | |
|--|--------------------------|--------------|
| AG-SF1 (Agriculture - Single Family - 1) | SF-2 (Single Family - 2) | SF-3 Cluster |
| PUD (Planned Unit Development) | SF-3 (Single Family - 3) | |

***AUGUSTA
PRIMARY PLAT***

SECTION 9, T18N, R3E
WASHINGTON TOWNSHIP
HAMILTON COUNTY, WESTFIELD, INDIANA

[illegible]

Legal Description

AUGUSTA PRIMARY PLAT -

THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 18 NORTH, RANGE 3 EAST OF THE SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 18 NORTH, RANGE 3 EAST; THENCE SOUTH 89 DEGREES 48 MINUTES 03 SECONDS WEST (BASIS OF BEARINGS: INDIANA STATE PLANE, EAST ZONE, NAD 83) 1360.77 FEET ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER TO THE MID-POINT THEREOF; BEING THE SOUTHWEST CORNER OF SAID EAST HALF; THENCE NORTH 00 DEGREES 12 MINUTES 12 SECONDS EAST 2626.16 FEET ALONG THE WEST LINE OF SAID EAST HALF TO THE NORTHWEST CORNER THEREOF; BEING THE MID-POINT OF THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH 88 DEGREES 50 MINUTES 51 SECONDS EAST 1358.60 FEET ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 00 DEGREES 09 MINUTES 21 SECONDS WEST 2625.04 FEET ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER TO THE POINT OF BEGINNING, CONTAINING 81.95 ACRES, MORE OR LESS.

UTILITY PROVIDERS

GAS
Citizens Gas of Westfield
2020 North Meridian St.
Indianapolis Indiana 46202
317-927-4744
(Jeffrey Sinclair)

WATER & SANITARY SEWER
Citizens Water and Wastewater
of Westfield, LLC
2150 Dr. Martin Luther King Jr. S.
Indianapolis, Indiana 46202
Contact: Ryan Taylor
317-927-6053

COMMUNICATION
Comcast Cable
9750 E. 150th St., Suite 160
Noblesville, Indiana 46060
317-774-3384
(Matt Stringer)

ELECTRIC
Duke Energy: Carmel District
16475 Southpark Drive
Westfield, Indiana 46074
317-896-6711
(Shirley Hunter)

DRAINAGE
City of Westfield
2706 E. 171st Street
Westfield, Indiana 46074
317-804-3140
(John Rankin)

COMMUNICATION
Frontier Communication
20905 Hague Road
Noblesville, Indiana 46060
317-9010

PIPELINE
Buckeye Partners, L.P.
940 Buckeye Road
Lima, Ohio 45804
419-993-8008
(Marty White)

(John Rankin)
DRAINAGE
Hamilton County Surveyor
One Hamilton County Square, Suite 188
Noblesville, Indiana 46060
317-776-8495
(Kenton Ward, CFM)

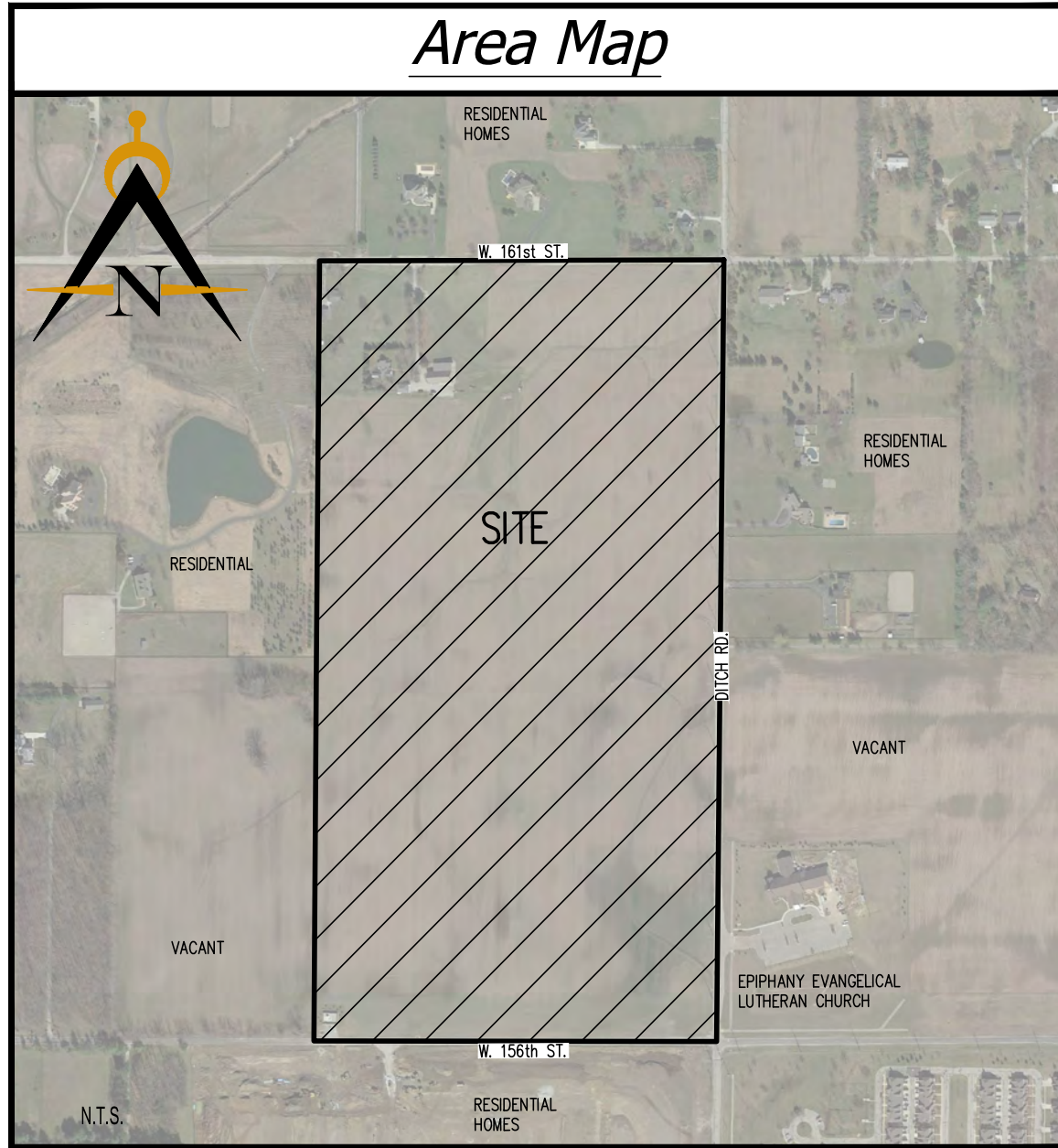
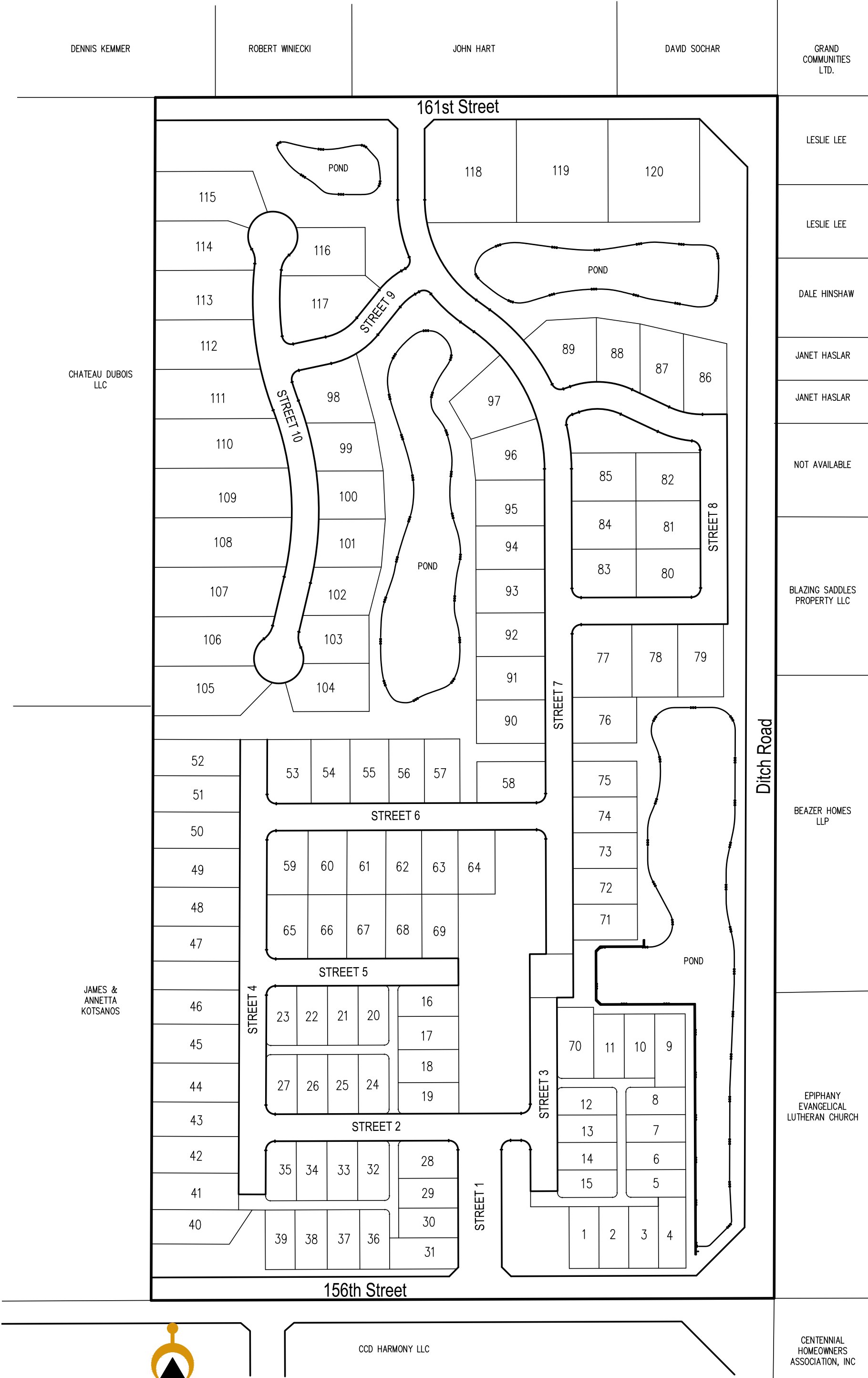
PIPELINE
Marathon Pipeline LLC
10722 E. C.R. 300N
Indianapolis, Indiana 4623
317-291-9460 x1233
(Austin Guyer)

COMMUNICATION
FirstMile Technologies
750 Liberty Drive
Westfield, Indiana 46074
317-569-2800
(Craig Kunkle)

COMMUNICATION
AT&T
5858 North College Ave
Indianapolis, IN 46220
317-252-4007
(Michael Haynes)

COMMUNICATION
Bright House Networks
3030 Roosevelt Ave.
Indianapolis, Indiana 46211
317-632-9077 x258
(Joe Evans)

UTILITY HOTLINE: 1-800-382-5544 within Indiana 1-800-428-5200 outside Indiana
 Note: The nature, size and location of utilities are per plans and locations provided by the respective utility companies together with field observation. The above list constitutes some, if not all, of the utility companies which provide service in the area of, and adjacent to, the subject property, based upon information available through such plans and locations, by incidental visual inspection. All utility companies should be notified prior to any excavation for field location of services and verification of size and nature of services.



Developer:

Estridge Development Management, LLC

12965 Old Meridian Street
Carmel, IN 46032
317-669-6209
Contact: Roger Foster
Email: RogerFoster@estrledge.net

Engineer:



3961 Perry Boulevard Whitestown, IN 46075
Ph. 317-769-2916 www.innovativeeci.com
Contact: Jerry Kittle jkittle@innovativeeci.com

LANDSCAPE NOTES:

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

 **Innovative**
ENGINEERING & CONSULTING

3961 Perry Boulevard
Ph. 317-769-2916
Whitestown, IN 46075
www.innovativeci.com

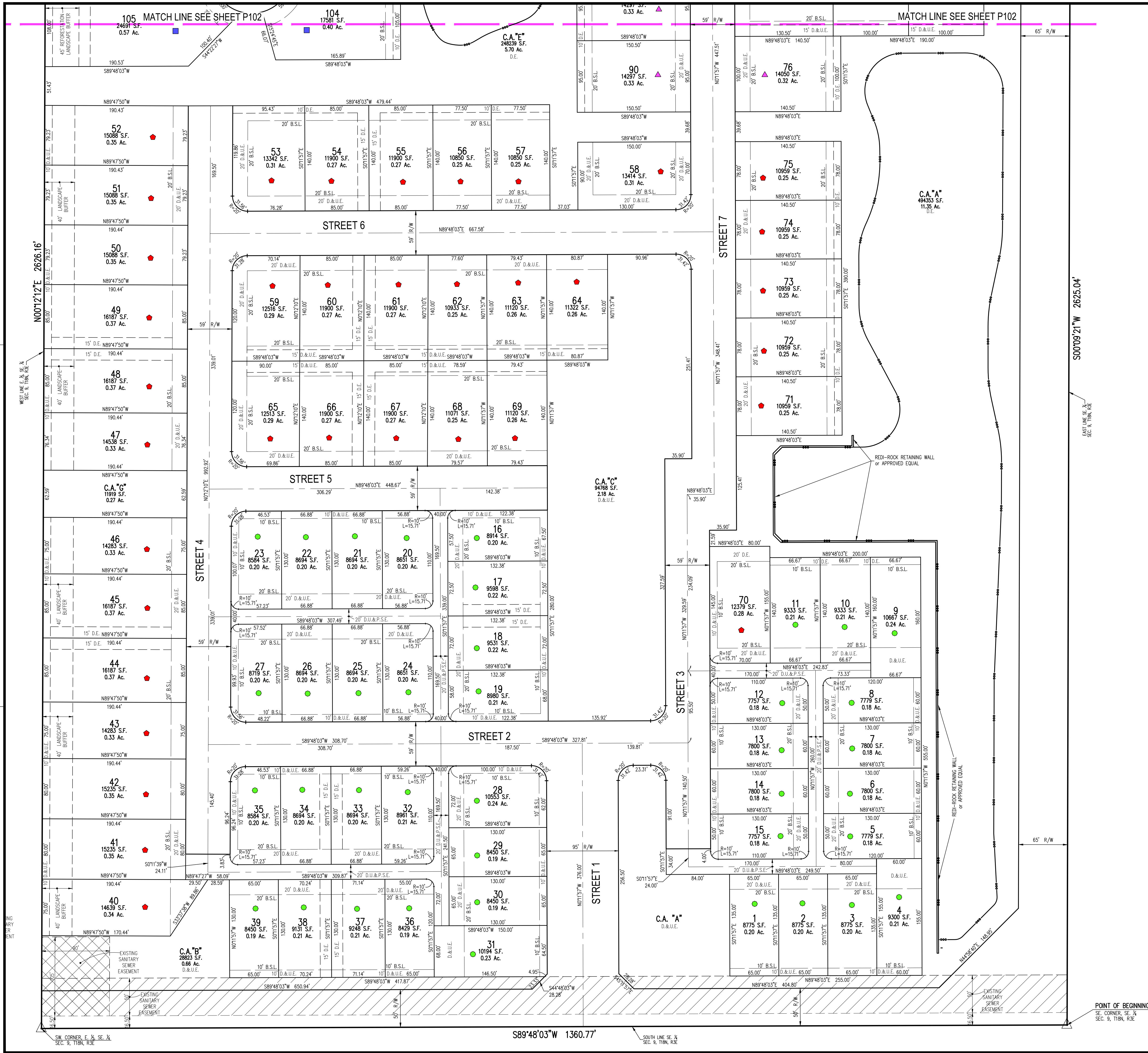
REVISIONS:



Augusta
Primary Plat
Westfield, Indiana
Title Sheet

PRELIMINARY
PENDING
AGENCY
APPROVAL

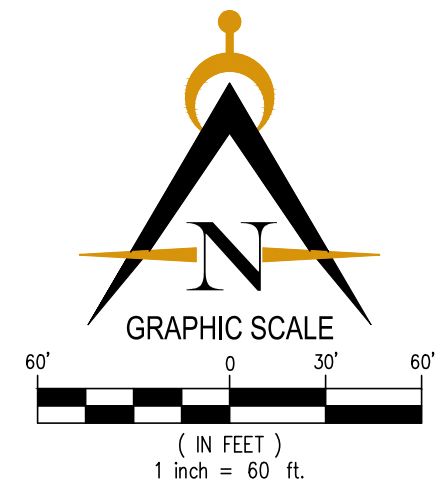
DATE:	
DATE: 06/01/2018	DRAWN BY: kwk
ISSUED:	CHECKED BY:
JOB NUMBER: 18104	
SHEET # P100	



AUGUSTA PRIMARY PLAT

PART OF SECTION 9, TOWNSHIP 18N, R3E
WASHINGTON TOWNSHIP, HAMILTON COUNTY
WESTFIELD INDIANA

ZONED: PUD - ORDINANCE 17-52



*Developer/Owner:
Estridge Development Management, LLC
12965 Old Meridian Street
Carmel, IN 46032
317-669-6209*

*Engineer:
Innovative Engineering & Consulting, Inc.
3961 Perry Boulevard
Whitestown, IN 46075
317-769-2916*

LEGEND

- B.S.L. -BUILDING SETBACK LINE
D.&U.E. -DRAINAGE & UTILITY EASEMENT
R.D.E. -REGULATED DRAINAGE EASEMENT
D.U.&P.S.E. -DRAINAGE, UTILITY & PRIVATE STREET EASEMENT
D.U.&L.E. -DRAINAGE, UTILITY & LANDSCAPE EASEMENT
D.S.&L.E. -DRAINAGE, SEWER & LANDSCAPE EASEMENT

DEVELOPMENT STANDARDS						
STANDARD	AREA A LOTS	AREA B LOTS	AREA C LOTS	AREA D LOTS	AREA E LOTS	
MINIMUM LOT AREA	7,150 S.F.	10,500 S.F.	13,300 S.F.	14,700 S.F.	43,960 S.F.	
REQUIRED AREA LOT AREA	8,400 S.F.	12,450 S.F.	14,600 S.F.	20,000 S.F.	43,960 S.F.	
PROVIDED AREA LOT AREA	8,757 S.F.	12,596 S.F.	15,515 S.F.	22,642 S.F.	44,954 S.F.	
MINIMUM LOT WIDTH	55'	75'	95'	105'	200'	
MINIMUM LOT FRONTAGE	40'	40'	40'	50'	150'	
MIN. BULKHEAD SETBACK LINES						
FRONT YARD	10'	20'	20'	20'	450'	
SIDE YARD	5'	5'	5'	5'	5'	
REAR YARD	10'	20'	20'	20'	450'	
MAX. NUMBER OF DWELLINGS	4/2	3	3	2	2	
MAX. NUMBER OF DWELLINGS	4/2	3	3	2	2	
NUMBER DWELLINGS PROVIDED	4	3	2	2	2	



Know what's below.
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Edward
Whitestown, IN 46075
www.innovativeeci.com



Estridge Development Management, LLC
12965 Old Meridian Street
Carmel, IN 46032
317-669-6209

Primary Plat
Westfield, Indiana
PRIMARY PLAT

ELIMINARY
PENDING
AGENCY
PPROVAL

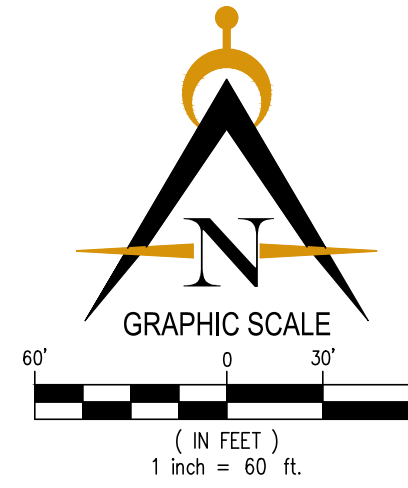
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	CHECKED BY:
NUMBER: 18104	
P101	



AUGUSTA PRIMARY PLAT

PART OF SECTION 9, TOWNSHIP 18N, R3E
WASHINGTON TOWNSHIP, HAMILTON COUNTY
WESTFIELD INDIANA

ZONED: PUD - ORDINANCE 17-52



*Developer/Owner:
Estridge Development Management, LLC
12965 Old Meridian Street
Carmel, IN 46032
317-669-6209*

Engineer:
Innovative Engineering & Consulting, Inc.
3961 Perry Boulevard
Whitestown, IN 46075
317-769-2916

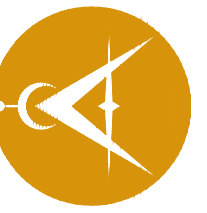
LEGEND

B.S.L. -BUILDING SETBACK LINE
D.&U.E. -DRAINAGE & UTILITY EASEMENT
R.D.E. -REGULATED DRAINAGE EASEMENT
D.U.&P.S.E. -DRAINAGE, UTILITY & PRIVATE STREET EASEMENT
D.U.&L.E. -DRAINAGE, UTILITY & LANDSCAPE EASEMENT
D.S.&L.E. -DRAINAGE, SEWER & LANDSCAPE EASEMENT

DEVELOPMENT STANDARDS										
STANDARD	AREA A	LOTS A	AREA B	LOTS B	AREA C	LOTS C	AREA D	LOTS D	AREA E	LOTS E
MINIMUM LOT AREA	7,150 S.F.	10,400 S.F.	13,300 S.F.	13,300 S.F.	14,700 S.F.	43,560 S.F.				
REQUIRED AVERAGE LOT AREA	8,100 S.F.	12,400 S.F.	14,700 S.F.	14,700 S.F.	16,500 S.F.	47,910 S.F.				
PROVIDED AVERAGE LOT AREA	8,751 S.F.	12,596 S.F.	15,515 S.F.	15,515 S.F.	17,262 S.F.	44,954 S.F.				
MINIMUM LOT WIDTH	55'	75'	95'	95'	105'	200'				
MINIMUM LOT FRONTAGE	30'	40'	50'	50'	50'	100'				
MIN. BUILDING SETBACK LINES										
FRONT YARD	10'	20'	20'	20'	20'	450'				
SIDE YARD	5'	20'	20'	20'	20'	20'				
REAR YARD	20'	20'	20'	20'	20'	40'				
MAX. NUMBER OF DWELLINGS	42	36	23	23	21	3				
NUMBER DWELLINGS PROVIDED	39	36	22	22	21	3				

Innovative
ENGINEERING & CONSULTING

Edward Whitestown, IN 46075
www.innovativeeci.com



Whitestown, IN 46075
www.innovativeci.com

REVISIONS:

Estridge
Estridge Development Management, LLC
12965 Old Meridian Street
Carmel, IN 46032
317-669-6209

PREPARED FOR:

Augusta
Primary Plat
Westfield, Indiana
PRIMARY PLAT

PRELIMINARY
PENDING
AGENCY
APPROVAL

DATE: _____

DATE:	DR.
06 / 01 / 2019	

ISSUED:

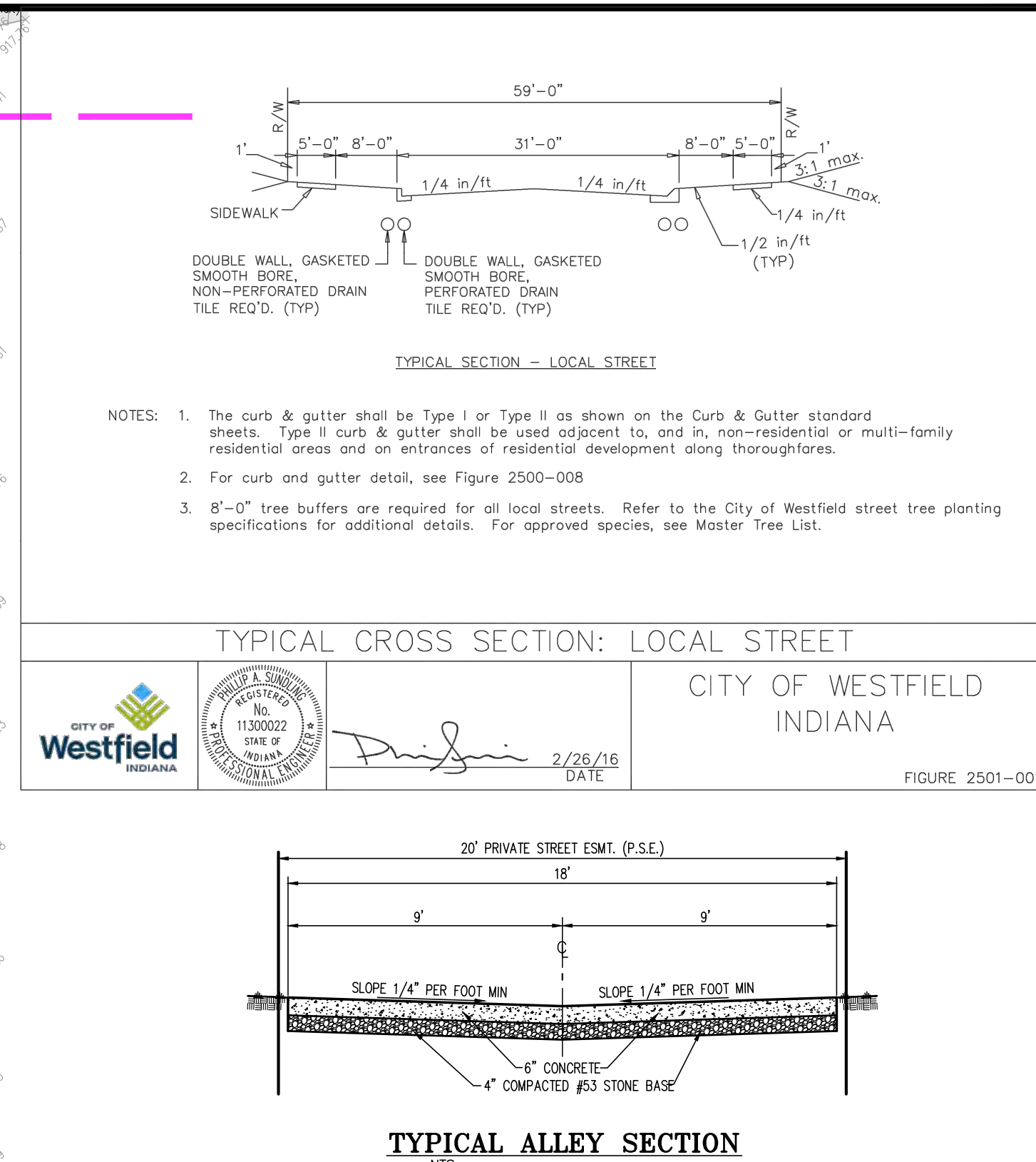
JOB NUMBER:

1

SHEET #

P102





UTILITY STATEMENTS:

POTABLE WATER SERVICE
POTABLE WATER SERVICE WILL BE PROVIDED BY CITIZENS WATER. A TWELVE-INCH MAIN IS STUBBED OFF RELOCATED 151ST STREET AT AMERICAN LOTUS DRIVE. CONNECTIONS TO THIS EXISTING MAIN WILL BE MADE AND NEW MAINS CONSTRUCTED THROUGHOUT THE PROJECT. THE SIZE OF THE NEW MAINS WILL BE AS DETERMINED BY THE HYDRAULIC DESIGN DIVISION OF CITIZENS WATER.

SANITARY SEWER SERVICE
SANITARY SEWER SERVICE WILL BE PROVIDED BY CITIZENS ENERGY GROUP. A NEW INTERCEPTOR SEWER IS PROPOSED TO BE BUILT BY CITIZENS ENERGY GROUP ALONG 156TH STREET TO SERVE THE AREA NORTH OF THE PIPELINE EASEMENTS. THE AREA SOUTH OF THE PIPELINE EASEMENTS WILL BE SERVED BY AN EXISTING INTERCEPTOR SEWER RUNNING ALONG 151ST STREET. 8" MAINS WILL BE EXTENDED THROUGHOUT THE DEVELOPMENT TO PROVIDE SERVICE.

HAMILTON COUNTY REGULATED DRAINS
COORDINATION WITH THE HAMILTON COUNTY SURVEYORS OFFICE REGARDING THIS PROJECT HAS COMMENCED. A PETITION TO RELOCATE AND RECONSTRUCT THE REGULATED DRAINS HAVE BEEN APPROVED BY THE HAMILTON COUNTY DRAINAGE BOARD.

ROADWAYS
A MEETING WITH THE CITY OF WESTFIELD WAS CONDUCTED TO DISCUSS THE PROJECT AND NO KNOWN ROADWAY ISSUES WERE BROUGHT TO THE ATTENTION OF THE DESIGNERS. IT IS ASSUMED THAT NO EXISTING ROADWAY OR RIGHT OF WAY ISSUE OUTSIDE OF THOSE TYPICALLY A PART OF A LARGE RESIDENTIAL DEVELOPMENT WILL BE A FACTOR IN THIS PROJECT.

NOTE:
THE AREA SHOWN ON THE PLAT AS "PRIVATE DRIVE" SHALL BE MAINTAINED AS A PRIVATE DRIVE, AND THE OWNERS, AND THEIR SUCCESSORS AND ASSIGNEES, HEREBY WAIVE ALL RIGHTS TO PETITION THE CITY OF WESTFIELD TO BE RESPONSIBLE FOR THE MAINTENANCE AND OWNERSHIP OF SUCH PRIVATE STREETS.

LEGEND

- Existing Storm Sewer
- New Storm Sewer
- Existing Sanitary Sewer
- New Sanitary Sewer
- Existing Force Main
- Existing Contour
- New Pavement Grade
- All Other Finish Grades
- Match Existing Grades
- Top of Curb
- Cutler
- Flow Arrow
- Swale (H)
- Water Main
- Fire Hydrant
- Existing Gas Main
- Existing Telephone
- Existing Water Main
- Existing Flowline
- Existing Overhead Utilities

**PRELIMINARY
PENDING
AGENCY
APPROVAL**

DATE: 06/01/2018
DRAWN BY: kwk
ISSUED: CHECKED BY:
JOB NUMBER: 18104
SHEET # P201

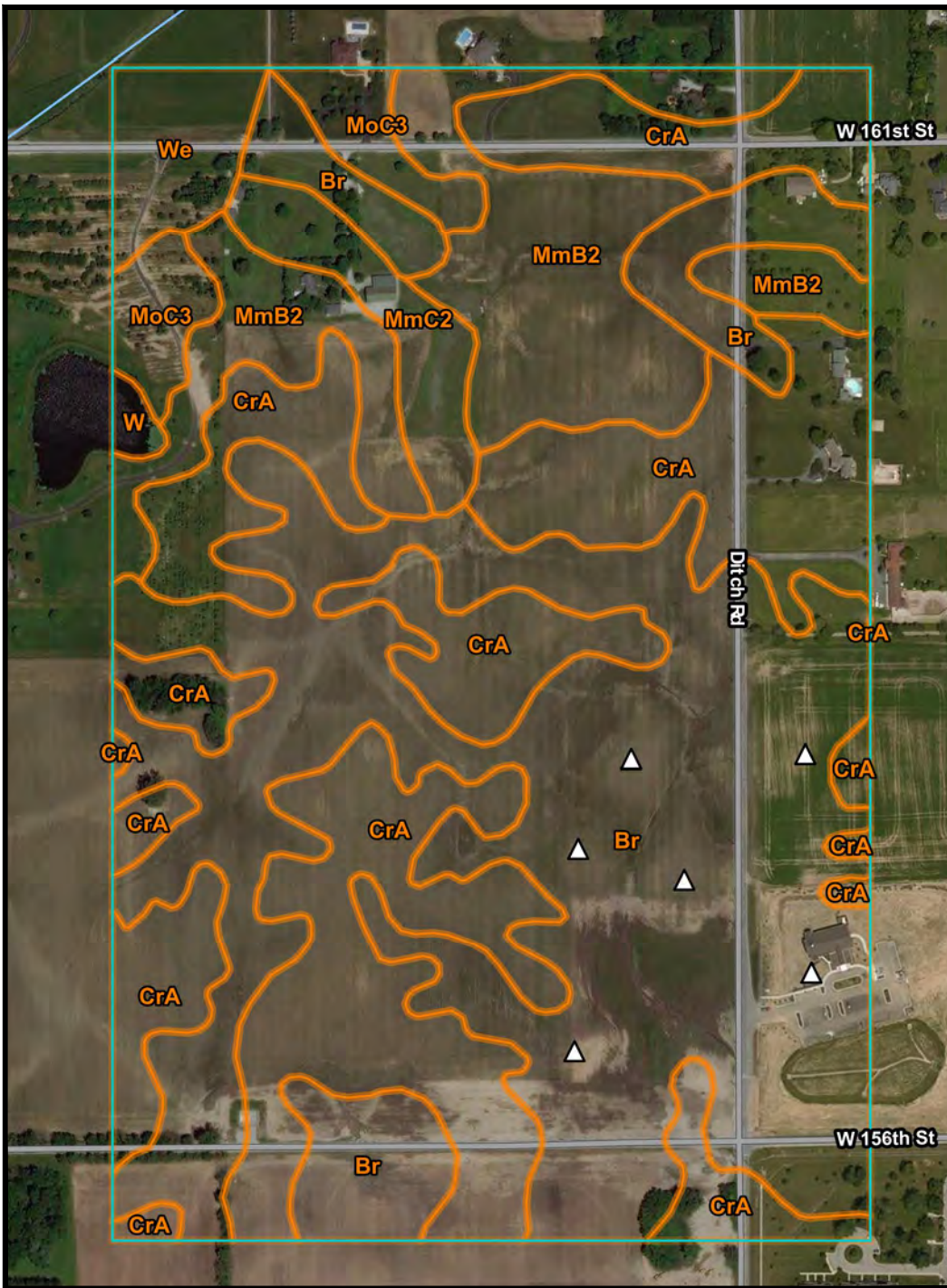
Innovative
ENGINEERING & CONSULTING
Whitestown, IN 46075
3961 Perry Boulevard
Ph: 317-669-2916
www.innovativeci.com

REVISIONS:

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	06/01/2018

Estridge
Estridge Development Management, LLC
12965 Old Meridian Street
Carmel, IN 46032
317-669-6209

Augusta
Primary Plat
Westfield, Indiana
OVERALL DEVELOPMENT PLAN



SOILS MAP

SOIL DESCRIPTIONS:

Br BROOKSTON SILTY CLAY LOAM

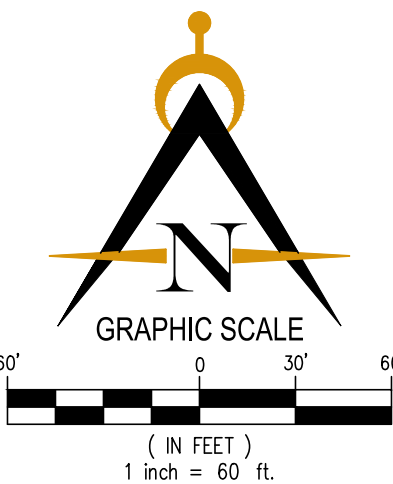
SOME OF THIS SOIL IS IN LARGE TRACTS WITHIN WHICH ARE IRREGULARLY SHAPED ISLAND LIKE AREAS OF LIGHTER COLORED SOILS, AND SOME OF IT IS IN DRAINAGE WAYS AND SMALL DEPRESSIONS SURROUNDED BY LIGHTER COLORED SOILS. THE CONTENT OF ORGANIC MATTER IS HIGH IN THIS SOIL. WEETNESS IS THE MAIN LIMITATION THAT AFFECTS USE AND MANAGEMENT.

CrA CROSBY SILT LOAM, 0 TO 3% SLOPES

THIS SOIL IS IN LARGE CONTINUOUS AREAS OR SMALL TO LARGE ISLAND LIKE AREAS THAT ARE INTERMINGLED WITH OR SURROUNDED BY POORLY DRAINED SOILS. THE AREAS ARE COMMONLY 10 TO 40 ACRES IN SIZE AND ARE IRREGULAR IN SHAPE. PERMEABILITY IS SLOW IN THIS SOIL. RUNOFF IS SLOW, WHERE SLOPES ARE OVER 2 PERCENT, EROSION IS A HAZARD. WEETNESS IS THE MAIN LIMITATION IN USE AND MANAGEMENT.

MmB2 MIAMI SILT LOAM 0 TO 6% SLOPES

THIS SOIL IS IN TRACTS BETWEEN NEARLY LEVEL SOILS OF UPLANDS AND STEEPER SOILS ADJACENT TO OUTWASH PLAINS AND BOTTOM LANDS. ALSO ON SIDES OF NATURAL DRAINAGE WAYS AND IN ISLAND LIKE AREAS AT SLIGHTLY HIGHER ELEVATION SURROUNDED BY SOMEWHAT POORLY DRAINED SOILS. RUNOFF IS MEDIUM; ORGANIC MATTER IS MODERATE. FURTHER EROSION IS A HAZARD IN USE AND MANAGEMENT.



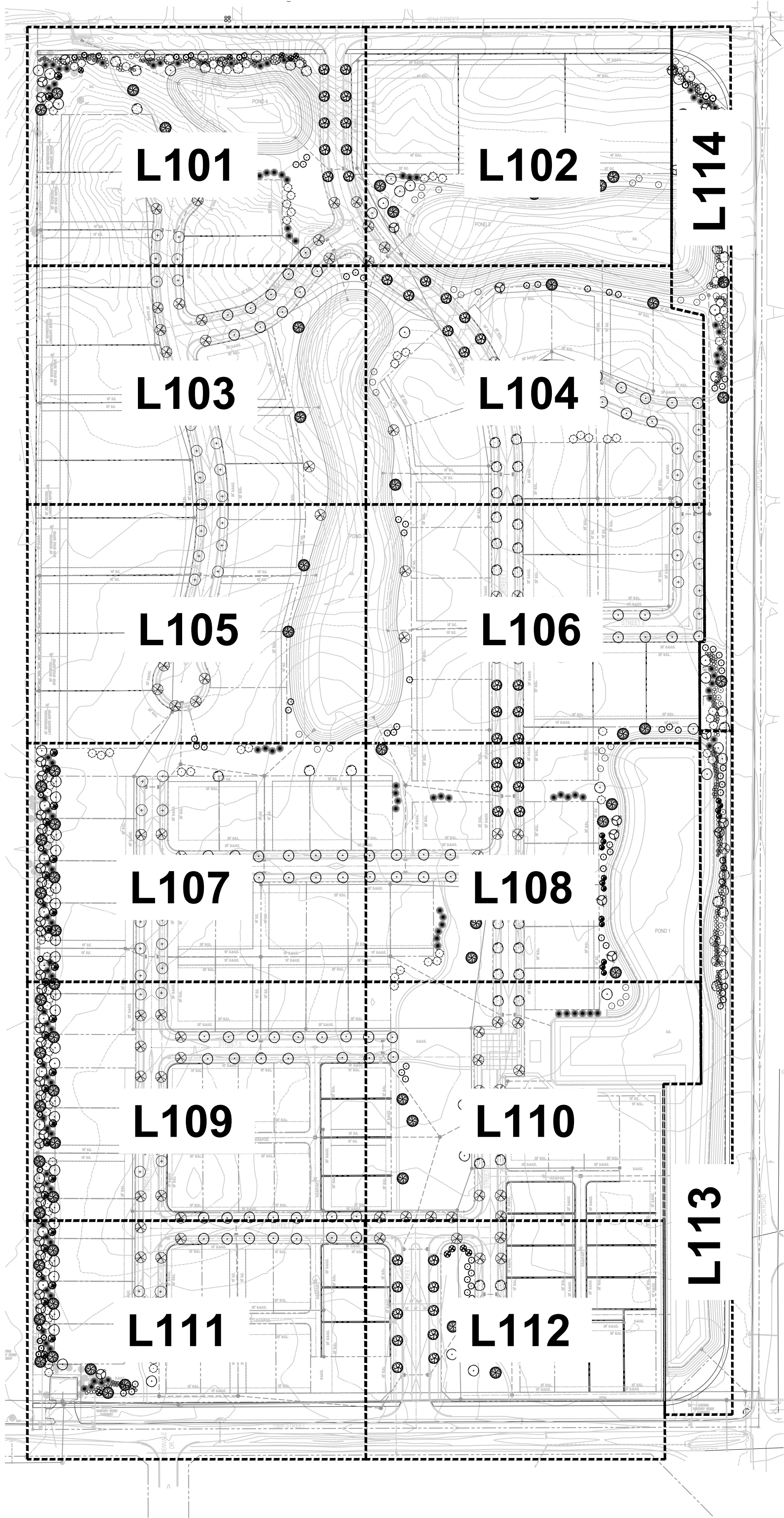
LEGEND

- Existing Storm Sewer
- New Storm Sewer
- Existing Sanitary Sewer
- New Sanitary Sewer
- FM
- Existing Contour
- New Pavement Grade
- All Other Finish Grades
- Match Existing Grades
- Top of Curb
- Gutter
- Flow Arrow
- Swale (T)
- Water Main
- Fire Hydrant
- Existing Gas Main
- Existing Telephone
- Existing Water Main
- Existing Flowline
- Existing Overhead Utilities



REVISIONS:

**PRELIMINARY
PENDING
AGENCY
APPROVAL**



REVISIONS:

DRAWING FILES:

DATE:
JUNE 1, 2018

DRAWN BY:
RAF

SHEET TITLE:
LANDSCAPE PLAN
KEY SHEET

SHEET #:
L100

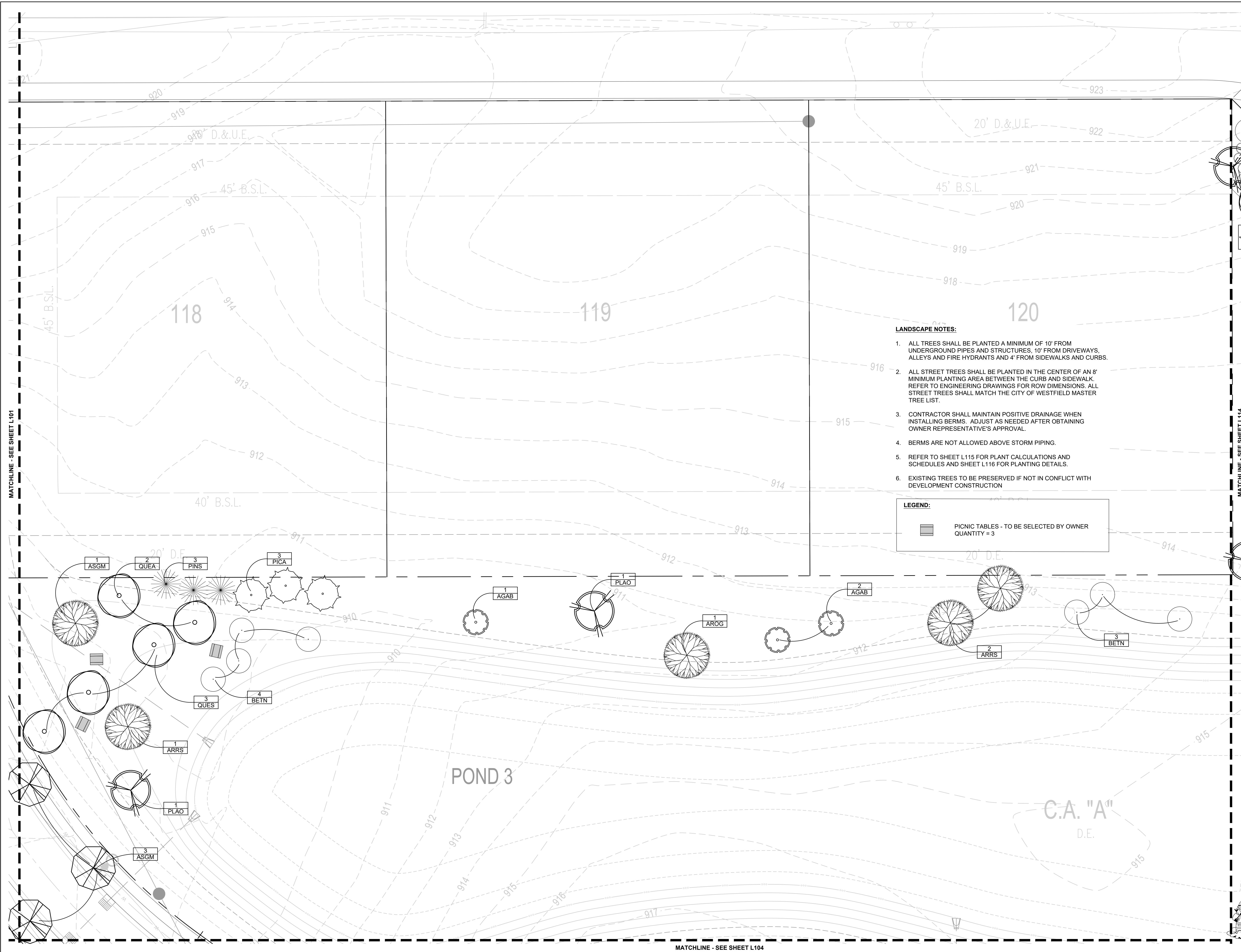
PROJECT NUMBER:

CHECKED BY:
RAF

PRELIMINARY - NOT FOR CONSTRUCTION

DAVIS PROPERTY
WESTFIELD, INDIANA
ESTRIDGE HOMES

5085 E. State Road 32, Lebanon, Indiana 46052 | 317.910.8164
fischer@fischerdesignllc.com | www.fischerdesignllc.com

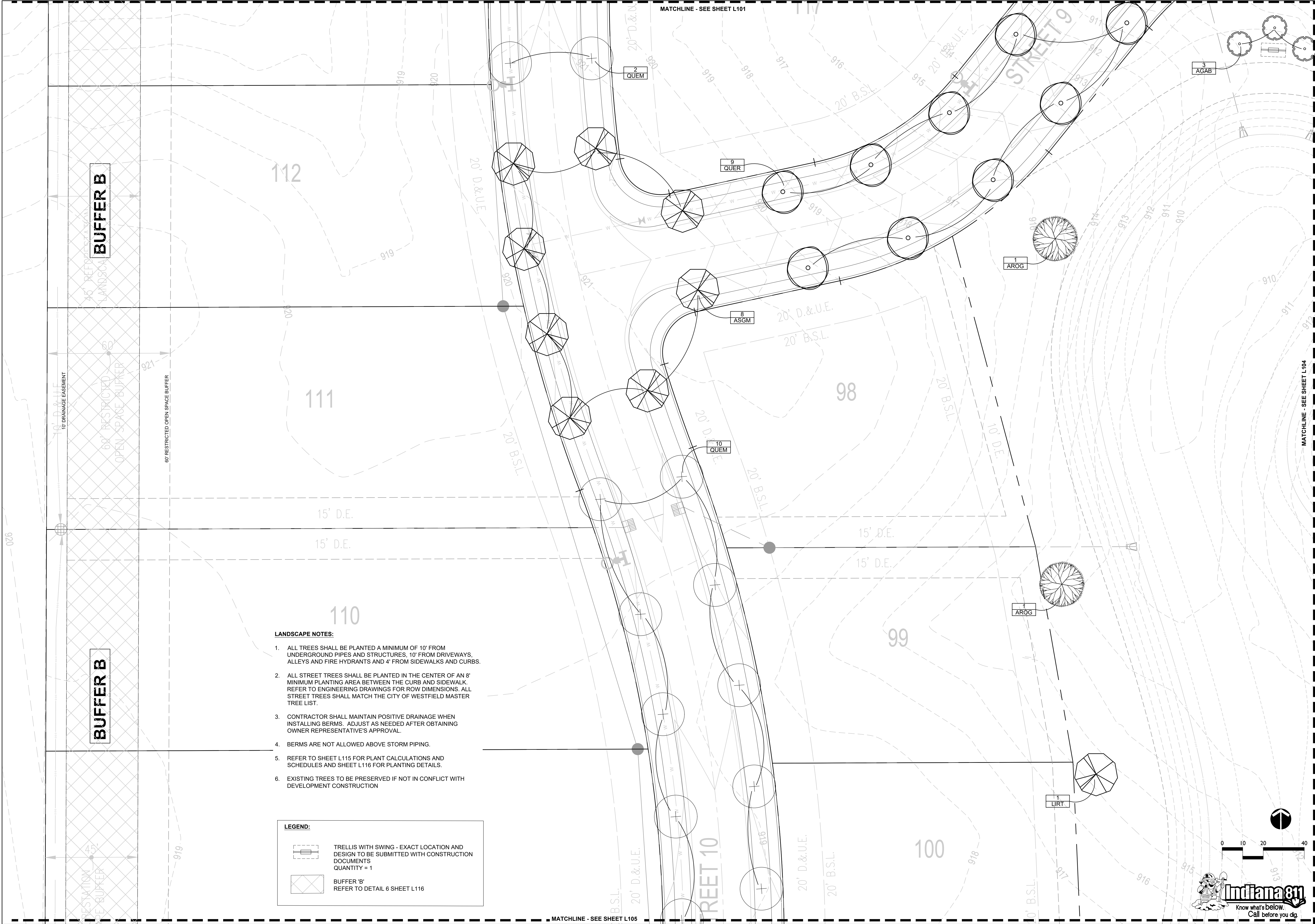


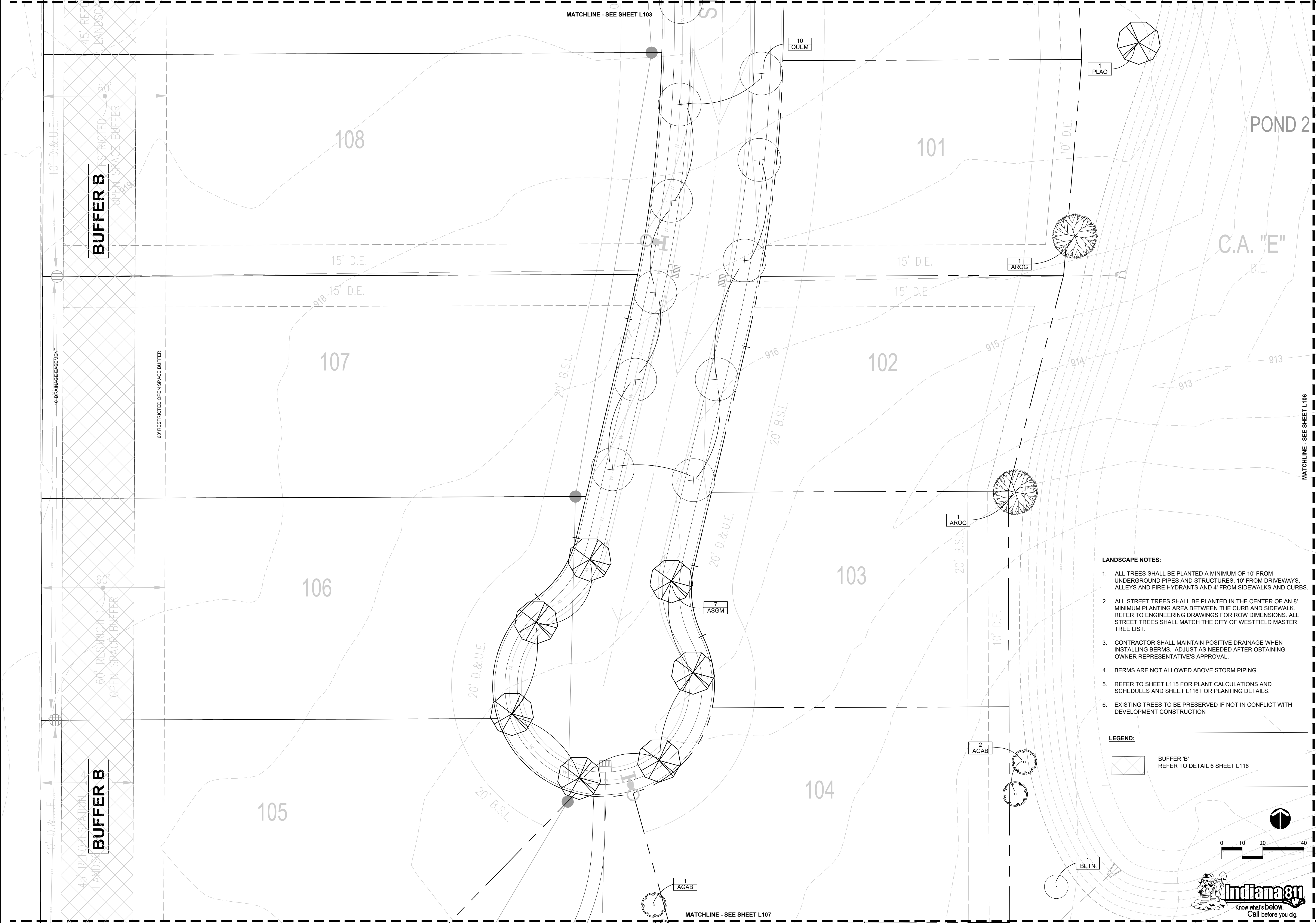
LANDSCAPE NOTES:

- ALL TREES SHALL BE PLANTED A MINIMUM OF 10' FROM UNDERGROUND PIPES AND STRUCTURES, 10' FROM DRIVEWAYS, ALLEYS AND FIRE HYDRANTS AND 4' FROM SIDEWALKS AND CURBS.
- ALL STREET TREES SHALL BE PLANTED IN THE CENTER OF AN 8' MINIMUM PLANTING AREA BETWEEN THE CURB AND SIDEWALK. REFER TO ENGINEERING DRAWINGS FOR ROW DIMENSIONS. ALL STREET TREES SHALL MATCH THE CITY OF WESTFIELD MASTER TREE LIST.
- CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE WHEN INSTALLING BERMS. ADJUST AS NEEDED AFTER OBTAINING OWNER REPRESENTATIVE'S APPROVAL.
- BERMS ARE NOT ALLOWED ABOVE STORM PIPING.
- REFER TO SHEET L115 FOR PLANT CALCULATIONS AND SCHEDULES AND SHEET L116 FOR PLANTING DETAILS.
- EXISTING TREES TO BE PRESERVED IF NOT IN CONFLICT WITH DEVELOPMENT CONSTRUCTION

LEGEND:

 PICNIC TABLES - TO BE SELECTED BY OWNER
QUANTITY = 3





- LANDSCAPE NOTES:**
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LEGEND:

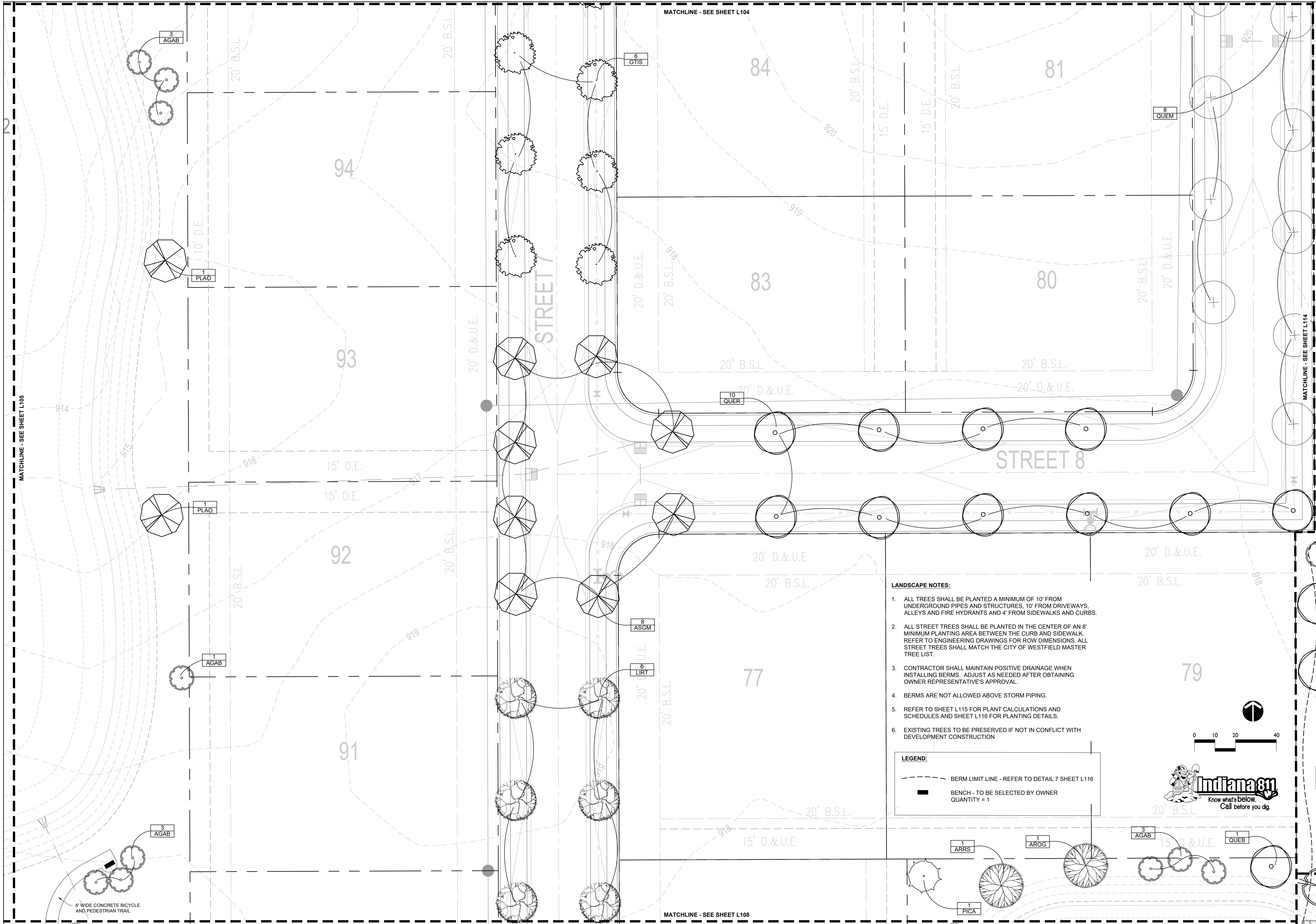


BUFFER 'B'
REFER TO DETAIL 6 SHEET L116

0 10 20 40



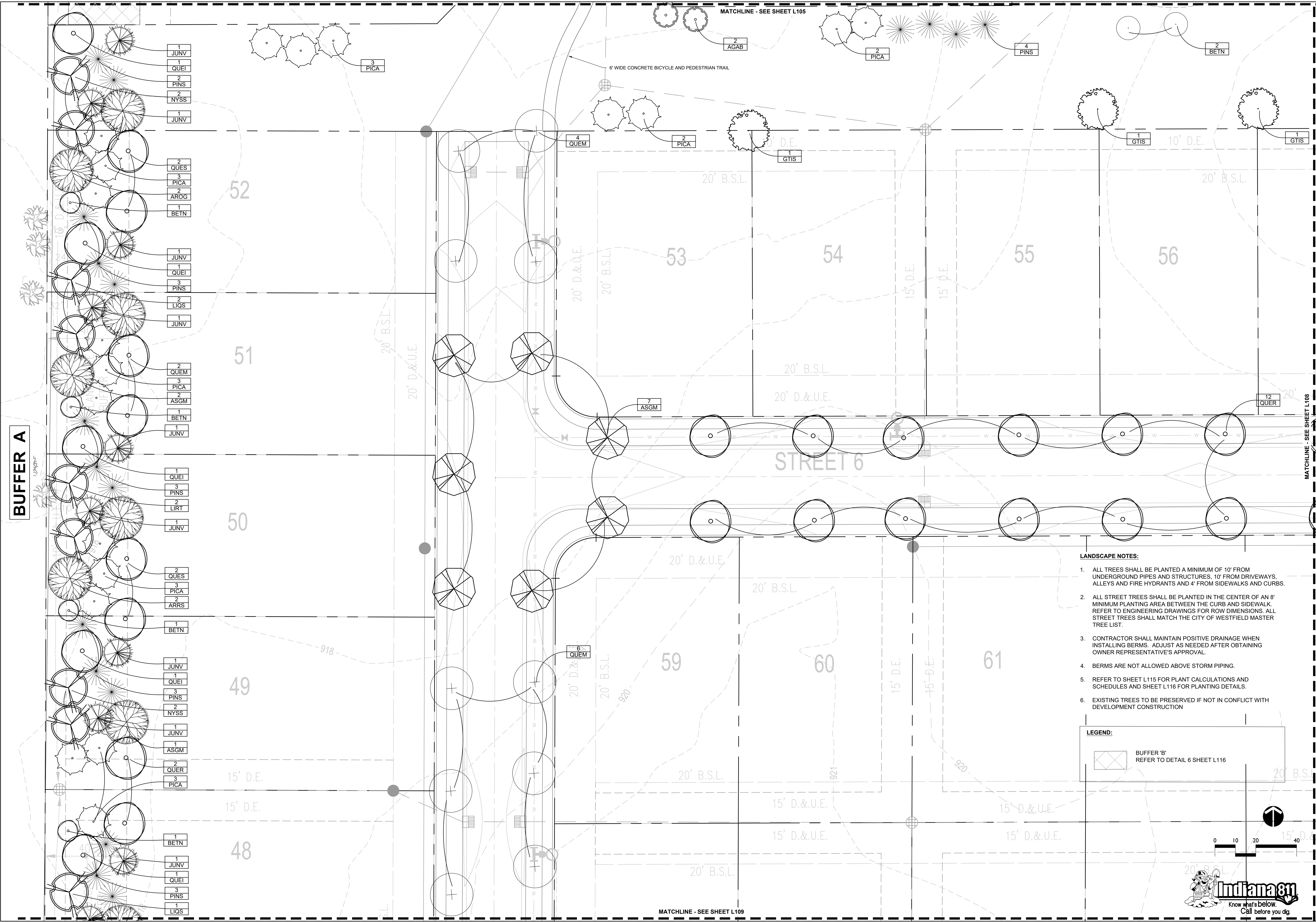




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- LEGEND:**
- BERM LIMIT LINE - REFER TO DETAIL 7 SHEET L116
 - BERM - TO BE SELECTED BY OWNER
QUANTITY = 1





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LEGEND:

 BUFFER 'B'
REFER TO DETAIL 6 SHEET L116

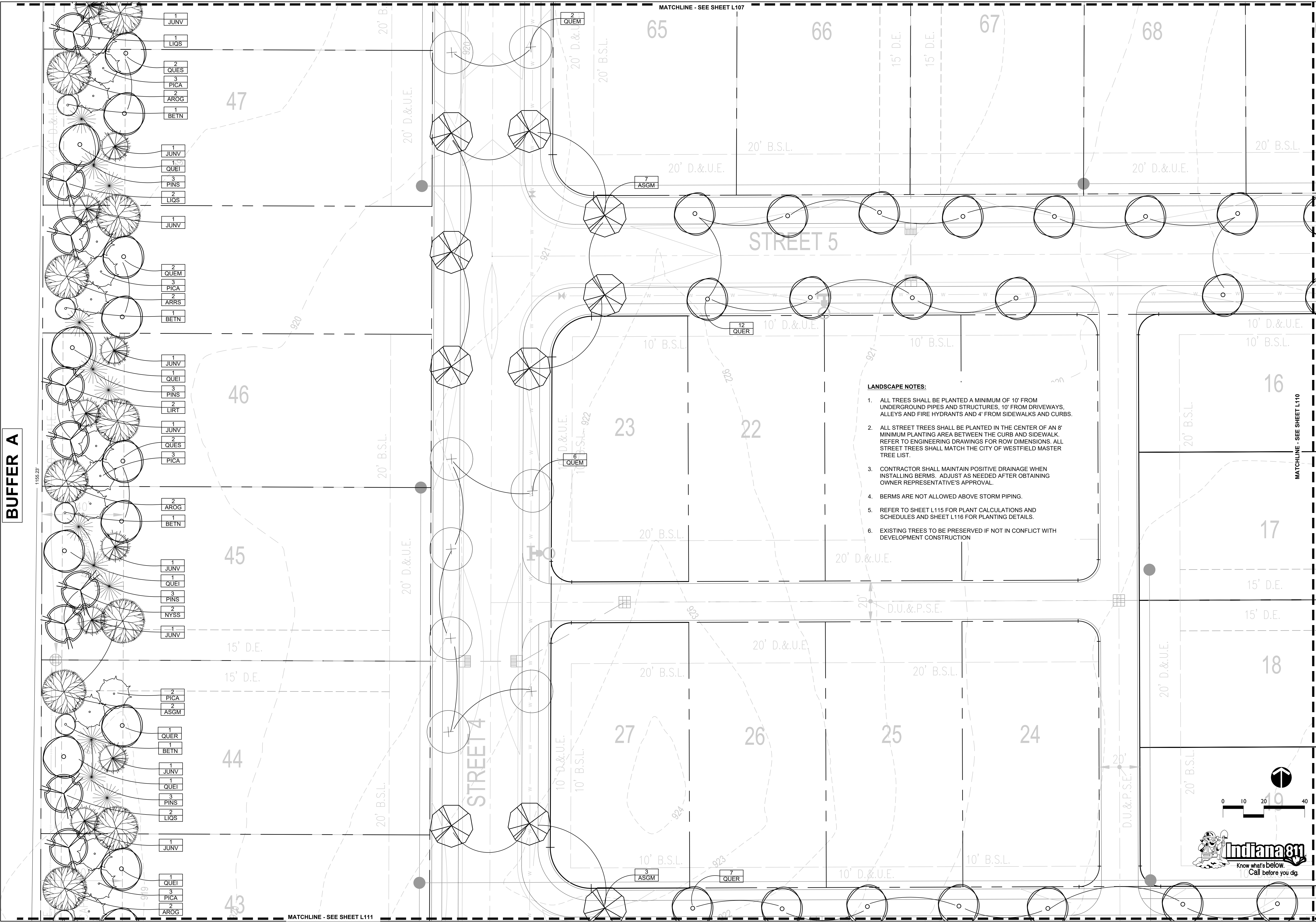
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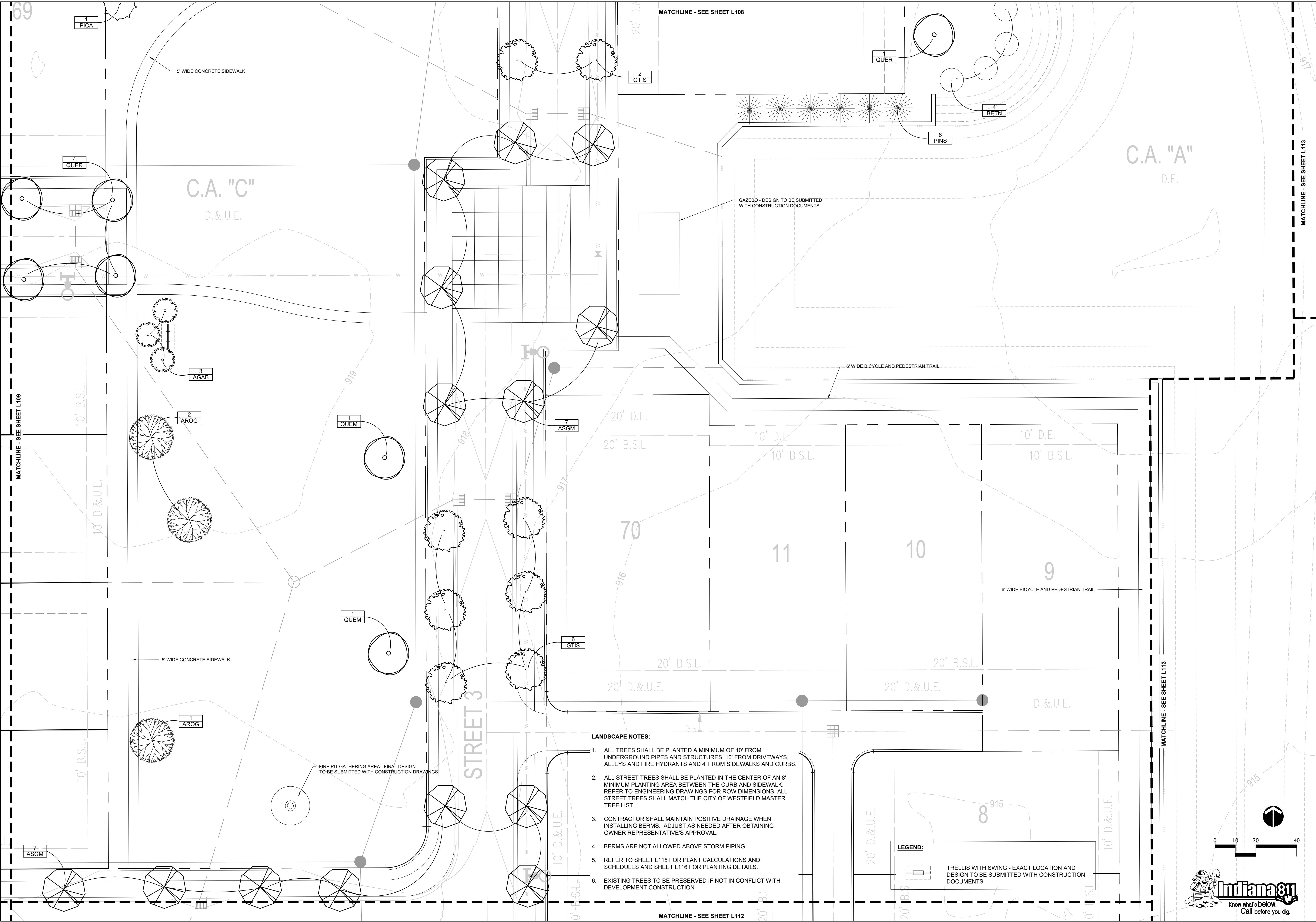




Know what's below.
Call before you dig.

BUFFER A

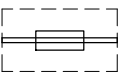




LANDSCAPE NOTES:

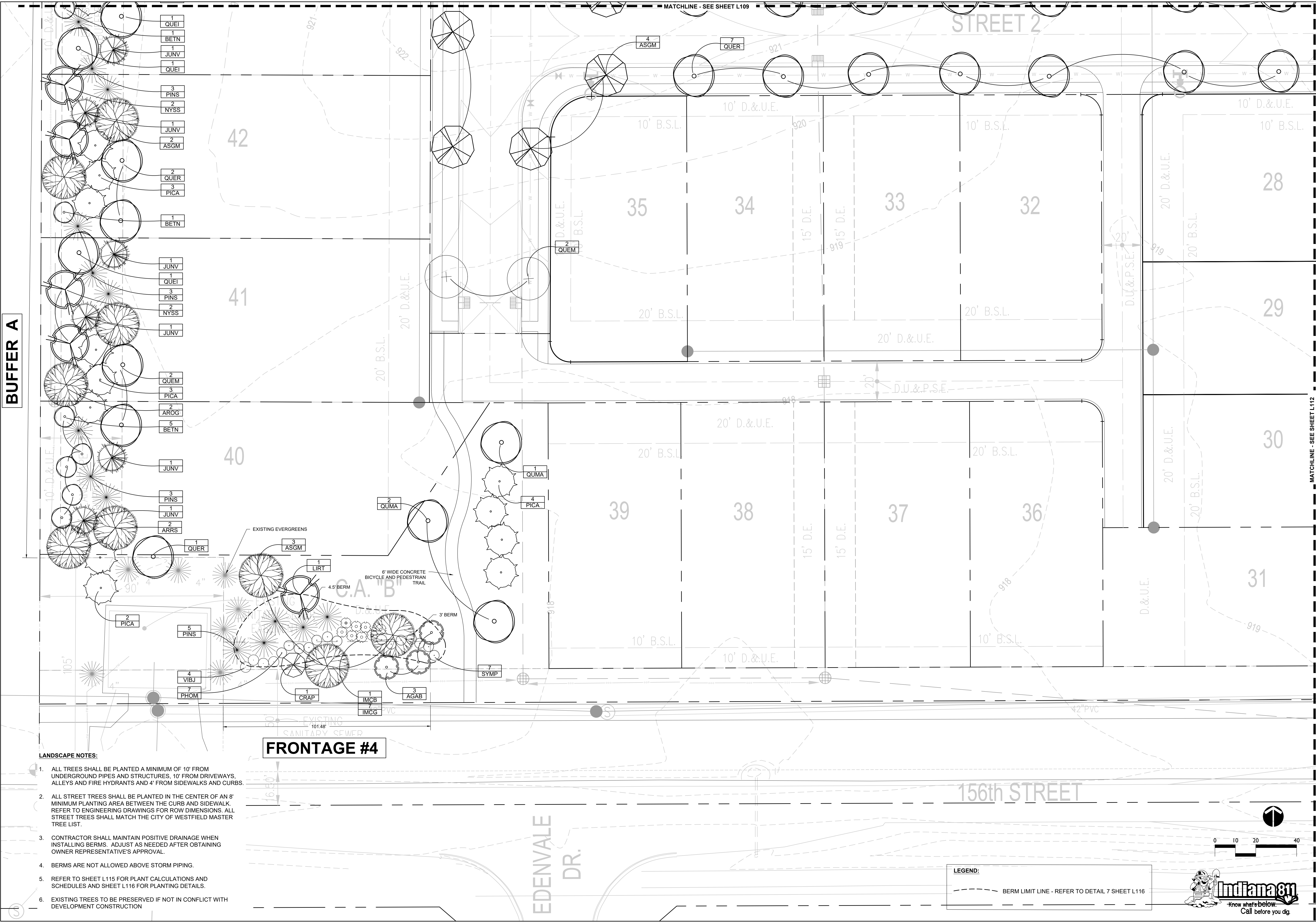
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LEGEND:



TRELLIS WITH SWING - EXACT LOCATION AND DESIGN TO BE SUBMITTED WITH CONSTRUCTION DOCUMENTS

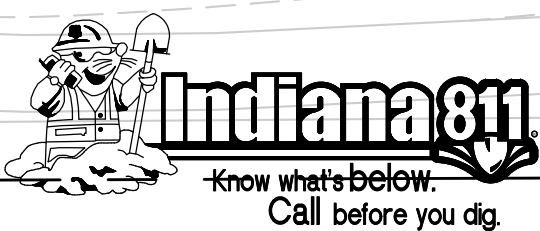
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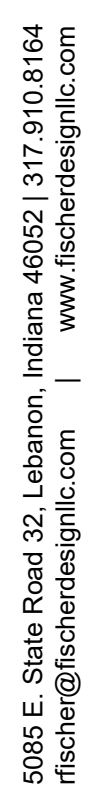


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LEGEND:

--- BERM LIMIT LINE - REFER TO DETAIL 7 SHEET L116





ESTRIDGE HOMES

REVISIONS:

DRAWING FILES:

DATE:	JUNE 1, 2018
PROJECT NUMBER:	

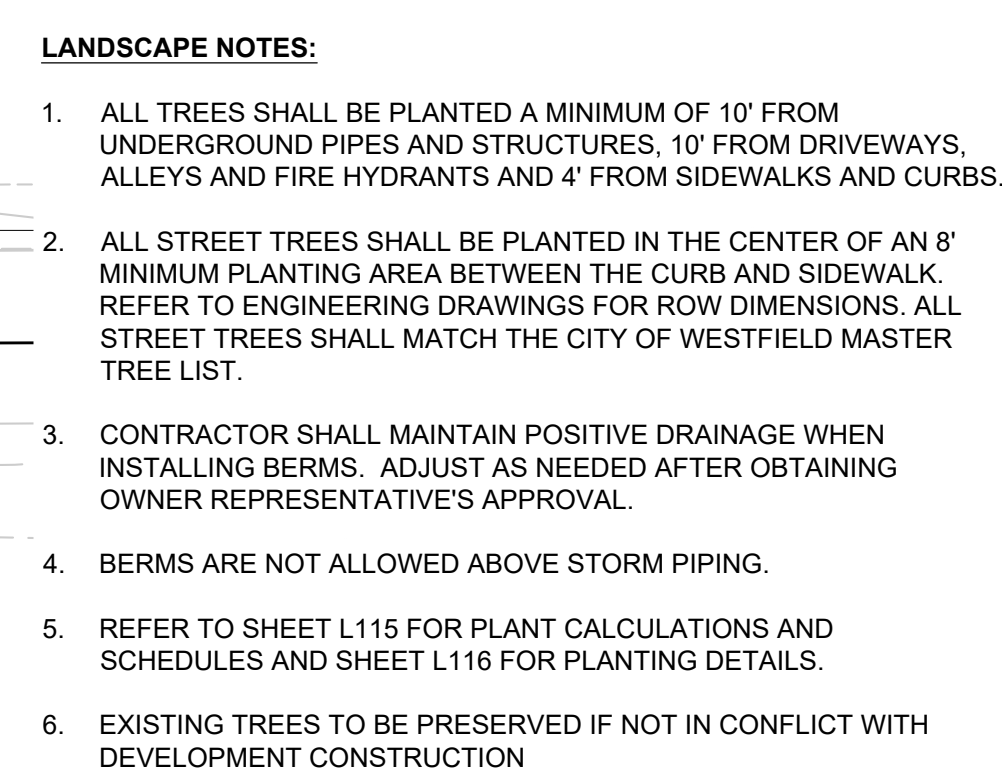
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SHEET TITLE:

LANDSCAPE PLAN

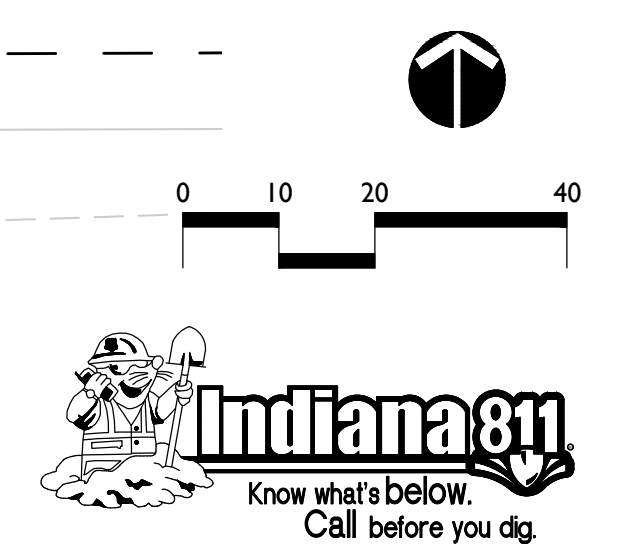
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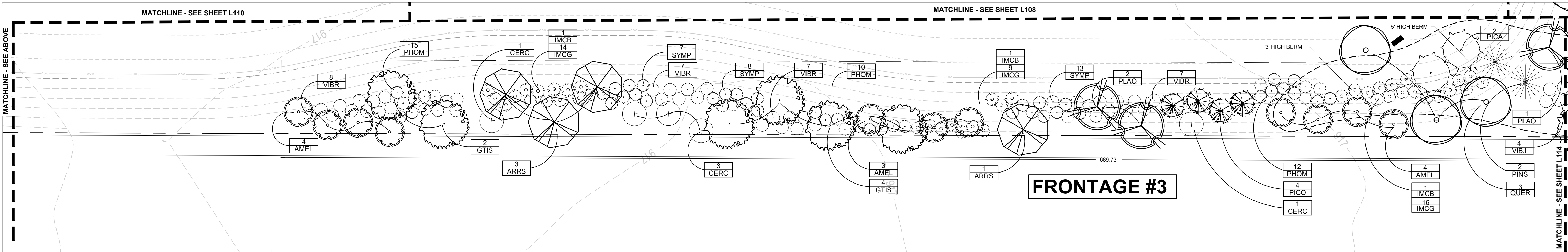
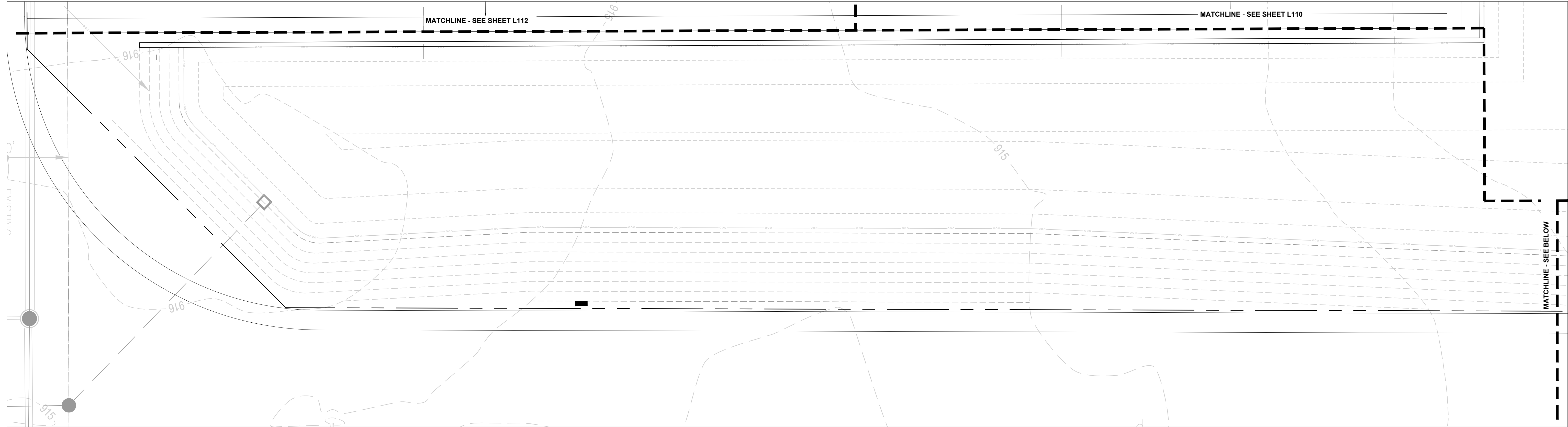
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LEGEND:

	TRELLIS WITH SWING - EXACT LOCATION AND DESIGN TO BE SUBMITTED WITH CONSTRUCTION DOCUMENTS
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LANDSCAPE NOTES:

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LEGEND:

- BERM LIMIT LINE - REFER TO DETAIL 7 SHEET L116
- BENCH - TO BE SELECTED BY OWNER
QUANTITY = 2



REVISIONS:

DRAWING FILES:

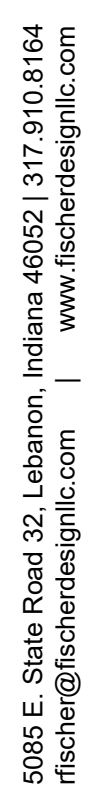
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JUNE 1, 2018
PROJECT NUMBER:

DRAWN BY: **RAF** CHECKED BY: **RAF**

SHEET TITLE:
LANDSCAPE PLAN

SHEET #:

L113



ESTRIDGE HOMES

REVISIONS:

DRAWING FILES:

DRAWN BY: RAF	CHECKED BY: RAF
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SHEET #:

L114

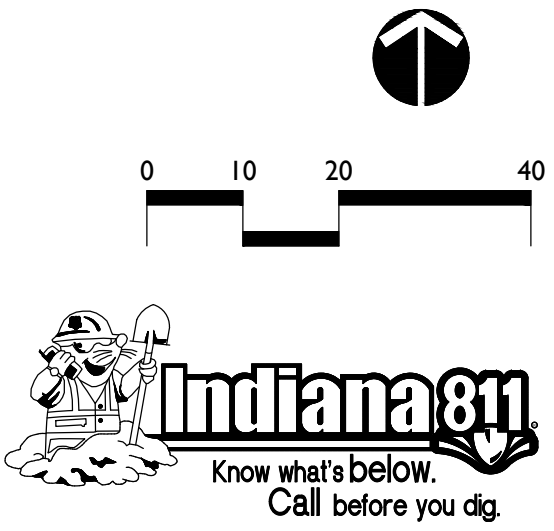


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LEGEND:

BERM LIMIT LINE - REFER TO DETAIL 7 SHEET L116

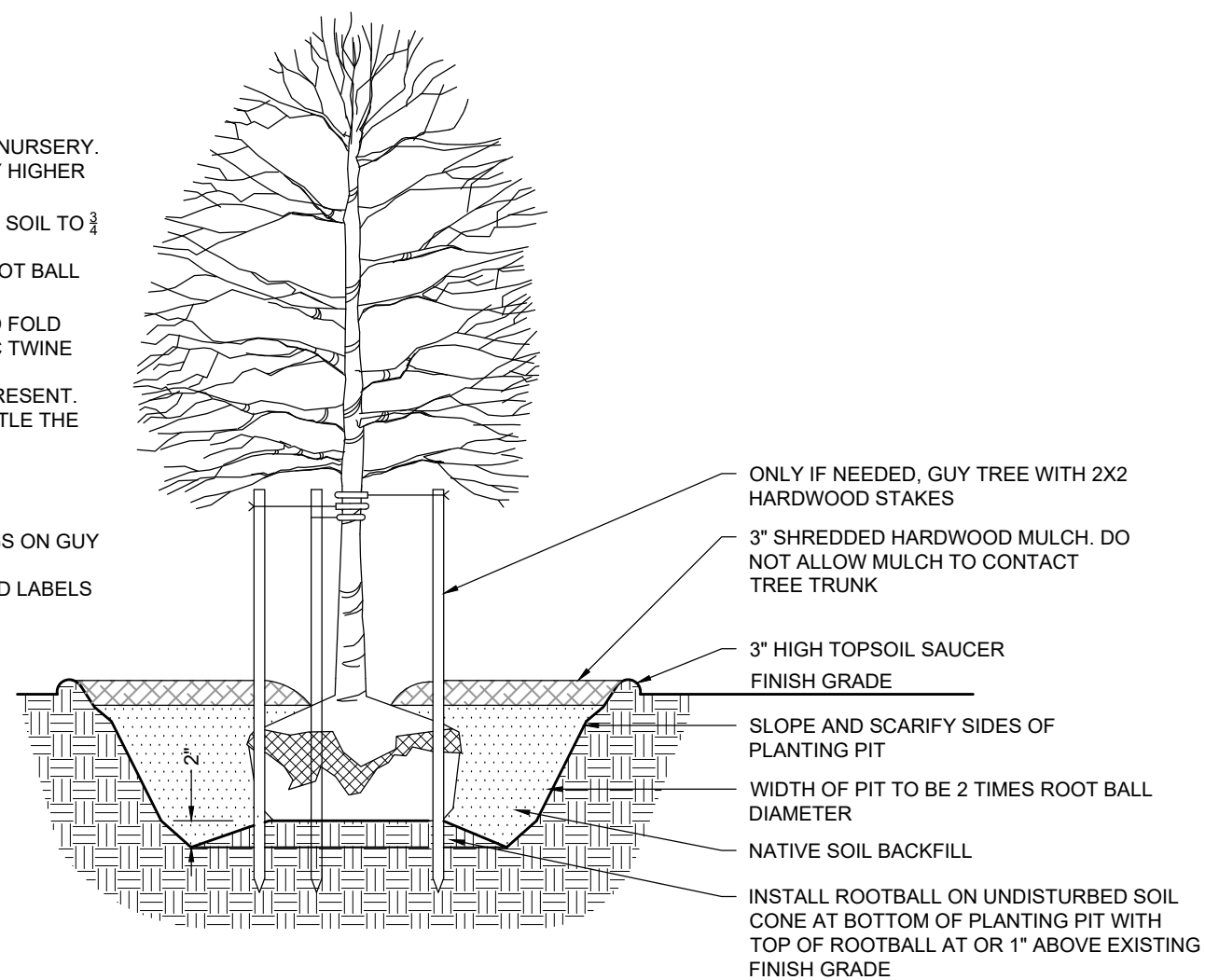
■ BENCH - TO BE SELECTED BY OWNER
QUANTITY = 1



1 SHADE TREE PLANTING DETAIL

NTS

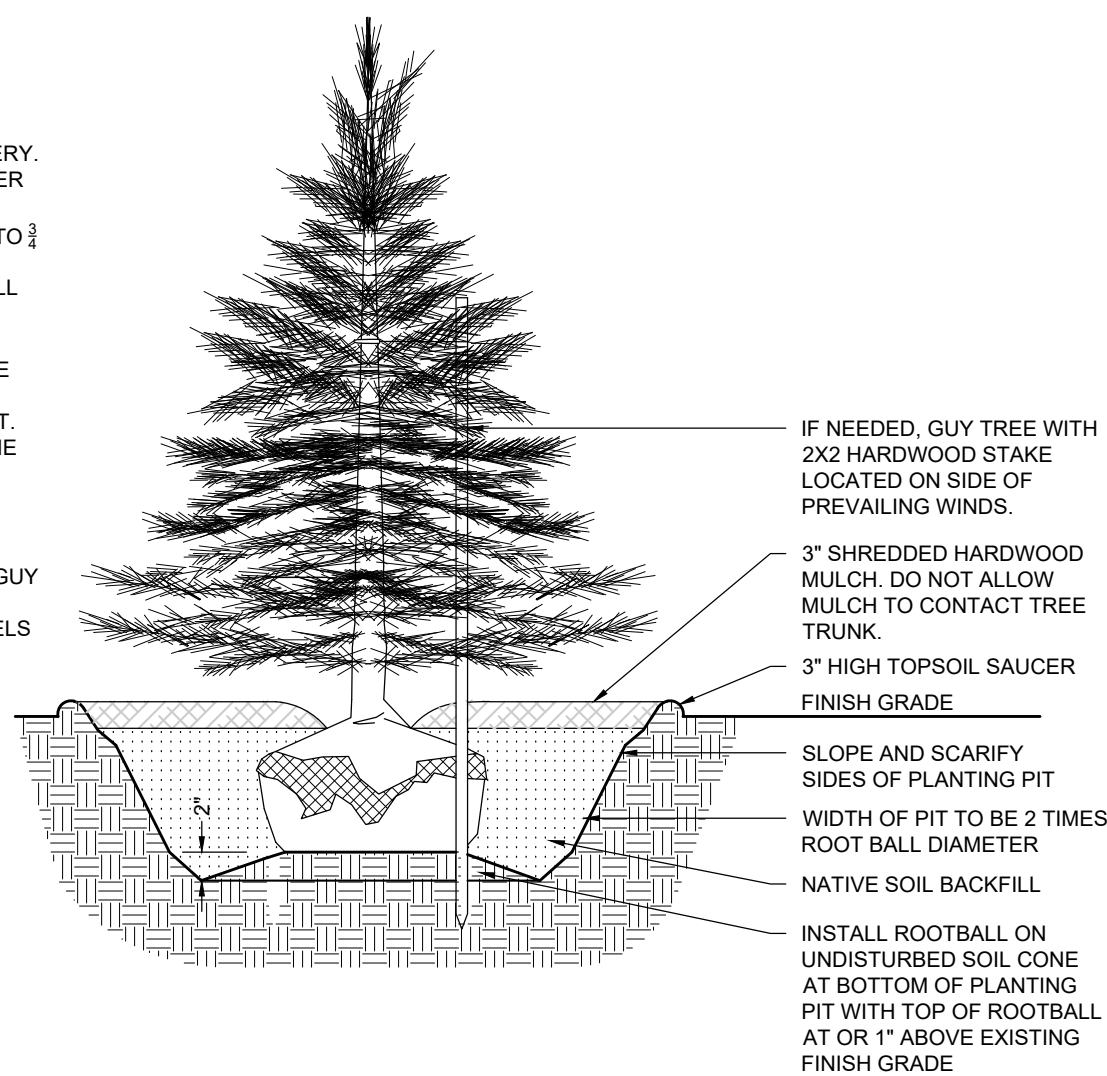
1. DO NOT PLANT TREES DEEPER THAN GROWN AT NURSERY. TRUNK FILL SHOULD BE LEVEL WITH OR SLIGHTLY HIGHER THAN SURROUNDING FINISH GRADE.
2. AFTER TREE IS POSITIONED IN THE PIT, BACKFILL SOIL TO 2/3 FULL.
3. CUT ALL TWINE OR WIRE AROUND TOP OF ROOT BALL AND STEM.
4. REMOVE BURLAP FROM TOP 1/2 OF ROOTBALL AND FOLD BACK TO BOW GROUND LEVEL. REMOVE ALL PLASTIC TWINE AND SYNTHETIC BURLAP COMPLETELY.
5. CUT AWAY TOP AND SIDES OF WIRE BASKET IF PRESENT. AIR CAN BE DRAWN INTO PIT EASILY TO SETTLE THE BACKFILL AND ELIMINATE AIR POCKETS.
7. FINISH FILLING THE PIT WITH SOIL AND WATER THOROUGHLY.
8. INSTALL STAKING ONLY WHEN NEEDED.
9. IF STAKING IS REQUIRED, PROVIDE PLASTIC FLAGS ON GUY LINES TO IDENTIFY OR MARK STAKES.
10. AFTER FINAL INSPECTION, REMOVE ALL TAGS AND LABELS.



