



CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda_06_15_2015

Monday, June 15, 2015 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Monday, June 15, 2015 at 07:00 PM

MEETING PLACE: Westfield City Hall- Assembly Room

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

OPENING OF MEETING

Note the Presence of a Quorum

Approval of Minutes June 1, 2015

Documents: [Meeting Minutes - 6/1/2015](#)

Review APC Rules & Procedures

ITEMS OF BUSINESS

1506-DDP-09

AT&T Wireless Communication Facility

Southeast corner of 146th Street and Oak Ridge Road (between former and existing 146th Street right-of-way)

AT&T Mobility requests Detailed Development Plan approval of a new wireless communication service facility.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Site Plan](#) | [Exhibit 4: Elevations](#) | [Exhibit 5: Landscaping Plan](#) | [Exhibit 6: Flag Commitment -- UPDATED 06/15/15](#) | [Public Comment -- UPDATED 06/15/15](#)

1506-ODP-14 & 1506-SPP-13

Maple Villas

Northwest corner of Wendover Avenue and Cayuga Drive

Maple Knoll Developer, LLC by Stoeppelwerth & Associates, Inc. requests Overall Development Plan, Primary Plat, and associated plat waiver approval of 56 duplex residential lots on 16.33 acres +/-, located in the Maple Knoll PUD District.

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

[Development Plan & Primary Plat](#) | [Exhibit 4: Maple Knoll Tree Preservation as of 2015.05.01](#) | [Exhibit 5: Proposed Front Elevation](#)

1506-ODP-15 & 1506-SPP-14

Sonoma, Sections 9 & 10

Southwest corner of Wendover Avenue and Spring Mill Road

Maple Knoll Developer, LLC by Stoeppelwerth & Associates, Inc. requests Overall Development Plan and Primary Plat approval of 100 single-family lots on 31.38 acres +/-, located in the Maple Knoll PUD District.

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

1506-PUD-11

Spring Mill Station SWC PUD

Southwest corner of Springmill Road and 161st Street

Westfield Residential Investors, LLC requests a change in zoning of 20 acres +/- from SF2: Single-family Low Density District to the Spring Mill Station SWC PUD District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan and Character Exhibits](#) | [Exhibit 4: Ordinance 15-15](#) | [Exhibit 5: Neighbor Meeting Summary \(updated 6/11\)](#) | [Exhibit 6: Petitioner's Narrative](#) | [Exhibit 7: Spring Mill Station Area Map](#) | [Exhibit 8: Enclave Neighborhood Petition](#) | [Exhibit 9: Public Comments](#) | [Exhibit 10: Spring Mill Station Comprehensive Plan Addendum](#)

1507-PUD-12 [PUBLIC HEARING]

Harmony PUD District Amendment

Estridge Development Management, LLC requests an amendment to the Harmony PUD Ordinance for modifications to various development standards and definitions applicable to the single-family lots and multi-family uses within the Harmony PUD District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Harmony District Map](#) | [Exhibit 4: Harmony PUD Excerpts](#) | [Exhibit 5: Amendment Ordinance](#) | [Exhibit 6: Front Facade Gable Examples](#) | [Exhibit 7: Village Collection Homes](#)

1507-PUD-13 [PUBLIC HEARING]

Andover PUD District Amendment

Langston Residential Development LLC requests an amendment to the Andover PUD Ordinance for modifications to the setback standards applicable to single-family lots within the Andover PUD District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Concept Plan](#) | [Exhibit 4: Amendment Ordinance](#)

1506-ZC-02 [CONTINUED]

Bent Creek Commitment Modification

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

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

Bent Creek

Northwest corner of 159th Street and Towne Road

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

1506-PUD-09 Tamarack PUD [CONTINUED]

Northeast corner of 161st Street and Oak Road

M/I Homes of Indiana, LP by Nelson & Frankenberger, P.C. requests a change of zoning of 34.4 acres +/- from SF2: Single-family Low Density District to the Tamarack PUD District.

1504-PUD-06 Gateway Southwest PUD [CONTINUED]

Southwest corner of U.S. 31 and State Road 32

Westfield Community Investors, LLC requests a change in zoning of approximately 7.1 acres +/- from the OI and EI Districts to the Gateway Southwest PUD District.

REPORTS/COMMENTS

APC Members

City Council Liaison

BZA Liaison

ECD Staff

ADJOURNMENT



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

June 15, 2015
1506-DDP-09

Petition Number: 1506-DP-09

Subject Site Address: SEC of 146th Street and Oak Ridge Road

Petitioner: AT&T Mobility by Bingham Greenebaum Doll LLP

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

Current Zoning: SF-2

Current Land Use: Vacant/Utilities

Approximate Acreage: 0.9 acre+/-

Zoning History: 1505-VU-05 – Variance of Use, *Approved 05/12/15*
1505-VS-07 – Setback Reduction Variance, *Approved 05/12/15*

Exhibits:

1. Staff Report
2. Location Map
3. Site Plan
4. Elevations
5. Landscaping Plan
6. Commitment regarding Flag

Staff Reviewer: Kevin M. Todd, AICP

PROCEDURAL

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

PROJECT OVERVIEW

Property Location

The subject property is approximately 0.9 acre +/- in size is located near the southeast corner of Oak Ridge Road and a realigned portion of 146th Street (the "Property"). The property is located within the City of Westfield and Washington Township. The Property is zoned Single Family-2 (SF-2). Adjacent property to the north (across 146th Street) and west is zoned SF-2. Property to the east is public right-of-way (146th Street) because the roadway curves, and there is no nearby/adjacent private property to the east. Property to the south is within the City of Carmel's jurisdiction, and is currently an institutional use (athletic fields for Our Lady of Mt. Carmel School and Church).



Project Description

In order to provide a certain level of wireless communication service within this area of Westfield, new antenna equipment is needed. There are no existing nearby co-location options, so a new tower would be needed in order to install new equipment. The proposal is to install a new 120 feet tall wireless communication tower and ancillary equipment building(s) on the Property. As proposed, the tower would be designed to appear as a flag pole, and is referred to as a "stealth pole". Proposed access to the Property would be from an existing access drive off of Oak Ridge Road via an access easement. The proposal includes an equipment building would be approximately 275 square-feet in area. The proposal indicates fencing and landscaping would be installed around the perimeter of the wireless communication lease site.

Project History

Wireless Communication Service Facilities are not permitted by-right within the SF-2 zoning classification. On May 12, 2015, the Board of Zoning Appeals approved the petitioner's request to allow a Wireless Communication Service Facility on the Property (BZA Case No. 1505-VU-05) and a request to reduce the northern and southern setbacks to 65 feet and 75 feet, respectively. The variances were approved with the following conditions:

1. That the installed tower be substantially similar to what is depicted in Exhibit 4 [of the BZA packet]; and,
2. That any building constructed on the Property be completely screened from view on all sides by evergreen trees that are a minimum of eight (8) feet in height at installation and are spaced in a manner that creates a complete visual screen.

Changes since the Public Hearing

Since the public hearing, and in response to comments made at the June 1, 2015 APC meeting, the petitioner has committed to fly a flag on the stealth pole (see **Exhibit 6**). This commitment is above and beyond the requirements of the UDO for a wireless communication facility.

WESTFIELD UNIFIED DEVELOPMENT ORDINANCE

Zoning Districts (Chapter 4)

SF-2 District (Article 4.5)

1. Permitted Uses

Wireless Communication Service Facility, per Variance of Use 1505-VU-05 (approved 05/12/15)

Comment: COMPLIANT

2. Minimum Lot Area = 3 acres

Comment: COMPLIANT (legally established, non-conforming lot)



3. Minimum Lot Frontage = 250 feet

Comment: COMPLIANT

4. Minimum Building Setback Lines

- a. Front Yard = 100 feet

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

- b. Side Yard = 30 feet

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

- c. Rear Yard = 30 feet

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

5. Minimum Lot Width = No minimum

Comment: COMPLIANT

6. Maximum Building Height = 2.5 stories

Comment: COMPLIANT (10 feet)

7. Minimum Living Area

Comment: Not Applicable

Overlay Districts (Chapter 5) – Not Applicable

Development Standards (Chapter 6)

Lot Standards (Article 6.10)

1. All Lots shall abut on a Street or Private Street and shall have a minimum Lot Frontage as set forth by the Zoning District or Overlay District.

Comment: COMPLIANT

2. Residential Corner Lots shall be of sufficient width to permit appropriate Building Setback Lines and driveway setbacks from both Streets.

Comment: Not Applicable



Setback Standards (Article 6.16)

Comment: COMPLIANT

Vision Clearance Standards (Article 6.19)

Comment: COMPLIANT

Wireless Communication Service Facilities (Article 6.20)

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

Comment: COMPLIANT (120 feet)

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

Comment:

- North (Residential) = 65' required (per Variance of Standard 1505-VS-07) = **COMPLIANT** (65 feet)
- West (Residential) = 120' required = **COMPLIANT** (61 feet)
- East (Residential) = 120' required = **COMPLIANT** (61 feet)
- South (Residential) = 75' required (per Variance of Standard 1505-VS-07) = **COMPLIANT** (75 feet)

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

Comment: COMPLIANT

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

Comment: COMPLIANT



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

Comment: COMPLIANT (stealth pole design)

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

Comment: COMPLIANT (The proposed prefabricated equipment shelter is similar to the adjacent utility structures to the west.

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

Comment: COMPLIANT (Landscaping plan complies with condition of BZA approval regarding landscaping and screening.)

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

Comment: COMPLIANT

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

Comment: Will be reviewed at time of permitting.

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

Comment: Will be reviewed at time of permitting.

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

Comment: Acknowledged.



BOARD OF ZONING APPEALS CONDITIONS OF APPROVAL

1. That the installed tower be substantially similar to what is depicted in Exhibit 4 [of the BZA packet];

Comment: COMPLIANT

2. That any building constructed on the Property be completely screened from view on all sides by evergreen trees that are a minimum of eight (8) feet in height at installation and are spaced in a manner that creates a complete visual screen.

Comment: COMPLIANT

STAFF COMMENTS

The Detailed Development Plan complies with the applicable zoning ordinances.

Staff recommends approving the petition with the following conditions:

- a) That the commitment to fly a flag be signed and executed prior to the issuance of an improvement location permit; and,
- b) All necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office prior to the issuance of an improvement location permit.

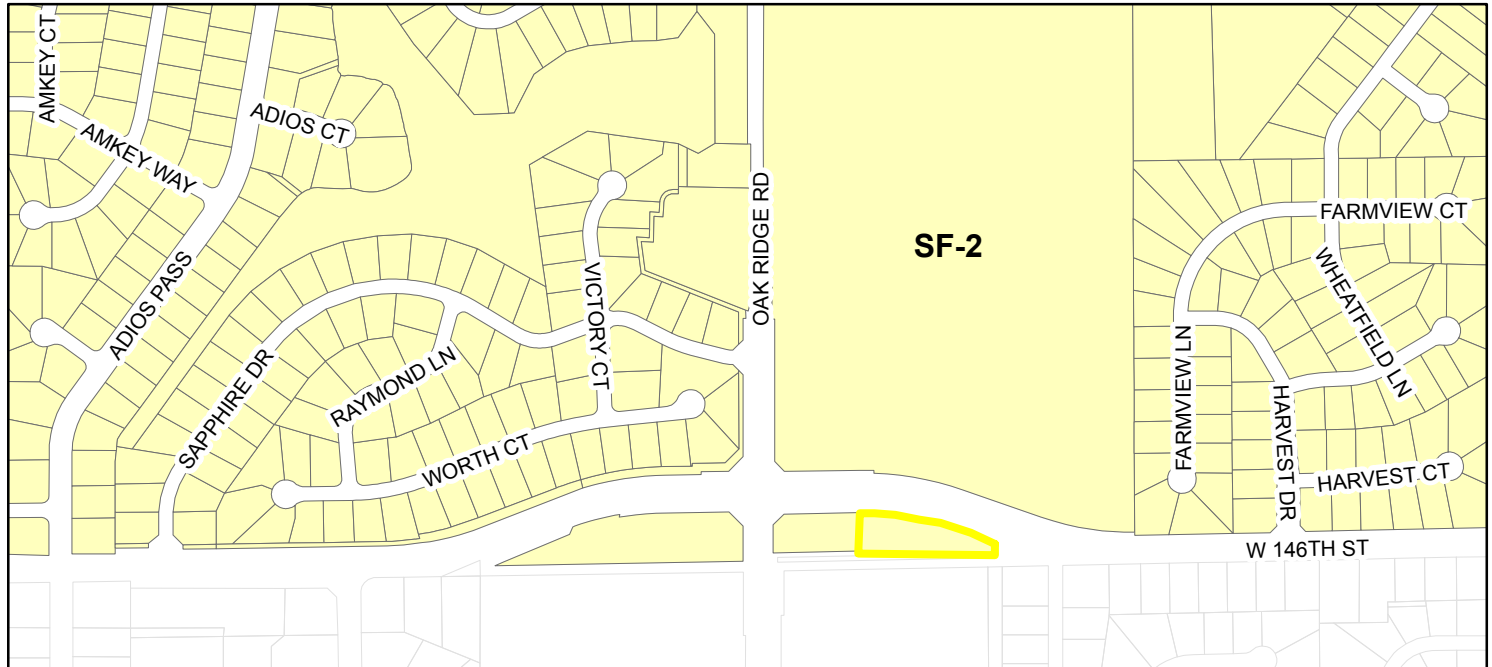
If any Plan Commission member has questions prior to the public hearing, then please contact Kevin Todd at 317.379.6467 or ktodd@westfield.in.gov.

Aerial Location Map

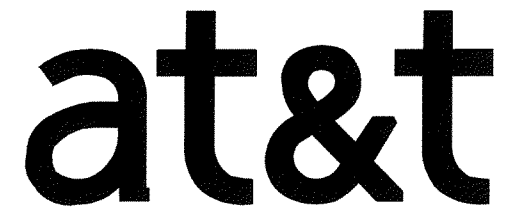
Site



Zoning Map



Zoning SF-2 (Single Family - 2)



SITE NAME:

SITE #: IN1823

14597 OAK RIDGE ROAD

CARMEL, IN 46032



SITE INFORMATION

PROJECT SUMMARY

SHEET INDEX

DRIVING DIRECTIONS



NO:	DATE:	ISSUE:
B	01/09/15	ZONING EX
B	01/19/15	REVISED ZE



DO NOT SCALE DRAWINGS



1 PROPOSED SITE PLAN
SCALE: 1" = 100'-0"



NOTE: THIS DRAWING IS CONCEPTUAL, CHANGES MAY BE NECESSARY DUE TO ENGINEERING REQUIREMENTS



The concepts, ideas, designs, plans and details as shown on this document are the sole property of MAGTECH Services, Inc., and were created, developed and presented for use on this specific project. None of the concepts, ideas, designs, plans and details shall be used by any person, firm or corporation for any purpose whatsoever, without the expressed written consent of MAGTECH Services, Inc. The Owner shall be permitted to retain copies for information and reference in connection with this project.

IN1823
AT&T FA#: 12784066
14597 OAK RIDGE ROAD
CARMEL,
IN 46032
HAMILTON COUNTY

DRAWN BY: DAS

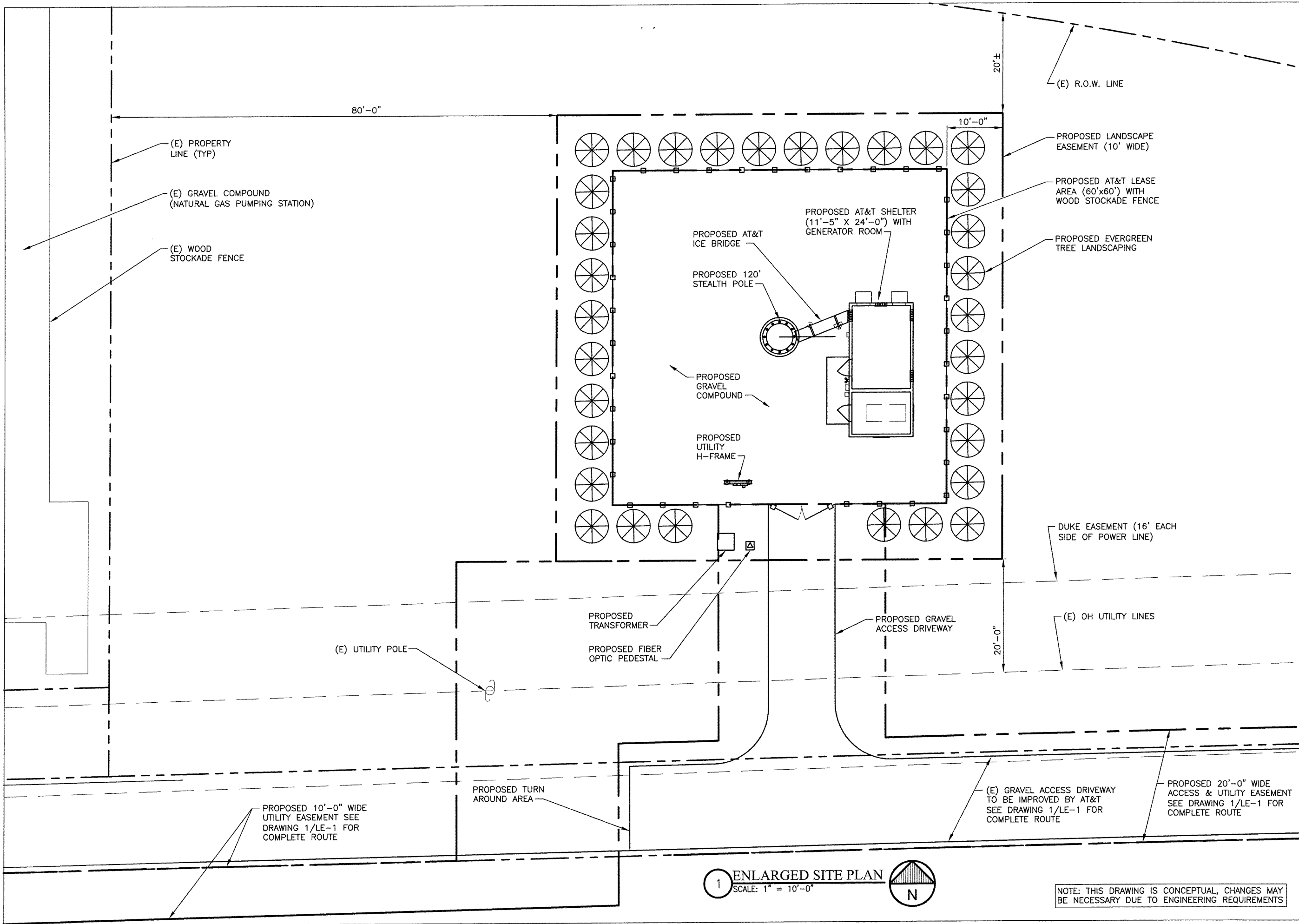
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NO:	DATE:	ISSUE:
B	01/09/15	ZONING EX
B	01/19/15	REVISED ZE



SHEET TITLE:
OVERALL SITE PLAN

SHEET NUMBER:
ZE-1
DO NOT SCALE DRAWINGS



1 ENLARGED SITE PLAN
SCALE: 1" = 10'-0"

N

NOTE: THIS DRAWING IS CONCEPTUAL, CHANGES MAY BE NECESSARY DUE TO ENGINEERING REQUIREMENTS



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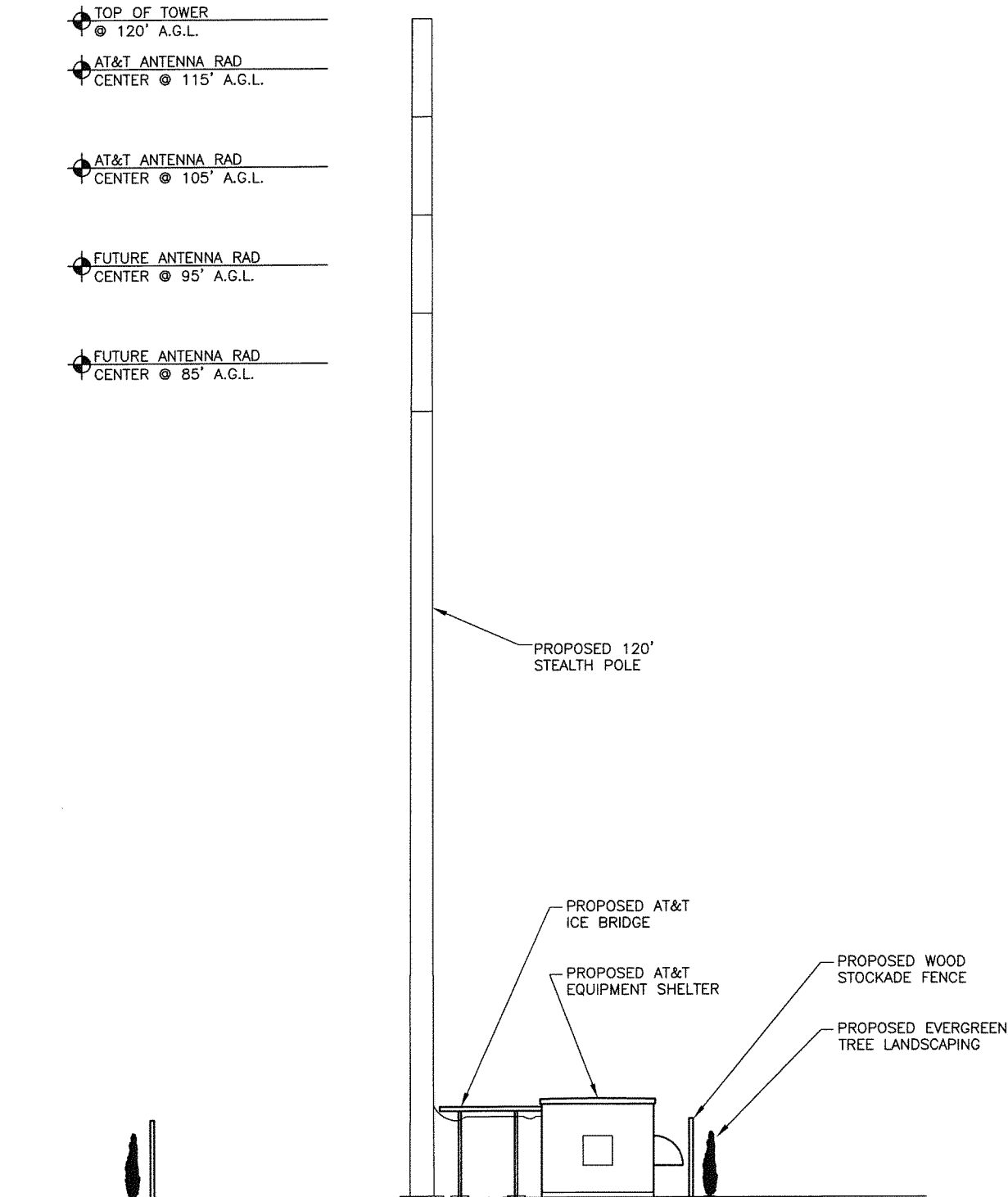


SHEET TITLE:
ENLARGED SITE PLAN

SHEET NUMBER:

ZE-2

DO NOT SCALE DRAWINGS



1 **PROPOSED ELEVATION**
SCALE: 1" = 16'-0"