2 MULTI-STEM TREE PLANTING DETAIL

NTS

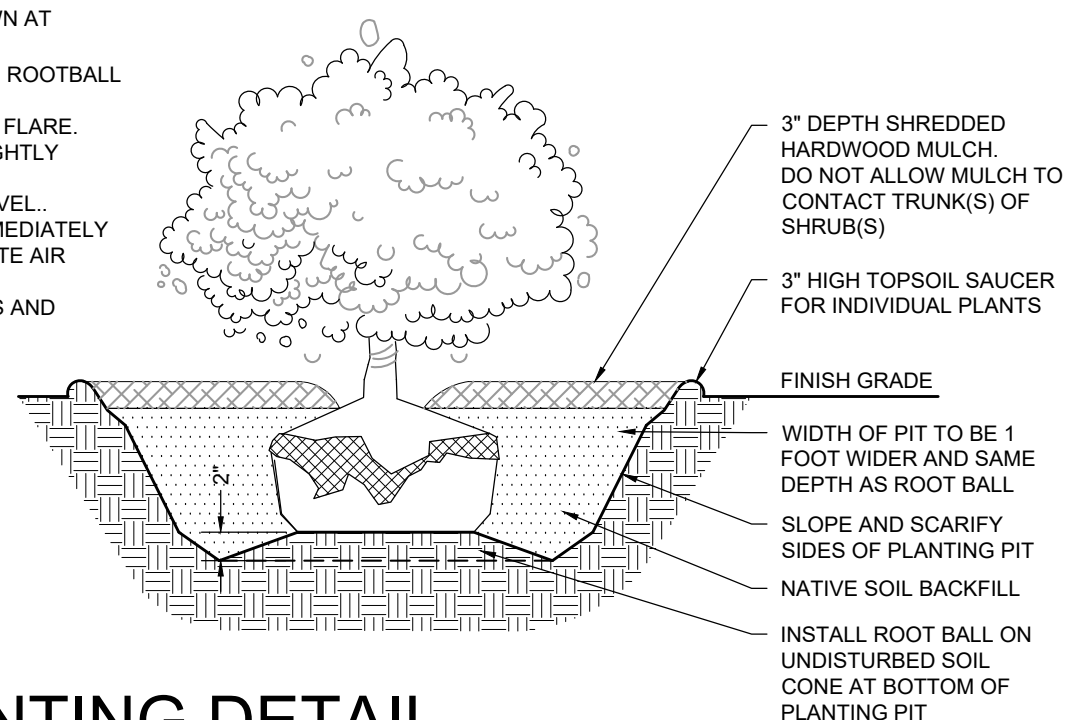
2. **DO NOT PLANT TREES DEEPER THAN GROUND AT NURSERY.** TRUNK PLANE SHOULD BE LEVEL WITH OR SLIGHTLY HIGHER THAN SURROUNDING FINISH GRADE.
3. **AFTER TREE IS POSITIONED IN THE PIT, BACKFILL SOIL TO 2/3 FULL.**
3. **CUT ALL TWINE OR WIRE AWAY FROM TOP OF ROOT BALL AND STEM.**
4. **REMOVE BURLAP FROM TOP OF ROOTBALL AND FOLD TRUNKLOW GROUND LEVEL. REMOVE ALL PLASTIC TWINE AND SYNTHETIC BURLAP COMPLETELY.**
5. **CUT AWAY TOP AND SIDES OF WIRE BASKET IF PRESENT.**
6. **PLANT PLANT BALL AGAINST BACKFILL AND ALLOW IT TO SETTLE THE BACKFILL AND ELIMINATE AIR POCKETS.**
7. **FINISH FILLING THE PIT WITH SOIL AND WATER THOROUGHLY.**
8. **INSTALL STAKING ONLY WHEN NEEDED.**
9. **IF STAKING IS REQUIRED, PROVIDE PLASTIC FLAGS ON GUY WOPES IN OR NEAR THE PIT.**
10. **AFTER FINAL INSPECTION, REMOVE ALL TAGS AND LABELS.**



3 EVERGREEN PLANTING DETAIL

NTS

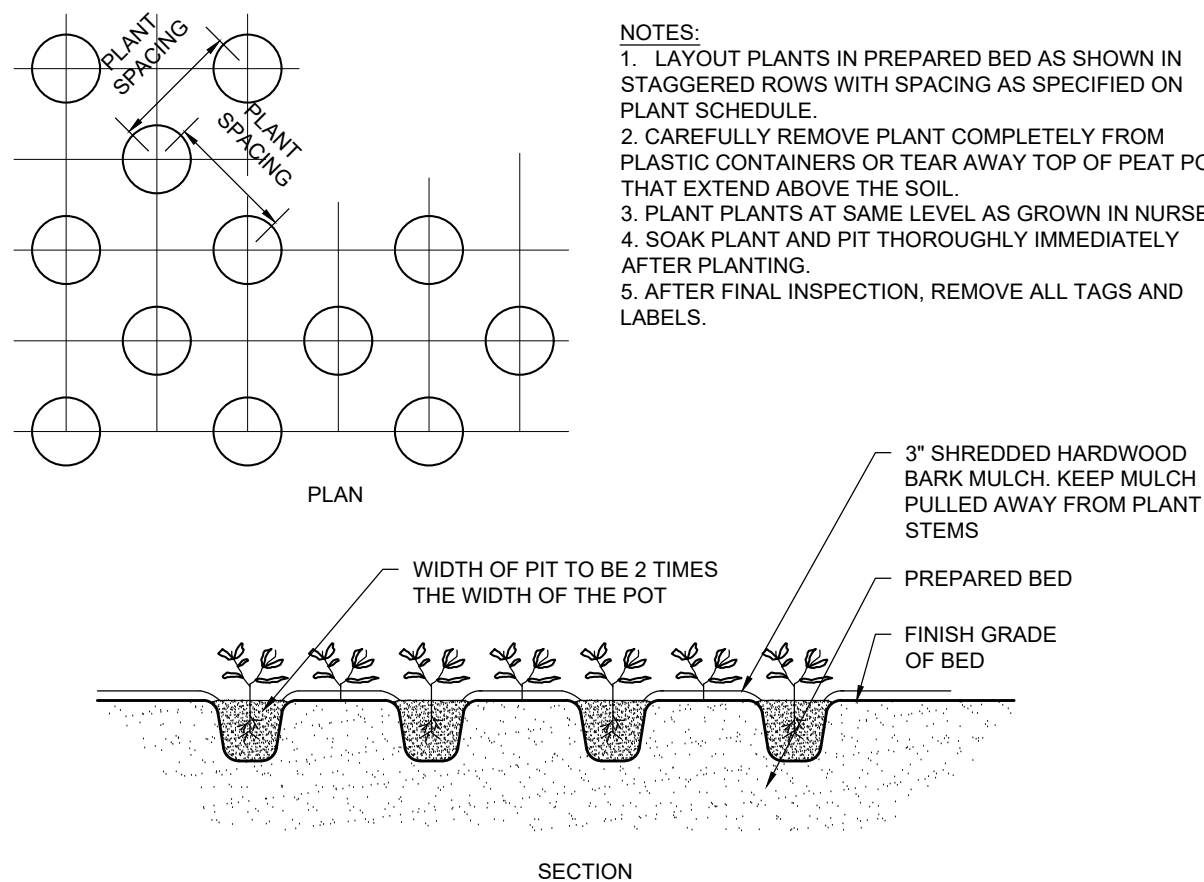
- NOTES:**
1. DO NOT PLANT SHRUBS DEEPER THAN GROWN AT NURSERY.
 2. REMOVE BURLAP AND TWINE FROM TOP $\frac{1}{3}$ OF ROOTBALL OR CAREFULLY REMOVE CONTAINER.
 3. REMOVE ALL SOIL ABOVE THE PLANT'S ROOT FLARE.
 4. PLANT SHRUB SO ROOT FLARE IS AT, OR SLIGHTLY ABOVE FINISH GRADE.
 5. FOLD BACK ANY BURLAP BELOW GROUND LEVEL...
 6. SOAK PLANT BALL AND PIT THOROUGHLY IMMEDIATELY AFTER PLANTING TO SETTLE SOIL AND ELIMINATE AIR LOCKS.
 7. AFTER FINAL INSPECTION, REMOVE ALL TAGS AND LABELS



SHRUB PLANTING DETAIL

NTS

- NOTES:**
1. LAYOUT PLANTS IN PREPARED BED AS SHOWN IN STAGGERED ROWS WITH SPACING AS SPECIFIED ON PLANT SCHEDULE.
 2. CAREFULLY REMOVE PLANT COMPLETELY FROM PLASTIC CONTAINERS OR TEAR AWAY TOP OF PEAT POTS THAT EXTEND ABOVE THE SOIL.
 3. PLANT PLANTS AT SAME LEVEL AS GROWN IN NURSERY.
 4. SOAK PLANT AND PIT THOROUGHLY IMMEDIATELY AFTER PLANTING.
 5. AFTER FINAL INSPECTION, REMOVE ALL TAGS AND LABELS.



PERENNIAL PLANTING DETAIL

NTS

-
- Diagram illustrating a 60' RESTRICTED OPEN SPACE BUFFER. The buffer is divided into a 10' DRAINAGE EASEMENT and a 35' PLANTING AREA. The planting area is further divided into sections of 4', 9', 9', 9', and 4'. The diagram shows a grid of 15 circular tree symbols, with one tree highlighted as a 'TYPICAL NATIVE TREE OF VARIETY AND SIZE LISTED BELOW'.

- NOTES:
1. TREES SHALL BE PLANTED AN AVERAGE OF 9' ON CENTER WITH AN AVERAGE OF 9' BETWEEN ROWS WITHIN THE 45° REFORESTATION AREA RUNNING ADJACENT TO THE PROPERTY LINE. TREE LOCATIONS MAY BE ADJUSTED SLIGHTLY TO SOFTEN THE TRIANGULAR SPACED GRID TO CREATE THE MORE NATURALISTIC APPEARING TREE SPACING.
 2. SIGNS DENOTING REFORESTATION EASEMENT SHALL BE LOCATED APPROXIMATELY EVERY 200 LINEAR FEET ALONG THE DAVIS PROPERTY SIDE OF THE BUFFER.
 3. ALL TREES SHALL BE INSTALLED WITH TREE PROTECTORS.
 4. BUFFER SHALL BE PLANTED WITH A VARIETY OF INDIANA NATIVE DECIDUOUS TREES OF THE FOLLOWING SPECIES:

*SPECIFIC SPECIES LIST TO BE INCLUDED WITH SUBMITTAL OF CONSTRUCTION DOCUMENTS.
 5. TREES SHALL BE INSTALLED AT THE FOLLOWING RATES AND SIZES:

25% OF ALL TREES SHALL BE A MINIMUM OF 1-1/2" CALIPER
50% OF ALL TREES SHALL BE MINUS A MINIMUM OF 1-1/2" CALIPER
25% OF ALL TREES SHALL BE A GALLON CONTAINER STOCK

6 BUFFER 'B' DETAIL

$$1'' = 10'$$

- FISCHER**
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- 5085 E. State Road 32, Lebanon, Indiana 46052 | 317.910.8164
fischer@fischerdesignllc.com | www.fischerdesignllc.com

DAVIS PROPERTY
WESTFIELD, INDIANA

ESTRIDGE HOMES

PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS:

DRAWING FILES

DATE: JUNE 1, 2018
PROJECT NUMBER:

DRAWN BY: RAF	CHECKED BY: RAF
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LANDSCAPE DETAILS

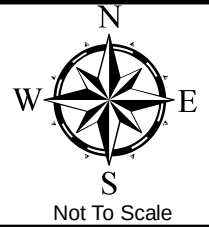
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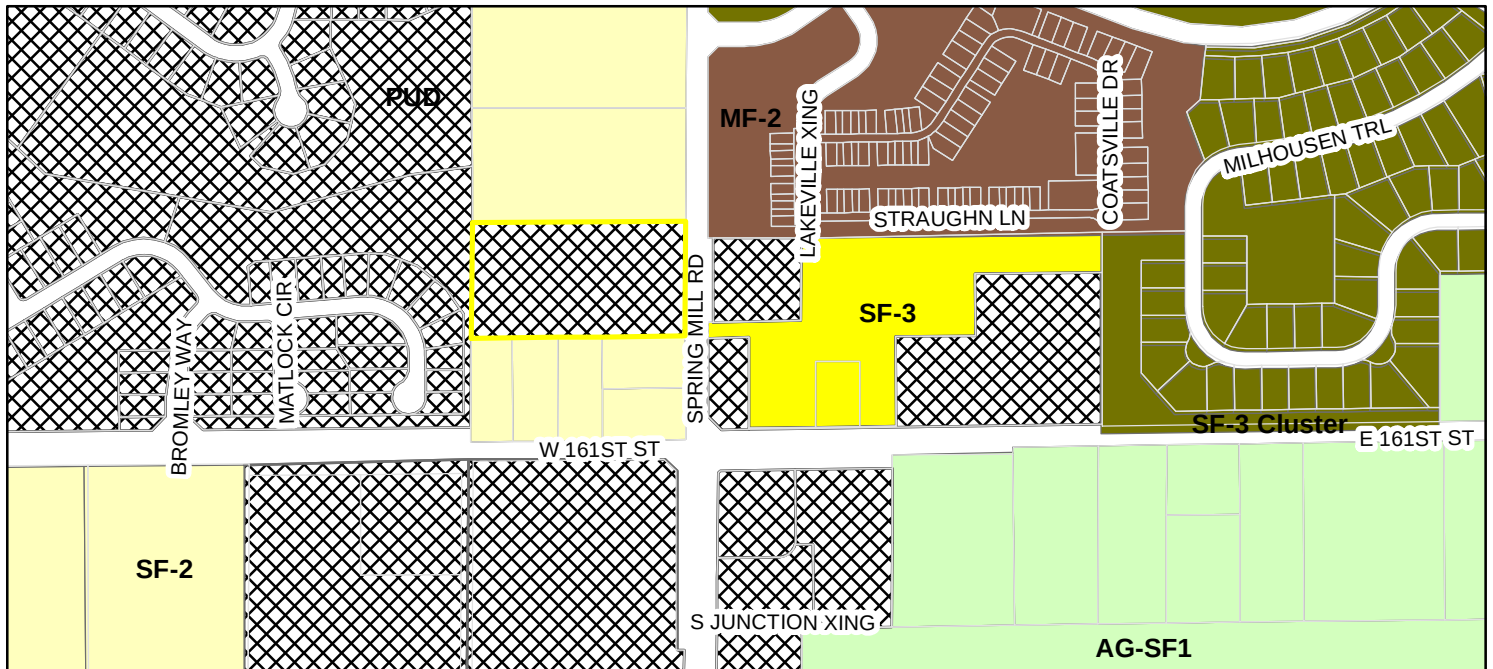
Property Location Map
1806-PUD-13
Spring Mill Grand Station PUD Amendment



Aerial Location Map

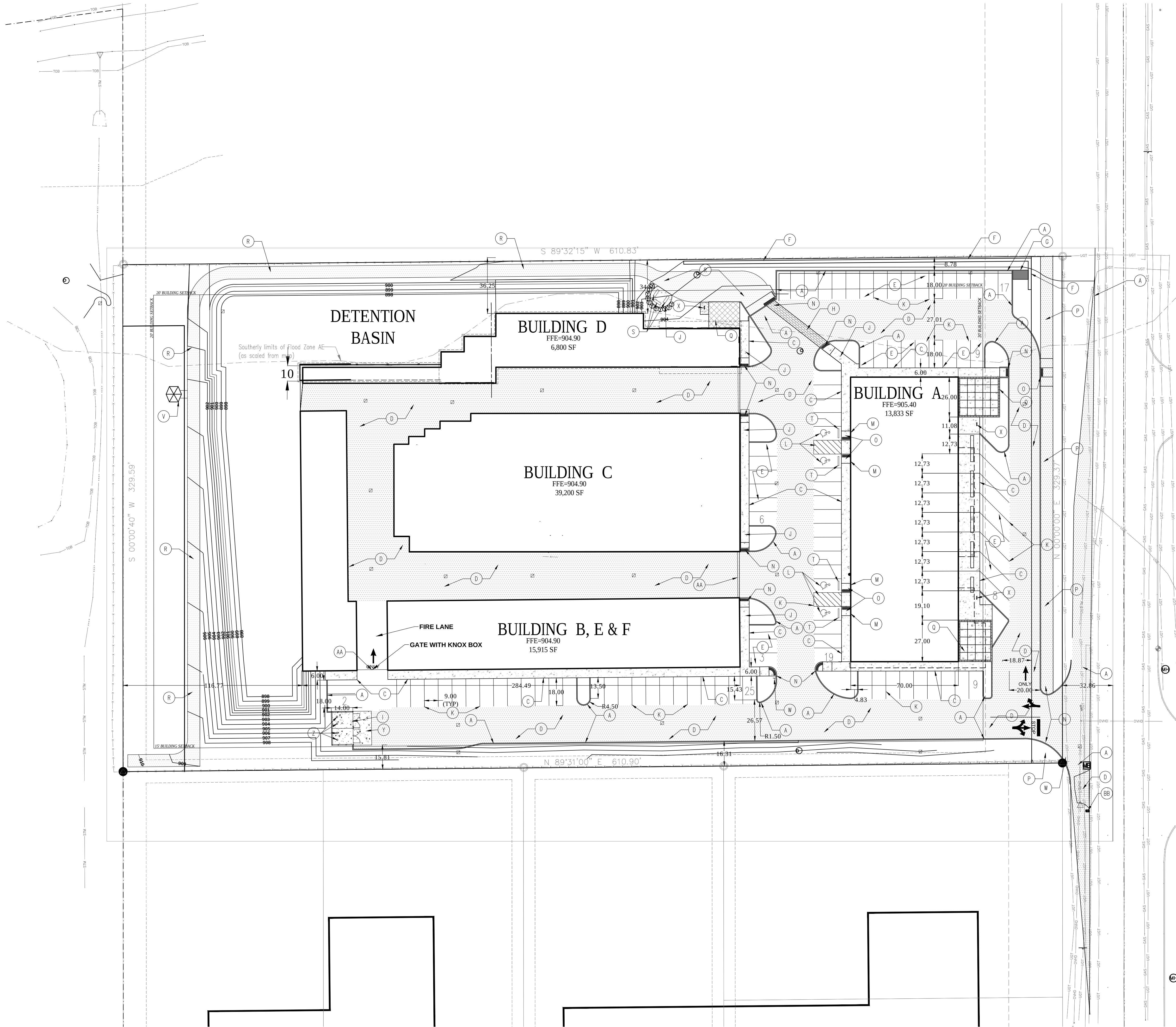


Zoning Map



Legend

	Parcel		SF-2 (Single Family - 2)
	AG-SF1 (Agriculture - Single Family - 1)		SF-3 (Single Family - 3)
	MF-2 (Multiple Family - 2)		SF-3 Cluster
	PUD (Planned Unit Development)		



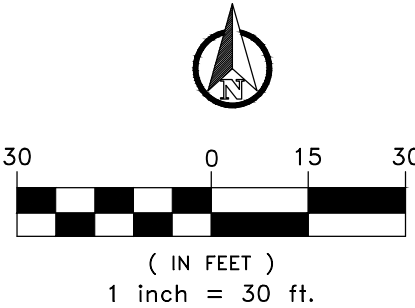
SITE GENERAL NOTES:

- SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.
- DIMENSIONS ARE TO EDGE OF PAVEMENT OR FACE OF CURB, UNLESS NOTED OTHERWISE.
- ALL PARKING STRIPES AND AREA PARKING TO BE 4" WHITE PAINT. HANDICAP PARKING AREAS AND ACCESS AISLES TO BE 4" BLUE PAINT.
- SMOOTH TRANSITIONS FROM EXISTING TO NEW FEATURES SHALL BE PROVIDED.
- EDGES OF EXISTING ASPHALT SHALL BE PROPERLY SEALED WITH A TACK COAT MATERIAL. IN ALL AREAS WHERE NEW ASPHALT PAVEMENT MEET WITH EXISTING ASPHALT PAVEMENT.

PLAN KEY NOTES:

- Ⓐ CHAIRBACK CURB AND GUTTER TYPE 1
- Ⓑ CHAIRBACK CURB AND GUTTER TYPE 2
- Ⓒ CONCRETE WALK & CURB
- Ⓓ HEAVY DUTY ASPHALT PAVEMENT
- Ⓔ LIGHT DUTY ASPHALT PAVEMENT
- Ⓕ RETAINING WALL
- Ⓖ PROPOSED MONUMENT SIGN
- Ⓗ STAMPED AND PAINTED CROSSWALK
- Ⓘ DUMPSTER ENCLOSURE
- ⓵ CONCRETE SIDEWALK
- ⓧ 4" WHITE PAVEMENT STRIPING (TYP.)
- Ⓛ 4" BLUE PAVEMENT STRIPING (TYP. H/C)
- Ⓜ ADA PARKING SIGN (TYP.)
- Ⓝ CURB RAMP
- Ⓟ PARALLEL CURB RAMP
- Ⓟ 8' ASPHALT PATH WITHIN PUBLIC RIGHT OF WAY
- Ⓡ 4" CONCRETE PATIO
- Ⓢ 8' WIDE ASPHALT PATH SEE DETAIL SHEET FOR PAVEMENT SECTION
- Ⓣ BENCH
- Ⓤ CONCRETE WHEEL STOP
- Ⓥ TRANSFORMER PAD TO BE PROVIDED BY DUKE ENERGY
- Ⓦ GAZEBO (COORDINATE WITH OWNER)
- Ⓧ STOP SIGN
- Ⓨ CONCRETE PAD WITH 1 BICYCLE RACK
- Ⓩ CONCRETE DUMPSTER PAD
- ⓑ GUARD POST
- ⓐ GATE WITH KNOX BOX (COORDINATE WITH OWNER)
- ⓑ RELOCATED US MAIL BOX

- EXISTING METAL-TYPE FENCE
- EXISTING WOOD-TYPE FENCE
- GAS = UNDERGROUND GAS LINES
- CATV = UNDERGROUND CABLE TELEVISION LINES
- WTR = UNDERGROUND WATER LINES
- STM = UNDERGROUND STORM SEWER
- SWR = UNDERGROUND SANITARY SEWER
- TRSP = UNDERGROUND FIBER-OPTIC
- UT = UNDERGROUND TELEPHONE
- UE = UNDERGROUND ELECTRIC
- OUE = OVERHEAD ELECTRIC
- OHT = OVERHEAD TELEPHONE
- OUW = OVERHEAD UTILITY
- TRF = OVERHEAD TRAFFIC LINES
- RR = UNDERGROUND RAILROAD LINES
- SECTION LINE (AS NOTED)
- BOUNDARY OF WAY (AS NOTED)
- CENTERLINE (AS NOTED)
- B.S.L. = BUILDING SETBACK LINE
- EXHAUST (AS NOTED)
- REAL ESTATE LINES (AS NOTED)
- SUBJECT REAL ESTATE SURVEY LINE (AS NOTED)
- EXISTING CONC. CURB (AS NOTED)
- TOT = TOP OF BANK
- TOS = TOP OF SLOPE
- EXISTING FLOWLINE
- CONTOURS - MAJOR INTERVAL
- CONTOURS - MINOR INTERVAL
- (P) = PLATTED BEARING AND DIMENSION
- (D) = DECEDED BEARING AND DIMENSION
- (C) = CALCULATED BEARING AND DIMENSION
- (M) = MEASURED BEARING AND DIMENSION



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Westfield, Indiana

SITE LAYOUT PLAN

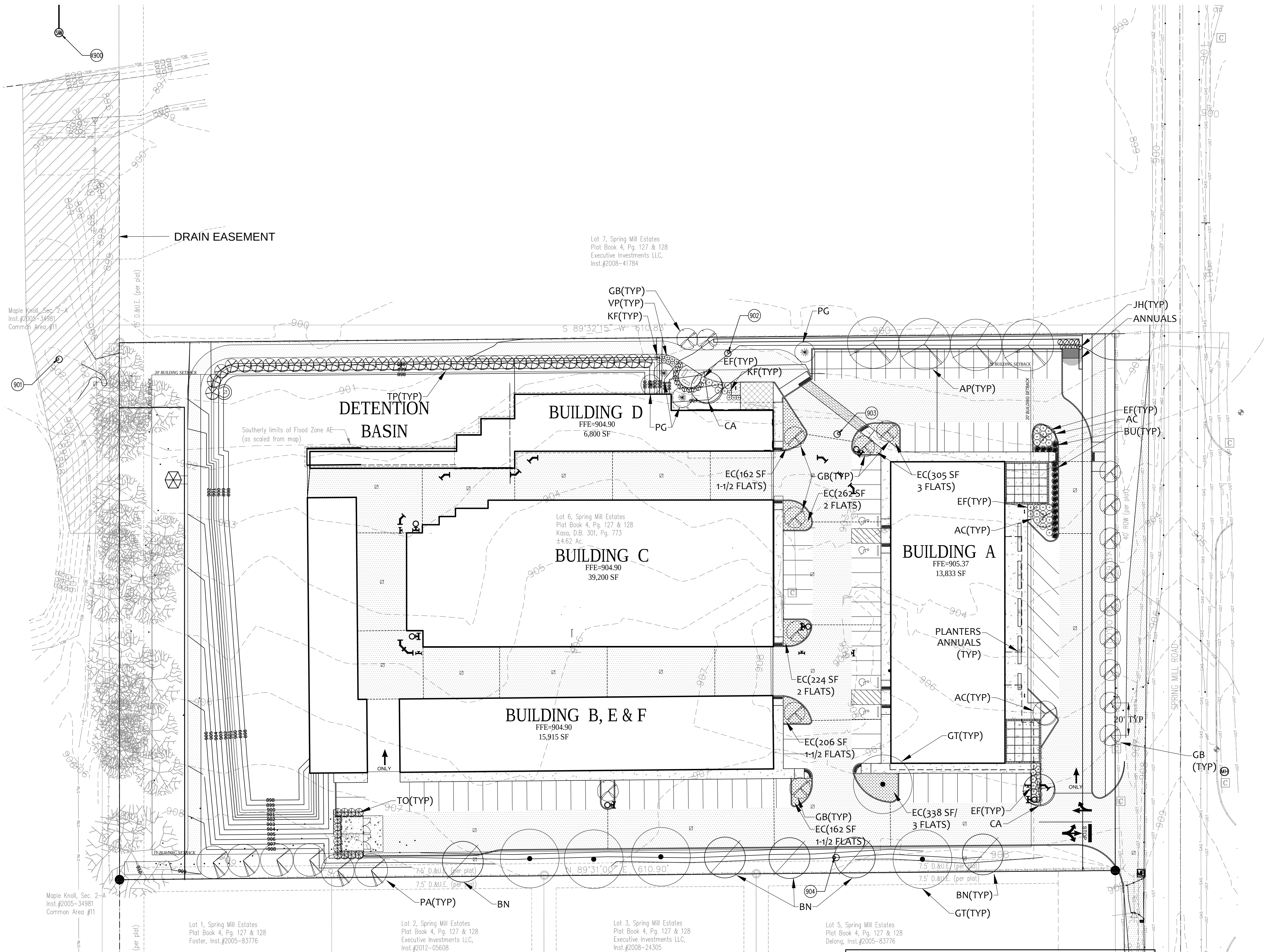
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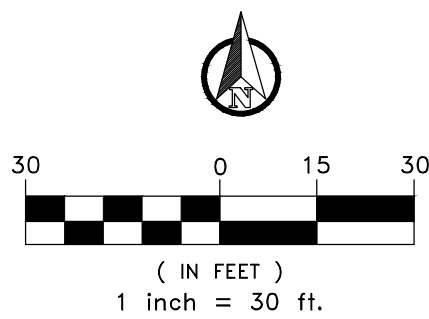
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3 OF 10



- PROPOSED LEGEND**
- = CLEANOUT
 - = SSD LATERAL
 - = RIGHT-OF-WAY LINE
 - = STORM SEWER LINE
 - = SWALE
 - = SANITARY SEWER LINE
 - = SANITARY SEWER MANHOLE
 - = SANITARY SEWER LATERAL
 - = FLOW DIRECTION
 - = EXISTING SPOT ELEVATION
 - = EXISTING CONTOURS
 - = PROPOSED ELEVATION
 - = STORM BEEHIVE INLET
 - = STORM INLET
 - = SUBSURFACE DRAIN
 - = AND SUMP LINE
 - = GRANULAR BACKFILL
 - = CONCRETE END SECTION
 - = NORMAL POOL ELEVATION
 - = PROPOSED PAD ELEVATION
 - = TOP OF CASTING / TOP OF CURB
 - = INVERT
 - T.C. = TOP OF CURB
 - INV. = INVERT
 - RCP = REINFORCED CONCRETE PIPE
 - M.H. = MANHOLE
 - STR. = STRUCTURE
 - R.D.&U.E. = REGULATED DRAIN AND UTILITY EASEMENT
 - D.&U.E. = DRAINAGE AND UTILITY EASEMENT
 - S.D.&U.E. = SANITARY, DRAINAGE, AND UTILITY EASEMENT
 - SAN. = SANITARY SEWER
 - H.C. = HANDICAP RAMP
 - M.E. = MATCH EXISTING GRADE
 - STM. = STORM SEWER
 - S.S.D. = SUBSURFACE DRAIN
 - S.S.P. = SANITARY SEWER PIPE
 - M.P.E. = MINIMUM PAD ELEVATION
 - TYP. = TYPICAL
 - PROP. = PROPOSED
 - EX. = EXISTING
 - B-B = BACK TO BACK
 - X- = EXISTING
 - CO = CLEANOUT

SYMBOL LEGEND			
SEA GROUP MONUMENT SET	SIGN	FIRE MAN	GAS LINE MARKER
CUT "Y" SET or FOUND	LARGE SIGN	FIRE HYDRANT	GAS VALVE
BRASS PLUG / COPPER WELD	UTILITY POLE	WATER METER	GAS METER
SURVEY MARKER FOUND	LIGHT POLE	WATER VALVE	TELEPHONE MANHOLE
PK or MAG NAIL FOUND	GROUND LIGHT	WATER WELL	TELEPHONE UTILITY
SECTION CORNER (AS NOTED)	ELECTRIC METER	BEE-HIVE INLET	TELEPHONE LINE MARKER
BENCHMARK (AS NOTED)	ELECTRIC UTILITY	CURB INLET	SANITARY SEWER MANHOLE
RIGHT OF WAY MARKER	DECIDUOUS TREE	DRAINAGE INLET	SANITARY SEWER MARKER
TRAFFIC SIGNAL POLE	EVERGREEN TREE	MANHOLE	STORM SEWER MANHOLE
AIR CONDITIONER	MAIL BOX	AIR / VACUUM EQUIPMENT	COMMUNICATIONS UTILITY
BOLLARD	HANDICAPPED PARKING SPOT	MONITORING WELL	CLEAN OUT



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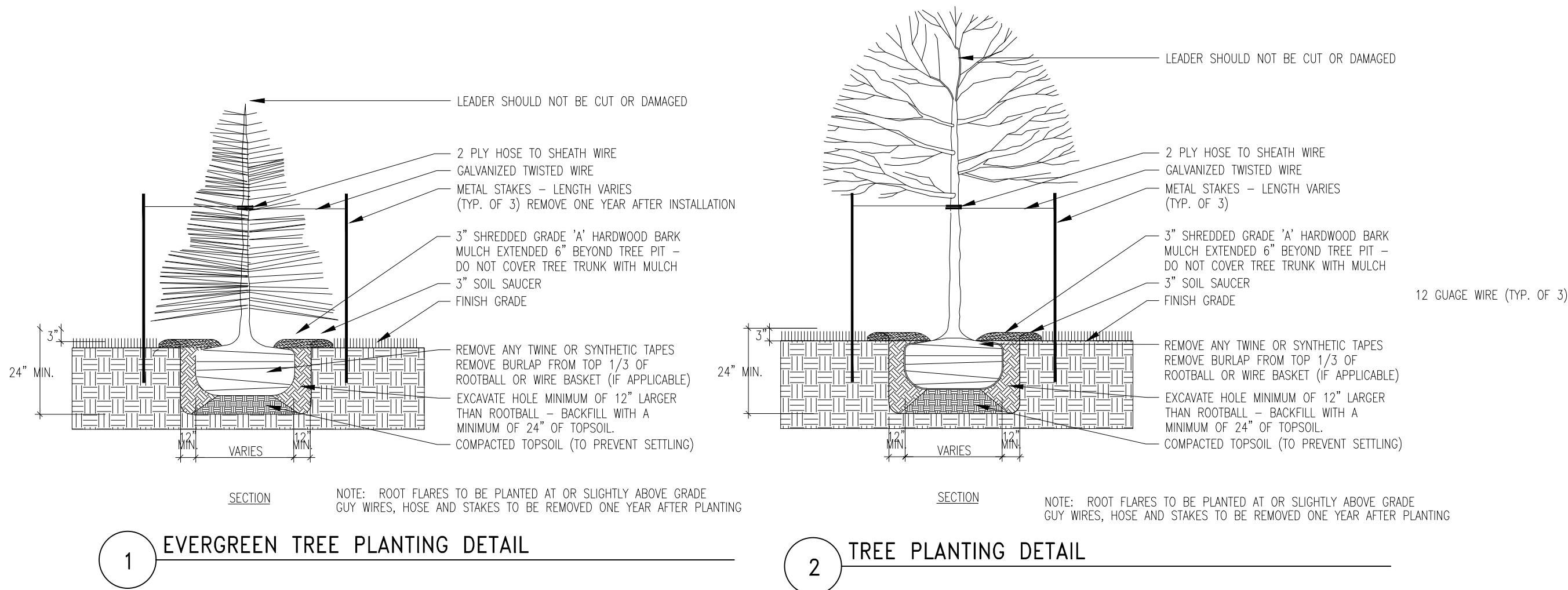
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LANDSCAPE INFORMATION PLAN

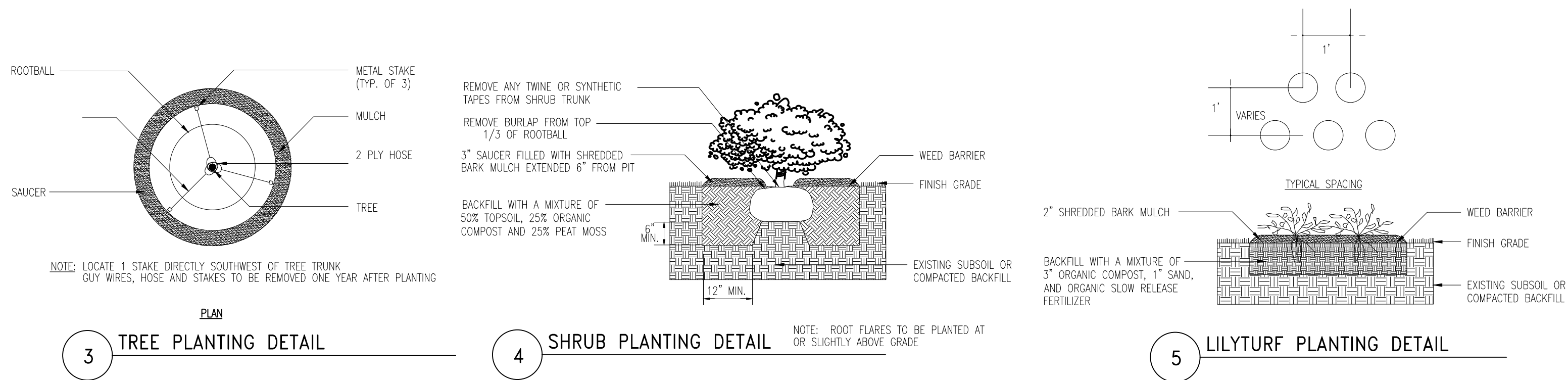
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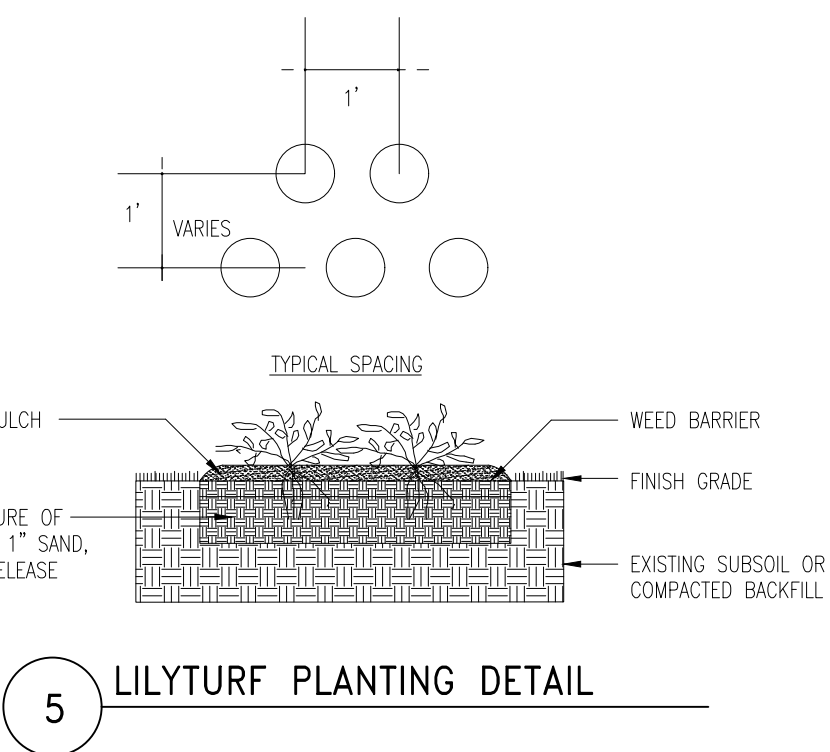
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3 OF 10



2 TREE PLANTING DETAIL



4 SHRUB PLANTING DETAIL



5 LILYTURF PLANTING DETAIL

LANDSCAPE PLANTS AND MATERIALS							
Key	Botanical Name	Common Name	Quantity	Size/height at Planting	Decid/Egreen	Root	Remarks
AG	ACER GRISEUM	PAPERBARK MAPLE	3	2-1/2" @ 6" ABOVE ROOTBALL	D	B&B	MATCH SIZE AND SHAPE
BN	BETULA NIGRA	RIVER BIRCH	5	14'	D	3 ST B&B	MATCH SIZE AND SHAPE
BU	BUXUS X KOREANA 'GREEN VELVET'	GREEN VELVET BOXWOOD	18	MIN 24" HEIGHT	E	MIN #5 CONT	MATCH SIZE AND SHAPE
EC	EUONYMUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	SEE PLANS	SEE PLANS	E	GROUND COVER PLANTING	FULL, HEALTHY PLANT
EF	EUONYMUS FORTUNEI 'EMERALD GAJET'	GAJET EUONYMUS	42	#2	E	MIN #5 CONT	FULL IN POT
GB	GINKO BILOBA 'SENTRY'	SENTRY GINKO	19	2-1/2" @ 6" ABOVE ROOTBALL	D	B&B	MATCH SIZE AND SHAPE
GT	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	5	2-1/2" @ 6" ABOVE ROOTBALL	D	B&B	MATCH SIZE AND SHAPE
JH	JUNIPERUS HORIZONTALIS 'PLUMOSA COMPACTA YOUNGSTOWN'	ANDORRA JUNIPER	8	MIN 24" HEIGHT	E	MIN #5 CONT	MATCH SIZE AND SHAPE
KF	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	13	#1	GRASS	CONT	FULL IN POT
PG	PICEA GLAUCA 'DENSASTA'	BLACK HILLS SPRUCE	4	6-7'	E	B&B	MATCH SIZE AND SHAPE
PO	THUJA OCCIDENTALIS 'PYRAMIDALIS'	PYRAMIDAL ARBORVITAE	13	N 85d55'0" E	E	B&B	MATCH SIZE AND SHAPE
TP	THUJA PLICATA 'GIGANTIOIDES'	GREEN GIANT ARBORVITAE	37	5'	E	B&B	MATCH SIZE AND SHAPE
VP	VIBURNUM PLICATUM 'NEWZAM'	NEWPORT VIBURNUM	PO	#5	D	CONT	MATCH SIZE AND SHAPE
MULCH	HARDWOOD BARK MULCH-DARK BROWN						
SOD							
ANNUALS			47 SQ FT				

- NOTES:
- ALL SPECIES OF PLANT MATERIALS AND SUBSTITUTIONS THEREOF ARE SUBJECT TO ACCEPTANCE BY THE LPA AND APPROVAL OF THE OWNER AND/OR PROJECT LANDSCAPE ARCHITECT. NO PLANT MATERIAL SELECTED IS ON THE LPA'S PROHIBITED TREES LIST.
 - LANDSCAPE ARCHITECT AND/OR OWNER SHALL HAVE THE OPPORTUNITY TO SELECT SPECIFIC TREES FROM THE LANDSCAPE NURSERY.
 - ADJUSTMENTS TO THIS LANDSCAPE PLAN MAY BE NECESSARY AS CONSTRUCTION OCCURS.
 - CONTRACTOR TO REFER TO APPLICABLE ORDINANCES AND REGULATIONS FOR STANDARDS REGARDING LANDSCAPE PLANTING AND INSTALLATION.
 - PLANTS SHALL NOT BE LOCATED WITHIN 10' OF UTILITY STRUCTURES, WITHIN 5' HORIZONTALLY OF UNDERGROUND UTILITY LINES AND WITHIN 15' HORIZONTALLY OF OVERHEAD UTILITY LINES UNLESS OTHERWISE SHOWN ON THE PLANS. CONSULT WITH LANDSCAPE ARCHITECT IF THESE CONDITIONS EXIST.
 - IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND PLANT LIST, THE PLAN SHALL DICTATE. IF PLANT IDENTIFICATION BOX QUANTITY SHOWN ON PLAN DIFFERS FROM GRAPHIC PLANT CIRCLE COUNT, THE GRAPHIC CIRCLE COUNT SHALL DICTATE. IF IN QUESTION, CONTACT THE LANDSCAPE ARCHITECT.
 - PLANTS AND OTHER MATERIALS ARE QUANTIFIED AND SUMMARIZED FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL AGENCIES ONLY. CONFIRM AND INSTALL SUFFICIENT QUANTITIES TO COMPLETE THE WORK AS DRAWN AND SPECIFIED. NO ADDITIONAL PAYMENTS WILL BE MADE FOR MATERIALS REQUIRED TO COMPLETE THE WORK AS DRAWN AND SPECIFIED.
 - PRIOR TO THE INSTALLATION OF LANDSCAPING, LANDSCAPE CONTRACTOR MUST SCHEDULE A PRE-CONSTRUCTION MEETING WITH ALL UTILITIES, THE CONSTRUCTION MANAGER AND ANY OTHER AFFECTED PARTIES TO DISCUSS UTILITY COORDINATION.
 - ALL MULCH BEDS TO BE COVERED WITH 3" THICK LAYER OF SHREDDED HARDWOOD BARK MULCH. ALL ANNUAL FLOWER BEDS SHALL BE COVERED WITH 2" SHREDDED HARDWOOD BARK MULCH. BARK MULCH SHALL BE APPROVED BY LANDSCAPE ARCHITECT 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.
 - AN APPROVED PRE-EMERGENT HERBICIDE SHALL BE APPLIED IN ALL PLANTING AND FLOWER BEDS AT RATES SPECIFIED BY MANUFACTURER FOR EACH VARIETY OF PLANT.
 - FINAL PLACEMENT OF PLANT MATERIALS, ETC. SHALL BE APPROVED BY LANDSCAPE ARCHITECT BEFORE PLANTING OPERATIONS ARE TO PROCEED. ALL TREE LOCATIONS SHALL BE MARKED WITH A WOODEN STAKE INDICATING VARIETY AND SIZE OF TREE. 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 ARCHITECT RESERVES THE RIGHT TO ADJUST PLANT LOCATIONS ON SITE.
 - NO SUBSTITUTIONS OF PLANT MATERIAL WILL BE ALLOWED. IF PLANTS ARE SHOWN TO BE UNAVAILABLE, THE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT PRIOR TO BID DATE IN WRITING. ALL PLANTS SHALL BE INSPECTED AND TAGGED WITH PROJECT IDENTIFICATION AT NURSERY OR CONTRACTOR'S OPERATION PRIOR TO MOVING TO JOB SITE. PLANTS MAY ALSO BE INSPECTED AND APPROVED OR REJECTED ON THE JOB SITE.
 - ALL PLANTS ARE TO MEET OR EXCEED AMERICAN STANDARDS FOR NURSERY STOCK, 1996 EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF NURSERYMEN.
 - 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.
 - ALL LANDSCAPE PLANTINGS, INCLUDING TRANSPLANTS, SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE ARCHITECT. AT THE END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY BY LANDSCAPE ARCHITECT SHALL BE REPLACED AT NO ADDITIONAL CHARGE BY THE LANDSCAPE CONTRACTOR.
 - THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS/HER PORTION OF WORK.
 - 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 ARCHITECT.
 - LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IN WRITING PRIOR TO BID DATE OF ANY PLANTS THAT HE FEELS MAY NOT SURVIVE TRANSPLANTING OPERATIONS OR IN LOCATIONS NOTED.
 - ALL DISTURBED LAWN AREAS SHALL BE SEEDED OR SODDED AS DIRECTED BY OWNER. SEEDED AND SODDED LAWNS SHALL BE SEED MIX "U" FROM INDIANA STATE HIGHWAY SPECIFICATION OR AS APPROVED BY LANDSCAPE ARCHITECT.
 - ALL LAWNS SHALL BE GUARANTEED TO HAVE A FULL UNIFORM STAND OF ACCEPTABLE GRASS AT END OF ONE (1) YEAR GUARANTEE PERIOD WITH NO BARE SPOTS COMPRISING MORE THAN 2% OF ANY LAWN AREA. ANY AREA SO NOTED WILL BE SEEDED UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED.
 - ALL LANDSCAPE PLANTINGS TO BE MAINTAINED FOR A PERIOD UNTIL FINAL INSPECTION BY THE LANDSCAPE ARCHITECT. ALL STAKES AND GUY WIRES MUST BE REMOVED WITHIN ONE YEAR. ALL SODDED LAWN TO BE MAINTAINED FOR A PERIOD UNTIL FINAL INSPECTION BY THE LANDSCAPE CONTRACTOR. MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATING, MULCHING, MOWING AND ALL OTHER NECESSARY OPERATIONS REQUIRED FOR PROPER ESTABLISHMENT OF LAWNS AND PLANTINGS. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WATERING, EVEN IF THE IRRIGATION SYSTEM IS NOT OPERATIONAL AT THE TIME OF PLANTING OR IS NOT INCLUDED IN CONSTRUCTION.
 - CONTRACTOR TO SUBMIT UNIT PRICES ON EVERY TYPE OF WORK AS REQUESTED BY LANDSCAPE ARCHITECT.
 - ALL LAWN AREAS WITHIN LAWN LIMIT LINES TO RECEIVE 6" MINIMUM APPROVED TOPSOIL PRIOR TO SEEDING OR SODDING OPERATIONS.
 - BACKFILL FOR TREE PLANTING SHALL BE 75% APPROVED TOPSOIL AND 25% APPROVED PLANTERS MIX. 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.
 - ALL PLANTING BEDS SHALL HAVE A SPADED EDGE TO A DEPTH EQUAL TO SPECIFIED MULCH THICKNESS.

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16155 Spring Mill Road
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LANDSCAPE INFORMATION PLAN

DATE: 5/4/2018
JOB NO. XX
DRAWN BY: AMM
CHECKED BY: MM

REVISIONS

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EXHIBIT C-1 **CHARACTER EXHIBIT**



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pieterson ARCHITECTURE
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1.877.233.7754
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EXHIBIT C-2
CHARACTER EXHIBIT



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ORDINANCE NUMBER 17-19

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

This is a Planned Unit Development District Ordinance (to be known as the “**Spring Mill Grand Station 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. 1707-PUD-13**), requesting an amendment 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. 1707-PUD-13** to the Common Council of the City of Westfield, Hamilton County, Indiana (the “Common Council”) with a favorable recommendation (8-1) in accordance with Indiana Code § 36-7-4-608, required by Indiana Code § 36-7-4-1505;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Common Council on October 2, 2017;

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 “**Spring Mill Grand Station 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 substantial compliance with the Concept Plan. Construction will be phased, with Phase 1 to include, at a minimum, Buildings A & D.

Section 4. Underlying Zoning District. The Underlying Zoning District of this District shall be the LB District (the “Underlying Zoning District”).

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

- 5.1 All uses permitted in the Underlying Zoning District shall be permitted unless otherwise prohibited below.
- 5.2 Additional Uses: The following additional use shall be permitted:

A. Self-storage facility

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.

A. Minimum Front Setback: 20 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: Shall apply. In addition, the following shall also apply:

A. Character Exhibit. The Character Exhibit, attached hereto as **Exhibit C**, is hereby incorporated as a compilation of images designed to capture the intended quality of structures to be constructed in the District. Although the exhibits do not necessarily represent the final design or specify a required architectural style or element, they do hereby establish a benchmark for the quality and appearance of structures that are permitted to be constructed and that contribute to the District's intent and vision. The Department shall determine whether a structure is consistent with the established benchmark and complies with the standards of this Ordinance. The Department's decision may be appealed to the Plan Commission.

7.2 Article 6.8 Landscape Standards: Shall apply, except as otherwise modified below:

- A. Foundation Plantings required in Article 6.8 (L) shall be waived, except as depicted in **Exhibit B**.
- B. Buffer yard requirements in Article 6.8 (N) shall be waived, provided that substantial numbers of existing trees depicted in Exhibit B be preserved and maintained.

7.3 Article 6.17 Sign Standards: Shall apply, except that the Monument Sign shall be constructed substantially similar to the depiction in **Exhibit D** in terms of design, height and area. All signs shall either (i) reverse channel letter; or, (ii) be externally lit with gooseneck light fixtures. In order to accommodate the sign if externally lit with gooseneck light fixtures, the sign height shall not be as depicted Exhibit D, but shall be fifteen feet in height or less while the sign area remains the same

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.

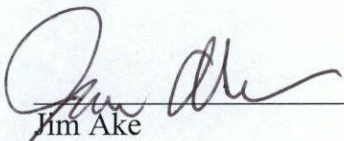
ALL OF WHICH IS ORDAINED/RESOLVED THIS 9th DAY OF Oct, 2017.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

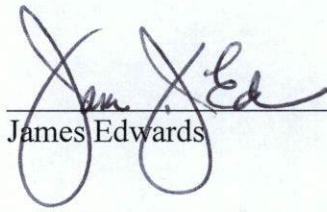
Abstain


Jim Ake

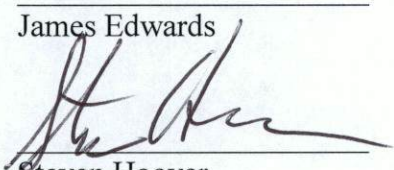
Jim Ake

Jim Ake

James Edwards


James Edwards

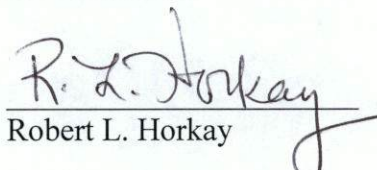
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Steven Hoover

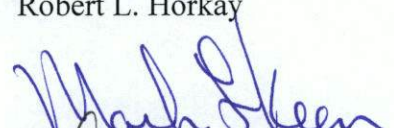
Steven Hoover

Steven Hoover

Robert L. Horkay

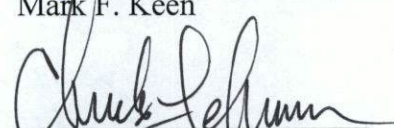

Robert L. Horkay

Robert L. Horkay


Mark F. Keen

Mark F. Keen

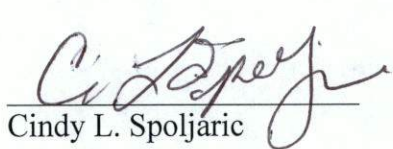
Mark F. Keen


Charles Lehman

Charles Lehman

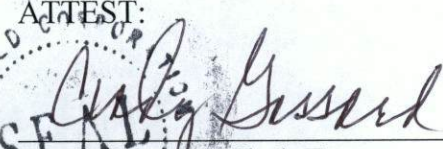
Charles Lehman

Cindy L. Spoljaric

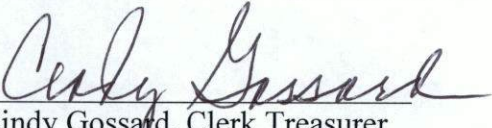

Cindy L. Spoljaric

Cindy L. Spoljaric

ATTEST:

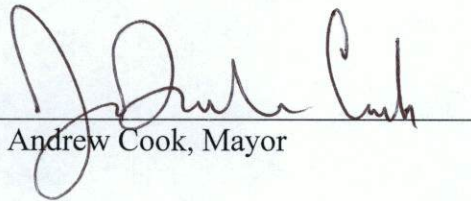

Cindy Gossard, Clerk Treasurer

I hereby certify that ORDINANCE 17-19 was delivered to the Mayor of Westfield on the
10th day of Oct, 2017, at 9:30A m.


Cindy Gossard, Clerk Treasurer

I hereby APPROVE **ORDINANCE 17-19**

this 10th day of Oct., 2017.


J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 17-19**

this ____ day of _____, 2017.

J. Andrew Cook, Mayor

This document prepared by:

Eric Douthit, Attorney-At Law, 2 North 9th Street, Noblesville, IN 46060

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: Eric Douthit.

SCHEDULE OF EXHIBITS

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

EXHIBIT A
REAL ESTATE

Lot #6 Spring Mill Estates, a subdivision in Hamilton County, Indiana. Recorded in Plat Book 4 pages 127 & 128 in the Office of the Recorder of Hamilton County.

EXHIBIT B-1
CONCEPT PLAN

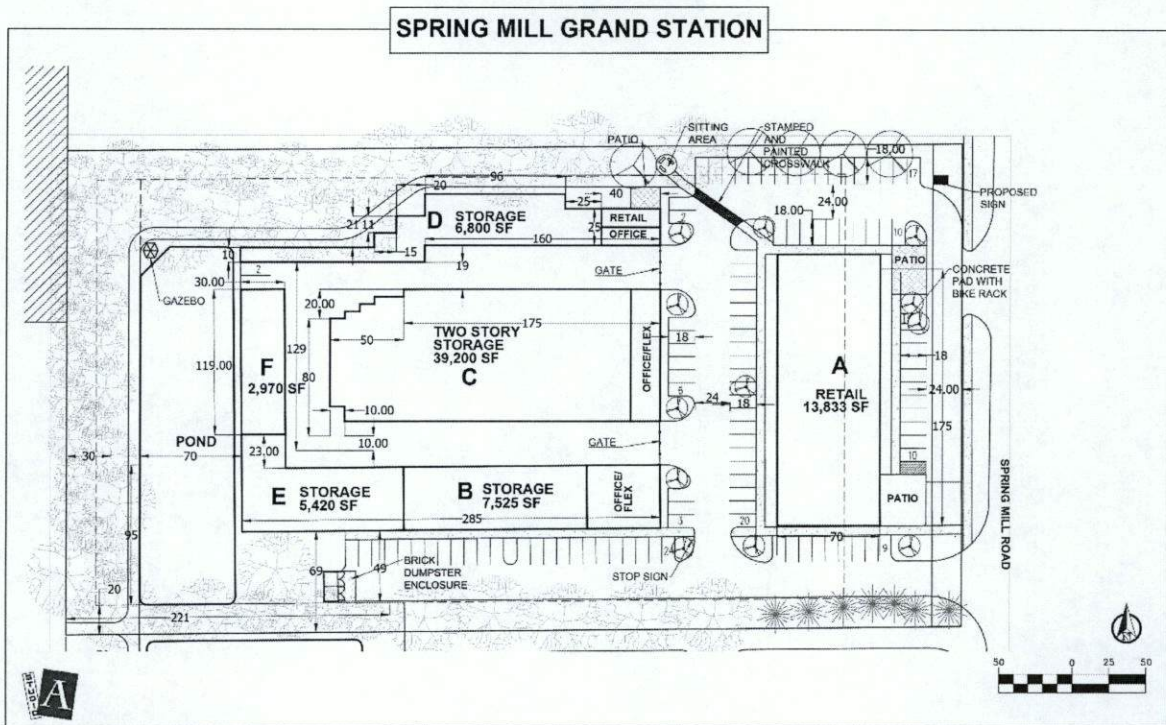
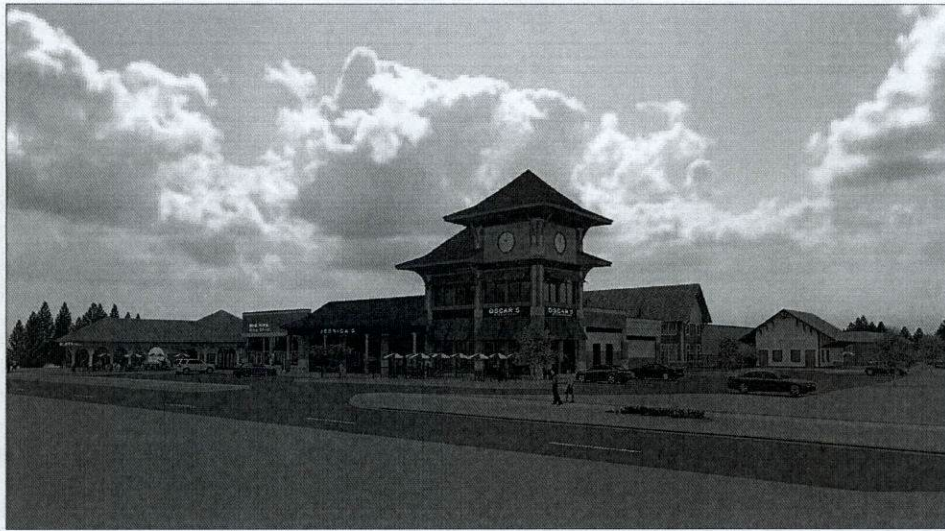


EXHIBIT C-1
CHARACTER EXHIBIT



NEW MULTI-TENANT RETAIL BUILDING
SPRINGMILL GRAND STATION
WESTFIELD, INDIANA

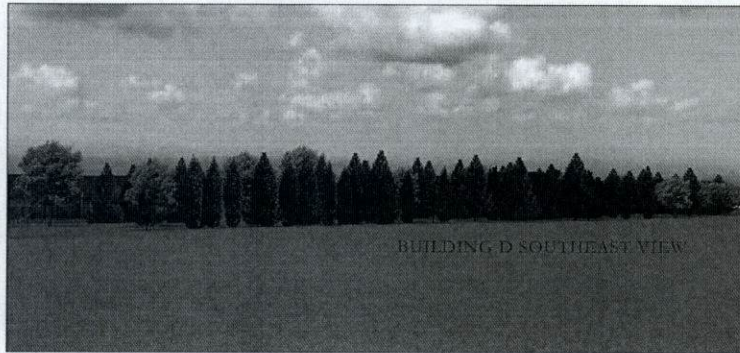
DRIFTSIDE ARCHITECTURE
2000 East 10th Street
Westfield, IN 46084
Phone: 765.834.1111
Fax: 765.834.1112
www.driftsidearchitect.com



NEW MULTI-TENANT RETAIL BUILDING
SPRINGMILL GRAND STATION
WESTFIELD, INDIANA

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EXHIBIT C-2
CHARACTER EXHIBIT



BUILDING D SOUTHEAST VIEW

NEW MULTI-TENANT RETAIL BUILDING
SPRINGMILL GRAND STATION
WESTFIELD INDIANA

JOHNSTON ARCHITECTURE
1000 N. ALLEN AVENUE
SUITE 100
WESTFIELD, IN 46074
765.834.1234



NEW MULTI-TENANT RETAIL BUILDING
SPRINGMILL GRAND STATION
WESTFIELD INDIANA

JOHNSTON ARCHITECTURE
1000 N. ALLEN AVENUE
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765.834.1234



NEW MULTI-TENANT RETAIL BUILDING
SPRINGMILL GRAND STATION
WESTFIELD INDIANA

JOHNSTON ARCHITECTURE
1000 N. ALLEN AVENUE
SUITE 100
WESTFIELD, IN 46074
765.834.1234

EXHIBIT D
SIGN EXHIBIT



Date: 07.10.2017 Version: 02

Approved by: _____

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FILE PATH: Aspen Management/Springmill Grand Station/SpringmillGrandStation_wf02.a

Sign Face (132" x 120"): 110sqft

SPRING MILL GRAND STATION

NARRATIVE STATEMENT – TEXT AMENDMENT

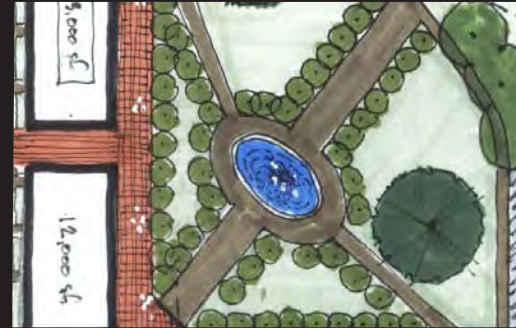
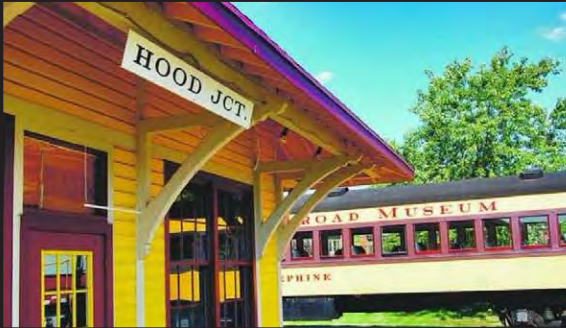
Spring Mill Grand Station was approved as a PUD ordinance in October of 2017. The 4.9 acre site on the west side of Spring Mill Road, 300 feet north of West 161st Street, features 13,833 square feet of retail, 6,850 square feet of office space and a 61,915 square foot self-storage facility. Phase 1 will consist of Buildings A, B, D, E and F, with Phase 2 being Building C.

While plans from this October approval have not changed, substantially, the project is advancing to the construction stage. The most significant change is that the project has been moved back 20 feet to accommodate Spring Mill Road reconstruction plans. The north drive has also been eliminated.

It has become evident that certain architectural elements of the original design are not completely consistent with the wording in the Westfield Unified Development Ordinance. Consequently, a text amendment is being sought to rectify the differences. The architectural elements are reflective of the recommendations set forth in the 2014 Westfield Washington Township Comprehensive Plan addendum. A railroad era theme is evident, particularly in the proposed retail building, with gable roofs, strut details, and cupola with clock.

Waivers are being sought for the monument (reduction of front setback), the use of Concrete Masonry Unit (CMU) as a building material (located on six building sides), façade requirements for the east side of Building F, Horizontal Design requirements for Buildings B, C, D & F, Wall Plane offset requirements for Buildings B, D, E & F, and Parapet Wall requirements for flat roofs on Building C. The proposal has received input and support from the Spring Mill Station Task Group.

SPRING MILL STATION PLAN



2014

AN ADDENDUM TO THE WESTFIELD WASHINGTON TOWNSHIP
COMPREHENSIVE PLAN

V. 3/26/14



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MAYOR:

Andy Cook

CLERK TREASURER:

Cindy Gossard

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Chuck Lehman
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Matt Skelton, Economic and Community Development
Ken Alexander, Public Works
Melody Jones, Parks and Recreation
Derrick Cash, Informatics
Joel Rush, Chief of Police
Joe Lyons, Fire Chief
Erin Verplank, Communications



EXECUTIVE SUMMARY:

This Spring Mill Station Plan (the “Plan”) is an addendum to the Westfield-Washington Township Comprehensive Plan. The Plan: (1) provides a history of past events and current activities related to the vicinity of the 161st Street and Spring Mill Road intersection (named “Spring Mill Station” in this Plan); (2) identifies the geographic area of the Spring Mill Station Study Area; and (3) sets forth several recommendations pertaining to the future development and design of private developments and public infrastructure within the Study Area that are suggested as being essential for achieving the Spring Mill Station vision described in this Plan.

The Spring Mill Station Plan process included several meetings, or charrettes, of the Spring Mill Station Study Group comprised primarily of community leaders from the various residential neighborhoods within close proximity of the Study Area. Through the process of these Study Group meetings and other input meetings with stakeholders, residents and developers, the Study Group arrived at the following policy recommendations which are discussed in further detail in this Plan:

1. **Spring Mill Station Task Group:** Establish the “Spring Mill Station Task Group,” which is contemplated as a neighborhood land use committee that will, among other things, review proposed zoning petitions and provide recommendations regarding such projects to City representatives.
2. **Branding:** Further develop the Spring Mill Station “brand” and incorporate such brand into development projects and public infrastructure projects.
3. **Land Uses:** Develop land uses within the Study Area in a manner consistent with the concepts envisioned the Spring Mill Station Plan (e.g., a mix of complementary uses, a neighborhood “hub”).
4. **Architecture and Site Design:** The design and quality of building architecture and site designs within the Study Area should be developed in a manner consistent with the Spring Mill Station Plan (e.g., high quality buildings, pedestrian orientation, people spaces).
5. **Development Strategy:** A coordinated development strategy for the Study Area should be developed (e.g., coordinated amenities, infrastructure, vehicular accesses and pedestrian trails).
6. **Financial Strategy:** Develop and implement a financial strategy to make desired infrastructure improvements within the Study Area.
7. **Economic Development:** Be proactive in attracting desirable development projects and businesses within the Study Area.

The Spring Mill Station Plan recommends that this planning process be revisited periodically, ideally every year: (1) to measure progress toward accomplishing the planning objectives included in the Plan; (2) to revise or refine the planning objectives of the Plan as needed; and (3) to aid in work planning and project prioritization in order to accomplish the Spring Mill Station vision.



CHAPTER 1: OVERVIEW

This document, the Spring Mill Station Plan (the “Spring Mill Station Plan”), is intended to be adopted as an addendum to the Westfield-Washington Township Comprehensive Plan under the IC 36-7-4-500 Series. The intent of the Spring Mill Station Plan is to clearly identify the surrounding community’s vision for the future of the area in the vicinity of 161st Street and Spring Mill Road. Residents in the surrounding neighborhoods are hopeful that this plan will encourage coordination and cooperation among the development community and the neighborhoods within the vicinity of 161st Street and Spring Mill Road to ultimately achieve the Spring Mill Station vision.

The Spring Mill Station Plan: (1) identifies important historical events which have occurred over the past ten (10) years related to the 161st Street and Spring Mill Road area; (2) inventories the relative recent events, plans, nonconforming uses, development interests, and infrastructure plans for the area; (3) identifies the geographic scope of the study area to which the recommendations of the Spring Mill Station Plan apply; (4) identifies land uses, architectural styles, transitions, buffers, and circulation preferences in Spring Mill Station area; (5) summarizes feedback received from the development community and residents about the feasibility and desirability of the various Spring Mill Station elements; and (6) sets forth policy recommendations necessary to accomplish the Spring Mill Station vision.

The process of preparing the Spring Mill Station Plan involved a series of neighborhood charrettes hosted by a group of 161st Street and Spring Mill Road area HOA leaders, City Council Committee on Ordinance Revisions members, and the Superintendent of Westfield Washington Schools. Study group members include:

•Chris Bluto	Countryside Subdivision (Past President of Countryside HOA)
•Steve Hoover	City Council (Council Committee on Ord. Revision member)
•Jeff Boller	Countryside Subdivision
•Jeanine Fortier	Enclave at Maple Knoll Subdivision
•Dr. Mark Keen	School Superintendent (Westfield-Washington Township Schools)
•Jim Ake	City Council (Council Committee on Ordinance Revision member)
•Cindy Spoljaric	City Council (Council Committee on Ordinance Revision member)
•Mark Christoffersen	Mulberry Farms Subdivision
•Butch Meese	Enclave at Maple Knoll Subdivision (Maple Knoll Advisory Board)

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



CHAPTER 2: CHRONOLOGY OF RELATED EVENTS

Over the past several years, the area within the vicinity of 161st Street and Spring Mill Road has experienced a significant amount of attention from the development community, residents and the City of Westfield. This section of the Spring Mill Station Plan is intended to summarize the recent historical context of this area related to land use and development.

June 23, 2003 – A change in zoning request was introduced at the Westfield-Washington Township Advisory Plan (the “APC”) Commission meeting. The request was to rezone approximately 16.8 acres of property, located at the northeast corner of 161st Street and Spring Mill Road, from SF-3 and AG-SF1 zoning classifications to the General Business zoning classification (Case No. 0306-REZ-02). The proposal, filed by Flynn and Zinkan Realty Company, LLC, was to develop a retail shopping center at this location. The proposal was forwarded to a committee for analysis against the Comprehensive Plan.

The property was not within the corporate limits of Westfield at the time, but was within Washington Township. Through a joinder agreement, the Town of Westfield was given zoning jurisdiction over all of Washington Township in the late 1970’s.

August 25, 2003 – The APC held a public hearing, where 4 people spoke in favor of the project and 17 people spoke in opposition of the project. In addition to comments made at the meeting, approximately 75 pieces of written comment were received prior to the meeting, the majority of which were in opposition of the project. The Comprehensive Plan Committee of the APC recommended that the proposal receive a negative recommendation from the full APC.

The APC voted 6-1 to send a negative recommendation of Flynn and Zinkan’s rezoning petition 0306-REZ-02 to the Westfield Town Council.

October 13, 2003 – The Westfield Town Council (the “Council”) approved Ordinance 03-28, which changed the zoning of the 16.8 acres at the northeast corner of 161st Street and Spring Mill Road to the General Business District.

Winter 2003/Spring 2004 – The events surrounding the zoning decision at the intersection of 161st Street and Spring Mill Road caused many residents to voice their opinions and concerns with Westfield decision-makers about the Flynn and Zinkan project. At the time the area around 161st Street and Spring Mill Road was an unincorporated area of the township, and therefore, the residents in the area did not have the ability to vote for the Council members. Many residents were frustrated by this situation. Discussions between residents and the City of Carmel occurred regarding the possibility of the south-central/south-western portion of Washington Township being annexed into Carmel, instead of Westfield. Carmel put plans together to annex up to 10 square miles of Washington Township, which had long been assumed to be “Westfield’s territory”. Westfield leaders met with residents and ultimately convinced them that it would be in their best interest



to be annexed by Westfield instead of Carmel. A citizen group called “Citizens for Responsible Annexation” was instrumental in building support amongst the residents for incorporation into Westfield.

February 9, 2004 – Platinum Properties, LLC requested that the 24 acres located immediately north of the Flynn and Zinkan property be rezoned from SF-3 (Cluster) to Multi-Family 2 (Case No. 0312-REZ-07).

February 10, 2004 – Developer Flynn and Zinkan filed a Development Plan with the APC for a retail shopping center at the northeast corner of 161st Street and Spring Mill Road (Case No. 0402-DP-08). The shopping center was named SpringMill Commons.

March 22, 2004 – The APC was not able to obtain majority vote to either approve (3-5-1 vote) or deny (4-3-2 vote) the Development Plan for Springmill Commons. The project was continued to the April 26, 2004 APC meeting.

April 26, 2004 – Flynn and Zinkan withdrew its Development Plan item for Springmill Commons (Case No. 0402-DP-08).

June 28, 2004 – The APC voted 6-1 to send a recommendation for approval of the Platinum Properties petition 0312-REZ-07 (called “Townhomes at Countryside”) to the Council.

July 12, 2004 – The Council initiated the rezoning of the property at the northeast corner of 161st Street and Springmill Road from SF-3 (Cluster) to the MF-2 District. The Council directed the APC to hold a public hearing and send the item back to the Council with a recommendation on how to act on the case.

July 12, 2004 – The Westfield City Council approved Ordinance 04-28, changing the zoning of the area for the Townhomes at Countryside from SF-3 (Cluster) to the MF-2 District.

September 27, 2004 – The APC approved the Development Plan for the Townhomes at Countryside project (Case No. 0405-DP-24).

September 27, 2004 – The APC held a public hearing on the petition sent to them from the Council to rezone the 16.8 acres located at the northeast corner of 161st Street and Spring Mill Road back to its original SF-3 and AG-SF1 zoning classifications (Case No. 0408-REZ-07). The APC voted 5-1 to send a recommendation for approval of the petition to the Council.

September 27, 2004 – Flynn and Zinkan requested that the APC suspend its rules and make a determination on the previously-withdrawn Development Plan (Case No. 0402-DP-08). The APC did not take action on this request at the September 27, 2004 meeting. This matter was never discussed again at subsequent meetings.



October 11, 2004 – Flynn and Zinkan filed a lawsuit against the Town of Westfield in Hamilton County Superior Court No. 3 (Cause No. 29D03-0410-PL-914). The lawsuit requested a judgment mandating that the Town of Westfield approve the Development Plan for Springmill Commons and issue all necessary permits for the project.

October 25, 2004 – The Council rezoned the property at the northeast corner of 161st Street and Spring Mill Road back to its original SF-3 and AG-SF1 classifications (Ordinance 04-36).

November 2, 2004 – 82 percent of Westfield voters voted to change from a Town to a City. The conversion to a City would not take effect until January 1, 2008.

August 27, 2005 – The Hamilton County Superior Court found that the Development Plan for Springmill Commons was compliant with applicable zoning regulations and ordered the Town of Westfield to approve the Development Plan (Case No. 0402-DP-08) for Springmill Commons (Cause No. 29D03-0410-PL-914).

August 31, 2005 – As ordered by the Hamilton County Superior Court, the Advisory Plan Commission approved the Development Plan for Springmill Commons (Case Nos. 0402-DP-08 and 0508-DP-32).

September 12, 2005 – The “Southwest Annexation” was approved by the Westfield Town Council (Ordinance 05-09). This was a large annexation that incorporated much of the south-central and south-western portions of Washington Township into the Town of Westfield.

November 1, 2005 – A minor amendment to the rear façade of the Kroger building in Springmill Commons was approved administratively (Case No. 04-02-DP-08). The minor amendment approved moving the truck dock forty feet towards the center of the store and adding a fourteen foot tall masonry wall to screen the trash dumpster and refrigeration equipment.

November 22, 2005 – A minor amendment to the building size, drive-thru location, and number of drive-thru lanes for the Chase Bank outlot building in Springmill Commons was approved administratively (Case No. 04-02-DP-08).

May 26, 2006 – A minor amendment to the building size of the Chase Bank outlot building in Springmill Commons was approved administratively (Case No. 0605-DP-12).

July 9, 2007 – Zinkan and Barker, successor to Flynn and Zinkan, requested that the 16.8 acres located at the northeast corner of 161st Street and Spring Mill Road (Springmill Commons plus the additional 2-acre parcel that was owned by Crossroads Church, and part of the original rezoning petition) be rezoned from SF-3 and AG-SF1 to General Business (Case No. 0707-REZ-02).

July 13, 2007 – Douglas Realty Group, LLC filed a request that the 20 acres located at the southwest corner of 161st Street and Spring Mill Road be rezoned from AG-SF1 to Local Business (Case



No. 0709-REZ-04). This rezoning request was subsequently continued until the July 7, 2008 APC meeting, in order to allow the 161st Street and Spring Mill Road Special Study to be completed.

August 1, 2007 – The City began studying the area around the intersection of 161st Street and Spring Mill Road. The study was named “161st and Spring Mill Road Special Study and Community Design Gallery Report” (the “Special Study”). The Special Study included stakeholder interviews, market analysis, capacity/demand analysis, and a community design preference survey using renderings of possible future build-out scenarios at the intersection. The Special Study also included recommendations for the area, based on information gathered at the time. The Special Study was adopted by the City Council on March 3, 2008.

August 13, 2007 – Peacock Springmill, LLC requested that the 6.9 acres located at the southeast corner of 161st Street and Spring Mill Road be rezoned from AG-SF1 to General Business (Case No. 0708-REZ-03). This rezoning request was subsequently continued until the July 7, 2008 APC meeting, in order to allow the 161st Street and Springmill Road Special Study to be completed. This case was withdrawn before the July 7, 2008 APC Meeting.

November 26, 2007 – The APC voted 6-1-1 to send a negative recommendation of Zinkan and Barker’s rezoning petition (0707-REZ-02) to the Council.

December 6, 2007 – Zinkan and Barker withdrew its rezoning request, (Case No. 0707-REZ-02).

May 12, 2008 – The Special Study was presented to the Council, and the Council adopted the Special Study under Resolution 08-12.

June 9, 2008 – CrossRoads Church at Westfield, Inc. requested that approximately 2 acres located north of the Spring Mill Road entrance to Springmill Commons (the “Church Property”) be rezoned from AF-SF1 to General Business (Case No. 0807-REZ-02). This property was part of the initial rezoning request by Flynn and Zinkan in 2003.

July 7, 2008 – Peacock Springmill, LLC withdrew its rezoning request, (Case No. 0708-REZ-03).

July 21, 2008 – The APC voted 9-0 to send a negative recommendation of Douglas Realty Group’s rezoning petition 0709-REZ-04 to the Council.

July 21, 2008 – The APC voted 9-0 to send a negative recommendation of Cross Road Church’s rezoning petition 0807-REZ-02 to the Westfield City Council. The church withdrew its petition at the APC meeting.

August 11, 2008 – The Council denied Douglas Realty Group’s rezoning petition, (Ordinance 08-43).

May 9, 2011 – M & I Bank requested that the Church Property be rezoned from AF-SF1 to General



Business (Case No. 1106-REZ-02).

June 30, 2011 – M & I Bank withdrew its rezoning request, (Case No. 1106-REZ-02).

January 23, 2012 – Cross Roads Church of Westfield, Inc. requested that the Church Property be rezoned from AG-SF1 to the CrossRoads Church PUD District (Case No. 1202-PUD-01).

March 5, 2012 – The APC voted 9-0 to send a recommendation for the approval of the CrossRoads Church PUD petition (1202-PUD-01) to the Council. The PUD proposal limits the allowable uses on the site to banks and other professional office uses.

March 12, 2012 – The Council approved Ordinance 12-03, changing the zoning of the Church Property from AG-SF1 to the CrossRoads Church PUD District.

August 13, 2012 – Cooperstown Partners, LLC requested that the approximately 6.5 acres located at the southeast corner of 161st Street and Spring Mill Road be rezoned from AG-SF1 to the Springmill Corner PUD District (Case No. 1209-PUD-11).

This petition remains pending as of the writing of this plan. Several other development inquiries have been received from would-be developers regarding the status of this Spring Mill Station planning initiative by the time of this writing. This would seem to indicate a substantial amount of development interest in the Spring Mill Station area.



CHAPTER 3: RECENT EVENTS

The City of Westfield (the “City”) is a dynamic development environment with several plans and projects (public and private) related to the Spring Mill Station Study Area under way. This section of the Spring Mill Station Plan is intended to provide a summary of recent activities that have occurred or that are in the process of occurring that affect (or will affect) the area in the vicinity of 161st Street and Spring Mill Road.

Spring Mill Road and 161st Street Engineering and Programing Study Summary

The Spring Mill Road and 161st Street Engineering and Programming Study was completed on April 30, 2013. The purpose of the study is to assess future traffic needs of the 161st Street and Spring Mill Road corridors to plan for future roadway improvements. A summary of the study follows:

Spring Mill Road Corridor: No additional lanes are identified as being needed through 2033. However, it is recommended that the roadway from 146th Street to 161st Street be updated by 2018 and continue to SR 32 by 2023 in accordance with the City’s Complete Streets Policy (Resolution 12-114). At the time the study was completed, 161st Street was classified as a secondary arterial which contemplates one hundred and twenty (120) feet of right-of-way. Since that time, the City’s Thoroughfare Plan was amended to identify 161st Street as a primary arterial which contemplates one hundred and fifty (150) feet of right-of-way (Resolution 13-115).

161st Street Corridor: It is recommended that an additional lane be added in each direction by 2028 to maintain an acceptable level of service and to implement the City’s Complete Streets Policy. A roundabout is scheduled to be constructed at Oak Ridge Road and 161st Street in the fall of 2014.

Existing Conditions of the 161st Street and Spring Mill Road Intersection: The signalized intersection northbound approach includes one through lane, a 170 feet long left turn lane, and a 100 feet long right turn lane. The westbound approach includes one through lane, a 460 feet long left turn lane and a 260 feet long right turn lane. The southbound approach includes one 310 feet long left turn lane and one shared through/right turn lane. The eastbound approach includes a 150 feet long left turn land and one shared through/right turn lane.

Springmill Commons Shopping Center – Zinkan and Barker

The northeast corner of 161st Street and Spring Mill Road, named “Springmill Commons,” was developed by a development firm named Flynn & Zinkan (now Zinkan & Barker) with a large grocery store anchor, with additional outlots and an in-line multi-tenant retail building in 2004. The property is presently zoned for single-family residential use. The existing commercial development constitutes a legally established nonconforming use on the property, resulting from certain legal



proceedings requiring the City's approval of the project. Any proposed changes to the existing development would require the site to be rezoned.

The Spring Mill Study Group has identified several issues associated with Springmill Commons that, if adequately addressed, would enhance the development:

1. Traffic Circulation and Parking: The traffic and pedestrian circulation patterns within the shopping center function at a suboptimal level with multiple points of conflict on the internal access ways and drive aisles in the development, leading to potentially dangerous interactions. The internal drive running north to south across the development causes confusion as stop signs control traffic movements along the access road but there are no restrictions on automobiles entering from the existing parking lot. There is no vehicular or pedestrian access planned in order to access the parcel (the "CrossRoads Church PUD" Ordinance 12-03) to the northwest of Springmill Commons from within Springmill Commons. This prohibits the shopping center and the CrossRoads Church PUD from operating as a coordinated integrated commercial center.

2. Sign Area: The sign standards applicable to Springmill Commons are lesser than what is permitted for a similar center under the present zoning ordinance. The sign standards applicable to the shopping center currently permit one (1) square foot of wall signage for each linear foot of tenant front facade while the present zoning ordinance permits two (2) square feet of signage for each linear foot of tenant front facade. Also, no sign shall be restricted to be less than twenty-five (25) square feet of sign area under the present zoning ordinance.

3. Landscaping: Compared to the normally applicable zoning standards, Springmill Commons is deficient on several landscaping standards. There is little or no landscaping along structures that exceed eighty (80) feet in length without corner breaks, which would not be permitted under current zoning requirements. Also, the site is deficient in the number of shade trees for a commercial development. Most notably the development lacks the normally applicable shade trees along the 161st Street road frontage. 161st Street also lacks the normally required buffer yard distance from the road right-of-way. As a result, the parking lot appears expansive in this area and there is insufficient landscaping to help break up the monotony of the parking lot. The interior parking lot also lacks shade trees in most parking lot islands as required by the zoning ordinance today. Such additional landscaping would greatly enhance the feel of the development. The overall development is also deficient in the number of shrubs required in buffer yards.

4. ROW Widths: 161st Street is classified as a primary arterial in the City's Thoroughfare Plan which contemplates a seventy five (75) feet wide half right-of-way. Currently, 161st Street possesses a half right-of-way of approximately forty (40') feet (which would require up to an additional thirty-five (35') feet of right-of-way in order to comply with the recommendations of the Thoroughfare Plan).



5. Architectural Standards: State Highway 32 Overlay Zone: The State Highway 32 Overlay Zone (the “32 Overlay”; WC 16.04.065) is a set of standards applicable to new developments along the State Highway 32 Corridor. The architectural standards and urban design standards included in the 32 Overlay are frequently imposed on new community development during the zoning approval process. If the Spring Mill Commons were approved today, these standards would likely apply. Compared to these standards, the strip center development does not have any building offsets for elevations that are greater than 90 feet in length. Also, the layout of the gas station would not be permitted due to location of the fuel pump canopy and the actual convenience store location under the pumps.

US 31 Major Moves Project

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

Construction of the 161st Street bridge and interchange began in 2011 and numerous on-line and off-line improvements have been made to U.S. Highway 31 in Westfield since that time. Most notably in August 2013, a double tear drop roundabout interchange was completed at the U.S. Highway 31 and 161st Street intersection. West of the interchange, where the Monon Trail intersects with 161st Street, initial work has been completed for the Monon Trail to tunnel underneath 161st Street. The initial work included installing tunnel infrastructure under 161st Street which enables the City to extend the Monon Trail under 161st Street while keeping the road open to traffic when the rest of the tunnel project is completed. It is expected that 161st Street will be the primary east/west vehicular travel corridor for the City’s existing population.



161st Street Bridge Rendering



Possible Intersection Improvements for 161st Street/Spring Mill Road

The City Engineer has indicated the following possible future improvements to the intersection of 161st Street and Spring Mill Road. The intersection of 161st Street and Spring Mill Road currently functions at an acceptable Level of Service (“LOS”) for current traffic levels. 161st Street and Spring Mill Road both currently function at an A or B LOS for all four approaches to the intersection. A curb on the southeast corner of the intersection was installed in 2012 to prevent continued encroachment into the corner yard from automobiles driving through the corner of the intersection. Improvements to the intersection that may occur in the future include relocating electric lines that are installed at nearly the same height as the hanging street lights, creating visibility obstructions. The street light poles themselves might be updated to a higher quality pole than those that are currently in place. Lastly, reprogramming the traffic light to meet the demands of future traffic patterns may occur.

Spring Mill Road Programming and Engineering Draft Study

Future improvements to the 161st Street and Spring Mill Road area are recommended by the United Consulting Engineers’ Spring Mill Road Programming and Engineering Study. Future improvements not included in the study may be added at a later date if needed. The study recommends that a roundabout be installed at both the intersections of 161st Street and Oak Ridge Road, as well as 156th Street and Spring Mill Road. Both roundabouts are expected to be completed by fall of 2014. It is also recommended that 161st Street be widened to include an additional lane on each side of the road to allow cycle tracks to be added to the road cross section.

Grand Park

The Grand Park Sports Campus is located approximately 2.5 miles north of the Spring Mill Station Study Area and is anticipated to generate approximately 1.5 million visitors per year. This level of tourism activity will likely generate a significant amount of consumer activity in Westfield. Spring Mill Station may experience increased demand due to its proximity to the Sports Campus. Due to





the nature of how Grand Park is expected to function, extreme traffic spikes are not expected in the Study Area; however, overall traffic levels may be greater than previously expected.

The Grand Park Sports Campus may also affect the use of the southwest corner of Spring Mill Station, where approximately fourteen (14) soccer fields are currently used by the Westfield Youth Soccer Association. The Westfield Youth Soccer Association is one of the key users expected to host activities at the Sports Campus. Demand for the fields, currently owned by the Westfield-Washington School Corporation, may be reduced if the demand for fields is otherwise met at the Sports Campus.

Viking Meadows and Maple Knoll Subdivisions Permit Activity:

Located in close proximity to the Spring Mill Station study area are the subdivisions of Viking Meadows and Maple Knoll. The Viking Meadows Subdivision had the highest number of new single-family home starts in Westfield for 2013, accounting for twenty five (25%) percent of all permits. In 2012, Viking Meadows accounted for twenty five (25%) percent of all new single-family home starts in Westfield. The Maple Knoll subdivision located to the northwest of Spring Mill Station had the third highest number of new single-family housing starts at thirteen (13%) percent for 2013. In 2012, Maple Knoll accounted for twenty seven (27%) percent of all new single-family home starts in Westfield. These new homes located in close proximity to Spring Mill Station will likely increase the viability of and need for a neighborhood hub as contemplated in this Plan.

Townhomes at Countryside

On the northeast corner of 161st Street and Spring Mill Road and north of Springmill Commons is the Townhomes of Countryside, an owner occupied multi-family development. The development consists of nine (9) three (3) story townhome buildings with approximately forty-eight (48) units and three (3) single story buildings with nine (9) units. The development gained zoning approval in July of 2004 and development plan approval for the townhomes was granted in September of 2004. This approval occurred after the Springmill Commons project was approved.

Nine (9) of the three (3) story townhome buildings were constructed by Ryland Homes and the single story buildings were constructed by Shoopman Homes, who acquired the remaining unimproved building pads in the project. During the recent economic downturn, owner-occupied townhome buildings struggled to remain as viable as traditional single family homes. As a result, Shoopman Homes acquired the remaining building pads and began constructing single family attached units in 2010. Nine (9) separate single story units have been constructed by Shoopman Homes since that time and nine (9) building pads remain to complete the build out of the project. As indicated by Shoopman Homes, it chose this area because of the amenities in the immediate vicinity and easy road connections to the surrounding area.



Development Interest

The four corners of the 161st Street and Spring Mill intersection have seen an increased level of development interest over the past several years. Currently, one formal rezoning petition has been filed with the Advisory Planning Commission for the southeast corner of 161st Street and Spring Mill Road. The proposal would permit a variety of local business (LB) uses such as a drug stores, banks and medical offices on a seven (7) acre site. The proposed site plan illustrates four (4) structures with a drug store (approximately 15,000 square feet) on the corner of 161st and Spring Mill and three other separate buildings totaling 16,000 square feet.



CHAPTER 4: PLANNING AREA



The Spring Mill Station planning area consists of approximately ninety (90) acres around the four corners of the 161st Street and Spring Mill Road intersection. The area is approximately two (2) miles west of US Highway 31 and three (3) miles from downtown Westfield, also known as Grand Junction. The planning area is comprised of an existing shopping center to the northeast, residential lots and part of an airport runway to the southeast, a vacant field and soccer fields to the southwest, and residential lots and a large wooded estate to the northwest.

Rationale:

The planning area is identified in order to prevent commercial creep down the 161st Street and Spring Mill Road. Both corridors are zoned entirely for single-family residential use and the study area itself is envisioned as the only location non-residential activity may occur in this vicinity. It is not intended that the planning area be entirely commercial. Residential uses may occupy a significant portion of the planning area. Areas outside of the planning area are envisioned to remain as single-family homes. The planning area is designed to allow adequate space for internal buffering and transitions to the surrounding neighborhoods. Specific descriptions of the planning area as well as rationale for the inclusion of each individual corner of the planning area are included below:



Northwest Corner of 161st/Spring Mill Road



The northwest corner of the planning area includes approximately fourteen (14) acres of land, comprised of seven (7) parcels. The corner is bound by the Enclave at Maple Knoll residential development to the west and a five (5) acre residential parcel to the north. The area includes six (6) residential homes and a vacant parcel with a regulated drain (John Edwards Ditch) running through the center of the parcel. The west boundary along Maple Knoll includes a dense planting of trees.

Rationale: The northernmost parcel with the regulated drain was included for enhanced trail access from the Maple Knoll trail network to provide a connection to the extensive Countryside Subdivision trail network and also access to a planned roadside trail to be installed along Spring Mill Road. The connection point would also give residents access to the fifteen (15) acre Armstrong

Park located inside the Countryside subdivision. This boundary also lines up closely with the northern property line of the CrossRoads Church Planned Unit Development and the Springmill Commons shopping center located directly east of this area.

Northeast Corner of 161/Spring Mill Road



The northeast corner of the planning area includes approximately fifteen (15) acres of land comprised of five (5) parcels. This corner of the Study Area is bound by the Townhomes at Countryside to the north and the Countryside Subdivision to the east. The area includes Spring Mill Commons, a Kroger anchored shopping center, which includes in-line B-shoppes, three outlots, and a gasoline fueling station. A vacant, dilapidated, single family home with a pole barn is also located

north of the gasoline fueling station. The buffer area located north of the B-shops between the townhomes of Countryside includes a large earthen mound with evergreen and deciduous landscaping. A pedestrian trail connects the shopping center with the Countryside Subdivision to the north.

Rationale: The existing and Spring Mill Commons development was included in the study area since the existing commercial center is a large component of the functional area within the vicinity of 161st Street and Spring Mill Road. A zoning nonconformity also exists for the



shopping center as the development is zoned Single-Family 3. This study acknowledges this issue and suggests that this issue be appropriately addressed in order to accommodate the further development of future redevelopment of this property. The eastern common area is also included and may be desirable to provide a trail connection area from Countryside Subdivision to 161st Street.

Southeast Corner of 161/Spring Mill



The southeast corner includes approximately twenty-two (22) acres of land, comprised of eight (8) parcels. The area follows the same eastern boundary as Spring Mill Commons to the north. The area is bound by the Mulberry Farms Subdivision to the south and a residential home to the east. The area includes a church, five (5) residential homes, two vacant lots, and approximately half of a grass airport runway. A tree stand runs intermittently along the Mulberry Farms boundary.

Rationale: The intention for the eastern boundary is to create a seamless transition on both sides of 161st Street. Mulberry Farms Subdivision serves as a natural boundary to the south. The intention of the twenty-two (22) acre area would allow for residential and commercial development to include a large buffer and landscape area to provide transition between newly developed areas and adjacent development.

Southwest Corner of 161/Spring Mill



The southwest corner includes approximately thirty-seven (37) acres, comprised of two parcels of land. The area is bounded by the Crosswind Commons Subdivision to the south and Shamrock Springs Elementary School to the west. Both parcels are approximately eighteen (18) acres in size. The parcel located on the immediate corner of Spring Mill Road and 161st Street is undeveloped and currently farmed. The school-owned parcel currently contains fourteen (14) soccer fields.

Rationale: The thirty-seven (37) acres of the corner were included to ensure coordinated design and transitioning with surrounding neighborhoods and the rest of the planning area should any redevelopment occur. The corner is not envisioned to develop entirely as neighborhood commercial and would mostly likely include a large residential or medical component. If development occurs, special attention should be given to the soccer fields as an amenity for the planning area.



CHAPTER 5: IDENTITY– “SPRING MILL STATION”

The Spring Mill Station Study Group quickly determined that establishing a clear identity for the planning area is of critical importance to create the desired neighborhood hub. The area is intended to function as a “hub” of activity and social connections for the surrounding neighborhoods and the name “Spring Mill Station” was chosen to embody that concept. The hub concept envisions local residents using multiple modes of transportation to access the various amenities that are contemplated in this plan. The hub is intended to function as both a community gathering place as well as a neighborhood center to meet the local consumer needs of the community.

To create the desired identity and community hub of activity, “Spring Mill Station” was chosen as the name of this planning area for the following reasons:

1. “Station” continues the downtown Westfield rail road-like theme of “Grand Junction” and its relation to the abandoned rail lines in the area.
2. “Station” also relates to Westfield’s involvement in the Underground Railroad and the continuation of that theme west of US 31.
3. “Spring Mill” connotes a certain community pride and identify that is easily recognizable and should be retained for this neighborhood hub area.
4. The railroad identity should be translated and emphasized throughout the architecture and design of the site.