NOTE: THIS DRAWING IS CONCEPTUAL. CHANGES MAY BE NECESSARY DUE TO ENGINEERING REQUIREMENTS



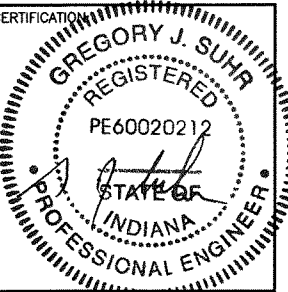
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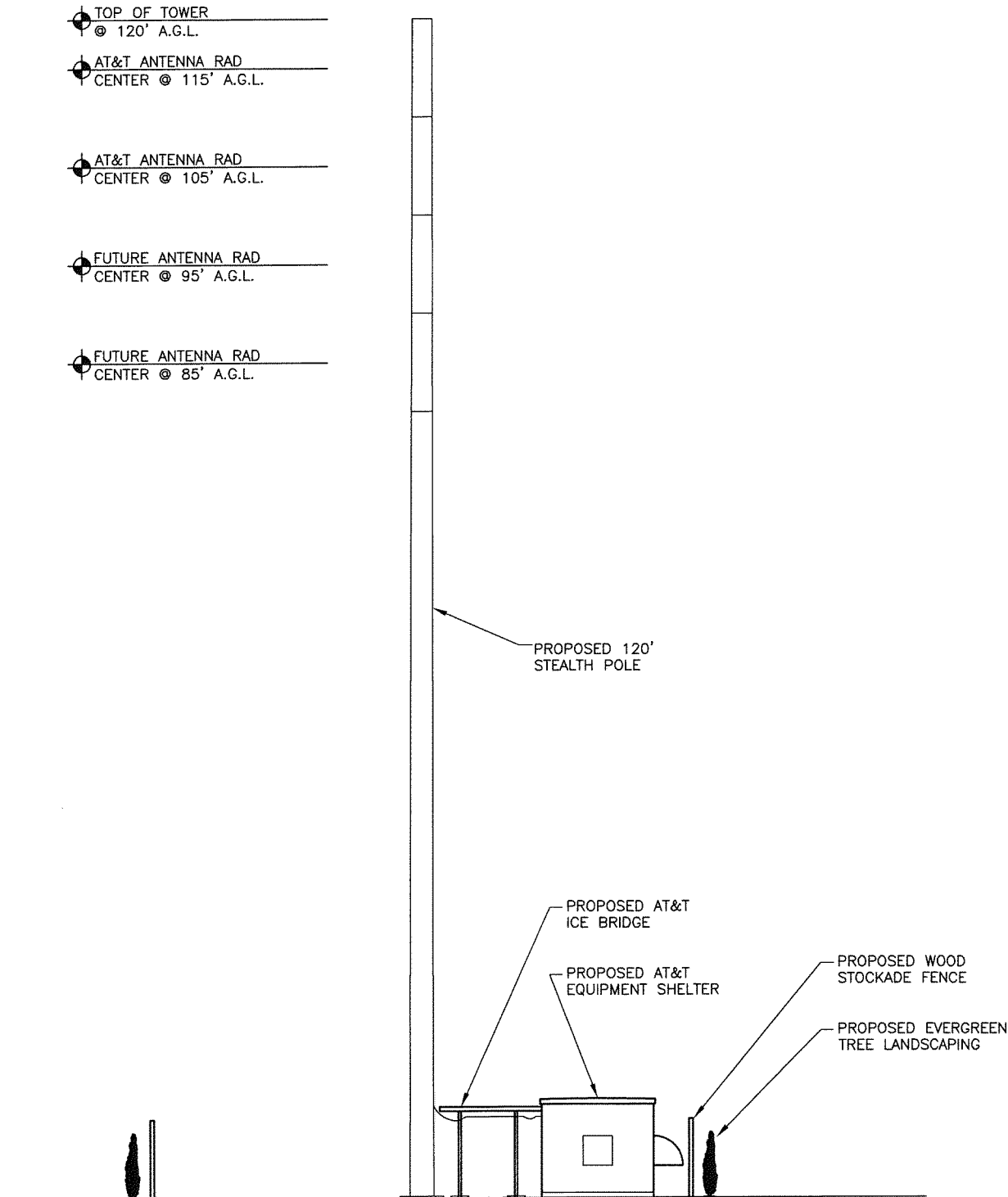


SHEET TITLE:
TOWER ELEVATION

SHEET NUMBER:

ZE-3

DO NOT SCALE DRAWINGS



1 **PROPOSED ELEVATION**
SCALE: 1" = 16'-0"

NOTE: THIS DRAWING IS CONCEPTUAL. CHANGES MAY BE NECESSARY DUE TO ENGINEERING REQUIREMENTS



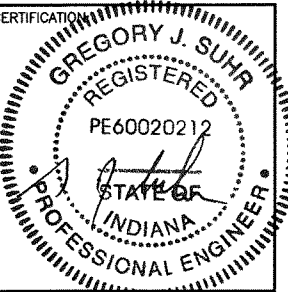
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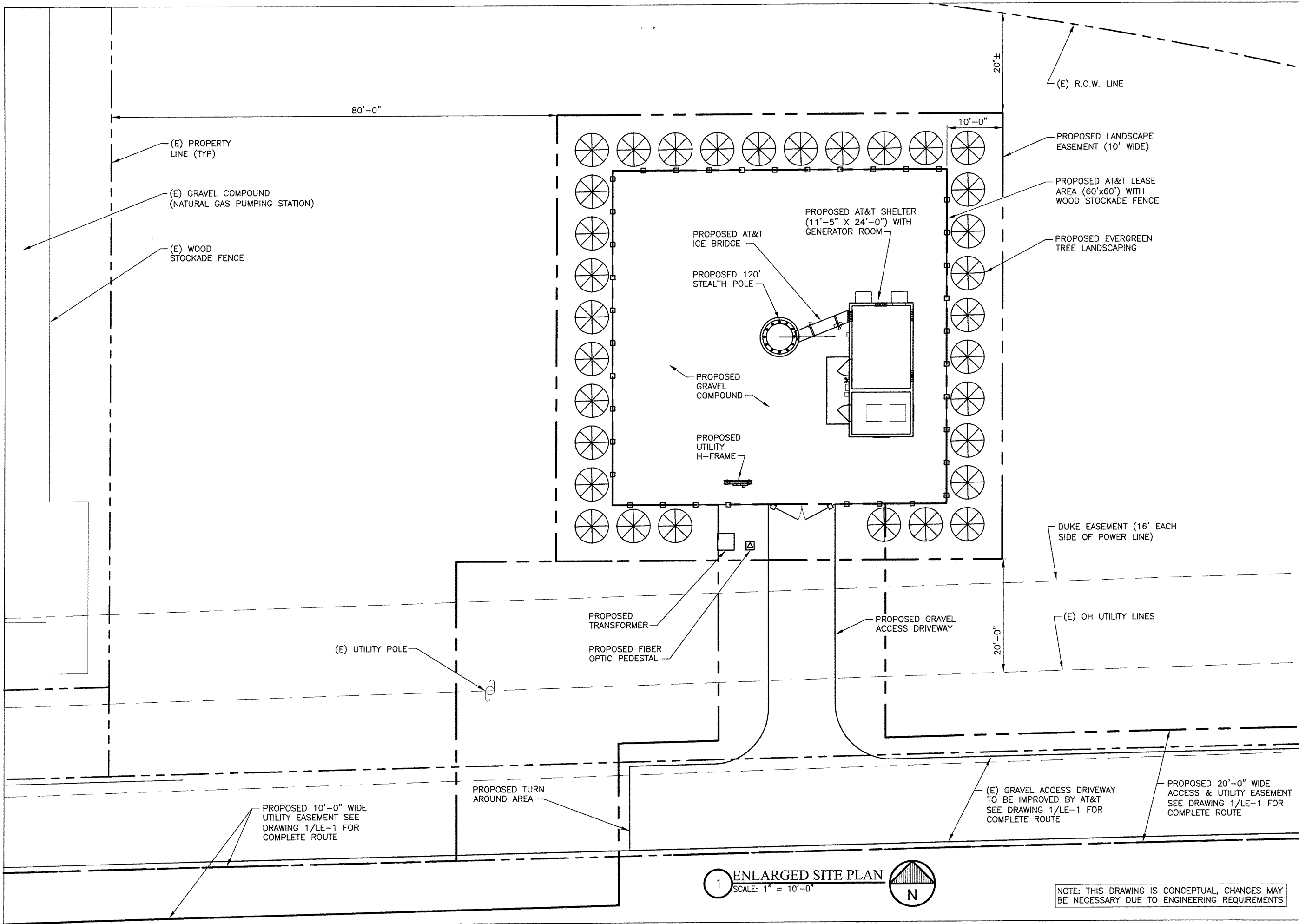
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B	01/19/15	REVISED ZE



SHEET TITLE:
TOWER ELEVATION

SHEET NUMBER:
ZE-3
DO NOT SCALE DRAWINGS



1 ENLARGED SITE PLAN
SCALE: 1" = 10'-0"

N

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CHECKED BY: DAS

NO:	DATE:	ISSUE:
B	01/09/15	ZONING EX
B	01/19/15	REVISED ZE



SHEET TITLE:
ENLARGED SITE PLAN

SHEET NUMBER:

ZE-2

DO NOT SCALE DRAWINGS



Docket Number: 1507-PUD-13 (Ordinance No. 15-19)

Petitioner: Langston Residential Development, LLC

Request: A text amendment to modify the side yard setback standards in the Andover Planned Unit Development (PUD) District.

Current Zoning: Andover PUD District (Ordinance 03-40)

Current Land Use: Residential / Agricultural

Zoning History: 0306-PUD-03 Andover PUD District (Ordinance 03-40) (12/08/03)
0403-DP-13 Overall Development Plan ("Original DP")
0403-SPP-03 Overall Primary Plat (03/22/04)
1403-SPP-03 Lakes of Westfield Primary Plat (04/07/14)
1403-DP-06 Lakes of Westfield Development Plan (04/07/14)

Exhibits: 1. Staff Report
2. Location Map
3. Concept Plan
4. Amendment Ordinance

Staff Reviewer: Jesse M. Pohlman, Senior Planner

PETITION HISTORY

This petition was introduced at the June 8, 2015, City Council meeting. The petition will receive a public hearing at the June 15, 2015, Advisory Plan Commission (the "APC") meeting.

PROJECT OVERVIEW

Project Location: The Petitioner is requesting an amendment to the Andover Planned Unit Development (PUD) District Ordinance No. 03-40 (the "PUD Ordinance") for the 137.6-acres located on the south side of the future 186th Street between Grassy Branch Road and Shady Nook Road (see **Exhibit 2**).

Property History: The Property was zoned the Andover PUD District in December 2003, and encompasses "Parcels" A, B, C, D, H, I and J of the PUD Ordinance (collectively, the "PUD Parcels"), as identified on the PUD Ordinance's Concept Plan. The original PUD Ordinance was approved to allow the PUD Parcels to be developed for detached single-family residential with minimum lot widths of 65' (60 lots), 80' (50 lots), 90' (50 lots) and 100' (40 lots).

In March 2004, the Property received approval of a primary plat and development plan for 200 single family lots (1.58 du/acre). The 200 single family lots were platted with a mix of lot sizes ranging from 65'-wide to 100'-wide lots.

In April 2014, the Plan Commission approved a new primary plat and development plan for the property with a lower overall density of 199 single-family family lots (1.48 du/acre) and larger lots of 90'-wide (125 lots) and 100'-wide (74 lots) than were proposed in 2004 (see **Exhibit 3**).

This property is being subdivided as the "Lakes of Grassy Branch" and the "Lakes of Shady Nook" (collectively, the "Lakes of Westfield").

AMENDMENT REQUEST

The Petitioner is requesting an amendment (see **Exhibit 4**) to the side yard setback standards for detached single-family dwellings with side load garages in the Lakes of Westfield.

Existing Standard: The PUD Ordinance currently requires a minimum side yard setback of eight (8) feet¹.

Proposed Standard: The amendment only applies to homes with a side load garage and provides for a minimum side yard setback of five (5) feet, with an aggregate side yard setback of sixteen (16) feet for the lot.