Spring Mill Station is envisioned to be a high quality development area that has a timeless feel, a place where people feel comfortable simply spending time outdoors, a place away from home and work that one can relax and play. The quality of development contemplated in this plan is intended to focus attention on aesthetic detail and reduce the generic feel of typical strip mall shopping centers. Architectural themes that possess a long lasting appeal are recommended in order to create a timeless “feel” for this area and prevent trendier architectural themes that could be outdated in a decade.

To fulfill this vision and work within the “Spring Mill Station” name, a railroad era architectural theme was chosen to be continued throughout the planning area. The theme presents an opportunity for not only railroad era architecture, but a branding of railroad style designs all throughout Spring Mill Station. Such elements can be utilized in public rights-of-way as art pieces as well as within common areas. The history of railroads in Westfield and the United States presents design opportunities that are as timeless as any architecture we have in the country. Recreating that visual effect can further the brand of this area and create the desired space that is unique from other areas.



CHAPTER 6: LAND USES



To fulfill the vision of a neighborhood center or hub, the mix of permitted land uses is critical. The intent is to create a neighborhood center where auto and pedestrian trips are generated from a close proximity and to discourage uses that tend to generate largely auto trips from further away. The contemplated land uses for Spring Mill Station are aimed to help achieve the feel of a neighborhood center and meet the needs and desires of local residents.

Recommended land uses include eating and dining establishments, convenience retail stores, food and beverage retail stores, multi-family uses, small business offices and community facilities. All of these uses are contemplated as serving the basic needs of surrounding residential neighborhoods. Below is a list of the recommended land use categories with specific local examples identified:

A. Retail sales as envisioned by the Spring Mill Station Study Group, includes the sale or rental of common goods or services. (excluding agricultural, animal, automotive, business equipment, construction sales, gas sales, prominent drive-up orientation). Retail sales can be broken into the following groups:

1) **Convenience retail sales:** As envisioned by the Spring Mill Station study group this type of use includes the sale of frequent or reoccurring small personal items or services for residents located in close proximity. Typical uses include neighborhood grocery and drug stores. *Examples: Pharmacy, Small Retail Establishment*

2) **Restaurants and Pubs:** Establishments primarily engaged in sale of foods and beverages for on-premise consumption. Typical uses include restaurants, short order eating places or pubs. *Examples: Restaurants – Yat’s, Kona Grill, Granite City Food and Brewery, Mitchell’s Fish Market, Keltie’s, Mama Corollas Old Italian Restaurant, Aristocrat Pub and Restaurant, Ice Cream shop, Pizza Shop, Dunkin Donuts*



Unique outdoor eating establishment



3) Food and Beverage Retail Sales: Establishments primarily engaged in the sale of food and beverages for home consumption. Typical uses include groceries or delicatessens.

Examples: Trader Joe's, Butcher Shop, Bakery, Fresh Market

4) General Retail Sales: Sale or rental of goods and merchandise for personal or household items but different from the uses listed above. Typical uses include boutique stores, apparel stores, paint stores, hardware stores, bike shops, hobby stores and specialty stores. *Examples: Art Gallery, Design Gallery, Music Store, Florists, Pottery, Clothing Store.* Big box retail stores are not contemplated uses in this area.

B. Administrative and Professional Services refer to businesses which typically provide professional, executive, management or administrative services. Typical uses include administrative offices, legal offices, accounting offices, and engineering or architecture firms.

C. Business and Personal Services includes the use categories of banks, financial services, medical services, and personal and repair services. Business and Personal services can be broken into the following groups:

1) Banks and Savings and Loan: Financial institutions providing on site retail services to individuals and businesses.

2) Finance, Insurance and Real Estate Services: Establishments primarily engaged in financial, insurance, real estate, or security brokerage services. Typical uses include banks, insurance agencies or real estate firms.

3) Medical Services: Personal health services for the prevention, diagnosis and treatment or rehabilitation services. Typical uses include clinics, medical specialty offices and dentist's offices.

4) Personal and Repair Services: Establishments primarily engaged in the provision of repair service to individuals and households. Typical uses include photography studios, dry cleaners, apparel repair business or musical instrument repair business.

D. Community Facilities to provide a physical meeting space for residents to hold meetings or special events/activities. (e.g. Gazebo)

E. Assisted Living Facilities to provide housing opportunities for individuals with additional needs and assistance.

F. Multi-Family housing for apartments, townhomes, and condominiums intermixed with other approved uses and as a transition from more intense uses.



G. Single Family housing as envisioned by the Spring Mill Station Study Group include village or cottage style residential development in a compact arrangement to blend in with the neighborhood hub.

Spring Mill Station Land Use Examples:



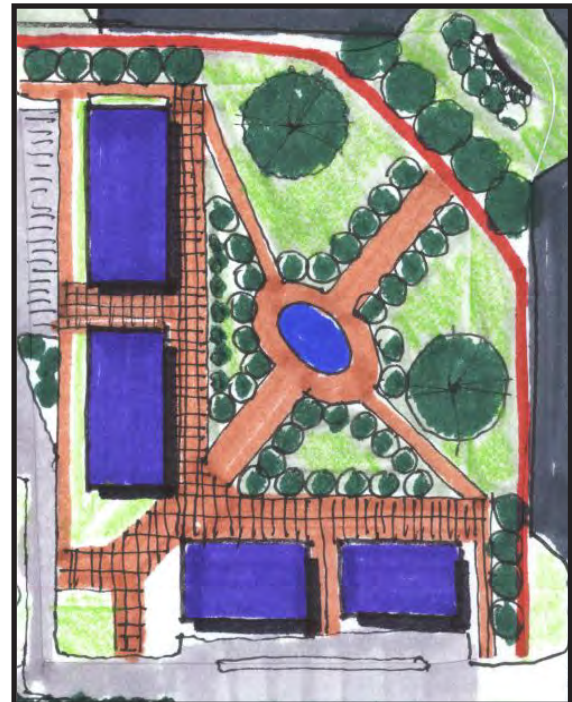


CHAPTER 7: SITE DESIGN & ARCHITECTURE

In order to create a residential neighborhood center which blends into the surrounding single-family residential fabric of the area, specific architecture and site design concepts should be thoughtfully crafted to create the desired effect. It is envisioned that the (4) four corners of the planning area should be developed in such a manner where buildings are located up closer to the street rights-of-way on two (2) or three (3) of the four (4) hard corners of 161st Street and Spring Mill Road. It is not contemplated that building should be built right along the street rights-of-way on all four (4) corners. Buildings located along the street should range between 1.5 to 2.5 stories and promote pedestrian connectivity over vehicular access. Generous buffer areas are recommended between the edge of the developed areas of the Spring Mill Station and existing residential/institutional areas. Spring Mill Station is envisioned as including a significant residential component in addition to the various commercial uses described in this plan. It is envisioned that Spring Mill Station will be a unique and vibrant people space that features winding outdoor common areas with small parks and places for people to sit.

Village Green

A village green located near the intersection is desired by residents to provide a place to relax and socialize, and to serve as a community gathering place for the local neighborhoods. The village green is envisioned as a place including public art, outdoor seating, heavy landscaping, and mixed use buildings that front on the village green. The space is meant to be intimate and freely accessible to all while also providing a comfortable setting for restaurants or businesses to use part of the green as an amenity. Ideally the space would also include a clubhouse or community meeting room area to serve as a meeting place for the surrounding neighborhoods. The green would function to diversify the entire neighborhood center to create multiple reasons why someone might visit the area and ultimately increase impromptu interactions with others.





Thematic Design: Railroad

The Spring Mill Station study group selected a railroad style architectural theme to be carried out throughout the entire Spring Mill Station Study Area. This theme should be continued throughout the architecture of the buildings, common areas, and amenities of Spring Mill Station. This theme will help to carry a consistent vision on all four corners and create a custom feel for the area. The buildings should utilize quality building materials (e.g., brick, stone, wood) and be built at a scale that is comfortable for pedestrians using the neighborhood center. The architecture should be similar to what is described below and as illustrated in the following examples:

The following is a list of encouraged architectural designs for Spring Mill Station:

Railroad Theme Architecture: Quality and Theme

- 1) Verge board (gingerbread style detail)
- 2) Gable roofs (steep pitch)
- 3) Strut detail
- 4) Mixed colors and stacked elements
- 5) Windows and panes
- 6) Towers/cupolas
- 7) Variation of architecture elements
- 8) Arches
- 9) Mix of brick and wood
- 10) Window accents/fenestration
- 11) Iron work/accents
- 12) Undulating facades to prevent box like structures
- 13) Inviting entrances/covered entrances to buildings
- 14) Pedestrian scale: windows and building massing designed for pedestrians

The following is a list of encouraged features for public art in Spring Mill Station:

Public Art (Desired Features)

- 1) Water tower feature
- 2) Railroad style public furnishings (e.g., benches, pergolas, playscapes)
- 3) Use of red/black/rust colors
- 4) Use of old railroad track or steam engine as part of common area



Site Design Concepts

To help illustrate the concepts and objectives set forth in the Spring Mill Station Plan, two conceptual renderings were created that would both be considered consistent with the vision set forth in this document. The purpose of the illustrations is to represent two potential build out scenarios of the entire planning area that are consistent with the Spring Mill Station vision. These two illustrations are not an either/or scenario, rather two of many possible build-out scenarios that could meet the intent of the Spring Mill Station Plan. Any two building locations or land uses shown on the conceptual plans could be placed many other ways on the sites. The renderings are presented to provide additional clarity to the concepts set forth in the Spring Mill Station plan.

Conceptual Plan A



Conceptual Plan B



The Spring Mill Station Study Group acknowledges that Conceptual Plan A would take more time to accomplish and would require additional assistance from the City in order to acquire additional right-of-way and construct the necessary infrastructure to achieve the overall vision. It is acknowledged that Plan B would require less time and coordination from different stakeholders to achieve the goals of the Spring Mill Station vision.



Conceptual Plan A

Plan A is consistent with the Spring Mill Station Plan for the following reasons:

- 1) A neighborhood “hub” center is located in the center of the planning area around the ponds.
- 2) A nontraditional street network that slows traffic traveling through the planning area to create a more pedestrian friendly environment.
- 3) Increased pedestrian connectivity via trails/paths connecting to both existing neighborhoods and throughout the entire planning area.
- 4) Building massing along the street with parking primarily along the sides and rear of buildings.
- 5) Large buffering areas separating existing neighborhoods but still providing pedestrian connectivity.
- 6) Mix of land uses spread throughout the planning area.





Conceptual Plan B

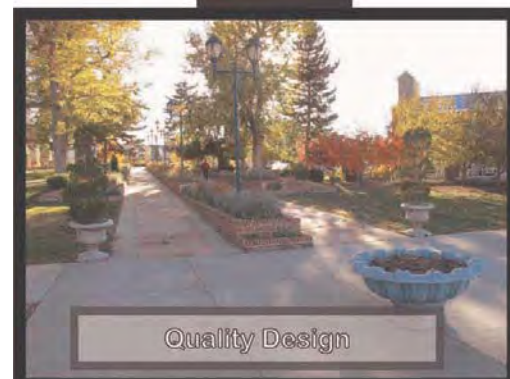
Plan B is consistent with the Spring Mill Station Plan for the following reasons:

- 1) A neighborhood “hub” area and village green is located on the southwest corner of the planning area.
- 2) Mixed use buildings are located adjacent to the village green area with common areas on the green.
- 3) Increased pedestrian connectivity via trails/paths connecting to both existing neighborhoods and throughout the entire planning area.
- 4) Building massing along the street with parking primarily along the sides and rear of buildings.
- 5) Large buffer areas separating existing neighborhoods but still providing for pedestrian connectivity between neighborhoods.
- 6) Mix of land uses spread throughout the planning area.





The following are examples of site design elements that are encouraged to be within the Spring Mill Station:



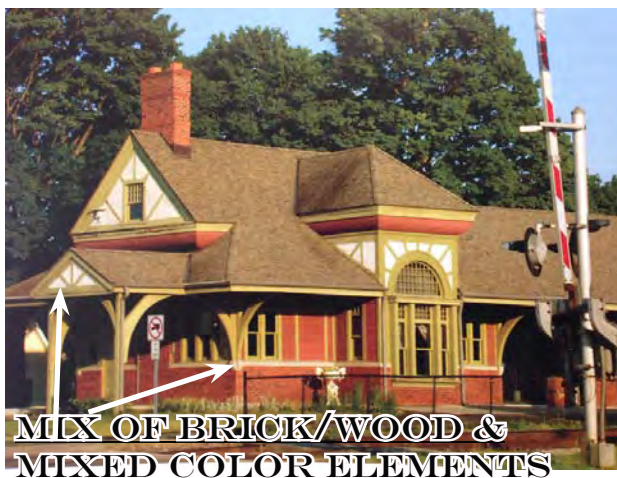
Spring Mill Station



The following are examples of railroad themed architectural elements that are encouraged to be incorporated within Spring Mill Station:



Spring Mill Station



Spring Mill Station



The following are examples of encouraged features for public art in Spring Mill Station:



RAILROAD INSPIRED ART



WATER TOWERS



RAILROAD BENCHES



**CLOCK
TOWER**





Specific examples of site design and quality architecture to be emulated include the following:

- 1) **Buckingham Development:** Old Meridian Street Carmel - Potential for this style development on the two hard corners and smaller Broad Ripple scale buildings on other corners. Three story structures are not encouraged on hard corners of the intersection.
- 2) **Scottsdale, Arizona:** Architecture and quality design that tie area together.
- 3) **Soulard in St. Louis:** Residential neighborhood with many restaurants, pubs, and other businesses.
- 4) **The Hill in St. Louis:** Family area feel with active people places on sidewalks.
- 5) **Breckenridge, Colorado:** Walkable downtown with many shoppes and restaurants.
- 6) **Downtown Zionsville, Indiana:** Smaller building massing with good internal landscaping.
- 7) **Manchester, Vermont:** Old world feel
- 8) **Bloomington, Indiana:** Hodgepodge of architecture and eclectic feel.
- 9) **Fountain Square, Indiana:** Interesting mix of architecture, dining, entertainment

Massing

The buildings in Spring Mill Station should have a comfortable scale in relationship to pedestrians and should not be overwhelming.

The following is a list of encouraged massing elements:

- 1) Curvilinear elements
- 2) Broken planes
- 3) Staggered/varied styles/textures
- 4) Trees/comfort/elements that draw people to space
- 5) Ornamental parapets
- 6) Three story buildings when used in context sensitive design (i.e., layered). Closer to intersection buildings should range in size for 1.5 to 2.5 stories; however, buildings could range to 3 stories if nearer higher intensity uses and built in proportion and scale to surrounding buildings.

The following is a list of discouraged massing elements:

- 1) Traditional strip center style development (e.g., lack of bump out/offsets)
- 2) Movie set look (e.g., fake design)
- 3) Lack of rooftop modulation



CHAPTER 8: TRANSITIONS AND BUFFERING

Establishing appropriate transitions and buffers is paramount to reducing the possible negative impacts of development to the surrounding residential neighborhoods. The intent of the Spring Mill Study Group is to create a clearly defined boundary for the Spring Mill Station Planning Area in order to prevent higher intensity development activity from occurring outside such area. As contemplated, large buffer areas along the perimeter of the Spring Mill Station Study Area will provide opportunities for pedestrian connectivity and create good transitions to surrounding uses. Spring Mill Station is contemplated as transitioning from the highest intensity uses in the center of the Study Area to less intense uses and building sizes toward the perimeter of the Study Area. Assisted Living facilities and multi-family uses could be appropriate transitional uses from more commercial or retail uses, but special attention should be paid to building height and orientation along perimeters of the Study Area. The Study Group strongly recommends that commercial uses not be permitted outside of the Study Area.

Connected, But Protected Design

The buffer areas around the perimeter of the Study Area are intended to protect nearby uses from the impact of more intense land uses, but also to connect the surrounding neighborhoods to Spring Mill Station. The Study Group sees such connections as being critical to accomplishing the Spring Mill Station vision – creating a “hub” of activity, land uses and social interaction. Traffic calming measures are recommended in order to ensure a safe pedestrian environment. Spring Mill Station is envisioned as being a place where pedestrians can easily access all parts of Spring Mill Station without the use of a vehicle.

The Study group recommends that there be a strong focus on landscaping installations in site designs in order to create an intimate and comfortable pedestrian feel for the area. This will help to ensure the high quality and timeless character of development the Group has envisioned for this area.



(Connected pedestrian path shielded from surrounding uses)



Buffering:

The Spring Mill Station Study Group offers the following recommendation within and near to transitional buffer areas along the perimeter of the Spring Mill Station Study Area.

The following is a list of encouraged buffer standards:

- 1) Continuation of the “railroad theme” throughout the buffer areas.
- 2) Large natural buffer areas with a mix of hardscapes and mature landscaping. Brick fences with wrought iron elements are identified as desirable hardscape types. The use of long, unbroken expanses of wood fencing used as a buffer to screen from adjacent uses should be discouraged within the Study Area, unless desired by adjacent residential uses for security purposes.
- 3) Landscaping should be clustered in groups in order to create a natural feel instead of a regimented design. Special attention should be given to sight lines so as to visually buffer development attributes that are less slightly.
- 4) Evergreen trees in conjunction with deciduous trees for year round buffering should be utilized.
- 5) Earthen berms are encouraged to be used for buffering purposes as long as they are not regimented in appearance and they are designed so as not to prevent connectivity with surrounding neighborhoods. Undulating berms and mounds (with varying heights and widths) are preferred.
- 6) Native plantings should be used where appropriate.
- 7) Contextually sensitive design is desired. For example, berms or mounds should be designed not just to screen uses from each other, but also to enhance the pedestrian experience within transitional buffer areas. More intensive buffering should be provided nearest to more intensive uses and structures, unless such buffering would prevent a given use or building from being showcased in an aesthetically pleasing manner.
- 8) Special attention should be given to installing landscaping in a manner that would screen or block headlights.
- 9) Pedestrian pathways and/or trails should be installed within transitional buffer areas which provide connectivity within the Study Area and also to the surrounding neighborhoods.
- 10) Delivery trucks should not be permitted to remain idling while deliveries are being made.
- 11) Trash pickup should be restricted to normal waking hours.
- 12) Loading areas should be fully enclosed in order to shield from view and reduce noise pollution.



13) Lighting should be fully shielded from encroaching into neighboring residential areas.

Site Sensitive Buffer Areas: The following areas should be designed with a heightened sensitivity to surrounding existing residential uses.

1) The area abutting the Enclave at Maple Knoll. Special attention should be given to preserving as many of the existing mature trees as possible in this area so as to provide a visual and sound buffer. At least a 50' wide buffer is recommended if the adjacent use is of lower intensity and greater buffer width is recommended for if a higher intensity use is developed.

2) The area abutting Mulberry Farms. Maintain a 150' wide buffer area along this boundary of the Study Area.



(Earthen mound w/mix of trees and hardscapes)



(Mix of evergreen and deciduous trees w/ wrought iron fence)

3) The area abutting Crosswind Commons Subdivision. Maintain a considerable buffer between residential area and adjacent uses within the Study Area. The higher the intensity of the adjacent use developed, the greater the buffer that should be provided.

4) The border between Springmill Commons and Countryside. Further improvements should be installed to enhance the existing Countryside trail network to provide access around and through Springmill Commons as to provide a good connection to Armstrong Park (located a short distance to the north of Kroger).



CHAPTER 9: ACCESS AND CIRCULATION:

The Spring Mill Study Group envisions Spring Mill Station to be a place accessed by multiple modes of transportation, including but not limited to bicycles, pedestrians and motorized vehicles. To slow traffic speeds in the area, a roundabout is the preferred intersection type for the 161st Street and Spring Mill Road intersection. A roundabout is desired for its aesthetic appeal with possibilities for landscaping and branding in the public right-of-way as opposed to a traditional intersection with a traffic light. The Study Group also recommends that the City consider taking other appropriate steps to reduce traffic speeds in the area in order to create a safer and more desirable environment for pedestrians to cross the main thoroughfares.

The Study Group recommends site designs within the Study Area that connect all parts of Spring Mill Station to surrounding areas by coordinated street connections and pedestrian trails. Pedestrian trails should be extended throughout buffer areas and along main thoroughfares to provide connectivity. Improvements on the parcels fronting on the hard corners of 161st Street and Spring Mill Road should be designed to create a traffic calming effect in the area. Entrances to developments within the Study Area should be designed, controlled and located in a manner so as to not create conflicting traffic movements and to provide for the orderly development and build out of the Study Area.



CHAPTER 10: PUBLIC INPUT

In order to obtain feedback on the Spring Mill Station Plan, the Spring Mill Study Group met with numerous stakeholders, hosted a public open house, and met with selected developers over the course of five (5) meetings. The feedback from those groups is presented below:

- 1) Stakeholder Input
- 2) Public Open House Comments
- 3) Developer Input

1) Stakeholder Input:

Stakeholder Concerns:

1. Find the balance between groups desires and marketplace realities.
2. Opposed to any rerouting or recirculation of roads that will impact site lines, accessibility, parking traffic flow, and overall convenience of existing shopping center.
3. Opposed to any change of the existing alignment of 161st Street and Spring Mill Road.
 - a. Time to obtain approval and agreements.
 - b. Expense of relocating utilities and infrastructure, legal fees, design.
4. The cost of complying with the Spring Mill Station vision will likely increase costs for the retailer to enter the market. Retailers are now competing in a national marketplace instead of regionally. The more hurdles there are for the retailer, the less chance the retailer will enter the marketplace.
5. The conceptual plans not realistic for development on southwest corner.
 - a. The site layout is too different from the national prototype plans. (e.g. access, convenience, efficiency, traffic/shopping patterns, behaviors, other factors)
6. The demand for “office” space is weak. There is potential for garden offices, but more of a long term prospect.
7. Village Green: The park on southwest corner is a nonstarter as the most valuable land is being used for a park and is not providing an economic benefit to Westfield.
8. Concept plan A (4.1) is not workable do to extraordinary infrastructure costs of installing the illustrated infrastructure. This would appear to be impractical and unachievable.
9. Concerns with Concept Plan B (4.2)
 - a. Construction: Clients are not interested in the construction of buildings along the street in the configuration shown.
 - b. Parking: At least two (2) rows of parking between the building and the street is a necessity. The appearance of this parking can be mitigated by landscaping and hardscapes.
 - c. Drive-thrus: Prohibition of drive-thrus would be problematic as heavy demand for drive thrus with the type of uses Spring Mill Station Study Group desires.



Stakeholder Affirmations:

1. A majority of the principles of the plan as presented by the Spring Mill Station Study Group are desirable.
2. Agreement and support of the proposed areas of plan, the name of plan, the proposed development theme, the general designs illustrated, and the proposed land uses.
3. Upgraded Architectural Design: National retailers are more likely to expend resources on architectural design over other aspects such as site design.
4. Supportive of intensive and quality landscaping throughout planning area.
5. Apartments- There is significant demand for this type of use at this location.
6. Concept Plan B (4.2)
 - a. Buffering: Supportive of a Unified and consistent landscape plan around entire planning area.
 - b. Connectivity: Supportive of extensive pedestrian and vehicular connectivity with provision of safe access to, from, around the development. Traffic flow is beneficial for both pedestrians and automobiles.
 - c. Identity and Theme: Supportive of conformity with railroad federalist architecture and the creation of marquee elements at SE corner, such as clock tower, etc.
 - d. Architecture: Supportive of the use of variable and high quality materials.
 - e. Road improvements: Stakeholders would consider a contribution to the roundabout construction and dedicating the required right-of-way to meet the vision of the plan.
 - f. Community: Supportive of designing hardscape elements to promote quality public spaces.

2) Public Open House Comments:

1. Concerned about the noise that could be generated from store deliveries and trash pick-up.
2. Would like to see adequate tree preservation at Mulberry Farms boundary.
3. All owners should be notified of planning process before any zoning change could occur.
4. Drive-thrus should be permitted in planning area due to needs of older people and parents.
5. Building Height: Buildings over three (3) stories in height are too tall.
6. Safety: Pedestrian paths are shown too close to the roads. The village green could become a gathering place for teens.
7. The roads should be straight streets and not curved as shown on one of the concept plans.
8. Fencing should be of high quality.
9. Buffer Yard: Lack of mature vegetation in buffer yards may provide insufficient protection.
10. Water/Drainage: Water retention should be designed as “rain gardens” for enhanced mitigation.
11. Environmental Concerns: The surface color parking lots should be considered to reduce the heat island effect. Also building arrangement should be considered to not affect wind flow.
12. Concept Plan A: This concept is too costly to construct and too time consuming.
13. The CrossRoads property should not be used as gas station and a bank is an appropriate use.
14. Gas Station: If a gas station use is permitted in this area, light and noise should be adequately addressed.



15. Crime: Too many multi-family apartments are shown in the plans, which can lead to crime.
16. Will Grand Park affect this future intersection/development?
17. Gas stations should not be allowed on any corner of the planning area.
18. What type of signage will be permitted?
19. What type of lighting will be permitted?
20. The development of the study area could lead to increased traffic congestion of the commercial area.
21. Private businesses should be encouraged over national chain businesses.
22. Minimize disruption to surrounding neighborhoods during construction.
23. Pedestrian connectivity between the Enclave at Maple Knoll and Springmill Commons should be provided.
24. Auto Oriented Traffic: Increase green space in the area in order to encourage pedestrian traffic.
25. Railroad Theme: Existing businesses should also adhere to these guidelines.

3) Developer Input

Key Points:

- 1) Trail access that connects not only to the planning area, but to the overall trail network is a must.
- 2) Must strike a balance between the cost of accomplishing the thematic design objectives without overpricing the market for rent prices. Consider allowing developers more square footage in order to meet design requirements.
- 3) Consider adding public buildings (government buildings, etc.) throughout the planning area to increase more pedestrian traffic.
- 4) Having multiple land owners and multiple developers will increase the difficulty of achieving the overall vision. Need to develop a coordinated development strategy for the entire study area.
- 5) The land uses proposed are vehicular intensive. Careful consideration should be given to how you promote pedestrian connections.
- 6) For buildings constructed on hard corners of the intersections, you must strike a balance between the community's objectives and the developer's objectives by creating a unique design, but allow retailer to have a presence so community is aware of business location. The two entrance design (i.e., stores required to have public entrances on two sides, can be difficult for retailers to orient business for point-of-sale inside building.
- 7) Building standards and hard rules for development are helpful for developers to understand what they can and cannot build.
- 8) How the financing would be achieved for the village green and how costs would be shared is something important to work out. The park can add value for certain users in its proposed location on the intersection. The village green could also be located in an alternative manner to incorporate buffer areas and provide more of a linear park along the road.
- 9) Consider a stronger focus on integration to the existing, surrounding land uses.
- 10) Consider potential pedestrian bridges incorporating railroad elements for better pedestrian connectivity. Pedestrian tunnels could also be incorporated for main thoroughfares.



Quality Apartment Development in planning area:

- 1) Density should be encouraged in the planning area, as high as 30 units per acre.
- 2) An apartment community of less than 200 units is not conducive due to economies of scale.
- 3) Heights of buildings should be limited by number of stories, not actual height, in order to encourage flexibility in design.
- 4) Buildings should be allowed to be constructed on the street and have on-street parking. Parking should be hidden and out of sight as much as possible.
- 5) Building location should encourage informal human interaction and allow for pocket park development.
- 6) Pedestrian walkways should provide easy and safe access to other areas within the overall plan.

Concept A

- 1) Lacks a sense of arrival when driving through the planning area.
- 2) Visibility is poor on the intersections when inside the planning area.
- 3) Design is suitable for achieving many of the quality apartment design objectives.
- 4) Street layout allows for safer pedestrian access which will in turn help all businesses in planning area.
- 5) Cost of the street network would be too great for any one developer and would require additional development support from a funding source like Tax Increment Financing.

Concept B

- 1) Establishes a sense of arrival when driving through planning area.
- 2) The village green on the corner creates a non-traditional intersection that is unique.
- 3) Retailers will react better to this design concept over design Concept A.
- 4) More roundabouts could be incorporated to slow traffic thru planning area and also add more public space.
- 5) Additional flexibility should be considered for buffer areas. Surrounding land uses should dictate buffer distance. There could be a benefit for a reduced buffer distance to the sports fields on west side of planning area.
- 6) The preliminary layout of the apartment buildings is not a very creative design for achieving the critical mass of apartments that is desirable.



CHAPTER 11: PLANNING OBJECTIVES AND POLICY RECOMMENDATIONS

The Spring Mill Station Study Group has identified the following planning objectives which, if accomplished, would advance the realization of the vision established in this plan.

1) *Spring Mill Station Task Group:* The Study Group recommends the establishment of the “Spring Mill Station Task Group.” This group of community members (contemplated as initially consisting of the Spring Mill Station Study Group citizen members) would function in a manner similar to that of the Grand Junction Task Group. The group would engage in at least the following activities: (a) it would review zoning petitions for potential development within the Spring Mill Station Study Area to determine consistency with the Spring Mill Station vision; (b) it would collaborate with would-be developers of projects in the Study Area in order to ensure consistency with the Spring Mill Station visions; (c) it would provide recommendations to the Westfield Advisory Plan Commission and City Council members regarding zoning petitions in the Study Area; (d) it would collaborate with City representatives in order to guide decisions related to public infrastructure improvements in the Study Area; and (e) it would engage in periodic planning activities and analysis in order to keep this Spring Mill Station Plan current and further the accomplishment of the planning objectives set forth herein.

2) *Branding:* The Study Group recommends further development of the Spring Mill Station “brand.” Once further developed, this brand should be incorporated into the various private development projects and public infrastructure projects envisioned within the Spring Mill Station Study Area.

3) *Land Uses:* The Study Group recommends that land uses within the Study Area be developed in a manner consistent with the concepts envisioned this Plan. As contemplated, the Spring Mill Station Task Group will actively work with would-be developers to ensure that this occurs prior to making its recommendation to the Westfield Advisory Plan Commission and City Council members on zoning petitions.

4) *Architecture and Site Design:* The Study Group recommends that the design and quality of building architecture and site designs within the Study Area be developed in a manner consistent with the concepts envisioned in this Plan. As contemplated, the Spring Mill Station Task Group will actively work with would-be developers to ensure that this occurs prior to making its recommendation to the Westfield Advisory Plan Commission and City Council members on zoning petitions.



5) Development Strategy: The Study Group recommends that a coordinated strategy for development (and in some cases redevelopment) be developed for the Study Area. Specifically, the Group is concerned about the effect of ad-hoc, uncoordinated private developments occurring within the Study Area. In a perfect world, the Group believes that it would be desirable for the entire Study Area to be developed by a single developer. This would likely ensure coordination of vehicular connectivity, pedestrian connectivity, water detention facilities, open spaces, thematic architecture and site design. The Group acknowledges, however, that it is probably unrealistic to expect a single developer to develop the entire Study Area. With that in mind, the Group recommends that measures be taken to ensure this level of coordination among different (and possibly competing) developments within the Study Area. As contemplated, the Spring Mill Station Task Group will actively work with would-be developers and City officials to ensure that this occurs prior to making its recommendation to the Westfield Advisory Plan Commission and City Council members on zoning petitions. The Study Group also recommends that the City explore other possible ways to encourage or compel coordination of development within the Study Area.

6) Financial Strategy: The Study Group recommends that a financial strategy be developed and implemented that would advance the City's efforts to make infrastructure improvements within the Study Area consistent with the concepts envisioned in this Plan. The group suggested that the City explore the possibility of establishing an Economic Development Area for the Study Area that would provide the option of using Tax Increment Financing for making desired infrastructure improvements. The Study Group also recommends that the City explore other financial sources or mechanisms for making such improvements that may be available (or may become available) to the City.

7) Economic Development: The Study Group recommends that the City and the Study Group work together to be proactive in attracting quality development within the Study Area and also to attract the specific businesses and services desired by the Spring Mill Station Task Group. Rather than wait for would-be development projects to come forth on their own, the Group expressed a desire to proactively reach out to desirable developers and businesses to educate them and attract them to Spring Mill Station.



CHAPTER 12: GOING FORWARD

The Spring Mill Station Plan recommends that this planning document be revisited periodically. Ideally this activity would occur annually. This periodic exercise is recommended to include the following elements:

- 1) **Measuring Progress:** The Spring Mill Station Task Group should periodically review the progress made toward accomplishing the planning objectives identified in Chapter 11 of this Spring Mill Station Plan.
- 2) **Important Factors:** The Group should document any events or factors which have inhibited or facilitated progress toward accomplishing the planning objectives stated in this Plan.
- 3) **Validation of Existing Objectives:** Each planning objective stated in this plan should be reviewed by the Group in order to determine if it is still a priority in order to accomplish the Spring Mill Station vision.
- 4) **Revising Planning Objectives:** The Group should identify any new or refined planning objectives not previously listed in the Spring Mill Station Plan and determine if it is desirable to add such items to the list of planning objectives stated in the Plan. To the extent that any of the previously identified planning objectives are completed or substantially accomplished, the Group may choose to remove such items from the list of planning objectives stated in the Plan.
- 5) **Prepare Addendum:** A summary document, a Spring Mill Station Plan Addendum (the “Addendum”), should be prepared which explains the process and details outlined above. It is recommended that the Addendum be adopted in accordance with the process for a comprehensive plan amendment as contemplated in the 500 Series of Ind. Code 36-7-4.

If completed in a timely manner, this document is easily useable for the purpose of guiding annual work planning and budgeting for City departments and the various stakeholder organizations working to accomplish the Spring Mill Station vision. The Spring Mill Station Plan, as amended, is designed and intended to act as a living, breathing document which chronicles the Westfield community’s Spring Mill Station accomplishments, charts a course through the often complicated process of placemaking, and acknowledges and coordinates the efforts and energies of the stakeholders actively working to make the Spring Mill Station vision a reality. By engaging in this planning dialogue on a regular, recurring basis, the community will be well-positioned to reach its goal of creating the vibrant neighborhood “hub” envisioned in the Plan.



APPENDICES

- Appendix A – Charrette 1: Orientation and Introduction
- Appendix B – Charrette 2: Planning Area and Land Use
- Appendix C – Charrette 3: Architecture and Urban Design
- Appendix D – Charrette 4: Transitions and Vehicular Access
- Appendix E – Charrette 5: Rail Road Era Architecture and Design
- Appendix F – Charrette 6: Stakeholder Meeting Feedback
- Appendix G – Charrette 7: Public Open House
- Appendix H – Charrette 8: Developer Input Meeting
- Appendix I – Advisory Plan Commission Public Hearing Summary (03/18/14)



Appendix A – Charrette 1: Orientation and Introduction

161st/Spring Mill Plan
Charrette #1 Summary
July 17, 2013

The meeting began with an introduction by the participants including where they reside in Westfield and why they are interested in developing a plan for the 161st and Spring Mill area. The format for the future meeting and the topics to be discussed was then explained.

A summary of the history of the 161st Street and Spring Mill Road intersection was handed out to the participants. Participants were encouraged to read through summary and provide any events they felt was absent from the document for future meetings. Participants explained why they felt the plan was important for the community moving forward.

The group then reviewed the Grand Junction Implementation Plan to show a recent work product that could be similar to the final work product for 161st/Spring Mill corner.

The group then discussed the geographic area which should be the subject of the 161st/Spring Mill Plan. Maps were distributed of the general area and the group drew boundaries for the plan. A consensus was then reached for the boundary of the study area.

Homework was passed out to the group to identify a name for the study area and list potential land uses that would be desirable for the area.



161st & Spring Mill Plan

Charrette #2 Homework Handout – Study Area & Land Use

July 31, 2013

(6:30 PM – 8:30 PM)

1. Study Area:

- a. Please spend some time thinking about your neighborhood and your local community in the vicinity of the 161st Street and Spring Mill Road intersection.
- b. Review the aerial photographs distributed to the group showing this geographic area.
- c. Ultimately the group should agree on the geographic area it will be discussing over the next several weeks.
- d. Please draw a line on at least one of the aerial photographs showing what you believe should be the limits of the study area.
- e. Please come to the meeting scheduled for July 31, 2013 willing to share your work and the rationale behind it.

2. Develop Name/Identity (if desired):

- a. Is it important to you that the area in the vicinity of the 161st Street and Spring Mill Road intersection have an independent name or identity? Or, are the various names of the developments within the vicinity of this area adequate to establish the level of neighborhood/community identity you desire/prefer?
- b. Before the July 31, 2013 meeting, the City will do a little research into the property ownership history in the area to provide the group with interesting/important historical names relevant to the area. The group is free to determine the extent to which any of this information may be helpful (if any is desired at all) in arriving at a name.
- c. Do you have any name ideas for the vicinity (if a name is desired)?
- d. Do you have any other ideas or resources that might assist in arriving at a name (if one is desired)?

Land Uses:

- e. It is fine if you do not wish to see any change at all in the study area. This is certainly an option. If this is your mindset, please do not respond to the following questions.
- f. If you could have any new land uses located within the study area, what would they be? Why?
- g. Are there any existing land uses present in the vicinity that you wish were not present? Why?
- h. Have you visited an area that you wish could be replicated in the study area? What is it? Where is it? Why? Please provide pictures if reasonably possible.
- i. Specifically, what new stores, restaurants, services, etc. do you wish were located in the study area (that are not already present). Why? It is fine to use actual store names,



but not necessary. Please provide pictures if reasonably possible.

If possible, please provide any feedback pertaining to Item #3 (Land Uses) to Ryan Clark (rclark@westfield.in.gov) by end of day on July 24th. This will allow us an opportunity to organize/summarize the information before meeting with the study group on July 31st. If you cannot send your responses by end of day on July 24th, please send as soon as you can thereafter. We will do the best we can to incorporate for the group's discussion.

Thanks and please let us know if you have any questions or need any clarification.



(Consensus Map Area chosen)

Planning Area Boundary





Appendix B: - Charrette 2: Planning Area and Land Use

161st/Spring Mill Plan

Charrette #2 Summary

July 31, 2013

The meeting began by reviewing the study area boundary identified by the participants at the first charrette. The meeting area was confirmed by group with the addition of adding pedestrian connectivity along the east side of the Kroger building for a better connection with Countryside subdivision. The group then reviewed the homework exercise from Charrette #1 that asked group to identify a name/identify for the agreed upon study area as well as land uses that group felt were appropriate in that area should they desire the area to redevelop.

The group identified several names for the study area including Spring Mill Station, Mill Point, Four Points at the Mill, Spring Mill Acres, Trails at Spring Mill, and Water Tower Place. Spring Mill Station was chosen as the working name for the following reasons:

1. The group acknowledged the “Station” part of the name played well with the existing “Grand Junction” theme that Westfield is branding its own downtown.
2. Makes references to the history of the underground railroad in the area.
3. The name “Station” also functions like a meeting place and hub to which the group envisions this area becoming.
4. The group agreed that the name “Spring Mill” has a certain aura and pride for the area that is easily recognizable and should not be excluded from the name.
5. The area could be easily branded with references to the railroad.

The group then broadly discussed land uses they feel would be appropriate in the study area, what uses are missing from the current development, what specific places they would like to emulate, and what uses they would not like to see in the area.

Uses:

- 1. The groups discussed the Buckingham mixed use development in Carmel along old Meridian St. and the desire for some level of mixed use development that fronts on the street.**
 - a. The group indicated development on the street of all four corners was not desired, however, two corners would be more palatable.
- 2. Uses**
 - a. The group desired more upscale restaurants that were local or homegrown, family orientated, and had a funky or electric feel.
 - i. Restaurant examples: Yats, Kona Grill, Granite City, Mitchells, Kelties, Mama Corolas, The Aristocrat)
 - b. Ice Cream
 - c. Bakery
 - d. Florist



- e. Medical Specialty
 - i. Eye doctor, dentist, pediatrician, etc.
- f. Apartments with first floor retail were agreed as being a desirable use.
 - i. The group wants to see higher quality architecture, comparable or better in quality to surrounding area. (example. Illinois and 56th St.)
- g. Insurance
- h. Assisted Living
- i. Art Gallery
- j. Clothing Store
- k. Design Gallery
- l. Pizza
 - i. The group identified a strong need for a good sit down pizza restaurant in the area.
- m. Dunkin Donuts or similar
- n. Pilates
- o. Music store
- p. Florists
- q. Beauty salon
- r. Pottery
- s. Rentable space for hosting
- t. Butcher shop
- u. Trader Joes or similar
- v. GNC or supplement store
- w. Upstairs office
- x. Tae kwon do or similar karate venues
- y. Church
- z. Walk-in movie theatre

The group then discussed the neighborhood hub concept and what size the area should be to accomplish this feel.

1. The group agreed Village Park Plaza along US 31 and 146th Street is too large and intense for this area.
2. The ability to sit on one corner of the intersection and see someone you know on the other corner.
3. The group agrees the area cannot be wall to wall commercial and residential aspects will have to be part of the plan. Assisted living facilities could also be appropriate.
4. The group envisions the area to be a unique and vibrant people space that features winding outdoor common areas with small parks and places for people to sit.
5. The group gave the examples of West Clay, downtown Noblesville, and Broad ripple for offering a destination of shops, sustained property values, and mature growth that could be desirable in this area.



The group then discussed corner development examples they feel aspects of which could work well in the area:

- 1) The Buckingham development in Carmel on two corners and then smaller development similar to Broad Ripple on the other corners.
- 2) Scottsdale, Arizona
 - a)Architecture and quality design that tie area together.
- 3) Soulard in St. Louis
- 4) The Hill in St. Louis
 - a)Family area feel with active people spaces on sidewalks.
- 5) Breckenridge, Colorado
- 6) Zionsville, Indiana
 - a)Smaller building massing and good internal landscaping
- 7) Manchester, Vermont
 - a)Old world feel
- 8) Bloomington, Indiana
 - a)Hodgepodge of architecture
- 9) Fountain Square, Indiana
 - a)The group likes the notable character of the area and with its interesting mix of architecture, dining, and entertainment.

Existing preferred uses in Study Area:

The group then discussed the uses at the existing shopping center that like:

- 1) Bank
- 2) Chinese restaurant
- 3) Liquor store
- 4) The Mill
- 5) Kroger
- 6) Mexican restaurant (ability to sit outside)
- 7) Starbucks (ability to sit outside)
- 8) The convenience of having these close to homes, not the uses themselves
- 9) Gas Station

What about the center do you not like?

The group agreed that that they do not like strip development, the elevations of the strip center, and the vehicle focused nature of the center. Specific examples are below:

- 1) The group agreed the traffic flow in and around the development was subpar.
- 2) The aesthetic appeal of the center is poor.
- 3) Parking lot design and landscaping is poor.
- 4) No landscape buffer on south side of development between the street.



5) An overall lack of creativity in the design.

161st & Spring Mill Plan

Proposed Discussion Outline & Meeting Schedule

Last Updated – June 31, 2013

Charrette 2 – Planning Area & Land Use (July 31, 2013 – 6:30 P.M.-8:30 P.M.)

- a. Identifying the Planning Area – Review Results
- b. Naming the Planning Area/Community Identity
 - i. Interested in naming corner?
 - ii. Ideas
 - iii. Selection
- c. Identify/Discuss Desired Land Uses
 - iv. Is change desired?
 - v. Places you would like to replicate?
 - vi. Existing uses you like/don't like?



Appendix C - Charrette 3: Architecture and Urban Design

161st/Spring Mill Plan
Charrette #3 Summary
August 7, 2013

The meeting began with the group discussing the history of Spring Mill Road and whether any notable historical events took place on the corner of 161st Street and Spring Mill Road. The group decided to stick with the working name of “Spring Mill Station”, as it represented both a historical relevance to the Underground Railroad and Grand Junction theme of downtown, as well as maintaining the aura that Spring Mill road induces in the area.

The group then reviewed three separate handouts images of buildings pertaining to 1) massing 2) building setbacks and orientation and 3) architecture and building materials. The images were chosen from pictures submitted by group members as well images submitted by staff as a way for the group to review and discuss what they liked and disliked pertaining to the three topics. In summary, the group preferred a building massing that was staggered with broken planes and curvilinear elements had many architectural elements, and included dormers and ornamental parapets. The group decided a three story building would be too tall on the hard corners of the intersection but could possibly be blended well into the entire development. The group did want to create a typical strip mall style development.

Building setbacks and orientation were reviewed and the group discussed liking buildings designed with landscaping that doubled as protection from the street and to create a comfortable pedestrian environment. The setbacks should be large enough to have hardscape and landscape elements to create that environment.

Lastly, architecture was reviewed and the group preferred residential compatible design that focused on each building having its own architectural identify and high mix of materials. The buildings should include numerous arches and angles, as well as window fenestration, and high quality design. The group was supportive a consistent theme through the whole study area (i.e. Railroad) could provide for a coordinated design.

- 1) Building Massing
 - a) review images
 - b) Discuss
 - i. The group discussed the following elements as being desirable relating to massing:
 - a. Intersection of 126th and Gray
 - b. Architectural Detail
 - c. Iron work/accents
 - d. Curvilinear elements



- e. Broken planes
- f. Staggered/varied styles/textures
- g. The Library- use of timeless architecture, elements to draw people in
- h. Dormers
- i. Use of ornamental parapets
- j. Trees/comfort/draw people to space
- k. Entrance features/signs

ii. The group discussed the following elements as being undesirable relating to massing:

- a. Strip Center development
- b. Movie set look (fake)
- c. Limited amount of flat rooftops

2) Building Setbacks and Orientation

- a) review images
- b) Discuss

1. Positive elements relating to massing:

- a. hardscape and landscape elements important
- b. design for protection of pedestrian space using landscaping to create a comfortable feeling
- c. Three story buildings could be appropriate in some areas but would most likely be too tall on hard corners of the intersection (context sensitive).

3) Architecture and Building Materials

- a) review images
- b) Discuss

1) Positive elements relating to architecture and building materials

- 1. Heavy use of arches and angles
- 2. Unusual architecture that is not simply a box design
- 3. Need a heavy mix of materials
- 4. EIFS can be used as an accent material
- 5. Dormers to match residential character
- 6. Covered entrances to buildings
- 7. Use of window fenestration
- 8. Residential compatible design to blend into surrounding area
- 9. Use of wrought iron in building design
- 10. Each building to have own identity

4) The group discussed and agreed upon the idea of having a thematic consistency for the whole study area. The idea of railroad style theme that plays off the Grand Junction concept was viewed upon favorably. The group was tasked with looking more into this concept and what elements could be incorporated.



5) Lastly, the group was asked what does connected and protected mean to them? The general them was connected was being able to get from all surrounding neighborhoods and across the development in all modes of transit, while protected meant achieving that access in relative safety.

Spring Mill Station Plan

Charrette 3 Discussion Outline – Architecture & Urban Design

August 7, 2013

(6:30 PM – 8:30 PM)

1. Building Massing: (HANDOUT #1)
 - a. Review Images
 - b. Discuss
2. Building Setbacks & Orientation: (HANDOUT #2)
 - a. Review Images
 - b. Discuss
3. Architecture & Building Materials: (HANDOUT #3)
 - a. Review Images
 - b. Discuss
4. Service Area: Confirm/Discuss
5. Connectivity: Connected/Protected

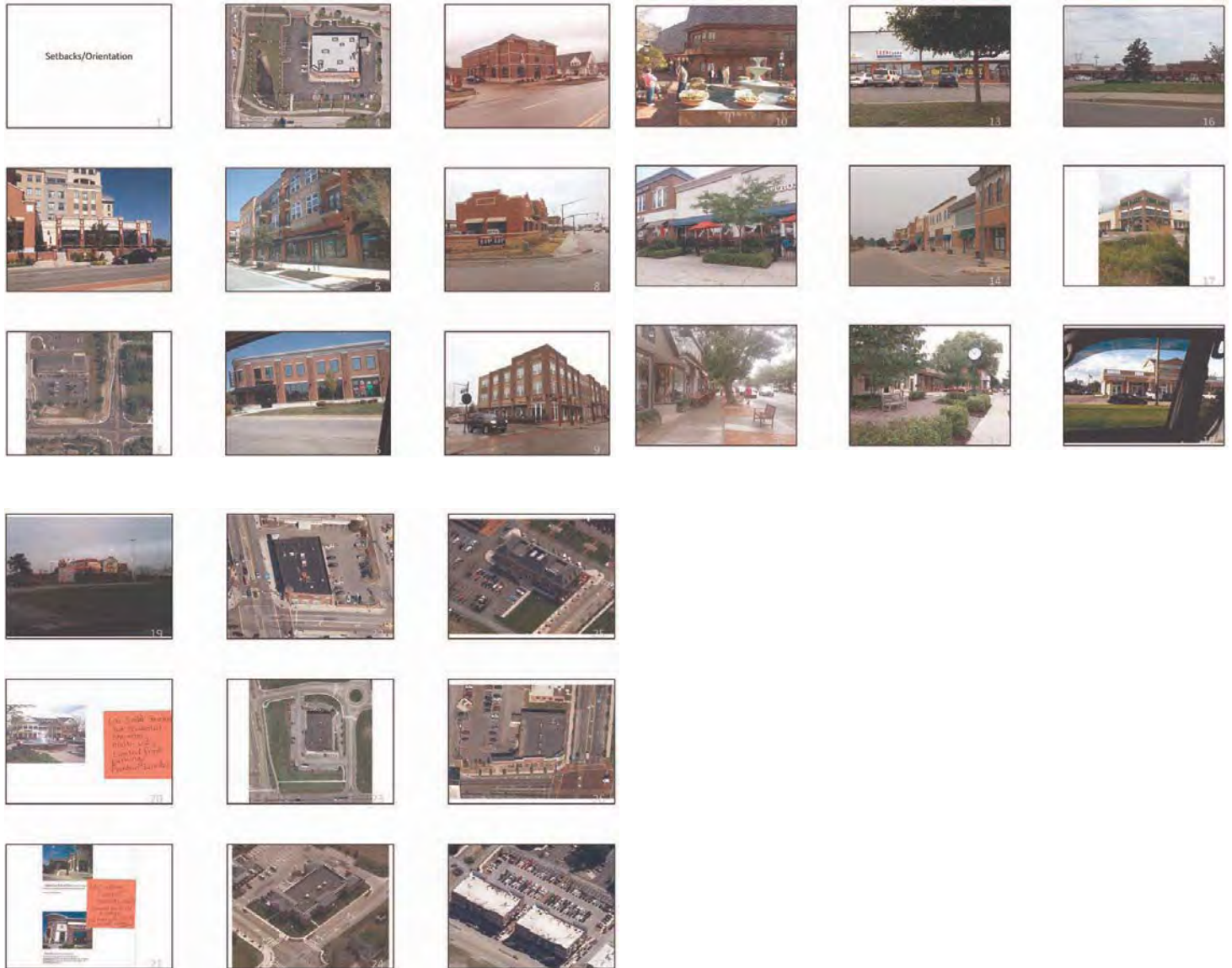


Handout 1: Massing



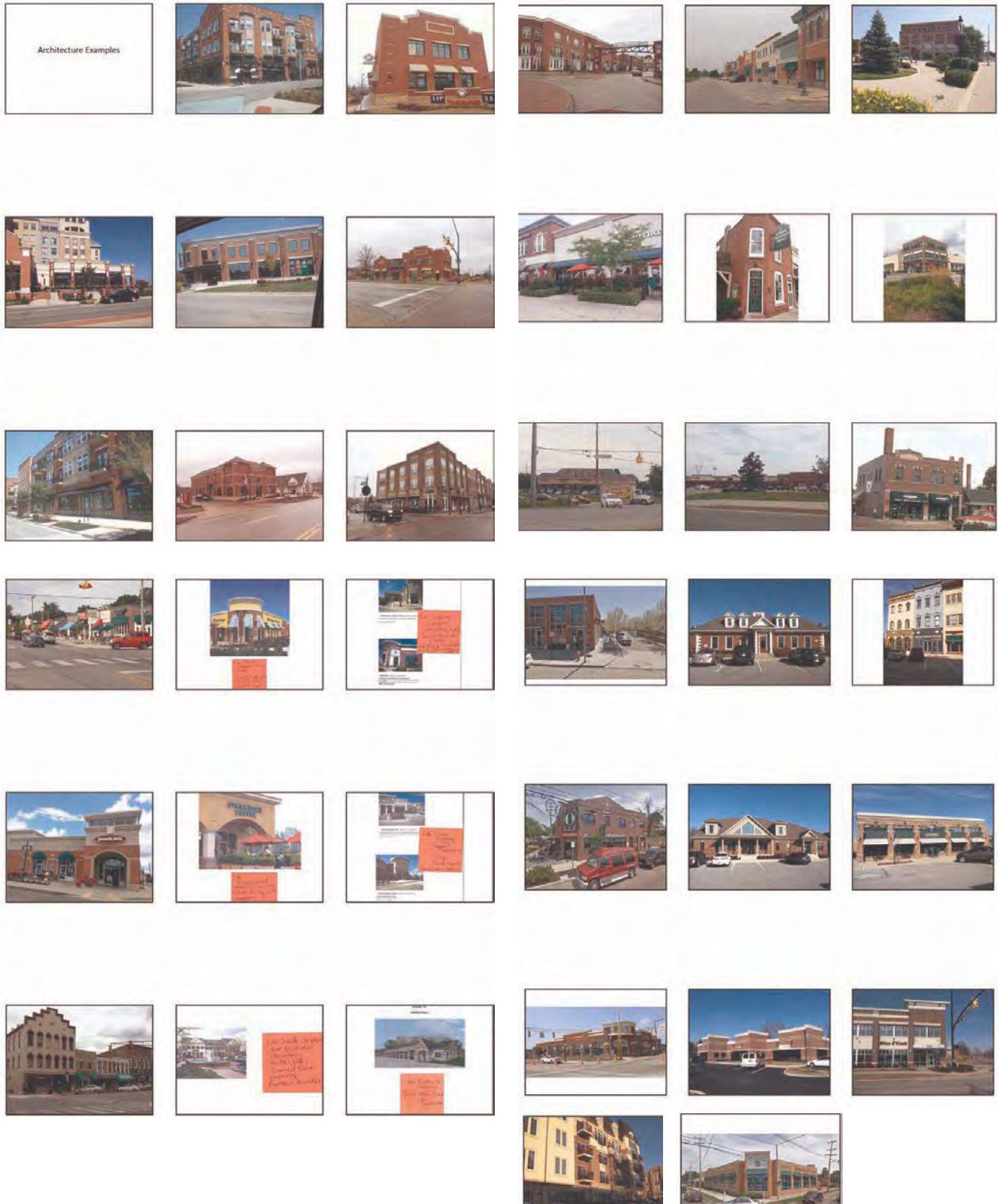


Handout 2: Setbacks





Handout 3: Architecture





Appendix D – Charrette 4: Transitions and Vehicular Access

161st/Spring Mill Plan
Charrette #4 Summary
August 14, 2013

The meeting began with a review of the connected vs. protected discussion regarding alternative access to the study area that was also safe. The group agreed protection was relating to preserving property values and traffic calming measures to ensure pedestrian safety and connection dealt with both getting to and from the site as well social connections that occur once on site.

Buffering/Transition Areas

The group then discussed buffering and transition methods in the study area and were handed an exhibit of aerial images depicting various Hamilton County developments for the purpose of commenting on preferences and dislikes. The group first identified three areas within the study boundary that would require special attention on buffering and transition. The first area was the northwest corner of 161st and Spring Mill on the eastern boundary of the Enclave at Maple Knoll. The group was interested in maintaining the existing tree line and keeping a 50 foot buffer in that location to aid as a sound and visual barrier. The next area was the Mulberry Farms homes that bordered the airport strip in the south east quadrant. The group was interested in maintaining a 150 foot buffer from those homes. Lastly, the area bordering Crosswinds Commons residential subdivision on the southwest quadrant was identified as a sensitive area.

Buffer Preferences/Concerns

After reviewing the aerial image exhibit, the group identified buffer preferences to prevent commercial creep in the study area. The group focused on a context sensitive design for the buffer areas meaning different areas could be more or less intense than others. The group agreed that along a residential area a solid fence as a buffer could serve well for security reason. However, a solid fence would not be appropriate when an existing residential area abuts a new residential area. The group preferred buffers that would minimize noise, provide visual screen, serve a year round function, use native landscaping when possible, and lastly have a taller buffer when abutting taller buildings. The group was concerned about flat, unbroken, monotonous fences that tend look poorly.

Site Plan Renderings

The group then reviewed several artist renderings of what the proposed development could look like based on the input from the three previous charrette meetings. The rendering were not detail oriented and intended to serve as a basis of discussion for which concepts the group liked and disliked



as well as variations in road network layout. The group reviewed a connectivity plan and reaffirmed the preference for a high level of trail connections to the site from surrounding neighborhoods. The group also expressed an interest in an alternative road network that includes a roundabout configuration located further south than the existing intersection and creating four new corners at 161st and Spring Mill. Lastly, the group reaffirmed the preference for a “village green” style park amenity with common areas and buildings front on the park and wanted to see how this design could work on other corners.

- 1) Transitions/Buffering
 - a. Connected vs protected
 - i. The group discussed the concept of protected vs connected and agreed upon the following:
 1. Protected:
 - a. Preserve property value
 - b. Traffic calming (bending roads etc)
 2. Connected:
 - a. Social connectivity in the study area
 - b. Pedestrian connectivity in the study area
 - b. Blending/Transition
 - ii. The group discussed the following areas as being more sensitive to buffer design:
 1. Enclave at Maple Knoll (NW quadrant-residential boundary)
 - a. Preservation of trees along boundary to serve as visual and sound barrier, 50’ buffer preferred (including trees)
 2. Mulberry Farms (SE quadrant residential boundary)
 - a. Maintaining a 150’ buffer between residential area potential commercial area to north.
 3. Crosswind Common Subdivision (SW quadrant-residential boundary)
 - a. Maintaining a considerable buffer between residential area and potential commercial area.
 - iii. The group discussed the following items as being preferences for buffer areas:
 1. Elevation changes
 2. Minimizing sound impacts
 3. Creating visual screen
 4. Combination of evergreen and shade trees
 5. Year round function
 6. Strong growth rate for landscaping (trees)
 7. Taller buildings require taller buffer blocks
 8. Native plantings where appropriate.
 9. Context sensitive design (berms that have pedestrian connectivity thru



them)

- iv. The group had the following concerns for buffer areas:
 - 1. Fences that are long, unbroken, and lacking character
 - a. Fences of this style could be ok when serving as security boundary along a residential area
- v. The group discussed keeping the “Spring Mill Station” railroad theme even throughout the buffer transition areas when appropriate. The group agreed that thematic areas tended to develop with more mature and higher quality landscaping and hardscaping than non-themed area.

c. Site Plan Rendering

- i. The group reviewed four conceptual renderings of the study area based on input from the previous charrettes.
 - 1. The group preferred an exhibit showing an alternative road layout that installed a roundabout off center from existing intersection creating four new corners.
 - a. The following reasons were identified as why this approach was preferred:
 - i. Natural traffic calming
 - ii. Develop all corners to build how group would prefer
 - iii. Simplifies amount of landowners involved
 - 2. The group also preferred a design showing “slip lane” parking off Spring Mill Road and 161st that fronted onto a village green concept. The group asked to see more variations of this design on other corners.
 - 3. The group also preferred a connectivity plan that showed trails along all roads and buffer areas and included connectivity to surrounding neighborhoods.



Spring Mill Station Plan

Charrette 4 Discussion Outline – Transitions & Vehicular Access

August 14, 2013

(6:30 PM – 8:30 PM)

1. Transitions/Buffering:
 - a. Connected and Protected: Review & Discussion [HANDOUT #1]
 - b. Connecting: Review and Confirmation of Strategy
 - c. Protecting:
 - i. Blending/Transitioning
 - ii. Buffering/Preventing Commercial Creep
 - iii. Transition Methods [HANDOUT #2]
 1. Distance/Space
 2. Improvements
 - a. Landscaping
 - b. Mounds/Berms
 - c. Hardscapes/Walls/Fences
 3. Adjacent Buildings/Design/Scale/Architecture
 2. Vehicular Access/Circulation:
 - a. Quick Review
 - b. Review Exhibits
 - i. Preliminary Draft Design [HANDOUT #3]
 - ii. Connectivity Plan [HANDOUT #4]
 - iii. Alternative Road Configuration [HANDOUT #5]
 - iv. Village Green Concept [HANDOUT #6]
 - c. Discuss Preferences/Observations

Protected vs Connected Discussion

Ability to walk to commercial areas

Can I get there safely

Synergy across the different developments

Preservation of existing mature tree in the area

Pedestrian path network

Well planned transitions between commercial and residential areas

Foot and bike connectivity



Appendix E – Charrette 5: Rail Road Era Architecture and Design

161st/Spring Mill Plan
Charrette #5 Rail Road Era Architecture and Design
September 25, 2013

The meeting began with a review of the first draft of the Spring Mill Station Plan prepared by staff. The draft was a text only version of the document and an attempt to capture the essence of the key points, ideas, and concepts of the first four planning charrettes. The group reviewed document commenting on various concepts and points that needed to be expanded or clarified upon going forward.

Next the group discussed how they would like to incorporate the railroad design concepts into the common area, public right-of-way, as well as building design and architecture. The group was given a handout of images broken into three categories being: 1) Railroad Public Art 2) Railroad Theme Architecture (elements and ornamentation) 3) Architecture Quality and Form

The group agreed nearly all the images should be included in the Spring Mill Station plan as examples of the type and quality of development they would like to see in the area. For each of the three categories, the following elements were identified as being desired in the study area:

Public Art (Desired Features)

- 1) Images did good job encapsulating desire and intent of public art
- 2) Water tower feature
- 3) Railroad style public furnishings (i.e., benches, pergolas, playscapes)
- 4) Use of red/black/rust colors
- 5) Use of old railroad track or steam engine as part of common area

Railroad Theme Architecture

- 1) Verge board (gingerbread style detail)
- 2) Gables roofs (steep pitch)
- 3) Strut detail
- 4) Mixed colors and stacked elements
- 5) Windows and panes
- 6) Towers/cupolas
- 7) Different architecture elements
- 8) Arches
- 9) Mix of brick and wood
- 10) Window accents



Architecture Quality and Theme

- 1) See pictures included in Architecture section for Railroad era design

The group then discussed the process for going forward with the plan in regards to modifications, meeting with developers, and holding a public hearing. The group decided there should be an open house for the community to discuss the plan and receive feedback. The group also decided to meet with interested developers in the future to judge feedback and make adjustments as necessary. Lastly, the group reviewed two new site plan concepts that were prepared for the group based off previous input. Going forward, the group would like to show these potential plans at the open house and with developers to judge feedback and identify preferences for the layouts. Both designs stress the importance of interconnectivity from a bike standpoint and pedestrian standpoint and address buffer concerns around the entire Spring Mill Station Planning Area.



Spring Mill Station meeting

Protected vs Connected Discussion

<u>Connected</u>	<u>Protected</u>
Ability to walk to commercial areas	Can I get there safely
Synergy across the different developments	Preservation of existing mature tree in the area
Pedestrian path network	Well planned transitions between commercial and residential areas
Foot and bike connectivity	



Handout # 2 Transition Methods

Transitions

1



2



3



4



5



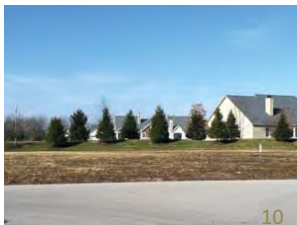
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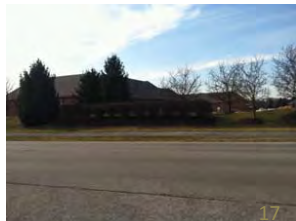


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Spring Mill Station



17



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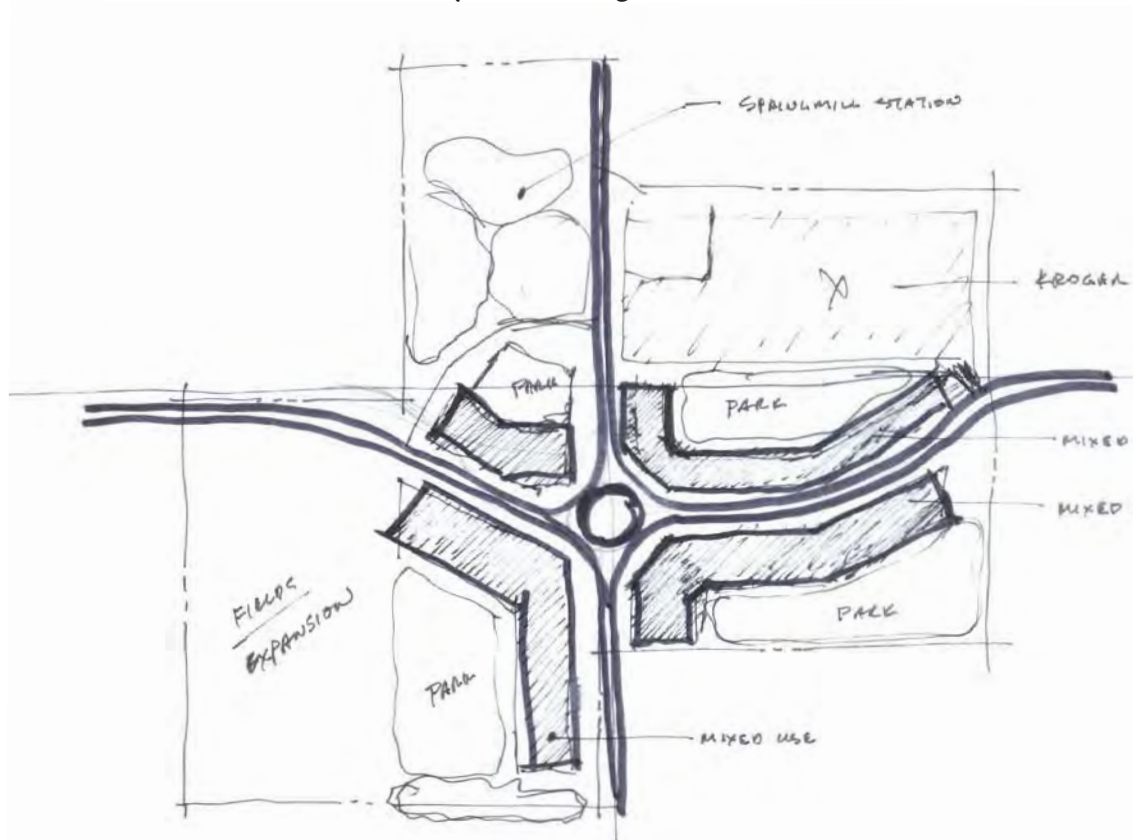
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Handout # 3 Preliminary Draft Design

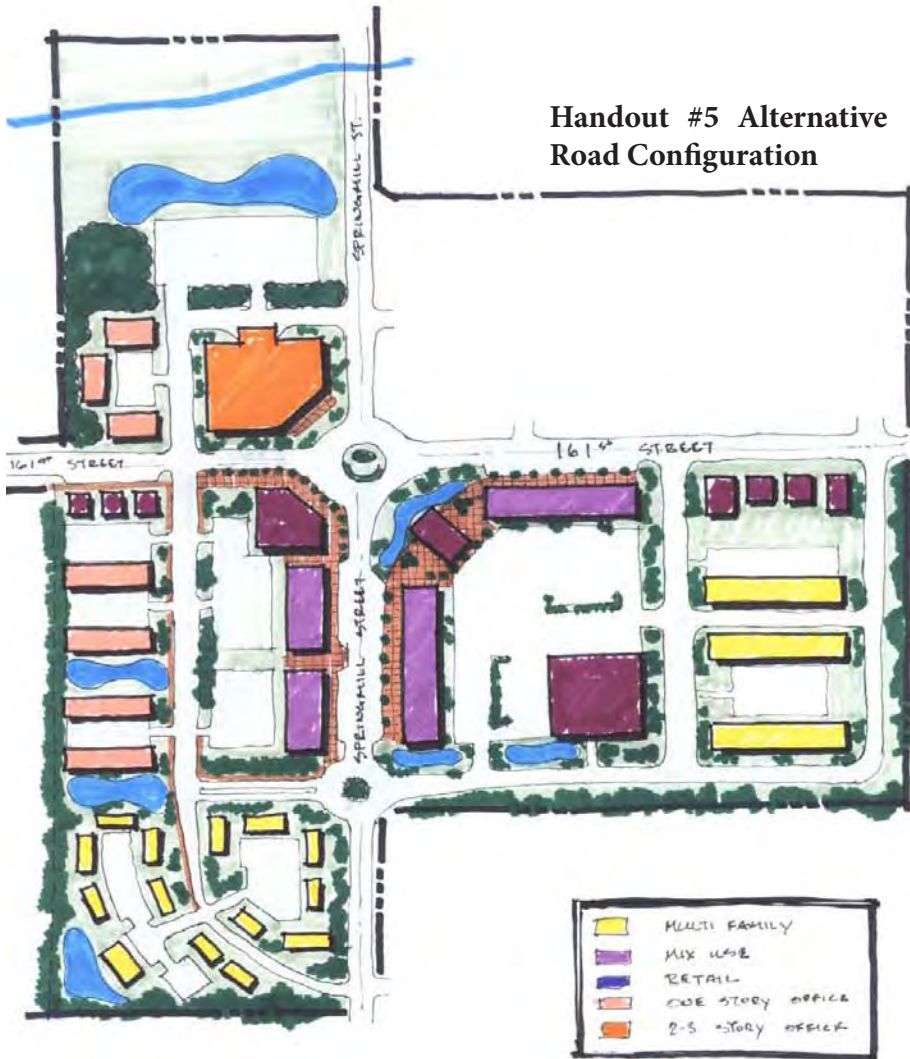


Handout #4 Connectivity Plan





Handout #5 Alternative Road Configuration



Handout #6 Village Green Concept





Appendix E - Charrette 5: Rail Road Era Architecture and Design

161st/Spring Mill Plan

Charrette #5 Summary

September 25, 2013

The meeting began with a review of the first draft of the Spring Mill Station Plan prepared by staff. The draft was a text only version of the document and an attempt to capture the essence of the key points, ideas, and concepts of the first four planning charrettes. The group reviewed document commenting on various concepts and points that needed to be expanded or clarified upon going forward.

Next the group discussed how they would like to incorporate the railroad design concepts into the common area, public right-of-way, as well as building design and architecture. The group was given a handout of images broken into three categories being: 1) Railroad Public Art 2) Railroad Theme Architecture (elements and ornamentation) 3) Architecture Quality and Form

The group agreed nearly all the images should be included in the Spring Mill Station plan as examples of the type and quality of development they would like to see in the area. For each of the three categories, the following elements were identified as being desired in the study area:

Public Art (Desired Features)

- 1) Images did good job encapsulating desire and intent of public art
- 2) Water tower feature
- 3) Railroad style public furnishings (i.e., benches, pergolas, playscapes)
- 4) Use of red/black/rust colors
- 5) Use of old railroad track or steam engine as part of common area

Railroad Theme Architecture

- 1) Verge board (gingerbread style detail)
- 2) Gables roofs (steep pitch)
- 3) Strut detail
- 4) Mixed colors and stacked elements
- 5) Windows and panes
- 6) Towers/cupolas
- 7) Different architecture elements
- 8) Arches
- 9) Mix of brick and wood
- 10) Window accents



Architecture Quality and Theme

- 1) See pictures included in Architecture section for Railroad era design

The group then discussed the process for going forward with the plan in regards to modifications, meeting with developers, and holding a public hearing. The group decided there should be an open house for the community to discuss the plan and receive feedback. The group also decided to meet with interested developers in the future to judge feedback and make adjustments as necessary. Lastly, the group reviewed two new site plan concepts that were prepared for the group based off previous input. Going forward, the group would like to show these potential plans at the open house and with developers to judge feedback and identify preferences for the layouts. Both designs stress the importance of interconnectivity from a bike standpoint and pedestrian standpoint and address buffer concerns around the entire Spring Mill Station Planning Area.

Charrette #5 Discussion Outline – Draft #1 Review

September 25, 2013

(6:30 PM – 8:30 PM)

1. Review Spring Mill Station Plan Text

- 1) Executive Summary
- 2) Overview
- 3) Chronology of Related Events
- 4) Recent Events
- 5) Planning Area
- 6) Identity – “Spring Mill Station
- 7) Land Uses
- 8) Architecture and Site Design
 - i. Discuss Railroad theme Pictures for Public Art, theme example (elements and ornamentation), arch quality and form (HANDOUT #1)
- 9) Transitions and Buffering
- 10) Access and Circulation
- 11) Stakeholder Feedback
- 12) Policy Recommendations
- 13) Going Forward
- 14) Appendices

2. Review Spring Mill Station Concept Plan

- (a) Plan A (HANDOUT #2)
- (b) Plan B (HANDOUT #3)

3. Strategy Regarding Development Input

4. Strategy Regarding Community Input

5. Process/ Timing



Handout #1 Rail Road Era public art, thematic examples and architecture quality and form

Railroad Public Art

1



2



3



4



8



9



10



11



12

Railroad Theme examples
(elements and ornamentation)

13



15



16

Spring Mill Station



Architecture Quality and Form

by Windows User



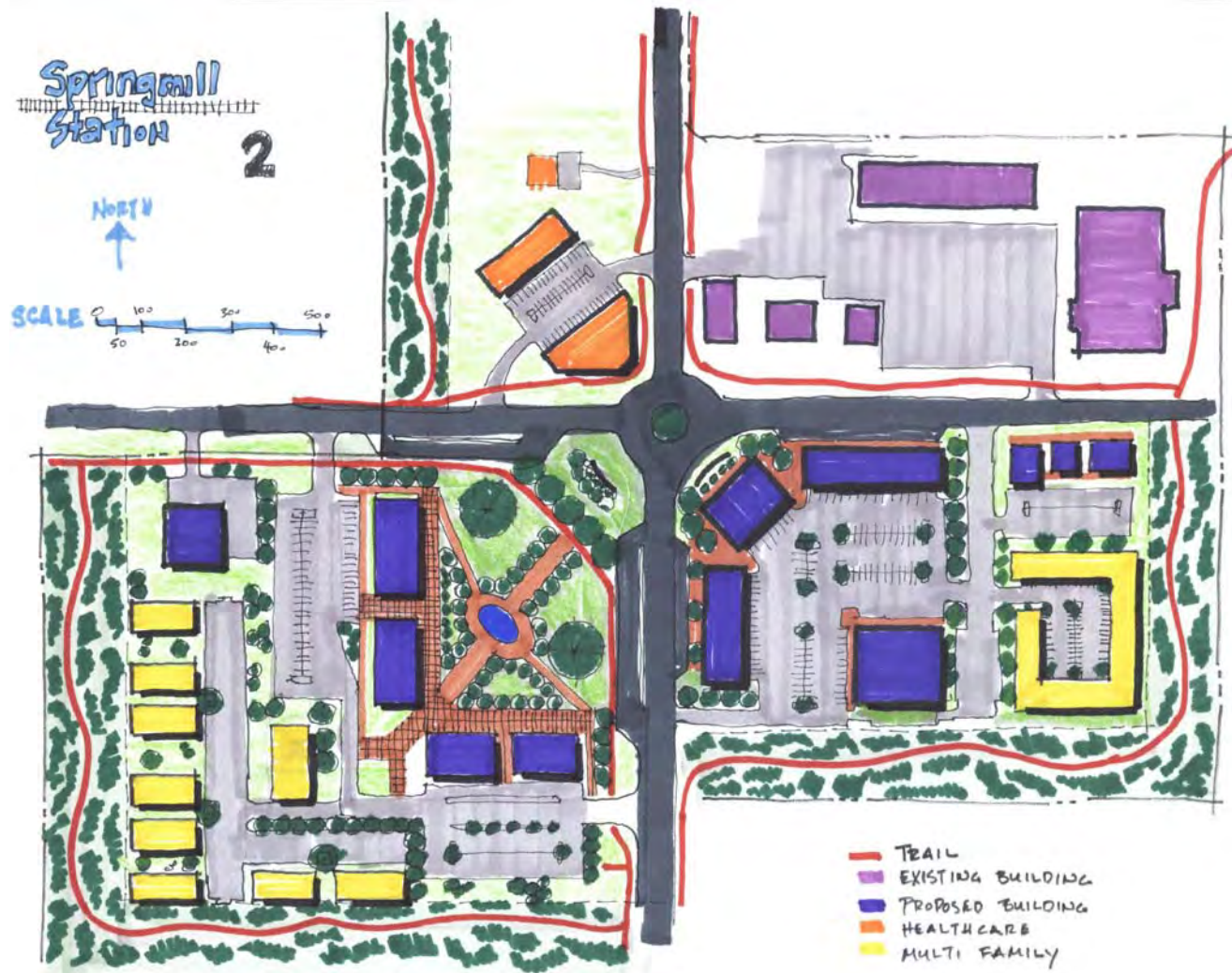


Handout #2 Spring Mill Station Concept Plan A





Handout #3 Spring Mill Station Concept Plan B





Appendix F - Charrette 6: Stakeholder Meeting Feedback

161st/Spring Mill Plan

Charrette #6 Stakeholder Meeting Feedback

October 16, 2013; October 23, 2013; November 20, 2013; January 16, 2014

Stakeholder Concerns:

1. Find the balance between groups desires/marketplace realities
2. Opposed to any rerouting or recirculation of roads that will impact site lines, accessibility, parking traffic flow, and overall convenience of existing shopping center
3. Opposed to any change of the existing 161st and Spring Mill Road
 - a. Time to obtain approval and agreements
 - b. Expense of relocating utilities and infrastructure, legal fees, design
4. Cost of reaching Spring Mill Station vision increase costs for the retailer to enter the market
 - a. Now competing on national marketplace not regional dollars, more hurdles equals less likely to enter marketplace
5. Both conceptual plans not realistic for development on SW corner.
 - a. Too different national retailers prototype plan (ex. access, convenience, efficiency, traffic/shopping patterns, behaviors, other factors)
6. Demand for “office” is weak (potential for garden offices, but more long term prospect)
7. Village Green: Park on SW corner is non starter; most valuable land used for a park, not a benefit to Westfield (economic opportunity/value)
8. Concept plan 1 (4.1) is not workable do to extraordinary infrastructure costs (question practicality, achievability)
9. Concerns with Concept Plan 4.2
 - a. Construction: Clients not interested in the construction of buildings along the street (massing on street)
 - b. Parking: 2 rows of parking between building is necessity (can be mitigated by landscaping and hardscapes)
 - c. Drive-thrus: Prohibition would be problematic as heavy demand for the type of uses SS desires

Stakeholder Affirmations:

1. Majority of the principles of the plan
2. Agreement and support of proposed areas of plan, name of plan, theme, and general design, uses
3. Upgraded architectural design: National retailers likely to stretch in this aspect vs others.
4. Landscaping



5. Apartments- Demand for this type of use at this location
6. Concept Plan (4.2)
 - a. Buffering: unified and consistent landscape plan
 - b. Connectivity: extensive connectivity with provision of safe access to, from, around the development. Traffic flow beneficial to pedestrian and automobiles
 - c. Identity and Theme: Conformity to railroad federalist arch; creation of marquee elements at SE corner, such as clock tower
 - d. Architecture: Use of variable and high quality materials
 - e. Road improvements: Contribution to roundabout construction and required ROW
 - f. Community: Design of hardscape elements to promote public space



Appendix G – Charrette 7: Public Open House

161st/Spring Mill Plan
Charrette #7 Public Open House
December 11, 2014

A public open house was held for the community to review and provide comment regarding the Spring Mill Station Study Groups work to date. Over 100 individuals attended the open house and provided comment as summarized below. The attendees were presented with two (2) handouts:

- 1) HANDOUT #1 (Spring Mill Station Display Boards)
- 2) HANDOUT #2 (Spring Mill Station Narrative Description)

Public Open House Comments:

Community Residents Affirmations:

1. Whole Spring Mill Station concept and holistic planning
2. Concept Plan A (4.1)- Nice town center feel, roundabouts, unique feel, different character to area, relaxed and people friendly
3. Spring Mill Station “theme” and “architecture”
4. Pedestrian connectivity
5. Buffer areas
6. Prefer conceptual plan B (4.2)
7. Railroad thematic architecture
8. Hardware store
9. Interconnected planned areas with trails, natural boundaries
10. Walgreens has shown in other cities they will commit to arch change

Community Residents Concerns:

1. Noise: trash pickup/delivery
2. Tree preservation at Mulberry Farms
3. All owners should be notified of planning process
4. Drive thrus- should be permitted due to needs of older people and parents
5. Building Height - 3 stories too tall for area
6. Safety: Pedestrian paths to close to roads; village green could be gathering place for teens
7. Straight streets, not curved streets
8. Fencing
9. Buffer Yard- lack of mature vegetation
10. Water/drainage- water retention should be “rain gardens” for mitigation
11. Environmental concerns- water retention “rain gardens”, surface color parking lots (temp), building arrangement (wind flow)
12. Concept A- too costly and time consuming
13. CrossRoads property- should not be used as gas station (bank appropriate use)
14. Gas station: concerns of lights, noise
15. Crime: reduce number of multi-family apartments



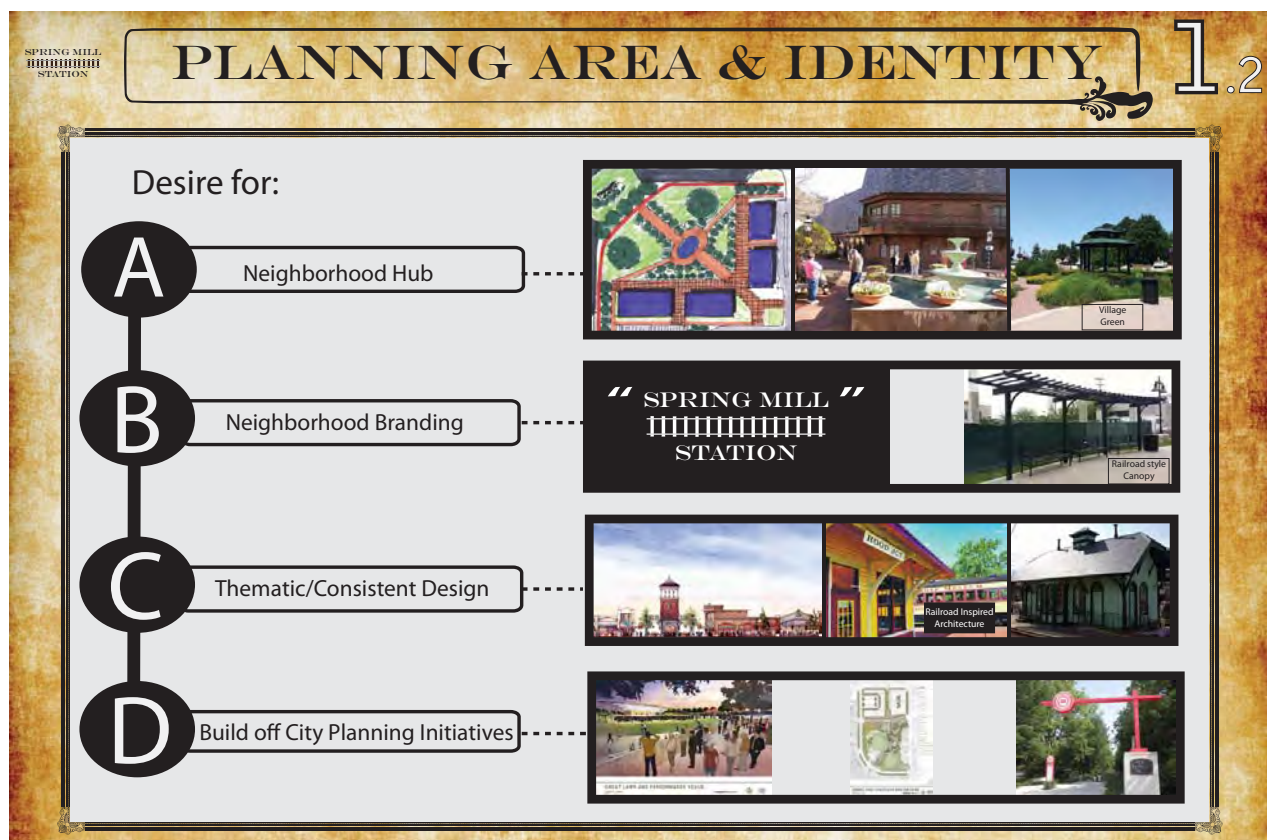
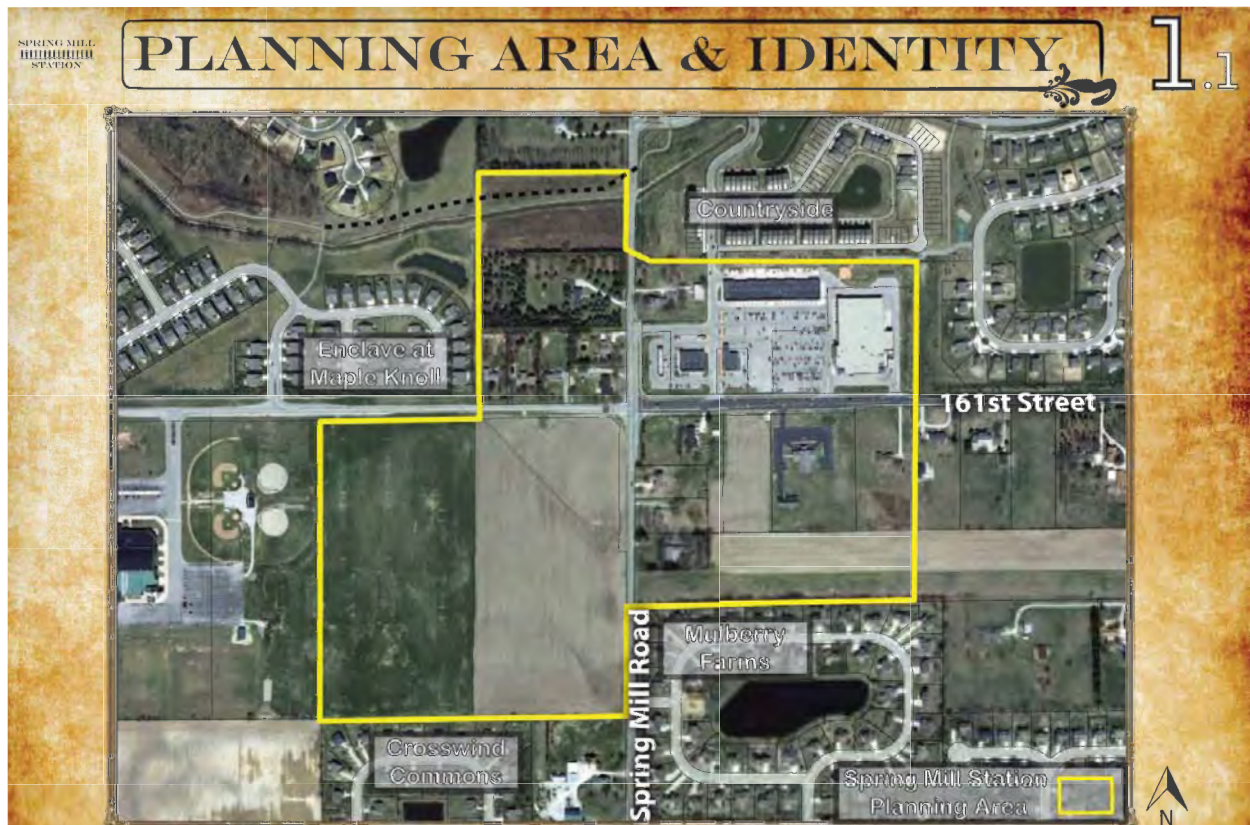
16. Will Grand Park affect this future intersection/development?
17. Gas station: do not allow on corner
18. What type of signage permitted?
19. What type of lighting permitted?
20. Traffic Flow/congestion of commercial area
21. Prevalence of chain restaurants- Encourage private business
22. Minimize disruption to surrounding neighborhoods during construction
23. No pedestrian connectivity between Enclave at Maple Knoll and Springmill Commons
24. Auto oriented traffic: Increase green space to encourage pedestrian traffic
25. Railroad theme: Existing businesses should adhere to these guidelines as well

Open House images:





Handout #1 Spring Mill Station Display Boards





SPRING MILL STATION

LAND USE & URBAN DESIGN

2.1

Land Use

- **Neighborhood Retail Sales** (Pharmacy, Neighborhood Grocery, Drug Store)
- **Restaurants** (Restaurants (focus on original & unique), Ice Cream Shops, Pizza Shops)
- **Food and Beverage Retail Sales** (Groceries or Delicatessens)
- **General Retail Sales** (Boutique Stores, Apparel Stores, hardware Stores, Specialty Stores)
- **Administrative and Professional Services** (Professional, Executive, Management or Administrative Services)
- **Financial, Medical, & Personal Services** (Banks, Insurance Offices, Medical and Dentist Offices)
- **Multi-Family housing** (Apartments, Condos)
- **Assisted Living Facilities**
- **Single Family Housing**

SPRING MILL STATION

LAND USE & URBAN DESIGN

2.2

Urban Design

- **Context Sensitive Design**
- **Neighborhood Hub Concept** (Impromptu Interactions)
- **Village Green**
- **Mixed-Use Buildings Surrounding Village Green**
- **Building Massing Along Street**
- **Heightened Pedestrian Connectivity**
- **Quality Design With Public Amenities**
- **Large Buffer Areas with Pedestrian Connectivity**
- **Thematic Design and Consistent Architecture**





THEMATIC ARCHITECTURE

3

Encouraged Architecture Standards:

- Verge Boards
- Gable Roofs
- Strut Detail
- Mixed Colors
- Fenestration
- Windows and Panes
- Towers/Cupolas
- Window Accents
- Undulating Facades
- Pedestrian Scale

Railroad Era Architecture



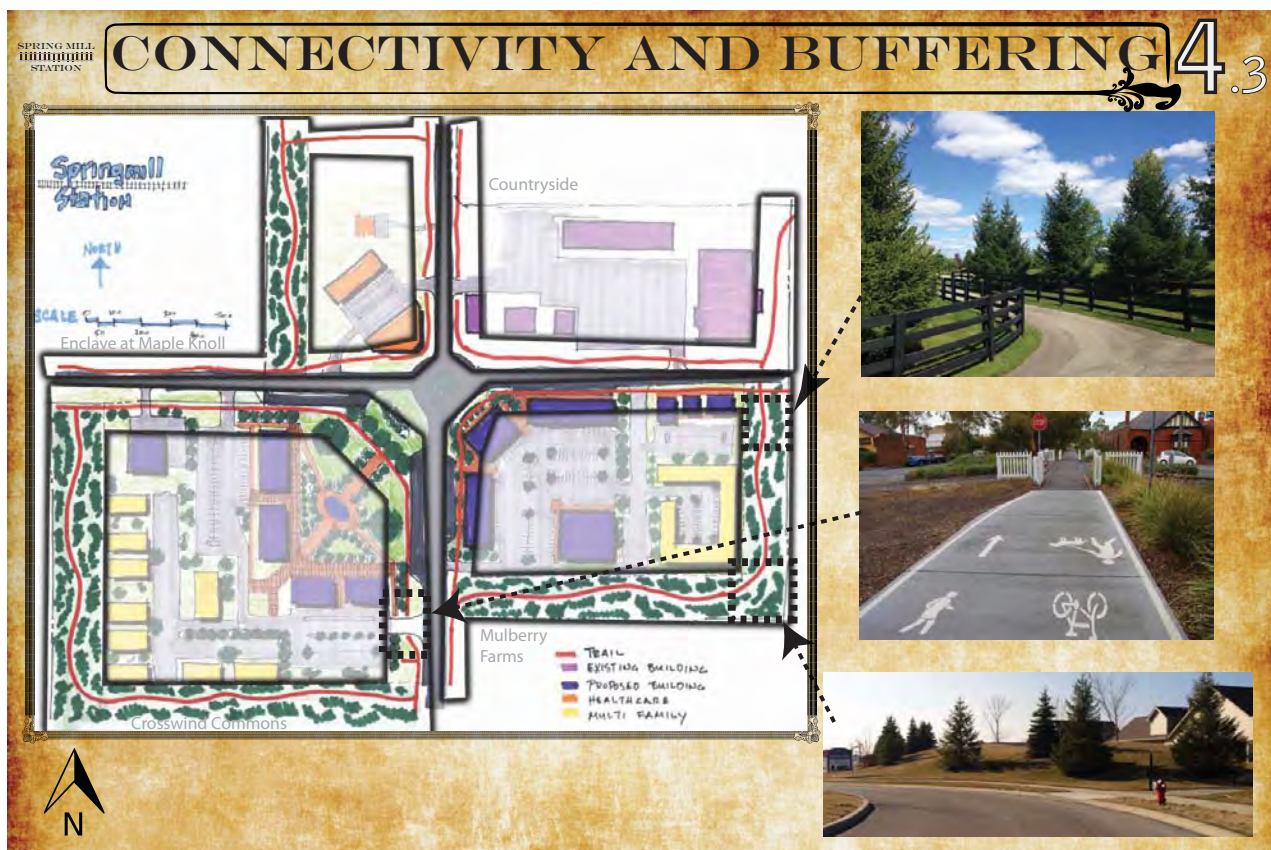
Encouraged Public Art:

- Railroad Style Public Furnishings (benches, pergolas, playscapes)
- Water Tower feature
- Use of old railroad track as art feature

Public Art (Desired Features)

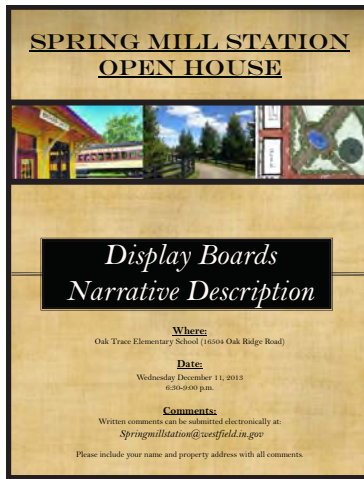








Handout #2 Spring Mill Station Display Boards Narrative Description



1) Work Station #1

a. Planning Area (1.1)

- i. Entire map area is currently zoned for single-family residential, the planning area shown in yellow was selected by the Spring Mill Station Study Group as potential for infill development with a mix of uses.
- ii. Planning area boundary chosen by group to provide a clear border of where infill development activity shall cease in order to prevent non-residential creep along the corridors.
- iii. Included northeast corner in planning area to incorporate existing commercial center into the overall vision and provide for potential future redevelopment/development.
- iv. Group consists of neighborhood representatives from the surrounding neighborhoods.
- v. Planning area provides adequate space for internal buffering to existing communities and allows for pedestrian connectivity.

b. Identity (1.2)

- i. Group envisions and desires a “neighborhood hub” concept to link the surrounding neighborhoods both physically (trails and paths) and socially (impromptu interactions among visitors).
- ii. Group seeks to brand the planning area and desires a consistent theme throughout the area.
- iii. “Spring Mill Station” name chosen for the following reasons:
 1. “Station” continues the Downtown Westfield theme of “Grand Junction” and acknowledges the railroad lines in the area.
 2. “Station” as a reference to the history of the underground railroad in Westfield.
 3. The prominence of “Spring Mill” Road in Indianapolis and there is a certain community pride associated with the road.
 4. Incorporation of the neighborhood “hub” concept and the concept behind multiple routes coming together in one area.