In November 2014, the Council approved a similar amendment to the Unified Development Ordinance² (the "UDO") that allowed for homes with a side load garage to have a minimum side yard setback of five (5) feet to encourage and better accommodate side load garages; however, the Andover PUD Ordinance "locks-in" the zoning ordinance standards as they were in effect at the time the Andover PUD Ordinance was enacted (2003). As a result, without an amendment to the Andover PUD Ordinance, the UDO standard cannot be applied to this development.

PROCEDURAL

Public Hearing: Amendments to a Planned Unit Development (PUD) District are required to be considered at a public hearing by the APC. The public hearing for this petition is scheduled for the June 15, 2015, APC meeting. Notice of the public hearing was provided in accordance with Indiana law and the APC's Rules of Procedure.

¹ *Exhibit 7: Development Standards Matrix* of the PUD Ordinance.

² Article 6.16(H) of the UDO reads "Side-Load Garages: The Minimum Building Setback Line for a Side Yard in a Major Subdivision in a Single-family District may be reduced to five (5) feet for Dwellings with a side or courtyard loading garage; however, the Lot's aggregate Building Setback Lines for the combined Side Yards shall be a minimum of the District's Minimum Building Setback Line for a Side Yard multiplied by two (2)."

Statutory Considerations:

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

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

DEPARTMENT COMMENTS

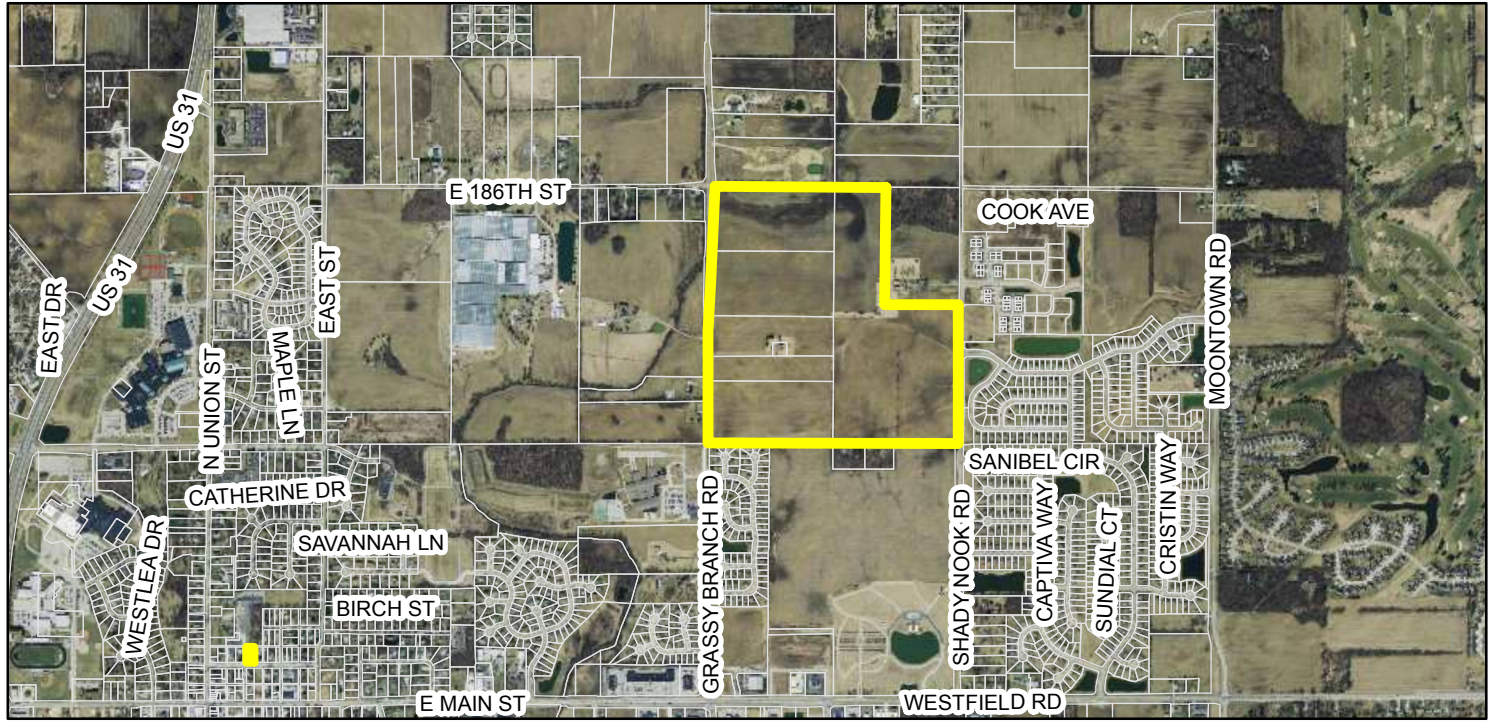
1. Hold a public hearing at the June 15, 2015, APC meeting.
2. **Recommendation:**

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

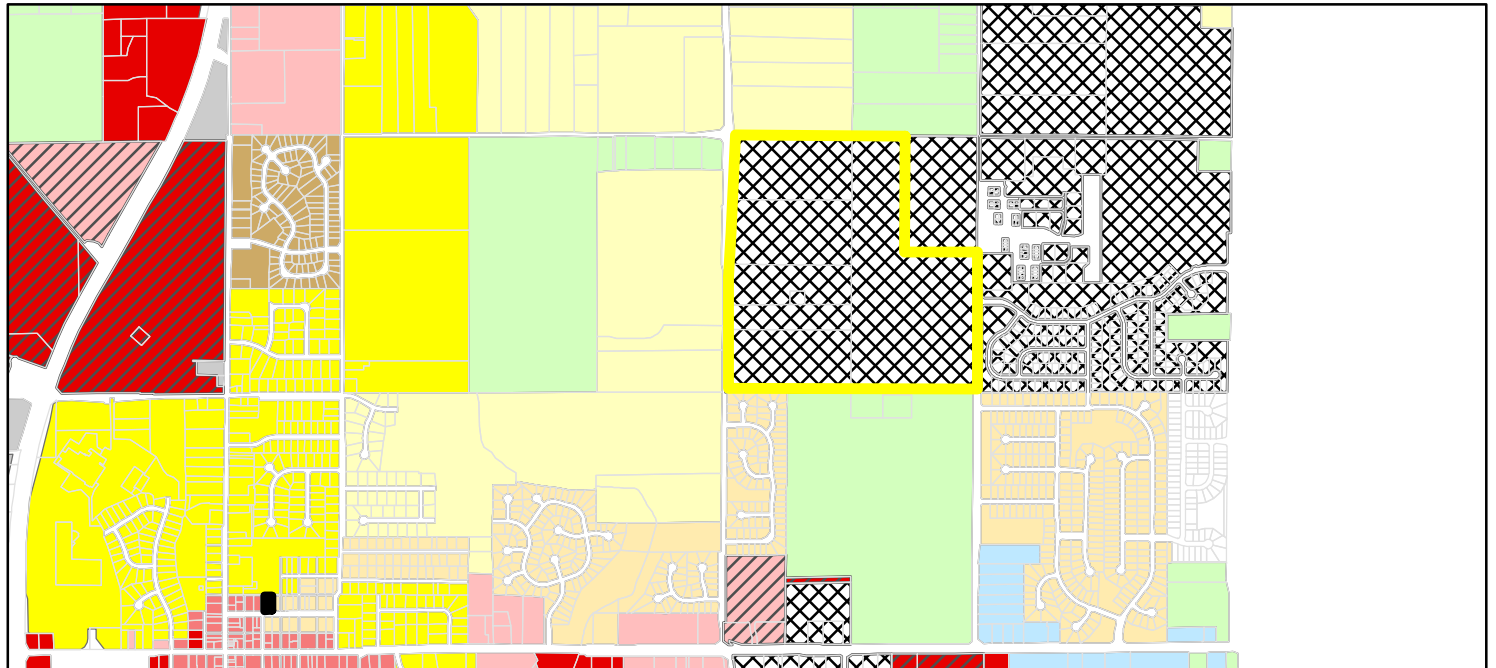
3. If any Plan Commission member has questions prior to the public hearing, then please contact Jesse Pohlman at 317.402.4380 or jpohlman@westfield.in.gov.

Aerial Location Map

Site



Zoning Map



Zoning

AG-SF1 (Agriculture - Single Family - 1)	GB-PD (General Business - Planned Development)	MF-2 (Multiple Family - 2)	SF-3 (Cluster (Single Family - 3 Cluster))
AG-SF1I (Agriculture - Single Family - 1 In-town)	GO (General Office)	OI (Open Industrial)	SF-4 (Single Family - 4)
EI (Enclosed Industrial)	GO-PD (General Office - Planned Development)	OI-PD (Open Industrial - Planned Development)	SF-4 Pre-1994 (Single Family - 4 Pre-1994)
EI-PD (Enclosed Industrial - Planned Development)	LB (Local Business)	PUD (Planned Unit Development)	SF-5 (Single Family - 5)
GB (General Business)	LB-H (Local Business - Historical)	SB-PD (Special Business - Planned Development)	SF-A (Single Family - Attached)
	LB-PD (Local Business - Planned Development)	SF-2 (Single Family - 2)	
	MF-1 (Multiple Family - 1)	SF-3 (Single Family - 3)	

THE LAKES OF WESTFIELD




THE LAKES
at Shady Nook

ORDINANCE NUMBER 15-19

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

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

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

WHEREAS, the Council enacted Ordinance No. 03-40, the Andover Planned Unit Development District (the "Andover PUD Ordinance"), on December 8, 2003, as amended by Ordinance No. 06-24 and Ordinance No. 12-37;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1507-PUD-13**), requesting an amendment to the Andover 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. 1507-PUD-13** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a [_____] recommendation (_____) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Common Council on _____;

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 Andover PUD Ordinance and the Unified Development Ordinance are hereby amended as follows:

Section 1. **Applicability of Ordinance.**

- 1.1 This Ordinance shall amend the Andover PUD Ordinance, as applicable to the Real Estate. Development of the Real Estate shall be governed by the Andover PUD Ordinance, as amended by this Ordinance and its exhibits.
- 1.2 All other provisions of the Andover PUD Ordinance shall remain in effect with the adoption of this Ordinance.
- 1.3 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of the Andover PUD Ordinance, as amended.

Section 2. **Setback Standards.** The standards of *Exhibit 7: Development Standards Matrix* of the Andover PUD Ordinance shall apply to the development of the Real Estate, except as otherwise modified below:

- 2.1 Side-Load Garages: The minimum side yard building setback line for a single-family detached dwelling on the Real Estate may be reduced to five (5) feet for dwellings with a side or courtyard loading garage; however, the lot's aggregate building setback lines shall be sixteen (16) feet and the minimum building separation shall be ten (10) feet.

ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF WESTFIELD,
HAMILTON COUNTY, INDIANA THIS ____ DAY OF _____, 2015.

Voting For

Voting Against

Abstain

Charles Lehman

Charles Lehman

Charles Lehman

Jim Ake

Jim Ake

Jim Ake

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Robert J. Smith

Robert J. Smith

Robert J. Smith

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 15-19** was delivered to the Mayor of Westfield

on the _____ day of _____, 2015, at _____m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 15-19**

this _____ day of _____, 2015.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 15-19**

this _____ day of _____, 2015.

J. Andrew Cook, Mayor

EXHIBIT A
Real Estate (Legal Description)

A part of the Northwest Quarter of Section 32, Township 19 North, Range 4 East, located in Washington Township, Hamilton County, Indiana, being described as follows:

Beginning at the Southeast corner of said Quarter Section; thence North 89 degrees 53 minutes 46 seconds West along the South line of said Quarter Section 2,647.32 feet to the Southwest corner of said Quarter Section; thence North 00 degrees 19 minutes 20 seconds East along the West line of said Quarter Section 2,681.38 feet to the Northwest corner of said Quarter Section; thence South 89 degrees 40 minutes 39 seconds East along the north line thereof a distance of 1832.88 feet to the Northeast corner of the Northwest quarter of said Quarter Section; thence South 00 degrees 19 minutes 21 seconds West along the east line of thereof a distance of 1226.26 feet; thence South 89 degrees 39 minutes 38 seconds East 814.87 feet to the East line of said Quarter Section; thence South 00 degrees 20 minutes 22 seconds West along said East line 1,444.78 feet to the POINT OF BEGINNING of this description containing 139.728 acres, more or less. Subject to all legal highways, rights-of-ways, easements, and restrictions of record.



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

June 15, 2015
1507-PUD-12
Exhibit 1

Petition Number: 1507-PUD-12

Petitioner: Estridge Development Management, LLC

Request: A text amendment to modify the architectural standards applicable to the Single-Family District and development standards applicable to the Mixed Use District of the Harmony Planned Unit Development (PUD) District

Current Zoning: Harmony PUD District (Ordinance 12-14)

Current Land Use: Residential / Agricultural

Approximate Acreage: 277 acres +/-

Zoning History:

1205-PUD-05	Original PUD Ordinance (Ord. 12-14)	(01/14/2013)
1405-DP-16	Development Plan (Section 1 & 2)	(05/19/2014)
1405-SPP-13	Primary Plat (Section 1 & 2)	(05/19/2014)
1405-SFP-17	Secondary Plat (Section 1)	(10/23/2014)
1408-SFP-28	Secondary Plat (Section 2)	(04/10/2015)
1409-SPP-18	Primary Plat (Mixed Use District)	(Withdrawn)
1501-PUD-01	PUD Text Amendment	(01/26/2015)
1502-SPP-07	Primary Plat (Section 3)	(03/16/2015)
1502-ODP-01	Overall Development Plan (Section 3)	(03/16/2015)
1504-SFP-13	Secondary Plat (Section 3)	(Pending)

Exhibits:

1. Staff Report
2. Location Map
3. Harmony District Map
4. PUD Ordinance Excerpts
5. Amendment Ordinance
6. Exhibit B: Front Façade Gable Examples
7. Exhibit C: Village Collection Homes

Staff Reviewer: Jeffrey M. Lauer, Associate Planner

PETITION HISTORY

This petition was introduced at the June 8, 2015, City Council meeting. The petition will receive a public hearing at the June 15, 2015, Advisory Plan Commission (the “APC”) meeting.

PROCEDURAL

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

January 15, 2015, APC meeting. Notice of the public hearing was provided in accordance with Indiana law and the APC's Rules of Procedure.

PROJECT OVERVIEW

Project Location: The subject property (collectively, the "Property") is approximately two-hundred and seventy-seven (277) acres located along the west side of Ditch Road, both north and south of 151st Street (see **Exhibit 2**).

Amendment Request: The Petitioner is requesting an amendment to the architectural standards applicable to the Single-Family District and development standards applicable to the Mixed Use District, as further described below:

1. **Primary Plane:** The proposed amendment adds clarity to the term "primary plane"¹ and incorporates it into the Definitions (*Article 6*) of the PUD Ordinance. This added clarity will allow the Petitioner to develop homes similar to those depicted at **Exhibit 6**.
2. **Development Standards:** The PUD Ordinance requires various development standards for the development of multi-family uses in the Mixed Use District (identified as **Area A** on the Harmony District Map at **Exhibit 3**). The proposed amendment would modify the following:
 - a. **Minimum Setback from Internal Driveways/Parking Areas**²: The PUD currently requires a minimum ten (10) foot setback from internal driveway/parking areas. Since the adoption of the PUD Ordinance, the Petitioner has been working with a multifamily developer and has encountered environmental difficulty in designing the site in compliance with this standard. The Petitioner desires to develop the site similar to the Union Street Flats. This standard is not in the Union Street Flats PUD District ordinance. As a result, the proposed amendment would remove this standard from the ordinance.
 - b. **Maximum Building Height**³: The PUD currently requires a maximum building height of forty (40) feet. Additionally, the PUD requires that multifamily uses be developed in substantial compliance with the character exhibits included in the PUD Ordinance at **Exhibit F**. The Petitioner desires a three (3) story product with a variation of roof pitches; however, three stories with a higher roof pitch would exceed forty (40) feet. As a result, this amendment modifies the forty (40) foot height requirement to three (3) stories.
3. **Architectural Standards:** The PUD Ordinance currently requires that homes comply with one of two sets of architectural standards⁴: "defined architectural designs" or "conventional design guidelines" (see PUD Ordinance excerpts at **Exhibit 3**).

¹ Section 3.4(B)(1) Architectural Standards of the PUD Ordinance

² Section 2.4(D) Development Standards for Multifamily Uses within the Mixed Use District

³ Section 2.4(I) Development Standards for Multifamily Uses within the Mixed Use District

⁴ Section 3.4(A) Architectural Standards of the PUD Ordinance



- a. Rear-Loading Lots: Since the adoption of the PUD Ordinance, David Weekly Homes (one of the two home builders in Harmony) has designed a series of homes called the "Village Collection Homes" (see Exhibit 7) for rear-loading lots.

The Village Collection Homes, which are rear-loading homes, do not neatly meet the standards of either the "defined architectural designs" or "conventional design guidelines". As a result, this amendment will allow a third option for homes on rear-loading lots to be substantially similar to the "Village Collection Homes" (incorporated as Exhibit B of the proposed amendment ordinance and at Exhibit 7).

STATUTORY CONSIDERATIONS

Indiana Code 36-7-4-603 states 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.

STAFF COMMENTS

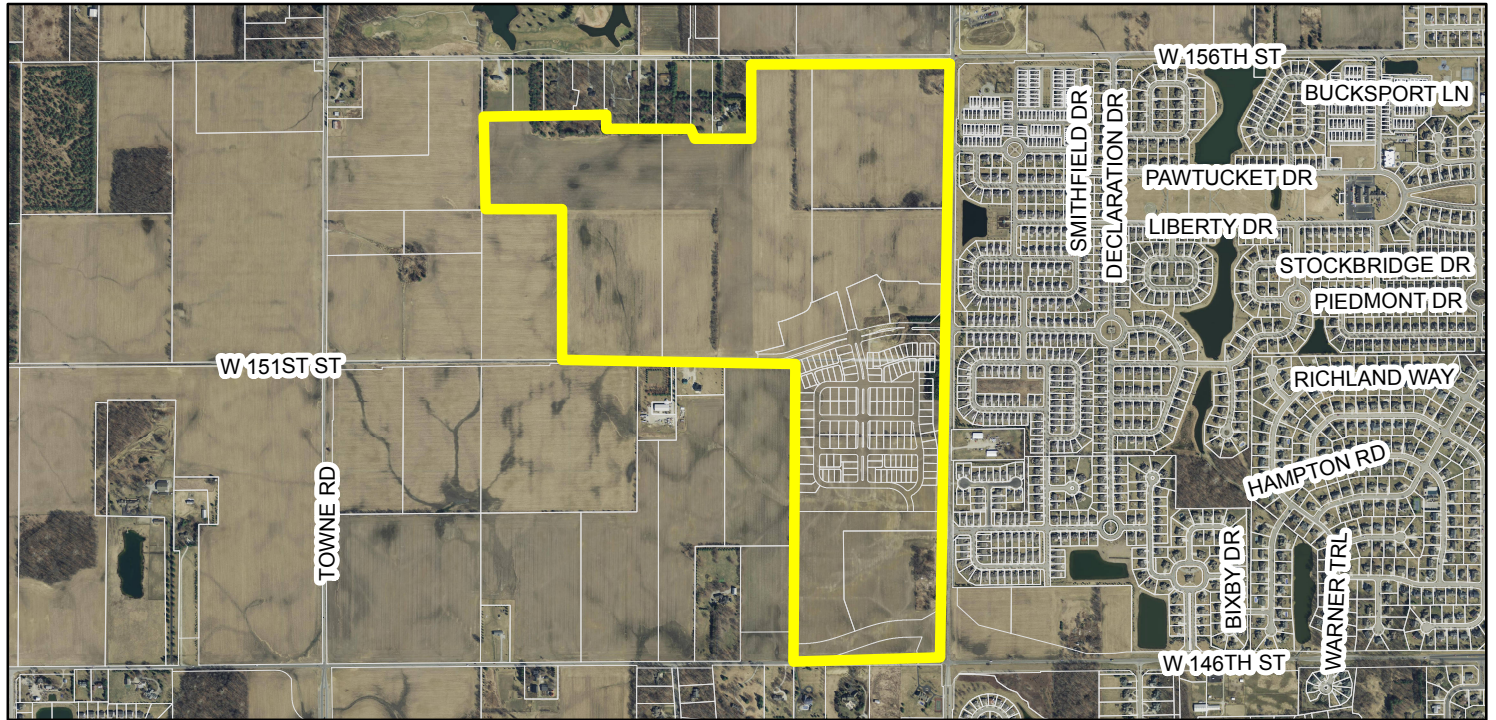
1. Hold a public hearing at the June 15, 2015, APC meeting.
2. Prior to the final deposition, the petitioner will make any necessary revisions to the proposal based on APC comments, public comments and any additional staff comments.
3. If any APC member has questions prior to the public hearing, then please contact Jeffrey M. Lauer at (317) 910.2927 or jlauer@westfield.in.gov.