2) Work Station #2

a. Land Use (2.1)

- i. Planning area envisioned to serve the needs of the local community (not a regional draw) and reduce the need to travel across the community fulfill basic needs.
- ii. Heavy preference for additional restaurants and outdoor eating areas.
- iii. Heavy preference for “unique” style of stores/restaurants in the planning area.
- iv. Desired uses:
 1. Neighborhood Retail Sales: (for example: neighborhood grocery and drug store, restaurants, groceries/delicatessens, hardware stores, bikes shops, hobby shops)
 2. Administrative and Professional Services: (for example: legal offices, engineering offices, architects office)
 3. Business Services: (for example: local bank branch, finance and real estate office, medical office)
 4. Personal Services: (for example: photography studio, dry cleaner)
 5. Desire for community meeting facility as most of the surrounding neighborhoods do not have a facility of their own.
 6. Multi-Family Living: Multi-Family could be incorporated in a context sensitive manner throughout the site (2-3 stories)
 7. Assisted Living: (same as multi-family)
 8. Single-Family Housing: Appropriate where supported by marketplace

b. Urban Design (2.2)

- i. Context Sensitive Design: Design buildings in accordance with and of similar scale to buildings and neighborhoods in surrounding area in order to blend into the existing environment.
- ii. Neighborhood “Hub” Concept: A high activity area located in the heart of Spring Mill Station that is well connected to surrounding neighborhoods, by pedestrian paths to allow for impromptu interactions between residents, featuring public amenities to enhance the area.
- iii. Village Green: An amenity filled park built into the development that would be a comfortable place for visitors to congregate/relax/play, etc. The area is envisioned to be heavily landscaped and feature public art components.
- iv. Mixed Use on Village Green: Buildings fronting on the village green to activate the green space and enable restaurants to have outdoor seating/patio space integrated into the overall design.
- v. Building Massing on the street: The intersection of 161st Street and Spring Mill Road is envisioned to have buildings constructed along the right-of-way of the street and not to have a typical auto oriented design of a sparsely landscaped parking lot in front of the building. A small single lane of parking (slip lane) could be integrated in front of the buildings with landscaping (similar to Clay Terrace). The buildings



- are envisioned to be no taller than 1.5 to 2 stories on the corner of the intersection.
- vi. Heightened Pedestrian Connectivity: Strong emphasis on providing pedestrian connectivity through trails both throughout the planning area and also connecting to the existing residential neighborhoods that surround Spring Mill Station.
- vii. Large Buffer Areas: Providing large buffer areas to protect surrounding neighborhoods from potential negative impacts of noise, light, traffic, smell, etc. from the use of tree plantings, berms, and length of open space.
- viii. Thematic Design: Use components of railroad era design across the entire planning area.

3) Work Station #3

- a. Thematic Railroad Era Architecture (2)
 - i. Spring Mill Station: Building off the railroad inspired name and applying a thematic railroad era design across the entire planning area to provide a consistent and timeless feel and to eliminate typical franchise architecture. Also provides for coordinated development instead of different themes for each individual project that is brought forward.
 - ii. Architectural Elements: Incorporate elements of railroad era architecture such as verge boards, gabled roofs, struts, use of colors, window fenestration, windows and panels, towers/cupolas, undulating facades, and built to a pedestrian scale. The architectural elements allow for easy way to make this area distinct from typical commercial/residential developments.
 - iii. Public Art: Provides another method to apply consistent design across the planning area with rail inspired public art that can be used as an amenity. Examples include bench covers and bike racks, water towers, murals, clock towers, and other sculptures related to railroads.

4) Conceptual Plans

- a. Overview
 - i. Both conceptual plans are consistent with the vision of “Spring Mill Station” and incorporate a heavy reliance on pedestrian connectivity paths, large buffering areas from existing neighborhoods, the neighborhood “hub” concept and village greens.
 - ii. Each conceptual plan represents ONE possible build out scenario showing how this area could potentially develop in the future. There are possibly an unlimited number of build out scenarios which, if created, would accomplish the Spring Mill Station vision.
- b. Conceptual Plan “A” (4.1)
 - i. Incorporates a rerouting of 161st Street and Spring Mill Road that shows the neighborhood “hub” in center of the planning area.
- c. Conceptual Plan “B” (4.2)
 - i. Incorporates a more traditional street layout and roundabout with the village



green concept on the southwest corner of the planning area. The plan also depicts buildings being constructed close to the right-of-way with a slip lane of parking.

d. Buffering and Connectivity (4.3)

- i. Highlights pedestrian paths and buffer areas with image depictions of what those areas could look like.
- ii. Highlights some basic concepts incorporated into both plans.



Appendix H– Charrette 8: Developer Feedback

161st/Spring Mill Plan
Charrette #8 Developer Feedback
January 16, 2014

The Spring Mill Station Group met with several developers who were not current stakeholders in the study area in order to garner feedback regarding the Spring Mill Station Plan. The developers were given the Spring Mill Station display board handout and narrative description handout (found in Appendix G) from the public open house to review prior to the meeting. Listed below is a summary of the key concepts the Spring Mill Station group received from the developers:

Key Points:

- 1) Trail access that connects not only to the planning area, but to the overall trail network is a must.
- 2) Strike a balance between the cost of reaching the thematic design concepts without overpricing the market for rental prices. Consider allowing developers more square footage in order to meet design requirements.
- 3) Consider adding public buildings (government buildings, etc.) throughout the planning area to increase more pedestrian traffic.
- 4) Having multiple land owners increase difficulty of achieving overall vision.
- 5) The land uses proposed are vehicular intensive, careful consideration should be given to how promote pedestrian connections.
- 6) For buildings constructed on hard corners of intersection, strike a balance between community and developer objectives by creating an untypical design, but allow retailer to have a presence so community is aware of business location.
 - a. Two entrance design can be difficult for retailers to orient business for point-of-sale inside building.
- 7) Building standards and hard rules for development are helpful for developers to understand what they can/cannot build.
- 8) How the financing would be achieved for the village green and how costs would be shared is something important to consider. The park can add value for certain users in its proposed location on the intersection.
 - a. The village green could also be located in an alternative manner to incorporate buffer areas and provide more of linear park along the road.
- 9) Stronger focus on integration to the existing, surrounding land uses.
- 10) Potential pedestrian bridge incorporating railroad elements for better pedestrian connectivity. Pedestrian tunnels could also be incorporated for main thoroughfares.



Quality Apartment Development in planning area:

- 1) Density should be encouraged in the planning area, as high as 30 units per acre.
- 2) An apartment community of less than 200 units is not conducive due to economies of scale.
- 3) Heights of buildings should be limited by number of stories, not actual height, in order to encourage flexibility in design.
- 4) Buildings should be allowed to be constructed on the street and have on-street parking. Parking should be hidden and out of sight as much as possible.
- 5) Building location should encourage informal human interaction and allow for pocket park development.
- 6) Pedestrian walkways should provide easy and safe access to other areas within the overall plan.

Concept A

- 1) Lacks a sense of arrival when driving through the planning area.
- 2) Visibility is poor on the intersections when inside the planning area.
- 3) Design is suitable for achieving many of the quality apartment design objectives.
- 4) Street layout allows for safer pedestrian access which will in turn help all businesses in planning area.
- 5) Cost of the street network would be too great for any one developer and would require additional development support from a funding source like Tax Increment Financing.

Concept B

- 1) Established a sense of arrival when driving through planning area.
- 2) The village green on the corner creates a non-traditional intersection that is unique.
- 3) Retailers will react better to this design concept over design concept A.
- 4) More roundabouts could be incorporated to slow traffic thru planning area and also add more public space.
- 5) Additional flexibility should be considered for buffer areas. Surrounding land uses should dictate buffer distance. Could be a benefit for a reduced buffer distance to the baseball fields on west side of planning area.
- 6) The preliminary layout of the apartment buildings are not very conducive for creative design or for achieving the critical mass of apartments that is desirable.



Appendix I– Advisory Plan Commission Public Hearing Summary (3/18/14)

Julie Sole, 125 Mill Street: I am speaking tonight on behalf of the Westfield Chamber of Commerce Board of Directors. We commend the City and its Economic and Community Development Department on the process that was implemented in the planning of area known as Spring Mill Station. We believe that by engaging the community in having a part in designing the area they call home serves both the City and its citizenry in an equitable manner. As you may recall, in October of 2012 the Chamber Board issued the following statement.

As the Board of Directors of the Westfield Chamber of Commerce, we support the targeted development of the four corners of 161st and Springmill Road. With the present development and use by the community, commercial growth is natural for these four corners and keeps the dollars spent in our community. Additional quality businesses will generate additional tax revenues and assist in lowering the tax burden for all businesses and citizens. This statement has been vetted by the chamber's bylaws and has met the criteria so it has been consented to with the appropriate abstentions.

We look forward to the quality development we trust will take place at this corner and believe it will serve the community well.

Diane Zeph, 16310 Spring Mill Road: Diane and her husband bought this land 40 years ago and have been living there all this time. She believes that your planning idea is probably a really good thing, since she has seen a lot of very bad things happening for this site. Diane wants to make sure that the developers stick to their architectural and landscaping ideals when letting this build. Don't let down on it. The one thing that she really wanted to say is that she was shocked at the open house because her property is right next to this and she would like to mention that she and her husband would be willing to talk about developing it and thinks that it would be an asset to the project (identified her home on the map). She believes that if this project and her property were combined (which most of the land south of her is a floodplain), it seems you would be able to use more land if you combined it with her property for development, it would increase your options. Her land is also across the street from the entrance to Countryside so that would give a great shot in if anyone developed it. Diane is just putting it out there for everyone to know that she and her husband would be willing to talk about it and they were just surprised that they were not included (Spring Mill Estates is the name of the parcel). She does not know why they stopped short of her land. All she is asking is to keep them in mind and she hopes that they continue with developing the area in a better fashion then it has been so far. Thank you.

Cindy Spoljaric, 16131 Chancellors Ridge Way: Having worked on this project with this group, I can't tell you how special it has been both as an urban planner, council member, and previous planning commissioner. It is not often that we get people that are this interested and will devote this



amount of time to a project like this. We are looking at a win-win situation, we have development pressure, we need economic development, and we have neighbors now who have been dealing with the uncertainty of what is going to happen in the area for so many years. So now a little bit more comfort level and security to the investors in the area who have homes and/or business interests, land holdings and also provides a lot of the architecture and buffering which are key features there. It is very important that they make it feel very unique hopefully in the future. Cindy would really like to thank the group that have been fantastic to work with and is looking forward to working with them in the future.

Leighton Drake, 15873 River Birch Road: Leighton and his family just moved from Phoenix, AZ and part of the reason they wanted to move to the Midwest was to get away from all of the sprawl in Phoenix. Lived in the same house and raised 5 kids. His small children love to play in the backyard so his main concern is that he wants his kids to be able to play in the backyard and not have the back of an office complex right behind his yard. As a resident and also as a family, that is something that they are concerned about. He understands that a lot of thought and planning has gone into this. If you are living up to the ideals that you have planned it should be ok. He had seen in Arizona the same type of thing and it never developed as planned. Influx of cheap architecture and bad landscaping that did not result in desired outcome. Understands the economics of how this would work. It sounds great but as a resident there, I would just ask that you would really ensure that there is some kind of buffer like lots of trees. If you could do that, it would be a neat place for his family to go. Would like to keep the area open and safe and not have to put in a fence.

To: City of Westfield Advisory Planning Commission
From: Mark Christoffersen, Spring Mill Station Task Group (SMSTG) Chair
mark.christoffersen@gmail.com
(317) 292-2541
Date: June 11, 2018
Re: 1806-PUD-13, Spring Mill Grand Station, PUD

The Spring Mill Station (SMS) Task Group was presented a newly modified site plan based on Fire Marshall recommendations. After reviewing the changes, the Spring Mill Station Task Group had no concerns.

The SMS Task Group has a favorable recommendation for the modified proposed petition.

Thank you for considering the opinion of this dedicated volunteer group of neighborhood representatives in your evaluation of this project. We support your further review and judgement in determining additional matters that may also be relevant to this project.

Respectfully,

Mark Christoffersen
15877 River Birch Rd
Westfield, IN 46074



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1807-PUD-19
Exhibit 1

Docket Number: 1807-PUD-19 (Ordinance No. 18-25)

Petitioner: Weihe Engineers (the “Petitioner”)

Request: An amendment to the Spring Mill Station SEC Planned Unit Development (PUD) District to accommodate a drive-thru bank.

Current Zoning: Spring Mill Station SEC Planned Unit Development District
Underlying Zoning, LB: Local and Neighborhood Business District

Current Land Use: Commercial / Vacant

Acreage: 1.13 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Landscape Plan
5. Proposed Elevations (Reference Only)
6. Proposed Ordinance 18-25
7. Spring Mill Station Addendum
8. SMSTG Letter of Support

Staff Reviewer: Pam Howard, Senior Planner

PETITION HISTORY

This petition was introduced at the June 11, 2018, City Council meeting. The petition will receive a public hearing at the July 2, 2017, Advisory Plan Commission (the “Plan Commission”) meeting. The petitioner met with the Spring Mill Station Task Group prior to filing this petition, and has continued to work with them throughout the process. A letter of support has been provided and is included as **Exhibit 8**.

PROJECT OVERVIEW

Location: The Subject property is located at 381 South Junction Crossing (see **Exhibit 2**), and is the southernmost lot in the Spring Mill Station SEC PUD District.

PROJECT OVERVIEW

Property Description: The Spring Mill Station SEC PUD was adopted on October 13, 2014, and amended on July 24, 2017 (collectively, the “Original PUD Ordinance”). Since that time, a CVS and a medical office building have been constructed within the district, and a multi-tenant building is currently under construction.

Development Standards: As proposed, the Amendment Ordinance establishes alternative development standards from the Underlying Zoning District and the Original PUD District. The development standards of note are briefly highlighted below:

Drive-Thru Regulations: The proposed ordinance permits a drive-thru for a bank, in substantial compliance with the Concept Plan (see **Exhibit 3**).

Landscaping Standards: The Amendment Ordinance incorporates the proposed landscape plan for the site and requires substantial compliance with that plan.

COMPREHENSIVE PLAN

The area surrounding the intersection of 161st Street and Spring Mill Road was included in the Spring Mill Station Addendum (the “Addendum”) to the Comprehensive Plan. The area is envisioned to develop as a “neighborhood hub” with a mix of uses that will generate both auto and pedestrian trips from a close proximity. The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions.

The petitioner has been actively working with the Spring Mill Station Task Group to ensure that the proposed changes meet the vision of the Addendum. This vision includes the style of architecture, layout of the site, buffering, and connectivity to surrounding developments.

The complete Spring Mill Station Addendum has been included with this report for reference (see **Exhibit 7**).

PROCEDURAL

Public Hearing: Amendments to Planned Unit Development 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 2, 2018, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission’s Rules of Procedure.

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

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

Council Introduction: The petition was introduced at the June 11, 2018, Council meeting.

DEPARTMENT COMMENTS

1. **Action:** Hold a public hearing at the July 2, 2018, Plan Commission meeting.
2. **Recommendation:** If the Plan Commission is otherwise satisfied with the proposed Amendment to the Spring Mill Station SEC PUD District (Docket No. 1807-PUD-19, Ordinance 17-18), 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 Pam Howard at (317) 531-3751 or poward@westfield.in.gov.



Property Location Map
Spring Mill Station SEC PUD District Amendment II
1807-PUD-19

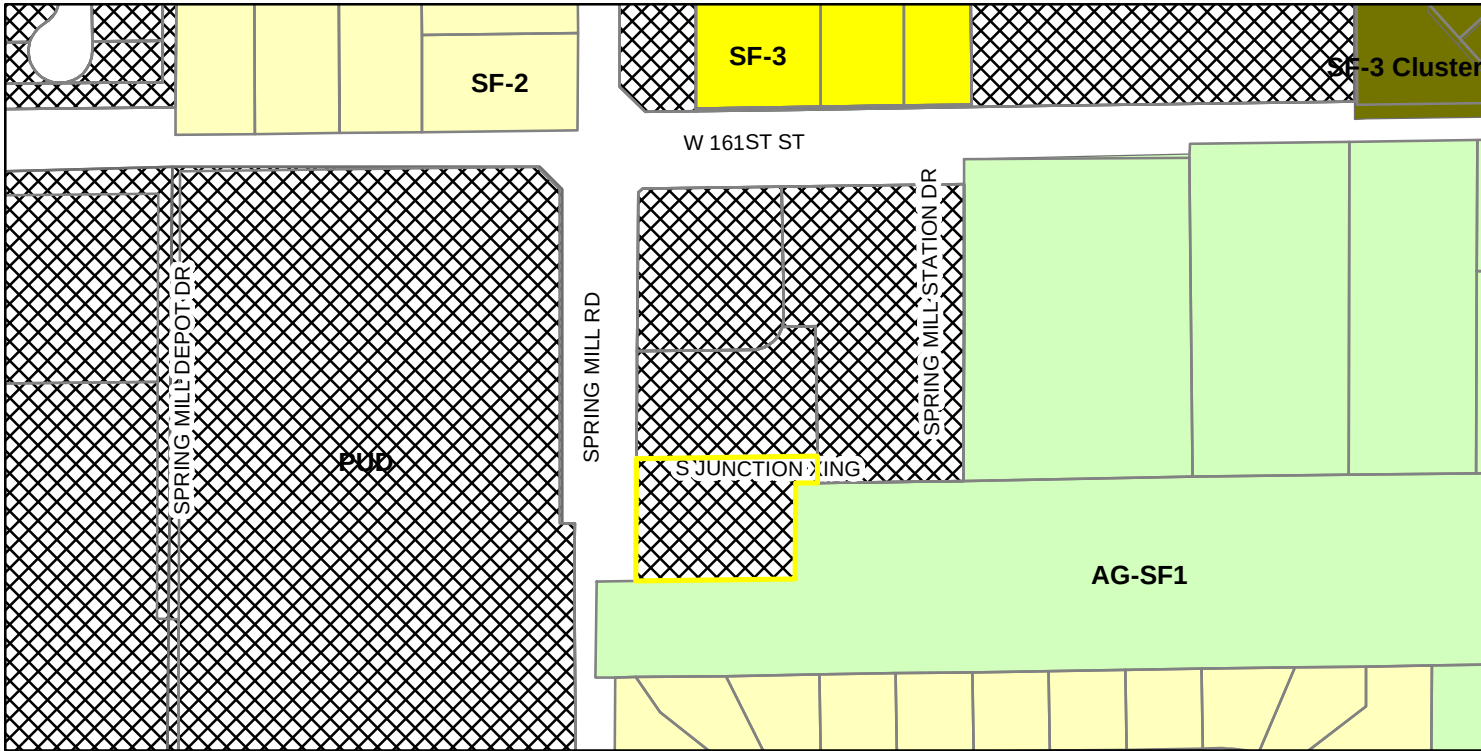


Aerial Location Map

Site



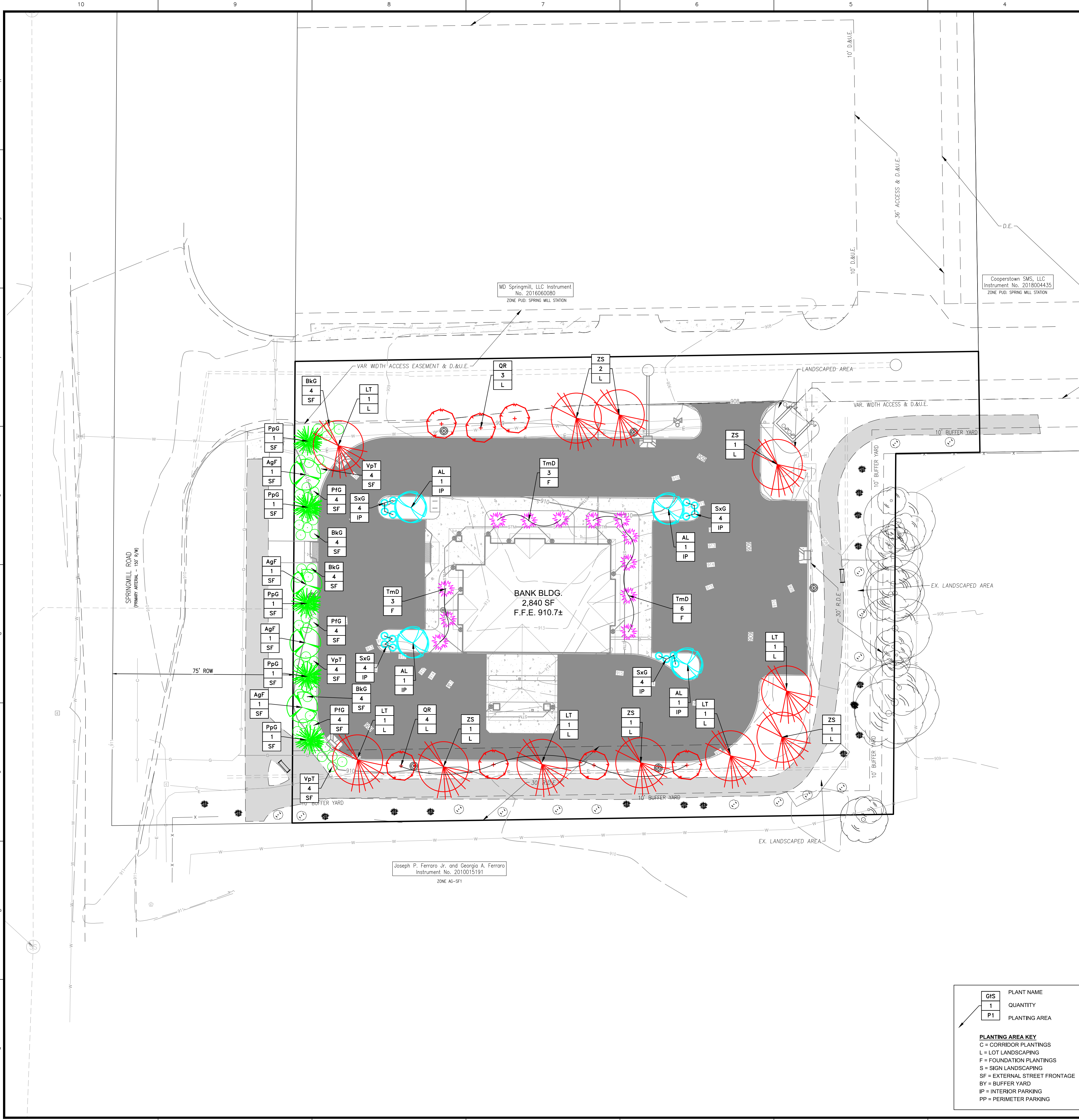
Zoning Map



- | | | |
|--|--------------------------|--------------|
| AG-SF1 (Agriculture - Single Family - 1) | SF-2 (Single Family - 2) | SF-3 Cluster |
| PUD (Planned Unit Development) | SF-3 (Single Family - 3) | |



LOCATION: H:\2018\W180084\Engineering\Design\Concept\W180084-L100.dwg
DATE: 06/01/2018
DRAWN BY: J. P. Ferraro
CHECKED BY: J. P. Ferraro
PLOTED BY: J. P. Ferraro



GENERAL NOTES

- IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE. IF IN QUESTION, CONTACT THE LANDSCAPE DESIGNER.
- ANY EXISTING TREE(S) THAT MAY REQUIRE REMOVAL BUT ARE NOT SHOWN ON THE PLAN AS BEING REMOVED SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. TREE(S) MAY BE RELOCATED (OR REPLACED) TO AN APPROVED ALTERNATE LOCATION ON SITE FOLLOWING LANDSCAPE ARCHITECT APPROVAL.
- ALL SHRUBS PLANTING AREAS TO BE COVERED WITH 3" THICK LAYER OF SHREDDED HARDWOOD BARK MULCH. ALL GROUND COVER BEDS SHALL BE COVERED WITH 1" 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.
- 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.
- 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 WOODED 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.
- 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.
- ALL PLANTS ARE TO MEET OR EXCEED AMERICAN STANDARDS FOR NURSERY STOCK, LATEST EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF NURSERYMEN.
- 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.
- ALL NEW LANDSCAPE PLANTINGS SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR FOLLOWING FINAL INSPECTION BY LANDSCAPE DESIGNER. AT THE END OF THIS PERIOD, PLANT MATERIAL TERMED DEAD OR UNSATISFACTORY BY LANDSCAPE DESIGNER SHALL BE REPLACED AT NO ADDITIONAL CHARGE BY THE LANDSCAPE CONTRACTOR.
- THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES THAT MAY BE REQUIRED FOR HIS PORTION OF WORK.
- 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.
- LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE DESIGNER IN WRITING PRIOR TO BID DATE OF ANY PLANTS THAT THE FEELS MAY NOT SURVIVE IN LOCATIONS NOTED.
- ALL LANDSCAPING PLANTINGS TO BE MAINTAINED FOR 1 YEAR FOLLOWING TURNOVER. MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATION, MULCHING, MOWING AND ALL OTHER NECESSARY OPERATIONS REQUIRED FOR PROPER ESTABLISHMENT OF PLANTINGS. NOTE: AT END OF MAINTENANCE PERIOD, CONTRACTOR TO REMOVE GUYING AND STAKING FROM TREES.
- CONTRACTOR TO SUBMIT UNIT PRICES ON EVERY TYPE OF WORK AS REQUESTED BY LANDSCAPE DESIGNER.
- BACKFILL FOR TREE AND 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.
- PROVIDE MINIMUM 4" PLANTING SOIL IN ALL GROUND COVER AND FLOWER AREAS WITH MIXTURE COMPRISING OF ONE PART COMMERCIAL GRADE "POTTING SOIL," 5 PARTS TOPSOIL AND 4 PARTS PEAT MOSS. A FULL 4" LAYER OF APPROVED SHREDDED FIBROUS PEAT MOSS MAY BE USED IN LIEU OF PLANTING MIX.
- PLANTS SHALL BEAR A TAG SHOWING GENUS, SPECIES AND VARIETY. REMOVE AT TIME OF FINAL ACCEPTANCE.
- PLANTS SHALL BE CERTIFIED BY THE STATE OF INDIANA DEPARTMENT OF NATURAL RESOURCES AND FREE FROM DISEASE OR HAZARDOUS INSECTS.
- 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.
- CONTRACTOR TO REVIEW THE SWPPP SERIES PLANS FOR STABILIZATION (SEEDING/SOD/MULCH) REQUIREMENTS.

REQUIREMENT:	REQUIRED:	PROVIDED:
SECTION 6.8-K: LOT LANDSCAPING - 10 SHADE TREES, 10 ORNAMENTAL OR EVERGREEN TREES, AND 25 SHRUBS PER ACRE	(1.1 ACRES) - 11 SHADE TREES - 11 ORNAMENTAL OR EVERGREEN TREES - 28 SHRUBS	- 18 SHADE TREES - 11 ORNAMENTAL OR EVERGREEN TREES PROVIDED BY OTHER REQUIREMENTS - 28 SHRUBS PROVIDED BY OTHER REQUIREMENTS
SECTION 6.8-M: EXTERNAL STREET FRONTAGE - 10' WIDE - 3 SHADE OR EVERGREEN TREES, 2 ORNAMENTAL TREES, AND 25 SHRUBS PER 100 LINEAL FEET	SPRINGMILL RD = 170' - 5 SHADE OR EVERGREEN TREES - 4 ORNAMENTAL TREES - 43 SHRUBS	SPRINGMILL RD = 170' - 5 SHADE OR EVERGREEN TREES - 4 ORNAMENTAL TREES - 43 SHRUBS
SECTION 6.8-L: FOUNDATION PLANTINGS - FOR EXPANSES LONGER THAN 80', PLANT MATERIALS ARE REQUIRED APPROXIMATELY EVERY 40' - FRONT BUILDING FACADE OF ALL BUILDINGS MUST PLANT 1 SHRUB OR ORNAMENTAL TREE PER 12 LINEAL FEET - PLANTINGS BEDS MUST BE AT LEAST 8' WIDE	BUILDING EAST = 45' - 4 PLANTINGS BUILDING NORTH = 54' - 5 PLANTINGS BUILDING WEST = 37' - 3 PLANTINGS	BUILDING EAST = 45' - 4 PLANTINGS BUILDING NORTH = 54' - 5 PLANTINGS BUILDING WEST = 37' - 3 PLANTINGS
SECTION 6.8-O-1: INTERIOR PARKING AREA - 5% OF THE PARKING AREA MUST BE RESERVED FOR INTERIOR ISLANDS - 1 TREE AND 4 SHRUBS PER ISLAND	AREA = 1,085 SF - 543 SF ISLANDS - 1 TREE AND 4 SHRUBS PER ISLAND	- 723 SF ISLANDS - 1 TREE AND 4 SHRUBS PER ISLAND
SECTION 6.8-N: BUFFER YARD (EAST) (SOUTH) - 30' WIDTH - 3 SHADE TREES, 3 EVERGREEN TREES, 10 SHRUBS PER 100 LINEAL FEET	EXISTING BY DEVELOPER	EXISTING BY DEVELOPER
SECTION 6.8-O-2: PERIMETER PARKING AREA - 5' WIDE - 1 TREE PER 30' - 1 SHRUB PER 3'	NA - PARKING IS NOT WITHIN YARD OR 20' OF LOT LINE	

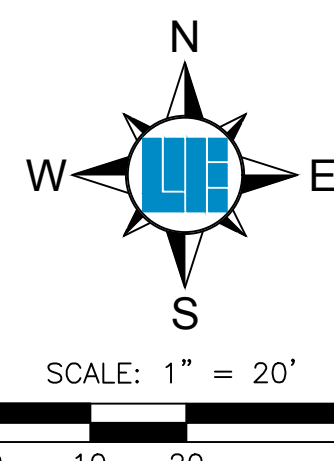
PLANT SCHEDULE									
PLAN KEY	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	ROOT CONDITION B & B (BASE COUNT)	ON CENTER SPACING	SPECIAL INSTRUCTIONS	MATURE SIZE	
CANOPY DECIDUOUS TREES									
LT	LIRIODENDRON TULIPIFERA	TULIP TREE	2 1/2"	6	X	SEE PLAN	X	80T x 50W	
QR	QUERCUS RUBRA	RED OAK	2 1/2"	7	X	SEE PLAN	X	75T x 75W	
ZS	ZELKOVA SERRATA	JAPANESE ZELKOVA	2 1/2"	5	X	SEE PLAN	X	80T x 80W	
EVERGREEN TREES									
PpG	PICEA PUNGENS 'GLAUCA'	COLORADO BLUE SPRUCE	8'	5	X	SEE PLAN	X	60T x 25W	
ORNAMENTAL UNDERSTORY TREES									
AgF	ACER GINNALA 'FLAME'	AMUR MAPLE	1 1/2"	4	X	SEE PLAN	X	25T x 15W	
AL	AMELANCHIER LAEVIS	ALLEGHENY SERVICEBERRY	1 1/2"	4	X	SEE PLAN	X	25T x 15W	
EVERGREEN SHRUBS									
BkG	BUXUS X KOREANA 'GREEN VELVET'	GREEN VELVET BOXWOOD	#3	16	X	SEE PLAN	MIN 18"	3T x 3W	
IgG	ILEX GLABRA 'CHAMZIN'	NORDIC HOLLY	#3	0	X	SEE PLAN	MIN 18"	3T x 6W	
TmD	TAXUS X MEDIA 'DENSIFORMIS'	SPREADING YEW	#3	12	X	SEE PLAN	MIN 18"	3T x 6W	
DECIDUOUS SHRUBS									
PfG	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER POTENTILLA	#2	12	X	SEE PLAN	MIN 18"	3T x 3W	
SxG	SPIRAEA X 'GOLD MOUND'	GOLD MOUND SPIREA	#3	16	X	SEE PLAN	MIN 18"	3T x 3W	
VpT	VIBURNUM Plicatum tomentosum 'NEWZAM'	NEWPORT VIBURNUM	18"	12	X	SEE PLAN	MIN 18"	3T x 3W	
ORNAMENTAL GRASSES									
CG	CAREX GLAUCA	BLUE SEDGE	#1	0	X	SEE PLAN	MIN 12"	3T x 3W	
Pal	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	DWARF FOUNTAIN GRASS	#1	0	X	SEE PLAN	MIN 18"	3T x 3W	

LANDSCAPE PLAN NOTES

- SEED / SOD (ALTERNATE) - FOR SEED, REFER TO PERMANENT SEEDING CHART ON SHEET L201 LANDSCAPE DETAIL SHEET. SOD SHALL BE CERTIFIED GRADE CULTIVATED GRASS SOD: OF "ADVENTURE BLEND" TURF TYPE TALL FESCUE (BY GENERAL CONTRACTOR).
- LANDSCAPE BED EDGE (TYP.)
- MULCH

LEGEND

SITE TRIANGLE



PREPARED FOR:

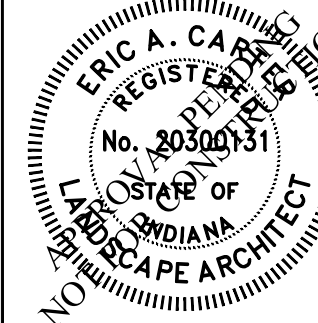
SHEET NO.

L100
PROJECT NO.
W18.0084

10505 N. College Avenue
Indianapolis, Indiana 46280
weihe.net

WEIHE ENGINEERS
Land Surveying / Civil Engineering
Landscape Architecture
Build with confidence.

REVISIONS AND ISSUES	DATE	BY	PROJECT NO.	DWG NAME	DESIGNED BY	DRAWN BY	RAM	CHECKED BY	DATE
ISSUED FOR TAG SUBMITTAL	06.01.2018	BJS	W18.0084	W180084-L100					06.01.2018



ERIC A. CARTER RLA 20300131

Community FIRST
Bank of Indiana
This is Your Community. This is Your Bank.
381 South Junction Crossing, Westfield, Indiana 46074
LANDSCAPE PLAN
Part of Section 11, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana

SPECIFICATIONS

SITE PREPARATION

- GRADE THE SITE TO ACHIEVE POSITIVE DRAINAGE.
- PREPARE A SMOOTH, FIRM SOIL SURFACE AND APPLY SOIL AMENDMENTS. IRRIGATION IRRIGATE AS NEEDED TO ENSURE ROOTING OF SOD.

MATERIALS

- SOIL AMENDMENTS - SELECT MATERIALS AND RATES AS DETERMINED BY A SOIL TEST (CONTACT YOUR COUNTY SOIL AND WATER CONSERVATION DISTRICT OR COOPERATIVE EXTENSION OFFICE FOR ASSISTANCE AND SOIL INFORMATION, INCLUDING AVAILABLE SOIL TESTING SERVICES.) OR 400 TO 600 POUNDS OF 12-12-12 ANALYSIS FERTILIZER, OR EQUIVALENT.
- SOD - SELECT A HIGH QUALITY, HEALTHY, VIGOROUS VARIETY WELL ADAPTED TO THE REGION AND COMPATIBLE WITH THE INTENDED USE.

INSTALLATION

SOD SHOULD NOT BE INSTALLED DURING HOT WEATHER, ON DRY SOIL, FROZEN SOIL, COMPACTED CLAY, LOOSE SAND OR GRAVELLY SUBSTRATE SOILS. AGGREGATE, OR PESTICIDE TREATED SOIL. THE IDEAL TIME TO LAY SOD IS MAY 1 TO JUNE 1 OR SEPTEMBER 1 TO SEPTEMBER 30, ALTHOUGH IT CAN BE INSTALLED AS EARLY AS MARCH 15 IF AVAILABLE OR JUNE 1 TO SEPTEMBER 1 IF IRRIGATED.

SITE PREPARATION

- APPLY TOPSOIL IF EXISTING SOIL CONDITIONS ARE UNSUITABLE FOR ESTABLISHING VEGETATION.
- GRADE THE SITE TO ACHIEVE POSITIVE DRAINAGE AND CREATE A SMOOTH, FIRM SOIL SURFACE.
- WHERE APPLICABLE, USE A CHISEL PLOW, DISK, HARROW, OR RAKE TO BREAK UP COMPACTED SOILS AND CREATE A FAVORABLE ROOTING DEPTH OF SIX TO EIGHT INCHES.

SOD BED PREPARATION

- TEST SOIL TO DETERMINE PH AND NUTRIENT LEVELS.
- IF SOIL PH IS TOO ACIDIC FOR THE GRASS SOD TO BE INSTALLED, APPLY LIME ACCORDING TO SOIL TEST RESULTS OR AT THE RATE RECOMMENDED BY THE SOD SUPPLIER.
- APPLY FERTILIZER AS RECOMMENDED BY THE SOIL TEST. IF TESTING WAS NOT DONE, APPLY 400 TO 600 POUNDS PER ACRE OF 12-12-12 ANALYSIS FERTILIZER, OR EQUIVALENT.
- WORK THE SOIL AMENDMENTS INTO THE UPPER TWO TO FOUR INCHES OF SOIL WITH A DISK OR RAKE OPERATED ACROSS THE SLOPE.
- RAKE OR HARROW THE AREA TO ACHIEVE A SMOOTH FINAL GRADE AND THEN ROLL OR CULTRIPACK THE SOIL SURFACE TO CREATE A FIRM SURFACE ON WHICH TO LAY THE SOD.

LAYING THE SOD

- INSTALL SOD WITHIN THIRTY-SIX HOURS OF ITS CUTTING.
- STORE THE SOD IN A SHADED LOCATION DURING INSTALLATION.
- IMMEDIATELY BEFORE LAYING THE SOD, RAKE THE SOIL SURFACE TO BREAK ANY CRUST. (IF THE WEATHER IS HOT, LIGHTLY IRRIGATE THE SOIL SURFACE PRIOR TO LAYING THE SOD.)
- LAY SOD STRIPS IN A BRICK-LIKE PATTERN.
- BUTT ALL JOINTS TIGHTLY AGAINST EACH OTHER (DO NOT STRETCH OR OVERLAP THEM), USING A KNIFE OR MASON'S TROWEL TO TRIM AND FIT SOD INTO IRREGULARLY SHAPED AREAS.
- ROLL THE SOD LIGHTLY AFTER INSTALLATION TO ENSURE FIRM CONTACT BETWEEN THE SOD AND SOIL.
- IRRIGATE NEWLY SODDED AREAS UNTIL THE UNDERLYING SOIL IS WET TO A DEPTH OF FOUR INCHES, AND THEN KEEP MOIST UNTIL THE GRASS TAKES ROOT.

SLOPE APPLICATION

- INSTALL THE SOD STRIPS WITH THE LONGEST DIMENSION PERPENDICULAR TO THE SLOPE.

- WHERE SLOPES EXCEED A RATIO OF 3:1, STAPLE OR STAKE EACH STRIP AT THE CORNERS AND IN THE MIDDLE.

CHANNEL APPLICATION

(SODDING PROVIDES QUICKER PROTECTION THAN SEEDING AND MAY REDUCE THE RISK OF EARLY WASHOUT.)

- EXCAVATE THE CHANNEL, ALLOWING FOR THE FULL THICKNESS OF THE SOD.
- LAY THE SOD STRIPS WITH THE LONGEST DIMENSION PERPENDICULAR TO CHANNEL FLOW.
- STAPLE OR STAKE EACH STRIP OF SOD AT THE CORNERS AND IN THE MIDDLE.
- STAPLE JUTE OR BIODEGRADABLE POLYPROPYLENE NETTING OVER THE SODDED AREA TO MINIMIZE THE POTENTIAL FOR WASHOUT DURING ESTABLISHMENT.

MAINTENANCE

- INSPECT WITHIN 24 HOURS OF EACH RAIN EVENT AND AT LEAST ONCE EVERY SEVEN CALENDAR DAYS UNTIL SOD IS WELL ROOTED.
- KEEP SOD MOIST UNTIL FULLY ROOTED.
- AFTER SOD IS WELL-ROOTED (TWO TO THREE WEEKS), MAINTAIN A PLANT HEIGHT OF TWO TO THREE INCHES.
- TIME MOWING TO AVOID RUTS IN TURF.
- FERTILIZE TURF AREAS ANNUALLY. APPLY FERTILIZER IN A SPLIT APPLICATION. FOR COOL SEASON GRASSES, APPLY ONE-HALF OF THE FERTILIZER IN LATE SPRING AND ONE-HALF IN EARLY FALL. FOR WARM-SEASON GRASSES, APPLY ONE-THIRD IN EARLY SPRING, ONE-THIRD IN LATE SPRING AND ONE-THIRD IN MID-SUMMER.

REFERENCE IN CHAPTER 7 PAGES 47-50 IN THE INDIANA STORM WATER QUALITY MANUAL.

SOD APPLICATION DETAIL

(NO SCALE)

LAWNS AND HIGH-MAINTENANCE AREAS

SEED MIXTURES	RATE PER ACRE PURE LIVE SEED	OPTIMUM SOIL PH
1. BLUEGRASS	140 LBS.	5.5 TO 7.0
2. PERENNIAL RYEGRASS (TURF TYPE)	80 LBS. 90 LBS.	5.6 TO 7.0
3. TALL FESCUE (TURF TYPE) - BLUEGRASS	170 LBS. 30 LBS.	5.6 TO 7.5

CHANNELS AND AREAS OF CONCENTRATED FLOW

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

NOTES

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

INSTALLATION

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

SEEDBED PREPARATION

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

SEEDING

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

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

MAINTENANCE

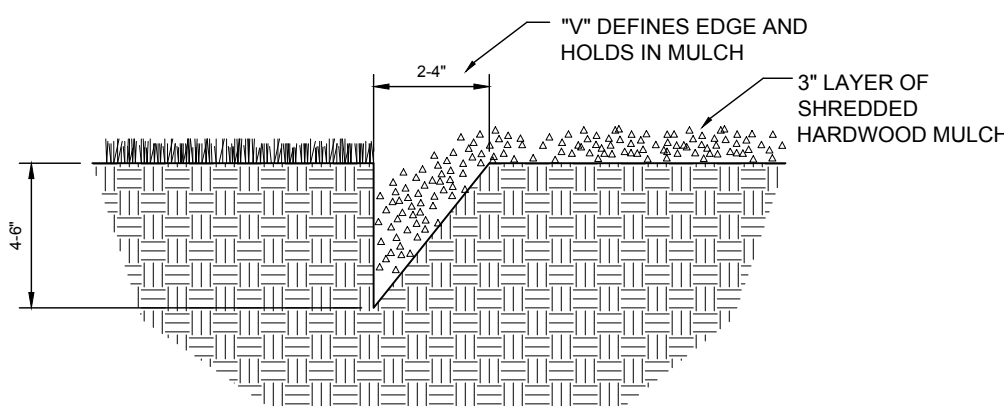
- INSPECT WITHIN 24 HOURS OF EACH RAIN EVENT AND AT LEAST ONCE EVERY SEVEN CALENDAR DAYS UNTIL THE VEGETATION IS SUCCESSFULLY ESTABLISHED.
- CHARACTERISTICS OF A SUCCESSFUL STAND INCLUDE VIGOROUS DARK GREEN OR BLuishGREEN SEEDLINGS WITH A UNIFORM VEGETATIVE COVER DENSITY OF 90 PERCENT OR MORE.
- CHECK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

TABLE 1. PERMANENT SEEDING RECOMMENDATIONS

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

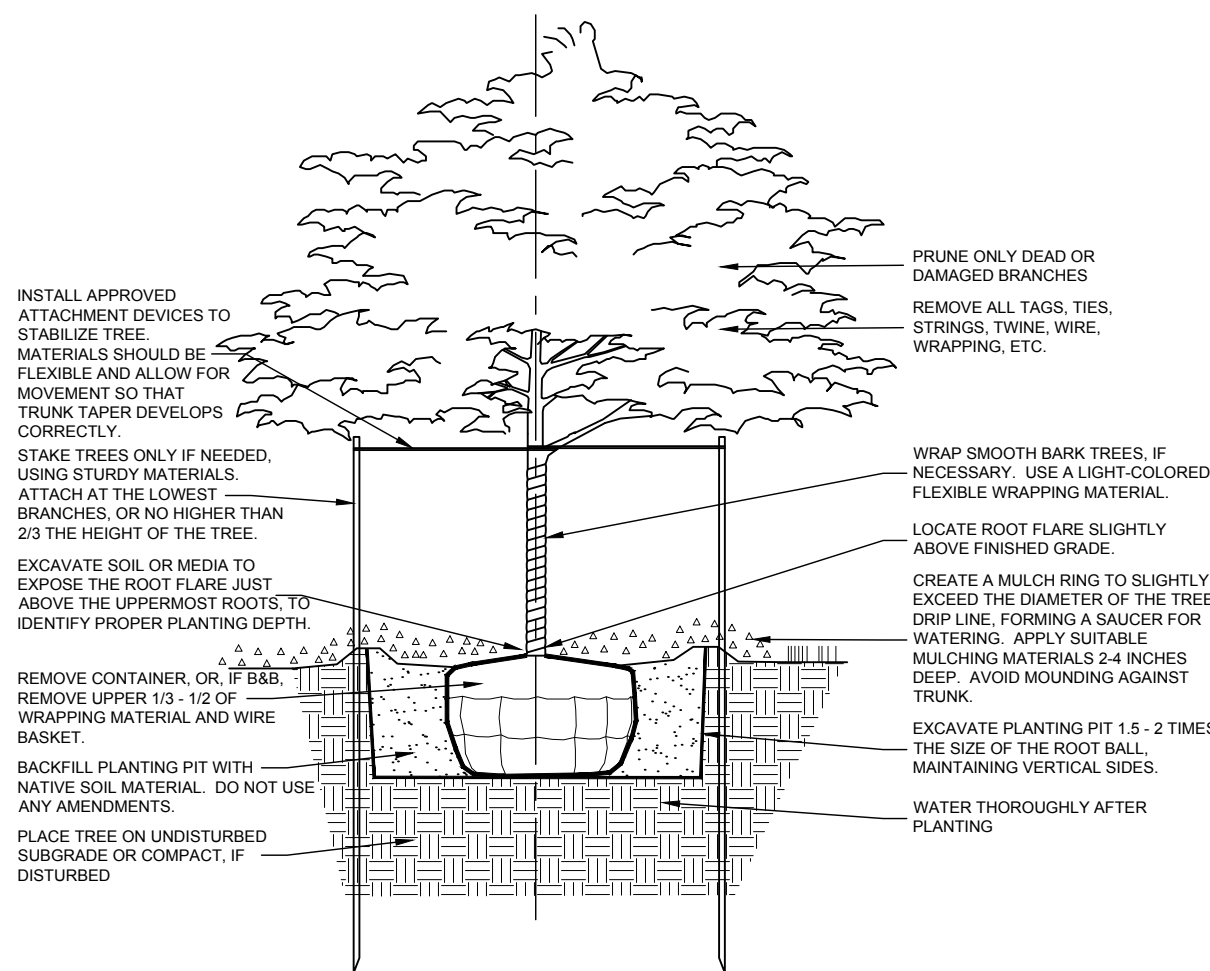
REFERENCE IN CHAPTER 7 PAGES 35-40 IN THE INDIANA STORM WATER QUALITY MANUAL.

PERMANENT SEED



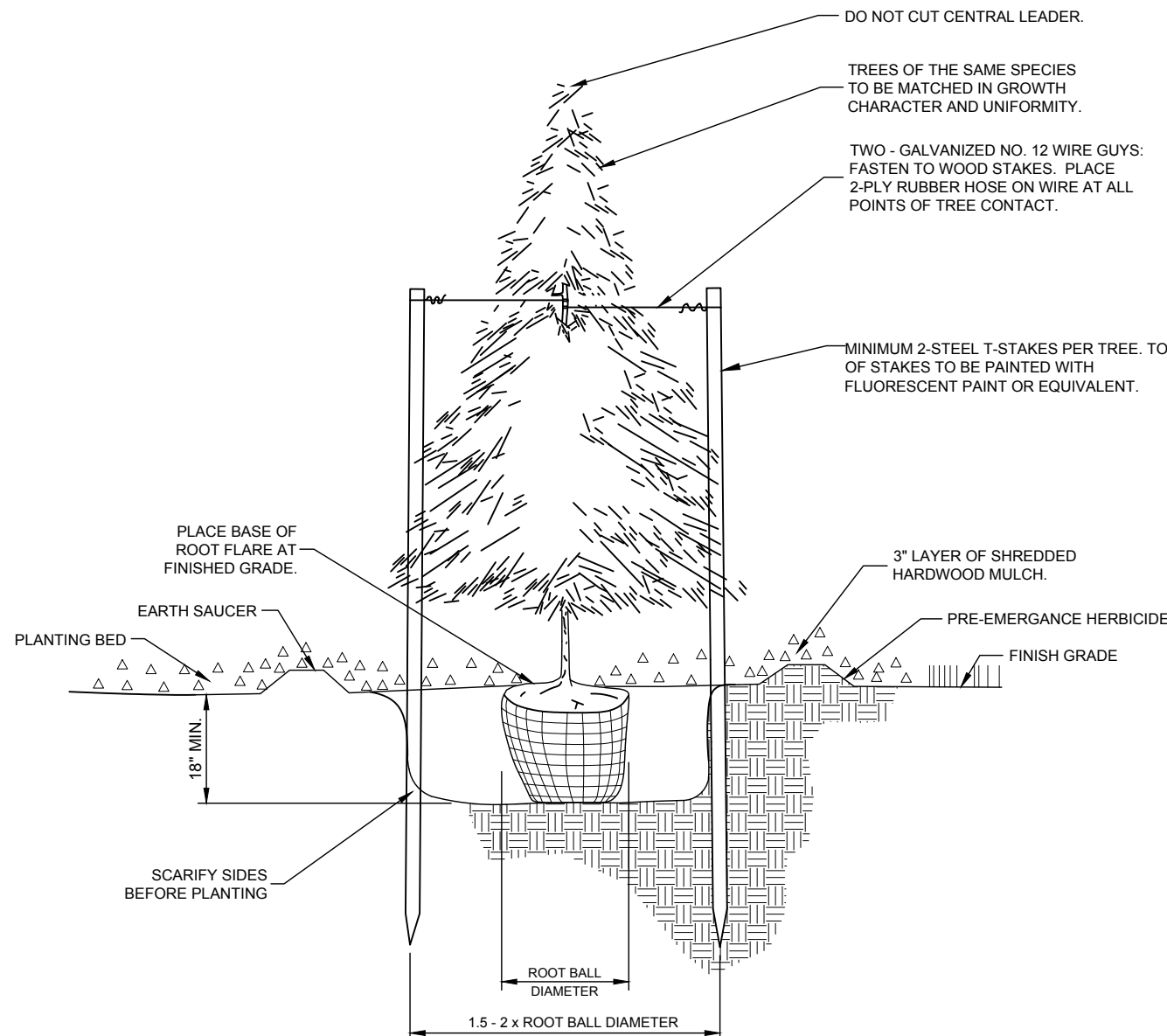
V-CUT LANDSCAPE BED EDGE DETAIL

(NO SCALE)



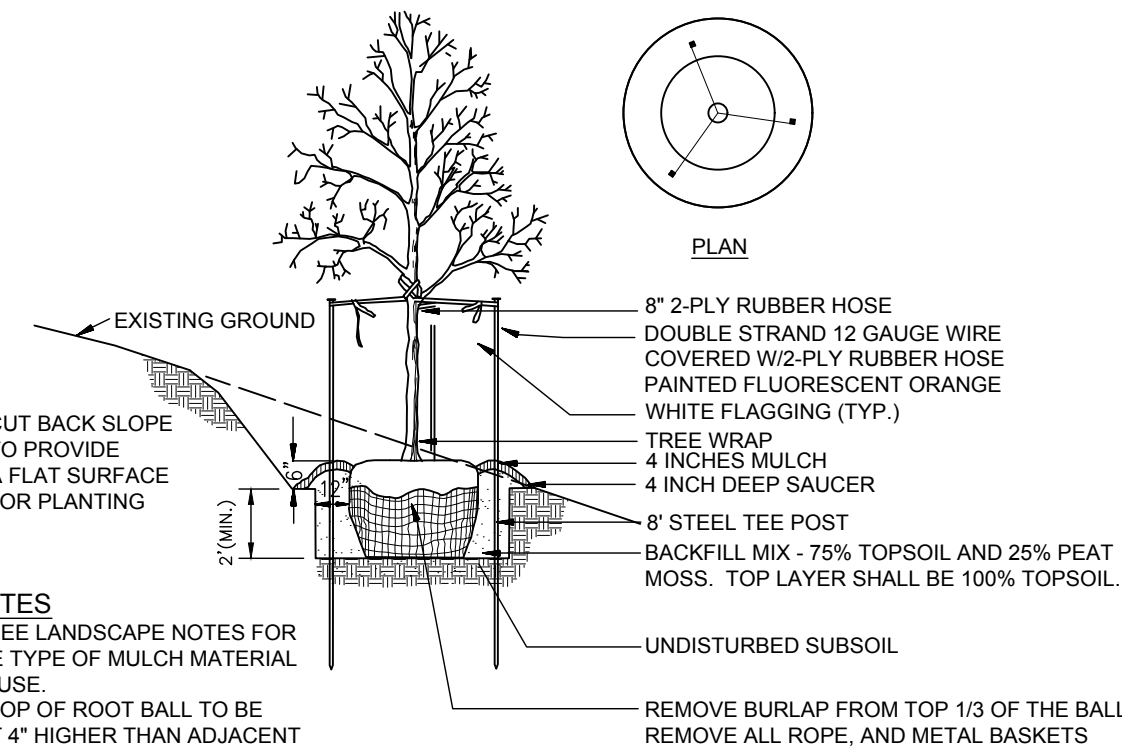
SHADE TREE PLANTING DETAIL

(NO SCALE)



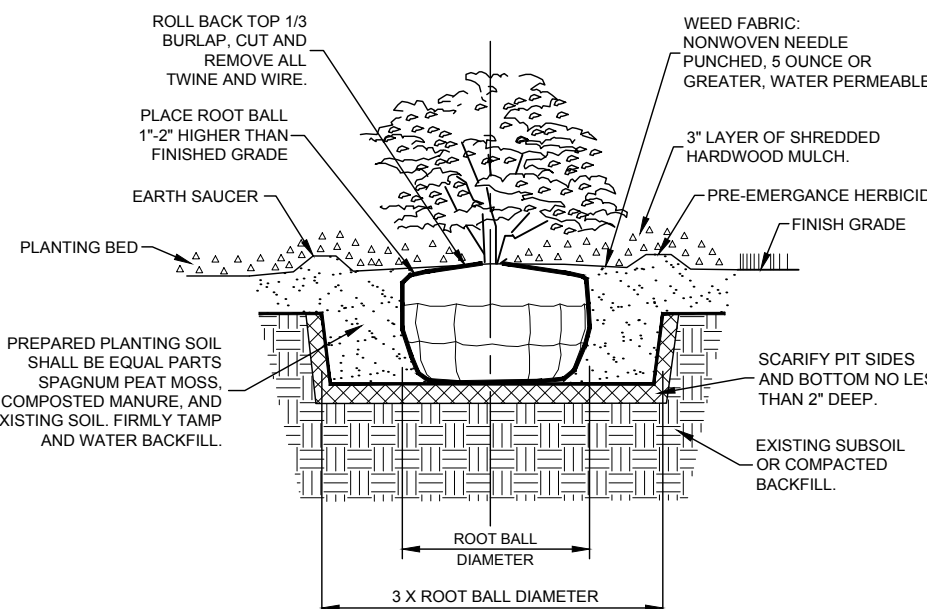
EVERGREEN PLANTING & STAKING

(NO SCALE)



TREE PLANTING ON SLOPE

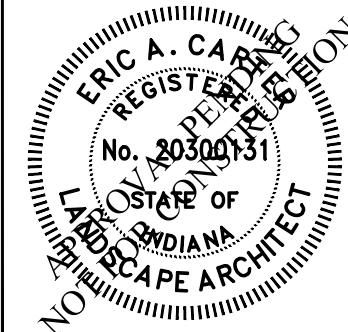
(NO SCALE)



SHRUB & SMALL TREE PLANTING DETAIL

(NO SCALE)

REVISIONS AND ISSUES	DATE	BY	DESCRIPTION
PROJECT NO. W18.0084 DWG NAME: W180084-1.100 DESIGNED BY: J. GORDON DRAWN BY: J. GORDON CHECKED BY: J. GORDON DATE: 06.01.2018	06.01.2018	J. GORDON	ISSUED FOR TAG SUBMITTAL



ERIC A. CARTER, RLA 20300131

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Certification

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CONSTRUCTION
PRELIMINARY
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ARCHITECTURE • PLANNING • URBAN DESIGN
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116 East Berry Street
Fort Wayne Indiana 46802
www.KeltyTappy.com
Fax: 260 . 426 . 7772
Phone: 260 . 426 . 7770

Drawn: DJT Checked: MGK



2 WEST ELEVATION
1/4" = 1'-0"



1 NORTH ELEVATION
1/4" = 1'-0"

A New Facility for:

Community FIRST
Bank of Indiana
Westfield, IN 46074
Spring Mill Road

Revision No.: Date:

Title

EXTERIOR
BUILDING
ELEVATIONS

Date: Project Number

03-15-2018 18016

Sheet Number

A5.1

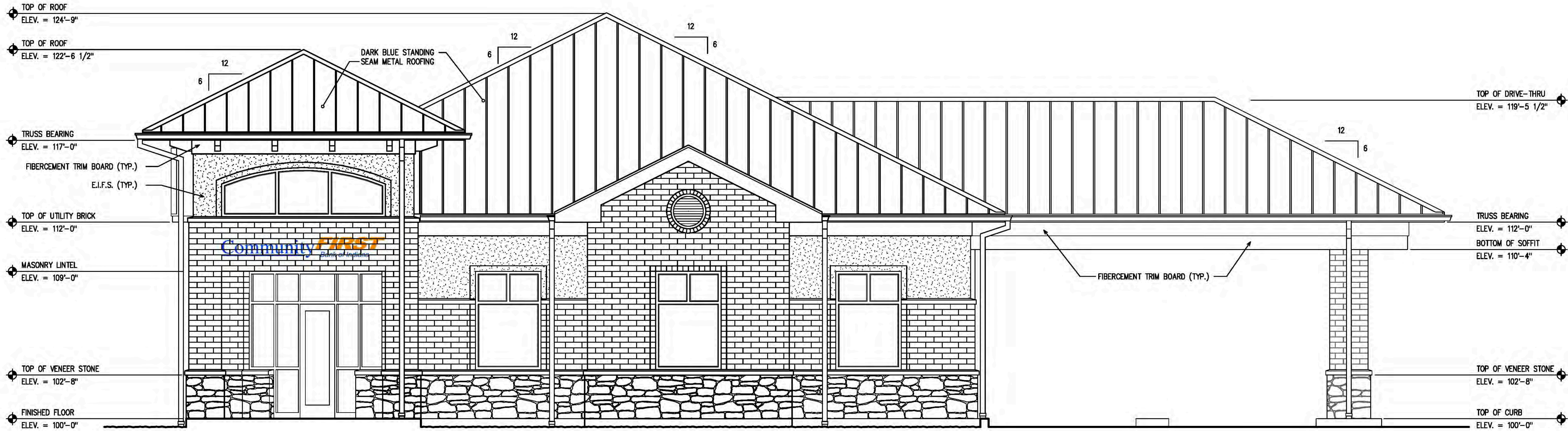
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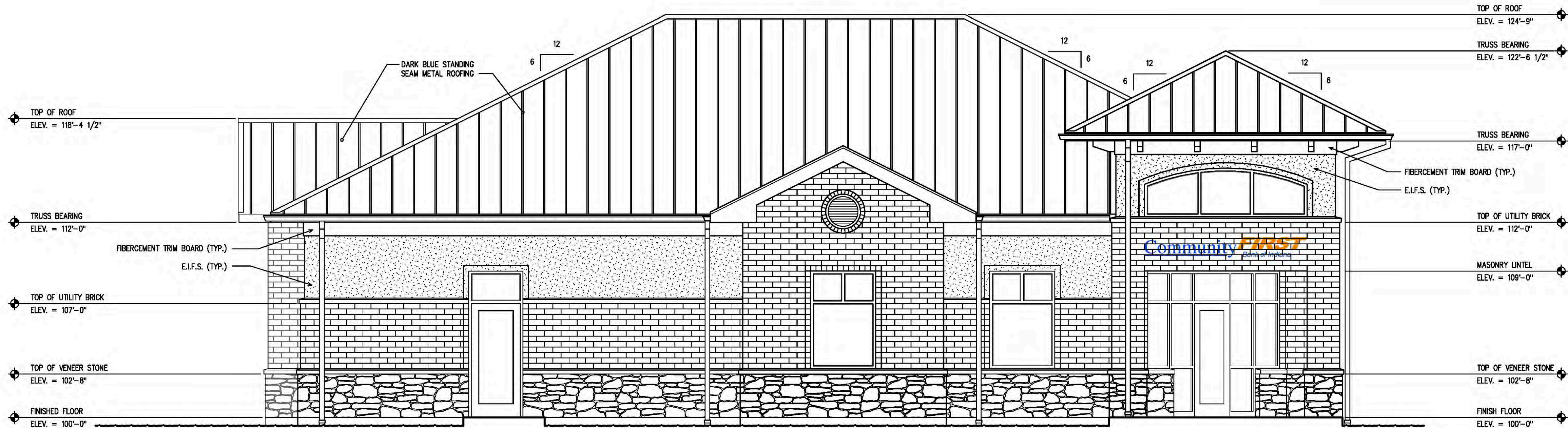
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2 WEST ELEVATION
1/4" = 1'-0"

Building Elevation Materials Calculations				
	North Elevation	East Elevation	South Elevation	West Elevation
Total Facade	930.62 S.F.	759.52 S.F.	836.84 S.F.	787.64 S.F.
Exclusions	107.22 S.F.	48.00 S.F.	80.48 S.F.	162.29 S.F.
Masonry	520.37 S.F.	489.85 S.F.	594.52 S.F.	428.83 S.F.
EIFS	156.12 S.F.	97.87 S.F.	128.54 S.F.	93.71 S.F.
Fiber Cement	42.61 S.F.	68.64 S.F.	72.49 S.F.	73.74 S.F.
Metal	44.30 S.F.	55.36 S.F.	41.00 S.F.	48.97 S.F.
% Masonry	68.16 %	68.85 %	67.51 %	65.39 %
% EIFS	20.45 %	12.73 %	17.25 %	14.90 %
% Fiber Cement	5.58 %	9.65 %	9.15 %	11.75 %
% Metal	5.80 %	7.78 %	5.49 %	7.83 %
	100.00 %	100.00 %	100.00 %	100.00 %



1 NORTH ELEVATION
1/4" = 1'-0"

A New Facility for:

Community FIRST
Bank of Indiana
Westfield, IN 46074
Spring Mill Road

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EXTERIOR
BUILDING
ELEVATIONS

Date: Project Number

03-15-2018 18016

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A5.1

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2 WEST ELEVATION
1/4" = 1'-0"



1 SOUTH ELEVATION
1/4" = 1'-0"

A New Facility for:

FIRST
Bank of Indiana

Westfield, IN 46074

Spring Mill Road

Revision No.: Date:

Title

EXTERIOR
BUILDING
ELEVATIONS

Date: Project Number

03-15-2018 18016

Sheet Number

A5.2

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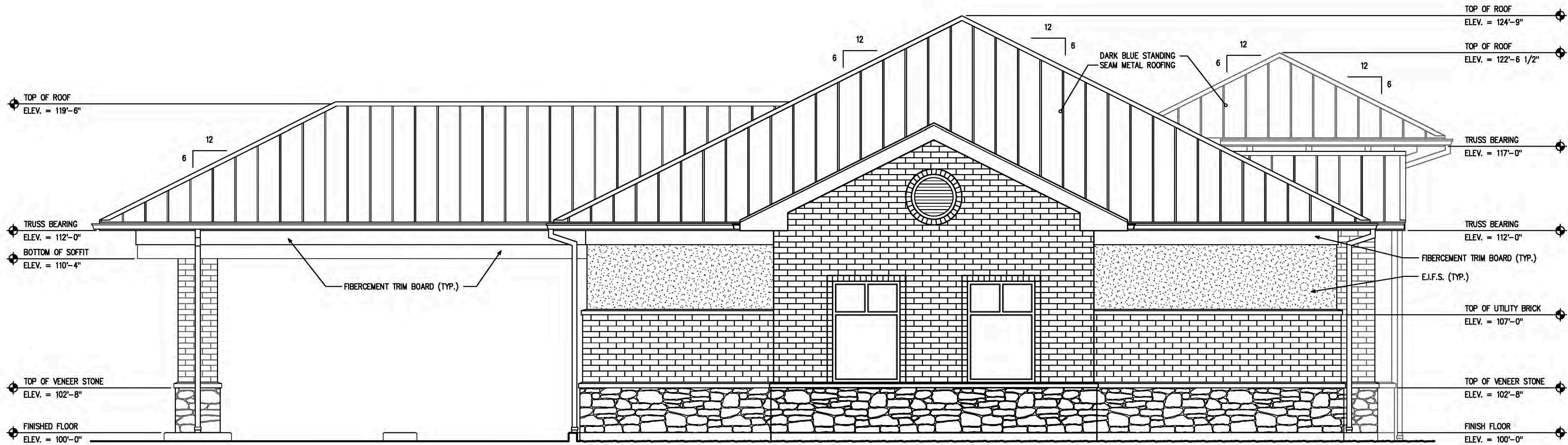
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Phone: 260 . 426 . 7770

Drawn: DJT

Checked: MGK



2 EAST ELEVATION
1/4" = 1'-0"

Building Elevation Materials Calculations				
	North Elevation	East Elevation	South Elevation	West Elevation
Total Facade	950.92 S.F.	755.92 S.F.	858.84 S.F.	722.84 S.F.
Exclusions	167.22 S.F.	48.00 S.F.	89.48 S.F.	152.29 S.F.
Masonry	500.37 S.F.	485.85 S.F.	504.52 S.F.	408.93 S.F.
EJFS	155.32 S.F.	97.87 S.F.	138.80 S.F.	93.71 S.F.
Fiber Cement	42.61 S.F.	68.64 S.F.	72.38 S.F.	73.74 S.F.
Metal	44.30 S.F.	53.36 S.F.	41.00 S.F.	48.97 S.F.
% Masonry	68.16 %	68.85 %	67.51 %	65.39 %
% EJFS	20.45 %	13.73 %	17.25 %	14.99 %
% Fiber Cement	5.58 %	5.65 %	9.76 %	11.73 %
% Metal	5.80 %	7.08 %	5.40 %	7.83 %
	100.00 %	100.00 %	100.00 %	100.00 %



1 SOUTH ELEVATION
1/4" = 1'-0"

A New Facility for:

FIRST
Community
Bank of Indiana

Westfield, IN 46074

Spring Mill Road

Revision No.: Date:

Title

EXTERIOR
BUILDING
ELEVATIONS

Date: Project Number

03-15-2018

18016

Sheet Number

A5.2

ORDINANCE NUMBER 18-25

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO THE UNIFIED DEVELOPMENT ORDINANCE AND THE SPRING MILL STATION SEC PLANNED UNIT DEVELOPMENT DISTRICT ORDINANCE

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 of the City of Westfield, Hamilton County, Indiana (the "Common Council") adopted **Ordinance No. 14-46** (Petition No. 1209-PUD-11), known as the Spring Mill Station SEC Planned Unit Development District Ordinance (the "Spring Mill Station SEC PUD Ordinance"), on October 13, 2014;

WHEREAS, the Common Council adopted **Ordinance No. 17-18** (Petition No. 1706-PUD-11), an amendment to the Spring Mill Station SEC Planned Unit Development District Ordinance (the "Amendment"), on July 24, 2017;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1807-PUD-19**), requesting an amendment to the Spring Mill Station SEC 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. 1807-PUD-19** to 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 _____, 2018;

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 (the “UDO”) and Zoning Map are hereby amended specific to the Real Estate and shall be known as the "**Spring Mill Station PUD District Amendment: Lot 4**" (the “Lot 4 Amendment”).
- 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 UDO, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance.
- 1.3 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.4 All provisions and representations of the UDO that conflict with the provisions of this Ordinance, the Amendment or the Spring Mill Station SEC PUD 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 substantial compliance with the Concept Plan.

Section 4. Landscape Plan. The plan attached hereto and incorporated herein by reference as **Exhibit C**.

Section 5. Architectural and Design Standards. The standards of the Spring Mill Station SEC PUD and the Amendment shall apply to the development of the Real Estate, except as otherwise modified below.

- 5.1 **Drive-Thru Regulations:** A drive-thru facility shall be permitted on the Real Estate for the following use and developed in accordance with the provision below:
 - A. A bank associated with the development of the Real Estate in compliance with the UDO and in substantial compliance with the Concept Plan (incorporated herein as **Exhibit B**).
- 5.2 **Landscaping.** Landscaping required on the Real Estate shall be planted in substantial compliance with the Landscape Plan (incorporated herein as **Exhibit C**).

ALL OF WHICH IS ORDAINED/RESOLVED THIS _____ DAY OF _____, 2018.

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 18-25** was delivered to the Mayor of Westfield

on the _____ day of _____, 2018, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 18-25**

this _____ day of _____, 2018.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 18-25**

this _____ day of _____, 2018.

J. Andrew Cook, Mayor

This document prepared by:

Jeffery M Lauer
Polis Collaborative, LLC
PO Box 841
Carmel, IN 46082

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: Jeffrey M Lauer

SCHEDULE OF EXHIBITS

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

EXHIBIT A
REAL ESTATE

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Legal Description

LOT 4 IN SPRINGMILL STATION SE CORNER, THE PLAT OF WHICH IS
RECORDED AS INSTRUMENT NUMBER 2016030541 IN PLAT CABINET 5, SLIDE
507, IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, INDIANA.

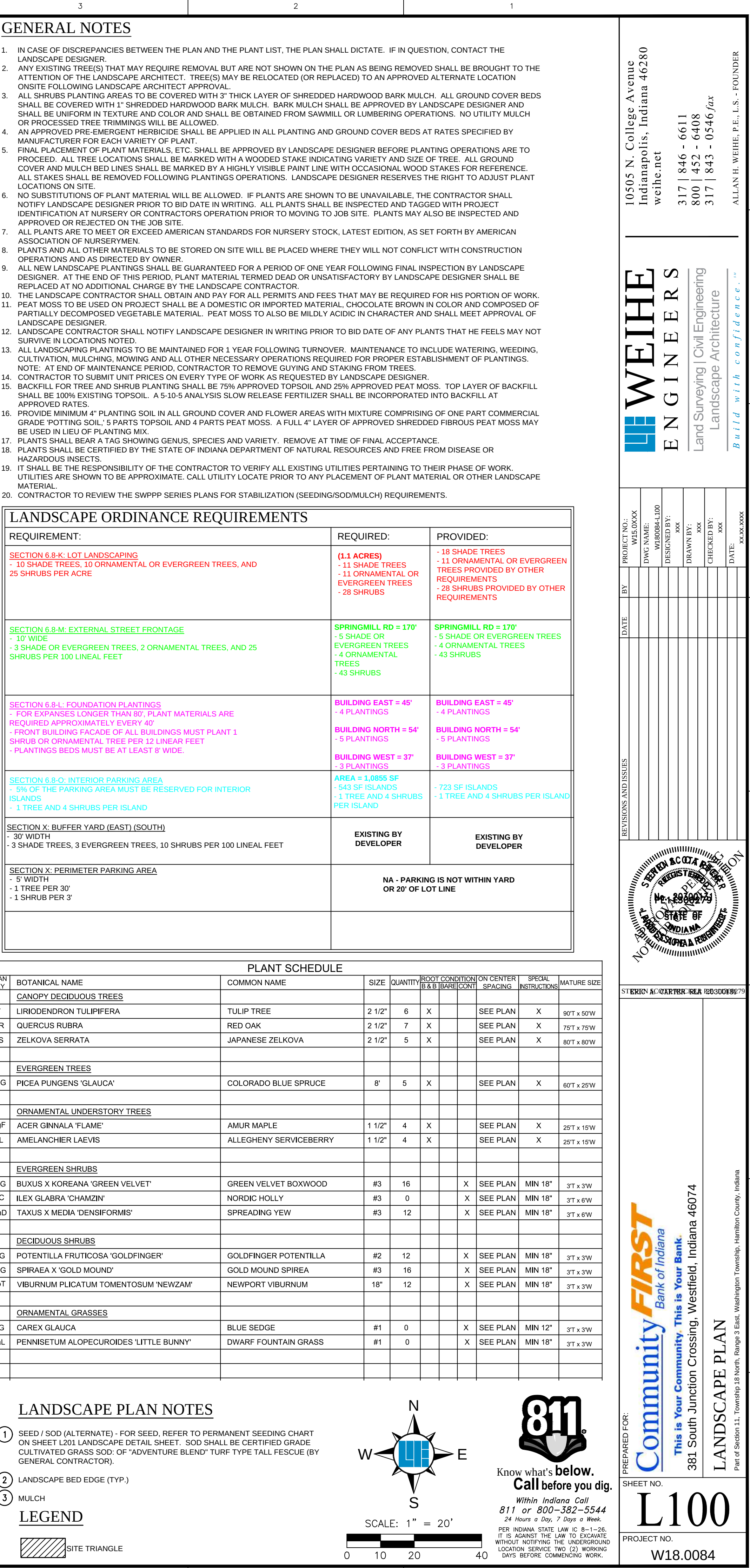
EXHIBIT B
CONCEPT PLAN

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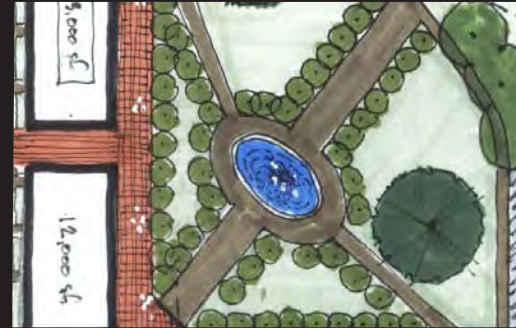
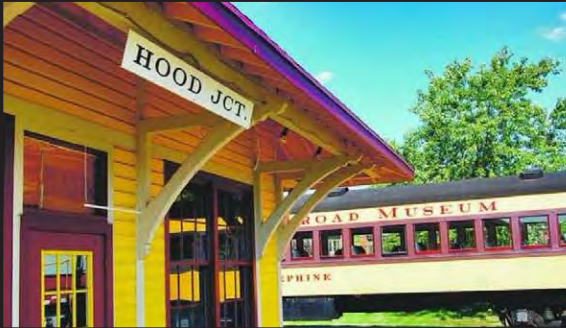


EXHIBIT C
LANDSCAPE

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SPRING MILL STATION PLAN



2014

AN ADDENDUM TO THE WESTFIELD WASHINGTON TOWNSHIP
COMPREHENSIVE PLAN

V. 3/26/14



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EXECUTIVE SUMMARY:

This Spring Mill Station Plan (the “Plan”) is an addendum to the Westfield-Washington Township Comprehensive Plan. The Plan: (1) provides a history of past events and current activities related to the vicinity of the 161st Street and Spring Mill Road intersection (named “Spring Mill Station” in this Plan); (2) identifies the geographic area of the Spring Mill Station Study Area; and (3) sets forth several recommendations pertaining to the future development and design of private developments and public infrastructure within the Study Area that are suggested as being essential for achieving the Spring Mill Station vision described in this Plan.

The Spring Mill Station Plan process included several meetings, or charrettes, of the Spring Mill Station Study Group comprised primarily of community leaders from the various residential neighborhoods within close proximity of the Study Area. Through the process of these Study Group meetings and other input meetings with stakeholders, residents and developers, the Study Group arrived at the following policy recommendations which are discussed in further detail in this Plan:

1. **Spring Mill Station Task Group:** Establish the “Spring Mill Station Task Group,” which is contemplated as a neighborhood land use committee that will, among other things, review proposed zoning petitions and provide recommendations regarding such projects to City representatives.
2. **Branding:** Further develop the Spring Mill Station “brand” and incorporate such brand into development projects and public infrastructure projects.
3. **Land Uses:** Develop land uses within the Study Area in a manner consistent with the concepts envisioned the Spring Mill Station Plan (e.g., a mix of complementary uses, a neighborhood “hub”).
4. **Architecture and Site Design:** The design and quality of building architecture and site designs within the Study Area should be developed in a manner consistent with the Spring Mill Station Plan (e.g., high quality buildings, pedestrian orientation, people spaces).
5. **Development Strategy:** A coordinated development strategy for the Study Area should be developed (e.g., coordinated amenities, infrastructure, vehicular accesses and pedestrian trails).
6. **Financial Strategy:** Develop and implement a financial strategy to make desired infrastructure improvements within the Study Area.
7. **Economic Development:** Be proactive in attracting desirable development projects and businesses within the Study Area.

The Spring Mill Station Plan recommends that this planning process be revisited periodically, ideally every year: (1) to measure progress toward accomplishing the planning objectives included in the Plan; (2) to revise or refine the planning objectives of the Plan as needed; and (3) to aid in work planning and project prioritization in order to accomplish the Spring Mill Station vision.



CHAPTER 1: OVERVIEW

This document, the Spring Mill Station Plan (the “Spring Mill Station Plan”), is intended to be adopted as an addendum to the Westfield-Washington Township Comprehensive Plan under the IC 36-7-4-500 Series. The intent of the Spring Mill Station Plan is to clearly identify the surrounding community’s vision for the future of the area in the vicinity of 161st Street and Spring Mill Road. Residents in the surrounding neighborhoods are hopeful that this plan will encourage coordination and cooperation among the development community and the neighborhoods within the vicinity of 161st Street and Spring Mill Road to ultimately achieve the Spring Mill Station vision.

The Spring Mill Station Plan: (1) identifies important historical events which have occurred over the past ten (10) years related to the 161st Street and Spring Mill Road area; (2) inventories the relative recent events, plans, nonconforming uses, development interests, and infrastructure plans for the area; (3) identifies the geographic scope of the study area to which the recommendations of the Spring Mill Station Plan apply; (4) identifies land uses, architectural styles, transitions, buffers, and circulation preferences in Spring Mill Station area; (5) summarizes feedback received from the development community and residents about the feasibility and desirability of the various Spring Mill Station elements; and (6) sets forth policy recommendations necessary to accomplish the Spring Mill Station vision.

The process of preparing the Spring Mill Station Plan involved a series of neighborhood charrettes hosted by a group of 161st Street and Spring Mill Road area HOA leaders, City Council Committee on Ordinance Revisions members, and the Superintendent of Westfield Washington Schools. Study group members include:

•Chris Bluto	Countryside Subdivision (Past President of Countryside HOA)
•Steve Hoover	City Council (Council Committee on Ord. Revision member)
•Jeff Boller	Countryside Subdivision
•Jeanine Fortier	Enclave at Maple Knoll Subdivision
•Dr. Mark Keen	School Superintendent (Westfield-Washington Township Schools)
•Jim Ake	City Council (Council Committee on Ordinance Revision member)
•Cindy Spoljaric	City Council (Council Committee on Ordinance Revision member)
•Mark Christoffersen	Mulberry Farms Subdivision
•Butch Meese	Enclave at Maple Knoll Subdivision (Maple Knoll Advisory Board)

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



CHAPTER 2: CHRONOLOGY OF RELATED EVENTS

Over the past several years, the area within the vicinity of 161st Street and Spring Mill Road has experienced a significant amount of attention from the development community, residents and the City of Westfield. This section of the Spring Mill Station Plan is intended to summarize the recent historical context of this area related to land use and development.

June 23, 2003 – A change in zoning request was introduced at the Westfield-Washington Township Advisory Plan (the “APC”) Commission meeting. The request was to rezone approximately 16.8 acres of property, located at the northeast corner of 161st Street and Spring Mill Road, from SF-3 and AG-SF1 zoning classifications to the General Business zoning classification (Case No. 0306-REZ-02). The proposal, filed by Flynn and Zinkan Realty Company, LLC, was to develop a retail shopping center at this location. The proposal was forwarded to a committee for analysis against the Comprehensive Plan.

The property was not within the corporate limits of Westfield at the time, but was within Washington Township. Through a joinder agreement, the Town of Westfield was given zoning jurisdiction over all of Washington Township in the late 1970’s.

August 25, 2003 – The APC held a public hearing, where 4 people spoke in favor of the project and 17 people spoke in opposition of the project. In addition to comments made at the meeting, approximately 75 pieces of written comment were received prior to the meeting, the majority of which were in opposition of the project. The Comprehensive Plan Committee of the APC recommended that the proposal receive a negative recommendation from the full APC.

The APC voted 6-1 to send a negative recommendation of Flynn and Zinkan’s rezoning petition 0306-REZ-02 to the Westfield Town Council.

October 13, 2003 – The Westfield Town Council (the “Council”) approved Ordinance 03-28, which changed the zoning of the 16.8 acres at the northeast corner of 161st Street and Spring Mill Road to the General Business District.

Winter 2003/Spring 2004 – The events surrounding the zoning decision at the intersection of 161st Street and Spring Mill Road caused many residents to voice their opinions and concerns with Westfield decision-makers about the Flynn and Zinkan project. At the time the area around 161st Street and Spring Mill Road was an unincorporated area of the township, and therefore, the residents in the area did not have the ability to vote for the Council members. Many residents were frustrated by this situation. Discussions between residents and the City of Carmel occurred regarding the possibility of the south-central/south-western portion of Washington Township being annexed into Carmel, instead of Westfield. Carmel put plans together to annex up to 10 square miles of Washington Township, which had long been assumed to be “Westfield’s territory”. Westfield leaders met with residents and ultimately convinced them that it would be in their best interest



to be annexed by Westfield instead of Carmel. A citizen group called “Citizens for Responsible Annexation” was instrumental in building support amongst the residents for incorporation into Westfield.

February 9, 2004 – Platinum Properties, LLC requested that the 24 acres located immediately north of the Flynn and Zinkan property be rezoned from SF-3 (Cluster) to Multi-Family 2 (Case No. 0312-REZ-07).

February 10, 2004 – Developer Flynn and Zinkan filed a Development Plan with the APC for a retail shopping center at the northeast corner of 161st Street and Spring Mill Road (Case No. 0402-DP-08). The shopping center was named SpringMill Commons.

March 22, 2004 – The APC was not able to obtain majority vote to either approve (3-5-1 vote) or deny (4-3-2 vote) the Development Plan for Springmill Commons. The project was continued to the April 26, 2004 APC meeting.

April 26, 2004 – Flynn and Zinkan withdrew its Development Plan item for Springmill Commons (Case No. 0402-DP-08).

June 28, 2004 – The APC voted 6-1 to send a recommendation for approval of the Platinum Properties petition 0312-REZ-07 (called “Townhomes at Countryside”) to the Council.

July 12, 2004 – The Council initiated the rezoning of the property at the northeast corner of 161st Street and Springmill Road from SF-3 (Cluster) to the MF-2 District. The Council directed the APC to hold a public hearing and send the item back to the Council with a recommendation on how to act on the case.

July 12, 2004 – The Westfield City Council approved Ordinance 04-28, changing the zoning of the area for the Townhomes at Countryside from SF-3 (Cluster) to the MF-2 District.

September 27, 2004 – The APC approved the Development Plan for the Townhomes at Countryside project (Case No. 0405-DP-24).

September 27, 2004 – The APC held a public hearing on the petition sent to them from the Council to rezone the 16.8 acres located at the northeast corner of 161st Street and Spring Mill Road back to its original SF-3 and AG-SF1 zoning classifications (Case No. 0408-REZ-07). The APC voted 5-1 to send a recommendation for approval of the petition to the Council.

September 27, 2004 – Flynn and Zinkan requested that the APC suspend its rules and make a determination on the previously-withdrawn Development Plan (Case No. 0402-DP-08). The APC did not take action on this request at the September 27, 2004 meeting. This matter was never discussed again at subsequent meetings.



October 11, 2004 – Flynn and Zinkan filed a lawsuit against the Town of Westfield in Hamilton County Superior Court No. 3 (Cause No. 29D03-0410-PL-914). The lawsuit requested a judgment mandating that the Town of Westfield approve the Development Plan for Springmill Commons and issue all necessary permits for the project.

October 25, 2004 – The Council rezoned the property at the northeast corner of 161st Street and Spring Mill Road back to its original SF-3 and AG-SF1 classifications (Ordinance 04-36).

November 2, 2004 – 82 percent of Westfield voters voted to change from a Town to a City. The conversion to a City would not take effect until January 1, 2008.

August 27, 2005 – The Hamilton County Superior Court found that the Development Plan for Springmill Commons was compliant with applicable zoning regulations and ordered the Town of Westfield to approve the Development Plan (Case No. 0402-DP-08) for Springmill Commons (Cause No. 29D03-0410-PL-914).

August 31, 2005 – As ordered by the Hamilton County Superior Court, the Advisory Plan Commission approved the Development Plan for Springmill Commons (Case Nos. 0402-DP-08 and 0508-DP-32).

September 12, 2005 – The “Southwest Annexation” was approved by the Westfield Town Council (Ordinance 05-09). This was a large annexation that incorporated much of the south-central and south-western portions of Washington Township into the Town of Westfield.

November 1, 2005 – A minor amendment to the rear façade of the Kroger building in Springmill Commons was approved administratively (Case No. 04-02-DP-08). The minor amendment approved moving the truck dock forty feet towards the center of the store and adding a fourteen foot tall masonry wall to screen the trash dumpster and refrigeration equipment.

November 22, 2005 – A minor amendment to the building size, drive-thru location, and number of drive-thru lanes for the Chase Bank outlot building in Springmill Commons was approved administratively (Case No. 04-02-DP-08).

May 26, 2006 – A minor amendment to the building size of the Chase Bank outlot building in Springmill Commons was approved administratively (Case No. 0605-DP-12).

July 9, 2007 – Zinkan and Barker, successor to Flynn and Zinkan, requested that the 16.8 acres located at the northeast corner of 161st Street and Spring Mill Road (Springmill Commons plus the additional 2-acre parcel that was owned by Crossroads Church, and part of the original rezoning petition) be rezoned from SF-3 and AG-SF1 to General Business (Case No. 0707-REZ-02).

July 13, 2007 – Douglas Realty Group, LLC filed a request that the 20 acres located at the southwest corner of 161st Street and Spring Mill Road be rezoned from AG-SF1 to Local Business (Case



No. 0709-REZ-04). This rezoning request was subsequently continued until the July 7, 2008 APC meeting, in order to allow the 161st Street and Spring Mill Road Special Study to be completed.

August 1, 2007 – The City began studying the area around the intersection of 161st Street and Spring Mill Road. The study was named “161st and Spring Mill Road Special Study and Community Design Gallery Report” (the “Special Study”). The Special Study included stakeholder interviews, market analysis, capacity/demand analysis, and a community design preference survey using renderings of possible future build-out scenarios at the intersection. The Special Study also included recommendations for the area, based on information gathered at the time. The Special Study was adopted by the City Council on March 3, 2008.

August 13, 2007 – Peacock Springmill, LLC requested that the 6.9 acres located at the southeast corner of 161st Street and Spring Mill Road be rezoned from AG-SF1 to General Business (Case No. 0708-REZ-03). This rezoning request was subsequently continued until the July 7, 2008 APC meeting, in order to allow the 161st Street and Springmill Road Special Study to be completed. This case was withdrawn before the July 7, 2008 APC Meeting.

November 26, 2007 – The APC voted 6-1-1 to send a negative recommendation of Zinkan and Barker’s rezoning petition (0707-REZ-02) to the Council.

December 6, 2007 – Zinkan and Barker withdrew its rezoning request, (Case No. 0707-REZ-02).

May 12, 2008 – The Special Study was presented to the Council, and the Council adopted the Special Study under Resolution 08-12.

June 9, 2008 – CrossRoads Church at Westfield, Inc. requested that approximately 2 acres located north of the Spring Mill Road entrance to Springmill Commons (the “Church Property”) be rezoned from AF-SF1 to General Business (Case No. 0807-REZ-02). This property was part of the initial rezoning request by Flynn and Zinkan in 2003.

July 7, 2008 – Peacock Springmill, LLC withdrew its rezoning request, (Case No. 0708-REZ-03).

July 21, 2008 – The APC voted 9-0 to send a negative recommendation of Douglas Realty Group’s rezoning petition 0709-REZ-04 to the Council.

July 21, 2008 – The APC voted 9-0 to send a negative recommendation of Cross Road Church’s rezoning petition 0807-REZ-02 to the Westfield City Council. The church withdrew its petition at the APC meeting.

August 11, 2008 – The Council denied Douglas Realty Group’s rezoning petition, (Ordinance 08-43).

May 9, 2011 – M & I Bank requested that the Church Property be rezoned from AF-SF1 to General



Business (Case No. 1106-REZ-02).

June 30, 2011 – M & I Bank withdrew its rezoning request, (Case No. 1106-REZ-02).

January 23, 2012 – Cross Roads Church of Westfield, Inc. requested that the Church Property be rezoned from AG-SF1 to the CrossRoads Church PUD District (Case No. 1202-PUD-01).

March 5, 2012 – The APC voted 9-0 to send a recommendation for the approval of the CrossRoads Church PUD petition (1202-PUD-01) to the Council. The PUD proposal limits the allowable uses on the site to banks and other professional office uses.

March 12, 2012 – The Council approved Ordinance 12-03, changing the zoning of the Church Property from AG-SF1 to the CrossRoads Church PUD District.

August 13, 2012 – Cooperstown Partners, LLC requested that the approximately 6.5 acres located at the southeast corner of 161st Street and Spring Mill Road be rezoned from AG-SF1 to the Springmill Corner PUD District (Case No. 1209-PUD-11).

This petition remains pending as of the writing of this plan. Several other development inquiries have been received from would-be developers regarding the status of this Spring Mill Station planning initiative by the time of this writing. This would seem to indicate a substantial amount of development interest in the Spring Mill Station area.



CHAPTER 3: RECENT EVENTS

The City of Westfield (the “City”) is a dynamic development environment with several plans and projects (public and private) related to the Spring Mill Station Study Area under way. This section of the Spring Mill Station Plan is intended to provide a summary of recent activities that have occurred or that are in the process of occurring that affect (or will affect) the area in the vicinity of 161st Street and Spring Mill Road.

Spring Mill Road and 161st Street Engineering and Programing Study Summary

The Spring Mill Road and 161st Street Engineering and Programming Study was completed on April 30, 2013. The purpose of the study is to assess future traffic needs of the 161st Street and Spring Mill Road corridors to plan for future roadway improvements. A summary of the study follows:

Spring Mill Road Corridor: No additional lanes are identified as being needed through 2033. However, it is recommended that the roadway from 146th Street to 161st Street be updated by 2018 and continue to SR 32 by 2023 in accordance with the City’s Complete Streets Policy (Resolution 12-114). At the time the study was completed, 161st Street was classified as a secondary arterial which contemplates one hundred and twenty (120) feet of right-of-way. Since that time, the City’s Thoroughfare Plan was amended to identify 161st Street as a primary arterial which contemplates one hundred and fifty (150) feet of right-of-way (Resolution 13-115).

161st Street Corridor: It is recommended that an additional lane be added in each direction by 2028 to maintain an acceptable level of service and to implement the City’s Complete Streets Policy. A roundabout is scheduled to be constructed at Oak Ridge Road and 161st Street in the fall of 2014.

Existing Conditions of the 161st Street and Spring Mill Road Intersection: The signalized intersection northbound approach includes one through lane, a 170 feet long left turn lane, and a 100 feet long right turn lane. The westbound approach includes one through lane, a 460 feet long left turn lane and a 260 feet long right turn lane. The southbound approach includes one 310 feet long left turn lane and one shared through/right turn lane. The eastbound approach includes a 150 feet long left turn land and one shared through/right turn lane.

Springmill Commons Shopping Center – Zinkan and Barker

The northeast corner of 161st Street and Spring Mill Road, named “Springmill Commons,” was developed by a development firm named Flynn & Zinkan (now Zinkan & Barker) with a large grocery store anchor, with additional outlots and an in-line multi-tenant retail building in 2004. The property is presently zoned for single-family residential use. The existing commercial development constitutes a legally established nonconforming use on the property, resulting from certain legal



proceedings requiring the City's approval of the project. Any proposed changes to the existing development would require the site to be rezoned.

The Spring Mill Study Group has identified several issues associated with Springmill Commons that, if adequately addressed, would enhance the development:

1. Traffic Circulation and Parking: The traffic and pedestrian circulation patterns within the shopping center function at a suboptimal level with multiple points of conflict on the internal access ways and drive aisles in the development, leading to potentially dangerous interactions. The internal drive running north to south across the development causes confusion as stop signs control traffic movements along the access road but there are no restrictions on automobiles entering from the existing parking lot. There is no vehicular or pedestrian access planned in order to access the parcel (the "CrossRoads Church PUD" Ordinance 12-03) to the northwest of Springmill Commons from within Springmill Commons. This prohibits the shopping center and the CrossRoads Church PUD from operating as a coordinated integrated commercial center.

2. Sign Area: The sign standards applicable to Springmill Commons are lesser than what is permitted for a similar center under the present zoning ordinance. The sign standards applicable to the shopping center currently permit one (1) square foot of wall signage for each linear foot of tenant front facade while the present zoning ordinance permits two (2) square feet of signage for each linear foot of tenant front facade. Also, no sign shall be restricted to be less than twenty-five (25) square feet of sign area under the present zoning ordinance.

3. Landscaping: Compared to the normally applicable zoning standards, Springmill Commons is deficient on several landscaping standards. There is little or no landscaping along structures that exceed eighty (80) feet in length without corner breaks, which would not be permitted under current zoning requirements. Also, the site is deficient in the number of shade trees for a commercial development. Most notably the development lacks the normally applicable shade trees along the 161st Street road frontage. 161st Street also lacks the normally required buffer yard distance from the road right-of-way. As a result, the parking lot appears expansive in this area and there is insufficient landscaping to help break up the monotony of the parking lot. The interior parking lot also lacks shade trees in most parking lot islands as required by the zoning ordinance today. Such additional landscaping would greatly enhance the feel of the development. The overall development is also deficient in the number of shrubs required in buffer yards.

4. ROW Widths: 161st Street is classified as a primary arterial in the City's Thoroughfare Plan which contemplates a seventy five (75) feet wide half right-of-way. Currently, 161st Street possesses a half right-of-way of approximately forty (40') feet (which would require up to an additional thirty-five (35') feet of right-of-way in order to comply with the recommendations of the Thoroughfare Plan).



5. Architectural Standards: State Highway 32 Overlay Zone: The State Highway 32 Overlay Zone (the “32 Overlay”; WC 16.04.065) is a set of standards applicable to new developments along the State Highway 32 Corridor. The architectural standards and urban design standards included in the 32 Overlay are frequently imposed on new community development during the zoning approval process. If the Spring Mill Commons were approved today, these standards would likely apply. Compared to these standards, the strip center development does not have any building offsets for elevations that are greater than 90 feet in length. Also, the layout of the gas station would not be permitted due to location of the fuel pump canopy and the actual convenience store location under the pumps.

US 31 Major Moves Project

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

Construction of the 161st Street bridge and interchange began in 2011 and numerous on-line and off-line improvements have been made to U.S. Highway 31 in Westfield since that time. Most notably in August 2013, a double tear drop roundabout interchange was completed at the U.S. Highway 31 and 161st Street intersection. West of the interchange, where the Monon Trail intersects with 161st Street, initial work has been completed for the Monon Trail to tunnel underneath 161st Street. The initial work included installing tunnel infrastructure under 161st Street which enables the City to extend the Monon Trail under 161st Street while keeping the road open to traffic when the rest of the tunnel project is completed. It is expected that 161st Street will be the primary east/west vehicular travel corridor for the City’s existing population.



161st Street Bridge Rendering



Possible Intersection Improvements for 161st Street/Spring Mill Road

The City Engineer has indicated the following possible future improvements to the intersection of 161st Street and Spring Mill Road. The intersection of 161st Street and Spring Mill Road currently functions at an acceptable Level of Service (“LOS”) for current traffic levels. 161st Street and Spring Mill Road both currently function at an A or B LOS for all four approaches to the intersection. A curb on the southeast corner of the intersection was installed in 2012 to prevent continued encroachment into the corner yard from automobiles driving through the corner of the intersection. Improvements to the intersection that may occur in the future include relocating electric lines that are installed at nearly the same height as the hanging street lights, creating visibility obstructions. The street light poles themselves might be updated to a higher quality pole than those that are currently in place. Lastly, reprogramming the traffic light to meet the demands of future traffic patterns may occur.

Spring Mill Road Programming and Engineering Draft Study

Future improvements to the 161st Street and Spring Mill Road area are recommended by the United Consulting Engineers’ Spring Mill Road Programming and Engineering Study. Future improvements not included in the study may be added at a later date if needed. The study recommends that a roundabout be installed at both the intersections of 161st Street and Oak Ridge Road, as well as 156th Street and Spring Mill Road. Both roundabouts are expected to be completed by fall of 2014. It is also recommended that 161st Street be widened to include an additional lane on each side of the road to allow cycle tracks to be added to the road cross section.

Grand Park

The Grand Park Sports Campus is located approximately 2.5 miles north of the Spring Mill Station Study Area and is anticipated to generate approximately 1.5 million visitors per year. This level of tourism activity will likely generate a significant amount of consumer activity in Westfield. Spring Mill Station may experience increased demand due to its proximity to the Sports Campus. Due to





the nature of how Grand Park is expected to function, extreme traffic spikes are not expected in the Study Area; however, overall traffic levels may be greater than previously expected.

The Grand Park Sports Campus may also affect the use of the southwest corner of Spring Mill Station, where approximately fourteen (14) soccer fields are currently used by the Westfield Youth Soccer Association. The Westfield Youth Soccer Association is one of the key users expected to host activities at the Sports Campus. Demand for the fields, currently owned by the Westfield-Washington School Corporation, may be reduced if the demand for fields is otherwise met at the Sports Campus.

Viking Meadows and Maple Knoll Subdivisions Permit Activity:

Located in close proximity to the Spring Mill Station study area are the subdivisions of Viking Meadows and Maple Knoll. The Viking Meadows Subdivision had the highest number of new single-family home starts in Westfield for 2013, accounting for twenty five (25%) percent of all permits. In 2012, Viking Meadows accounted for twenty five (25%) percent of all new single-family home starts in Westfield. The Maple Knoll subdivision located to the northwest of Spring Mill Station had the third highest number of new single-family housing starts at thirteen (13%) percent for 2013. In 2012, Maple Knoll accounted for twenty seven (27%) percent of all new single-family home starts in Westfield. These new homes located in close proximity to Spring Mill Station will likely increase the viability of and need for a neighborhood hub as contemplated in this Plan.

Townhomes at Countryside

On the northeast corner of 161st Street and Spring Mill Road and north of Springmill Commons is the Townhomes of Countryside, an owner occupied multi-family development. The development consists of nine (9) three (3) story townhome buildings with approximately forty-eight (48) units and three (3) single story buildings with nine (9) units. The development gained zoning approval in July of 2004 and development plan approval for the townhomes was granted in September of 2004. This approval occurred after the Springmill Commons project was approved.

Nine (9) of the three (3) story townhome buildings were constructed by Ryland Homes and the single story buildings were constructed by Shoopman Homes, who acquired the remaining unimproved building pads in the project. During the recent economic downturn, owner-occupied townhome buildings struggled to remain as viable as traditional single family homes. As a result, Shoopman Homes acquired the remaining building pads and began constructing single family attached units in 2010. Nine (9) separate single story units have been constructed by Shoopman Homes since that time and nine (9) building pads remain to complete the build out of the project. As indicated by Shoopman Homes, it chose this area because of the amenities in the immediate vicinity and easy road connections to the surrounding area.



Development Interest

The four corners of the 161st Street and Spring Mill intersection have seen an increased level of development interest over the past several years. Currently, one formal rezoning petition has been filed with the Advisory Planning Commission for the southeast corner of 161st Street and Spring Mill Road. The proposal would permit a variety of local business (LB) uses such as a drug stores, banks and medical offices on a seven (7) acre site. The proposed site plan illustrates four (4) structures with a drug store (approximately 15,000 square feet) on the corner of 161st and Spring Mill and three other separate buildings totaling 16,000 square feet.



CHAPTER 4: PLANNING AREA



The Spring Mill Station planning area consists of approximately ninety (90) acres around the four corners of the 161st Street and Spring Mill Road intersection. The area is approximately two (2) miles west of US Highway 31 and three (3) miles from downtown Westfield, also known as Grand Junction. The planning area is comprised of an existing shopping center to the northeast, residential lots and part of an airport runway to the southeast, a vacant field and soccer fields to the southwest, and residential lots and a large wooded estate to the northwest.

Rationale:

The planning area is identified in order to prevent commercial creep down the 161st Street and Spring Mill Road. Both corridors are zoned entirely for single-family residential use and the study area itself is envisioned as the only location non-residential activity may occur in this vicinity. It is not intended that the planning area be entirely commercial. Residential uses may occupy a significant portion of the planning area. Areas outside of the planning area are envisioned to remain as single-family homes. The planning area is designed to allow adequate space for internal buffering and transitions to the surrounding neighborhoods. Specific descriptions of the planning area as well as rationale for the inclusion of each individual corner of the planning area are included below:



Northwest Corner of 161st/Spring Mill Road



The northwest corner of the planning area includes approximately fourteen (14) acres of land, comprised of seven (7) parcels. The corner is bound by the Enclave at Maple Knoll residential development to the west and a five (5) acre residential parcel to the north. The area includes six (6) residential homes and a vacant parcel with a regulated drain (John Edwards Ditch) running through the center of the parcel. The west boundary along Maple Knoll includes a dense planting of trees.

Rationale: The northernmost parcel with the regulated drain was included for enhanced trail access from the Maple Knoll trail network to provide a connection to the extensive Countryside Subdivision trail network and also access to a planned roadside trail to be installed along Spring Mill Road. The connection point would also give residents access to the fifteen (15) acre Armstrong

Park located inside the Countryside subdivision. This boundary also lines up closely with the northern property line of the CrossRoads Church Planned Unit Development and the Springmill Commons shopping center located directly east of this area.

Northeast Corner of 161/Spring Mill Road



The northeast corner of the planning area includes approximately fifteen (15) acres of land comprised of five (5) parcels. This corner of the Study Area is bound by the Townhomes at Countryside to the north and the Countryside Subdivision to the east. The area includes Spring Mill Commons, a Kroger anchored shopping center, which includes in-line B-shoppes, three outlots, and a gasoline fueling station. A vacant, dilapidated, single family home with a pole barn is also located

north of the gasoline fueling station. The buffer area located north of the B-shops between the townhomes of Countryside includes a large earthen mound with evergreen and deciduous landscaping. A pedestrian trail connects the shopping center with the Countryside Subdivision to the north.

Rationale: The existing and Spring Mill Commons development was included in the study area since the existing commercial center is a large component of the functional area within the vicinity of 161st Street and Spring Mill Road. A zoning nonconformity also exists for the



shopping center as the development is zoned Single-Family 3. This study acknowledges this issue and suggests that this issue be appropriately addressed in order to accommodate the further development of future redevelopment of this property. The eastern common area is also included and may be desirable to provide a trail connection area from Countryside Subdivision to 161st Street.

Southeast Corner of 161/Spring Mill



The southeast corner includes approximately twenty-two (22) acres of land, comprised of eight (8) parcels. The area follows the same eastern boundary as Spring Mill Commons to the north. The area is bound by the Mulberry Farms Subdivision to the south and a residential home to the east. The area includes a church, five (5) residential homes, two vacant lots, and approximately half of a grass airport runway. A tree stand runs intermittently along the Mulberry Farms boundary.

Rationale: The intention for the eastern boundary is to create a seamless transition on both sides of 161st Street. Mulberry Farms Subdivision serves as a natural boundary to the south. The intention of the twenty-two (22) acre area would allow for residential and commercial development to include a large buffer and landscape area to provide transition between newly developed areas and adjacent development.

Southwest Corner of 161/Spring Mill



The southwest corner includes approximately thirty-seven (37) acres, comprised of two parcels of land. The area is bounded by the Crosswind Commons Subdivision to the south and Shamrock Springs Elementary School to the west. Both parcels are approximately eighteen (18) acres in size. The parcel located on the immediate corner of Spring Mill Road and 161st Street is undeveloped and currently farmed. The school-owned parcel currently contains fourteen (14) soccer fields.

Rationale: The thirty-seven (37) acres of the corner were included to ensure coordinated design and transitioning with surrounding neighborhoods and the rest of the planning area should any redevelopment occur. The corner is not envisioned to develop entirely as neighborhood commercial and would mostly likely include a large residential or medical component. If development occurs, special attention should be given to the soccer fields as an amenity for the planning area.



CHAPTER 5: IDENTITY– “SPRING MILL STATION”

The Spring Mill Station Study Group quickly determined that establishing a clear identity for the planning area is of critical importance to create the desired neighborhood hub. The area is intended to function as a “hub” of activity and social connections for the surrounding neighborhoods and the name “Spring Mill Station” was chosen to embody that concept. The hub concept envisions local residents using multiple modes of transportation to access the various amenities that are contemplated in this plan. The hub is intended to function as both a community gathering place as well as a neighborhood center to meet the local consumer needs of the community.

To create the desired identity and community hub of activity, “Spring Mill Station” was chosen as the name of this planning area for the following reasons:

1. “Station” continues the downtown Westfield rail road-like theme of “Grand Junction” and its relation to the abandoned rail lines in the area.
2. “Station” also relates to Westfield’s involvement in the Underground Railroad and the continuation of that theme west of US 31.
3. “Spring Mill” connotes a certain community pride and identify that is easily recognizable and should be retained for this neighborhood hub area.
4. The railroad identity should be translated and emphasized throughout the architecture and design of the site.

Spring Mill Station is envisioned to be a high quality development area that has a timeless feel, a place where people feel comfortable simply spending time outdoors, a place away from home and work that one can relax and play. The quality of development contemplated in this plan is intended to focus attention on aesthetic detail and reduce the generic feel of typical strip mall shopping centers. Architectural themes that possess a long lasting appeal are recommended in order to create a timeless “feel” for this area and prevent trendier architectural themes that could be outdated in a decade.

To fulfill this vision and work within the “Spring Mill Station” name, a railroad era architectural theme was chosen to be continued throughout the planning area. The theme presents an opportunity for not only railroad era architecture, but a branding of railroad style designs all throughout Spring Mill Station. Such elements can be utilized in public rights-of-way as art pieces as well as within common areas. The history of railroads in Westfield and the United States presents design opportunities that are as timeless as any architecture we have in the country. Recreating that visual effect can further the brand of this area and create the desired space that is unique from other areas.



CHAPTER 6: LAND USES



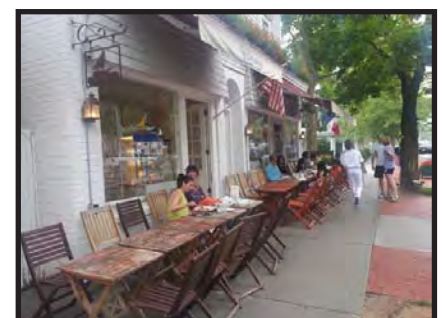
To fulfill the vision of a neighborhood center or hub, the mix of permitted land uses is critical. The intent is to create a neighborhood center where auto and pedestrian trips are generated from a close proximity and to discourage uses that tend to generate largely auto trips from further away. The contemplated land uses for Spring Mill Station are aimed to help achieve the feel of a neighborhood center and meet the needs and desires of local residents.

Recommended land uses include eating and dining establishments, convenience retail stores, food and beverage retail stores, multi-family uses, small business offices and community facilities. All of these uses are contemplated as serving the basic needs of surrounding residential neighborhoods. Below is a list of the recommended land use categories with specific local examples identified:

A. Retail sales as envisioned by the Spring Mill Station Study Group, includes the sale or rental of common goods or services. (excluding agricultural, animal, automotive, business equipment, construction sales, gas sales, prominent drive-up orientation). Retail sales can be broken into the following groups:

1) **Convenience retail sales:** As envisioned by the Spring Mill Station study group this type of use includes the sale of frequent or reoccurring small personal items or services for residents located in close proximity. Typical uses include neighborhood grocery and drug stores. *Examples: Pharmacy, Small Retail Establishment*

2) **Restaurants and Pubs:** Establishments primarily engaged in sale of foods and beverages for on-premise consumption. Typical uses include restaurants, short order eating places or pubs. *Examples: Restaurants – Yat’s, Kona Grill, Granite City Food and Brewery, Mitchell’s Fish Market, Keltie’s, Mama Corollas Old Italian Restaurant, Aristocrat Pub and Restaurant, Ice Cream shop, Pizza Shop, Dunkin Donuts*



Unique outdoor eating establishment



3) Food and Beverage Retail Sales: Establishments primarily engaged in the sale of food and beverages for home consumption. Typical uses include groceries or delicatessens.

Examples: Trader Joe's, Butcher Shop, Bakery, Fresh Market

4) General Retail Sales: Sale or rental of goods and merchandise for personal or household items but different from the uses listed above. Typical uses include boutique stores, apparel stores, paint stores, hardware stores, bike shops, hobby stores and specialty stores. *Examples: Art Gallery, Design Gallery, Music Store, Florists, Pottery, Clothing Store.* Big box retail stores are not contemplated uses in this area.

B. Administrative and Professional Services refer to businesses which typically provide professional, executive, management or administrative services. Typical uses include administrative offices, legal offices, accounting offices, and engineering or architecture firms.

C. Business and Personal Services includes the use categories of banks, financial services, medical services, and personal and repair services. Business and Personal services can be broken into the following groups:

1) Banks and Savings and Loan: Financial institutions providing on site retail services to individuals and businesses.

2) Finance, Insurance and Real Estate Services: Establishments primarily engaged in financial, insurance, real estate, or security brokerage services. Typical uses include banks, insurance agencies or real estate firms.

3) Medical Services: Personal health services for the prevention, diagnosis and treatment or rehabilitation services. Typical uses include clinics, medical specialty offices and dentist's offices.

4) Personal and Repair Services: Establishments primarily engaged in the provision of repair service to individuals and households. Typical uses include photography studios, dry cleaners, apparel repair business or musical instrument repair business.

D. Community Facilities to provide a physical meeting space for residents to hold meetings or special events/activities. (e.g. Gazebo)

E. Assisted Living Facilities to provide housing opportunities for individuals with additional needs and assistance.

F. Multi-Family housing for apartments, townhomes, and condominiums intermixed with other approved uses and as a transition from more intense uses.



G. Single Family housing as envisioned by the Spring Mill Station Study Group include village or cottage style residential development in a compact arrangement to blend in with the neighborhood hub.

Spring Mill Station Land Use Examples:



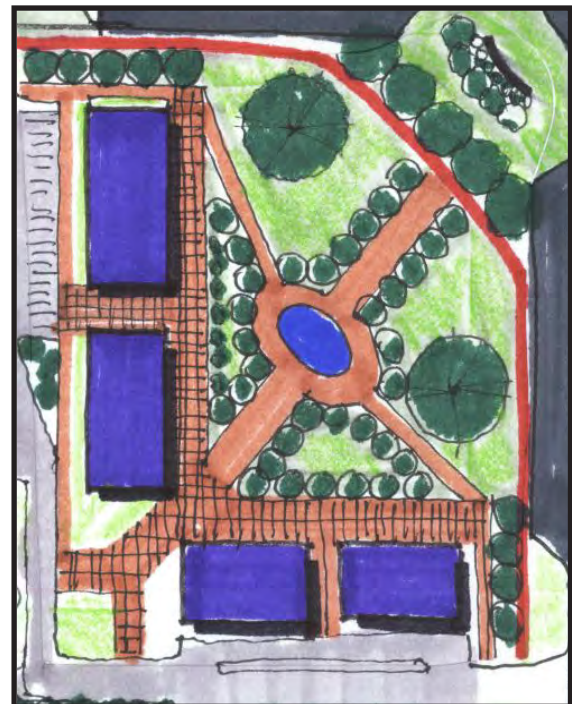


CHAPTER 7: SITE DESIGN & ARCHITECTURE

In order to create a residential neighborhood center which blends into the surrounding single-family residential fabric of the area, specific architecture and site design concepts should be thoughtfully crafted to create the desired effect. It is envisioned that the (4) four corners of the planning area should be developed in such a manner where buildings are located up closer to the street rights-of-way on two (2) or three (3) of the four (4) hard corners of 161st Street and Spring Mill Road. It is not contemplated that building should be built right along the street rights-of-way on all four (4) corners. Buildings located along the street should range between 1.5 to 2.5 stories and promote pedestrian connectivity over vehicular access. Generous buffer areas are recommended between the edge of the developed areas of the Spring Mill Station and existing residential/institutional areas. Spring Mill Station is envisioned as including a significant residential component in addition to the various commercial uses described in this plan. It is envisioned that Spring Mill Station will be a unique and vibrant people space that features winding outdoor common areas with small parks and places for people to sit.

Village Green

A village green located near the intersection is desired by residents to provide a place to relax and socialize, and to serve as a community gathering place for the local neighborhoods. The village green is envisioned as a place including public art, outdoor seating, heavy landscaping, and mixed use buildings that front on the village green. The space is meant to be intimate and freely accessible to all while also providing a comfortable setting for restaurants or businesses to use part of the green as an amenity. Ideally the space would also include a clubhouse or community meeting room area to serve as a meeting place for the surrounding neighborhoods. The green would function to diversify the entire neighborhood center to create multiple reasons why someone might visit the area and ultimately increase impromptu interactions with others.





Thematic Design: Railroad

The Spring Mill Station study group selected a railroad style architectural theme to be carried out throughout the entire Spring Mill Station Study Area. This theme should be continued throughout the architecture of the buildings, common areas, and amenities of Spring Mill Station. This theme will help to carry a consistent vision on all four corners and create a custom feel for the area. The buildings should utilize quality building materials (e.g., brick, stone, wood) and be built at a scale that is comfortable for pedestrians using the neighborhood center. The architecture should be similar to what is described below and as illustrated in the following examples:

The following is a list of encouraged architectural designs for Spring Mill Station:

Railroad Theme Architecture: Quality and Theme

- 1) Verge board (gingerbread style detail)
- 2) Gable roofs (steep pitch)
- 3) Strut detail
- 4) Mixed colors and stacked elements
- 5) Windows and panes
- 6) Towers/cupolas
- 7) Variation of architecture elements
- 8) Arches
- 9) Mix of brick and wood
- 10) Window accents/fenestration
- 11) Iron work/accents
- 12) Undulating facades to prevent box like structures
- 13) Inviting entrances/covered entrances to buildings
- 14) Pedestrian scale: windows and building massing designed for pedestrians

The following is a list of encouraged features for public art in Spring Mill Station:

Public Art (Desired Features)

- 1) Water tower feature
- 2) Railroad style public furnishings (e.g., benches, pergolas, playscapes)
- 3) Use of red/black/rust colors
- 4) Use of old railroad track or steam engine as part of common area



Site Design Concepts

To help illustrate the concepts and objectives set forth in the Spring Mill Station Plan, two conceptual renderings were created that would both be considered consistent with the vision set forth in this document. The purpose of the illustrations is to represent two potential build out scenarios of the entire planning area that are consistent with the Spring Mill Station vision. These two illustrations are not an either/or scenario, rather two of many possible build-out scenarios that could meet the intent of the Spring Mill Station Plan. Any two building locations or land uses shown on the conceptual plans could be placed many other ways on the sites. The renderings are presented to provide additional clarity to the concepts set forth in the Spring Mill Station plan.

Conceptual Plan A



Conceptual Plan B



The Spring Mill Station Study Group acknowledges that Conceptual Plan A would take more time to accomplish and would require additional assistance from the City in order to acquire additional right-of-way and construct the necessary infrastructure to achieve the overall vision. It is acknowledged that Plan B would require less time and coordination from different stakeholders to achieve the goals of the Spring Mill Station vision.



Conceptual Plan A

Plan A is consistent with the Spring Mill Station Plan for the following reasons:

- 1) A neighborhood “hub” center is located in the center of the planning area around the ponds.
- 2) A nontraditional street network that slows traffic traveling through the planning area to create a more pedestrian friendly environment.
- 3) Increased pedestrian connectivity via trails/paths connecting to both existing neighborhoods and throughout the entire planning area.
- 4) Building massing along the street with parking primarily along the sides and rear of buildings.
- 5) Large buffering areas separating existing neighborhoods but still providing pedestrian connectivity.
- 6) Mix of land uses spread throughout the planning area.





Conceptual Plan B

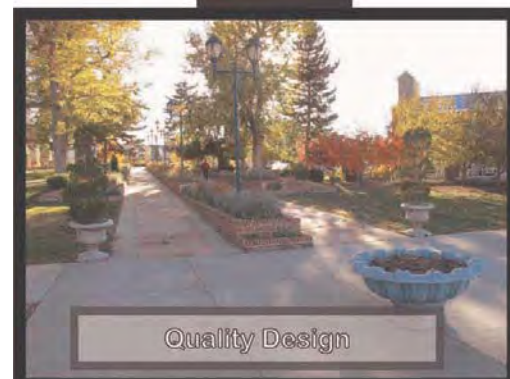
Plan B is consistent with the Spring Mill Station Plan for the following reasons:

- 1) A neighborhood “hub” area and village green is located on the southwest corner of the planning area.
- 2) Mixed use buildings are located adjacent to the village green area with common areas on the green.
- 3) Increased pedestrian connectivity via trails/paths connecting to both existing neighborhoods and throughout the entire planning area.
- 4) Building massing along the street with parking primarily along the sides and rear of buildings.
- 5) Large buffer areas separating existing neighborhoods but still providing for pedestrian connectivity between neighborhoods.
- 6) Mix of land uses spread throughout the planning area.





The following are examples of site design elements that are encouraged to be within the Spring Mill Station:



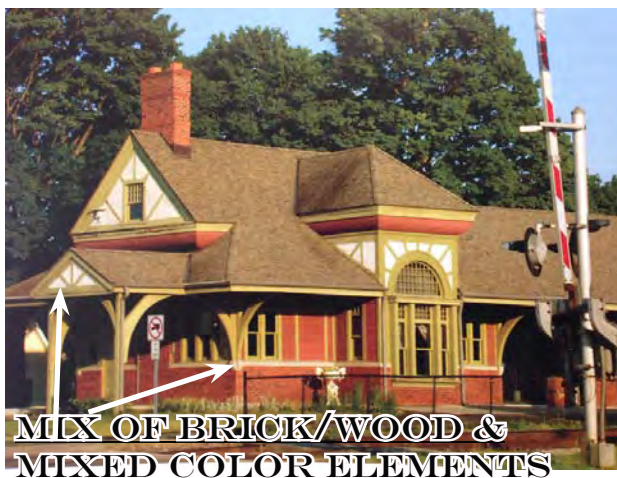
Spring Mill Station



The following are examples of railroad themed architectural elements that are encouraged to be incorporated within Spring Mill Station:



Spring Mill Station



Spring Mill Station



The following are examples of encouraged features for public art in Spring Mill Station:



RAILROAD INSPIRED ART



WATER TOWERS



RAILROAD BENCHES



**CLOCK
TOWER**





Specific examples of site design and quality architecture to be emulated include the following:

- 1) ***Buckingham Development:*** Old Meridian Street Carmel - Potential for this style development on the two hard corners and smaller Broad Ripple scale buildings on other corners. Three story structures are not encouraged on hard corners of the intersection.
- 2) ***Scottsdale, Arizona:*** Architecture and quality design that tie area together.
- 3) ***Soulard in St. Louis:*** Residential neighborhood with many restaurants, pubs, and other businesses.
- 4) ***The Hill in St. Louis:*** Family area feel with active people places on sidewalks.
- 5) ***Breckenridge, Colorado:*** Walkable downtown with many shoppes and restaurants.
- 6) ***Downtown Zionsville, Indiana:*** Smaller building massing with good internal landscaping.
- 7) ***Manchester, Vermont:*** Old world feel
- 8) ***Bloomington, Indiana:*** Hodgepodge of architecture and eclectic feel.
- 9) ***Fountain Square, Indiana:*** Interesting mix of architecture, dining, entertainment

Massing

The buildings in Spring Mill Station should have a comfortable scale in relationship to pedestrians and should not be overwhelming.

The following is a list of encouraged massing elements:

- 1) Curvilinear elements
- 2) Broken planes
- 3) Staggered/varied styles/textures
- 4) Trees/comfort/elements that draw people to space
- 5) Ornamental parapets
- 6) Three story buildings when used in context sensitive design (i.e., layered). Closer to intersection buildings should range in size for 1.5 to 2.5 stories; however, buildings could range to 3 stories if nearer higher intensity uses and built in proportion and scale to surrounding buildings.

The following is a list of discouraged massing elements:

- 1) Traditional strip center style development (e.g., lack of bump out/offsets)
- 2) Movie set look (e.g., fake design)
- 3) Lack of rooftop modulation



CHAPTER 8: TRANSITIONS AND BUFFERING

Establishing appropriate transitions and buffers is paramount to reducing the possible negative impacts of development to the surrounding residential neighborhoods. The intent of the Spring Mill Study Group is to create a clearly defined boundary for the Spring Mill Station Planning Area in order to prevent higher intensity development activity from occurring outside such area. As contemplated, large buffer areas along the perimeter of the Spring Mill Station Study Area will provide opportunities for pedestrian connectivity and create good transitions to surrounding uses. Spring Mill Station is contemplated as transitioning from the highest intensity uses in the center of the Study Area to less intense uses and building sizes toward the perimeter of the Study Area. Assisted Living facilities and multi-family uses could be appropriate transitional uses from more commercial or retail uses, but special attention should be paid to building height and orientation along perimeters of the Study Area. The Study Group strongly recommends that commercial uses not be permitted outside of the Study Area.

Connected, But Protected Design

The buffer areas around the perimeter of the Study Area are intended to protect nearby uses from the impact of more intense land uses, but also to connect the surrounding neighborhoods to Spring Mill Station. The Study Group sees such connections as being critical to accomplishing the Spring Mill Station vision – creating a “hub” of activity, land uses and social interaction. Traffic calming measures are recommended in order to ensure a safe pedestrian environment. Spring Mill Station is envisioned as being a place where pedestrians can easily access all parts of Spring Mill Station without the use of a vehicle.

The Study group recommends that there be a strong focus on landscaping installations in site designs in order to create an intimate and comfortable pedestrian feel for the area. This will help to ensure the high quality and timeless character of development the Group has envisioned for this area.



(Connected pedestrian path shielded from surrounding uses)



Buffering:

The Spring Mill Station Study Group offers the following recommendation within and near to transitional buffer areas along the perimeter of the Spring Mill Station Study Area.

The following is a list of encouraged buffer standards:

- 1) Continuation of the “railroad theme” throughout the buffer areas.
- 2) Large natural buffer areas with a mix of hardscapes and mature landscaping. Brick fences with wrought iron elements are identified as desirable hardscape types. The use of long, unbroken expanses of wood fencing used as a buffer to screen from adjacent uses should be discouraged within the Study Area, unless desired by adjacent residential uses for security purposes.
- 3) Landscaping should be clustered in groups in order to create a natural feel instead of a regimented design. Special attention should be given to sight lines so as to visually buffer development attributes that are less slightly.
- 4) Evergreen trees in conjunction with deciduous trees for year round buffering should be utilized.
- 5) Earthen berms are encouraged to be used for buffering purposes as long as they are not regimented in appearance and they are designed so as not to prevent connectivity with surrounding neighborhoods. Undulating berms and mounds (with varying heights and widths) are preferred.
- 6) Native plantings should be used where appropriate.
- 7) Contextually sensitive design is desired. For example, berms or mounds should be designed not just to screen uses from each other, but also to enhance the pedestrian experience within transitional buffer areas. More intensive buffering should be provided nearest to more intensive uses and structures, unless such buffering would prevent a given use or building from being showcased in an aesthetically pleasing manner.
- 8) Special attention should be given to installing landscaping in a manner that would screen or block headlights.
- 9) Pedestrian pathways and/or trails should be installed within transitional buffer areas which provide connectivity within the Study Area and also to the surrounding neighborhoods.
- 10) Delivery trucks should not be permitted to remain idling while deliveries are being made.
- 11) Trash pickup should be restricted to normal waking hours.
- 12) Loading areas should be fully enclosed in order to shield from view and reduce noise pollution.



13) Lighting should be fully shielded from encroaching into neighboring residential areas.

Site Sensitive Buffer Areas: The following areas should be designed with a heightened sensitivity to surrounding existing residential uses.

1) The area abutting the Enclave at Maple Knoll. Special attention should be given to preserving as many of the existing mature trees as possible in this area so as to provide a visual and sound buffer. At least a 50' wide buffer is recommended if the adjacent use is of lower intensity and greater buffer width is recommended for if a higher intensity use is developed.

2) The area abutting Mulberry Farms. Maintain a 150' wide buffer area along this boundary of the Study Area.



(Earthen mound w/mix of trees and hardscapes)



(Mix of evergreen and deciduous trees w/ wrought iron fence)

3) The area abutting Crosswind Commons Subdivision. Maintain a considerable buffer between residential area and adjacent uses within the Study Area. The higher the intensity of the adjacent use developed, the greater the buffer that should be provided.

4) The border between Springmill Commons and Countryside. Further improvements should be installed to enhance the existing Countryside trail network to provide access around and through Springmill Commons as to provide a good connection to Armstrong Park (located a short distance to the north of Kroger).



CHAPTER 9: ACCESS AND CIRCULATION:

The Spring Mill Study Group envisions Spring Mill Station to be a place accessed by multiple modes of transportation, including but not limited to bicycles, pedestrians and motorized vehicles. To slow traffic speeds in the area, a roundabout is the preferred intersection type for the 161st Street and Spring Mill Road intersection. A roundabout is desired for its aesthetic appeal with possibilities for landscaping and branding in the public right-of-way as opposed to a traditional intersection with a traffic light. The Study Group also recommends that the City consider taking other appropriate steps to reduce traffic speeds in the area in order to create a safer and more desirable environment for pedestrians to cross the main thoroughfares.

The Study Group recommends site designs within the Study Area that connect all parts of Spring Mill Station to surrounding areas by coordinated street connections and pedestrian trails. Pedestrian trails should be extended throughout buffer areas and along main thoroughfares to provide connectivity. Improvements on the parcels fronting on the hard corners of 161st Street and Spring Mill Road should be designed to create a traffic calming effect in the area. Entrances to developments within the Study Area should be designed, controlled and located in a manner so as to not create conflicting traffic movements and to provide for the orderly development and build out of the Study Area.



CHAPTER 10: PUBLIC INPUT

In order to obtain feedback on the Spring Mill Station Plan, the Spring Mill Study Group met with numerous stakeholders, hosted a public open house, and met with selected developers over the course of five (5) meetings. The feedback from those groups is presented below:

- 1) Stakeholder Input
- 2) Public Open House Comments
- 3) Developer Input

1) Stakeholder Input:

Stakeholder Concerns:

1. Find the balance between groups desires and marketplace realities.
2. Opposed to any rerouting or recirculation of roads that will impact site lines, accessibility, parking traffic flow, and overall convenience of existing shopping center.
3. Opposed to any change of the existing alignment of 161st Street and Spring Mill Road.
 - a. Time to obtain approval and agreements.
 - b. Expense of relocating utilities and infrastructure, legal fees, design.
4. The cost of complying with the Spring Mill Station vision will likely increase costs for the retailer to enter the market. Retailers are now competing in a national marketplace instead of regionally. The more hurdles there are for the retailer, the less chance the retailer will enter the marketplace.
5. The conceptual plans not realistic for development on southwest corner.
 - a. The site layout is too different from the national prototype plans. (e.g. access, convenience, efficiency, traffic/shopping patterns, behaviors, other factors)
6. The demand for “office” space is weak. There is potential for garden offices, but more of a long term prospect.
7. Village Green: The park on southwest corner is a nonstarter as the most valuable land is being used for a park and is not providing an economic benefit to Westfield.
8. Concept plan A (4.1) is not workable do to extraordinary infrastructure costs of installing the illustrated infrastructure. This would appear to be impractical and unachievable.
9. Concerns with Concept Plan B (4.2)
 - a. Construction: Clients are not interested in the construction of buildings along the street in the configuration shown.
 - b. Parking: At least two (2) rows of parking between the building and the street is a necessity. The appearance of this parking can be mitigated by landscaping and hardscapes.
 - c. Drive-thrus: Prohibition of drive-thrus would be problematic as heavy demand for drive thrus with the type of uses Spring Mill Station Study Group desires.



Stakeholder Affirmations:

1. A majority of the principles of the plan as presented by the Spring Mill Station Study Group are desirable.
2. Agreement and support of the proposed areas of plan, the name of plan, the proposed development theme, the general designs illustrated, and the proposed land uses.
3. Upgraded Architectural Design: National retailers are more likely to expend resources on architectural design over other aspects such as site design.
4. Supportive of intensive and quality landscaping throughout planning area.
5. Apartments- There is significant demand for this type of use at this location.
6. Concept Plan B (4.2)
 - a. Buffering: Supportive of a Unified and consistent landscape plan around entire planning area.
 - b. Connectivity: Supportive of extensive pedestrian and vehicular connectivity with provision of safe access to, from, around the development. Traffic flow is beneficial for both pedestrians and automobiles.
 - c. Identity and Theme: Supportive of conformity with railroad federalist architecture and the creation of marquee elements at SE corner, such as clock tower, etc.
 - d. Architecture: Supportive of the use of variable and high quality materials.
 - e. Road improvements: Stakeholders would consider a contribution to the roundabout construction and dedicating the required right-of-way to meet the vision of the plan.
 - f. Community: Supportive of designing hardscape elements to promote quality public spaces.

2) Public Open House Comments:

1. Concerned about the noise that could be generated from store deliveries and trash pick-up.
2. Would like to see adequate tree preservation at Mulberry Farms boundary.
3. All owners should be notified of planning process before any zoning change could occur.
4. Drive-thrus should be permitted in planning area due to needs of older people and parents.
5. Building Height: Buildings over three (3) stories in height are too tall.
6. Safety: Pedestrian paths are shown too close to the roads. The village green could become a gathering place for teens.
7. The roads should be straight streets and not curved as shown on one of the concept plans.
8. Fencing should be of high quality.
9. Buffer Yard: Lack of mature vegetation in buffer yards may provide insufficient protection.
10. Water/Drainage: Water retention should be designed as “rain gardens” for enhanced mitigation.
11. Environmental Concerns: The surface color parking lots should be considered to reduce the heat island effect. Also building arrangement should be considered to not affect wind flow.
12. Concept Plan A: This concept is too costly to construct and too time consuming.
13. The CrossRoads property should not be used as gas station and a bank is an appropriate use.
14. Gas Station: If a gas station use is permitted in this area, light and noise should be adequately addressed.



15. Crime: Too many multi-family apartments are shown in the plans, which can lead to crime.
16. Will Grand Park affect this future intersection/development?
17. Gas stations should not be allowed on any corner of the planning area.
18. What type of signage will be permitted?
19. What type of lighting will be permitted?
20. The development of the study area could lead to increased traffic congestion of the commercial area.
21. Private businesses should be encouraged over national chain businesses.
22. Minimize disruption to surrounding neighborhoods during construction.
23. Pedestrian connectivity between the Enclave at Maple Knoll and Springmill Commons should be provided.
24. Auto Oriented Traffic: Increase green space in the area in order to encourage pedestrian traffic.
25. Railroad Theme: Existing businesses should also adhere to these guidelines.

3) Developer Input

Key Points:

- 1) Trail access that connects not only to the planning area, but to the overall trail network is a must.
- 2) Must strike a balance between the cost of accomplishing the thematic design objectives without overpricing the market for rent prices. Consider allowing developers more square footage in order to meet design requirements.
- 3) Consider adding public buildings (government buildings, etc.) throughout the planning area to increase more pedestrian traffic.
- 4) Having multiple land owners and multiple developers will increase the difficulty of achieving the overall vision. Need to develop a coordinated development strategy for the entire study area.
- 5) The land uses proposed are vehicular intensive. Careful consideration should be given to how you promote pedestrian connections.
- 6) For buildings constructed on hard corners of the intersections, you must strike a balance between the community's objectives and the developer's objectives by creating a unique design, but allow retailer to have a presence so community is aware of business location. The two entrance design (i.e., stores required to have public entrances on two sides, can be difficult for retailers to orient business for point-of-sale inside building.
- 7) Building standards and hard rules for development are helpful for developers to understand what they can and cannot build.
- 8) How the financing would be achieved for the village green and how costs would be shared is something important to work out. The park can add value for certain users in its proposed location on the intersection. The village green could also be located in an alternative manner to incorporate buffer areas and provide more of a linear park along the road.
- 9) Consider a stronger focus on integration to the existing, surrounding land uses.
- 10) Consider potential pedestrian bridges incorporating railroad elements for better pedestrian connectivity. Pedestrian tunnels could also be incorporated for main thoroughfares.



Quality Apartment Development in planning area:

- 1) Density should be encouraged in the planning area, as high as 30 units per acre.
- 2) An apartment community of less than 200 units is not conducive due to economies of scale.
- 3) Heights of buildings should be limited by number of stories, not actual height, in order to encourage flexibility in design.
- 4) Buildings should be allowed to be constructed on the street and have on-street parking. Parking should be hidden and out of sight as much as possible.
- 5) Building location should encourage informal human interaction and allow for pocket park development.
- 6) Pedestrian walkways should provide easy and safe access to other areas within the overall plan.

Concept A

- 1) Lacks a sense of arrival when driving through the planning area.
- 2) Visibility is poor on the intersections when inside the planning area.
- 3) Design is suitable for achieving many of the quality apartment design objectives.
- 4) Street layout allows for safer pedestrian access which will in turn help all businesses in planning area.
- 5) Cost of the street network would be too great for any one developer and would require additional development support from a funding source like Tax Increment Financing.

Concept B

- 1) Establishes a sense of arrival when driving through planning area.
- 2) The village green on the corner creates a non-traditional intersection that is unique.
- 3) Retailers will react better to this design concept over design Concept A.
- 4) More roundabouts could be incorporated to slow traffic thru planning area and also add more public space.
- 5) Additional flexibility should be considered for buffer areas. Surrounding land uses should dictate buffer distance. There could be a benefit for a reduced buffer distance to the sports fields on west side of planning area.
- 6) The preliminary layout of the apartment buildings is not a very creative design for achieving the critical mass of apartments that is desirable.



CHAPTER 11: PLANNING OBJECTIVES AND POLICY RECOMMENDATIONS

The Spring Mill Station Study Group has identified the following planning objectives which, if accomplished, would advance the realization of the vision established in this plan.

1) *Spring Mill Station Task Group:* The Study Group recommends the establishment of the “Spring Mill Station Task Group.” This group of community members (contemplated as initially consisting of the Spring Mill Station Study Group citizen members) would function in a manner similar to that of the Grand Junction Task Group. The group would engage in at least the following activities: (a) it would review zoning petitions for potential development within the Spring Mill Station Study Area to determine consistency with the Spring Mill Station vision; (b) it would collaborate with would-be developers of projects in the Study Area in order to ensure consistency with the Spring Mill Station visions; (c) it would provide recommendations to the Westfield Advisory Plan Commission and City Council members regarding zoning petitions in the Study Area; (d) it would collaborate with City representatives in order to guide decisions related to public infrastructure improvements in the Study Area; and (e) it would engage in periodic planning activities and analysis in order to keep this Spring Mill Station Plan current and further the accomplishment of the planning objectives set forth herein.

2) *Branding:* The Study Group recommends further development of the Spring Mill Station “brand.” Once further developed, this brand should be incorporated into the various private development projects and public infrastructure projects envisioned within the Spring Mill Station Study Area.

3) *Land Uses:* The Study Group recommends that land uses within the Study Area be developed in a manner consistent with the concepts envisioned this Plan. As contemplated, the Spring Mill Station Task Group will actively work with would-be developers to ensure that this occurs prior to making its recommendation to the Westfield Advisory Plan Commission and City Council members on zoning petitions.

4) *Architecture and Site Design:* The Study Group recommends that the design and quality of building architecture and site designs within the Study Area be developed in a manner consistent with the concepts envisioned in this Plan. As contemplated, the Spring Mill Station Task Group will actively work with would-be developers to ensure that this occurs prior to making its recommendation to the Westfield Advisory Plan Commission and City Council members on zoning petitions.



5) Development Strategy: The Study Group recommends that a coordinated strategy for development (and in some cases redevelopment) be developed for the Study Area. Specifically, the Group is concerned about the effect of ad-hoc, uncoordinated private developments occurring within the Study Area. In a perfect world, the Group believes that it would be desirable for the entire Study Area to be developed by a single developer. This would likely ensure coordination of vehicular connectivity, pedestrian connectivity, water detention facilities, open spaces, thematic architecture and site design. The Group acknowledges, however, that it is probably unrealistic to expect a single developer to develop the entire Study Area. With that in mind, the Group recommends that measures be taken to ensure this level of coordination among different (and possibly competing) developments within the Study Area. As contemplated, the Spring Mill Station Task Group will actively work with would-be developers and City officials to ensure that this occurs prior to making its recommendation to the Westfield Advisory Plan Commission and City Council members on zoning petitions. The Study Group also recommends that the City explore other possible ways to encourage or compel coordination of development within the Study Area.

6) Financial Strategy: The Study Group recommends that a financial strategy be developed and implemented that would advance the City's efforts to make infrastructure improvements within the Study Area consistent with the concepts envisioned in this Plan. The group suggested that the City explore the possibility of establishing an Economic Development Area for the Study Area that would provide the option of using Tax Increment Financing for making desired infrastructure improvements. The Study Group also recommends that the City explore other financial sources or mechanisms for making such improvements that may be available (or may become available) to the City.

7) Economic Development: The Study Group recommends that the City and the Study Group work together to be proactive in attracting quality development within the Study Area and also to attract the specific businesses and services desired by the Spring Mill Station Task Group. Rather than wait for would-be development projects to come forth on their own, the Group expressed a desire to proactively reach out to desirable developers and businesses to educate them and attract them to Spring Mill Station.



CHAPTER 12: GOING FORWARD

The Spring Mill Station Plan recommends that this planning document be revisited periodically. Ideally this activity would occur annually. This periodic exercise is recommended to include the following elements:

- 1) **Measuring Progress:** The Spring Mill Station Task Group should periodically review the progress made toward accomplishing the planning objectives identified in Chapter 11 of this Spring Mill Station Plan.
- 2) **Important Factors:** The Group should document any events or factors which have inhibited or facilitated progress toward accomplishing the planning objectives stated in this Plan.
- 3) **Validation of Existing Objectives:** Each planning objective stated in this plan should be reviewed by the Group in order to determine if it is still a priority in order to accomplish the Spring Mill Station vision.
- 4) **Revising Planning Objectives:** The Group should identify any new or refined planning objectives not previously listed in the Spring Mill Station Plan and determine if it is desirable to add such items to the list of planning objectives stated in the Plan. To the extent that any of the previously identified planning objectives are completed or substantially accomplished, the Group may choose to remove such items from the list of planning objectives stated in the Plan.
- 5) **Prepare Addendum:** A summary document, a Spring Mill Station Plan Addendum (the “Addendum”), should be prepared which explains the process and details outlined above. It is recommended that the Addendum be adopted in accordance with the process for a comprehensive plan amendment as contemplated in the 500 Series of Ind. Code 36-7-4.

If completed in a timely manner, this document is easily useable for the purpose of guiding annual work planning and budgeting for City departments and the various stakeholder organizations working to accomplish the Spring Mill Station vision. The Spring Mill Station Plan, as amended, is designed and intended to act as a living, breathing document which chronicles the Westfield community’s Spring Mill Station accomplishments, charts a course through the often complicated process of placemaking, and acknowledges and coordinates the efforts and energies of the stakeholders actively working to make the Spring Mill Station vision a reality. By engaging in this planning dialogue on a regular, recurring basis, the community will be well-positioned to reach its goal of creating the vibrant neighborhood “hub” envisioned in the Plan.



APPENDICES

- Appendix A – Charrette 1: Orientation and Introduction
- Appendix B – Charrette 2: Planning Area and Land Use
- Appendix C – Charrette 3: Architecture and Urban Design
- Appendix D – Charrette 4: Transitions and Vehicular Access
- Appendix E – Charrette 5: Rail Road Era Architecture and Design
- Appendix F – Charrette 6: Stakeholder Meeting Feedback
- Appendix G – Charrette 7: Public Open House
- Appendix H – Charrette 8: Developer Input Meeting
- Appendix I – Advisory Plan Commission Public Hearing Summary (03/18/14)



Appendix A – Charrette 1: Orientation and Introduction

161st/Spring Mill Plan
Charrette #1 Summary
July 17, 2013

The meeting began with an introduction by the participants including where they reside in Westfield and why they are interested in developing a plan for the 161st and Spring Mill area. The format for the future meeting and the topics to be discussed was then explained.

A summary of the history of the 161st Street and Spring Mill Road intersection was handed out to the participants. Participants were encouraged to read through summary and provide any events they felt was absent from the document for future meetings. Participants explained why they felt the plan was important for the community moving forward.

The group then reviewed the Grand Junction Implementation Plan to show a recent work product that could be similar to the final work product for 161st/Spring Mill corner.

The group then discussed the geographic area which should be the subject of the 161st/Spring Mill Plan. Maps were distributed of the general area and the group drew boundaries for the plan. A consensus was then reached for the boundary of the study area.

Homework was passed out to the group to identify a name for the study area and list potential land uses that would be desirable for the area.



161st & Spring Mill Plan

Charrette #2 Homework Handout – Study Area & Land Use

July 31, 2013

(6:30 PM – 8:30 PM)

1. Study Area:

- a. Please spend some time thinking about your neighborhood and your local community in the vicinity of the 161st Street and Spring Mill Road intersection.
- b. Review the aerial photographs distributed to the group showing this geographic area.
- c. Ultimately the group should agree on the geographic area it will be discussing over the next several weeks.
- d. Please draw a line on at least one of the aerial photographs showing what you believe should be the limits of the study area.
- e. Please come to the meeting scheduled for July 31, 2013 willing to share your work and the rationale behind it.

2. Develop Name/Identity (if desired):

- a. Is it important to you that the area in the vicinity of the 161st Street and Spring Mill Road intersection have an independent name or identity? Or, are the various names of the developments within the vicinity of this area adequate to establish the level of neighborhood/community identity you desire/prefer?
- b. Before the July 31, 2013 meeting, the City will do a little research into the property ownership history in the area to provide the group with interesting/important historical names relevant to the area. The group is free to determine the extent to which any of this information may be helpful (if any is desired at all) in arriving at a name.
- c. Do you have any name ideas for the vicinity (if a name is desired)?
- d. Do you have any other ideas or resources that might assist in arriving at a name (if one is desired)?

Land Uses:

- e. It is fine if you do not wish to see any change at all in the study area. This is certainly an option. If this is your mindset, please do not respond to the following questions.
- f. If you could have any new land uses located within the study area, what would they be? Why?
- g. Are there any existing land uses present in the vicinity that you wish were not present? Why?
- h. Have you visited an area that you wish could be replicated in the study area? What is it? Where is it? Why? Please provide pictures if reasonably possible.
- i. Specifically, what new stores, restaurants, services, etc. do you wish were located in the study area (that are not already present). Why? It is fine to use actual store names,



but not necessary. Please provide pictures if reasonably possible.

If possible, please provide any feedback pertaining to Item #3 (Land Uses) to Ryan Clark (rclark@westfield.in.gov) by end of day on July 24th. This will allow us an opportunity to organize/summarize the information before meeting with the study group on July 31st. If you cannot send your responses by end of day on July 24th, please send as soon as you can thereafter. We will do the best we can to incorporate for the group's discussion.

Thanks and please let us know if you have any questions or need any clarification.



(Consensus Map Area chosen)

Planning Area Boundary





Appendix B: - Charrette 2: Planning Area and Land Use

161st/Spring Mill Plan

Charrette #2 Summary

July 31, 2013

The meeting began by reviewing the study area boundary identified by the participants at the first charrette. The meeting area was confirmed by group with the addition of adding pedestrian connectivity along the east side of the Kroger building for a better connection with Countryside subdivision. The group then reviewed the homework exercise from Charrette #1 that asked group to identify a name/identify for the agreed upon study area as well as land uses that group felt were appropriate in that area should they desire the area to redevelop.

The group identified several names for the study area including Spring Mill Station, Mill Point, Four Points at the Mill, Spring Mill Acres, Trails at Spring Mill, and Water Tower Place. Spring Mill Station was chosen as the working name for the following reasons:

1. The group acknowledged the “Station” part of the name played well with the existing “Grand Junction” theme that Westfield is branding its own downtown.
2. Makes references to the history of the underground railroad in the area.
3. The name “Station” also functions like a meeting place and hub to which the group envisions this area becoming.
4. The group agreed that the name “Spring Mill” has a certain aura and pride for the area that is easily recognizable and should not be excluded from the name.
5. The area could be easily branded with references to the railroad.

The group then broadly discussed land uses they feel would be appropriate in the study area, what uses are missing from the current development, what specific places they would like to emulate, and what uses they would not like to see in the area.

Uses:

- 1. The groups discussed the Buckingham mixed use development in Carmel along old Meridian St. and the desire for some level of mixed use development that fronts on the street.**
 - a. The group indicated development on the street of all four corners was not desired, however, two corners would be more palatable.
- 2. Uses**
 - a. The group desired more upscale restaurants that were local or homegrown, family orientated, and had a funky or electric feel.
 - i. Restaurant examples: Yats, Kona Grill, Granite City, Mitchells, Kelties, Mama Corolas, The Aristocrat)
 - b. Ice Cream
 - c. Bakery
 - d. Florist



- e. Medical Specialty
 - i. Eye doctor, dentist, pediatrician, etc.
- f. Apartments with first floor retail were agreed as being a desirable use.
 - i. The group wants to see higher quality architecture, comparable or better in quality to surrounding area. (example. Illinois and 56th St.)
- g. Insurance
- h. Assisted Living
- i. Art Gallery
- j. Clothing Store
- k. Design Gallery
- l. Pizza
 - i. The group identified a strong need for a good sit down pizza restaurant in the area.
- m. Dunkin Donuts or similar
- n. Pilates
- o. Music store
- p. Florists
- q. Beauty salon
- r. Pottery
- s. Rentable space for hosting
- t. Butcher shop
- u. Trader Joes or similar
- v. GNC or supplement store
- w. Upstairs office
- x. Tae kwon do or similar karate venues
- y. Church
- z. Walk-in movie theatre

The group then discussed the neighborhood hub concept and what size the area should be to accomplish this feel.

1. The group agreed Village Park Plaza along US 31 and 146th Street is too large and intense for this area.
2. The ability to sit on one corner of the intersection and see someone you know on the other corner.
3. The group agrees the area cannot be wall to wall commercial and residential aspects will have to be part of the plan. Assisted living facilities could also be appropriate.
4. The group envisions the area to be a unique and vibrant people space that features winding outdoor common areas with small parks and places for people to sit.
5. The group gave the examples of West Clay, downtown Noblesville, and Broad ripple for offering a destination of shops, sustained property values, and mature growth that could be desirable in this area.



The group then discussed corner development examples they feel aspects of which could work well in the area:

- 1) The Buckingham development in Carmel on two corners and then smaller development similar to Broad Ripple on the other corners.
- 2) Scottsdale, Arizona
 - a)Architecture and quality design that tie area together.
- 3) Soulard in St. Louis
- 4) The Hill in St. Louis
 - a)Family area feel with active people spaces on sidewalks.
- 5) Breckenridge, Colorado
- 6) Zionsville, Indiana
 - a)Smaller building massing and good internal landscaping
- 7) Manchester, Vermont
 - a)Old world feel
- 8) Bloomington, Indiana
 - a)Hodgepodge of architecture
- 9) Fountain Square, Indiana
 - a)The group likes the notable character of the area and with its interesting mix of architecture, dining, and entertainment.

Existing preferred uses in Study Area:

The group then discussed the uses at the existing shopping center that like:

- 1) Bank
- 2) Chinese restaurant
- 3) Liquor store
- 4) The Mill
- 5) Kroger
- 6) Mexican restaurant (ability to sit outside)
- 7) Starbucks (ability to sit outside)
- 8) The convenience of having these close to homes, not the uses themselves
- 9) Gas Station

What about the center do you not like?

The group agreed that that they do not like strip development, the elevations of the strip center, and the vehicle focused nature of the center. Specific examples are below:

- 1) The group agreed the traffic flow in and around the development was subpar.
- 2) The aesthetic appeal of the center is poor.
- 3) Parking lot design and landscaping is poor.
- 4) No landscape buffer on south side of development between the street.



5) An overall lack of creativity in the design.

161st & Spring Mill Plan

Proposed Discussion Outline & Meeting Schedule

Last Updated – June 31, 2013

Charrette 2 – Planning Area & Land Use (July 31, 2013 – 6:30 P.M.-8:30 P.M.)

- a. Identifying the Planning Area – Review Results
- b. Naming the Planning Area/Community Identity
 - i. Interested in naming corner?
 - ii. Ideas
 - iii. Selection
- c. Identify/Discuss Desired Land Uses
 - iv. Is change desired?
 - v. Places you would like to replicate?
 - vi. Existing uses you like/don't like?



Appendix C - Charrette 3: Architecture and Urban Design

161st/Spring Mill Plan
Charrette #3 Summary
August 7, 2013

The meeting began with the group discussing the history of Spring Mill Road and whether any notable historical events took place on the corner of 161st Street and Spring Mill Road. The group decided to stick with the working name of “Spring Mill Station”, as it represented both a historical relevance to the Underground Railroad and Grand Junction theme of downtown, as well as maintaining the aura that Spring Mill road induces in the area.

The group then reviewed three separate handouts images of buildings pertaining to 1) massing 2) building setbacks and orientation and 3) architecture and building materials. The images were chosen from pictures submitted by group members as well images submitted by staff as a way for the group to review and discuss what they liked and disliked pertaining to the three topics. In summary, the group preferred a building massing that was staggered with broken planes and curvilinear elements had many architectural elements, and included dormers and ornamental parapets. The group decided a three story building would be too tall on the hard corners of the intersection but could possibly be blended well into the entire development. The group did want to create a typical strip mall style development.

Building setbacks and orientation were reviewed and the group discussed liking buildings designed with landscaping that doubled as protection from the street and to create a comfortable pedestrian environment. The setbacks should be large enough to have hardscape and landscape elements to create that environment.

Lastly, architecture was reviewed and the group preferred residential compatible design that focused on each building having its own architectural identify and high mix of materials. The buildings should include numerous arches and angles, as well as window fenestration, and high quality design. The group was supportive a consistent theme through the whole study area (i.e. Railroad) could provide for a coordinated design.

- 1) Building Massing
 - a) review images
 - b) Discuss
 - i. The group discussed the following elements as being desirable relating to massing:
 - a. Intersection of 126th and Gray
 - b. Architectural Detail
 - c. Iron work/accents
 - d. Curvilinear elements



- e. Broken planes
- f. Staggered/varied styles/textures
- g. The Library- use of timeless architecture, elements to draw people in
- h. Dormers
- i. Use of ornamental parapets
- j. Trees/comfort/draw people to space
- k. Entrance features/signs

ii. The group discussed the following elements as being undesirable relating to massing:

- a. Strip Center development
- b. Movie set look (fake)
- c. Limited amount of flat rooftops

2) Building Setbacks and Orientation

- a) review images
- b) Discuss

1. Positive elements relating to massing:

- a. hardscape and landscape elements important
- b. design for protection of pedestrian space using landscaping to create a comfortable feeling
- c. Three story buildings could be appropriate in some areas but would most likely be too tall on hard corners of the intersection (context sensitive).

3) Architecture and Building Materials

- a) review images
- b) Discuss

1) Positive elements relating to architecture and building materials

- 1. Heavy use of arches and angles
- 2. Unusual architecture that is not simply a box design
- 3. Need a heavy mix of materials
- 4. EIFS can be used as an accent material
- 5. Dormers to match residential character
- 6. Covered entrances to buildings
- 7. Use of window fenestration
- 8. Residential compatible design to blend into surrounding area
- 9. Use of wrought iron in building design
- 10. Each building to have own identity

4) The group discussed and agreed upon the idea of having a thematic consistency for the whole study area. The idea of railroad style theme that plays off the Grand Junction concept was viewed upon favorably. The group was tasked with looking more into this concept and what elements could be incorporated.



5) Lastly, the group was asked what does connected and protected mean to them? The general them was connected was being able to get from all surrounding neighborhoods and across the development in all modes of transit, while protected meant achieving that access in relative safety.

Spring Mill Station Plan

Charrette 3 Discussion Outline – Architecture & Urban Design

August 7, 2013

(6:30 PM – 8:30 PM)

1. Building Massing: (HANDOUT #1)
 - a. Review Images
 - b. Discuss
2. Building Setbacks & Orientation: (HANDOUT #2)
 - a. Review Images
 - b. Discuss
3. Architecture & Building Materials: (HANDOUT #3)
 - a. Review Images
 - b. Discuss
4. Service Area: Confirm/Discuss
5. Connectivity: Connected/Protected

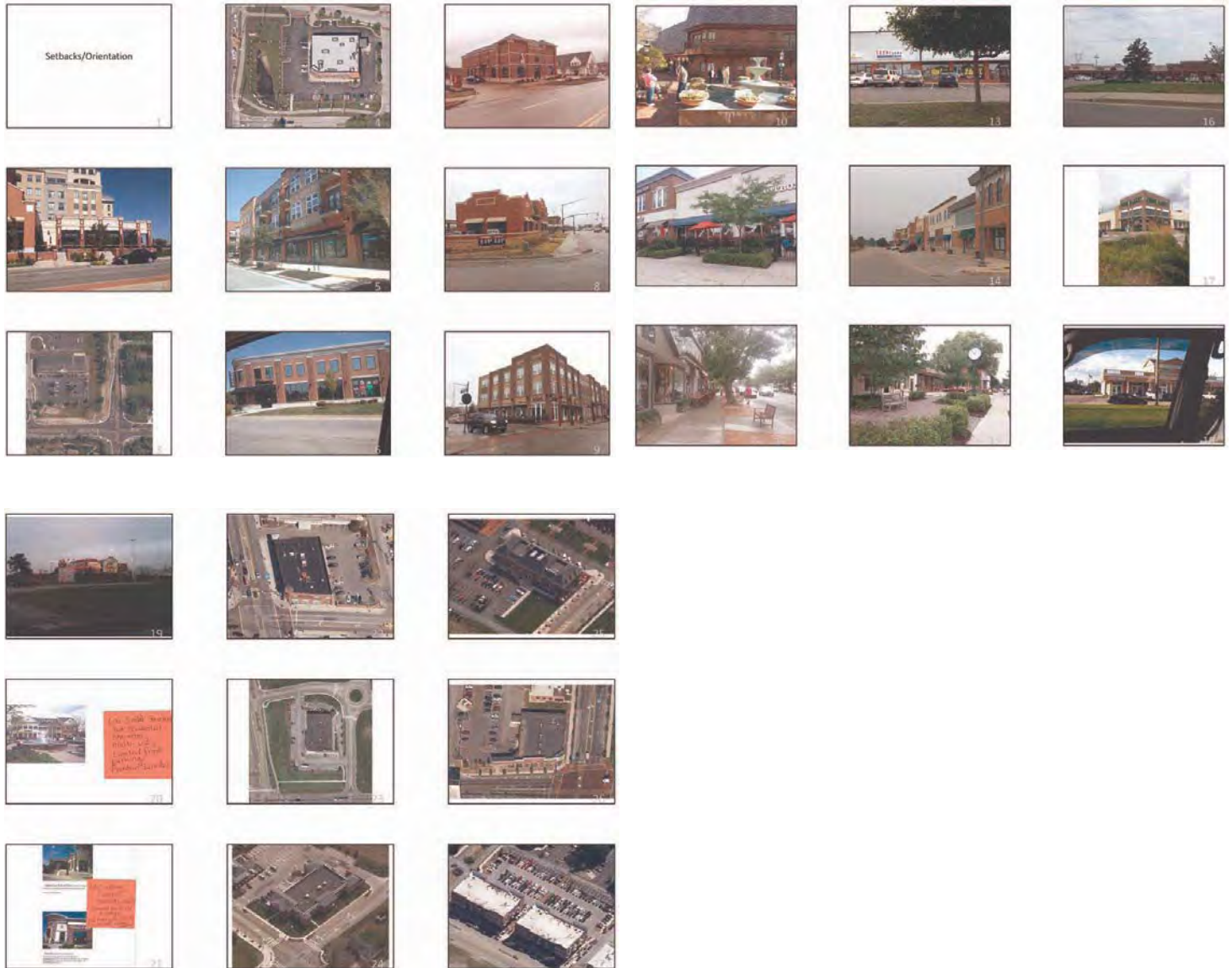


Handout 1: Massing



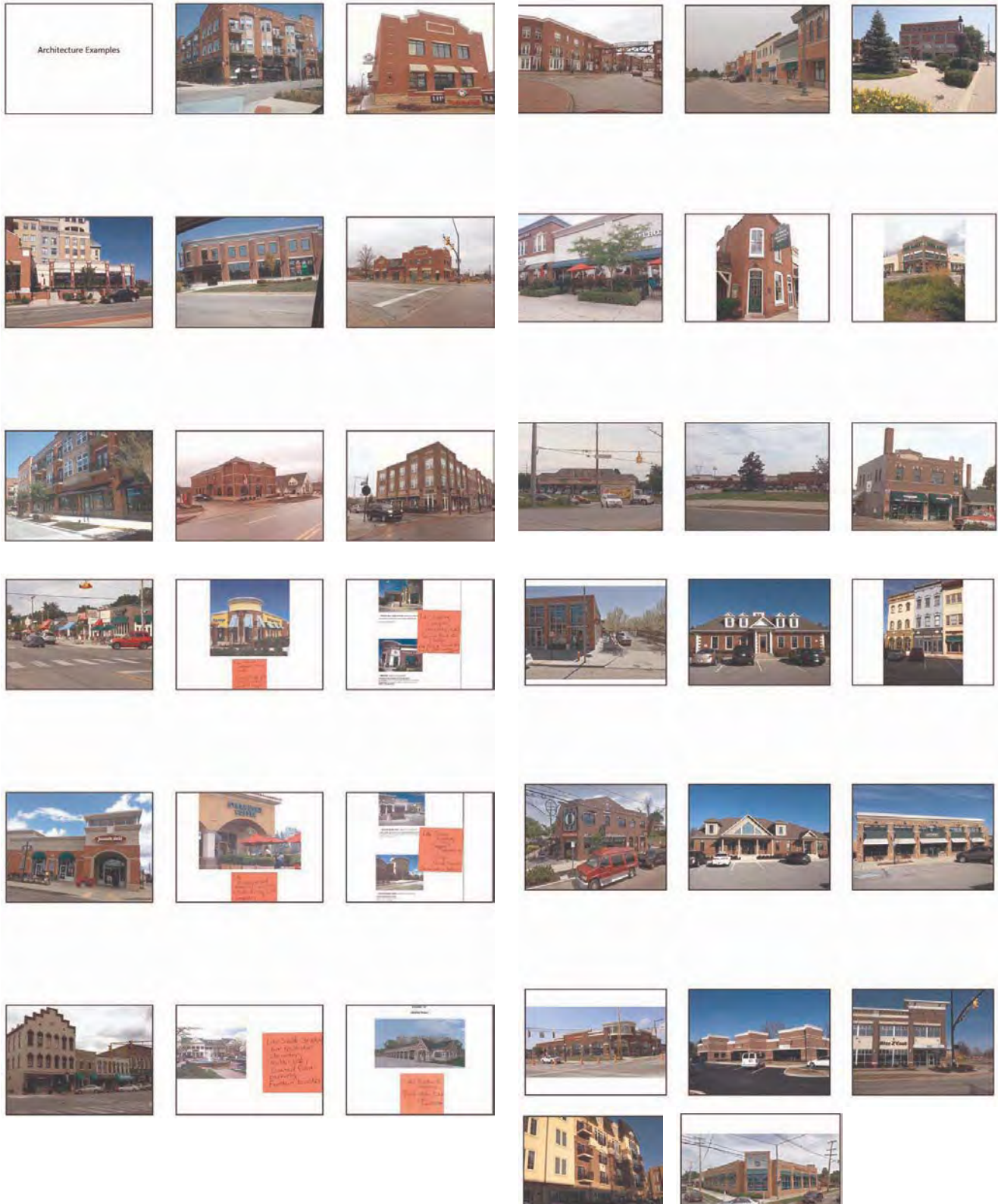


Handout 2: Setbacks





Handout 3: Architecture





Appendix D – Charrette 4: Transitions and Vehicular Access

161st/Spring Mill Plan
Charrette #4 Summary
August 14, 2013

The meeting began with a review of the connected vs. protected discussion regarding alternative access to the study area that was also safe. The group agreed protection was relating to preserving property values and traffic calming measures to ensure pedestrian safety and connection dealt with both getting to and from the site as well social connections that occur once on site.

Buffering/Transition Areas

The group then discussed buffering and transition methods in the study area and were handed an exhibit of aerial images depicting various Hamilton County developments for the purpose of commenting on preferences and dislikes. The group first identified three areas within the study boundary that would require special attention on buffering and transition. The first area was the northwest corner of 161st and Spring Mill on the eastern boundary of the Enclave at Maple Knoll. The group was interested in maintaining the existing tree line and keeping a 50 foot buffer in that location to aid as a sound and visual barrier. The next area was the Mulberry Farms homes that bordered the airport strip in the south east quadrant. The group was interested in maintaining a 150 foot buffer from those homes. Lastly, the area bordering Crosswinds Commons residential subdivision on the southwest quadrant was identified as a sensitive area.

Buffer Preferences/Concerns

After reviewing the aerial image exhibit, the group identified buffer preferences to prevent commercial creep in the study area. The group focused on a context sensitive design for the buffer areas meaning different areas could be more or less intense than others. The group agreed that along a residential area a solid fence as a buffer could serve well for security reason. However, a solid fence would not be appropriate when an existing residential area abuts a new residential area. The group preferred buffers that would minimize noise, provide visual screen, serve a year round function, use native landscaping when possible, and lastly have a taller buffer when abutting taller buildings. The group was concerned about flat, unbroken, monotonous fences that tend look poorly.

Site Plan Renderings

The group then reviewed several artist renderings of what the proposed development could look like based on the input from the three previous charrette meetings. The rendering were not detail oriented and intended to serve as a basis of discussion for which concepts the group liked and disliked



as well as variations in road network layout. The group reviewed a connectivity plan and reaffirmed the preference for a high level of trail connections to the site from surrounding neighborhoods. The group also expressed an interest in an alternative road network that includes a roundabout configuration located further south than the existing intersection and creating four new corners at 161st and Spring Mill. Lastly, the group reaffirmed the preference for a “village green” style park amenity with common areas and buildings front on the park and wanted to see how this design could work on other corners.

- 1) Transitions/Buffering
 - a. Connected vs protected
 - i. The group discussed the concept of protected vs connected and agreed upon the following:
 1. Protected:
 - a. Preserve property value
 - b. Traffic calming (bending roads etc)
 2. Connected:
 - a. Social connectivity in the study area
 - b. Pedestrian connectivity in the study area
 - b. Blending/Transition
 - ii. The group discussed the following areas as being more sensitive to buffer design:
 1. Enclave at Maple Knoll (NW quadrant-residential boundary)
 - a. Preservation of trees along boundary to serve as visual and sound barrier, 50’ buffer preferred (including trees)
 2. Mulberry Farms (SE quadrant residential boundary)
 - a. Maintaining a 150’ buffer between residential area potential commercial area to north.
 3. Crosswind Common Subdivision (SW quadrant-residential boundary)
 - a. Maintaining a considerable buffer between residential area and potential commercial area.
 - iii. The group discussed the following items as being preferences for buffer areas:
 1. Elevation changes
 2. Minimizing sound impacts
 3. Creating visual screen
 4. Combination of evergreen and shade trees
 5. Year round function
 6. Strong growth rate for landscaping (trees)
 7. Taller buildings require taller buffer blocks
 8. Native plantings where appropriate.
 9. Context sensitive design (berms that have pedestrian connectivity thru



them)

- iv. The group had the following concerns for buffer areas:
 - 1. Fences that are long, unbroken, and lacking character
 - a. Fences of this style could be ok when serving as security boundary along a residential area
- v. The group discussed keeping the “Spring Mill Station” railroad theme even throughout the buffer transition areas when appropriate. The group agreed that thematic areas tended to develop with more mature and higher quality landscaping and hardscaping than non-themed area.

c. Site Plan Rendering

- i. The group reviewed four conceptual renderings of the study area based on input from the previous charrettes.
 - 1. The group preferred an exhibit showing an alternative road layout that installed a roundabout off center from existing intersection creating four new corners.
 - a. The following reasons were identified as why this approach was preferred:
 - i. Natural traffic calming
 - ii. Develop all corners to build how group would prefer
 - iii. Simplifies amount of landowners involved
 - 2. The group also preferred a design showing “slip lane” parking off Spring Mill Road and 161st that fronted onto a village green concept. The group asked to see more variations of this design on other corners.
 - 3. The group also preferred a connectivity plan that showed trails along all roads and buffer areas and included connectivity to surrounding neighborhoods.



Spring Mill Station Plan

Charrette 4 Discussion Outline – Transitions & Vehicular Access

August 14, 2013

(6:30 PM – 8:30 PM)

1. Transitions/Buffering:
 - a. Connected and Protected: Review & Discussion [HANDOUT #1]
 - b. Connecting: Review and Confirmation of Strategy
 - c. Protecting:
 - i. Blending/Transitioning
 - ii. Buffering/Preventing Commercial Creep
 - iii. Transition Methods [HANDOUT #2]
 1. Distance/Space
 2. Improvements
 - a. Landscaping
 - b. Mounds/Berms
 - c. Hardscapes/Walls/Fences
 3. Adjacent Buildings/Design/Scale/Architecture
 2. Vehicular Access/Circulation:
 - a. Quick Review
 - b. Review Exhibits
 - i. Preliminary Draft Design [HANDOUT #3]
 - ii. Connectivity Plan [HANDOUT #4]
 - iii. Alternative Road Configuration [HANDOUT #5]
 - iv. Village Green Concept [HANDOUT #6]
 - c. Discuss Preferences/Observations

Protected vs Connected Discussion

Ability to walk to commercial areas

Can I get there safely

Synergy across the different developments

Preservation of existing mature tree in the area

Pedestrian path network

Well planned transitions between commercial and residential areas

Foot and bike connectivity



Appendix E – Charrette 5: Rail Road Era Architecture and Design

161st/Spring Mill Plan

Charrette #5 Rail Road Era Architecture and Design

September 25, 2013

The meeting began with a review of the first draft of the Spring Mill Station Plan prepared by staff. The draft was a text only version of the document and an attempt to capture the essence of the key points, ideas, and concepts of the first four planning charrettes. The group reviewed document commenting on various concepts and points that needed to be expanded or clarified upon going forward.

Next the group discussed how they would like to incorporate the railroad design concepts into the common area, public right-of-way, as well as building design and architecture. The group was given a handout of images broken into three categories being: 1) Railroad Public Art 2) Railroad Theme Architecture (elements and ornamentation) 3) Architecture Quality and Form

The group agreed nearly all the images should be included in the Spring Mill Station plan as examples of the type and quality of development they would like to see in the area. For each of the three categories, the following elements were identified as being desired in the study area:

Public Art (Desired Features)

- 1) Images did good job encapsulating desire and intent of public art
- 2) Water tower feature
- 3) Railroad style public furnishings (i.e., benches, pergolas, playscapes)
- 4) Use of red/black/rust colors
- 5) Use of old railroad track or steam engine as part of common area

Railroad Theme Architecture

- 1) Verge board (gingerbread style detail)
- 2) Gables roofs (steep pitch)
- 3) Strut detail
- 4) Mixed colors and stacked elements
- 5) Windows and panes
- 6) Towers/cupolas
- 7) Different architecture elements
- 8) Arches
- 9) Mix of brick and wood
- 10) Window accents



Architecture Quality and Theme

- 1) See pictures included in Architecture section for Railroad era design

The group then discussed the process for going forward with the plan in regards to modifications, meeting with developers, and holding a public hearing. The group decided there should be an open house for the community to discuss the plan and receive feedback. The group also decided to meet with interested developers in the future to judge feedback and make adjustments as necessary. Lastly, the group reviewed two new site plan concepts that were prepared for the group based off previous input. Going forward, the group would like to show these potential plans at the open house and with developers to judge feedback and identify preferences for the layouts. Both designs stress the importance of interconnectivity from a bike standpoint and pedestrian standpoint and address buffer concerns around the entire Spring Mill Station Planning Area.



Spring Mill Station meeting

Protected vs Connected Discussion

<u>Connected</u>	<u>Protected</u>
Ability to walk to commercial areas	Can I get there safely
Synergy across the different developments	Preservation of existing mature tree in the area
Pedestrian path network	Well planned transitions between commercial and residential areas
Foot and bike connectivity	



Handout # 2 Transition Methods

Transitions

1



2



3



4



5



7



8



9



10



12



13



14

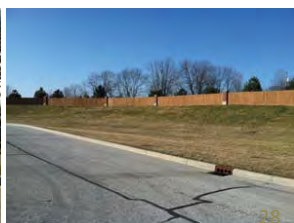
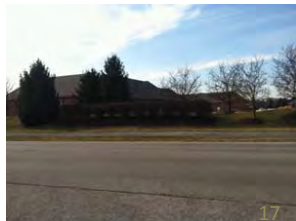


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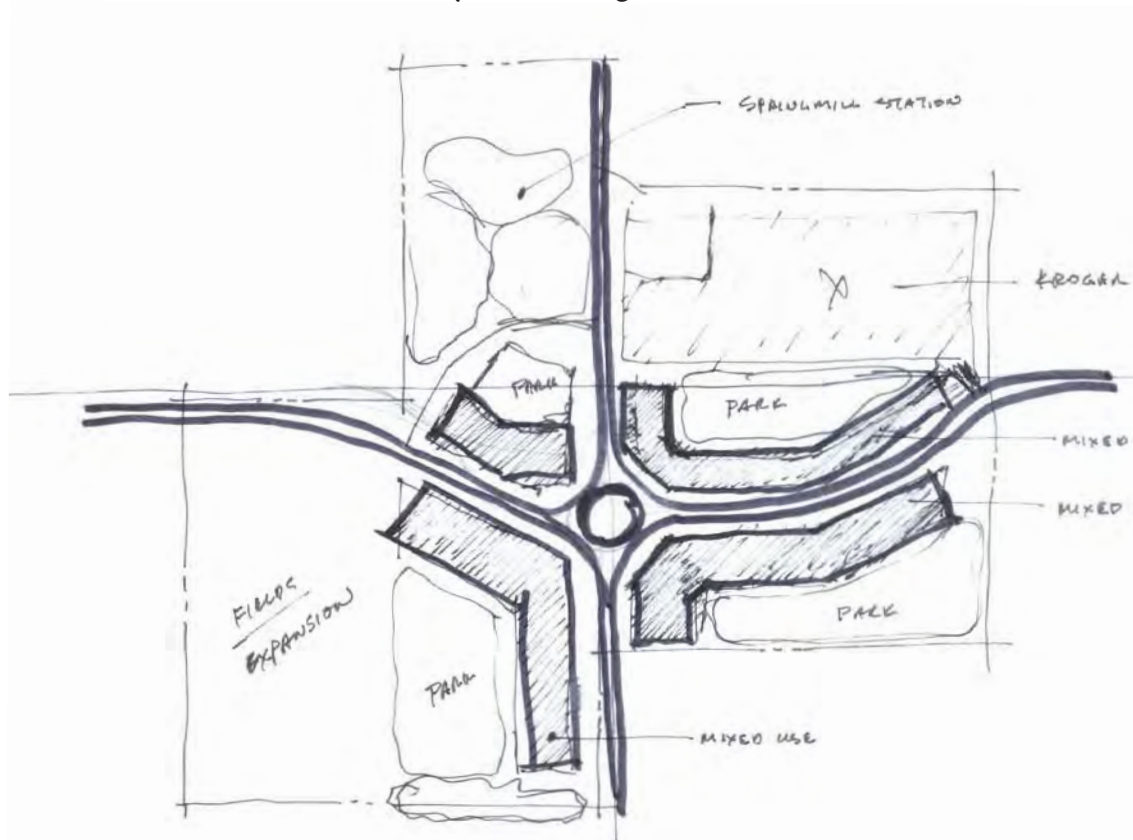
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Spring Mill Station





Handout # 3 Preliminary Draft Design

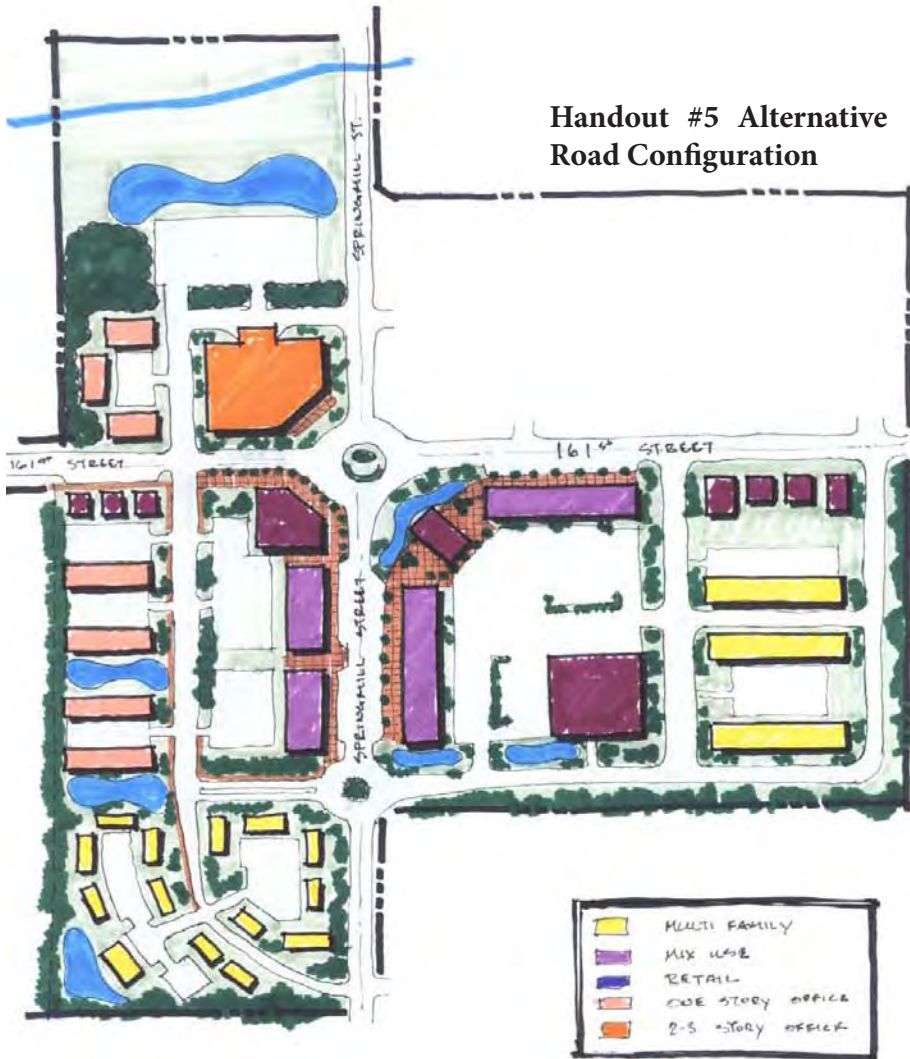


Handout #4 Connectivity Plan





Handout #5 Alternative Road Configuration



Handout #6 Village Green Concept





Appendix E - Charrette 5: Rail Road Era Architecture and Design

161st/Spring Mill Plan

Charrette #5 Summary

September 25, 2013

The meeting began with a review of the first draft of the Spring Mill Station Plan prepared by staff. The draft was a text only version of the document and an attempt to capture the essence of the key points, ideas, and concepts of the first four planning charrettes. The group reviewed document commenting on various concepts and points that needed to be expanded or clarified upon going forward.

Next the group discussed how they would like to incorporate the railroad design concepts into the common area, public right-of-way, as well as building design and architecture. The group was given a handout of images broken into three categories being: 1) Railroad Public Art 2) Railroad Theme Architecture (elements and ornamentation) 3) Architecture Quality and Form

The group agreed nearly all the images should be included in the Spring Mill Station plan as examples of the type and quality of development they would like to see in the area. For each of the three categories, the following elements were identified as being desired in the study area:

Public Art (Desired Features)

- 1) Images did good job encapsulating desire and intent of public art
- 2) Water tower feature
- 3) Railroad style public furnishings (i.e., benches, pergolas, playscapes)
- 4) Use of red/black/rust colors
- 5) Use of old railroad track or steam engine as part of common area

Railroad Theme Architecture

- 1) Verge board (gingerbread style detail)
- 2) Gables roofs (steep pitch)
- 3) Strut detail
- 4) Mixed colors and stacked elements
- 5) Windows and panes
- 6) Towers/cupolas
- 7) Different architecture elements
- 8) Arches
- 9) Mix of brick and wood
- 10) Window accents



Architecture Quality and Theme

- 1) See pictures included in Architecture section for Railroad era design

The group then discussed the process for going forward with the plan in regards to modifications, meeting with developers, and holding a public hearing. The group decided there should be an open house for the community to discuss the plan and receive feedback. The group also decided to meet with interested developers in the future to judge feedback and make adjustments as necessary. Lastly, the group reviewed two new site plan concepts that were prepared for the group based off previous input. Going forward, the group would like to show these potential plans at the open house and with developers to judge feedback and identify preferences for the layouts. Both designs stress the importance of interconnectivity from a bike standpoint and pedestrian standpoint and address buffer concerns around the entire Spring Mill Station Planning Area.