Property Location Map Harmony PUD Amendment 1507-PUD-12

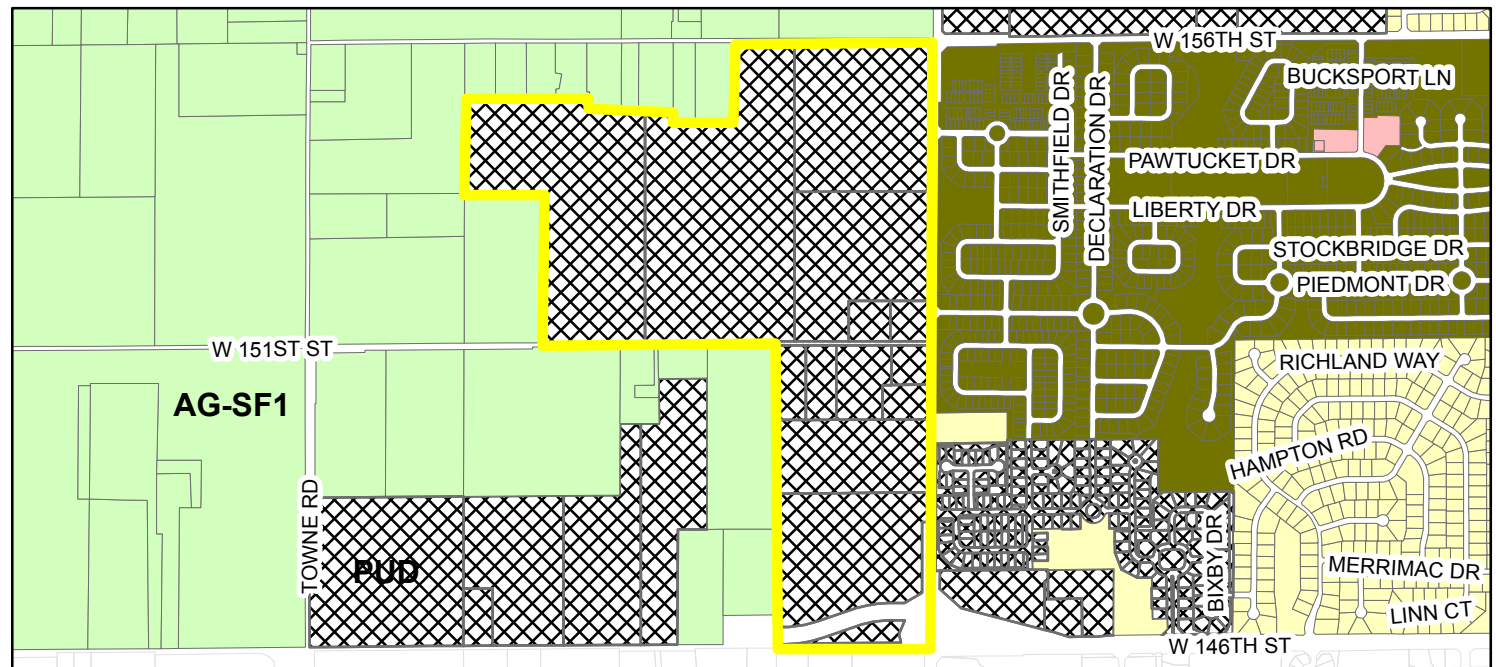


Aerial Location Map

 Site



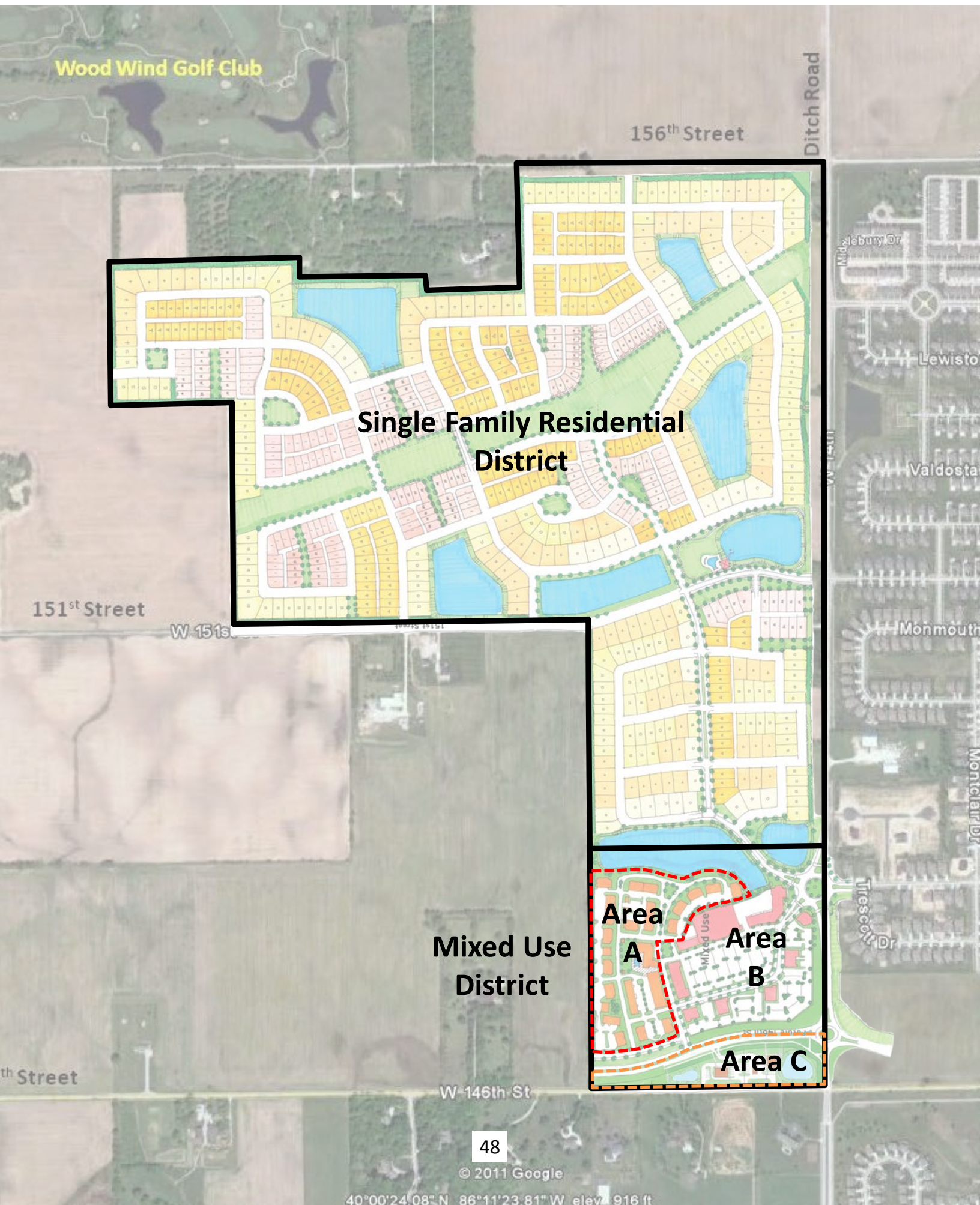
Zoning Map



Zoning

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

Exhibit B – Zoning District Map



B. Development Standards.

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

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

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

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

B. Development Amenities.

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

Section 3.4. Architectural Standards.

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

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

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

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

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

b. Georgian – See Exhibit E, Figures 201, 202, 211, 212, 213, and 214 for examples of qualifying Georgian houses.

i. Identifying features – A minimum of four (4) items below shall be present on the Front Elevation in order to qualify as a Georgian house.

1. Paneled front door. See Exhibit E, Figure 203 for examples of Georgian entryways.
2. A row of small rectangular panes of glass beneath the crown, either within the door or in a transom just above. See Exhibit E, Figure 204 for examples of Georgian use of glass at the front door. At least one of the types shown in Figure 204 shall be present in order to qualify.
3. Cornice. See Exhibit E, Figure 205 for an example of a Georgian cornice. At least one of the types shown in Figure 205 shall be present in order to qualify.
4. Windows having small panes. See Exhibit E, Figure 206 for examples of Georgian windows. At least one of the types shown in Figure 206 shall be present in order to qualify.
5. Windows aligned horizontally and vertically in symmetrical rows. See Exhibit E, Figure 207 for examples of Georgian fenestration. At least one of the types shown in Figure 207 shall be present in order to qualify.
6. A central chimney or paired chimneys. See Exhibit E, Figure 208 for examples of Georgian chimneys. At least one of the types shown in Figure 208 shall be present in order to qualify.
7. Roof with an open side gable, gambrel, pedimented side gable, pent, hipped, or double-hipped configuration. See Exhibit E, Figure 209 for examples of Georgian roofs. At least one of the types shown in Figure 209 shall be present in order to qualify.

ii. Building Massing and Roof Types. One shall be present in order to qualify as a Georgian house – See Exhibit E, Figure 210 for examples of Georgian building massing and roof types.

1. Side-gabled roof. See Exhibit E, Figure 211 for examples of Georgian side-gabled roof houses.
2. Gambrel roof. See Exhibit E, Figure 212 for examples of Georgian gambrel roof houses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- c. Rear Elevation. Each dwelling shall utilize a minimum of three (3) of the following architectural elements on the rear elevation. Rear elevations that face exterior Public Ways, and which are located within fifty (50) feet of that Public Way, shall utilize a minimum of five (5) of the following architectural elements on said rear elevation:
- i. Covered open or screened porch (minimum size ten (10) foot by ten (10) foot, includes porches with arbor or similar roof treatments);
 - ii. Shutters on all windows, where they can fit (a minimum of three (3) windows with shutters are required);
 - iii. Architectural Break, including cantilevered offsets, of at least two (2) feet of relief at two (2) or more points along the rear elevation, excluding relief for doors and windows and garages (homes incorporating two (2) or more Architectural Breaks shall be deemed to have met two (2) of the element requirements);
 - iv. Masonry, EIFS, stucco, cultured stone material a minimum of eighteen (18) inches in height the entire length of the elevation or a five (5) foot return on the first floor;
 - v. Hip roof;
 - vi. Elevated deck a minimum of twenty-four (24) inches above finish grade;
 - vii. Roofline direction change OR roofline height change greater than sixteen (16) inches OR two (2) or more roof planes;
 - viii. Bay window(s);
 - ix. Transom window(s);
 - x. Veranda/balcony;
 - xi. Rear yard landscaping to include at least two (2) trees, one of which shall be an evergreen tree (a minimum of six [6] feet in height at the time of planting) and at least one of which shall be a deciduous tree (a minimum of 2" caliper 12 inches above finished grade) and five (5) shrubs (a minimum of three [3] feet in height at the time of planting).
 - xii. Architecturally-enhanced Articulated Trim Moldings (e.g. fipons above windows);
 - xiii. Exterior chase fireplace; or

xiv. Architectural Treatment on Gable Ends.

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

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

1. On homes with front load garages, the garage door shall be recessed behind the primary plane of the Front Elevation of the home a minimum of two (2) feet.
2. Building Materials. Permitted exterior building materials shall include: cultured stone, Masonry, wood, EIFS, stucco, and concrete fiber board. Vinyl or aluminum clad windows with wood (or wood composite material) exterior trim shall be permitted. Vinyl and aluminum siding are prohibited.
3. Windows.
 - a. A dwelling shall have a minimum of three (3) windows on the Front Elevation of the structure.
 - b. A dwelling shall have a minimum of two (2) windows on each side elevation. A door on the side elevation shall meet the requirements of one window.
 - c. A dwelling shall have a minimum of three (3) windows on the rear elevation.
 - d. A double window (a single window unit a minimum of four (4) feet in width with two windows side by side) shall count as two windows.
4. The minimum slope of the Primary Roof Pitch shall be 6/12. Secondary Roof Pitches such as porches, bays, walkways, etc., may be covered with a lower roof pitch.
5. Roof overhangs shall be required and shall be a minimum of 8 inches. Elements such as porches, bays, walkways, etc. may be covered with fewer inches of overhang.
6. Roof vents shall be located to the rear of the dwelling. All vents shall be positioned to be minimally visible from the street and shall be painted to match the roofing material, black, or for those made of metal, left natural or painted to match the roofing material.

Section 3.5. Additional Standards.

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

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

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

ARTICLE 6. DEFINITIONS

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

“Architectural Break” shall mean and refer to the corner of a projection along an elevation of a building. The exterior corners of a covered porch and a projection with a height of no less than six (6) feet and projection of no less than two (2) feet shall count as an Architectural Break.

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

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

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

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

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

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

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

“Enhanced Architectural Window Treatment” shall mean and refer to Architectural Detailing of elements around window openings. For windows in a Masonry elevation, the treatment shall be of natural or Masonry materials and be applied to the sill and header at a minimum. For windows in a non-Masonry elevation, the treatment shall be of Natural Materials and be applied to the sill, header, and jams. The width of the treatment shall be a minimum of 3½ inch reveal dimension of the base siding material.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ORDINANCE NUMBER 15-18

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

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

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

WHEREAS, the Council enacted Ordinance No. 12-14, the Harmony Planned Unit Development District (the "Harmony PUD Ordinance"), on January 14, 2014;

WHEREAS, the Council enacted Ordinance No. 14-55, the first amendment to the Harmony Planned Unit Development District (the "Harmony PUD Ordinance First Amendment"), on January 26, 2015;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Commission") considered a petition (**Petition No. 1507-PUD-12**), requesting an amendment to the Harmony PUD Ordinance with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1507-PUD-12** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a _____ recommendation (##) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Common Council on _____, 2015;

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

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

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance shall amend the Harmony PUD Ordinance, as applicable to the Real Estate. Development of the Real Estate shall be governed by (i) the Harmony PUD Ordinance, as amended by 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 the Harmony PUD Ordinance, as amended.
- 1.2 Chapter (“*Chapter*”) and Article (“*Article*”) cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.3 All other provisions of the Harmony PUD Ordinance shall remain in effect with the adoption of this 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 the Harmony PUD Ordinance, as amended.

Section 2. Definitions. To *Article 6 Definitions* add the following definition:

“Primary plane of the Front Elevation of a home” shall mean the vertical portion of the front building façade that most contributes to establishing the volume of the house closest to the street. Typically, the primary plane is the solid wall of the house creating the enclosed living area. However, an open porch may qualify as the primary plane if it contains a gable a minimum of 30% of the width of the house (as measured from the outer extent of the foundation upon which the gable resides) with an Architectural Treatment on Gable End, as generally depicted in **Exhibit B**.

Section 3. Development Standards for Multifamily Uses within the Mixed Use District.