Charrette #5 Discussion Outline – Draft #1 Review

September 25, 2013

(6:30 PM – 8:30 PM)

1. Review Spring Mill Station Plan Text

- 1) Executive Summary
- 2) Overview
- 3) Chronology of Related Events
- 4) Recent Events
- 5) Planning Area
- 6) Identity – “Spring Mill Station
- 7) Land Uses
- 8) Architecture and Site Design
 - i. Discuss Railroad theme Pictures for Public Art, theme example (elements and ornamentation), arch quality and form (HANDOUT #1)
- 9) Transitions and Buffering
- 10) Access and Circulation
- 11) Stakeholder Feedback
- 12) Policy Recommendations
- 13) Going Forward
- 14) Appendices

2. Review Spring Mill Station Concept Plan

- (a) Plan A (HANDOUT #2)
- (b) Plan B (HANDOUT #3)

3. Strategy Regarding Development Input

4. Strategy Regarding Community Input

5. Process/ Timing



Handout #1 Rail Road Era public art, thematic examples and architecture quality and form

Railroad Public Art

1



2



3



4



8



9



10



11



12

Railroad Theme examples
(elements and ornamentation)

13



15



16

Spring Mill Station



Architecture Quality and Form

by Windows User



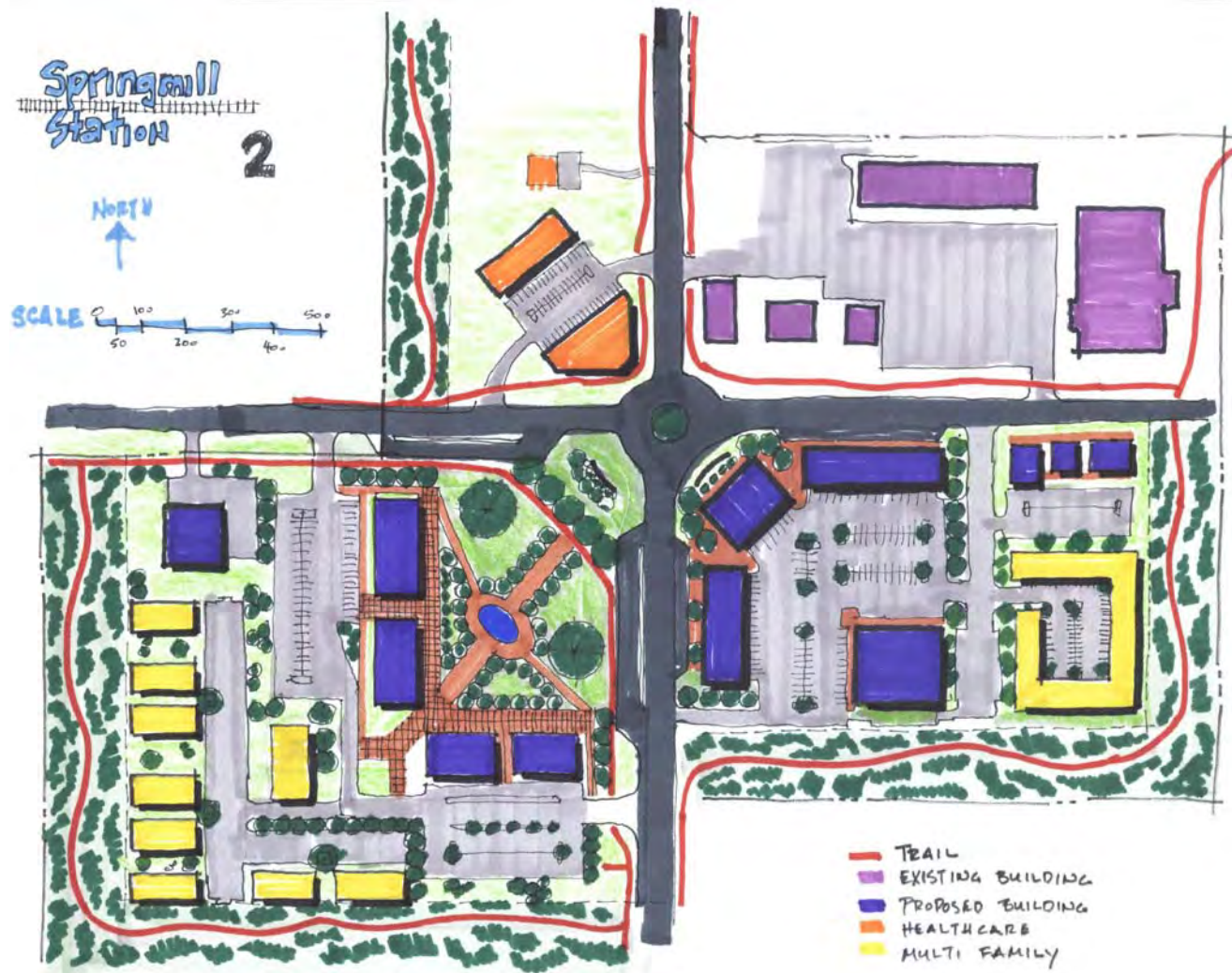


Handout #2 Spring Mill Station Concept Plan A





Handout #3 Spring Mill Station Concept Plan B





Appendix F - Charrette 6: Stakeholder Meeting Feedback

161st/Spring Mill Plan

Charrette #6 Stakeholder Meeting Feedback

October 16, 2013; October 23, 2013; November 20, 2013; January 16, 2014

Stakeholder Concerns:

1. Find the balance between groups desires/marketplace realities
2. Opposed to any rerouting or recirculation of roads that will impact site lines, accessibility, parking traffic flow, and overall convenience of existing shopping center
3. Opposed to any change of the existing 161st and Spring Mill Road
 - a. Time to obtain approval and agreements
 - b. Expense of relocating utilities and infrastructure, legal fees, design
4. Cost of reaching Spring Mill Station vision increase costs for the retailer to enter the market
 - a. Now competing on national marketplace not regional dollars, more hurdles equals less likely to enter marketplace
5. Both conceptual plans not realistic for development on SW corner.
 - a. Too different national retailers prototype plan (ex. access, convenience, efficiency, traffic/shopping patterns, behaviors, other factors)
6. Demand for “office” is weak (potential for garden offices, but more long term prospect)
7. Village Green: Park on SW corner is non starter; most valuable land used for a park, not a benefit to Westfield (economic opportunity/value)
8. Concept plan 1 (4.1) is not workable do to extraordinary infrastructure costs (question practicality, achievability)
9. Concerns with Concept Plan 4.2
 - a. Construction: Clients not interested in the construction of buildings along the street (massing on street)
 - b. Parking: 2 rows of parking between building is necessity (can be mitigated by landscaping and hardscapes)
 - c. Drive-thrus: Prohibition would be problematic as heavy demand for the type of uses SS desires

Stakeholder Affirmations:

1. Majority of the principles of the plan
2. Agreement and support of proposed areas of plan, name of plan, theme, and general design, uses
3. Upgraded architectural design: National retailers likely to stretch in this aspect vs others.
4. Landscaping



5. Apartments- Demand for this type of use at this location
6. Concept Plan (4.2)
 - a. Buffering: unified and consistent landscape plan
 - b. Connectivity: extensive connectivity with provision of safe access to, from, around the development. Traffic flow beneficial to pedestrian and automobiles
 - c. Identity and Theme: Conformity to railroad federalist arch; creation of marquee elements at SE corner, such as clock tower
 - d. Architecture: Use of variable and high quality materials
 - e. Road improvements: Contribution to roundabout construction and required ROW
 - f. Community: Design of hardscape elements to promote public space



Appendix G – Charrette 7: Public Open House

161st/Spring Mill Plan
Charrette #7 Public Open House
December 11, 2014

A public open house was held for the community to review and provide comment regarding the Spring Mill Station Study Groups work to date. Over 100 individuals attended the open house and provided comment as summarized below. The attendees were presented with two (2) handouts:

- 1) HANDOUT #1 (Spring Mill Station Display Boards)
- 2) HANDOUT #2 (Spring Mill Station Narrative Description)

Public Open House Comments:

Community Residents Affirmations:

1. Whole Spring Mill Station concept and holistic planning
2. Concept Plan A (4.1)- Nice town center feel, roundabouts, unique feel, different character to area, relaxed and people friendly
3. Spring Mill Station “theme” and “architecture”
4. Pedestrian connectivity
5. Buffer areas
6. Prefer conceptual plan B (4.2)
7. Railroad thematic architecture
8. Hardware store
9. Interconnected planned areas with trails, natural boundaries
10. Walgreens has shown in other cities they will commit to arch change

Community Residents Concerns:

1. Noise: trash pickup/delivery
2. Tree preservation at Mulberry Farms
3. All owners should be notified of planning process
4. Drive thrus- should be permitted due to needs of older people and parents
5. Building Height - 3 stories too tall for area
6. Safety: Pedestrian paths to close to roads; village green could be gathering place for teens
7. Straight streets, not curved streets
8. Fencing
9. Buffer Yard- lack of mature vegetation
10. Water/drainage- water retention should be “rain gardens” for mitigation
11. Environmental concerns-water retention “rain gardens”, surface color parking lots (temp), building arrangement (wind flow)
12. Concept A- too costly and time consuming
13. CrossRoads property- should not be used as gas station (bank appropriate use)
14. Gas station: concerns of lights, noise
15. Crime: reduce number of multi-family apartments



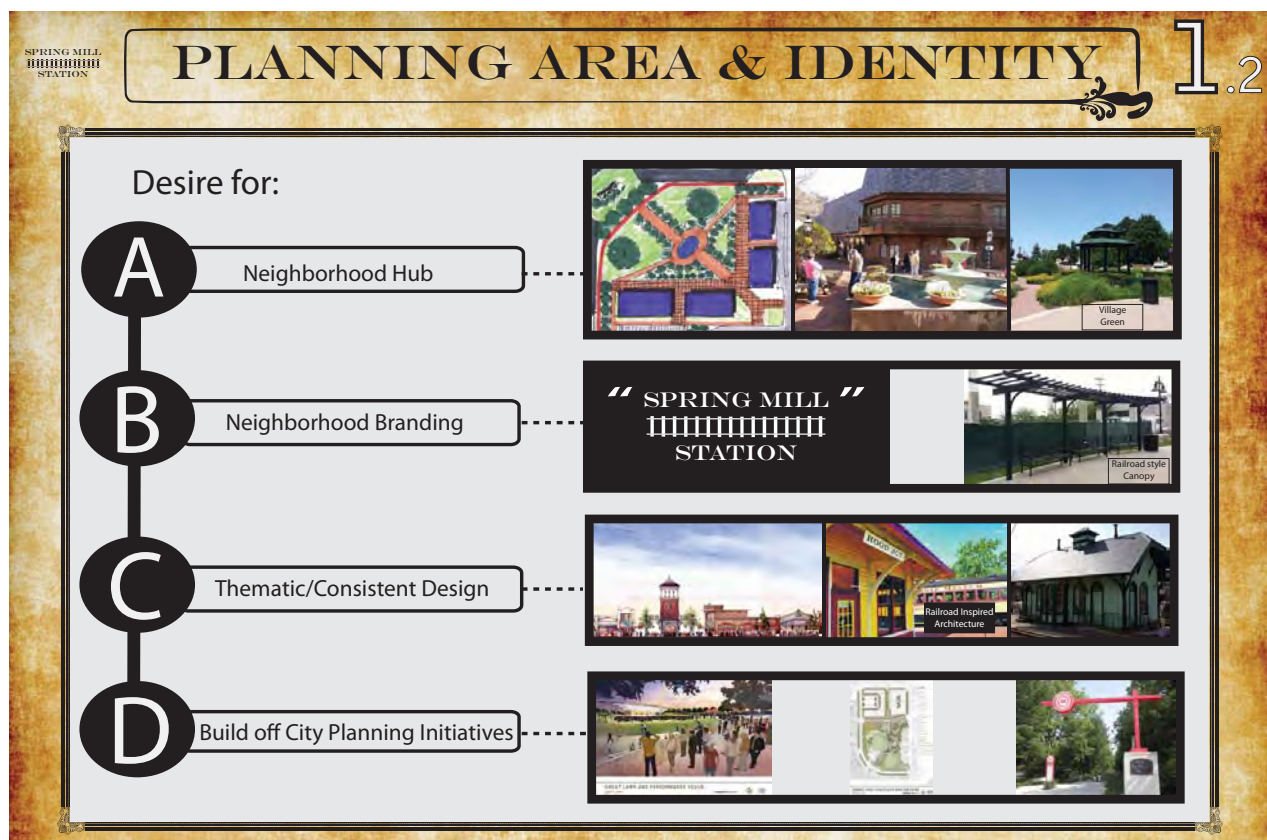
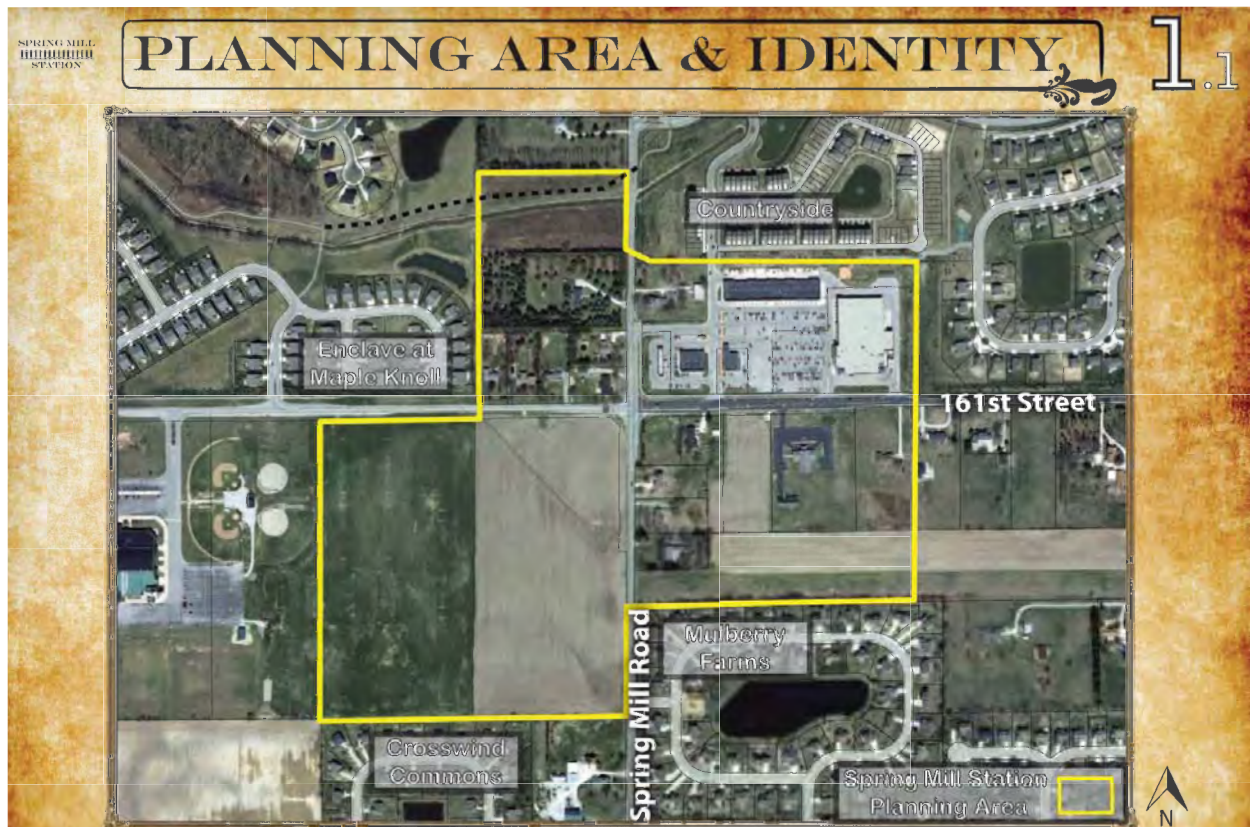
16. Will Grand Park affect this future intersection/development?
17. Gas station: do not allow on corner
18. What type of signage permitted?
19. What type of lighting permitted?
20. Traffic Flow/congestion of commercial area
21. Prevalence of chain restaurants- Encourage private business
22. Minimize disruption to surrounding neighborhoods during construction
23. No pedestrian connectivity between Enclave at Maple Knoll and Springmill Commons
24. Auto oriented traffic: Increase green space to encourage pedestrian traffic
25. Railroad theme: Existing businesses should adhere to these guidelines as well

Open House images:





Handout #1 Spring Mill Station Display Boards





SPRING MILL STATION

LAND USE & URBAN DESIGN

2.1

Land Use

- **Neighborhood Retail Sales** (Pharmacy, Neighborhood Grocery, Drug Store)
- **Restaurants** (Restaurants (focus on original & unique), Ice Cream Shops, Pizza Shops)
- **Food and Beverage Retail Sales** (Groceries or Delicatessens)
- **General Retail Sales** (Boutique Stores, Apparel Stores, hardware Stores, Specialty Stores)
- **Administrative and Professional Services** (Professional, Executive, Management or Administrative Services)
- **Financial, Medical, & Personal Services** (Banks, Insurance Offices, Medical and Dentist Offices)
- **Multi-Family housing** (Apartments, Condos)
- **Assisted Living Facilities**
- **Single Family Housing**

SPRING MILL STATION

LAND USE & URBAN DESIGN

2.2

Urban Design

- **Context Sensitive Design**
- **Neighborhood Hub Concept** (Impromptu Interactions)
- **Village Green**
- **Mixed-Use Buildings Surrounding Village Green**
- **Building Massing Along Street**
- **Heightened Pedestrian Connectivity**
- **Quality Design With Public Amenities**
- **Large Buffer Areas with Pedestrian Connectivity**
- **Thematic Design and Consistent Architecture**





THEMATIC ARCHITECTURE

3

Encouraged Architecture Standards:

- Verge Boards
- Gable Roofs
- Strut Detail
- Mixed Colors
- Fenestration
- Windows and Panes
- Towers/Cupolas
- Window Accents
- Undulating Facades
- Pedestrian Scale

Railroad Era Architecture



Encouraged Public Art:

- Railroad Style Public Furnishings (benches, pergolas, playscapes)
- Water Tower feature
- Use of old railroad track as art feature

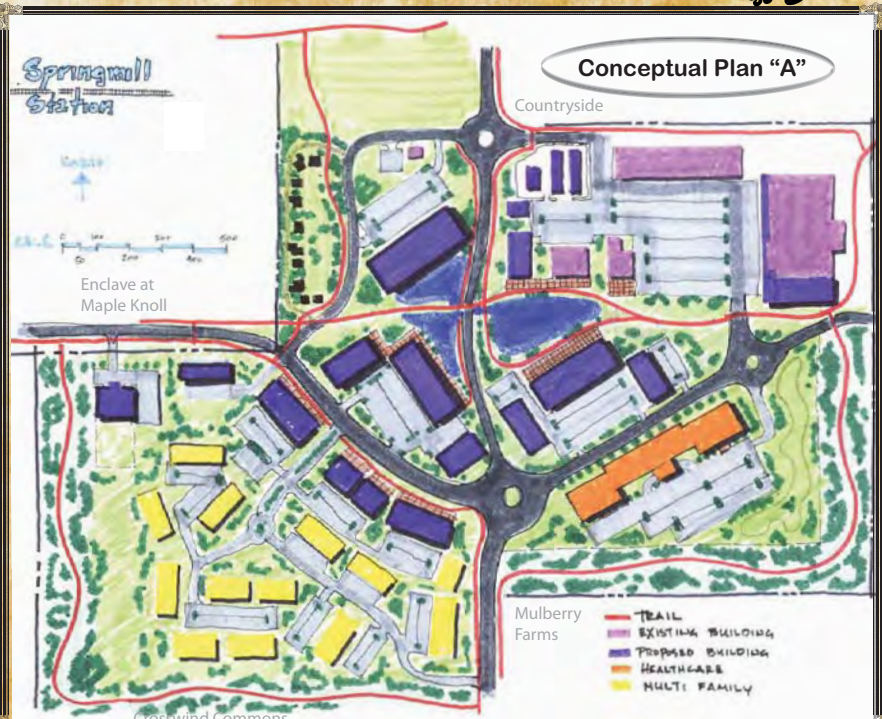
Public Art (Desired Features)



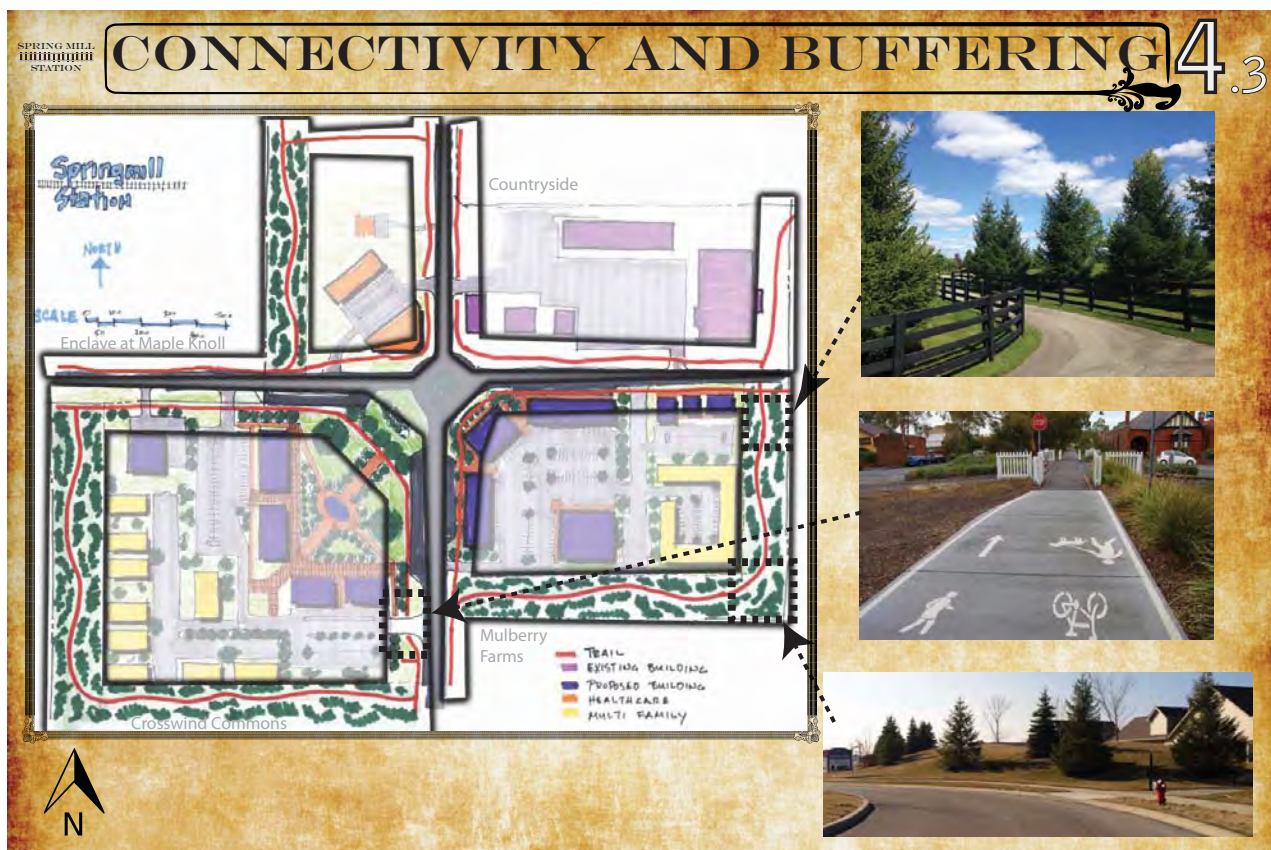


CONCEPTUAL PLANS

4.1

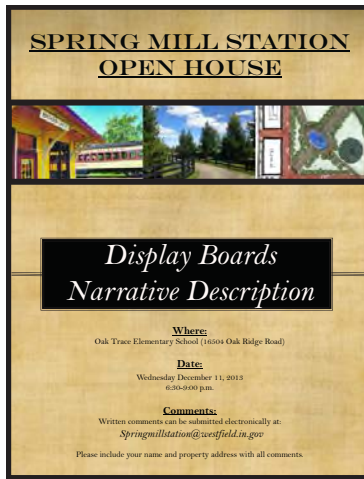


Conceptual Plan "A"





Handout #2 Spring Mill Station Display Boards Narrative Description



1) Work Station #1

a. Planning Area (1.1)

- i. Entire map area is currently zoned for single-family residential, the planning area shown in yellow was selected by the Spring Mill Station Study Group as potential for infill development with a mix of uses.
- ii. Planning area boundary chosen by group to provide a clear border of where infill development activity shall cease in order to prevent non-residential creep along the corridors.
- iii. Included northeast corner in planning area to incorporate existing commercial center into the overall vision and provide for potential future redevelopment/development.
- iv. Group consists of neighborhood representatives from the surrounding neighborhoods.
- v. Planning area provides adequate space for internal buffering to existing communities and allows for pedestrian connectivity.

b. Identity (1.2)

- i. Group envisions and desires a “neighborhood hub” concept to link the surrounding neighborhoods both physically (trails and paths) and socially (impromptu interactions among visitors).
- ii. Group seeks to brand the planning area and desires a consistent theme throughout the area.
- iii. “Spring Mill Station” name chosen for the following reasons:
 1. “Station” continues the Downtown Westfield theme of “Grand Junction” and acknowledges the railroad lines in the area.
 2. “Station” as a reference to the history of the underground railroad in Westfield.
 3. The prominence of “Spring Mill” Road in Indianapolis and there is a certain community pride associated with the road.
 4. Incorporation of the neighborhood “hub” concept and the concept behind multiple routes coming together in one area.



2) Work Station #2

a. Land Use (2.1)

- i. Planning area envisioned to serve the needs of the local community (not a regional draw) and reduce the need to travel across the community fulfill basic needs.
- ii. Heavy preference for additional restaurants and outdoor eating areas.
- iii. Heavy preference for “unique” style of stores/restaurants in the planning area.
- iv. Desired uses:
 1. Neighborhood Retail Sales: (for example: neighborhood grocery and drug store, restaurants, groceries/delicatessens, hardware stores, bikes shops, hobby shops)
 2. Administrative and Professional Services: (for example: legal offices, engineering offices, architects office)
 3. Business Services: (for example: local bank branch, finance and real estate office, medical office)
 4. Personal Services: (for example: photography studio, dry cleaner)
 5. Desire for community meeting facility as most of the surrounding neighborhoods do not have a facility of their own.
 6. Multi-Family Living: Multi-Family could be incorporated in a context sensitive manner throughout the site (2-3 stories)
 7. Assisted Living: (same as multi-family)
 8. Single-Family Housing: Appropriate where supported by marketplace

b. Urban Design (2.2)

- i. Context Sensitive Design: Design buildings in accordance with and of similar scale to buildings and neighborhoods in surrounding area in order to blend into the existing environment.
- ii. Neighborhood “Hub” Concept: A high activity area located in the heart of Spring Mill Station that is well connected to surrounding neighborhoods, by pedestrian paths to allow for impromptu interactions between residents, featuring public amenities to enhance the area.
- iii. Village Green: An amenity filled park built into the development that would be a comfortable place for visitors to congregate/relax/play, etc. The area is envisioned to be heavily landscaped and feature public art components.
- iv. Mixed Use on Village Green: Buildings fronting on the village green to activate the green space and enable restaurants to have outdoor seating/patio space integrated into the overall design.
- v. Building Massing on the street: The intersection of 161st Street and Spring Mill Road is envisioned to have buildings constructed along the right-of-way of the street and not to have a typical auto oriented design of a sparsely landscaped parking lot in front of the building. A small single lane of parking (slip lane) could be integrated in front of the buildings with landscaping (similar to Clay Terrace). The buildings



- are envisioned to be no taller than 1.5 to 2 stories on the corner of the intersection.
- vi. Heightened Pedestrian Connectivity: Strong emphasis on providing pedestrian connectivity through trails both throughout the planning area and also connecting to the existing residential neighborhoods that surround Spring Mill Station.
- vii. Large Buffer Areas: Providing large buffer areas to protect surrounding neighborhoods from potential negative impacts of noise, light, traffic, smell, etc. from the use of tree plantings, berms, and length of open space.
- viii. Thematic Design: Use components of railroad era design across the entire planning area.

3) Work Station #3

- a. Thematic Railroad Era Architecture (2)
 - i. Spring Mill Station: Building off the railroad inspired name and applying a thematic railroad era design across the entire planning area to provide a consistent and timeless feel and to eliminate typical franchise architecture. Also provides for coordinated development instead of different themes for each individual project that is brought forward.
 - ii. Architectural Elements: Incorporate elements of railroad era architecture such as verge boards, gabled roofs, struts, use of colors, window fenestration, windows and panels, towers/cupolas, undulating facades, and built to a pedestrian scale. The architectural elements allow for easy way to make this area distinct from typical commercial/residential developments.
 - iii. Public Art: Provides another method to apply consistent design across the planning area with rail inspired public art that can be used as an amenity. Examples include bench covers and bike racks, water towers, murals, clock towers, and other sculptures related to railroads.

4) Conceptual Plans

- a. Overview
 - i. Both conceptual plans are consistent with the vision of “Spring Mill Station” and incorporate a heavy reliance on pedestrian connectivity paths, large buffering areas from existing neighborhoods, the neighborhood “hub” concept and village greens.
 - ii. Each conceptual plan represents ONE possible build out scenario showing how this area could potentially develop in the future. There are possibly an unlimited number of build out scenarios which, if created, would accomplish the Spring Mill Station vision.
- b. Conceptual Plan “A” (4.1)
 - i. Incorporates a rerouting of 161st Street and Spring Mill Road that shows the neighborhood “hub” in center of the planning area.
- c. Conceptual Plan “B” (4.2)
 - i. Incorporates a more traditional street layout and roundabout with the village



green concept on the southwest corner of the planning area. The plan also depicts buildings being constructed close to the right-of-way with a slip lane of parking.

d. Buffering and Connectivity (4.3)

- i. Highlights pedestrian paths and buffer areas with image depictions of what those areas could look like.
- ii. Highlights some basic concepts incorporated into both plans.



Appendix H– Charrette 8: Developer Feedback

161st/Spring Mill Plan
Charrette #8 Developer Feedback
January 16, 2014

The Spring Mill Station Group met with several developers who were not current stakeholders in the study area in order to garner feedback regarding the Spring Mill Station Plan. The developers were given the Spring Mill Station display board handout and narrative description handout (found in Appendix G) from the public open house to review prior to the meeting. Listed below is a summary of the key concepts the Spring Mill Station group received from the developers:

Key Points:

- 1) Trail access that connects not only to the planning area, but to the overall trail network is a must.
- 2) Strike a balance between the cost of reaching the thematic design concepts without overpricing the market for rental prices. Consider allowing developers more square footage in order to meet design requirements.
- 3) Consider adding public buildings (government buildings, etc.) throughout the planning area to increase more pedestrian traffic.
- 4) Having multiple land owners increase difficulty of achieving overall vision.
- 5) The land uses proposed are vehicular intensive, careful consideration should be given to how promote pedestrian connections.
- 6) For buildings constructed on hard corners of intersection, strike a balance between community and developer objectives by creating an untypical design, but allow retailer to have a presence so community is aware of business location.
 - a. Two entrance design can be difficult for retailers to orient business for point-of-sale inside building.
- 7) Building standards and hard rules for development are helpful for developers to understand what they can/cannot build.
- 8) How the financing would be achieved for the village green and how costs would be shared is something important to consider. The park can add value for certain users in its proposed location on the intersection.
 - a. The village green could also be located in an alternative manner to incorporate buffer areas and provide more of linear park along the road.
- 9) Stronger focus on integration to the existing, surrounding land uses.
- 10) Potential pedestrian bridge incorporating railroad elements for better pedestrian connectivity. Pedestrian tunnels could also be incorporated for main thoroughfares.



Quality Apartment Development in planning area:

- 1) Density should be encouraged in the planning area, as high as 30 units per acre.
- 2) An apartment community of less than 200 units is not conducive due to economies of scale.
- 3) Heights of buildings should be limited by number of stories, not actual height, in order to encourage flexibility in design.
- 4) Buildings should be allowed to be constructed on the street and have on-street parking. Parking should be hidden and out of sight as much as possible.
- 5) Building location should encourage informal human interaction and allow for pocket park development.
- 6) Pedestrian walkways should provide easy and safe access to other areas within the overall plan.

Concept A

- 1) Lacks a sense of arrival when driving through the planning area.
- 2) Visibility is poor on the intersections when inside the planning area.
- 3) Design is suitable for achieving many of the quality apartment design objectives.
- 4) Street layout allows for safer pedestrian access which will in turn help all businesses in planning area.
- 5) Cost of the street network would be too great for any one developer and would require additional development support from a funding source like Tax Increment Financing.

Concept B

- 1) Established a sense of arrival when driving through planning area.
- 2) The village green on the corner creates a non-traditional intersection that is unique.
- 3) Retailers will react better to this design concept over design concept A.
- 4) More roundabouts could be incorporated to slow traffic thru planning area and also add more public space.
- 5) Additional flexibility should be considered for buffer areas. Surrounding land uses should dictate buffer distance. Could be a benefit for a reduced buffer distance to the baseball fields on west side of planning area.
- 6) The preliminary layout of the apartment buildings are not very conducive for creative design or for achieving the critical mass of apartments that is desirable.



Appendix I– Advisory Plan Commission Public Hearing Summary (3/18/14)

Julie Sole, 125 Mill Street: I am speaking tonight on behalf of the Westfield Chamber of Commerce Board of Directors. We commend the City and its Economic and Community Development Department on the process that was implemented in the planning of area known as Spring Mill Station. We believe that by engaging the community in having a part in designing the area they call home serves both the City and its citizenry in an equitable manner. As you may recall, in October of 2012 the Chamber Board issued the following statement.

As the Board of Directors of the Westfield Chamber of Commerce, we support the targeted development of the four corners of 161st and Springmill Road. With the present development and use by the community, commercial growth is natural for these four corners and keeps the dollars spent in our community. Additional quality businesses will generate additional tax revenues and assist in lowering the tax burden for all businesses and citizens. This statement has been vetted by the chamber's bylaws and has met the criteria so it has been consented to with the appropriate abstentions.

We look forward to the quality development we trust will take place at this corner and believe it will serve the community well.

Diane Zeph, 16310 Spring Mill Road: Diane and her husband bought this land 40 years ago and have been living there all this time. She believes that your planning idea is probably a really good thing, since she has seen a lot of very bad things happening for this site. Diane wants to make sure that the developers stick to their architectural and landscaping ideals when letting this build. Don't let down on it. The one thing that she really wanted to say is that she was shocked at the open house because her property is right next to this and she would like to mention that she and her husband would be willing to talk about developing it and thinks that it would be an asset to the project (identified her home on the map). She believes that if this project and her property were combined (which most of the land south of her is a floodplain), it seems you would be able to use more land if you combined it with her property for development, it would increase your options. Her land is also across the street from the entrance to Countryside so that would give a great shot in if anyone developed it. Diane is just putting it out there for everyone to know that she and her husband would be willing to talk about it and they were just surprised that they were not included (Spring Mill Estates is the name of the parcel). She does not know why they stopped short of her land. All she is asking is to keep them in mind and she hopes that they continue with developing the area in a better fashion then it has been so far. Thank you.

Cindy Spoljaric, 16131 Chancellors Ridge Way: Having worked on this project with this group, I can't tell you how special it has been both as an urban planner, council member, and previous planning commissioner. It is not often that we get people that are this interested and will devote this



amount of time to a project like this. We are looking at a win-win situation, we have development pressure, we need economic development, and we have neighbors now who have been dealing with the uncertainty of what is going to happen in the area for so many years. So now a little bit more comfort level and security to the investors in the area who have homes and/or business interests, land holdings and also provides a lot of the architecture and buffering which are key features there. It is very important that they make it feel very unique hopefully in the future. Cindy would really like to thank the group that have been fantastic to work with and is looking forward to working with them in the future.

Leighton Drake, 15873 River Birch Road: Leighton and his family just moved from Phoenix, AZ and part of the reason they wanted to move to the Midwest was to get away from all of the sprawl in Phoenix. Lived in the same house and raised 5 kids. His small children love to play in the backyard so his main concern is that he wants his kids to be able to play in the backyard and not have the back of an office complex right behind his yard. As a resident and also as a family, that is something that they are concerned about. He understands that a lot of thought and planning has gone into this. If you are living up to the ideals that you have planned it should be ok. He had seen in Arizona the same type of thing and it never developed as planned. Influx of cheap architecture and bad landscaping that did not result in desired outcome. Understands the economics of how this would work. It sounds great but as a resident there, I would just ask that you would really ensure that there is some kind of buffer like lots of trees. If you could do that, it would be a neat place for his family to go. Would like to keep the area open and safe and not have to put in a fence.

To: City of Westfield Advisory Planning Commission

From: Mark Christoffersen, Spring Mill Station Task Group (SMSTG) Chair
mark.christoffersen@gmail.com
(317) 292-2541

Date: June 20, 2018

Re: 1807-PUD-19 & 1807-DDP-19

The Spring Mill Station (SMS) Task Group has reviewed the proposed site plan for a bank building to be developed on the south west corner of Spring Mill Station. The business type and location within the Spring Mill Station PUD is conducive to the overall objective of the Spring Mill Station comprehensive site plan. The initial concerns with any type of development located in this area was buffering from the adjoining neighborhood. Although a greater buffering could have been erected, the group understood the implications of a dense landscaping zone. After several meetings, the site plan submitted is the result of a buffering compromise.

The SMS Task Group has a favorable recommendation for the proposed site plan.

Thank you for considering the opinion of this dedicated volunteer group of neighborhood representatives in your evaluation of this project. We support your further review and judgement in determining additional matters that may also be relevant to this project.

Respectfully,

Mark Christoffersen
15877 River Birch Rd
Westfield, IN 46074



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1803-PUD-08

Petition Number: 1803-PUD-08

Project Name: Wheeler Landing PUD District

Subject Site Address: Northwest corner of State Road 32 and Wheeler Road (the "Property")

Petitioner: Wheeler Farms LLC

Representative: Eric Douthit of Church, Church, Hittle and Antrim Law

Request: Requests a change in zoning of 321 acres +/- from the AG-SF1 and EI Districts to the Wheeler Landing Planned Unit Development (PUD) District.

Current Zoning: AG-SF1: Agriculture / Single-Family Rural District
EI: Enclosed Industrial District

Current Land Use: Agriculture, Vacant

Approximate Acreage: 321 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Wheeler Landing PUD Ordinance (Ordinance 18-04)
5. Wheeler Landing PUD Ordinance (Redline Version)
6. Grand Park Sports Campus Concept
7. Issue List and Petitioner's Responses
8. Public Comment

Staff Reviewer: Caleb Ernest, Associate Planner

PETITION HISTORY

The petition was introduced at the April 9, 2018 City Council meeting. The petitioner held a neighborhood meeting on April 11, 2018. The petition received a public hearing at the May 7, 2018, Advisory Plan Commission (the "Plan Commission") meeting.

PROJECT OVERVIEW

Location: The Property is generally located at the northwest corner of State Road 32 and Wheeler Road (see **Exhibit 2**).



Property Description: The Property is currently in the process of being rezoned to the Wheeler Landing PUD District (Ordinance 18-04, *pending*). The proposed PUD Ordinance establishes the GB: General Business as the Underlying Zoning District.

Permitted Uses: The proposed PUD Ordinance defaults to the uses of the Underlying Zoning of the GB: General Business District and adds the following uses:

Area I: Multi-Family Dwelling, Assisted Living Facility, Nursing Home, Hospice, Bed and Breakfast, Educational Institution with dormitory accommodations, and Multi-story Parking Garage.

Area III: Multi-Family Dwelling, Assisted Living Facility, Nursing Home, Hospice, Bed and Breakfast, Educational Institution with dormitory accommodations, and Multi-story Parking Garage, and Gasoline Service Station (only as an incidental use to a larger retail use, such as a 30,000 square foot grocery store).

Area IV: Engineering, research and testing laboratories, Retail Special Handling, Industry light (inside storage), Industry medium (inside storage), Self Storage Facility, Warehousing and distribution operations (inside storage), Wholesalers (inside storage), Educational Institutions with dormitory accommodations, Multi-story Parking Garage, and Airport.

Areas: Agricultural use and Park public or private.

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

Areas I, II, III, and IV:

	Area I	Area II	Area III	Area IV	GB: General Business
District Standards					
Front Yard	0 ft	10 ft	25 ft		60 ft
Side Yard	0 ft; 10 ft abutting area perimeter		0 ft; 20 ft abutting area perimeter		20 ft
Rear Yard	20 ft	20 ft	20 ft	20 ft	20 ft
Max. Building Height	75 ft				60 ft
Min. Distance Between Buildings	0 ft	15 ft			N/A
Min. Lot Frontage	20 ft	80 ft	80 ft	80 ft	80 ft



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1803-PUD-08

Multi-Family Residential:

	Area I	Area III	MF1: Multi-Family Low Density	MF2: Multi-Family Medium Density
District Standards				
Max. Density	50 Dwelling Units per gross acre		6 Dwelling Units per acre	10 Dwelling Units per acre
Min. Density	10 Dwelling Units per gross acre		N/A	N/A
Max. Dwelling Units (per structure)	100		48; per project/district	10
Max. Dwelling Units (for entire project)	750			150; per project/district
Min. Front Yard	0 ft	10 ft	20 ft	30 ft
Min. Side Yard	0 ft	10 ft	20 ft	12 ft
Min. Rear Yard	10 ft		20 ft	20 ft
Project Perimeter Setback	Shall not apply to perimeter bound by Wheeler Road, Monon Trail, Tournament Trail and Oak Ridge Road		N/A	No structure shall be erected above the projected 1:3 Proximity Slope line from the perimeter of the project
Max. Building Height	75 ft		35 ft	45 ft
Min. Distance Between Buildings	0 ft		20 ft	20 ft

Overlay Districts:

The proposed PUD Ordinance defaults to the standards of the State Highway 32 Overlay District with the following exceptions:

Minimum Gross Floor Area:

4000 SF; no minimum for freestanding bank uses. There shall be no more than one (1) freestanding bank use in Area II. Up to 1000 SF of Minimum Gross Floor Area may include pergolas, hardscaped outdoor seating, and amenities.

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



Accessory Buildings: The proposed ordinance defaults to the UDO's Accessory Use and Building Standards, except screening of receptacles and loading areas within Areas I and II are allowed to be located within the Established Front Yard along Tournament Trail.

Architecture: The proposed ordinance defaults to the UDO's Architectural Standards for Multi-family Dwellings and Industrial uses. The proposed ordinance also defaults to the UDO's State Highway 32 Overlay District Architectural Standards for all other uses.

Landscaping: The proposed ordinance defaults to the UDO's Landscaping Standards except that the External Street Frontage Landscaping Standards for properties abutting Wheeler Road and the Monon Trail are modified to utilize hardscapes, planters, tree wells, and pedestrian furniture. Additionally, Perimeter Parking Area Landscaping have been modified for shared parking situations.

Signs: The proposed ordinance defaults to the UDO's Sign Standards except as otherwise modified below:

- Projecting Signs shall be permitted in Areas I and III.
- Areas I, II and III shall be permitted up to four (4) Nonresidential Center Monument Signs.
- Center In-Line Tenant Signage shall be allocated two (2) SF of signage for each linear foot of tenant's side Building Façade and rear Building Façade in Areas I, II and III.
- Outlots shall be allowed one (1) Monument Sign per Outlot.

Multi-story Parking Garages: The proposal includes architectural and design standards for Multi-story Parking Garages. Garages abutting Wheeler Road shall be designed for permitted business uses on the first floor of the structure.

Public Art: The PUD Ordinance encourages public art throughout the development. Further, public art is required as a component for any Development Plan encompassing an area larger than ten (10) acres. A public art component may include murals, mosaics, sculptures, fountains or water features, etc.

PROJECT UPDATE

Since the public hearing on May 7, 2018, the petitioner made several modifications to the PUD Ordinance, at staff's request. The list below highlights the changes that have been made (also, see **Exhibit 5** for redline version of the PUD Ordinance):

1. **Traffic.** The petitioner has worked with the City to ensure proper traffic planning for the area.

2. PUD Ordinance Formatting. Sections of the Ordinance were reformatted/reworded to add consistency, clarification, and ease of administration.
 3. Concept Plan. The language of Section 3, regarding the development of the project in relation to the Concept Plan, was strengthened.
 4. Permitted and Prohibited Uses. Multi-story Parking Garage was added as a permitted use in Areas I, III, and IV. The ancillary Gasoline Service Station use in Area III was clarified. Veterinary Hospitals for large animals, Kennels, and Wireless Communication Facilities were removed as permitted uses in Area IV. Auctions and Nurseries were added as prohibited uses in all areas.
 5. Economic Development District Overlay: Language was added to Section 7 regarding certain tax-exempt uses. This language was agreed-to by the City Administration and the City Attorney.
 6. Signage. Murals and Wall Scape Signs were removed from the PUD Ordinance. The Nonresidential Center Monument Sign requirement for areas south of 186th Street was clarified. The Outlot Sign requirements were clarified.
-

COMPREHENSIVE PLAN

The Property falls within the Employment Corridor, Business Park and New Suburban land use areas of the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”). Office and service uses, research and development, and retail and institutional uses that are subordinate to and supportive of the office and service uses are contemplated as appropriate uses within the Employment Corridor area. Manufacturing, subordinate office, retail, and services, research and development and warehousing uses are contemplated as appropriate uses within the Business Park area. Detached dwellings, attached dwellings, institutional uses, recreational uses, artisan farms and equestrian uses are contemplated as appropriate 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.

Family Sports Capital Addendum II

The Property falls within the Grand Park Sports Campus (see Exhibit 6).

In addition to the sports-related uses within the Sports Campus, it is anticipated that other related and supporting land uses will be located within, adjacent to and nearby the Sports



Campus. Such land uses will likely include hotels, restaurants, healthcare and sports medicine facilities, professional offices, retail uses, higher density residential uses and other supporting commercial uses. It is contemplated that such other uses will be proposed and approved either in conjunction with the Sports Campus or after development of the Sports Campus has been initiated. The total additional land area to be utilized for such purposes will be many times the size of the Sports Campus as shown in Exhibit A of the Family Sports Capital Addendum II.

PROCEDURAL

Public Hearing: A change of zoning request is required to be considered at a public hearing by the Plan Commission. The public hearing for this petition was held on the May 7, 2018, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission's Rules of Procedure.

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

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

Council Introduction: The petition was introduced at the April 9, 2018, Council meeting.

DEPARTMENT COMMENTS

1. **Action: Forward a recommendation to the City Council.**
2. If any Plan Commission member has questions prior to the public hearing, then please contact Caleb Ernest at (317) 519-8630 or cernest@westfield.in.gov.

Property Location Map

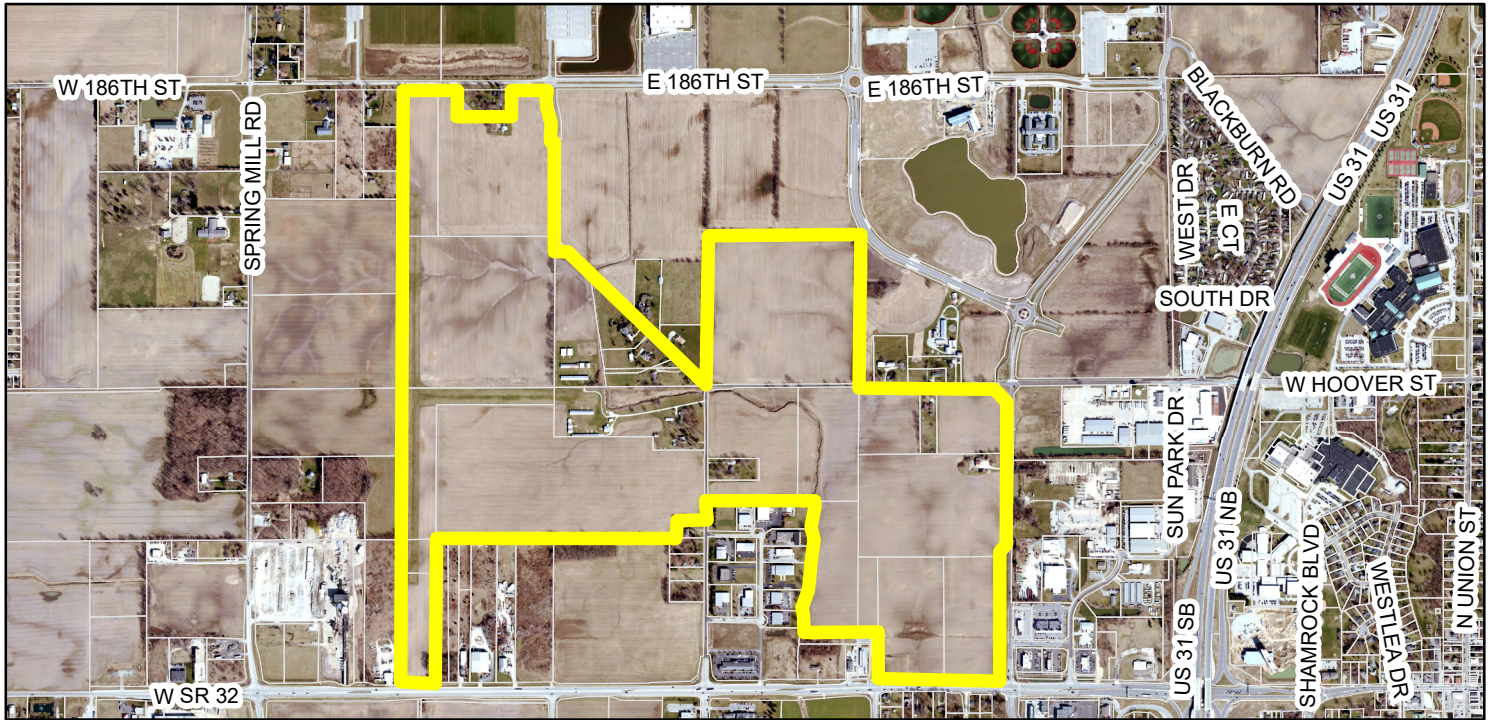
Wheeler Landing PUD District

Planned Unit Development

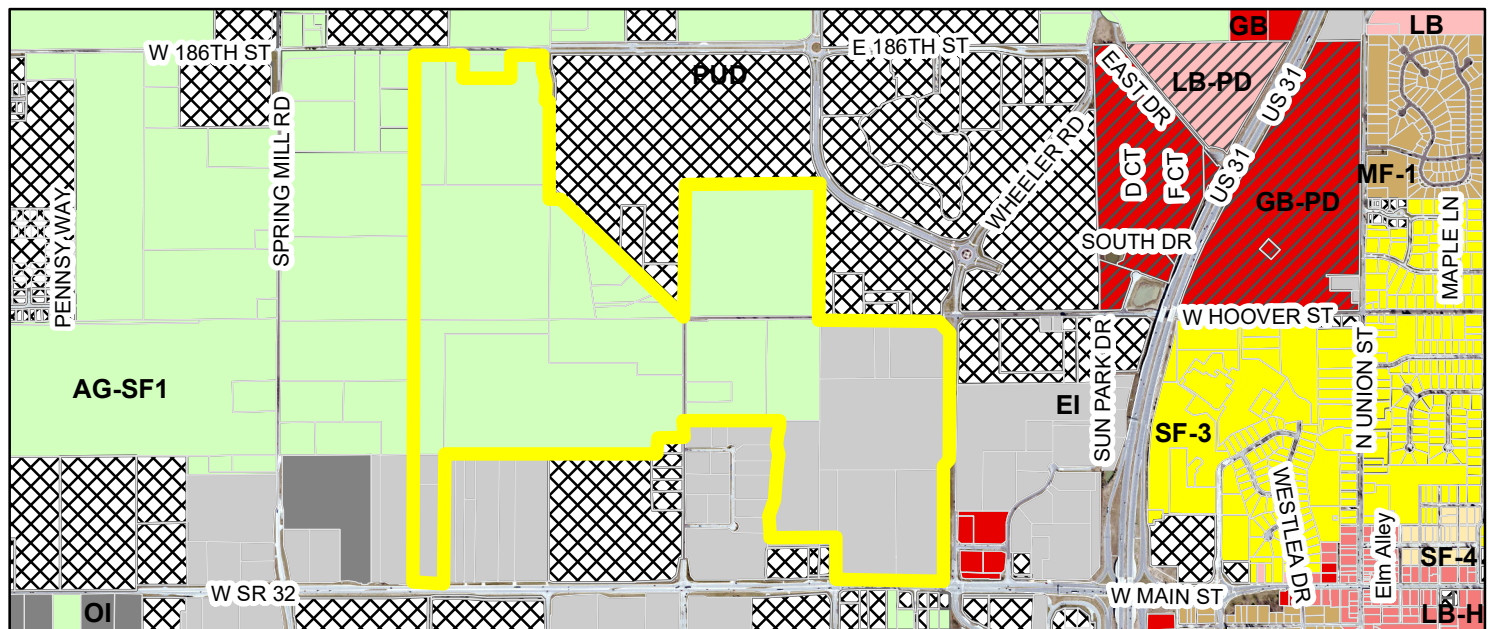
1803-PUD-08



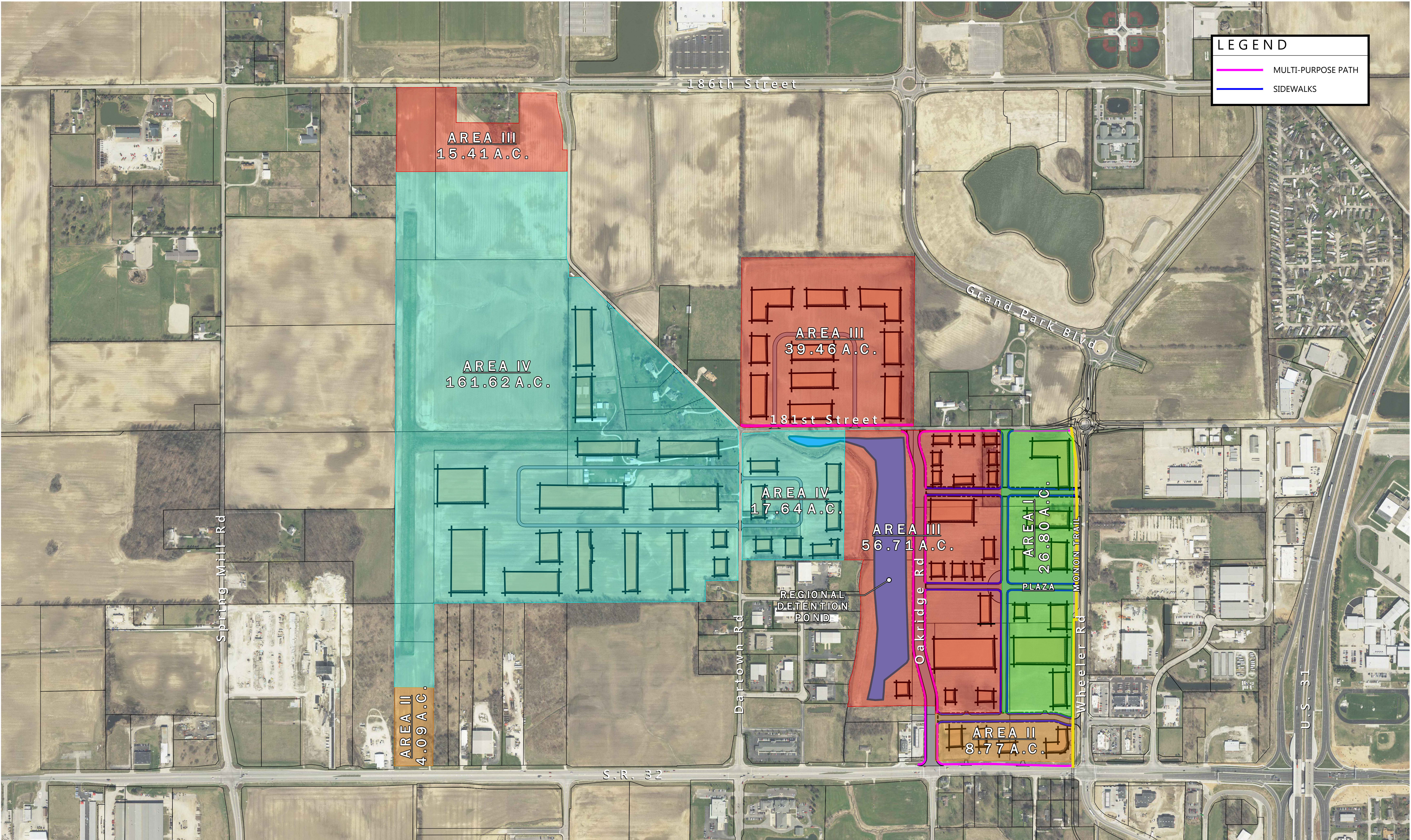
Aerial Location Map



Zoning Map



 Parcel	 LB-H (Local Business - Historical)
Zoning - All	 LB-PD (Local Business - Planned Development)
Zoning	 MF-1 (Multiple Family - 1)
 AG-SF1 (Agriculture - Single Family - 1)	 EI (Enclosed Industrial)
 EI (Enclosed Industrial)	 PUD (Planned Unit Development)
 GB (General Business)	 SF-3 (Single Family - 3)
 GB-PD (General Business - Planned Development)	 SF-4 (Single Family - 4)
 LB (Local Business)	



LEGEND

MULTI-PURPOSE PATH

SIDEWALKS

0' 300'

SCALE: 1" = 300'

May 7, 2018

Land Use Exhibit

Westfield, Indiana

AMERICAN
STRUCTUREPOINT
INC.

2017.00711

ORDINANCE NUMBER 18-04

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 **WHEELER LANDING PLANNED UNIT DEVELOPMENT DISTRICT**, the "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 Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1803-PUD-08**), 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. 1803-PUD-08** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (X-X) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code§ 36-7-4-1505;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Common Council on _____, 2018;

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 "**Wheeler Landing Planned Unit Development 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 Multi-story Parking Garage: A structure consisting of multiple stories, either above ground or sub-surface, used for the temporary storage of motorized vehicles.

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 District is hereby divided into four (4) subareas, as depicted on the Concept Plan and labeled as Area I, Area II, Area III and Area IV (individually or collectively, the "Area"). Development of each Area shall be regulated as set forth in this Ordinance. The Real Estate Area's boundaries, as well as major thoroughfares, shall be developed in substantial compliance with the Concept Plan.

The Concept Plan provides a general vision for the development of the District that illustrates only one possible layout of other improvements, green space and buildings that are permitted by this Ordinance. The final layouts and site plans shall be subject to the terms of this Ordinance and may vary from this 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. **Permitted Uses.** All uses permitted in the Underlying Zoning District shall be permitted, except as otherwise modified below:

5.1 **Additional Uses:** The following additional uses shall be permitted:

- A. **Area I and III**
 - a. Dwelling, Multi-family (rental or owned) as part of any mixed-use building or as standalone structures.
 - b. Assisted Living Facility.
 - c. Nursing Home.
 - d. Hospice.
 - e. Bed and Breakfast.
 - f. Educational Institution, with dormitory accommodations.
 - g. Multi-story Parking Garage.
- B. **Area III**
 - a. Gasoline Service Station; only as an incidental use to a larger retail use, such as a 30,000 square foot grocery store.
- C. **Area IV**
 - a. Engineering, research and testing laboratories.
 - b. Retail, Special Handling.
 - c. Industry, Light (inside storage).
 - d. Industry, Medium (inside storage).
 - e. Self Storage Facility.
 - f. Warehousing and distribution operations (inside storage).
 - g. Wholesalers (inside storage).
 - h. Educational Institution with dormitory accommodations.
 - i. Multi-story Parking Garage.
 - j. Airport.
- D. **All Areas**
 - a. Agricultural Use.
 - b. Park, public or private.

5.2 **Prohibited Uses:** The following uses shall be explicitly prohibited:

- A. Special Exception Uses, except as otherwise permitted herein.
- B. Auction Rooms
- C. Nursery (landscaping)

5.3 **Existing Residential Uses in the District:** The following site development standards shall apply to all Areas within the District.

- A. Authority to Continue. Where, at the time of adoption of an ordinance, lawful residential uses of land which exist and would not be permitted by the regulations imposed by the Ordinance, may be continued so long as they remain otherwise lawful, subject to the following provisions.
- B. Enlargement/Improvement of Existing Residential Structure. Such nonconforming uses may be enlarged or increased to occupy a greater area of land than was occupied at the effective date of the Ordinance so long as such improvements do not result in an increase of the value of the structure by more than 50% of the pre-improvement value.
- C. Moving a Residential Structure. No such nonconforming uses shall be moved in whole or in part to any portion of the lot or parcel other than that occupied by such uses at the effective date of the rezone.
- D. Termination by Discontinuance or Abandonment of Use. If any such nonconforming uses of land are discontinued or abandoned for more than one (1) year (except when government action impedes access to the premises), any subsequent use of such land shall conform to the regulations specified by this ordinance for the district in which such land is located.
- E. New Construction of Residential Buildings. The only new structures that shall be permitted shall be clearly accessory to the existing residential use of the property and shall adhere to the standards for Accessory Structures as outlined in the Unified Development Ordinance.
- F. Damage or Destruction. Should such nonconforming residential structures be destroyed or damaged by any means, then the home may be reconstructed in a manner equal to the fair market value of the building immediately prior to the damage.
- G. Underlying Standards. Any residential improvements inside the District shall adhere to the underlying developmental standards of the SF-1 (Single-Family Large Lot) district.

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 Area I Development Standards:

- A. Minimum Front Yard Setback: 0 feet
- B. Minimum Side Yard Setback (internal to District): 0 feet
- C. Minimum Side Yard Setback (abutting District perimeter): 10 feet

- D. Maximum Building Height: 75 feet
- E. Minimum Distance Between Buildings: 0 feet
- F. Minimum Lot Frontage: 20 feet

6.2 Area II Development Standards:

- A. Minimum Front Yard Setback: 10 feet
- B. Minimum Side Yard Setback (internal to District): 0 feet
- C. Minimum Side Yard Setback (abutting District perimeter): 10 feet
- D. Maximum Building Height: 75 feet
- E. Minimum Distance Between Buildings: 15 feet

6.3 Area III and IV Development Standards:

- A. Minimum Front Yard Setback: 25 feet
- B. Minimum Side Yard Setback (internal to District): 0 feet
- C. Minimum Side Yard Setback (abutting District perimeter): 20 feet
- D. Maximum Building Height: 75 feet
- E. Minimum Distance Between Buildings: 15 feet

6.4 Multi-family Residential: Shall be limited to sixty (60) acres within the District.

- A. Maximum Density: Fifty (50) Dwelling Units per gross acre
- B. Minimum Density: Ten (10) Dwelling Units per gross acre
- C. Maximum Dwelling Units per Structure: One hundred (100)
- D. Maximum Number of Dwelling Units in the District: Seven hundred and fifty (750)
- E. Minimum Building Setback Lines:
 - Area I
 - 1. Front Yard: zero (0) feet
 - 2. Side Yard: zero (0) feet
 - 3. Rear Yard: zero (0) feet
 - Area III
 - 1. Front Yard: ten (10) feet
 - 2. Side Yard: ten (10) feet
 - 3. Rear Yard: then (10) feet
- F. Maximum Building Height: Seventy-five (75) feet
- G. Minimum Distance Between Buildings: zero (0) feet

Section 7. Overlay Districts.

- A. The standards of Article 5.3 State Highway 32 Overlay District (the "32 Overlay") shall not apply to the development of Areas I, III and IV. The standards of the 32 Overlay shall only apply to the development of Area II of the Real Estate with the following exceptions:

1. The Minimum Gross Floor Area shall be four thousand (4000) square feet. Provided however, that freestanding bank uses shall have no minimum Gross Floor Area requirement. There shall be no more than one (1) freestanding bank within Area II.
 2. The Minimum Gross Floor Area shall also include the square footage of all pergolas, hardscaped outdoor seating and amenities up to one thousand (1000) square feet.
- B. The standards of Article 5.4 Economic Development District Overlay shall apply to the District; however, subject to an executed developer agreement with the City specifically allowing tax exempt uses by either (i) one nonprofit health, fitness and exercise center and public school district use or (ii) one nonprofit health, fitness and exercise center individually, exempt uses shall be permitted within the District on approximately eleven (11) acres in Areas I and III.

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. Areas I, II and III shall have a thematic consistency conveyed through the architecture, Signs, lighting and building materials.

- 8.1 Article 6.1 Accessory Buildings: Shall apply; however, Article 6.1(H)(2) Screening of Receptacles and Loading Areas shall be modified to permit enclosures within Area I and Area II to be located within the Established Front Yard along Tournament Trail or any parcel in any Area with three (3) or more Front Yards.
- 8.2 Article 6.3 Architectural Standards: Article 6.3 Architectural Standards of the Unified Development Ordinance shall apply to Multi-family Dwellings (in accordance with Article 6.3(E)) and Industrial uses (in accordance with Article 6.3(G)). The Architectural Design Requirements of the 32 Overlay shall apply to all other uses in the District. Architectural character examples are attached hereto as **Exhibit C** and are intended to generally and conceptually illustrate an application of the development requirements and elements of the anticipated character of the District. Architectural character examples are general and preliminary in nature and are not intended to delineate exactly what will be built and developed. The architectural character examples establish a benchmark for the architecture and design of the buildings.
- 8.3 Article 6.8 Landscaping Standards: Shall apply, except as modified below.
- A. Detention and Retention Areas (Article 6.8(I)(1)(c)). Shall apply to regional detention or retention basins unless otherwise approved by the Director of Public Works.

- B. External Street Frontage Landscaping Requirements (Article 6.8(M)). Shall not apply to the portion of the District abutting Wheeler Road/the Monon Trail. Hardscapes, planters, tree wells, and pedestrian furniture shall be utilized to integrate the development with the Monon Trail and Wheeler Road. If a Building is Setback fifty (50) feet or less from the Wheeler Road/Monon Trail Right-of-way, then this Section (Section 8.3.B) applies. If a Building is Setback greater than fifty (50) feet from the Wheeler Road/Monon Trail Right-of-way, then Article 6.8(M) External Street Frontage Landscaping Requirement shall apply.
- C. Parking Area Landscaping (Article 6.8(0)). If adjacent Lots have vehicular cross-access and/or shared parking, in accordance with Article 6.14(G)(1), then the shared Lot Line shall not require Perimeter Parking Area Landscaping (Article 6.8(0)(2)).
- D. Screening of Gas, Electric and Other Utility Services. Utility services on Buildings shall be screened by means of landscaping, fencing, or other architectural methods so as to obstruct the view of such services from public areas.

8.4 Article 6.17 Sign Standards: shall apply, except as modified below.

- A. Individual Nonresidential Signs (Article 6.17(H)(1)). Shall apply however, Projecting Signs shall be permitted in Areas I and III.
- B. Monument Sign(s) (Center Only) (Article 6.17(I)(2)). The Nonresidential Center proposed for Areas I, II, and III shall be permitted up to four (4) Monument Signs. The Monument Signs shall be located along the Nonresidential Center's frontage on State Highway 32, Oak Ridge Road, 181st Street and Wheeler Road. The Monument Signs may contain Signs for any users within Areas I, II and III. No additional Nonresidential Center Monument Signs shall be permitted with the area bound by State Highway 32, Oak Ridge Road, 181st Street and Wheeler Road, as depicted on **Exhibit B.**
- C. Center In-Line Tenant Signage (Article 6.17(J)(5)(a)). Shall apply except as modified by the following: tenants shall be allocated two (2) square feet of signage for each linear foot of the tenant's side Building Façade and tenants shall be allocated two (2) square feet of signage for each linear foot of the tenant's rear Building Façade in Areas I, II and III. In order to utilize the increase to the Sign Area Allocation for the rear Building Façade from one (1) square foot of signage for each linear foot of rear Building Façade to two (2) square feet of signage for each linear foot of rear Building Façade the tenant must install signage on both the front and rear Building Facades and the rear Building Façade must also be utilized as a customer entrance.

- D. Outlot Signage (Article 6.17(J)(8)(a)). Shall apply except as modified by the following: All Outlots of nonresidential centers shall be permitted one (1) Monument Sign per Outlot. These Monument Signs shall be regulated by the standards in Article 6.17(H)1 and (H)2. The square footage of the Sign Area of this Monument Sign shall count against the user's Sign Area Allocation.
- E. Individual Nonresidential Signs (Article 6.17(H)). Signs for uses within Area II shall be regulated by the standards in Article 6.17(H).
- F. Signs Facing the Monon Trail. Wall Signs are allowed provided that they fit within the horizontal and vertical elements of the Building and do not obscure details of the Building. No Sign shall be allowed to extend above the cornice line of a Building. Wall Signs facing the Monon Trail shall either be (i) reverse channel letter; or (ii) externally lit. Projecting signs no larger than ten (10) square feet are allowed.

8.5 Multi-story Parking Garage Standards.

- A. Multi-story Parking Garages shall be architecturally consistent with the primary structure to which they are associated, including roof lines, building elevation design, articulation, modulation and building materials.
- B. Security grilles shall be architecturally consistent with and integrated with the overall design of the building. Chain link fencing is not permitted for parking structure fencing.
- C. If a Multi-story Parking Garage is not associated with a specific primary structure, then the Multi-story Parking Garage shall be architecturally compatible with adjacent buildings.
- D. If any part of the Multi-story Parking Garage building abuts Wheeler Road / Monon Trail the Multi-story Parking Garage shall be designed for permitted business uses on the first floor.

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 Department of Public Works.

Section 10. Design Standards. The standards of Chapter 8 Design Standards shall apply to the development of the Real Estate.

Section 11. Subdivision. The standards of Chapter 10 Processes and Permits shall apply to the development of the Real Estate.

Section 12. **Public Art.** Public Art shall be permitted and may be included as part of a Development Plan. Public Art shall be displayed in a location that is visually accessible to the public and shall not be a sign as regulated under the Ordinance or the Unified Development Ordinance. Any Development Plan encompassing an area larger than ten (10) acres is required to have a public art component. Public Art components may be murals, mosaics, sculptures, fountains or water features, or any other variety.

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2018.

WESTFIELD CITY COUNCIL

<u>Voting For</u>	<u>Voting Against</u>	<u>Abstain</u>
_____ 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 18-04** was delivered to the Mayor of Westfield on the _____ day of _____, 2018, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 18-04**
this _____ day of _____, 2018.

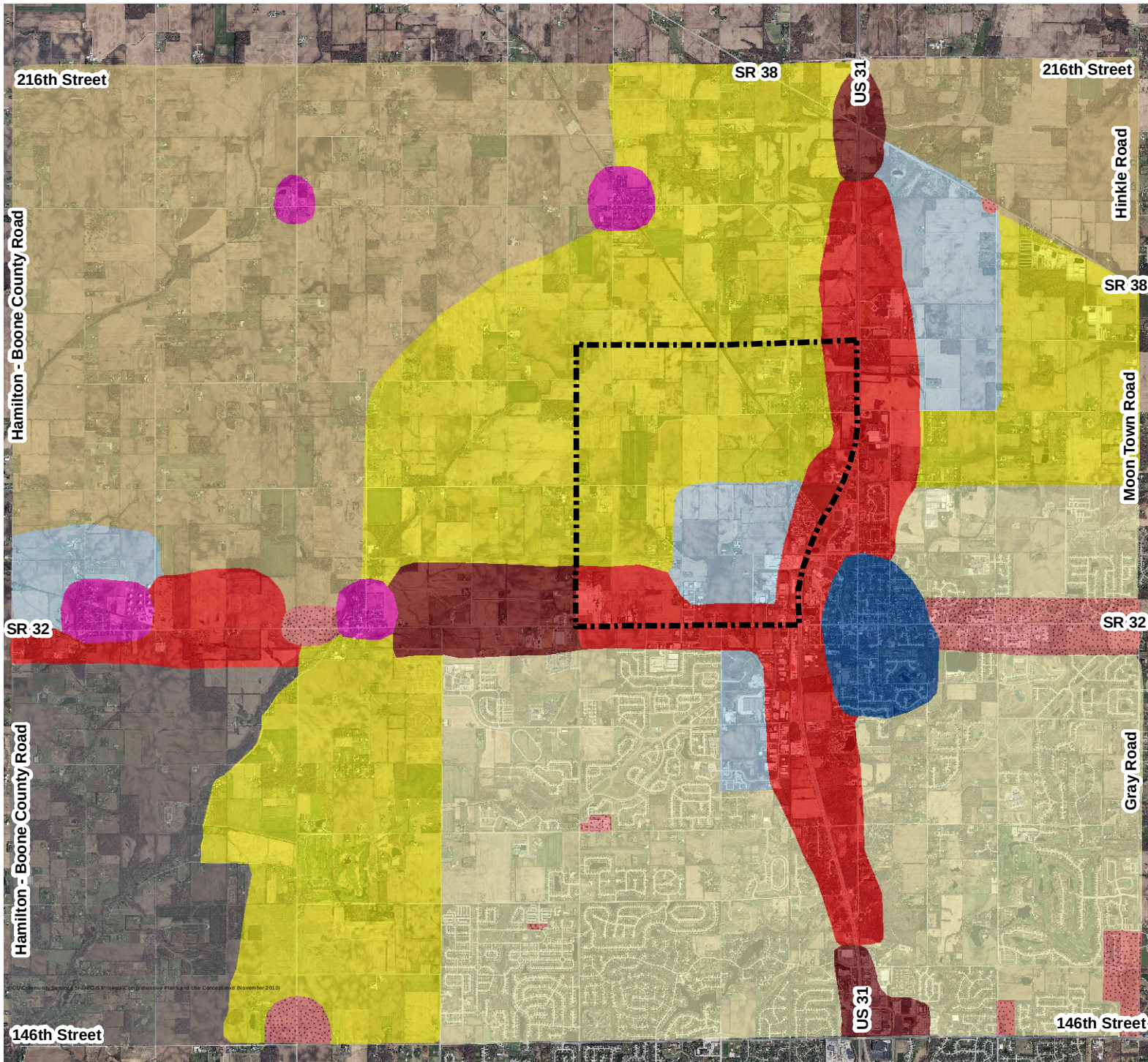
I hereby VETO **ORDINANCE 18-04**
this _____ day of _____, 2018.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This document prepared by: _____

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: _____



Westfield - Washington Land Use Concept Map

Exhibit A

Legend

- Suburban Residential
- New Suburban
- Existing Rural Southwest
- Rural Northwest and Northeast
- Business Park
- Local Commercial
- Employment Corridor
- Regional Commercial
- Villages
- Downtown
- Family Sports Capital of America



Community Development Department

1 inch = 1 mile

DISCLAIMER: The Town of Westfield, Indiana has created this map in an attempt to increase the availability of public information and enhance public knowledge. The Town is continually collecting, maintaining and updating data. Information for the map themes was obtained from existing, and many times historical documentation. Because of this, the information displayed on this map is not guaranteed to be completely accurate or all inclusive. The Town of Westfield retains the right to change the content of this map without prior notice. The Town of Westfield assumes no liability for any actions or occurrences that may result from persons viewing the information contained on this map. This map is not meant to take the place of any existing guidelines, rules, regulations or legal procedures. No information displayed on this map should be used in place of legal documentation. Field investigations are still necessary for locating underground facilities, and contact with appropriate departmental staff is still required for determining location-based designations.

Issues/Comments in Response to the Proposed
Wheeler Landing Planned Unit Development (PUD) District

The list below includes issues that were raised in the written comments submitted to the Economic and Community Development Department in advance of the May 7, 2018, Plan Commission public hearing, and issues presented during the public hearing, as compiled by the Economic and Community Development Department. Duplicate or similar issues have been consolidated and simplified for purposes of this list.

1. How will the increase in traffic be addressed throughout this project for long term and future development? Is there a way to mitigate traffic from Grand Park? What are the current plans for extending Oak Ridge Road north to 186th Street? Will there be a traffic study provided?

We are currently working on a plan with the City of Westfield that would allow Oak Ridge Road, the Tournament Trail extension as well as an additional east west connector between Wheeler Road and Oak Ridge to be built in the early phase of the development rather than incrementally over the course of many years. The existing infrastructure is not sufficient for the current traffic conditions resulting from peak usage at Grand Park. The Oak Ridge Road extension will mitigate these conditions and provide alternative routing to State Highway 32, and access to additional interchanges with US 31 at 161st, 151st, 146th, 136th, 131st, 116th, and 106th Street.

We are currently working with our neighbors on a plan to extend Oak Ridge Road from 181st Street to Grand Park Boulevard. The Wheeler and the Day Families have had preliminary discussions on this concept. We feel this extension will be beneficial to both parties, as well as the City of Westfield and visitors.

An additional traffic study will not be provided. Early in this process we met with Phil Sundling in his capacity as the City Engineer, and then as the Director of Public Works to discuss traffic and infrastructure. At his direction, the City has recently done extensive study of the existing and projected traffic conditions in this area. In fact, improvements have been planned and preliminarily designed as a result. He saw no reason for further study of this area given these circumstances.

2. How is Multi-Family contemplated for this project and is this an appropriate use in light of other approved Multi-Family uses throughout the City?

Multi-family is contemplated as an integral part of the overall development in areas I and III. Residential housing in these areas will provide for increased patronage to the businesses we hope will locate in the development. These neighbors will help to increase the feasibility of this retail and add to the activity within the development. Proximity to the Monon Trail, the proposed YMCA, Grand Park, walkable restaurants and shops should make this one of the most desirable residential locations in Hamilton County. It is our belief that if multi-family housing is constructed, it will be constructed in the most desirable areas first.

ORDINANCE NUMBER 18-04

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 **WHEELER LANDING PLANNED UNIT DEVELOPMENT DISTRICT**, the "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 Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1803-PUD-08**), 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. 1803-PUD-08** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (X-X) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code§ 36-7-4-1505;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Common Council on _____, 2018;

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 "**Wheeler Landing Planned Unit Development 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 Multi-story Parking Garage: A structure consisting of multiple stories, either above ground or sub-surface, used for the temporary storage of motorized vehicles.

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 District is hereby divided into four (4) subareas, as depicted on the Concept Plan and labeled as Area I, Area II, Area III and Area IV (individually or collectively, the "Area"). Development of each Area shall be regulated as set forth in this Ordinance. The Real Estate Areas' boundaries, as well as major thoroughfares, shall be developed in substantial compliance with the Concept Plan.

The Concept Plan provides a general vision for the development of the District that illustrates only one possible layout of other improvements, green space and buildings that are permitted by this Ordinance. The final layouts and site plans shall be subject to the terms of this Ordinance and may vary from this Concept Plan.

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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. Permitted Uses. All uses permitted in the Underlying Zoning District shall be permitted, except as otherwise modified below:

5.1 **Additional Uses:** The following additional uses shall be permitted:

- A. Area I and III
 - a. Dwelling, Multi-family (rental or owned) as part of any mixed-use building or as standalone structures.
 - b. Assisted Living Facility.
 - c. Nursing Home.
 - d. Hospice.
 - e. Bed and Breakfast.
 - ~~f.~~ Educational Institution with dormitory accommodations.
 - ~~g.~~ Multi-story Parking Garage.
- B. Area III
 - a. Gasoline Service Station: only as an incidental accessory use to a larger retail use~~r~~, such as a 30,000 square foot grocery store.
- C. Area IV
 - a. Engineering, research and testing laboratories.
 - b. Retail, Special Handling.
 - ~~c.~~ Veterinary Hospital, large animal.
 - ~~d.~~ Kennel.
 - ~~e.~~ c. Industry, Light (inside storage).
 - ~~f.~~ d. Industry, Medium (inside storage).
 - ~~g.~~ e. Self Storage Facility. However this use shall not be permitted within the boundaries of the State Highway 32 Overlay District.
 - ~~h.~~ f. Warehousing and distribution operations (indoor inside storage).
 - ~~i.~~ g. Wholesalers (inside storage).
 - ~~j.~~ h. Educational Institution with dormitory accommodations.
 - ~~k.~~ Wireless communication facilities (Special Exception)
 - ~~i.~~ Multi-story Parking Garage.
 - ~~h.~~ j. Airport.
- D. All Areas
 - a. Agricultural Use
 - b. Park, public or private

5.2 **Prohibited Uses:** The following uses shall be explicitly prohibited:

- A. Special Exception Uses, except as otherwise permitted herein.
- B. Auction Rooms
- C. Nursery (landscaping)

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5.3.2 Existing Residential Uses in the District: The following site development standards shall apply to all Areas within the District.

- A. Authority to Continue. Where, at the time of adoption of an ordinance, lawful residential uses of land which exist and would not be permitted by the regulations imposed by the Ordinance, may be continued so long as they remain otherwise lawful, subject to the following provisions.
- B. Enlargement/Improvement of Existing Residential Structure. Such nonconforming uses may be enlarged or increased to occupy a greater area of land than was occupied at the effective date of the Ordinance so long as such improvements do not result in an increase of the value of the structure by more than 50% of the pre-improvement value.
- C. Moving a Residential Structure. No such nonconforming uses shall be moved in whole or in part to any portion of the lot or parcel other than that occupied by such uses at the effective date of the rezone.
- D. Termination by Discontinuance or Abandonment of Use. If any such nonconforming uses of land are discontinued or abandoned for more than one (1) year (except when government action impedes access to the premises), any subsequent use of such land shall conform to the regulations specified by this ordinance for the district in which such land is located.
- E. New Construction of Residential Buildings. The only new structures that shall be permitted shall be clearly accessory to the existing residential use of the property and shall adhere to the standards for Accessory Structures as outlined in the Unified Development Ordinance.
- F. Damage or Destruction. Should such nonconforming residential structures be destroyed or damaged by any means, then the home may be reconstructed in a manner equal to the fair market value of the building immediately prior to the damage.
- G. Underlying Standards. Any residential improvements inside the District shall adhere to the underlying developmental standards of the SF-1 (Single-Family Large Lot) district.

~~5.3 Prohibited Uses: The following uses shall be explicitly prohibited:~~

~~A. Special Exception Uses, except as otherwise permitted herein.~~

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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 Real Estate, except as otherwise modified below.

6.1 Area I ~~and II~~ Development Standards:

- A. Minimum Front Yard Setback ~~(Area I):~~ 0 feet
- B. Minimum Side ~~Front~~ Yard Setback ~~(internal to District Area II):~~ 40 feet
- C. Side Yard Setback (internal to District): ~~0 feet~~

- ~~C. D.~~ Minimum Side Yard Setback (abutting District perimeter): 10 feet
- ~~D. E.~~ Maximum Building Height: 75 feet
- ~~E. F.~~ Minimum Distance Between Buildings (~~Area I~~): 0 feet
- ~~G.~~ ~~Minimum Distance Between Buildings (Area II): 15 feet~~
- ~~F. H.~~ Minimum Lot Frontage (~~Area I~~): 20 feet

6.2 Area ~~II, III and IV~~ Development Standards:

- A. Minimum Front Yard Setback: ~~10~~ 25 feet
- B. Minimum Side Yard Setback (internal to District): 0 feet
- C. Minimum Side Yard Setback (abutting District perimeter): ~~12~~ 20 feet
- D. Maximum Building Height: 75 feet
- E. Minimum Distance Between Buildings: 15 feet

6.3 ~~Area III and IV~~ Development Standards:

- A. Minimum Front Yard Setback: 25 feet
- B. Minimum Side Yard Setback (internal to District): 0 feet
- C. Minimum Side Yard Setback (abutting District perimeter): 20 feet
- D. Maximum Building Height: 75 feet
- E. Minimum Distance Between Buildings: 15 feet

6.4 ~~3~~ Multi-family Residential: Shall be limited to sixty (60) acres within the District.

- A. Maximum Density: Fifty (50) Dwelling Units per gross acre
- B. Minimum Density: Ten (10) Dwelling Units per gross acre
- C. Maximum Dwelling Units per Structure: One hundred (100)
- D. Maximum Number of ~~Multi-family~~ Dwelling Units in the District: Seven hundred and fifty (750)

E. Minimum Building Setback Lines:

Area I

- 1. Front Yard: zero (0) feet
- 2. Side Yard: zero (0) feet
- 3. Rear Yard: zero (0) feet

Area III

- 1. Front Yard: ten (10) feet
- 2. Side Yard: ten (10) feet

- ~~E.~~ 3. Rear Yard: ten (10) feet
- 1. Front Yard (Area I): zero (0) feet
- 2. Front Yard (Area III): ten (10) feet
- 3. Side Yard (Area I): zero (0) feet
- 4. Side Yard (Area III): ten (10) feet
- 5. Rear Yard: ten (10) feet

- ~~F.~~ Project Perimeter Setback: Shall not apply to the perimeter bound by Wheeler Road/the Monon Trail, Tournament Trail, or Oak Ridge Road.

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- ~~G.F.~~ Maximum Building Height: Seventy-five (75) feet
~~H.G.~~ Minimum Distance Between Buildings: zero (0) feet

Section 7. Overlay Districts.

- ~~A.~~ The standards of Article 5.3 State Highway 32 Overlay District (the "32 Overlay") shall not apply to the development of Areas ~~I, III and IV.~~ # The standards of the 32 Overlay shall only apply to the development of Area II of the Real Estate with the following exceptions:
- ~~B.~~ 1. The Minimum Gross Floor Area shall be four thousand (4000) square feet. Provided however that freestanding bank uses shall have no minimum Gross Floor Area requirement not be required to meet this standard. There shall be no more than one (1) freestanding bank ~~user~~ within Area II.
2. The Minimum Gross Floor Area shall also include the square footage of all pergolas, hardscaped outdoor seating and hardscaped amenities up to one thousand (1000) square feet.
- ~~C.~~ B. The standards of Article 5.4 Economic Development District Overlay shall apply to the District; however, subject to an executed developer agreement with the City specifically allowing tax exempt uses by either or both (i) one nonprofit health, fitness and exercise center and public school district use or (ii) one nonprofit health, fitness and exercise center individually, exempt uses shall be permitted within the District on approximately eleven (11) acres in Areas I and III.

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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. Areas I, II and III shall have a thematic consistency conveyed through the architecture, ~~signage~~, Signs, lighting and building materials.

- 8.1 Article 6.1 Accessory Buildings: Shall apply; however, Article 6.1(H)(2) Screening of Receptacles and Loading Areas shall be modified to permit enclosures within Area I and Area II to be located within the Established Front Yard along Tournament Trail or any parcel in any Area with three (3) or more Front Yards.
- 8.2 Article 6.3 Architectural Standards: Article 6.3~~(E)~~ Architectural Standards of the Unified Development Ordinance shall apply to Multi-family Dwellings (in accordance with Article 6.3(E)) and Industrial uses (in accordance with Article 6.3(G)). The Architectural Design Requirements of the 32 Overlay shall apply to all other uses in the District. Architectural character examples are attached hereto as Exhibit C and are intended to generally and conceptually illustrate an application of the development requirements and elements of the anticipated

character of the District. Architectural character examples are general and preliminary in nature and are not intended to delineate exactly what will be built and developed. The architectural character examples establish a benchmark for the architecture and design of the buildings.

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

- A. Detention and Retention Areas (Article 6.8(I)(1)(c)). Shall apply to regional detention or retention basins unless otherwise approved by the Director of Public Works.
- B. External Street Frontage Landscaping Requirements (Article 6.8(M)(1)&(2)). Shall not apply to the portion of the District abutting Wheeler Road/the Monon Trail. ~~Plantings in other areas may be grouped to provide and preserve sight lines to users within the District.~~ Hardscapes, planters, tree wells, and pedestrian furniture shall be utilized to integrate the development with the Monon Trail and Wheeler Road. If a Building is Setback fifty (50) feet or less from the Wheeler Road/Monon Trail Right-of-way, then this Section (Section 8.3.B) applies. If a Building is Setback greater than fifty (50) feet from the Wheeler Road/Monon Trail Right-of-way, then Article 6.8(M) External Street Frontage Landscaping Requirement shall apply.
- C. Parking Area Landscaping (Article 6.8(O)). If adjacent Lots have vehicular cross-access and/or shared parking, in accordance with Article 6.14(G)(1), then the shared Lot Line shall not require Perimeter Parking Area Landscaping (Article 6.8(O)(2)); ~~rather, the combined Parking Area shall be designed as a single Parking Area and landscaped in accordance with the Interior Parking Area Landscaping (Article 6.8(O)(1)) requirements.~~
- ~~C.D.~~ Screening of Gas, Electric and Other Utility Services. Utility services on Buildings shall be screened by means of landscaping, fencing, or other architectural methods so as to obstruct the view of such services from public areas.

8.4 Article 6.17 Sign Standards: shall apply, except as modified below.

- A. Individual Nonresidential Signs (Article 6.17(H)(1)). Shall apply however, Projecting Signs shall be permitted in Areas I and III.
- B. Monument Sign(s) (Center Only) (Article 6.17(I)(2)). The Nonresidential Center proposed for Areas I, II, and III shall be permitted up to four (4) ~~three (3)~~ Monument Signs. The Monument Signs shall be located along the Nonresidential Center's frontage on State Highway 32, Oak Ridge Road, 181st Street and Wheeler Road. The Monument Signs may contain

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Signs for any users within Areas I, II and III. No additional Nonresidential Center Monument Signs shall be permitted with the area bound by State Highway 32, Oak Ridge Road, 181st Street and Wheeler Road, as depicted on Exhibit B.

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- C. Center In-Line Tenant Signage (Article 6.17(I)(5)(a)). Shall apply except as modified by the following: tenants shall be allocated two (2) square feet of signage for each linear foot of the tenant's side Building Façade and tenants shall be allocated two (2) square feet of signage for each linear foot of the tenant's rear Building Façade in Areas I, II and III. In order to utilize capture the increase to the Sign Area Allocation for the rear Bbuilding Ffaçade from one (1) square foot of signage for each linear foot of rear Bbuilding Ffaçade to two (2) square feet of signage for each linear foot of rear Bbuilding Ffaçade the tenant must install signage on both the front and rear Bbuilding Ffaçades and the rear Building Façade must also be utilized as a customer entrance.

- D. Outlot Signage (Article 6.17(I)(8)(a)). Shall apply except as modified by the following: All Outlots of nonresidential centers shall be permitted one (1) Mmonument Ssign per Outlot. These Monument Signs shall be regulated by the standards in Article 6.17(H)1 and (H)2. The square footage of the Sign Area of this Monument Sign shall count against the users Sign Area Allocation, so long as it is no more than four (4) feet in height and complies with all sight line requirements in the Unified Development Ordinance.

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- E. Individual Nonresidential Signs (Article 6.17(H)). Signs for uses within Area II shall be regulated by the standards in Article 6.17(H).

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- ~~D.F.~~ Signs Facing the Monon Trail. Wall Signs are allowed provided that they fit within the horizontal and vertical elements of the Building and do not obscure details of the Building. No Sign shall be allowed to extend above the cornice line of a Building. Wall Signs facing the Monon Trail shall either be (i) reverse channel letter; or (ii) externally lit. Projecting signs no larger than ten (10) square feet are allowed.

- D. Murals, painted on or applied to a wall of a Building, which do not contain moving parts or internal lights, shall not constitute a Wall Sign and shall be permitted.

- b. If a mural is illuminated, indirect lighting shall be used.
e.a. A maximum of ten (10) murals are permitted.

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- ~~D.~~ Wall Scape Signs are contained in frame system assemblies, are flush mounted to the exterior Building skin, which do not contain moving parts or internal lights, shall not constitute a Wall Sign and shall be permitted.

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- e. ~~The wall scape sign may depict or advertise community, city and other on and off premise events, or not for profit businesses. The sign within the frame may change from time to time without the need to obtain additional signage permits. In no event shall a Wall Scape sign advertise the business or user located within the building on which the wall scape sign is attached.~~
- f. ~~If a wall scape sign is illuminated, indirect lighting shall be used.~~
- g. ~~A wall scape sign shall be permitted a maximum Sign Area of two hundred (200) square feet.~~
- h. ~~A maximum of three (3) wall scape signs are permitted.~~

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8.5 Multi-story Parking Garage Standards.

- A. Multi-story Parking Garages shall be architecturally consistent with the primary structure to which they are associated, including roof lines, building elevation design, articulation, modulation and building materials.
- B. Security grilles shall be architecturally consistent with and integrated with the overall design of the building. Chain link fencing is not permitted for parking structure fencing.
- C. If a Multi-story Parking Garage is not associated with a specific primary structure, then the Multi-story Parking Garage shall be architecturally compatible with adjacent buildings.
- D. If any part of the Multi-story Parking Garage building abuts Wheeler Road /Monon Trail the Multi-story Parking Garage shall be designed for permitted business uses on the first floor.

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 Department of Public Works.

Section 10. **Design Standards.** The standards of Chapter 8 Design Standards shall apply to the development of the Real Estate.

Section 11. **Subdivision.** The standards of Chapter 10 Processes and Permits shall apply to the development of the Real Estate.

Section 12. **Public Art.** Public Art shall be permitted and may be included as part of a Development Plan. Public Art shall be displayed in a location that is visually accessible to the public and shall not be a sign as regulated under the Ordinance or the Unified Development Ordinance. Any Development Plan encompassing an area larger than ten (10) acres is required to have a public art component.

Public Art components may be murals, mosaics, sculptures, fountains or water features, or any other variety ~~approved by the Plan Commission.~~

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2018.

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 18-04** was delivered to the Mayor of Westfield on the _____ day of _____, 2018, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 18-04**

this _____ day of _____, 2018.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 18-04**

this _____ day of _____, 2018.

J. Andrew Cook, Mayor

This document prepared by: _____

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: _____

EXHIBIT A

Real Estate (Legal Description)

Wheeler Farms LLC Parcels:

Parcel #08-05-35-00-00-012.000: Begin at the Northeast corner of the East Half of the Southeast Quarter of Section 35, Township 19 North, Range 3 East, and run South 60 rods; thence West 32 rods; thence North 60 rods; thence East 32 rods; to the place of beginning, containing 12 acres, more or less.

Parcel #08-05-36-00-00-045.000: Beginning at a point 70 rods North of the Southwest corner of Section 36, Township 19 North, Range 3 East, and run East 80 rods; thence North 54 rods; thence West 80 rods; thence South 54 rods to the place of beginning, containing 27 acres, more or less.

Parcel #08-05-36-00-00-042.000: Begin 11 rods east of the Southwest corner of Section 36, Township 19 North, Range 3 East, in Hamilton County, Indiana; run thence North 70 rods; thence East 34 rods; thence South 70 rods to the South line of Section 36, West 34 rods to the place of beginning, containing 15 acres, more or less.

Parcel #08-05-36-00-00-041.000: Begin 45 rods East of the Southwest corner of Section 36, Township 19 North, Range 3 East; run thence North 70 rods; East 35 rods, more or less, to the East line of the West Half of the Southwest Quarter of said Section; thence South 70 rods; thence West 35 rods, more or less, to the place of beginning, containing 15 acres, more or less.

Parcel #08-05-35-00-00-010.000: Begin at the Northwest corner of the East Half of the Southeast Quarter of Section 35, Township 19 North, Range 3 East, and run East 80 rods; thence South 60 rods; thence West 80 rods; thence North 60 rods to the place of beginning.
EXCEPT: 12 acres off the East end leaving 18 acres, more or less.

ALSO EXCEPT: A part of the Southeast Quarter of Section 35, Township 19 North, Range 3 East located in Washington Township, Hamilton County, Indiana, being more specifically described as follows: Commencing at the Northeast corner of the Southeast Quarter of Section 35, Township 19 North, Range 3 East, thence North 89 degrees 53 minutes 49 seconds West (assumed bearing) 1327.35 feet on and along the North line of said Southeast Quarter to its intersection with the center line of Dartown Road, thence South 00 degrees 39 minutes 07 seconds West 635.35 feet on and along the centerline of Dartown Road to the place of beginning of this description, thence North 89 degrees 11 minutes 15 seconds East 457.73 feet, thence South 00 degrees 39 minutes 07 seconds West 190.39 feet, thence South 89 degrees 11 minutes 15 seconds West 457.73 feet to the center line of said Dartown Road, thence North 00 degrees 39 minutes 07 seconds East 190.39 feet on and along the center line of Dartown Road to the place of beginning. Containing 2.00 acres more or less and being subject to all easements and rights-of-way of records.

Parcel #08-05-36-00-00-048.000: Part of the Southwest Quarter of Section 36, Township 19 North, Range 3 East, bounded as follows: Begin 40 rods East of the Northwest corner of said Southwest Quarter and run thence South 36 rods; thence East 40 rods; thence North 36 rods; thence West 40 rods to the place of beginning, containing 9 acres, more or less.

Parcel #08-05-35-00-00-009.000: The Southeast Quarter of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, containing 40 acres, more or less.

Parcel #08-05-36-00-00-046.000: Beginning at the Northwest corner of the Southwest Quarter of Section 36, Township 19 North, Range 3 East, and run South 36 rods; thence East 40 rods;

thence North 36 rods; thence West 40 rods to the place of beginning, containing 9 acres, more or less, in Washington Township, Hamilton County, Indiana.

EXCEPT: A part of the Southwest Quarter of Section 36, Township 19 North, Range 3 East located in Washington Township, Hamilton County, Indiana and being more specifically described as follows:

Beginning at a point on the North line of the Southwest Quarter of Section 36, Township 19 North, Range 3 East, said place of beginning being North 90 degrees 00 minutes 00 seconds East (assumed bearing) 532.44 feet from the Northwest corner of said Southwest Quarter, thence North 90 degrees 00 minutes 00 seconds East 145.58 feet on and along the North line of said Southwest Quarter, thence South 00 degrees 31 minutes 29 seconds West 598.46 feet, thence South 90 degrees 00 minutes 00 seconds West 145.58 feet, thence North 00 degrees 31 minutes 29 seconds East 598.46 feet to the place of beginning. Containing 2.00 acres, more or less, being subject to all easements and rights of way of record.

Parcels #08-05-35-00-00-013.004 & 08-05-36-00-00-044.000:

Part of the West Half of the Southwest Quarter of Section Thirty-six (36), Township Nineteen (19) North, Range Three (3) East and part of the East Half of the Southeast Quarter of Section Thirty-five (35), Township Nineteen (19) North, Range Three (3) East in Hamilton County, Indiana more particularly described as follows:

Beginning at the Southwest corner of the West Half of the Southwest Quarter of Section 36, Township 19 North, Range 3 East; thence North 90 degrees 00 minutes East (assumed bearing) on and along the South line of said West Half 181.5 feet; thence North 00 degrees 29 minutes East parallel with the West line of said West Half 1155.00 feet; thence North 90 degrees 00 minutes West parallel with the South line of the West Half 181.5 feet to the West line thereof; and the East line of the East Half of the Southeast Quarter of Section 35, Township 19 North, Range 3 East; thence North 00 degrees 29 minutes East on and along aforesaid East line 495.0 feet; thence South 89 degrees 50 minutes West parallel with the South line of said East Half 393.0 feet to the centerline of Evan Kendall Ditch; thence Southerly following the meanderings of said Evan Kendall Ditch to the South line of said East Half; thence North 89 degrees 50 minutes East on and along aforesaid South line 508.0 feet to the place of beginning, containing 22.29 acres, more or less.

Parcels #08-05-35-00-00-013.004 & 08-05-36-00-00-044.000 (continued):

EXCEPT: A part of the Southwest Quarter of Section 36, Township 19 North, Range 3 East and more specifically described as follows:

Beginning at a point on the South line of the Southwest Quarter of Section 36, Township 19 North, Range 3 East said point being North 90 degrees 00 minutes East (assumed bearing) 100.64 feet from the Southwest corner of said Southwest Quarter, thence North 00 degrees 29 minutes East 306.5 feet parallel with the West line of said Southwest Quarter, thence North 90 degrees 00 minutes East 80.86 feet, thence South 00 degrees 29 minutes West 306.5 feet to a point on the South line of said Southwest Quarter, thence South 90 degrees 00 minutes West 80.86 feet to the place of beginning containing 0.569 acres, more or less and subject to all easements and right of ways.

ALSO EXCEPT: Beginning at the Southwest corner of the Southwest Quarter of Section 36, Township 19 North, Range 3 East, thence North 00 degrees 29 minutes East (assumed bearing) 306.5 feet on and along the West line of said Southwest Quarter thence North 90 degrees 00 minutes East 100.64 feet, thence South 00 degrees 29 minutes West 306.5 feet to a point on the South line of said Southwest Quarter, thence South 90 degrees 00 minutes West 100.64 feet to the place of beginning containing 0.708 acres, more or less and subject to all easements and right of ways.

ALSO EXCEPT: A part of the Southeast Quarter of Section 35, Township 19 North, Range 3 East and located in Washington Township, Hamilton County, Indiana, and more specifically described as follows: Beginning at the Southeast corner of the Southwest Quarter of Section 35, Township 19 North, Range 3 East, thence South 89 degrees 50 minutes West (assumed bearing) 102.00 feet on and along the South line of said Southeast Quarter; thence North 00 degrees 05 minutes East 306.5 feet, thence North 89 degrees 50 minutes 23 seconds East 104.14 feet to a point on the East line of said Southeast Quarter, thence South 00 degrees 29 minutes West 306.5 feet to the place of beginning containing .725 acres, more or less, and subject to all easements and right of ways.

Parcels #08-05-35-00-00-013.004 & 08-05-36-00-00-044.000 (continued):

ALSO EXCEPT: Part of the East Half of the Southeast Quarter of Section 35, Township 19 North, Range 3 East, in Hamilton County, Indiana, described as follows:

Commencing at the Southeast corner of said Half-Quarter Section; thence South 89 degrees 50 minutes 00 seconds West (assumed bearing) along the South line thereof 102.00 feet to the Southwest corner of a 2.841 acres tract of real estate described in a Warranty Deed recorded as Instrument Number 200300096364 in the Office of the Recorder of Hamilton County, Indiana; thence North 00 degrees 05 minutes 00 seconds East along the West line of said 2.841 acre tract 50.00 feet to the North right of way line of State Road 32 per Dedication of Public Right-Of-Way recorded in Instrument Number 9809810527 in the Office of the Recorder of Hamilton County, Indiana, and the POINT OF BEGINNING; thence South 89 degrees 50 minutes 00 seconds West along said right of way line 50.00 feet to a 5/8 inch rebar with red cap; thence South 00 degrees 05 minutes 00 seconds West parallel with the West line of said 2.841 acre tract 50.00 feet to the South line of said Half-Quarter Section; thence South 89 degrees 50 minutes 00 seconds West along said South line 366.00 feet, more or less, to the centerline of the Evan Kendall Ditch; thence Northerly along the centerline of said ditch 400.00 feet, more or less; thence North 89 degrees 50 minutes 00 seconds East parallel to the South line of said Half-Quarter Section 405.31 feet, more or less, to the Norwest corner of aforesaid 2.841 acre tract; thence South 00 degrees 05 minutes 00 seconds West along the West line of said 2.841 acre tract 348.61 feet to the point of beginning and containing 3.745 acres, more or less.

ALSO EXCEPT: Part of the Southeast Quarter of Section 35, Township 19 North, Range 3 East, in Hamilton County, Indiana, and part of the Southwest Quarter of Section 36, Township 19 North, Range 3 East, in Hamilton County, Indiana, described as follows:

Commencing at the Southeast corner of said Southeast Quarter of Section 35; thence North 00 degrees 32 minutes 28 seconds East (assumed bearing), along the East line of the Southeast Quarter of said Section 35, 398.61 feet to a 5/8 inch rebar with red cap stamped FIRM 0066, (hereinafter referred to

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Parcels #08-05-35-00-00-013.004 & 08-05-36-00-00-044.000 (continued):

as rebar) at the Point of Beginning; thence South 89 degrees 50 minutes 00 seconds West, parallel with the South line of said Southeast Quarter Section, 510.49 feet to the centerline of the Evan Kendall Ditch as now located; thence North 09 degrees 08 minutes 18 seconds East along said centerline, 32.63 feet; thence North 05 degrees 04 minutes 32 seconds East, along said centerline, 30.63 feet; thence North 10 degrees 44 minutes 11 seconds East, along said centerline, 29.11 feet; thence North 03 degrees 57 minutes 48 seconds East, along said centerline, 25.09 feet; thence North 89 degrees 50 minutes 00 seconds East, parallel with the South line of said Southeast Quarter Section, 496.54 feet to a point on the East line of said Southeast Quarter Section; thence South 89 degrees 58 minutes 00 seconds East, parallel with the South line of said Southwest Quarter Section, 181.50 feet to a rebar thence South 00 degrees 32 minutes 28 seconds West, parallel with the West line of said Southwest Quarter Section, 60.00 feet to a rebar; thence North 89 degrees 58 minutes 00 seconds West, parallel with the South line of said Southwest Quarter Section, 181.50 feet to a point on the West line of said Southwest Quarter Section; thence South 00 degrees 32 minutes 28 seconds West, along said West line of said Southwest Quarter Section, 56.34 feet to the Point of Beginning and containing 1.593 acres, more or less.

ALSO EXCEPT: A part of the Southwest Quarter of Section 36, Township 19 North, Range 3 East and a part of the Southeast Quarter of Section 35, Township 19 North, Range 3 East located in Washington Township, Hamilton County, Indiana, being bounded as follows:

Commencing at the Southwest corner of the Southwest Quarter of Section 36, Township 19 North, Range 3 East; thence North 00 degrees 29 minutes 00 seconds East (assumed bearing) 306.50 feet along the West line of the Southwest Quarter of said section and along the West line of a 0.708 acre tract of land described in Instrument #644 and recorded in Deed Record 264, page 316, in the records of Hamilton County, Indiana to the Northwest corner of said 0.708 acre tract and the POINT OF BEGINNING OF THIS DESCRIPTION; thence South 30 degrees 00 minutes 00 seconds East 131.50 feet along the North line of said 0.708 acre tract of land and long the North line of a 0.569 acre tract of land described in Instrument #644 and recorded in Deed Record 264, page 316 in said records to the Northeast corner of said 0.569 acre tract; thence North 00 degrees 29 minutes 00 seconds East 148.45 feet along the Northerly extension of the East line of said 0.569 acre tract; thence North 90 degrees 00 minutes 00 seconds West 181.50 feet to a point on the West line of said Southwest Quarter, said point also being on the East line of the Southeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 29 minutes 00 seconds West 56.34 feet along the East line of said Southeast Quarter; thence South 89 degrees 50 minutes 23 seconds West 104.78 feet to a point on the Northerly extension of the West line of a 0.725 acre tract of land described in Instrument #644 and recorded in Deed Record 264, page 316 in said records; thence South 00 degrees 05 minutes 00 seconds West 92.11 feet along the Northerly extension of said

Parcels #08-05-35-00-00-013.004 & 08-05-36-00-00-044.000 (continued):

0.725 acre tract of land to its Northwest corner; thence North 89 degrees 50 minutes 23 seconds East 104.14 feet along the North line of said 0.725 acre tract of land to the POINT OF BEGINNING. Containing 0.839 acre, more or less.

**Wheeler Airport
LLC Parcels:**

Parcels #08-05-35-00-00-003.001 & 08-05-35-00-00-004.000: A Survey of a part of the Northwest Quarter of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being more specifically described as follows: BEGINNING at the Northwest Corner of the Northeast Quarter of the Northwest Quarter of Section 35, Township 19 North, Range 3 East, said Point of Beginning being collinear with and equidistant from the Northeast Corner and the Northwest Corner of said Northwest Quarter; said Point of Beginning also being South 89 degrees 47 minutes 17 seconds West (assumed bearing) 1324.21 feet from the Northeast Corner of said Northwest Quarter; thence North 89 degrees 47 minutes 17 seconds East 300.00 feet on and along the North line of said Northwest Quarter; thence South 00 degrees 14 minutes 52 seconds West 1324.35 feet to a point on the North line of the Southeast Quarter of said Northwest Quarter; thence North 89 degrees 50 minutes 46 seconds East 1021.88 feet on and along the North line of the Southeast Quarter of said Northeast Quarter to the Northeast Corner of the Southeast Quarter of said Northwest Quarter; thence South 00 degrees 20 minutes 53 seconds West 1325.40 feet on and along the East line of said Northwest Quarter to the Southeast Corner of said Northwest Quarter; thence South 89 degrees 54 minutes 16 seconds West 1319.55 feet on and along the South line of said Northwest Quarter to the Southwest Corner of the Southeast Quarter of said Northwest Quarter; thence North 00 degrees 14 minutes 52 seconds East 2648.08 feet on and along the West line of the East Half of said Northwest Quarter to the Point of Beginning. Containing 49.28 acres or less, being subject to all applicable easements and rights-of-way of record.

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Parcel #08-05-35-00-00-006.000:

All that part of the West Half of the Northeast Quarter of Section 35, Township 19 North, Range 3 East that lies South of the center of the angling road running from the Southeast corner of the same in a Northwesterly direction across said real estate, containing 18 acres, more or less.

EXCEPT: A part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being described as follows:

Commencing at the northwest corner of the Northeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.7 feet on and along the west line of said Northeast Quarter to the southwest corner of a 0.12 of an acre tract of real estate described in Instrument #9310457; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the south line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet on and along the centerline of Kinsey Avenue to the point of intersection of the centerline of Kinsey Avenue and the centerline of Grassy Branch Creek, said point of intersection also being the POINT OF BEGINNING of this description; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 61.75 feet on and along the centerline of Kinsey Avenue; thence South 44 degrees 15 minutes 45 seconds West 200.00 feet; thence South 89 degrees 26 minutes 40 seconds West 274.01 feet to a point on the centerline of Grassy Branch Creek (The following 6 courses are included for closure purposes, the actual boundary line follows the centerline of Grassy Branch Creek) (1) thence North 07 degrees 46 minutes 52 seconds West 223.08 feet; (2) thence North 09 degrees 55 minutes 50 seconds West 134.90 feet; (3) thence North 09 degrees 02 minutes 37 seconds West 89.88 feet; (4) thence North 05 degrees 17 minutes 44 seconds West 119.55 feet; (5) thence North 35 degrees 23 minutes 52 seconds West 25.47 feet; (6) thence North 17 degrees 09 minutes 27 seconds East 45.00 feet to the POINT OF BEGINNING. Containing 3.63 acres, more or less and being subject to all applicable easements and rights-of-way of record.

Parcel #08-05-35-00-00-006.000 (continued):

EXCEPT: A part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being described as follows:

Commencing at the Northwest corner of the Northeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.7 feet on and along the West line of said Northeast Quarter to the Southwest corner of a 0.12 of an acre tract of real estate described in Instrument #9310457; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the South line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 61.75 feet on and along the centerline of Kinsey Avenue to the POINT OF BEGINNING of this description; thence South 45 degrees 44 minutes 15 seconds East 460.02 feet on and along the centerline of Kinsey Avenue; thence South 89 degrees 26 minutes 40 seconds West 718.18 feet to the centerline of Grassy Branch Creek; thence North 07 degrees 46 minutes 52 seconds West 183.84 feet on and along the centerline of Grassy Branch Creek; thence North 89 degrees 26 minutes 40 seconds East 274.01 feet; thence North 44 degrees 15 minutes 45 seconds East 200.00 feet to the POINT OF BEGINNING. Containing 3.13 acres, more or less.

EXCEPT: A part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being described as follows:

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Parcel #08-05-35-00-00-006.000 (continued):

Quarter a distance of 100 feet to an iron stake; thence South 90 degrees East 103.4 feet to an iron stake on the westerly right-of-way line to a County Highway; thence North 46 degrees West 143.1 feet to the place of beginning. Containing .12 acre, more or less.

Commencing at the Northwest corner of the Northeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.7 feet on and along the West line of said Northeast Quarter to the Southwest corner of a 0.12 of an acre tract of real estate described in Instrument #9310457; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the South line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet; on and along the centerline of Kinsey Avenue; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 521.77 feet on and along the centerline of Kinsey Avenue to the POINT OF BEGINNING of this description; thence South 45 degrees 44 minutes 15 seconds East 189.62 feet on and along the centerline of Kinsey Avenue; thence South 43 degrees 04 minutes 30 seconds East 60.38 feet on and along the centerline of Kinsey Avenue to the Southeast corner of the West Half of the Northeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 89 degrees 26 minutes 40 seconds West 871.99 feet on and along the South line of said West half to the point of intersection of the South line of said West Half and the centerline of Grassy Branch Creek; thence North 07 degrees 18 minutes 42 seconds West 131.02 feet on and along the centerline of Grassy Branch Creek; thence North 07 degrees 46 minutes 52 seconds West 48.43 feet on and along the centerline of Grassy Branch Creek; thence north 89 degrees 26 minutes 40 seconds East 718.18 feet to the POINT OF BEGINNING. Containing

Parcels #08-05-35-00-00-022.000 & 08-05-35-00-00-023.000: The Northeast Quarter of the Southwest Quarter and the Northwest Quarter of the Southeast Quarter of Section 35, Township 19 North, Range 3 East, containing 80 acres.

EXCEPT: A part of the South Half of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being described as follows:

Parcels #08-05-35-00-00-022.000 & 08-05-35-00-00-023.000 (continued): Commencing at the ½" iron rod at the Northeast corner of the Southwest Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 04 minutes 05 seconds East (assumed bearing) 149.37 feet on and along the East line of said Southwest Quarter to the Point of Beginning of this description; thence South 89 degrees 23 minutes 45 seconds West 1022.89 feet; thence South 00 degrees 06 minutes 00 seconds East 1165.03 feet, more or less, to a point on the South line of the Northeast Quarter of said Southwest Quarter; thence North 89 degrees 38 minutes 22 seconds East 1022.21 feet to the Southeast corner of the Northeast Quarter of said Southwest Quarter; thence North 89 degrees 26 minutes 51 seconds East 1060.09 feet, more or less, on and along the South line of the Northwest Quarter of the Southeast Quarter of said Section 35 to the Southwest corner of a one (1) acre tract of real estate described in Instrument No. 9245061; thence North 00 degrees 02 minutes 26 seconds East 165.00 feet to the Northwest corner of said one (1) acres tract; thence North 89 degrees 26 minutes 51 seconds East 264.00 feet to a mag nail at the Northeast corner of said one (1) acre tract; thence North 00 degrees 02 minutes 26 seconds East 605.49 feet on and along the East line of the Northwest Quarter of said Southeast Quarter to a mag nail; thence South 88 degrees 29 minutes 15 seconds West 469.15 feet; thence North 00 degrees 02 minutes 26 seconds East 114.50 feet; thence South 89 degrees 25 minutes 17 seconds West 856.75 feet, more or less, to a point on the West line of said Southeast Quarter; thence North 00 degrees 04 minutes 05 seconds West 292.66 feet, to the Point of Beginning.

EXCEPT: Part of the Northwest Quarter of the Southeast Quarter of Section 35, Township 19 North, Range 3 East described as follows:

Begin at the Southeast corner of said Northwest Quarter of said Southeast Quarter and run thence North 165.00 feet; thence West 264.00 feet; thence South 165.00 feet; thence East 264.00 feet to the place of beginning.

Parcels #08-05-35-00-00-028.000 & 08-05-35-00-00-028.002: A survey of a part of the Southwest Quarter of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being more specifically described as follows:

BEGINNING at a point on the South line of the Southwest Quarter of Section 35, Township 19 North, Range 3 East, said Point of Beginning being South 89 degrees 39 minutes 49 seconds West (assumed bearing) 1021.48 feet from the Southeast corner of said Southwest Quarter; thence South 89 degrees 39 minutes 49 seconds West 296.71 feet to the Southwest corner of the Southeast Quarter of said Southwest Quarter; thence North 00 degrees 02 minutes 02 seconds East 1321.63 feet to the Northwest corner of the Southeast Quarter of said Southwest Quarter; thence North 89 degrees 46 minutes 55 seconds East 296.71 feet on and along the North line of the Southeast Quarter of said Southwest Quarter; thence South 00 degrees 02 minutes 02 seconds West 1321.02 feet to the Point of Beginning. Containing 9.00 acres, more or less, being subject to all applicable easements and rights-of-way of record.

Leslie S Wheeler Revocable Trust Parcel:

Parcel #08-05-35-00-00-022.001: A part of the South Half of Section 35, Township 19 North, Range 3 East located in Washington Township, Hamilton County, Indiana, being described as follows:

Commencing at the ½" iron rod at the Northeast corner of the Southwest Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 04 minutes 05 seconds East (assumed bearing) 149.37 feet on and along the East line of said Southwest Quarter to the Point of Beginning of this description; thence South 89 degrees 23 minutes 45 seconds West 1022.89 feet; thence South 00 degrees 06 minutes 00 seconds East 1165.03 feet, more or less, to a point on the South line of the Northeast Quarter of said Southwest Quarter; thence North 89 degrees 38 minutes 22 seconds East 1022.21 feet to the Southeast corner of the Northeast Quarter of said Southwest Quarter; thence North 89 degrees 26 minutes 51 seconds East 1060.09 feet, more or less, on and along the South line of the Northwest Quarter of the Southeast Quarter of said Section 35 to the Southwest corner of a one (1) acre tract of real estate described in Instrument No. 9245061; thence North 00 degrees 02 minutes 26 seconds East 165.00 feet to the Northwest corner of said one (1) acre tract; thence North 89 degrees 26 minutes 51 seconds East 264.00 feet to a mag nail at the Northeast corner of said one (1) acre tract; thence North 00 degrees 02 minutes 26 seconds East 605.49 feet on and along the East line of the Northwest Quarter of said Southwest Quarter to a mag nail; thence South 88 degrees 29 minutes 15 seconds West 469.15 feet; thence North 00 degrees 02 minutes 26 seconds East 114.5 feet; thence South 89 degrees 25 minutes 17 seconds West 856.75 feet, more or less, to a point on the West line of said Southeast Quarter; thence North 00 degrees 05 seconds West 292.66 feet, to the Point of Beginning. Containing 51.882 acres, more or less.

Andrew and Marcia Wheeler Parcel – 18206 Kinsey Ave:

Parcel #08-05-35-00-00-006.001: A part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being described as follows:

Commencing at the northwest corner of the Northeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.7 feet on and along the west line of said Northeast Quarter to the southwest corner of a 0.12 of an acres tract of real estate described in Instrument #9310457; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the south line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet on and along the centerline of Kinsey Avenue to the point of intersection of Kinsey Avenue and the centerline of Grassy Branch Creek said point of intersection also being the POINT OF BEGINNING of this description; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 61.75 feet on and along the centerline of Kinsey Avenue; thence South 44 degrees 15 minutes 45 seconds West 200.00 feet; thence South 89 degrees 26 minutes 40 seconds West 274.01 feet to a point of the centerline of Grassy Branch Creek (The following 6 courses are included for closure purposes, the actual boundary line follows the centerline of Grassy Branch Creek) (1.) thence North 07 degrees 46 minutes 52 seconds West 223.08 feet; (2.) thence North 09 degrees 55 minutes 50 seconds West 134.90 feet; (3.) thence North 09 degrees 02 minutes 37 seconds West 89.88 feet; (4.) thence North 05 degrees 17 minutes 44 seconds West 119.55 feet; (5.) thence North 35 degrees 23 minutes 52 seconds West 25.47 feet; (6.) thence North 17 degrees 09 minutes 27

seconds East 45.00 feet to the POINT OF BEGINNING. Containing 3.63 acres, more or less and being subject to all applicable easements and rights-of-way of record.

Charles Wheeler Parcels – 18110 Kinsey Ave:

Parcel #08-05-35-00-00-006.003: A part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, in Washington Township, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Northwest corner of the Northeast Quarter of said Section 35; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.70 feet on and along the West line of said Northeast Quarter to the Southwest corner of a 0.12 acre tract described in Instrument #9310457, in the Office of the Recorder of Hamilton County, Indiana; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the South line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 521.77 feet on and along the centerline of Kinsey Avenue to the Point of Beginning of this description; thence South 45 degrees 44 minutes 15 seconds East 189.62 feet on and along the centerline of Kinsey Avenue; thence South 43 degrees 04 minutes 30 seconds East 69.38 feet on and along the centerline of Kinsey Avenue to the Southeast corner of the West Half of the Northeast Quarter of said Section 35; thence South 89 degrees 26 minutes 40 seconds West 871.99 feet on and along the South line of said West Half to the point of intersection of the South line of said West Half and the centerline of Grassy Branch Creek; thence North 07 degrees 18 minutes 42 seconds West 131.052 feet on and along the centerline of Grassy Branch Creek; thence North 07 degrees 46 minutes 52 seconds West 48.43 feet on and along the centerline of Grassy Branch Creek; thence North 89 degrees 26 minutes 40 seconds East 718.18 feet to the point of beginning, containing 3.26 acres, more or less.

EXCEPT: That part conveyed by Quitclaim Deed dated October 5, 2003, recorded July 9, 2004, as Instrument Number 200400047663, in the Office of the Recorder of Hamilton County, Indiana, being more particularly described as follows:

A part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, in Washington Township, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Northwest corner of the Northeast Quarter of said Section 35; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.70 feet on and along the West line of said Northeast Quarter to the Southwest corner of a 0.12 acre tract described in Instrument #9310457, in the Office of the Recorder of Hamilton County, Indiana; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the South line of said 0.12 acre tract to a point of the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet on and along the centerline of Kinsey Avenue to the point of intersection of the centerline of Kinsey Avenue and the centerline of Grassy Branch Creek; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet along the centerline of said Kinsey Avenue; thence south 45 degrees 44 minutes 15 seconds East 401.77 feet along the centerline of said Kinsey Avenue; thence South 68 degrees 30 minutes 09 seconds West 236.65 feet to the point of beginning of this description; thence South 68 degrees 30 minutes 09 seconds West 112.02 feet; thence South 89 degrees 26 minutes 40 seconds West 302.34 feet to the centerline of Grassy Branch Creek; thence North 07 degrees 46 minutes 52 seconds West 40.36 feet along the

centerline of said Grassy Branch Creek; thence North 89 degrees 26 minutes 40 seconds East 412.04 feet to the Point of Beginning, containing 0.33 acres, more or less.

Parcel #08-05-35-00-006.102: A part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, in Washington Township, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Northwest Quarter of said Section 35, Township 19 North, Range 3 East; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.70 feet along the West line of said Northeast Quarter to the Southwest corner of a 0.12 of an acre tract of Real Estate described in Instrument #9310457; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet along the South line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet along the centerline of Kinsey Avenue to the Point of Intersection of the centerline of Kinsey Avenue and the centerline of Grassy Branch Creek; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet along the centerline of said Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 401.77 feet along the centerline of said Kinsey Avenue to the point of beginning of this description; thence South 45 degrees 44 minutes 15 seconds East 120.00 feet along the centerline of said Kinsey Avenue; thence South 89 degrees 26 minutes 40 seconds West 306.14 feet; thence North 68 degrees 30 minutes 09 seconds East 236.65 feet to the point of beginning. Containing 0.30 of an acre, more or less.

Maddox Parcel – 801 E 181st St:

Parcel #08-05-36-00-00-047.000: A part of the Southwest Quarter of Section 36, Township 19 North, Range 3 East located in Washington Township, Hamilton County, Indiana and more specifically described as follows:

Beginning at a point on the North line of the Southwest Quarter of Section 36, Township 19 North, Range 3 East, said point being 532.44 feet East of the Northwest corner of said Southwest Quarter; thence East 127.56 feet, thence South parallel with the West line of said Southwest Quarter 598.46 feet, thence West 127.56 feet, thence North 598.46 feet to the place of beginning. Containing 1.75 acres more or less.

Wood Family Farm Parcel:

Parcel #08-05-35-00-00-003.000: The East Half of the Northwest Quarter of Section Thirty-five (35), Township Nineteen (19) North, Range Three (3) East, in Hamilton County, Indiana.

EXCEPT: Beginning at the Northwest Corner of the Northeast Quarter of the Northwest Quarter of Section 35, Township 19 North, Range 3 East, said Point of Beginning being collinear with and equidistant from the Northeast Corner and the Northwest Corner of said Northwest Quarter; said Point of Beginning also being South 89 Degrees 47 minutes 17 seconds West (assumed bearing) 1324.21 feet from the Northeast Corner of said Northwest Quarter; thence North 89 degrees 47 minutes 17 seconds East 300.00 feet on and along the North line of said Northwest Quarter; thence South 00 degrees 14 minutes 52 seconds West 1324.35 feet to a point on the North line of the Southeast Quarter of said Northwest Quarter; thence North 89 degrees 50 minutes 46 seconds East 1021.88 feet on and along the North line of the Southeast Quarter of said Northwest Quarter to the Northeast Corner of the Southeast Quarter of said Northwest Quarter; thence South 00 degrees 20 minutes 53 seconds West 1325.40 feet on and along the

East line of said Northwest Quarter to the Southeast Corner of said Northwest Quarter; thence South 89 degrees 54 minutes 16 seconds West 1319.55 feet on and along the South line of said Northwest Quarter to the Southwest Corner of the Southeast Quarter of said Northeast Quarter; thence North 00 degrees 14 minutes 52 seconds East 2648.08 feet on and along the West line of the East Half of said Northwest Quarter to the Point of Beginning. Containing 49.28 acres more or less, being subject to all applicable easements and rights-of-way of record.

ALSO EXCEPT: Beginning at a point on the North line of the Northwest Quarter of Section 35, Township 19 North, Range 3 East, said Point of Beginning being South 89 degrees 47 minutes 17 seconds West (assumed bearing) 440.96 feet from the Northeast Corner of said Northwest Quarter; thence South 00 degrees 26 minutes 28 seconds East 235.18 feet; thence South 89 degrees 47 minutes 17 seconds West 339.08 feet; thence North 00 degrees 26 minutes 28 seconds West 235.18 feet to a point on the North line of said Northwest Quarter; thence North 89 degrees 47 minutes 17 seconds East 339.08 feet on and along the North line of said Northwest Quarter to the Point of Beginning. Containing 1.83 acres more or less, being subject to all applicable easements and rights-of-way record.

ALSO EXCEPT: A part of the Northwest Quarter of Section 35, Township 19 North Range 3 East located in Washington Township, Hamilton County, Indiana being bounded as follows: BEGINNING at a point on the North line of the Northwest Quarter of Section 35, Township 19 North, Range 3 East, said point of beginning being South 89 degrees 47 minutes 17 seconds West 385.41 feet from the Northeast corner of said Northwest Quarter; thence South 89 degrees 47 minutes 17 seconds West 55.55 feet along the North line of said Northwest Quarter to the Northeast corner of a 1.83 acre tract of land described in Deed Record 318, page 554 in the records of Hamilton County, Indiana; thence South 00 degrees 26 minutes 28 seconds East 235.18 feet to the Southeast corner of said 1.83 acre tract of land; thence South 89 degrees 47 minutes 17 seconds West 339.08 feet parallel to the North line of said Northwest Quarter to the Southwest corner of said 1.83 acres tract of land; thence South 00 degrees 26 minutes 28 seconds East 37.67 feet on the extension of the West line of said 1.83 tract of land; thence South 89 degrees 55 minutes 00 seconds East 387.03 feet; thence North 01 degree 08 minutes 45 seconds East 274.92 feet to the North line of said Northwest Quarter and the POINT OF BEGINNING. Containing 0.626 acres, more or less, subject to all applicable easements and rights-of-way of record.

ALSO EXCEPT: A part of the Northwest Quarter of Section 35, Township 19 North, Range 3 East located in Washington Township, Hamilton County, Indiana, being described as follows: BEGINNING at a point on the North line of the Northwest Quarter of Section 35, Township 19 North, Range 3 East, said Point of Beginning being South 89 degrees 47 minutes 17 seconds West (assumed bearing) 780.24 feet from the Northeast corner of said Northwest Quarter; thence South 00 degrees 26 minutes 28 seconds East 272.85 feet; thence North 89 degrees 55 minutes 00 seconds West 86.55 feet; thence North 00 degrees 26 minutes 28 seconds West 272.40 feet; thence North 89 degrees 47 minutes 17 seconds East 86.55 feet to the POINT OF BEGINNING. Containing 0.542 of an acre, more or less and being subject to all applicable easements and rights-of-way of record.

ALSO EXCEPT: A part of the Northwest Quarter of Section 35, Township 19 North, Range 3 East, Hamilton County, Indiana, described as follows: Beginning at the Northeast corner of said quarter section; thence South 00 degrees 22 minutes 52 seconds West 496.94 feet along the East line of said quarter section; thence North 89 degrees 26 minutes 58 seconds West 48.66 feet; thence North 00 degrees 33 minutes 02 seconds East

100.00 feet; thence northerly 155.08 feet along an arc to the left having a radius of 512.00 feet and subtended by a long chord having a bearing of North 08 degrees 07 minutes 35 seconds West and a length of 154.49 feet; thence northerly 170.70 feet along an arc to the right having a radius of 588.00 feet and subtended by a long chord having a bearing of North 08 degree 29 minutes 13 seconds West and a length of 170.10 feet; thence North 00 degrees 10 minutes 13 seconds West 15.00 feet; thence South 89 degrees 49 minutes 47 seconds West 288.67 feet more or less to the East line of that parcel of land described in Instrument Number 2006-4685; thence North 01 degrees 11 minutes 15 seconds East 60.02 feet along said East line to the North line of said quarter section; thence North 89 degrees 49 minutes 47 seconds East 385.41 feet along said North line to the point of beginning and containing 1.184 acres, more or less.

Sill Parcels – 18150 Kinsey Ave:

Parcel #08-05-35-00-006.002: Part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being described as follows:

Commencing at the Northwest corner of the Northeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.7 feet on and along the West line of said Northeast Quarter to the Southwest corner of a 0.12 of an acre tract of real estate described in Instrument No. 9310457; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the South line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 50 minutes 25 seconds 626.53 feet on and along the centerline of Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 61.75 feet on and along the center line of Kinsey Avenue to the Point of Beginning of this description; thence South 45 degrees 44 minutes 15 seconds East 460.02 feet on and along the centerline of Kinsey Avenue; thence South 89 degrees 26 minutes 40 seconds West 718.18 feet to the centerline of Grassy Branch Creek; thence North 07 degrees 46 minutes 52 seconds West 183.84 feet on and along the centerline of Grassy Branch Creek; thence North 89 degrees 29 minutes 40 seconds East 274.01 feet; thence North 44 degrees 15 minutes 45 seconds East 200.00 feet to the point of beginning. Containing 3.13 acres more or less.

EXCEPT: Part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East located in Washington Township, Hamilton County, Indiana, being described as follows:

Commencing at the Northwest corner of the Northeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degree 13 minutes 37 seconds West (assumed bearing) 1437.7 feet on and along the West line of said Northeast Quarter to the Southwest corner of a 0.12 of an acre tract of real estate described in Instrument No. 9310457; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the South line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet along the centerline of Kinsey Avenue, to the point of intersection of the centerline of Kinsey Avenue and the centerline of Grassy Branch Creek; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet along the centerline of said Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 401.77 feet along the centerline of said Kinsey Avenue to the point of beginning of this description; thence South 45 degrees 44 minutes 15 seconds East 120.00 feet along the centerline of said Kinsey Avenue; thence South 89 degrees 26 minutes 40 seconds West 306.14 feet; thence North 68 degrees 30 minutes 09 seconds East 236.65 feet to the Point of Beginning, containing 0.30 of an acre more or less.

Parcel #08-05-35-00-00-006.103: Part of the Northeast Quarter of Section 35, Township 19 North, Range 3 East, located in Washington Township, Hamilton County, Indiana, being described as follows:

Commencing at the Northwest corner of the Northeast Quarter of Section 35, Township 19 North, Range 3 East; thence South 00 degrees 13 minutes 37 seconds West (assumed bearing) 1473.7 feet on and along the West line of said Northeast Quarter to the Southwest corner of a 0.12 of an acre tract of real estate described in Instrument No. 9310457; thence South 89 degrees 46 minutes 23 seconds East 106.52 feet on and along the South line of said 0.12 acre tract to a point on the centerline of Kinsey Avenue; thence South 49 degrees 03 minutes 36 seconds East 285.14 feet along the centerline of Kinsey Avenue, to the point of intersection of the centerline of Kinsey Avenue and the centerline of Grassy Branch Creek; thence South 45 degrees 50 minutes 25 seconds East 626.53 feet along the centerline of said Kinsey Avenue; thence South 45 degrees 44 minutes 15 seconds East 401.77 feet along the centerline of said Kinsey Avenue; thence South 68 degrees 30 minutes 09 seconds West 236.65 feet to a point of beginning of this description; thence South 68 degrees 30 minutes 09 seconds West 112.02 feet; thence South 89 degrees 26 minutes 40 seconds West 302.34 feet to the centerline of Grassy Branch Creek; thence North 07 degrees 46 minutes 52 seconds West 40.36 feet along the centerline of said Grassy Branch Creek; thence North 89 degrees 26 minutes 40 seconds West 412.04 feet to the Point of Beginning, containing 0.33 of an acre, more or less.

Wallace Parcel – 17939 Dartown Rd:

Parcel #08-05-35-00-00-011.000: A part of the Southeast Quarter of Section 35, Township 19 North, Range 3 East, thence North 89 degrees 53 minutes 49 seconds West (assumed bearing) 1327.35 feet on and along the North line of said Southeast Quarter to its intersection with the center line of Dartown Road, thence South 00 degrees 39 minutes 07 seconds West 635.35 feet on and along the center line of said Dartown Road to the place of beginning of this description, thence North 89 degrees 11 minutes 15 seconds East 457.73 feet, thence South 00 degrees 39 minutes 07 seconds West 190.39 feet, thence South 89 degrees 11 minutes 15 seconds West 457.73 feet to the center line of said Dartown Road, thence North 00 degrees 39 minutes 07 seconds East 190.39 feet on and along the centerline of said Dartown Road to the place of beginning. Containing 2.00 acres more or less and being subject to all easements and rights-of-way of record.

EXHIBIT A
Real Estate (Legal Description)
Warranty deeds on file with the Department

Wheeler Farms LLC Parcels

08-05-35-00-00-009.000
08-05-35-00-00-010.000
08-05-35-00-00-012.000
08-05-36-00-00-046.000
08-05-36-00-00-048.000
08-05-36-00-00-045.000
08-05-35-00-00-013.004
08-05-36-00-00-044.000
08-05-36-00-00-042.000
08-05-36-00-00-041.000

Westfield Airport LLC Parcels

08-05-35-00-00-003.001
08-05-35-00-00-004.000
08-05-35-00-00-006.000
08-05-35-00-00-023.000
08-05-35-00-00-022.000
08-05-35-00-00-028.002
08-05-35-00-00-028.000

Leslie S Wheeler Revocable Trust Parcel—0 Dartown Road

08-05-35-00-00-022.001

Andrew and Marcia Wheeler Parcel—18206 Kinsey Ave

08-05-35-00-00-006.001

Charles Wheeler Parcel—18110 Kinsey Ave

08-05-35-00-00-006.003
08-05-35-00-00-006.102

Maddox Parcel—801 E 181st St

08-05-36-00-00-047.000

Wood Family Farm Parcel—0 W 186th St

08-05-35-00-00-003.000

Sill Parcel—18150 Kinsey Ave

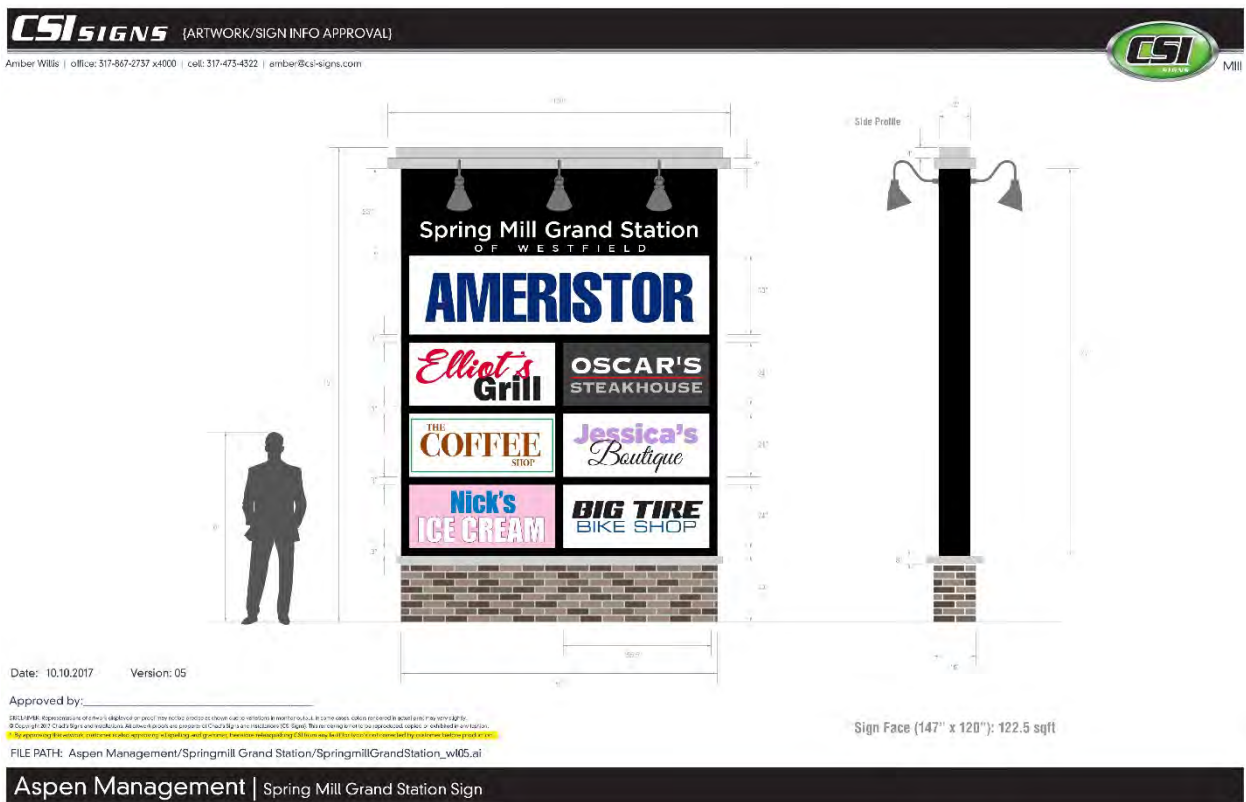
08-05-35-00-00-006.002
08-05-35-00-00-006.103

Wallace Parcel—17939 Dartown Rd

08-05-35-00-00-011.000

EXHIBIT B
Concept Plan (Use Block Diagram)

EXHIBIT D SIGN EXHIBIT



ORDINANCE NUMBER 18-21

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

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

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

WHEREAS, the Common Council of the City of Westfield, Hamilton County, Indiana (the “Common Council”) enacted Ordinance No. 17-19 (the “Spring Mill Grand Station PUD Ordinance”) on October 9, 2017; and,

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) considered a petition (**Petition No. 1806-PUD-13**), requesting an amendment to the Spring Mill Grand Station PUD Ordinance with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the “Real Estate); and,

WHEREAS, the Commission forwarded Petition No. 1806-PUD-13 to the Common Council with a _____ 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 Common Council on _____ 2018; and,

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

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

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance shall amend the Spring Mill Grand Station PUD Ordinance, as applicable to the Real Estate.

- 1.2 All other provisions of the Spring Mill Grand Station PUD Ordinance shall remain in effect with the adoption of 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. **Concept Plan.** The Concept Plan, attached hereto as **Exhibit B-1**, is hereby incorporated in accordance with Article 10.9.F.2 of the Unified Development Ordinance. The Real Estate shall be developed in substantial compliance with the Concept Plan.

Section 3. **Landscape Plan.** Article 6.8 Landscaping Standards shall not apply. Instead, the Landscape Plan, attached hereto as **Exhibits B-2 and B-3**, shall control.

Section 4. **General Regulations.** Section 6.A. shall be amended to read as follow:

*Minimum Front Setback: 20 feet, except covered patio area shown on south end of Building A as depicted in **Exhibits B-1 & B-2**. Said covered patio area shall maintain a front setback of at least 17 feet.*

Section 5. **Development Standards.**

- 3.1 Section 7.1 under Development Standards of the Spring Mill Grand Station PUD Ordinance shall be amended to read as follows:

Article 6.3 Architectural Standards: Shall apply except as otherwise modified below:

- A. *CMU (Concrete Masonry Unit) shall be an acceptable masonry building material for the following:*
 1. *South side of Building B*
 2. *North and West sides of Building D*
 3. *South and West sides of Building E*
 4. *West side of Building F*
- B. *For a period of ten (10) years from the adoption of this Ordinance, metal shall be an acceptable building material for the exposed walls of Building E identified within the “fire lane” in **Exhibit B-1**. After the ten year period, Building E will either be connected with the elimination of the fire lane, or the metal replaced with a building material that meets Unified Development Ordinance standards.*

- C. *Façade requirements in Article 6.3.F.2.b shall be waived for the east side of Building F as indicated in the Architectural Plans attached hereto as **Exhibits C1-C6**.*
 - D. *Horizontal Design requirements in Article 6.3.F.5.a shall be waived for Buildings B,C,D,E and F as indicated in **Exhibits C1-C6**.*
 - E. *The Wall Planes standard in Article 6.3.F.5.b, requiring offsets at 40-foot and 60-foot intervals, shall be waived for the following:*
 - 1. *South side of Building B*
 - 2. *North and West sides of Building D*
 - 3. *South and West sides of Building E*
 - 4. *West side of Building F*
 - F. *The parapet walls for flat roofs requirement in Article 6.3.F.7.b shall be waived for Building C.*
- 3.2 Section 7.3 under Development Standards of the Spring Mill Grand Station PUD Ordinance shall be amended to read as follows:
Article 6.17 Sign Standards: Shall apply, except that:
- A. *The Monument Sign shall be constructed substantially similar to the depiction in **Exhibit D** in terms of design, height and area. All signs shall either be (i) reverse channel letter; or, (ii) externally lit with gooseneck light fixtures. In order to accommodate the monument sign if externally lit with gooseneck light fixtures, the sign height may be increased to no more than fifteen (15) feet, with the total sign area not exceeding the area shown in **Exhibit D**.*
 - B. *The monument sign shall be setback at least one (1) foot from the right-of-way.*

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ALL OF WHICH IS ORDAINED/RESOLVED THIS __ DAY OF _____, 2018.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

James Edwards

James Edwards

James 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 18-21 was delivered to the Mayor of Westfield on the _____ day of _____, 2018, at _____ m.

Cindy Gossard, Clerk Treasurer

I hereby APPROVE **ORDINANCE 18-21**
this ____ day of _____, 2018.

I hereby VETO **ORDINANCE 18-21**
this ____ day of _____, 2018.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

*This document prepared by:
Eric Douthit, Attorney-At Law, 2 North 9th Street, Noblesville, IN 46060*

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: Eric Douthit.

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibits B1-B2	Concept Plan
Exhibits C1-C6	Architectural Plans
Exhibit D	Sign Exhibit

EXHIBIT A
REAL ESTATE

Lot #6 Spring Mill Estates, a subdivision in Hamilton County, Indiana. Recorded in Plat Book 4 pages 127 & 128 in the Office of the Recorder of Hamilton County, Indiana.

EXHIBIT B-2 LANDSCAPE PLAN

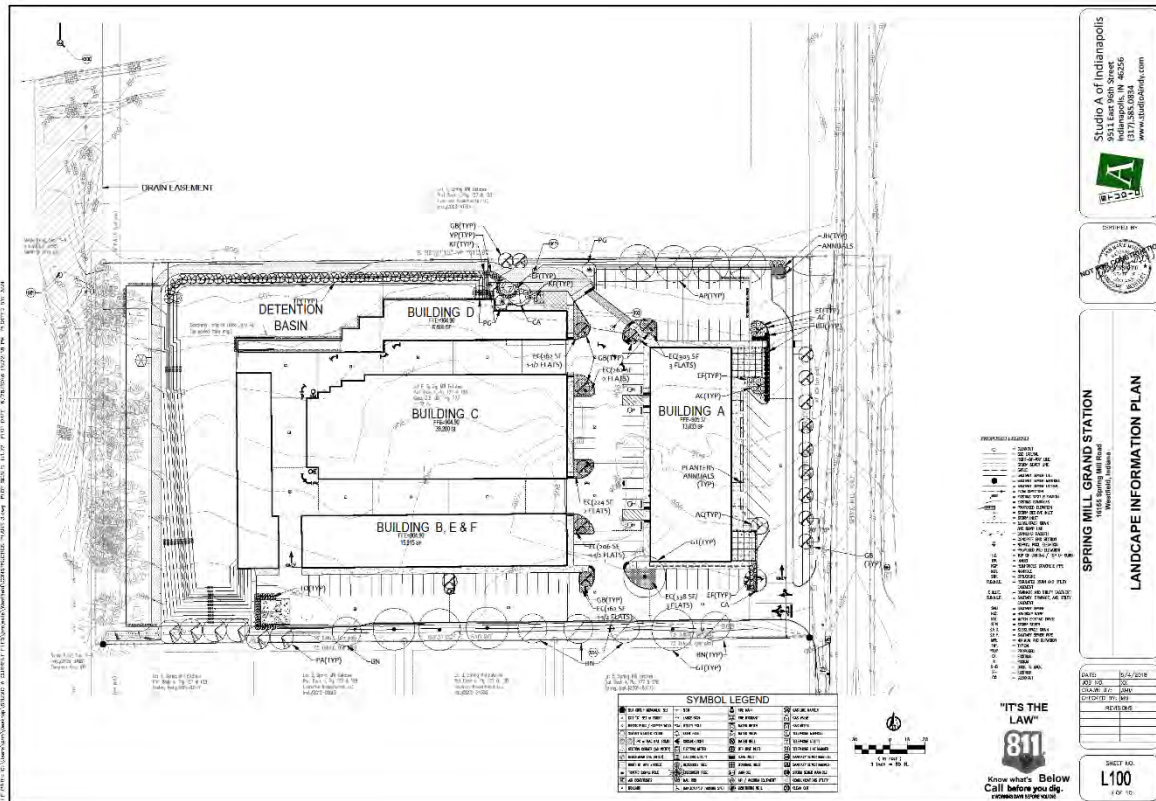


EXHIBIT C-1
ARCHITECTURAL PLANS

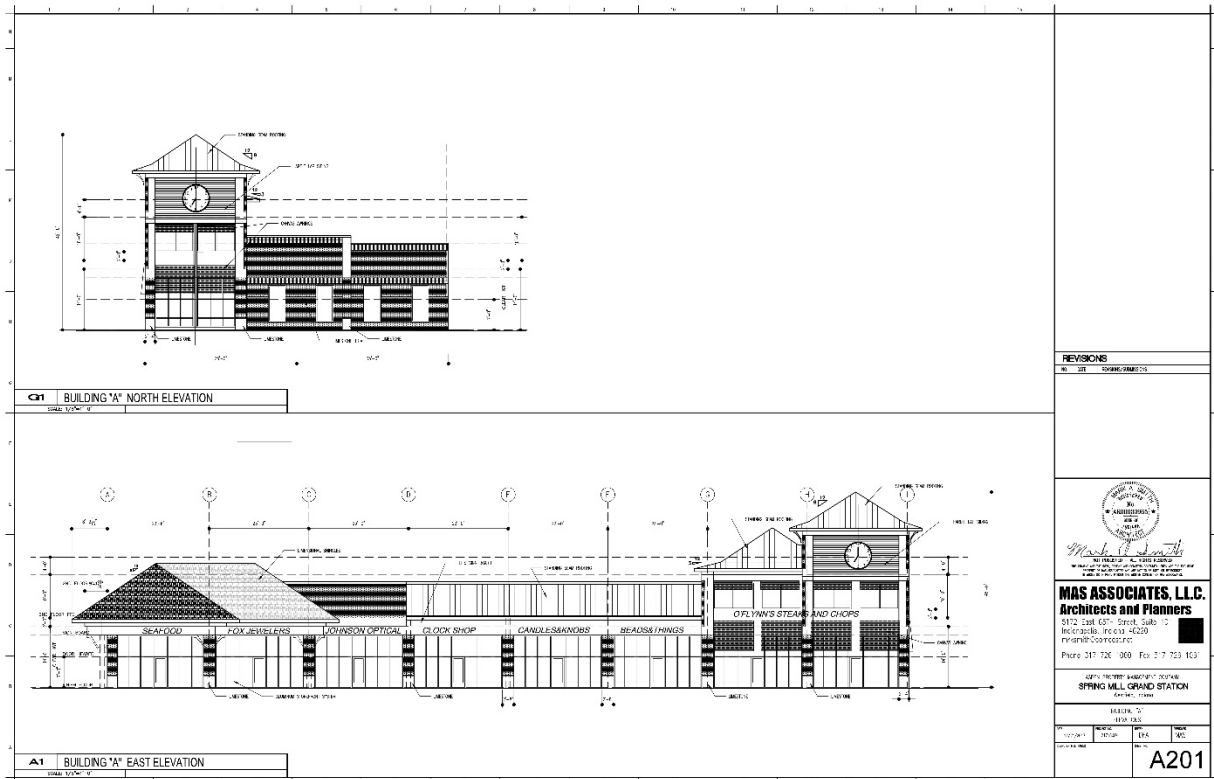




EXHIBIT C-4 ARCHITECTURAL PLANS

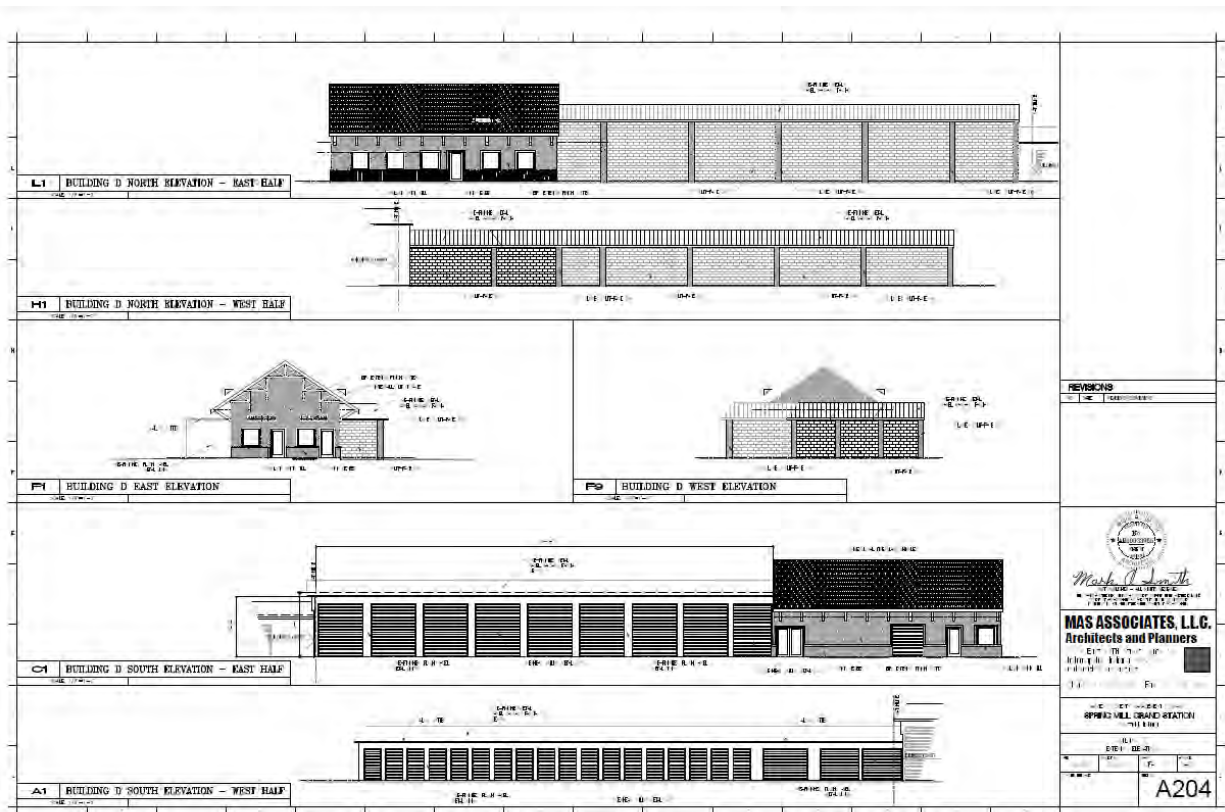


EXHIBIT C-5 **ARCHITECTURAL PLANS**

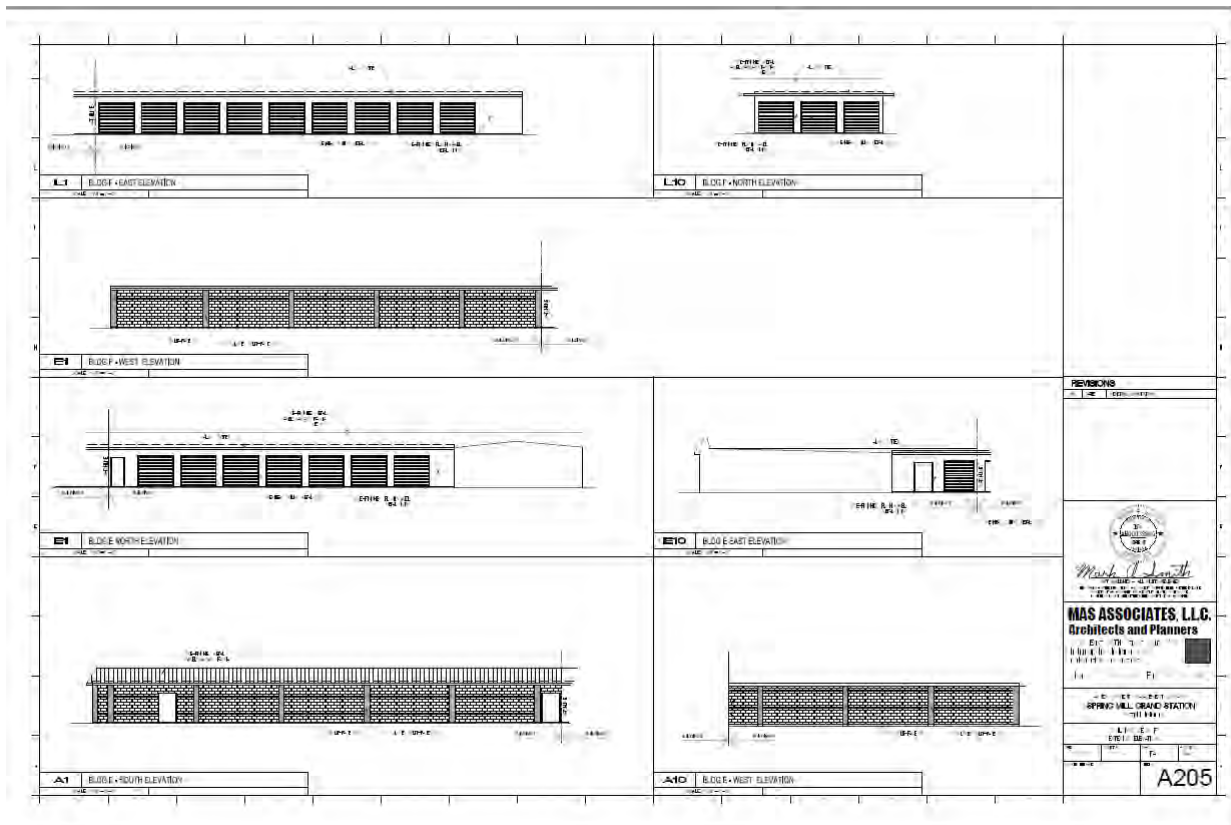


EXHIBIT C-6 **ARCHITECTURAL PLANS**

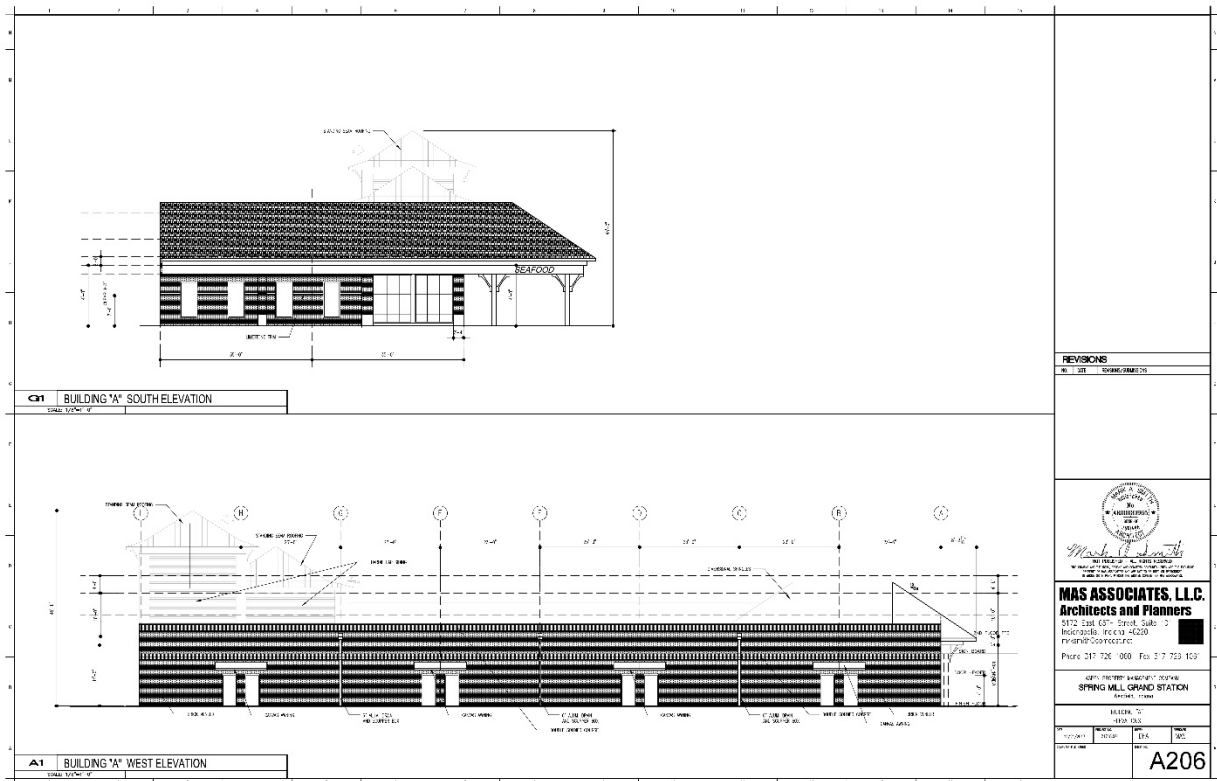
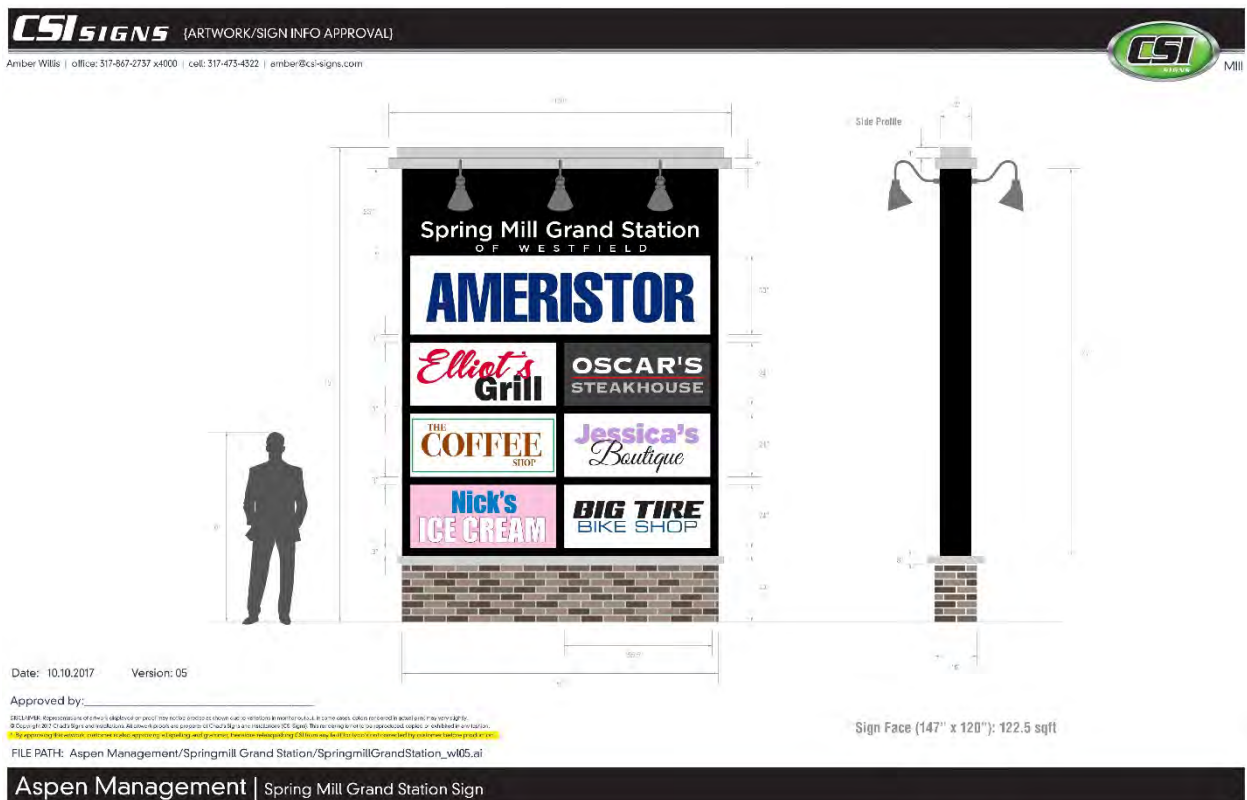


EXHIBIT D
SIGN EXHIBIT





WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

July 2, 2018
1806-PUD-13

Docket Number: 1806-PUD-13 (Ordinance No. 18-21)

Petitioner: Spring Mill Grand Station, LLC

Representative: Eric Douthit; Church, Church, Hittle, and Antrim

Request: An amendment to the General Regulations and Development Standards of the Spring Mill Grand Station Planned Unit Development (PUD) District.

Current Zoning: Spring Mill Grand Station PUD District

Current Land Use: Residential

Acreage: 4.9 Acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Landscape Plan
5. Original Character Exhibits
6. Architectural Plans
7. Sign Exhibit
8. Proposed Ord. 18-21 (Spring Mill Grand Station PUD Amendment)
9. Ordinance 17-19 (Spring Mill Grand Station PUD)
10. Project Narrative
11. Spring Mill Station Addendum
12. SMSTG Letter of Support

Staff Reviewer: Pam Howard, Senior Planner

PETITION HISTORY

This petition was introduced at the May 14, 2018, City Council meeting. The public hearing for this petition was held at the June 4, 2018, Advisory Plan Commission (the "Plan Commission") meeting.

The petitioner met with the Spring Mill Station Task Group on April 25, 2018, and continued to work with them as changes were made to the petition. A letter of support was provided on June 11, 2018, and has been included as **Exhibit 12**.

PROJECT OVERVIEW

Location: This subject property is 4.9 acres +/- in size and is located at 16156 Spring Mill Road (see **Exhibit 2**). The property is currently zoned the Spring Mill Grand Station PUD District and has been previously used for residential purposes. Adjacent properties to the north, south, and east are residential in use, and properties on the east side of Spring Mill road are commercial in use.

Project History: The Spring Mill Grand Station PUD (the “Original PUD Ordinance”) was adopted on October 9, 2017. Since that time the Petitioner has been working on final construction plans for the site. Through this process, some conflicts were discovered between the plans presented and the standards of the Original PUD Ordinance and UDO.

PROPOSED CHANGES

Concept Plan: The proposed ordinance incorporates a Concept Plan and requires substantial compliance with that plan.

Landscape Plan: The proposed ordinance incorporates a Landscape Plan and requires substantial compliance with that plan in lieu of Landscaping Standards in Article 6.8 of the UDO.

General Regulations: The proposed amendment maintains the required 20 foot Minimum Front Yard Setback established by the Original PUD Ordinance for the building, but allows the patio shown on the Concept Plan (see **Exhibit 3**) to encroach 3 feet into that setback.

Development Standards: As proposed, the PUD Ordinance establishes alternative development standards from the Underlying Zoning District and Original PUD Ordinance. The development standards of note are briefly highlighted below:

Architectural Standards: The proposed amendment permits Concrete masonry Unit (CMU) as a masonry material for certain facades. Additionally, the proposed amendment permits metal on 2 walls for a period of 10 years, after which the facades will need to be finished with materials compliant with this ordinance, or eliminated by connecting the two buildings. The purpose of this standard is to allow for fire department turn around until such time as the lots to the south develop. Lastly, the proposed amendment waives the following standards for certain facades, as further outlined in the Amendment Ordinance:



1. Two or more building materials be used, with at least 60% Masonry Materials.
2. Building Facades have a defined base or foundation, middle or modulated wall, and a top formed by a pitched roof or articulated cornice or moulding.
3. Building Facades that are 90 feet or greater in length provide offsets.
4. Flat Roofs are only permitted if edged by a parapet wall with an articulated, three-dimensional cornice or moulding.

Sign Standards: The proposed amendment maintains the Sign Standards of the Original PUD Ordinance, while also reducing the Right-of-way setback to 1 foot from the 5 feet required by the UDO.

Changes since the Public Hearing

Since the Public Hearing, the petitioner has made three change to the proposed ordinance in response to department comments. The first change was the incorporation of the Landscape Plan for the site. The second change was the incorporation of language that permits the temporary facades surround the fire lane to be metal for a period of no more than 10 years. This change was made in response to the Fire Departments need for space to turn around at the southwest corner of the site. The change was presented conceptually at the Public Hearing, however the corresponding text had not been incorporated into the ordinance at that time. Lastly, they have removed the request to permit LED lighting on the proposed Monument Sign.

COMPREHENSIVE PLAN

The area surrounding the intersection of 161st Street and Spring Mill Road was included in the Spring Mill Station Addendum (the "Addendum") to the Comprehensive Plan. The area is envisioned to develop as a "neighborhood hub" with a mix of uses that will generate both auto and pedestrian trips from a close proximity. The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions.

The petitioner has been working with the Spring Mill Station Task Group to ensure that the proposed changes meet the vision of the Addendum. This vision includes the style of architecture, layout of the site, buffering, and connectivity to surrounding developments.

The complete Spring Mill Station Addendum has been included with this report for reference (see **Exhibit 11**).

PROCEDURAL



Public Hearing: A change of zoning request is required to be considered at a public hearing by the Plan Commission. The public hearing for this petition was held at the June 4, 2018, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission's Rules of Procedure.

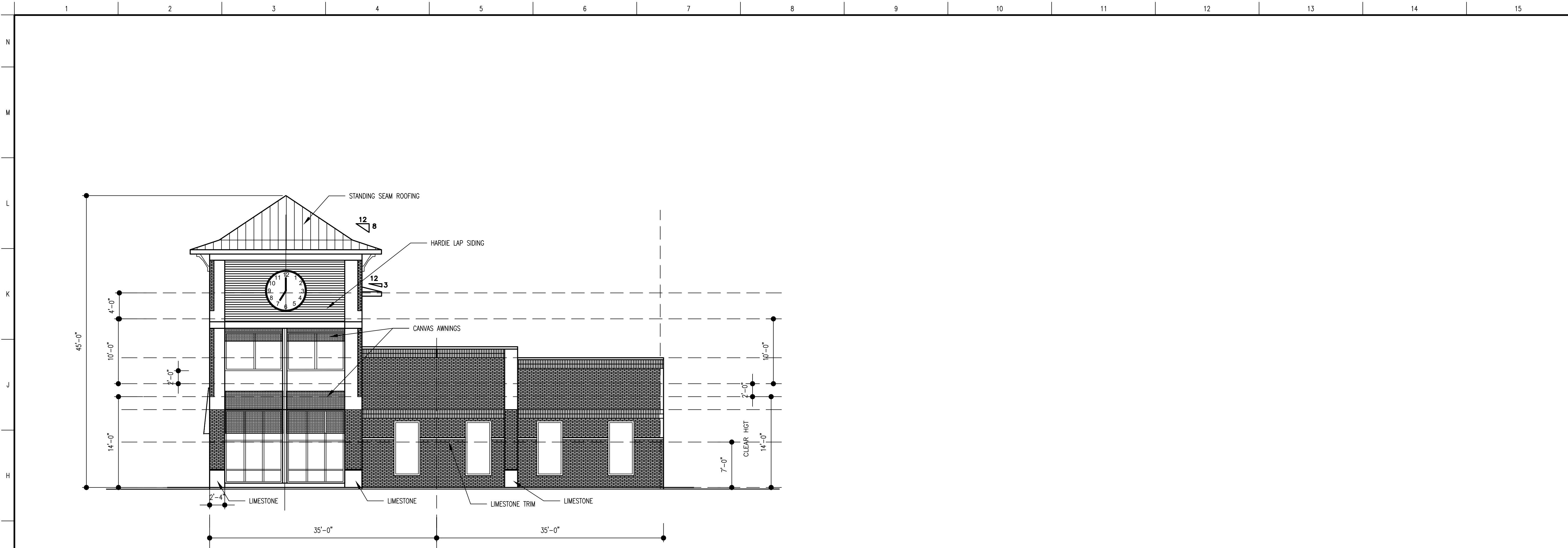
Statutory Considerations: Indiana Code 36-7-4-603 states that in the consideration of zoning ordinance amendments and zone map changes that reasonable regard shall be paid to:

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

Council Introduction: The petition was introduced at the May 14, 2018, Council meeting.

DEPARTMENT COMMENTS

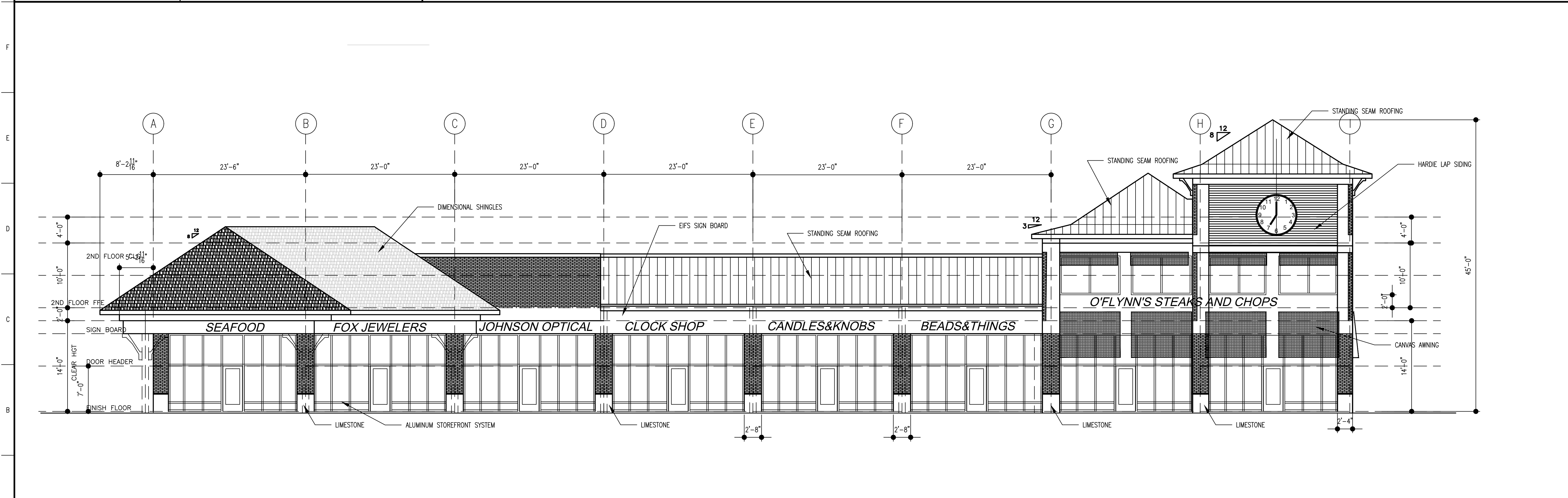
1. **Action: If the Plan Commission is satisfied with the Proposed Amendment (1806-PUD-13), then the Department recommend forwarding a favorable recommendation to the City Council.**
2. If any Plan Commission member has questions prior to the meeting, then please contact Pam Howard at (317) 531-3751 or phoward@westfield.in.gov.



G1

BUILDING "A" NORTH ELEVATION

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



A1

BUILDING "A" EAST ELEVATION

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

REVISIONS

NO.	DATE	REVISIONS/SUBMISSIONS
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MAS ASSOCIATES, L.L.C.
Architects and Planners

5172 East 65TH Street, Suite 101
Indianapolis, Indiana 46220
mrksmith@comcast.net

Phone 317 726 1060 Fax 317 726 1061

ASPEN PROPERTY MANAGEMENT COMPANY
SPRING MILL GRAND STATION
Westfield, Indiana

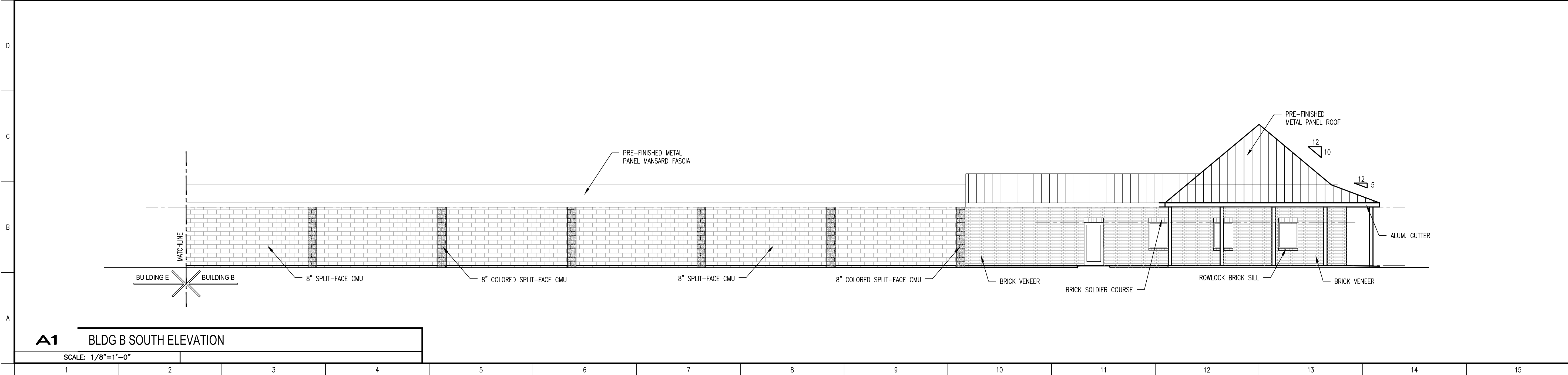
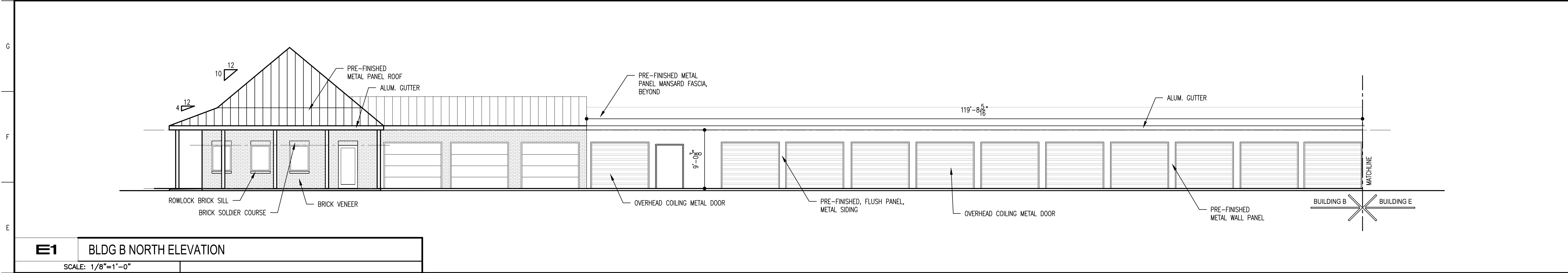
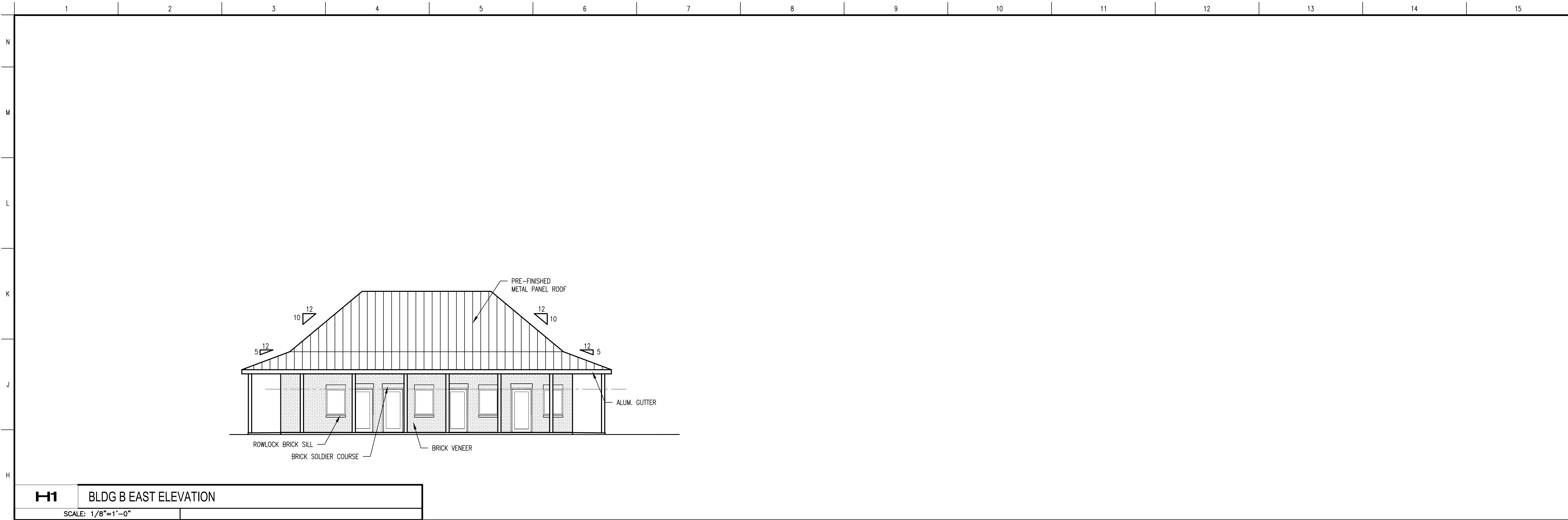
BUILDING "A"
ELEVATIONS

DATE	PROJECT NO.	DRAWN	APPROVED
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12/21/2017 21718.001 DFA MAS

COMPUTER FILE NAMES SHEET NO.

A201



REVISIONS		
NO.	DATE	REVISIONS/SUBMISSIONS

MARK A. SMITH
REGISTERED ARCHITECT
No. AR00033965
STATE OF INDIANA

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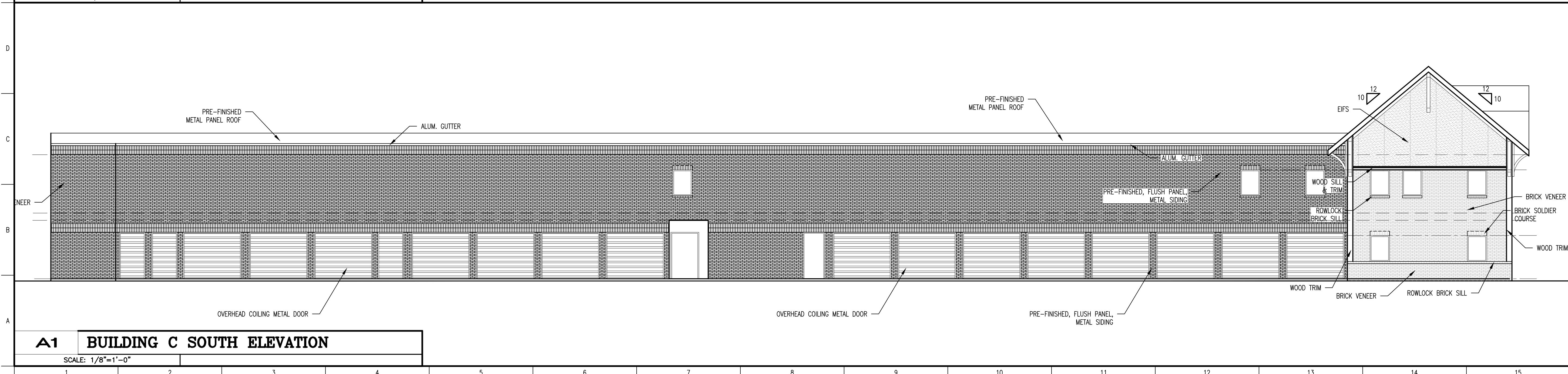
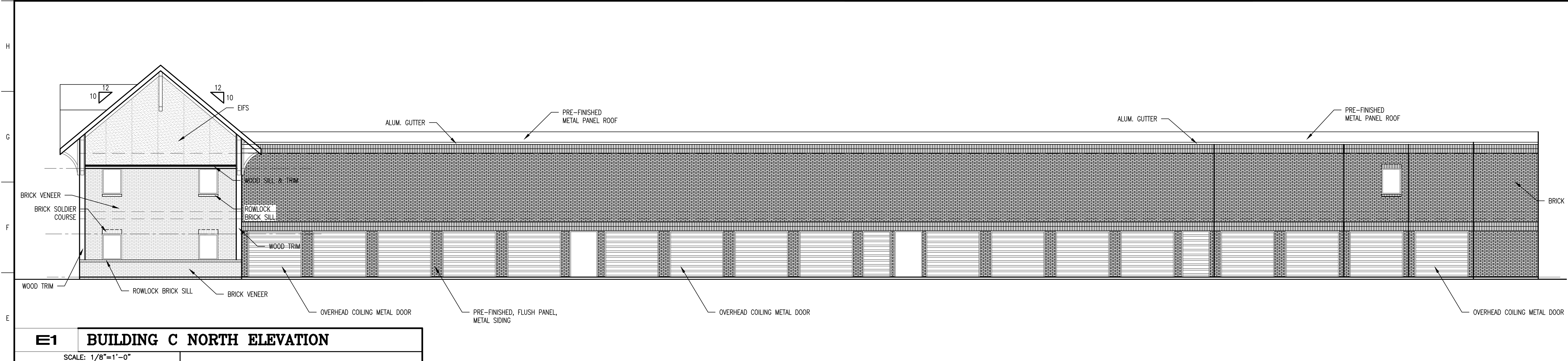
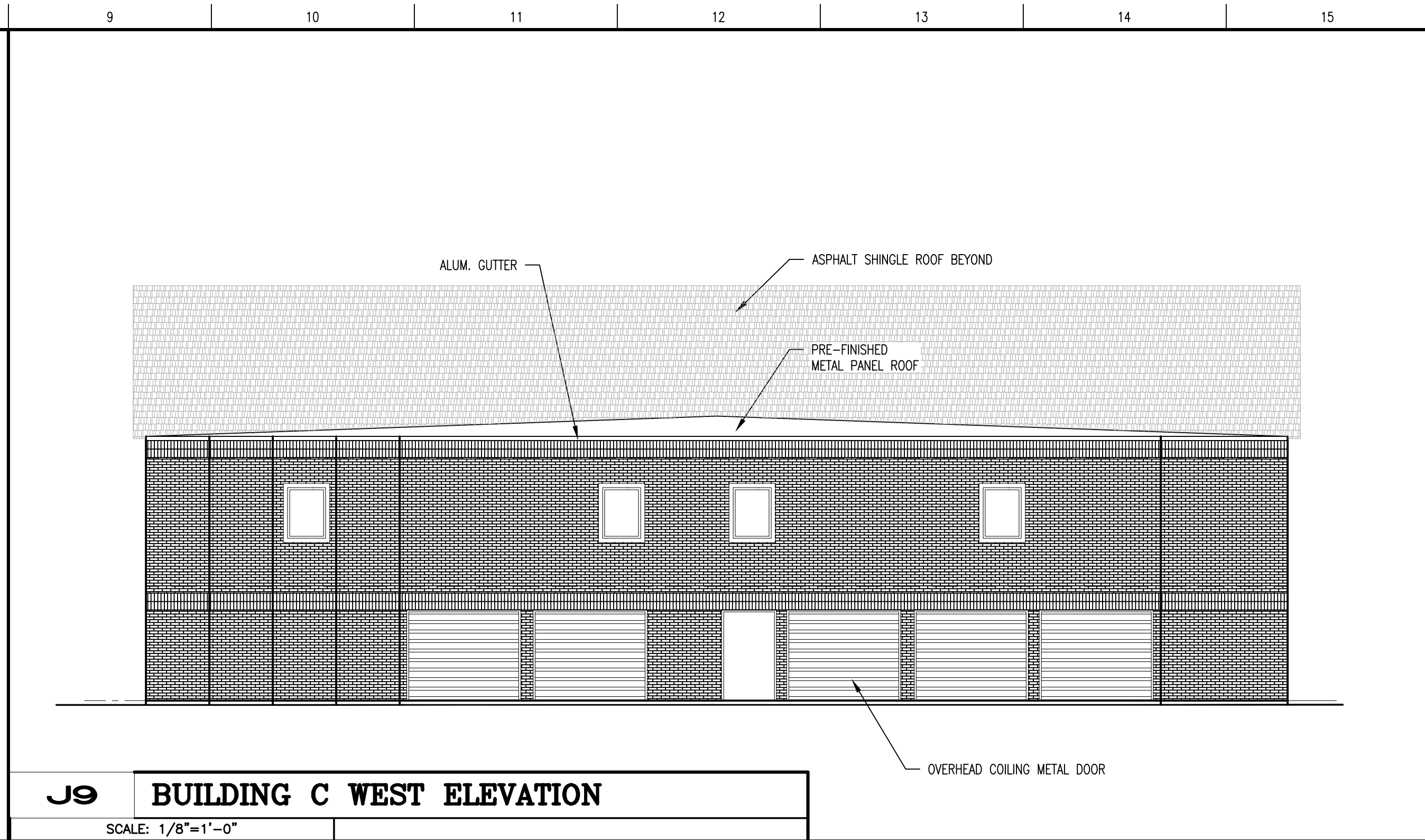
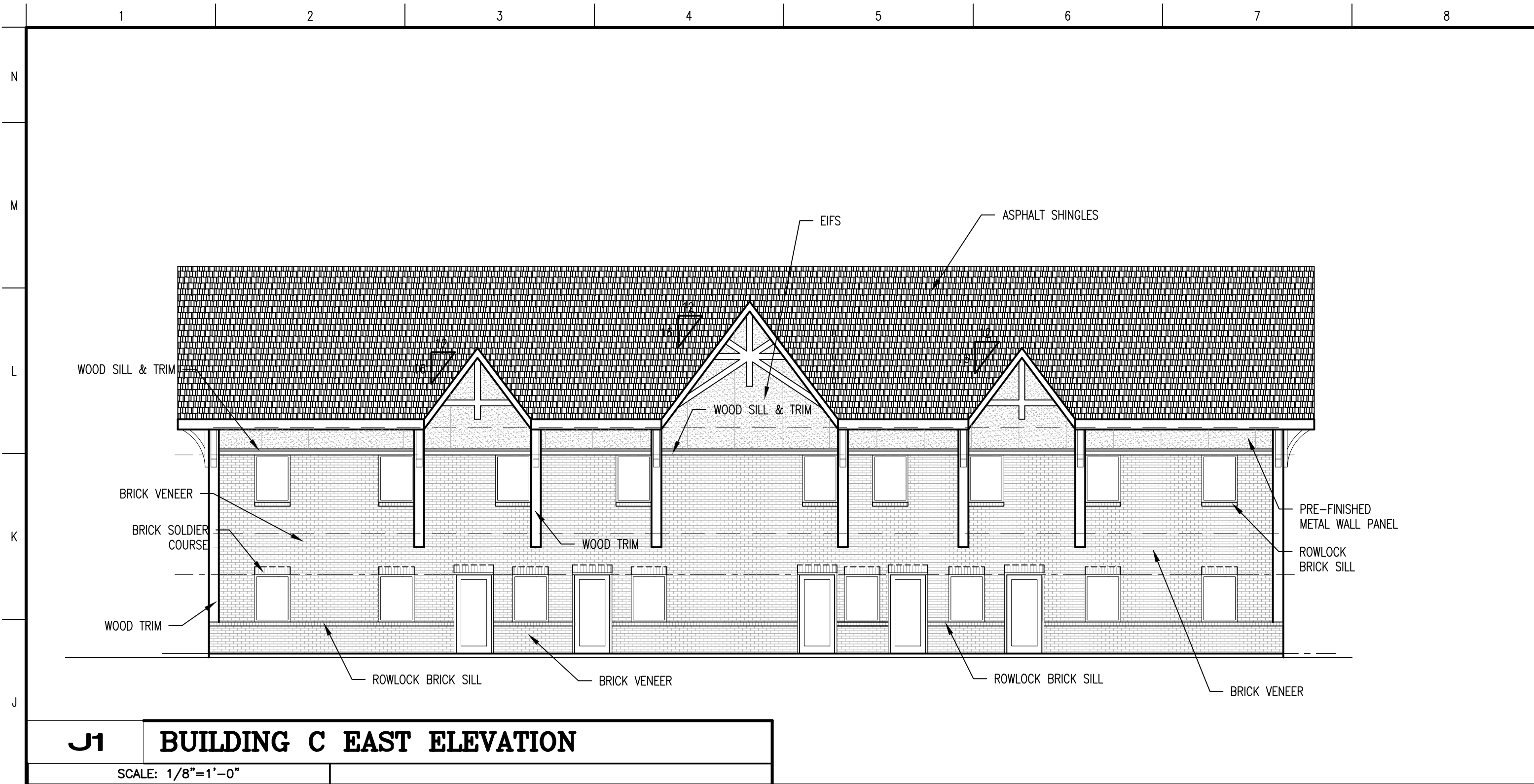
ASPEN PROPERTY MANAGEMENT COMPANY
SPRING MILL GRAND STATION
Westfield, Indiana

BUILDING "B"
EXTERIOR ELEVATIONS

DATE	PROJECT NO.	DRAWN	APPROVED
12/21/2017	21718.001	DFA	MAS

COMPUTER FILE NAMES

SHEET NO. **A202**



REVISIONS		
NO.	DATE	REVISIONS/SUBMISSIONS

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REGISTERED
No. AR00033965
STATE OF INDIANA
ARCHITECT

Mark A. Smith
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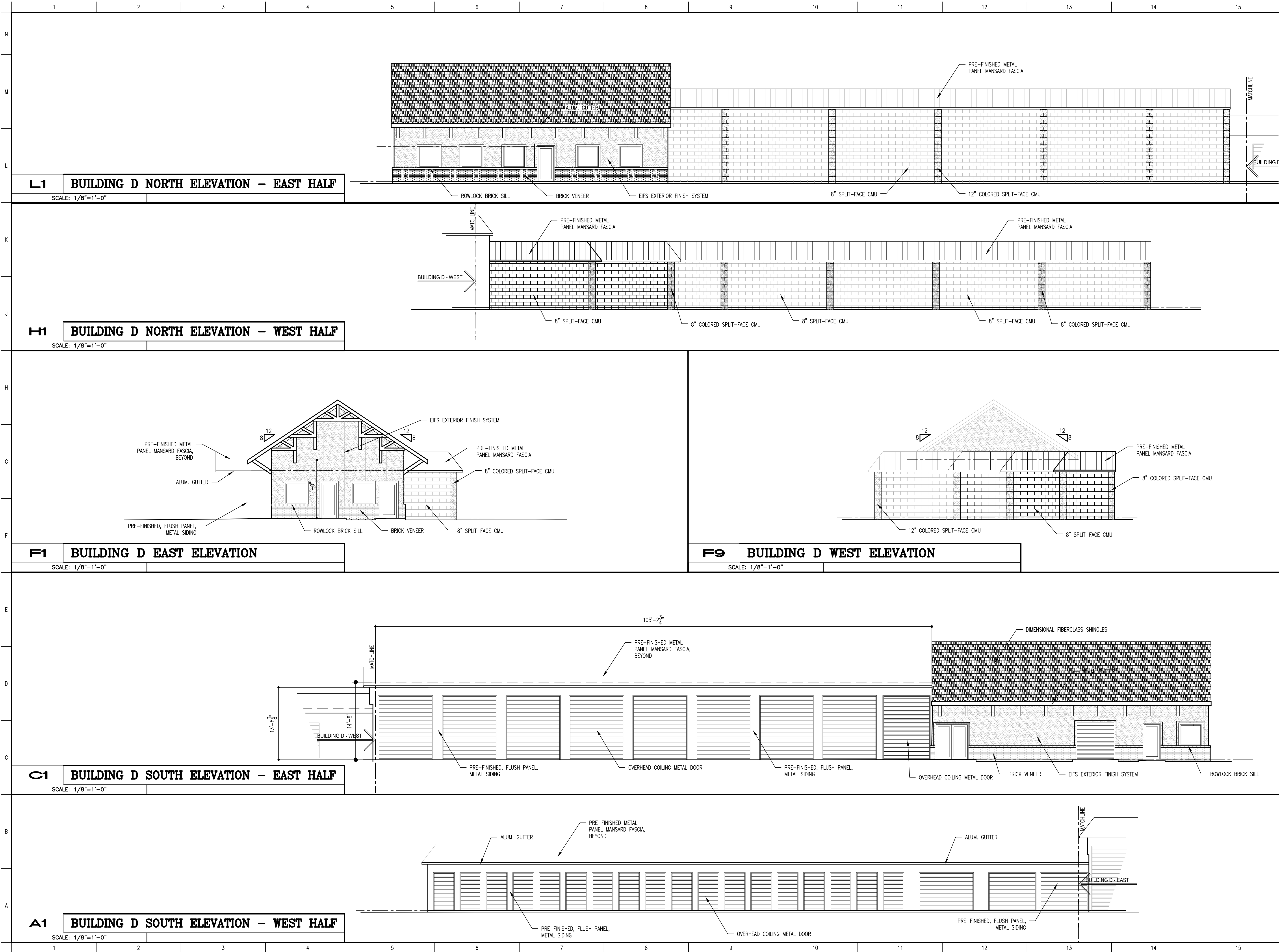
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mrksmith@comcast.net
Phone 317 726 1060 Fax 317 726 1061

ASPEN PROPERTY MANAGEMENT COMPANY
SPRING MILL GRAND STATION
Westfield, Indiana

BUILDING "C"
EXTERIOR ELEVATIONS

DATE 12/21/2017	PROJECT NO. 21718.001	DRAWN DFA	APPROVED MAS
COMPUTER FILE NAMES		SHEET NO.	