The standards of *Section 2.4: Development Standards for Multifamily Uses within the Mixed Use District* of the Harmony PUD Ordinance shall apply to the development of the District, except as otherwise modified by the Harmony PUD Ordinance and below.

- 3.1 Minimum Setback from Internal Driveways/Parking Areas: *Section 2.4(D) Minimum Setback from Internal Driveways/Parking Areas* shall be removed.
- 3.2 Maximum Building Height: *Section 2.4(I) Maximum Building Height* shall be amended to provide that multi-family dwelling units shall have a maximum building height of three (3) stories.

Section 4. **Architectural Standards.** The standards of *Section 3.4: Architectural Standards* of the Harmony PUD Ordinance shall apply to the development of the District, except as otherwise modified by the Harmony PUD Ordinance and below.

- 4.1 Architectural Design Standards: *Section 3.4(A) Architectural Design Standards* shall be amended to provide that single-family detached dwelling units on a 50' Mew Lots or 50' Alley-load Lots shall either: (i) comply with one of the defined architectural designs detailed in *Section 3.4(A)(3) Defined Architectural Designs*; or (ii) shall be substantially similar to the homes depicted in **Exhibit C** attached hereto (the "Village Collection Homes").

ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF WESTFIELD,
HAMILTON COUNTY, INDIANA THIS ____ DAY OF _____, 2015.

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Charles Lehman

Charles Lehman

Charles Lehman

Robert J. Smith

Robert J. Smith

Robert J. Smith

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 15-18** was delivered to the Mayor of Westfield

on the _____ day of _____, 2015, at _____m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 15-18**

this _____ day of _____, 2015.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 15-18**

this _____ day of _____, 2015.

J. Andrew Cook, Mayor

This document prepared by:
Bryan D. Stumpf, PLA, AICP
12965 Old Meridian Street
Carmel, IN 46032

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law. Bryan D. Stumpf

SCHEDULE OF EXHIBITS

Exhibit A Real Estate (Legal Description)

Exhibit B Front Façade Gable Examples

Exhibit C Village Collection Homes

EXHIBIT A

REAL ESTATE

LEGAL DESCRIPTION

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

BEGINNING at the northeast corner of said Northeast Quarter; thence South 00 degrees 00 minutes 00 seconds East (assumed basis of bearings) along the east line of said Northeast Quarter 2,630.58 feet to the northeast corner of said Southeast Quarter; thence South 00 degrees 12 minutes 08 seconds East along the east line of said Southeast Quarter 2,636.09 feet to the southeast corner thereof; thence South 89 degrees 25 minutes 04 seconds West along the south line of said Southeast Quarter 1,352.43 feet to the southwest corner of the East Half of said Southeast Quarter; thence North 00 degrees 18 minutes 09 seconds West along the west line of said East Half 2,633.15 feet to the southeast corner of the West Half of said Northeast Quarter; thence South 89 degrees 17 minutes 41 seconds West along the south line of said West Half 1,357.06 feet to the southeast corner of said Northwest Quarter; thence South 89 degrees 01 minute 52 seconds West along the south line of said Northwest Quarter 678.57 feet to the southwest corner of the East Half of the Southeast Quarter of said Northwest Quarter; thence North 00 degrees 11 minutes 39 seconds West along the West line of said East Half 1,315.85 feet to the northwest corner thereof; thence South 89 degrees 07 minutes 05 seconds West along the south line of the Northeast Quarter of said Northwest Quarter 679.24 feet to the southwest corner thereof; thence North 00 degrees 13 minutes 25 seconds West along the west line of the Northeast Quarter of said Northwest Quarter 823.62 feet to a point that is 493.24 feet South 00 degrees 13 minutes 26 seconds East from the northwest corner of the Northeast Quarter of said Northwest Quarter; thence North 89 degrees 12 minutes 17 seconds East parallel with the north line of said Northwest Quarter 794.85 feet; thence North 00 degrees 13 minutes 25 seconds West 3.82 feet; thence North 89 degrees 12 minutes 17 seconds East parallel with the north line of said Northwest Quarter 285.30 feet to an east line of the 119.55-acre tract described in Instrument Number 200300107178, on file in the Office of the Recorder of Hamilton County, Indiana, the following six (6) courses are along the east, south and west lines of said 119.55-acre tract; 1) thence South 00 degrees 09 minutes 53 seconds East 108.70 feet; 2) thence North 89 degrees 12 minutes 17 seconds East 279.15 feet to the west line of said Northeast Quarter; 3) thence North 89 degrees 16 minutes 38 seconds East 450.00 feet; 4) thence South 00 degrees 09 minutes 53 seconds East 57.15 feet; 5) thence North 89 degrees 16 minutes 38 seconds East 518.47 feet; 6) thence North 00 degrees 00 minutes 00 seconds West parallel with the east line of said Northeast Quarter 655.30 feet to a point in the north line of said Northeast Quarter that is 1,751.34 feet west of the northeast corner of said Northeast Quarter; thence North 89 degrees 16 minutes 38 seconds East along said north line 1,751.34 feet to the POINT OF BEGINNING. Containing 277.55 acres, more or less.

EXHIBIT B

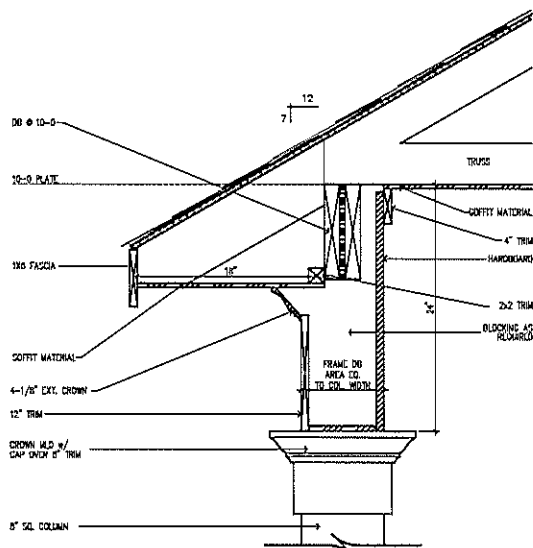
FRONT FAÇADE GABLE EXAMPLES

[see following pages]

EXHIBIT C

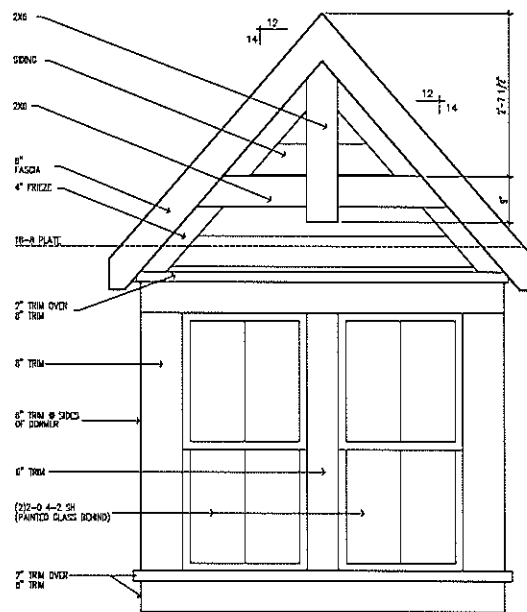
VILLAGE COLLECTION HOMES

[see following pages]



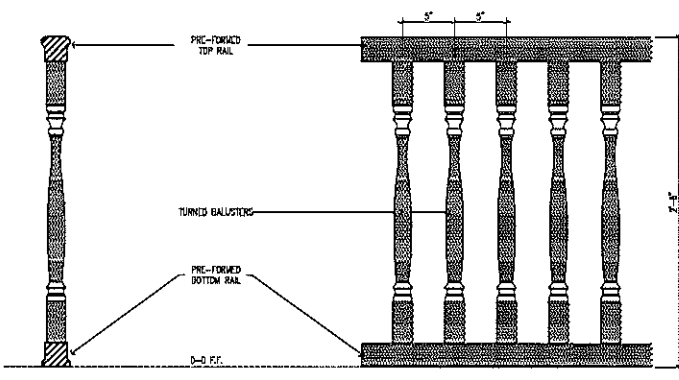
FRONT PORCH CORNICE DETAIL

SCALE: 1" = 1'-0"



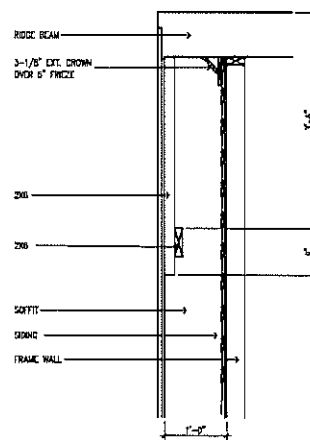
DORMER DETAIL

SCALE: 1/2" = 1'-0"



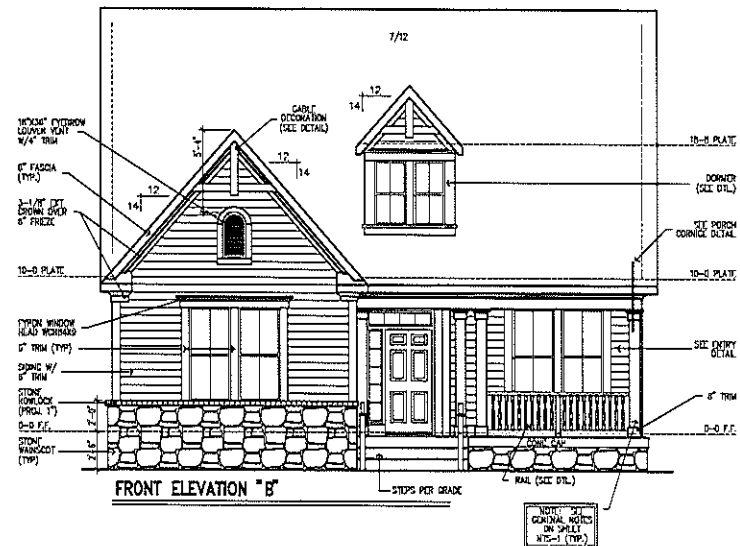
PORCH RAIL DETAIL

SCALE: 1" = 1'-0"

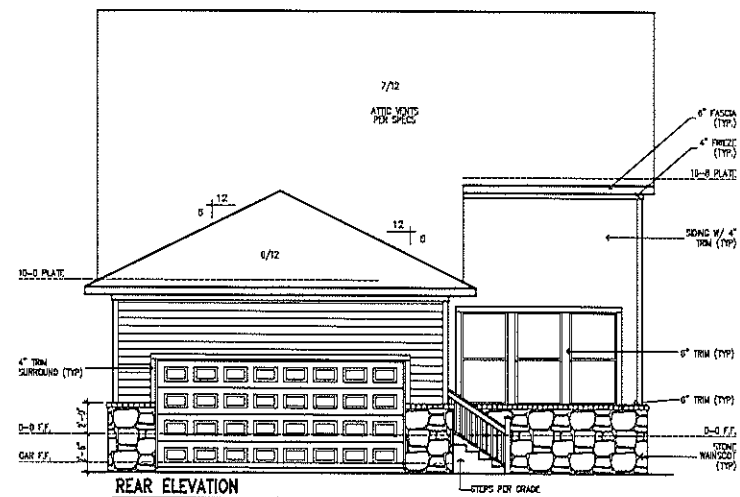


GABLE END DETAIL

1/2" = 1'-0"



FRONT ELEVATION "B"



REAR ELEVATION

O'Reilly Project LP 2011
The measurements, dimensions, and specifications shown on this document are guidelines for construction use only. The manufacturer's specifications and what is shown in the field may vary. This document may not be relied on as a representation of what the completed structure will look like.