A203



REVISIONS		
NO.	DATE	REVISIONS/SUBMISSIONS

MARK A. SMITH

REGISTERED

No.

AR00033965

STATE OF

INDIANA

ARCHITECT

Mark A. Smith

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ASPEN PROPERTY MANAGEMENT COMPANY

SPRING MILL GRAND STATION

Westfield, Indiana

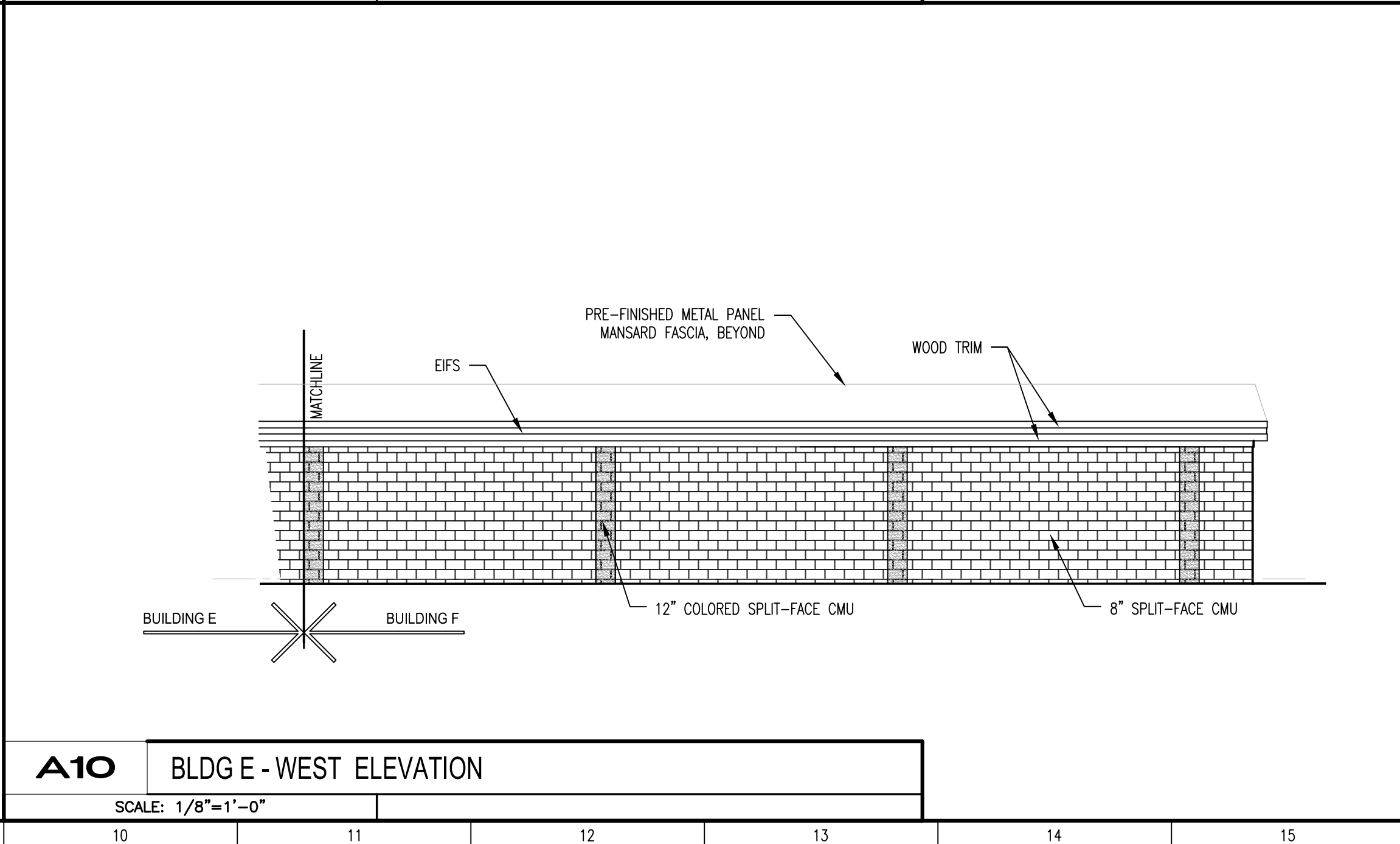
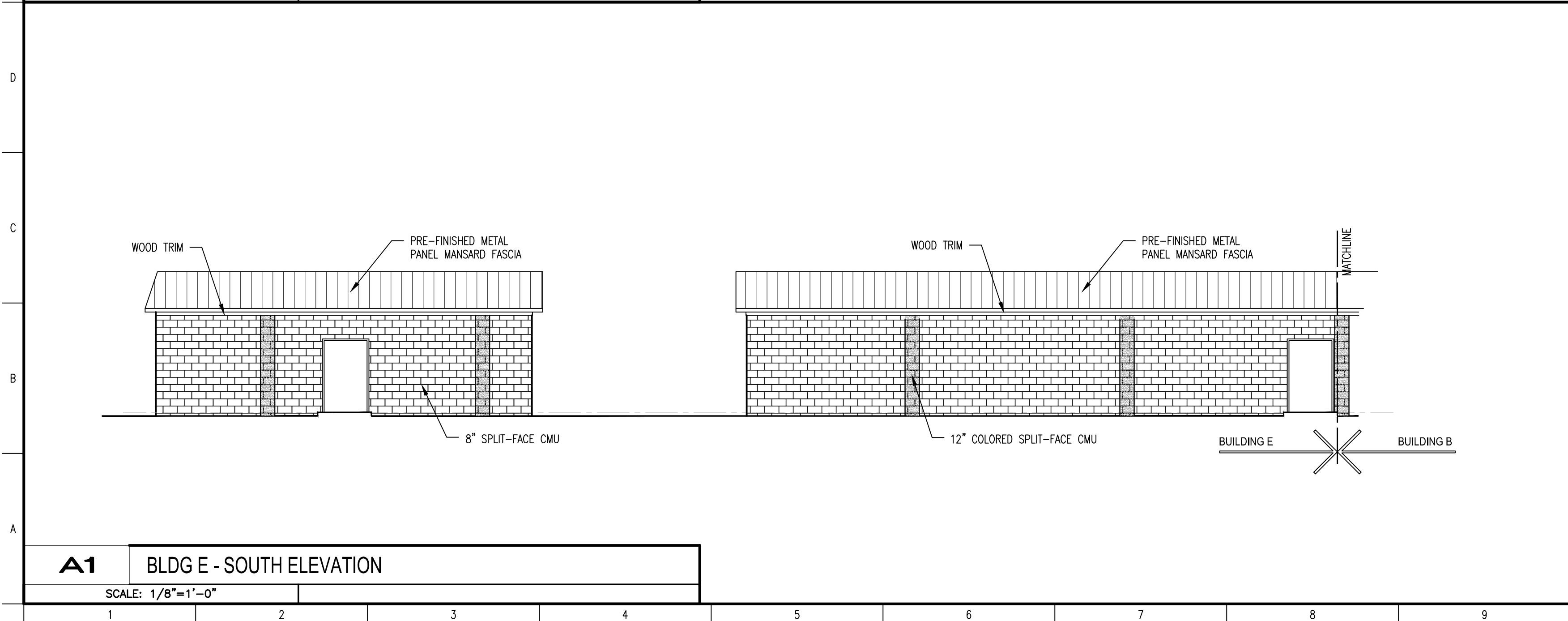
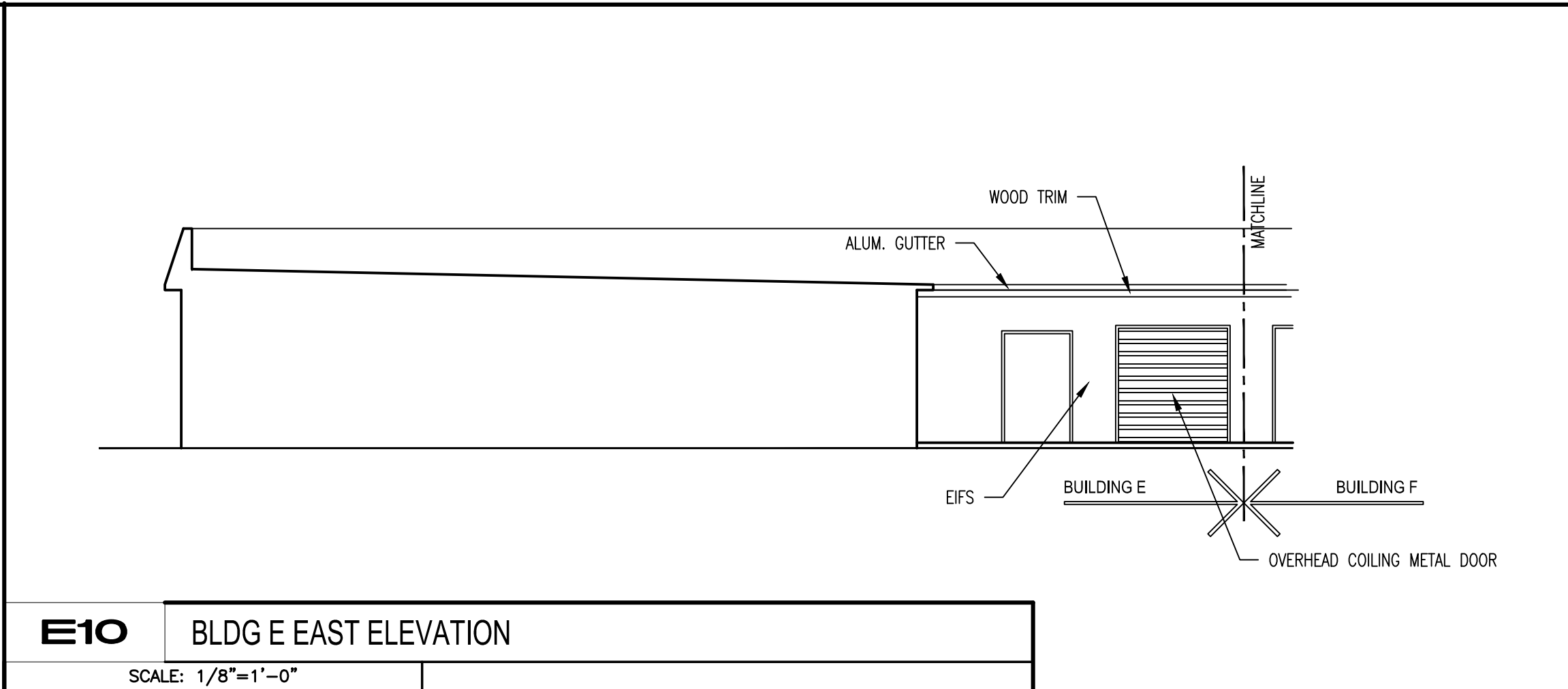
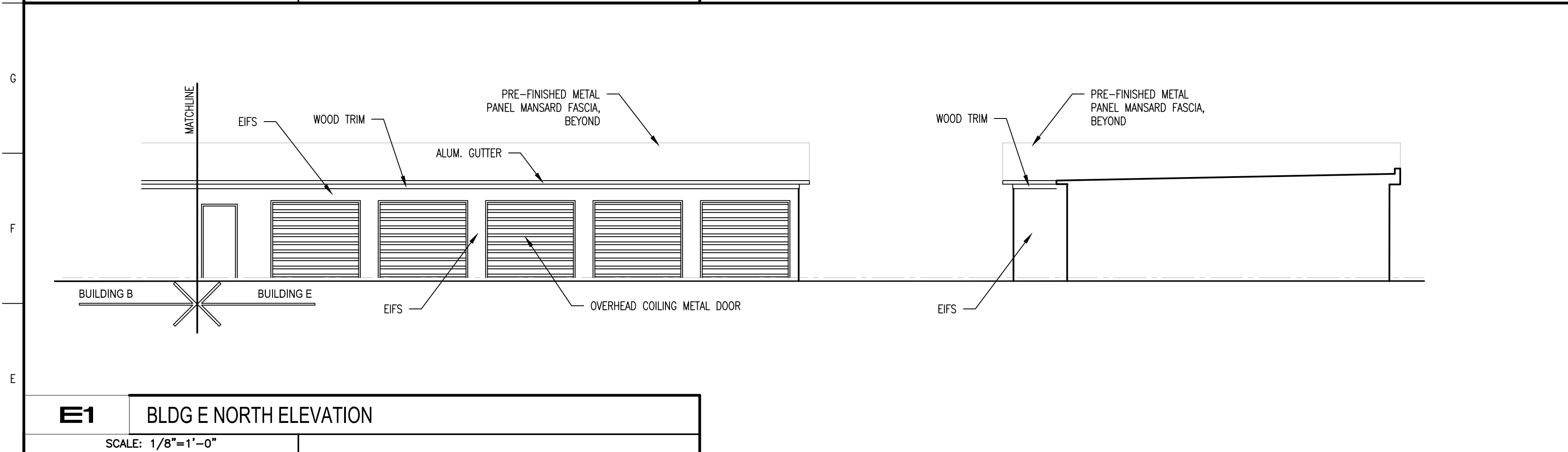
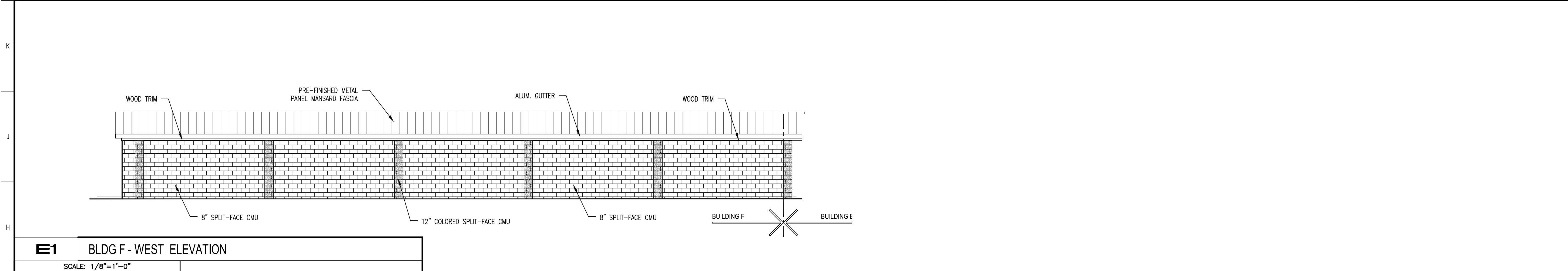
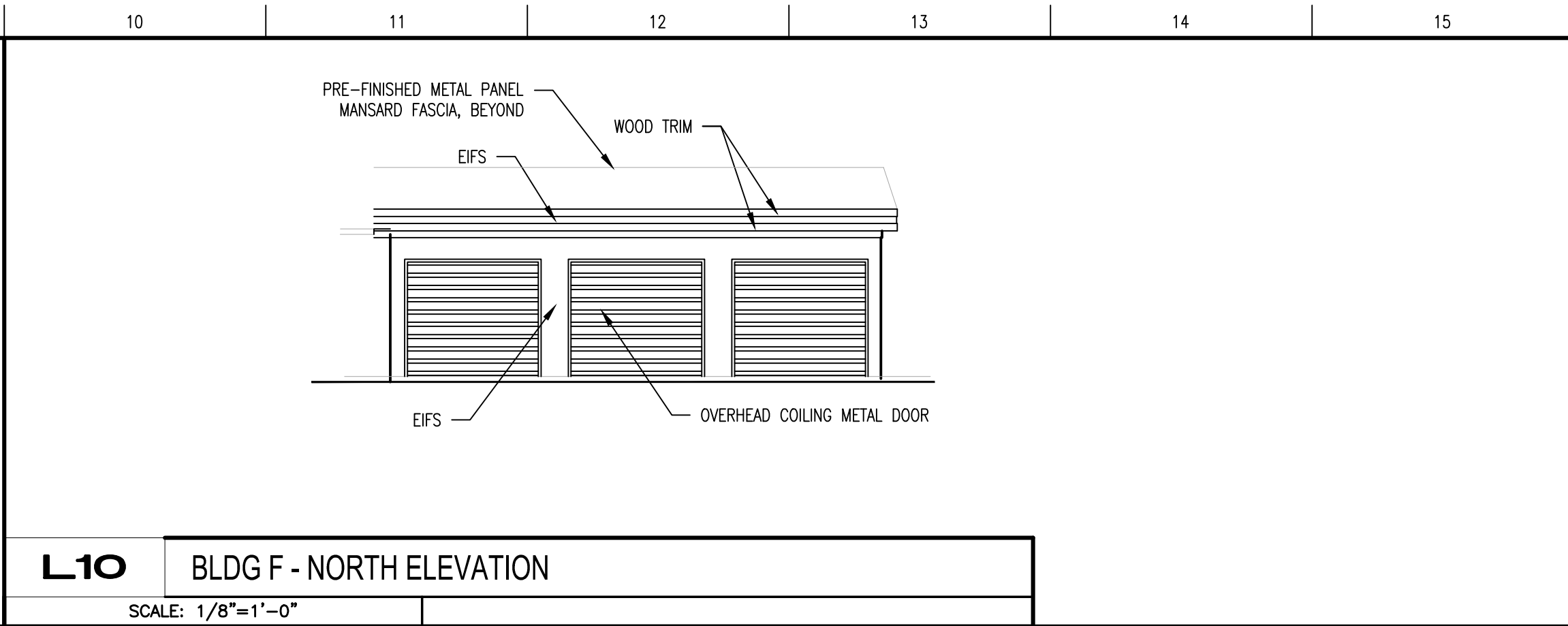
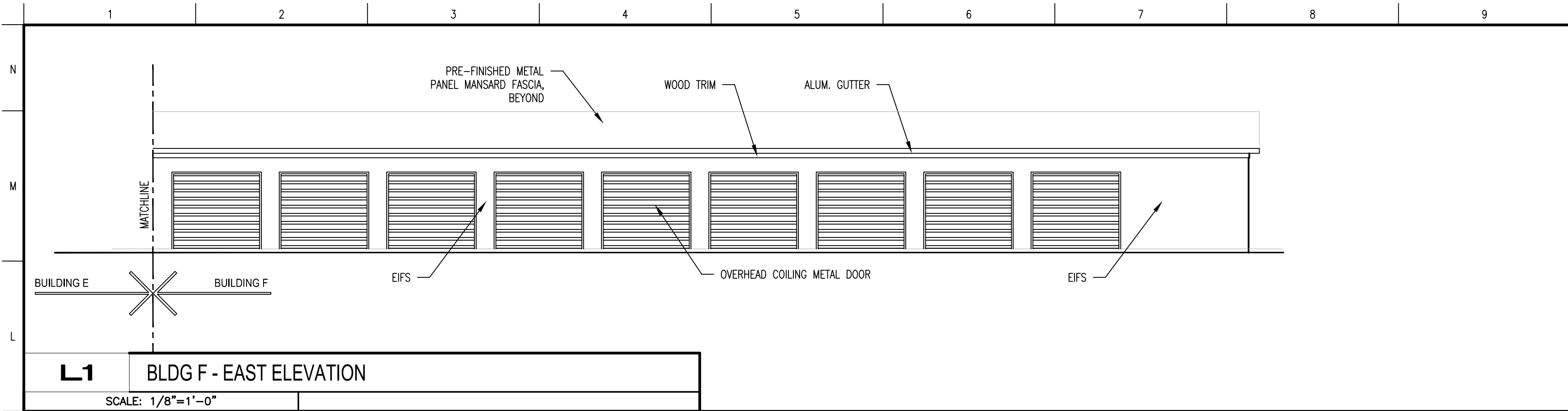
BUILDING "D"

EXTERIOR ELEVATIONS

DATE12/21/2017PROJECT NO.21718.001DRAWNDFAAPPROVEDMAS

COMPUTER FILE NAMESSHEET NO.

A204



REVISIONS		
NO.	DATE	REVISIONS/SUBMISSIONS

NO.	DATE	REVISIONS/SUBMISSIONS

MARK A. SMITH
REGISTERED ARCHITECT
No. AR00033965
STATE OF INDIANA

Mark A. Smith
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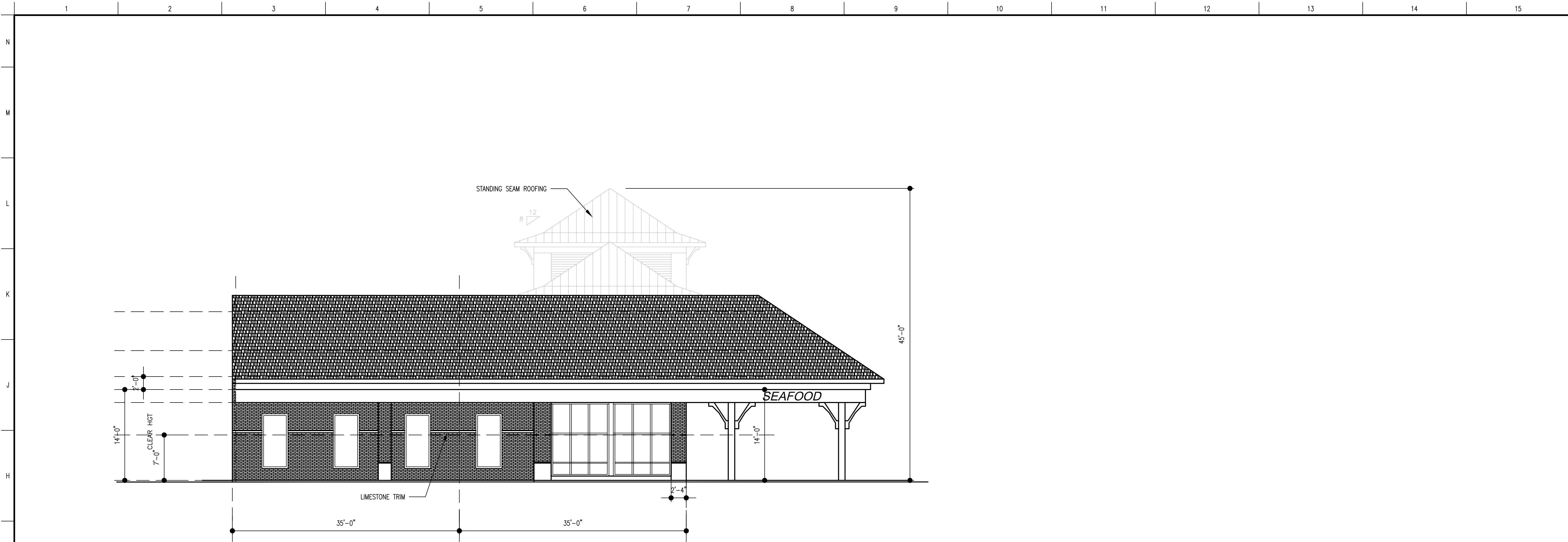
MAS ASSOCIATES, L.L.C.
Architects and Planners
5172 East 65TH Street, Suite 101
Indianapolis, Indiana 46220
mrksmith@comcast.net
Phone 317 726 1060 Fax 317 726 1061

ASPEN PROPERTY MANAGEMENT COMPANY
SPRING MILL GRAND STATION
Westfield, Indiana

BUILDINGS "E & F"
EXTERIOR ELEVATIONS

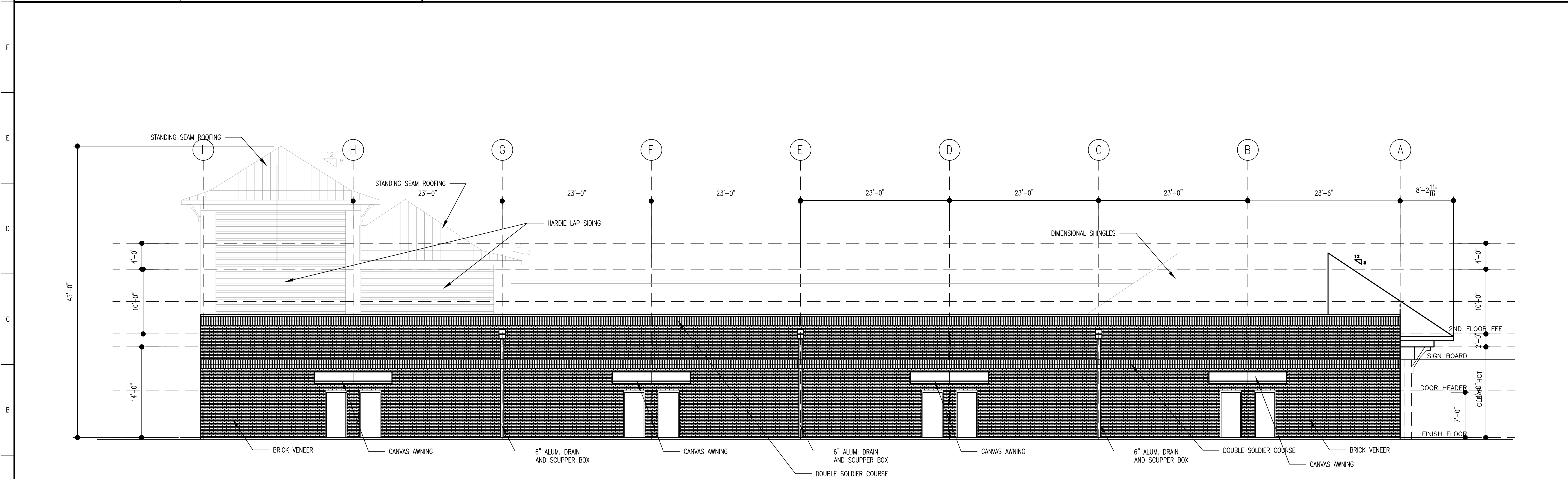
DATE 12/21/2017	PROJECT NO. 21718.001	DRAWN DFA	APPROVED MAS
COMPUTER FILE NAMES		SHEET NO.	

A204



G1 BUILDING "A" SOUTH ELEVATION

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



A1 BUILDING "A" WEST ELEVATION

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

REVISIONS		
NO.	DATE	REVISIONS/SUBMISSIONS

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MARK A. SMITH
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Indianapolis, Indiana 46220
mrksmith@comcast.net
Phone 317 726 1060 Fax 317 726 1061

ASPEN PROPERTY MANAGEMENT COMPANY
SPRING MILL GRAND STATION
Westfield, Indiana

BUILDING "A" ELEVATIONS			
DATE 12/21/2017	PROJECT NO. 21718.001	DRAWN DFA	APPROVED MAS
COMPUTER FILE NAMES		SHEET NO. A206	

WRITTEN PUBLIC COMMENTS

Docket Number: 1803-PUD-08
Petitioner: Wheeler Farms LLC
Request: Petitioner requests a change in zoning of 321 acres +/- from the AG-SF1 and EI Districts to the Wheeler Landing Planned Unit Development (PUD) District.

Enclosed Attachments:

May 07, 2018 Public Hearing

1. Dalton, Birch	555 E. Main Street	(05/07/18)
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July 02, 2018 Plan Commission Meeting

2. Whitesell, Curt		(05/09/18)
3. Dalton, Birch	555 E. Main Street	(05/17/18)
4. Dalton, Birch	555 E. Main Street	(06/11/18)
5. Dalton, Birth	555 E. Main Street	(07/02/18)

Dear APC board Members,

I plan to speak tonight at the Wheeler Public Hearing, While EdgeRock have interest in multiple properties on 32 (See attachment), and Grand Park, I will be attempting to use the 3 minutes allotted.

I have 2 areas of concerns.

1) Traffic plan / Study and factoring in the heavy traffic uses the the PUD is requesting factored into what is already approved to the North of site (Grand Park) and the heavy traffic flow during Grand Park events.

a) The Wheeler road and 32 intersection is the key to Westbound flow and left turn to allow visitors to go South to Hampton Inn and other business needing a turn lane that allows several cars.

b) The proximity of Tournament Trail road to corner already has it issues, adding full service cuts on Wheeler vs forcing project traffic to go to the new Oakridge will add volume to an over burdened road now.

I have discussed the traffic plan with City engineering and it is being refined internally, but I would suggest the APC be informed and have a full understanding of the proposed plan. Then as other developers have been asked to do, a full traffic study that takes into account any proposed cut onto existing streets. We don't want to have a Keystone and 96th (Heading East) situation

Attached is a rough idea of how we can create a 5 finger North South system over time to help spread the traffic over several areas. Using Spring Mill to the West, Austria Pine, Dartown, Oakridge, and Wheeler in a coordinated effort with Land owners to the North to spread Grand Park traffic over a wider area heading South will achieve our goal of gathering the tourism dollar for our hotels, restaurants, retail, and downtown Grand Junction. We run the risk of pushing people to 191st street which sends people to 31 and out of town vs spending money here.

2) Uses

I have heard the following statement "We (the government) don't regulate the market" I would civilly and respectfully disagree with this as taxation policy, overlay plans, zoning, etc all regulate in some fashion. The APC does in fact have the ability to regulate many aspects of a development and a community. This is one of those big ones that will impact the City forever.

a) We don't want to have 32 being like West highway 36 with 10 of the same use. In good times it will appear to work, but in the inevitable down turn of our economy. The 2 to 4 of the 10 go dark and it does not work.

b) Apartments being added to existing large over hang of approved units. EdgeRock has an interest in 1100 approved units in Westfield, which is part of about 3000 approved but not built. We have approximately 1700 built and running in the high 90% of occupancy at a medium rent per square foot of \$ 1.08, which is a the lowest SF rate in our area next to Carmel, Noblesville, Fishers. There is a over hang on the market now, so continually adding zoned unit capacity creates an impediment to the market. Combine this with higher costs of construction, rising interest rates, and maturing industry cycle for multi family units, it

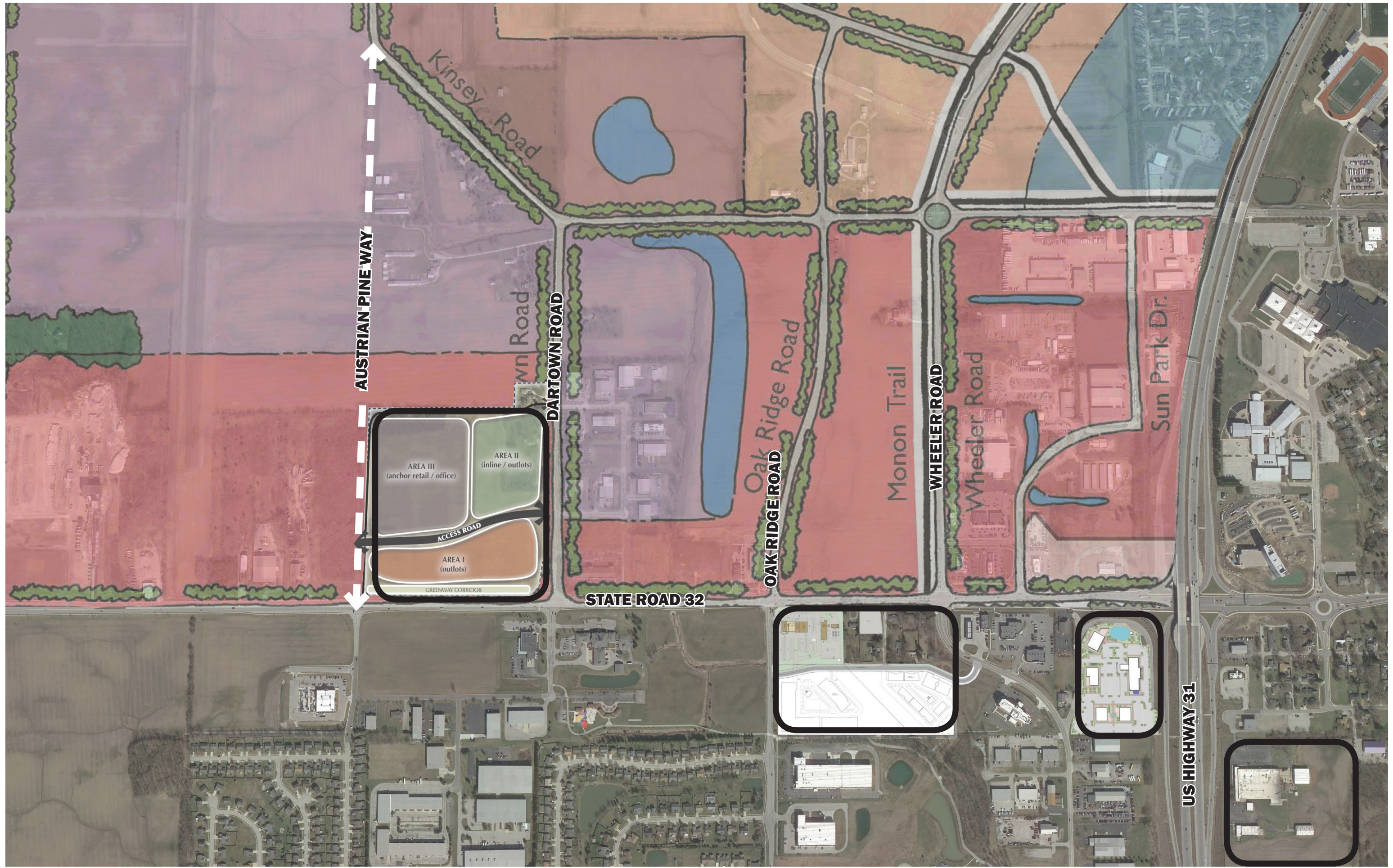
acutally slows AV growth vs growing it. I would ask the APC to consider this as the body works on the PUD request.

I have good experience with the APC, I trust the APC and our system, and I thank you for listening to my comments.

Thank you

Birch

EdgeRock Development, LLC
R. Birch Dalton
555 E. Main Street
Westfield, IN 46074
317-979-0538



Scott,

Can you please distribute this to the APC as I do not have a good list of updated email addresses. Thanks

The Importance of the Wheeler PUD

I am writing in support of the recently introduced Wheeler Rd PUD being planning and developed by the Wheeler family. As someone that has spent the last several years marketing and selling Grand Park developments this project was refreshing to see come in front of the APC. Let me start by saying I am an absolute supporter of Grand Park and its potential as a destination for traveling youth sports and someday an incubator for commercial development. But today and in the near future it is just not going to be that to the degree that we are in need of. We are in need of a marketable master planned development that is desired today and Wheeler Rd PUD could be this. We need office space and industrial development with residential and retail mixed in in a big way and this location is desirable by occupants. Inside Grand Park is a desert and this PUD would fill the void. I have spent as much if not more time recruiting businesses and retailers then anyone in this community to Grand Park and every single one of them asks about the Wheeler Rd property as a more interesting option. It has just not been available until now. This project would draw interest from corporate users on day one and command the land values that we are trying to get in Westfield immediately. I am convinced that we have not seen much development to date due to Grand Park besides maybe a hotel and the majority of the retail at 32 and 31 would have come with or without the park due to its awesome accessibility with the 31 improvements. The people interested in GP were left to either develop along 32, which is way overpriced, or in GP, in the middle of nowhere, which is also overpriced. This is a happy medium for sure. As retail development slows due to increased rates and taxes, we could capture the much needed office and industrial business that wants to be in this area and also utilize the owners large land mass to do something really special for Westfield. This could be a great way to improve accessibility and infrastructure in an area that just doesn't accommodate large amounts of traffic currently. I am hopeful that both the APC and the Council are able to trust the highly respected reputations of the developers and work with them to create exactly what Westfield is needing as it grows. This is the real deal and so are the players involved. We have not seen this along 32 to date from an experience standpoint and I think we would be surprised how smoothly and professionally this project takes shape. I would be glad to discuss individually if needed.



CURT WHITESELL

(317) 698-2700

curt@wkrpindy.com

WE LOVE YOUR MOVES!

Dear APC members,

I wanted to follow up on my issues with the Wheeler PUD. If any voter is complaining of uncontrolled growth, this one should be of the highest concern.

Based on the requested uses and amount of uses, The trip calculation has us looking at over 12,000 new trips to the area a day. If you combined that with normal traffic you have a real problem, but on Friday through Sunday with Grand Park. We run the risk of shutting down traffic South from Grand Park to our businesses on Wheeler and 32. I would respectfully suggest that it is not logical to even grant the PUD at this time without a full traffic study and with committed road improvements BEFORE they get approval. I understand the other bite of the apple when filing a development plan, but as was stated at the Public hearing "This density and thoughtful thinking " needs to be done. Backing down the amount and type of uses will help lower the impact but as stated, we are cramming almost a third of our population into a very small area. Then you add Grand Park traffic. Please take the time to understand the dynamics of what is being proposed here.

One of the biggest issues of the Fisher YMCA is the traffic problem it creates on 126th street. You are wanting to add that to 750 apartments at that intersection. I am not against growth, but when this simple football coach can see the traffic bubble coming, I need to speak out and get it on the record.

I respectfully request that the APC form a committee to study all the ramifications of this PUD request, and include existing land owners on it. Also, have the petitioner's commission a traffic study that will show the need of road improvements at 32 and Wheeler, Wheeler Road, Oak Ridge, Dartown, and 181st.

Thank you

Birch

EdgeRock Development, LLC
R. Birch Dalton
555 E. Main Street
Westfield, IN 46074
317-979-0538

Good morning,

I wanted to respectfully follow up on my email below prior to the APC recommendation on this PUD. The taxpayers of Westfield have a substantial investment in Grand Park along with other private investors (EdgeRock Included) and several business are counting on the State Road 32 being the place to be (three new restaurants coming Grindstones, Big Woods, and Birdies). Plus existing ones and ones under construction (Penn Station, Starbucks).

I have met with the CEO of the YMCA to express both my support for the YMCA coming to Westfield, and my concern of how it is being planned without much concern to existing businesses.

I would respectfully request again that this PUD have a committee or task force formed to study the huge impact of this proposed project. You are essentially voting on a project equal to the size of Grand Park which it will also fill up over time with other business and potentially create a major determinant in terms of traffic in the area.

I have the up most respect for the APC, Staff, and our Council, and live with how votes go. However, I believe we all must civilly discussed all sides of an issue to best serve the taxpayers. I urge the APC to ask for more time and detailed traffic plans on this project. We have but one chance to make the best decision on this important project.

Thank you for your service to our Community.

Birch Dalton

EdgeRock Development, LLC
R. Birch Dalton
555 E. Main Street
Westfield, IN 46074
317-979-0538

July 2, 2018

To: APC

From: Birch Dalton

Re: Wheeler PUD

Dear APC Board Members,

I reviewed the updated PUD filing information for the Wheeler PUD and have the following concerns.

While the proposed round about will help the 4 ways stop issue, it does nothing to alleviate the large amount of traffic that will intersect at Wheeler and 181st. I would suggest you create other points of ingress, egress, and flow by the following.

- 1) No cuts on Wheeler other than Tournament Trails which is too close to the light and the cross-traffic fights to take a left out of McDonald's plaza already. It would be good if you move this road North of Dairy Queen and make the existing right in and right out. But no cuts are allowed on Wheeler, the car traffic would be sent to the Oakridge road and out either to the South on 32 or North to 181st but may then get pushed to Dartown to go south vs all going towards Wheeler. Please look at the cuts closely. Items 1, 2 and 3 on the attached.
- 2) The developers have said Oakridge would solve the future traffic issue and it would help but not without it being built to connect directly with Grand Park Blvd. This would then provide two South bound roads to spread the traffic over, plus it would help the Wheeler development by directing traffic into their development vs on the East boundary. Further, they control the ground along the whole North South road corridor, so it is not an unreasonable request of the APC or City. See Item 4 on the attachment
- 3) Dartown and Austria Pine provide two more opportunities to help the long-term traffic issue by providing for the roads to be extended up to 186th Street. Again, the developers control the land already, so requesting that it become part of the PUD is not unreasonable. See items 5 and 6.

I want to reiterate that I am pro development and for a Westfield YMCA, as I have been promoting the YMCA for over 10 years here in Westfield. It is not an unreasonable spot to put it with it's proximity to the school. However, please consider and PLAN for the following

- 1) School traffic both parent drop off and busses that hit that intersection

- 2) The YMCA busy time that will coincide with the school day
- 3) The proposed cuts on Wheeler
- 4) Grand Park Traffic
- 5) Substantial investments have been made by many different people and entities on 32 and our Downtown that will be impact by any flow of traffic that is pushed away from going South from Grand Park. We don't want people going North to 191st and leaving town via US 31.
- 6) Also, forming a committee like the Spring Mill Station Task Force Group would be a good use of that process in this case due to the far-reaching effects of the proposed PUD

Thank you for your service,

A handwritten signature in black ink, appearing to read 'B. Dalton', with a stylized flourish at the end.

Birch Dalton

Pamela Howard

From: Amy Nelson <anelson@fhcci.org>
Sent: Monday, July 2, 2018 9:28 AM
To: APC
Cc: nha.cdbg@gmail.com; NHA@iquest.net
Subject: Liberty Villas

Follow Up Flag: Follow up
Flag Status: Flagged

Recently, the *Indianapolis Business Journal* published a story regarding a new project by CalAtlantic Homes of Indiana in Westfield. In the story, it was noted that the property was being targeted toward "active empty nesters." The use of this language concerned us since "active empty nesters" is language commonly discouraged from use in housing due to its preference against families with children and persons with disabilities - groups protected under fair housing laws. We obtained the PUD which clarified the use of "active empty nesters" by the developer.

The federal Fair Housing Act was passed in 1968. Currently, the law notes that covered dwellings cannot discriminate against persons due to their race, color, national origin, religion, gender, disability or familial status in housing related transactions. Indiana state law also provides such protections.

Unless the Liberty Villas is attempting to meet the qualifications for Housing for Older Persons - which would allow refusal to families with children but not persons with disabilities - use of "active" language in advertising and subsequent policies would likely still violate fair housing laws. Based upon the language used in the PUD, it does not appear to us that this developer is seeking an exemption for Housing for Older Persons, because, if they had, they would know that such advertising language use of "active empty nester" would not meet the qualifications for maintenance of such exemption.

We hope that the Westfield Advisory Plan Commission will ask additional questions before any vote to clarify and ensure that this development will not violate fair housing laws. Below is some information which you may find helpful in your review:

<https://www.fhcci.org/programs/educational-resources/advertising/>
FHCCI Advertising Page

<https://www.multiphasingnews.com/post/why-you-shouldnt-market-to-active-adults/>

Why You Shouldn't Market to 'Active Adults'

<https://fairhousinginstitute.com/fair-housing-qualifies-senior-living-community/>
Fair Housing Compliance – What Qualifies As A Senior Living Community?

<http://www.toledoblade.com/Real-Estate/2006/08/29/Settlement-reached-on-active-adult-community.html>

Settlement reached on 'active adult' community

This information is not legal advice, for legal advice please consult an attorney. Please let me know if you have any questions. Thank you for your time on this important matter.

Amy Nelson, Executive Director
Fair Housing Center of Central Indiana (FHCCI)
445 N. Pennsylvania Street, Suite 811, Indianapolis, IN 46204
Phone: 317-644-0673 x1001 Toll-Free: 855-270-7280 Relay: 711
Fax: 317-245-0322
Email: anelson@fhcci.org
Web: www.fhcci.org Visit us on [facebook](#), [Twitter](#), or [LinkedIn](#)

Been a target of a hate crime or hate-based incident? [Report it here.](#)

The mission of the Fair Housing Center of Central Indiana (FHCCI) is to ensure equal housing opportunities by eliminating housing discrimination through advocacy, enforcement, education and outreach. The Indiana Alliance Against Hate is a project of the FHCCI.

Nothing contained in this email is legal advice. For legal advice, please consult an attorney.

Pamela Howard

From: Cindy Spoljaric
Sent: Monday, July 2, 2018 3:12 PM
To: APC
Subject: Liberty Villas

Additional comment from resident...

Also, I had asked petitioner to consider adding trim detail on side facade windows and increase lot landscaping. I don't see that has been addressed.

1. The development provides a context sensitive design for Harmony residents, but lines homes up along the property line of the existing residence to the west. Why doesn't this residence merit similar treatment? This residence's character is more dissimilar to the villas than the residences at Harmony.
2. In a transitional area, where the comp plan calls for density to decrease and open space to increase, why would we allow 15% open space rather than the 35% called for in the UDO? The Maples has at least 27.5% open space:
 - o Assuming 37.5 acres for all of The Maples
 - o Retention pond parcels = 3.2 acres (8.5%)
 - o The Woods at the Maples parcel = 6.0 acres (16.0%)
 - o Clubhouse parcel = 1.1 acres (3.0%)
 - o This ignores the open space included within buffer yards
3. The Maples is not located next to Harmony, Westchester, and Davis. The limited design variation offered in the character exhibits will be a stark contrast to the colors and styles we see in the neighboring developments

Cindy Spoljaric
Westfield City Council
317-695-6673
Cspoljaric@westfield.in.gov

Pamela Howard

From: Greg Moyer <moyer43@gmail.com>
Sent: Sunday, July 1, 2018 10:01 PM
To: Council Members; APC; Andy Cook; Pamela Howard
Subject: Liberty Villas

Dear Advisory Plan Commission,

My comments on the Liberty Villas PUD are found below. Please give the PUD an unfavorable recommendation if the following deficiencies cannot be rectified.

Density

The PUD proposes a density of around 3.8 DUA. Given that the comprehensive plan calls for density to be reduced as development moves west of Ditch Road, the density of the Liberty Villas PUD should be no greater than the 3.0 DUA approved for Harmony immediately to the east of the parcel. Density should be reduced with the intent of blending towards the lower densities approved to the west.

Open Space & Amenities

The 15% open space proposed for the PUD falls far short of the standards for this area. The UDO requires at least 35% for SFA zoning. Single-family developments recently approved nearby include at least 27%. Furthermore, given that the only amenity provided in the PUD is the passive recreation opportunity provided by trails and open space, dwellings should be located so as to maximize exposure to trails and open space. This is consistent with page 43 of the comprehensive plan: "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)." This PUD fails to do so.

Buffering

The width and content of the buffers currently in the PUD fail to preserve the property values of the adjoining residences. Particularly troubling is the treatment given to the large lot residence to the west. Liberty Ridge provided substantial buffering for this residence (100' including reforestation in most areas). The comprehensive plan emphasizes the importance of buffers and states a preference for reforestation buffers in this area. Refer to the following:

- oPage 42 --- "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 (preferably through the use of reforestation to achieve natural conditions)."
- oPage 41 --- "Ensure proper land use transitions between dissimilar types of residential development."
- oPage 11 --- "It is important that existing uses, especially residences, be properly buffered from new development that has a different character."
- oPage 12 --- "Encourage the uses of natural buffers involving "reforestation" of natural vegetation, particularly when buffering between suburban and rural uses, and between existing uses and new development."

Lack of Context with Existing Neighborhood

The surrounding developments adhere to much stronger architectural standards and are far from monotonous. The character exhibits included with the PUD show an architectural plan that would

clearly depart from the neighborhood's current standards. The proposed architecture is far too dull and character-lacking for an area with numerous custom and high-end homes.

Traffic

Why do such dense developments come before the APC without traffic studies? Have you recently driven 151st west of Towne?

In conclusion, please encourage the petitioner to reduce density, increase open space, add additional buffering, and bring the character exhibits in line with recent developments in this area.

Sincerely,

Greg Moyer
15001 Shelborne Rd

Pamela Howard

From: Susie Tatum <Susie.Tatum@stjude.org>
Sent: Saturday, June 30, 2018 1:56 PM
To: APC
Subject: Estridge Plat Review & Liberty Duplexes- Public Hearing

Dear APC members,

I am writing out of deep concern regarding the Davis PUD. After recently reviewing the plat plan, it shows at least **60% of the open space is retention ponds**. I'm also confused by the mid area showing 5.7 acres that appears to be partially be part of the homeowners lots.

Mr. Estridge, on the evening of the vote, stated he would have 27% open space on this plan. The PUD also states 27% open space.

The UDO states the following definition for open space:

Open Space: Land used for recreation, resource protection, amenity, and/or screening. Open Space may include Natural Areas, Parks, Development Amenities, Recreational Facilities, railroad corridors, Buffer Yards, public art spaces, interpretative sites, and performing art spaces. Open Space does not include medians in Rights-of-way or any area of land included on a Lot used for another primary use such as residential or commercial.

There is no verbiage regarding retention ponds and homeowners lots in this statement. The amenities are extremely minimal and low cost for a neighborhood of this size and density. From what I understand, a developer may place some benches around the ponds and we would then interpret this as open space. The developer can simply purchase some park benches at Wal-Mart and that retention pond will qualify as open space amenity.

We continue to sell our community short and reward the developers over and over again. Can someone please raise the bar!!! Developers and the governing bodies are ruining Westfield by overbuilding, overcrowding and plowing over our green spaces. With the population growing in Westfield, open spaces need to increase as well. A retention pond and a buffer zone on private property does not qualify. This is just greed! Please listen to your neighbors.

A tree preservation plan needs to be in place for the large number of large, old trees, in addition to a reforestation plan. Trees are so very important and need to be included in this plan. **Please hold Mr. Estridge to his PUD requirement of 27% open space or deny this plat approval. Usable open space is desperately needed in this development to stay in context with AGSF1 neighbors and to respect the Comprehensive Plan.**

Liberty Duplexes:

This project is so far off strategy for the city at this point in time. With all the **construction, overcrowding of the schools, public safety shortages, the consideration of duplexes should**

be out of the question. This parcel, when developed, (and now is really not an appropriate time), should be single family homes like Harmony and Liberty Ridge.

Thank you for your time and consideration.

Susie and Randy Tatum

Pamela Howard

From: dub164@aol.com
Sent: Friday, June 29, 2018 4:53 PM
To: APC; Council Members; Andy Cook; Pamela Howard
Cc: rkburkman@gmail.com; bvannatta@indy.rr.com
Subject: Fwd: Estridge Plat Review & Liberty Duplexes- Public Hearing

Dear APC,

I am writing once again concerning the Davis PUD. After recently reviewing the plat plan it shows at least 60% of the open space is retention ponds. I'm also confused by the mid area showing 5.7 acres that appears to be partially be part of the homeowners lots.

Mr. Estridge, on the evening of the vote, stated he would have 27% open space on this plan. The PUD also states 27% open space.

Our UDO states the following definition for open space:

Open Space: Land used for recreation, resource protection, amenity, and/or screening. Open Space may include Natural Areas, Parks, Development Amenities, Recreational Facilities, railroad corridors, Buffer Yards, public art spaces, interpretative sites, and performing art spaces. Open Space does not include medians in Rights-of-way or any area of land included on a Lot used for another primary use such as residential or commercial.

I am struggling to find retention ponds and homeowners lots in this statement. The amenities are extremely minimal and low cost for a neighborhood of this size and density. When I inquired about the ponds qualifying as open space I was sent a document that showed the developer intended to place some benches around the ponds and we would then interpret this as open space. The developer can simply purchase some park benches as Wal-Mart and we will concede that the retention pond is an open space amenity. Are you kidding?! We continue to sell our community short and reward the developers over and over again. They shouldn't qualify for recreation. Can someone please raise the bar!!!

I do not see any tree preservation plan for the large mature trees along my border. Furthermore, in response to a question I had concerning the reforestation buffer, which is actually residential lots, I was told there will be disruption due to a drainage easement along the western border of the parcel. As a result the reforestation buffer will not run the length of my eastern border as previously committed. What buffer will I get to screen my property and protect my property value?

Please hold Mr. Estridge to his PUD requirement of 27% open space or deny this plat approval. Usable open space is desperately needed in this development to stay in context with AGSF1 neighbors and to respect the Comprehensive Plan.

Liberty Duplexes:

This project is so far off strategy for the city at this point in time. With all the construction, overcrowding of the schools, public safety shortages, the consideration of duplexes should be out of the question. This parcel, when developed, and now is really not an appropriate time, should be single family homes like Harmony and Liberty Ridge.

Thank you for your time and consideration.

Suzy DuBois

Pamela Howard

From: Amy O'Leary <aoleary@gotown.net>
Sent: Friday, June 29, 2018 1:25 PM
To: APC
Subject: Liberty Villa 1806- PUD-15 Comment

Re: Request for re-zoning for duplex development 1806- PUD-15

I have recently purchased a home in the Harmony neighborhood just off 151st Street and have concerns with the request your committee will be reviewing on July 2, 2018 for the development referenced above.

As a community Westfield is making tremendous investments in community development projects and creating higher standards for new home developments which are all great signs for building a community that attracts new residents.

The request to place duplex homes in such a concentrated plot of land with minimal green space and limited landscaping seems contrary to where we are heading as a community and can have the following results:

- Reducing surrounding home values
- Overly populated area
- Stress on nearby services

I am requesting that you do not approve this request and only consider detached single family dwellings with similar quality of materials and planning as the surrounding neighborhoods.

Thank you for your consideration.

Amy O'Leary
aoleary@gotown.net

Sent from my iPhone

Pamela Howard

From: Kristen Burkman <rkburkman@gmail.com>
Sent: Saturday, June 23, 2018 5:03 PM
To: APC; Council Members; Andy Cook; Pamela Howard; Danielle Tolan; Bruce Van Natta; T.M.T., Incorporated; Dave Sochar; Sandra Wilds
Subject: Estridge Plat Review & Liberty Duplexes- Public Hearing

Dear APC,

Upon review of the recently submitted plat plan by Estridge, it appears that at least 60% of the open space is retention ponds. I'm also confused by the mid area showing 5.7 acres that appears to be partially be part of the homeowners lots.

Mr. Estridge, on the evening of the vote, stated he would have 27% open space on this plan. The PUD also states 27% open space.

Our UDO states the following definition for open space:

Open Space: Land used for recreation, resource protection, amenity, and/or screening. Open Space may include Natural Areas, Parks, Development Amenities, Recreational Facilities, railroad corridors, Buffer Yards, public art spaces, interpretative sites, and performing art spaces. Open Space does not include medians in Rights-of-way or any area of land included on a Lot used for another primary use such as residential or commercial.

I am struggling to find retention ponds and homeowners lots in this statement. The amenities are already extremely sub-par for this neighborhood. The neighbors continued to highlight this throughout the zoning process to no avail. It ended up being an undefined playground, undefined surface for trails, a few picnic tables and fire pits. Now, the open space is retention ponds. Unless these are being used as swimming pools, they shouldn't qualify for recreation.

Additionally, I'd like to highlight this parcel has many beautiful mature trees that need to be preserved. Any effort to address this is greatly appreciated.

Please hold Mr. Estridge to his PUD requirement of 27% open space or deny this plat approval. Usable open space is desperately needed in this development to stay in context with AGSF1 neighbors and to respect the Comprehensive Plan.

Liberty Duplexes:

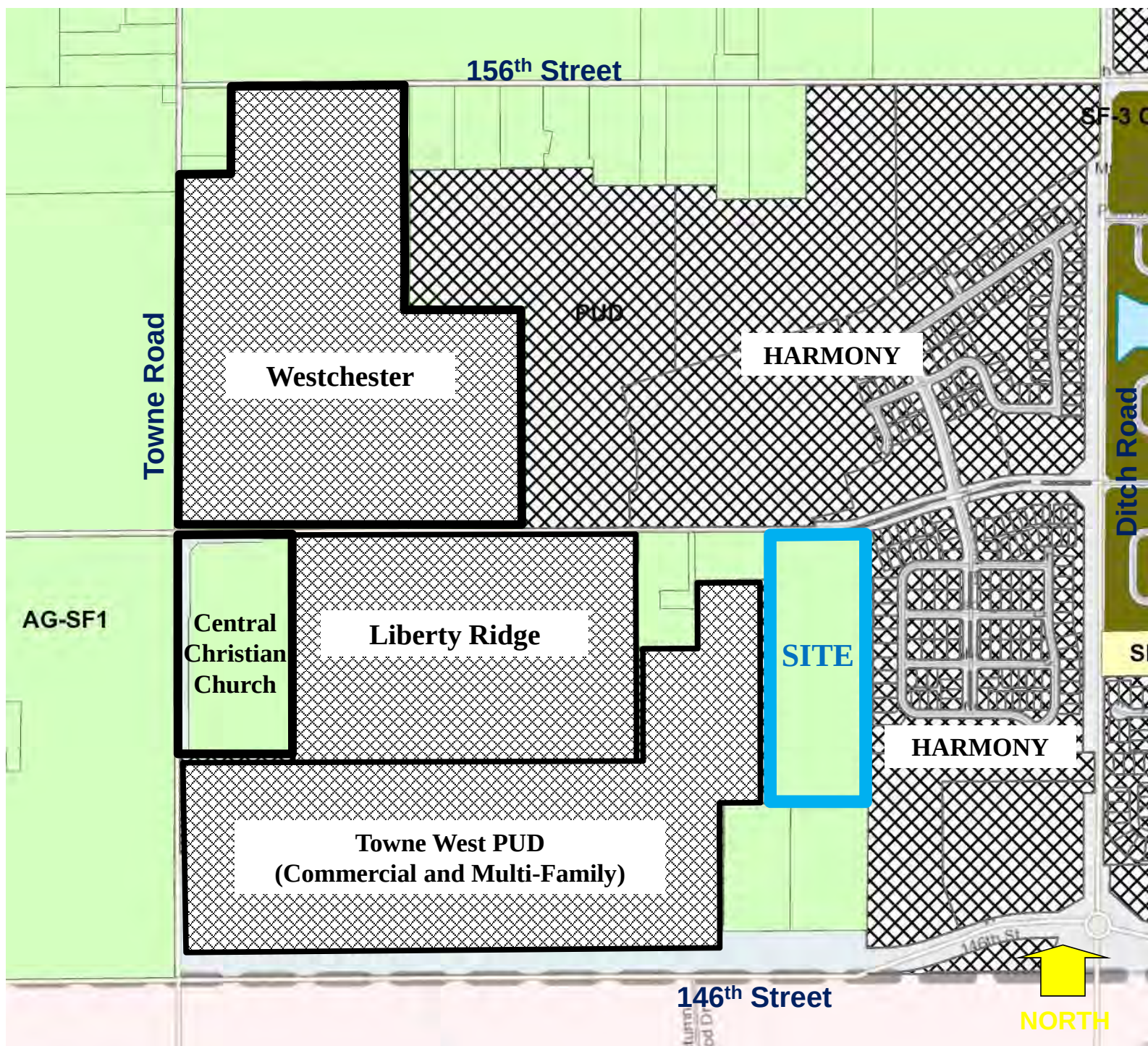
This project is so far off strategy for the city at this point in time. With all the construction, overcrowding of the schools, public safety shortages, the consideration of duplexes should be out of the question. This parcel, when developed, and now is really not an appropriate time, should be single family homes like Harmony and Liberty Ridge.

Thank you for your time and consideration.

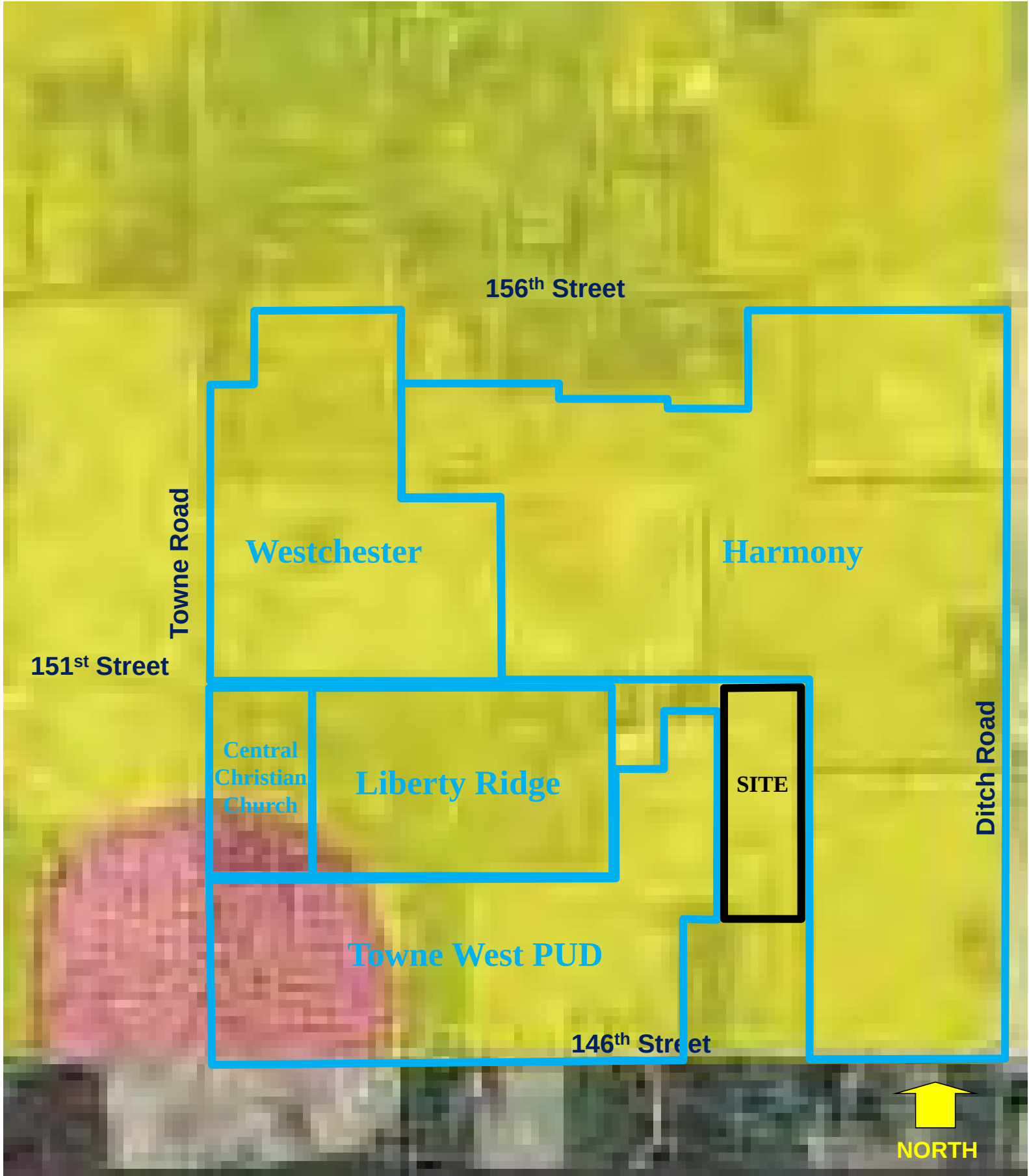
Kristen Burkman



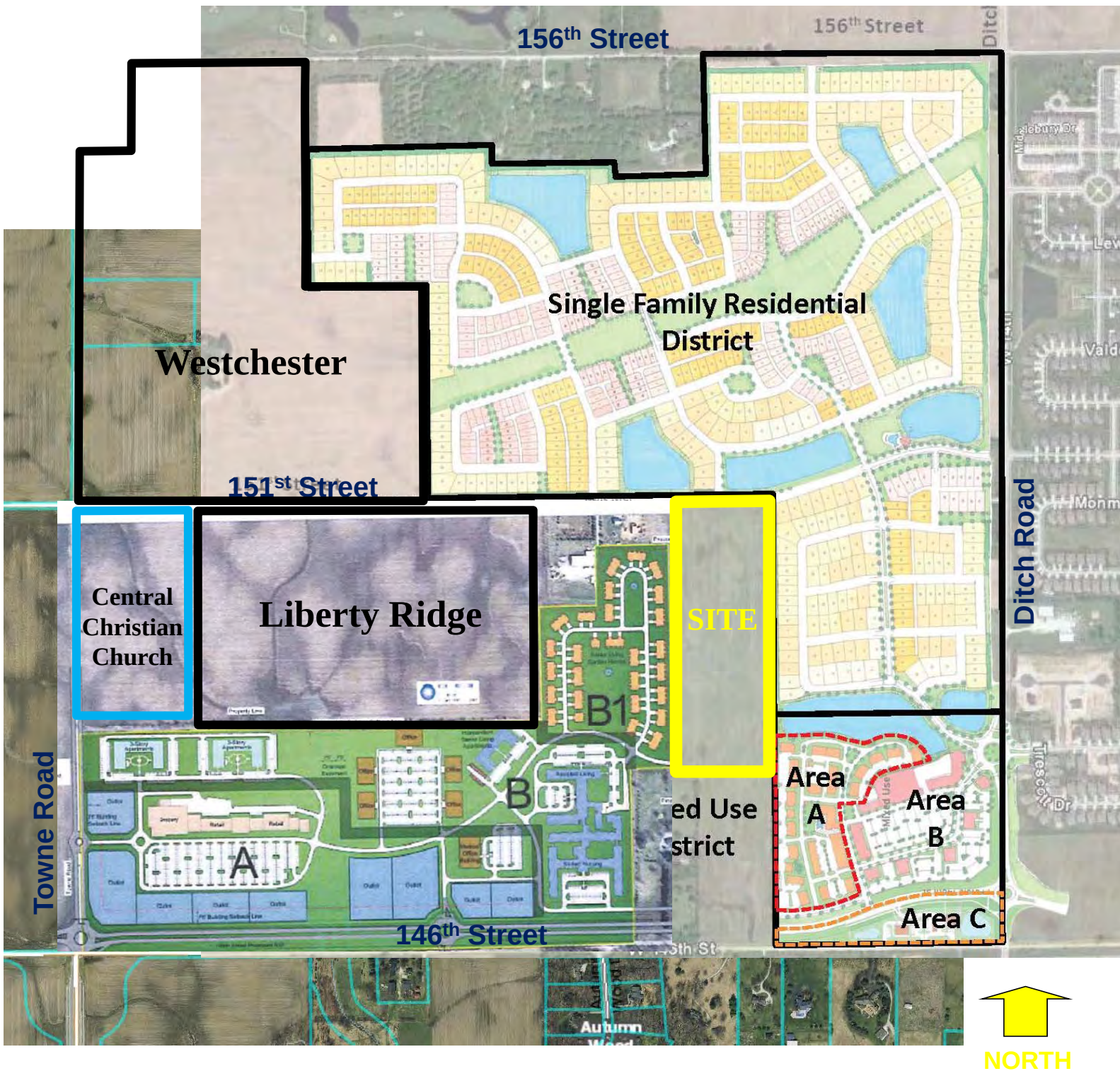
Liberty Villas
Site Location Map



Liberty Villas
Zoning Map



Liberty Villas
Westfield Comprehensive Plan



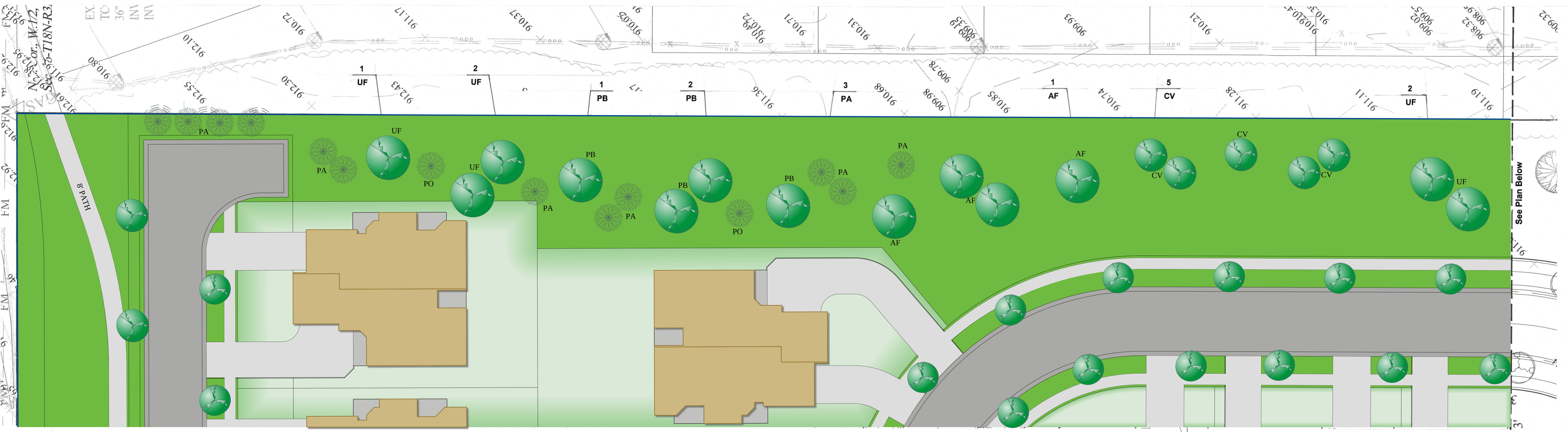
Liberty Villas
Surrounding Land Use Map



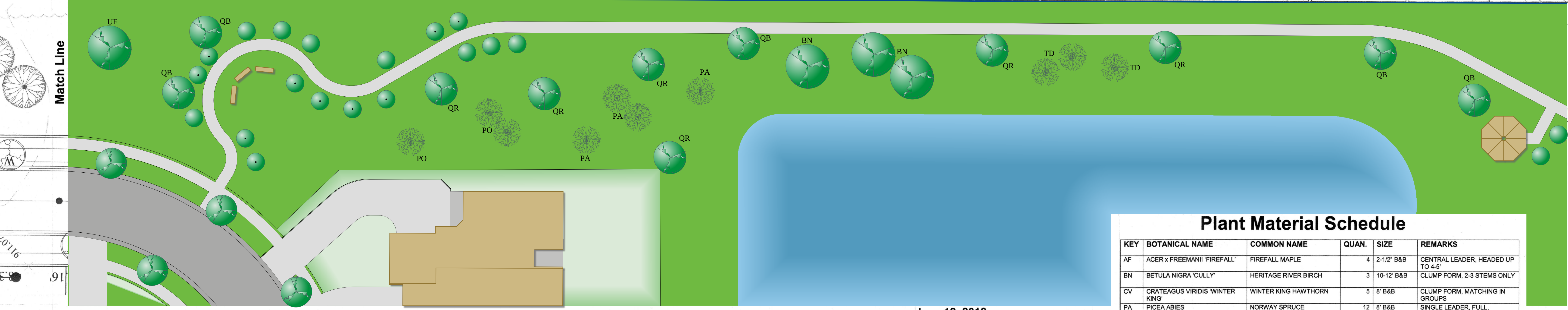
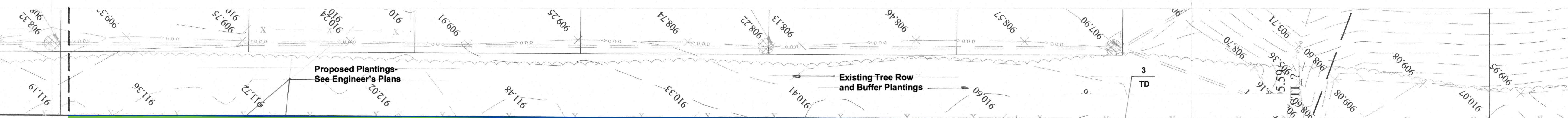








North Half Buffer Plan
Scale: 1" = 20'



South Half Buffer Plan
Scale: 1" = 20'

Liberty Villas
Westfield, Indiana

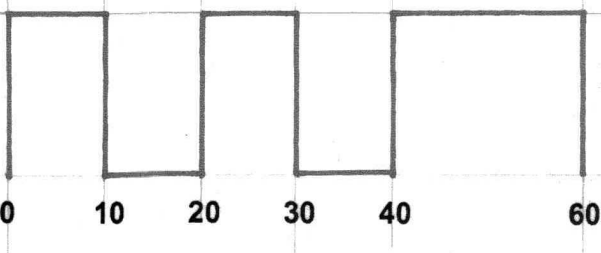
Landscape Plan
Harmony Adjoiner Buffer Plan



Prepared for:
LENNAR
Prepared by:
HempDesign

June 12, 2018

Scale in Feet:



Plant Material Schedule					
KEY	BOTANICAL NAME	COMMON NAME	QUAN.	SIZE	REMARKS
AF	ACER x FREEMANII 'FIREFALL'	FIREFALL MAPLE	4	2-1/2" B&B	CENTRAL LEADER, HEADED UP TO 4-5'
BN	BETULA NIGRA 'CULLY'	HERITAGE RIVER BIRCH	3	10-12" B&B	CLUMP FORM, 2-3 STEMS ONLY
CV	CRATEAGUS VIRIDIS 'WINTER KING'	WINTER KING HAWTHORN	5	8' B&B	CLUMP FORM, MATCHING IN GROUPS
PA	PICEA ABIES	NORWAY SPRUCE	12	8' B&B	SINGLE LEADER, FULL, MATCHING
PB	PLATANUS x ACERIFOLIA 'BLOODGOOD'	BLOODGOOD LONDON PLANETREE	4	2-1/2" B&B	CENTRAL LEADER, HEADED UP TO 4-5'
PO	PICEA OMORIKA	SERBIAN SPRUCE	5	8' B&B	SINGLE LEADER, FULL, MATCHING
TD	TAXODIUM DISTICHUM	BALD CYPRESS	3	2-1/2" B&B	SINGLE LEADER, MATCHING
UF	ULMUS x 'FRONTIER'	FRONTIER ELM	6	2-1/2" B&B	CENTRAL LEADER, HEADED UP TO 4-5'
	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC		1.5" cal	
	CERCIS CANADENSIS	EASTERN REDBUD		8' clump form	
QR	QUERCUS RUBRA	NORTHERN RED OAK		2.5" cal	
QB	QUERCUS BICOLOR	SWAMP WHITE OAK		2.5" cal	

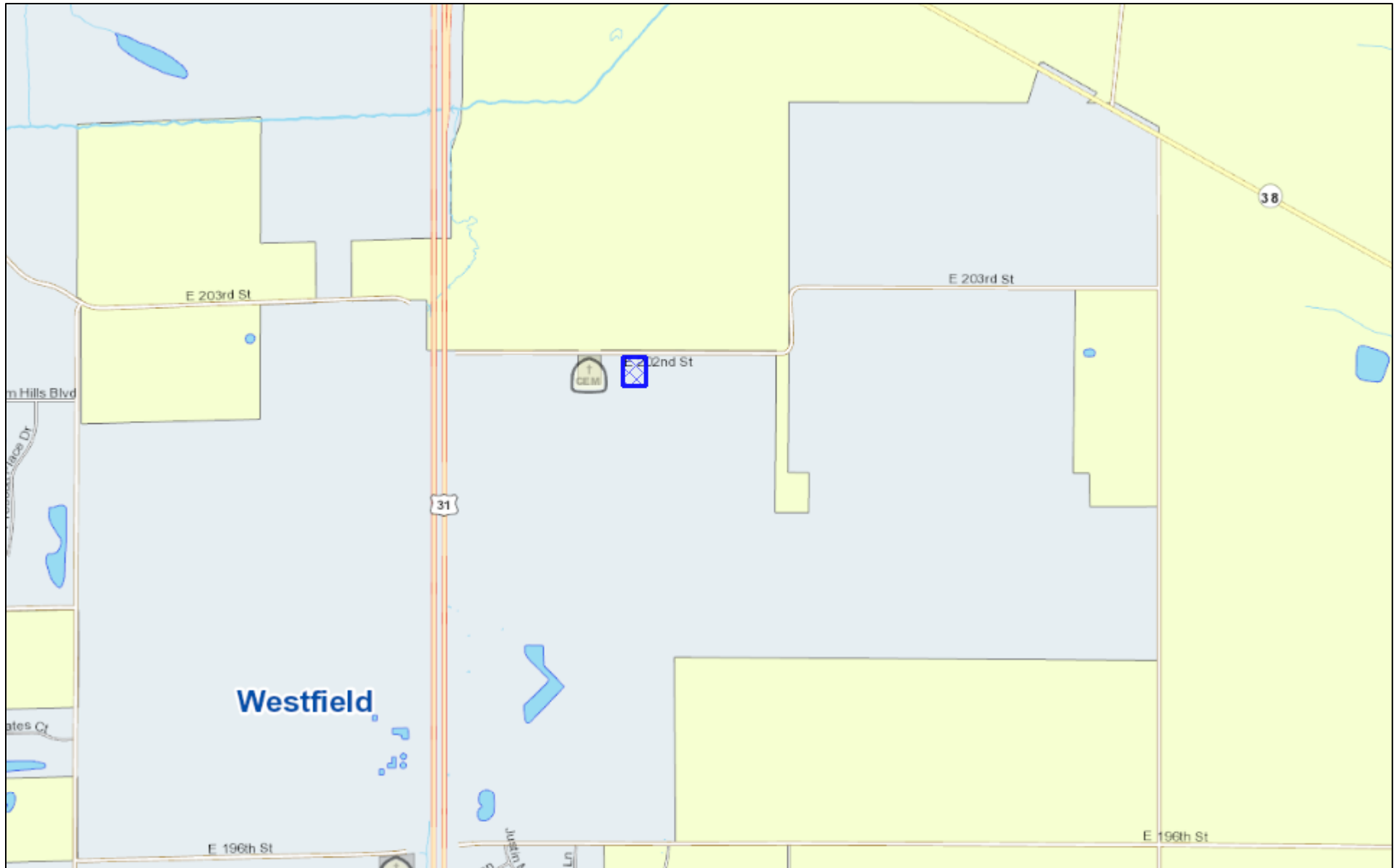
Kevin M. Todd, AICP

From: Linda Naas <linaas@logickey.com>
Sent: Monday, July 2, 2018 4:26 PM
To: Kevin M. Todd, AICP
Cc: APC
Subject: Aurora - Northpoint PUD
Attachments: _ags_8dfcd310936249deaab466ff2e6a149b.pdf; Hamilton County, IN - Property Records 0806190000017001.pdf

How can this property be a part of the Northpoint PUD? It was given to Washington Township by the Sumners as it is considered a burial site. This was questioned at the neighborhood meeting but no answer was emailed.

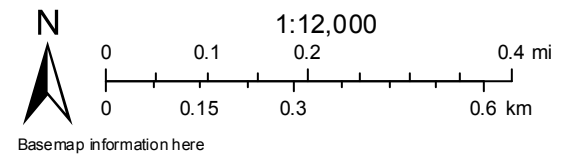
Linda Naas
317-867-0584

Township Property within Aurora PUD



July 2, 2018

 Bridges



See the blue area marked "x"

0 E 202nd St
Parcel #: 08-06-19-00-00-017.001
State #: 29-06-19-000-017.001-015



Current Owner [as of May 11, 2018](#)

This information is updated 5 times a week.

PROPERTY ADDRESS:	DEEDED OWNER	SUMMARY INFORMATION:
0 E 202nd St	Washington Township of Hamilton County	Parcel Number: 08-06-19-00-00-017.001
Westfield, IN 46074	1549 E Greyhound Pass	State Parcel Number: 29-06-19-000-017.001-015
	Carmel, IN 46032	

Legal Description:

Acreage .86 Section 19, Township 19, Range 4

Section/Township/Range:

19/19/4

Subdivision Name:

Not Available

Subdivision Section:

Not Available

Deeded Acres:

0.86

Political Township:

Washington

Lot Number(s):

Not Available

Last Recorded Date:

10/27/2005

Disclaimer: This program allows you to view and print certain public records. **Each section reflects information as of a specific date;** so the information provided in different sections or reports may not match. All information has been derived from public records that are constantly undergoing change and is not warranted for content or accuracy. It may not reflect the current information pertaining to the property of interest.

Northpoint Neighbors Meeting

Bridgewater Club – 6/27/18

Present for the development team: Chris White, Chris Wilkes, Russell Brown

Russell provided a brief overview of the changes being requested by the current application. Four major areas of changes: 1) addition of property (114 acres into the PUD, located NW corner of 196th and Grassy Branch and SE corner of Grassy Branch and SR 38); 2) addition of development standards/setbacks for Commerce Parke property located east of Grassy Branch and/or adjacent to SR 38 (e.g. applying SR 32 overlay district to buildings adjacent to SR 38); 3) applying architectural and lot development standards adopted for Bastian petition to balance of Office area in PUD (max setback line vs. build-to line, increase number of parking spaces permitted in front of building to 2, building height being a measurement instead of # of floors); and 4) utilization of ponds of certain size as buffers instead of mounding. Additionally, an explanation was given about the rebranding of the PUD from Aurora to Northpoint and that the ordinance was an engrossed ordinance, not an amendment changing only the specific sections. Chris White then gave an overview of the public hearing process, reminding people that the public hearing at the APC was on July 2. Chris Wilkes gave an overview of the history of Holladay Properties, a development partner for the project. C. Wilkes described Holladay's experience in large scale land projects and how Northpoint fit into this type of experience. The proposed exhibits for the amendment were discussed, including showing how the residential area on the concept plan now reflected the 91 acres of residential as permitted by the 2017 PUD. Various other exhibits were discussed as concept plans. C. White then gave an update on the progress of funding/design/timing for East Street Expansion, providing info that the design is under way, that the City has received some federal funds for the project and it is anticipated the project will begin in 2021/2022. The floor was then opened for questions. The following represents the broad areas of questions which were discussed during the meeting.

Questions regarding buffering, both to Grassy Branch from the new commerce parke area and along SR 38. These areas are subject the same buffering

requirements included in the ordinance currently, which include mounding and landscaping on the mounding. The concept plan shows the potential of a pond as buffering near the Grassy Branch residential users, this is consistent with the proposed change in the pending ordinance change.

Questions about widening SR 38 and Grassy Branch, concerns expressed about current traffic levels on these roads prior to any development occurring. Discussions were provided about the dedication of right of way through various platting requirements and the design of the intersection of East and SR 38 being required to meet state standards and subject to final approval of the state. Discussions also occurred that the County is in design for a roundabout at 191st and Grassy Branch, which would likely commence at the same time as East Street construction.

Questions about continued construction traffic on 203rd Street. Discussions occurred about some of the challenges of utilizing 203rd Street for construction of the Bastian project. Attendees were curious why the access to the south was not utilized. Development team indicated they would make additional requests of contractors using 203rd that the area is residential and to exercise caution. Residents were encouraged to contact the City if there exists problems with this right of way for a discussion between the City and development team.

Discussions and questions were asked about progress of Bastian. Development team understood that original discussions occurred about a November 2017 start, but that development did not commence until the spring. Anticipated completion date of the fall of 2018 based on current progress.

Several discussions/questions occurred related to the timing of infrastructure on the site (roads, sewers, water). The development team discussed the on-going design/funding conversations, etc. for the necessary lift station for the single family development which is being finalized. Discussions occurred about the timing of water to the site and that development will likely continue from south to north given the investment needs for all utility infrastructure on the site. The development team indicated that they understood single family development

would get into high gear in the next few weeks with the delay being a result of a change in contractors on the site.

A question/discussion occurred about if the Grassy Branch residents would be required to hook into public water/sewer and could they be forcibly annexed. Planning staff gave a response that there is no requirement to hook up to the public water/sewer if you have a currently permitted and operating well and/or private system. However, if a failure occurs of those systems and the public utilities are available, then a connection may be required. Further, various audience members indicated they did not believe the City had engaged in forcible annexation. The two properties being added to the PUD would be annexed after rezoning is completed.

A question was asked if the development team was aware of the transfer of some of the property owned by the Sumners and near the existing cemetery to Washington Township and how that impacted its potential use/zoning. The development team indicated they were not aware of a transfer, but made it clear that a transfer does not impact the zoning, but that no development could occur on the property if it was not owned by the developer or end user.

Questions were asked about how drainage would work between the new residential development and the Grassy Branch residences, especially with the creation of the mound. Several comments were made regarding the issues with flooding of Grassy Branch near 203rd Street, some of which will be worked through with the addition of the new residential development and their drainage infrastructure.

A question was asked about if any changes had been made to the price point/style of residential to be built by Lennar (f/k/a CalAtlantic). It was indicated that no changes were planned and construction will start soon with models likely open in the spring.

Questions were asked about what additional uses were being added by this amendment to the various commerce park classifications. No additional uses are being added. In one area (district 3) previously the footprint of a building was

limited to 65,000 square feet (as a way to combat concerns about a big box retailer coming into the property). A change is proposed which would limit retail uses in this district to 65,000. The purpose being to allow for a user with a retail component and a warehouse or other component to the facility could locate here, but be limited to size of retail.

Chris White then concluded the meeting and offered that any individuals with questions should call or email him with follow up questions. He explained that the plan commission process would allow for public comments to express concerns and ask questions. The meeting adjourned and several neighbors asked individual questions, including questions about retaining various stands of trees as originally agreed to in the 2017 ordinance.

Advanced Planning Committee Members

Augusta

7/1/18

Today, I write to set into the record my request that our meager property not be needlessly encroached upon by a future roundabout.

Our residence is on the North West corner of 161st & Ditch Road, better known in some circles as the Harvey Place or Harvey Hill. It has staked out this modest hill since 1918. This is across 161st from what will most likely be the worst decision of the year for the City – The Augusta Development.

In recent months, on two occasions, my wife and I and several neighbors met with Mr Estridge at his invitation to discuss the project. He is asking for a rezone to exceed the current zoning of Ag/SF1 and for several creative new characteristics most developers would be told were impossible. Shared buffers and double dipped green/water space are the two most prominent.

During these gracious meetings with Mr Estridge, he listened to requests and entertained us with his feedback and authoritative knowledge. One subject raised was the likelihood of a roundabout at 161st and Ditch Road. He dismissed it as “never going to happen” but agreed to plan for it in this development. Verbally, of course. City officials in attendance can fill in the blanks on other failed promises from those meetings – minimum \$750K houses, 3 Ac lots on the North End, and more.

When subsequent Augusta filings were made, the residents from those meetings were shocked to see that he did nothing – repeat – nothing – that he agreed to in the meetings. Verbally, of course.

His plot plan shows nothing for a roundabout. With the other 3 corners occupied, this is the last chance to locate and set aside the land for a roundabout before the City has to go thru more difficult steps to acquire the property. This will be the path of least resistance and best result. I calculate 160' from the center of the intersection to the clipped corner of the furthest North East lot. However, I am unsure what is needed to place the bulk of the roundabout in this corner.

As stated, I wish to go on record making the request. I'd love to have some solid reassurance from the City there will be provisions made for a future roundabout. In writing. I know all about Mr Estridge's promises from over the years.

Sincerely,

David R Sochar

Cynthia R Sochar

16116 Ditch Road

Pamela Howard

From: Greg Moyer <moyer43@gmail.com>
Sent: Sunday, July 1, 2018 10:59 PM
To: Council Members; APC; Andy Cook; Pamela Howard
Subject: Davis PUD (Augusta)

It was my understanding that when this development was approved, the intent was that a 45' buffer would be placed between the development and the DuBois residence. Unfortunately, the primary plat & landscaping plan do not show this.

- Buffer Yard B was intended to be 45' wide with trees planted on a 9' by 9' grid. The primary plat shows a drainage easement overlapping 10' of the buffer. Given that trees cannot be planted within this easement, this effectively reduces the buffer by 22% to only 35'. Note that there was no exhibit showing the character of Buffer Yard B included with the material for either the APC or Council vote. All other character exhibits show the buffer yard extending to the DuBois property line. One can only conclude that the PUD zoning ordinance requires at least 5 rows of trees ($45' / 9' = 5$) spaced 9' apart along the property line shared with the DuBois residence. The primary plat does not allow space for this.
- The landscape plan does not show any of the plantings that are supposed to be included in Buffer Yard B.
- 6.8 (N) (1) of the UDO states that buffer yard "Plantings should physically separate and visually screen different land uses and/or Zoning Districts from one another without precluding connectivity between uses." The layout of the drainage easements prevents the buffer yard from functioning properly. No breaks in the buffer were shown on the concept plan presented to either the APC or the Council. Either the drainage easements should be relocated or they should be modified to allow for the tree plantings to physically separate and screen the development. For example, a drainage easement that ran at an angle less than 45 degrees from the property line would improve the buffer effectiveness.

Sincerely,

Greg Moyer
15001 Shelborne Rd

Pamela Howard

From: Matthew S. Skelton, Esq., AICP
Sent: Sunday, July 1, 2018 7:20 PM
To: Pamela Howard
Subject: Fwd:

FYI.

Matthew S. Skelton, Esq., AICP | Director

Economic and Community Development | 2728 East 171st Street |
Westfield, IN 46074
mskelton@westfield.in.gov | 317-508-6288

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



Begin forwarded message:

From: Jim Ake <jake@westfield.in.gov>
Date: July 1, 2018 at 7:06:21 PM EDT
To: "Matthew S. Skelton, Esq., AICP" <mskelton@westfield.in.gov>
Subject: Fwd:

Matt,

Below are comments for APC

Regards,

Jim Ake
Westfield City Council President
Ph: 317.730.4959
Email: jake@westfield.in.gov

Begin forwarded message:

From: Leah Severson <leah.severson@gmail.com>

Date: July 1, 2018 at 2:53:23 PM EDT

To: councilmembers@westfield.in.gov

To whom it may concern,

Please hold Mr. Estridge to his PUD requirement of 27% open space or deny this plat approval. Usable open space is desperately needed in this development to stay in context with AGSF1 neighbors and to respect the Comprehensive Plan.

Sincerely,
Leah Severson

Pamela Howard

From: Susie Tatum <Susie.Tatum@stjude.org>
Sent: Saturday, June 30, 2018 1:56 PM
To: APC
Subject: Estridge Plat Review & Liberty Duplexes- Public Hearing

Dear APC members,

I am writing out of deep concern regarding the Davis PUD. After recently reviewing the plat plan, it shows at least **60% of the open space is retention ponds**. I'm also confused by the mid area showing 5.7 acres that appears to be partially be part of the homeowners lots.

Mr. Estridge, on the evening of the vote, stated he would have 27% open space on this plan. The PUD also states 27% open space.

The UDO states the following definition for open space:

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There is no verbiage regarding retention ponds and homeowners lots in this statement. The amenities are extremely minimal and low cost for a neighborhood of this size and density. From what I understand, a developer may place some benches around the ponds and we would then interpret this as open space. The developer can simply purchase some park benches at Wal-Mart and that retention pond will qualify as open space amenity.

We continue to sell our community short and reward the developers over and over again. Can someone please raise the bar!!! Developers and the governing bodies are ruining Westfield by overbuilding, overcrowding and plowing over our green spaces. With the population growing in Westfield, open spaces need to increase as well. A retention pond and a buffer zone on private property does not qualify. This is just greed! Please listen to your neighbors.

A tree preservation plan needs to be in place for the large number of large, old trees, in addition to a reforestation plan. Trees are so very important and need to be included in this plan. **Please hold Mr. Estridge to his PUD requirement of 27% open space or deny this plat approval. Usable open space is desperately needed in this development to stay in context with AGSF1 neighbors and to respect the Comprehensive Plan.**

Liberty Duplexes:

This project is so far off strategy for the city at this point in time. With all the **construction, overcrowding of the schools, public safety shortages, the consideration of duplexes should**

be out of the question. This parcel, when developed, (and now is really not an appropriate time), should be single family homes like Harmony and Liberty Ridge.

Thank you for your time and consideration.

Susie and Randy Tatum

Pamela Howard

From: dub164@aol.com
Sent: Friday, June 29, 2018 4:53 PM
To: APC; Council Members; Andy Cook; Pamela Howard
Cc: rkburkman@gmail.com; bvannatta@indy.rr.com
Subject: Fwd: Estridge Plat Review & Liberty Duplexes- Public Hearing

Dear APC,

I am writing once again concerning the Davis PUD. After recently reviewing the plat plan it shows at least 60% of the open space is retention ponds. I'm also confused by the mid area showing 5.7 acres that appears to be partially be part of the homeowners lots.

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I am struggling to find retention ponds and homeowners lots in this statement. The amenities are extremely minimal and low cost for a neighborhood of this size and density. When I inquired about the ponds qualifying as open space I was sent a document that showed the developer intended to place some benches around the ponds and we would then interpret this as open space. The developer can simply purchase some park benches as Wal-Mart and we will concede that the retention pond is an open space amenity. Are you kidding?! We continue to sell our community short and reward the developers over and over again. They shouldn't qualify for recreation. Can someone please raise the bar!!!

I do not see any tree preservation plan for the large mature trees along my border. Furthermore, in response to a question I had concerning the reforestation buffer, which is actually residential lots, I was told there will be disruption due to a drainage easement along the western border of the parcel. As a result the reforestation buffer will not run the length of my eastern border as previously committed. What buffer will I get to screen my property and protect my property value?

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Thank you for your time and consideration.

Suzy DuBois

Pamela Howard

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Sent: Saturday, June 23, 2018 5:03 PM
To: APC; Council Members; Andy Cook; Pamela Howard; Danielle Tolan; Bruce Van Natta; T.M.T., Incorporated; Dave Sochar; Sandra Wilds
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Kristen Burkman