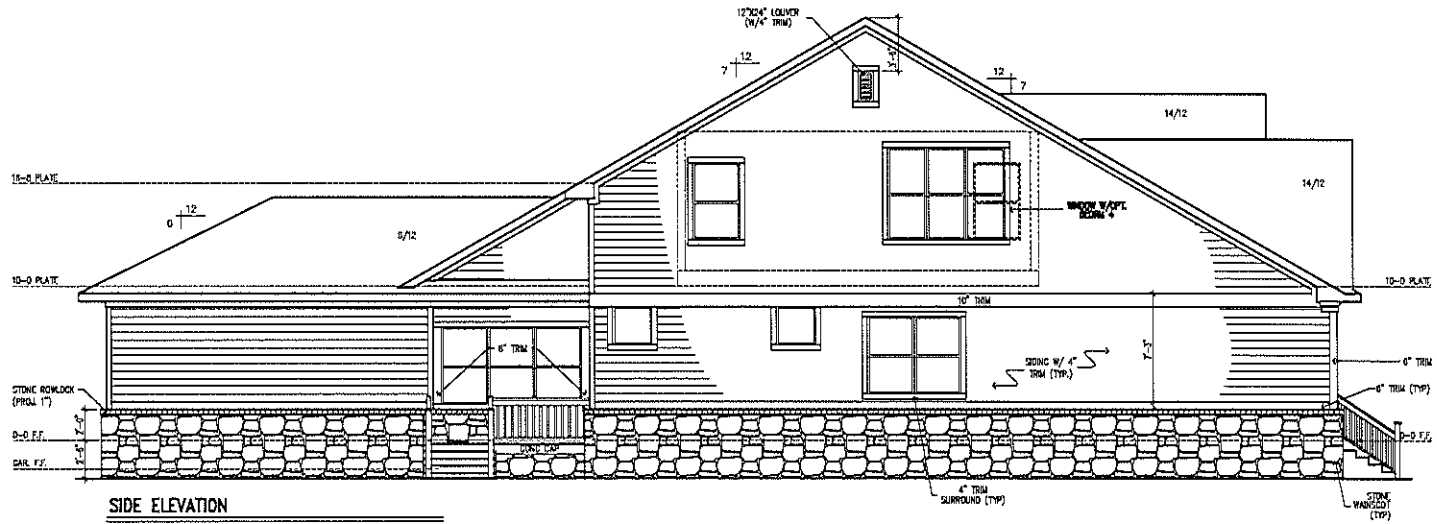
David Weekley Homes

CN/JDA/JPW/CJR 1/8" = 1'-0"

Date: 10/9/14 Rev: 01/15/15 JR

Lot: Bx: Sect: Proj. No.: Job No.:

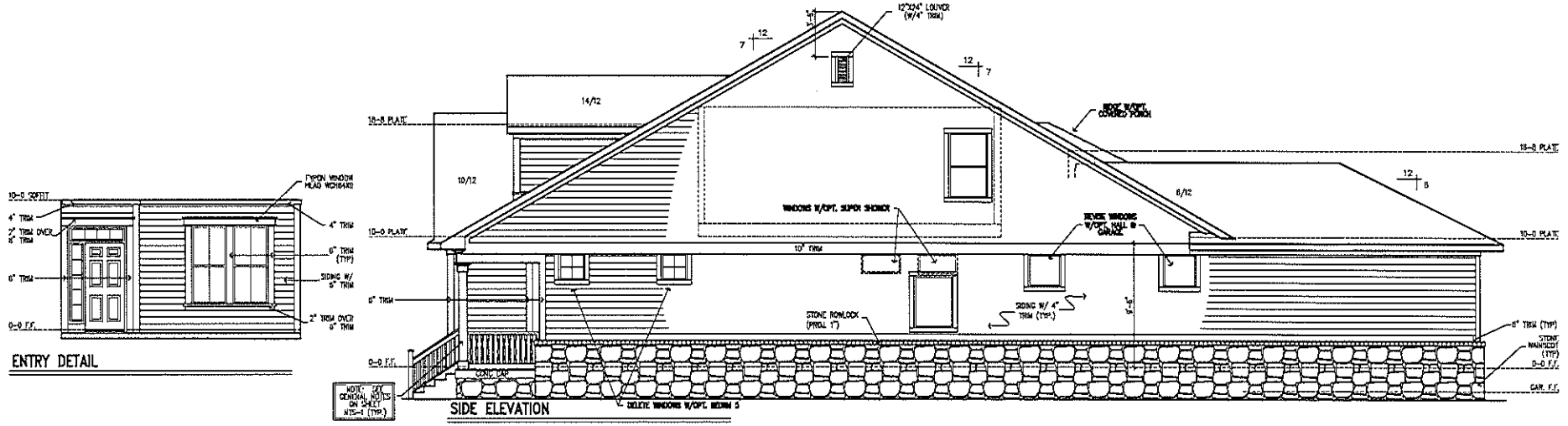
NORTH
4528-B
ELV-1
INFINITY
INDIANAPOLIS



TYP. PLATE HEIGHTS	
NOMINAL	ACTUAL
8-0 PLATE	7-11 5/8
9-0 PLATE	8-11 5/8
10-0 PLATE	9-11 5/8
11-0 PLATE	10-11 5/8
2ND FLOOR PLATE HEIGHTS OVER 1ST FLOOR SYSTEM	
18-0 PLATE	18-11 7/8
20-0 PLATE	19-11 7/8
22-0 PLATE	20-11 7/8
3RD FLOOR PLATE HEIGHTS OVER 2ND FLOOR SYSTEM	
18-0 PLATE	18-1 7/8
20-0 PLATE	20-1 7/8
22-0 PLATE	22-1 7/8

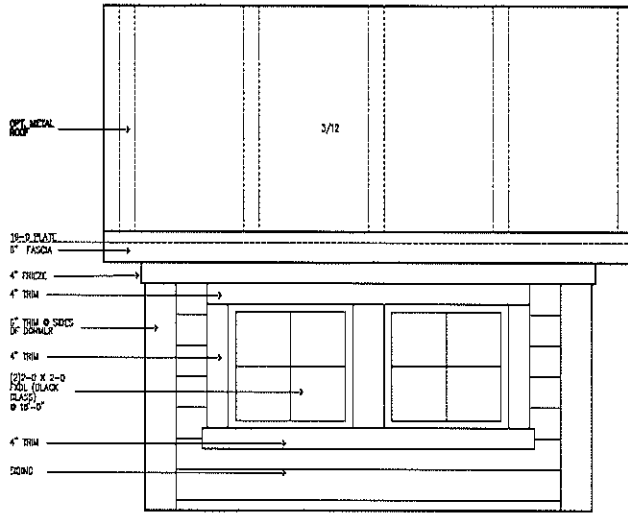
© 2011 David Weekley Homes
The measurements, dimensions, and other specifications shown on this document are for informational purposes only. They are not intended to be used as a basis for construction. The actual construction may vary. This document may not be relied on as a representation of the completed structure and its location.

David Weekley Homes
CN/JDA/JP/WCS/R 1/8" = 1'-0"
Date: 10/9/14 Rev: 01/15/15 JR



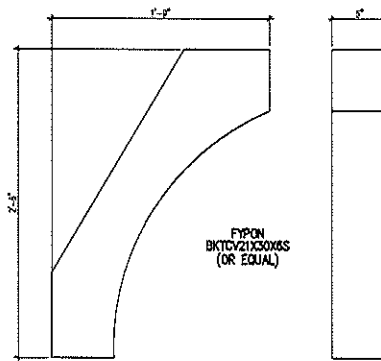
Proj. No.:	Lot:
	84:
Job No.:	Set:

NORTH
4528-B
ELV-B
INFINITY
INDIANAPOLIS



DORMER DETAIL

SCALE: 1/2" = 1'-0"



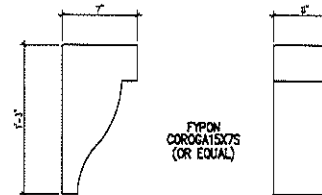
BRACKET DETAIL "A"

SCALE: 1" = 1'-0"



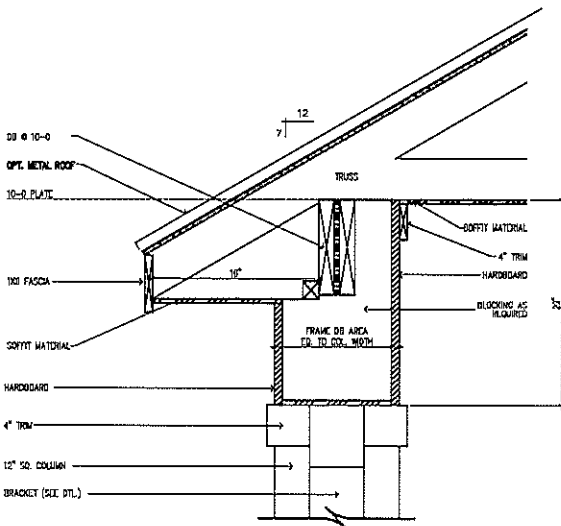
BRACKET DETAIL "B"

SCALE: 1" = 1'-0"



BRACKET DETAIL "C"

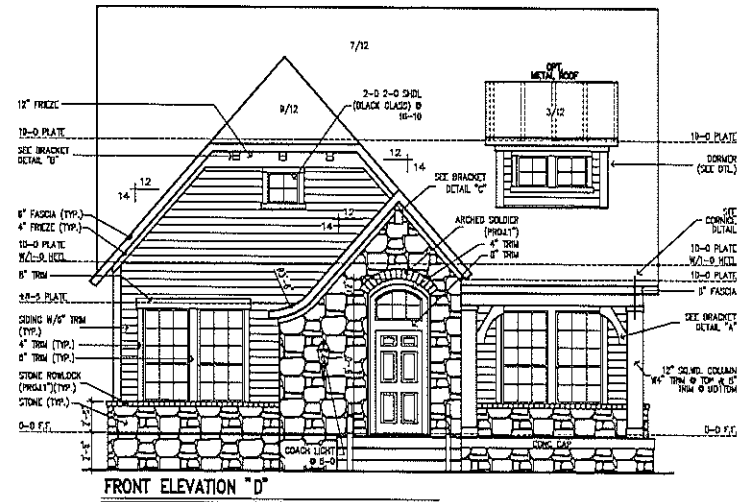
SCALE: 1" = 1'-0"



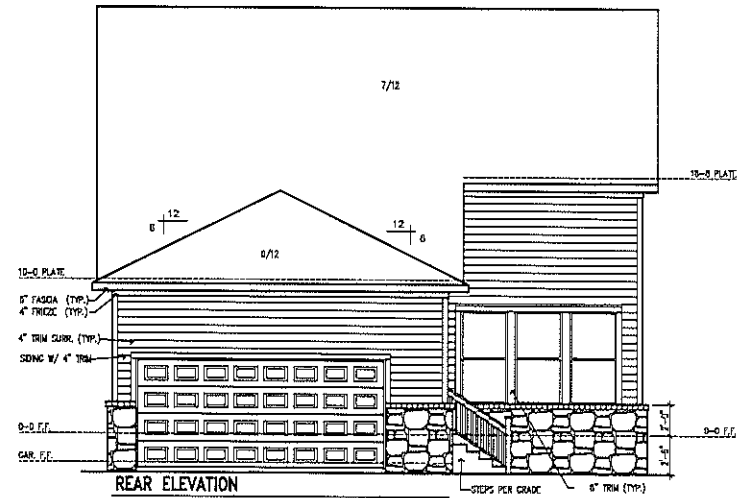
FRONT PORCH CORNICE DETAIL

SCALE: 1" = 1'-0"

TYP. PLATE HEIGHTS	
NOMINAL	ACTUAL
8-0 PLATE	7'-11 5/8"
9-0 PLATE	8'-11 5/8"
10-0 PLATE	9'-11 5/8"
11-0 PLATE	10'-11 5/8"
AND FLOOR PLATE HEIGHTS (MIN. 1\"/>	
10-0 PLATE	10'-11 7/8"
10-0 PLATE	10'-11 7/8"
11-0 PLATE	11'-11 7/8"
12-0 PLATE	12'-11 7/8"
13-0 PLATE	13'-11 7/8"
14-0 PLATE	14'-11 7/8"



FRONT ELEVATION "D"



REAR ELEVATION

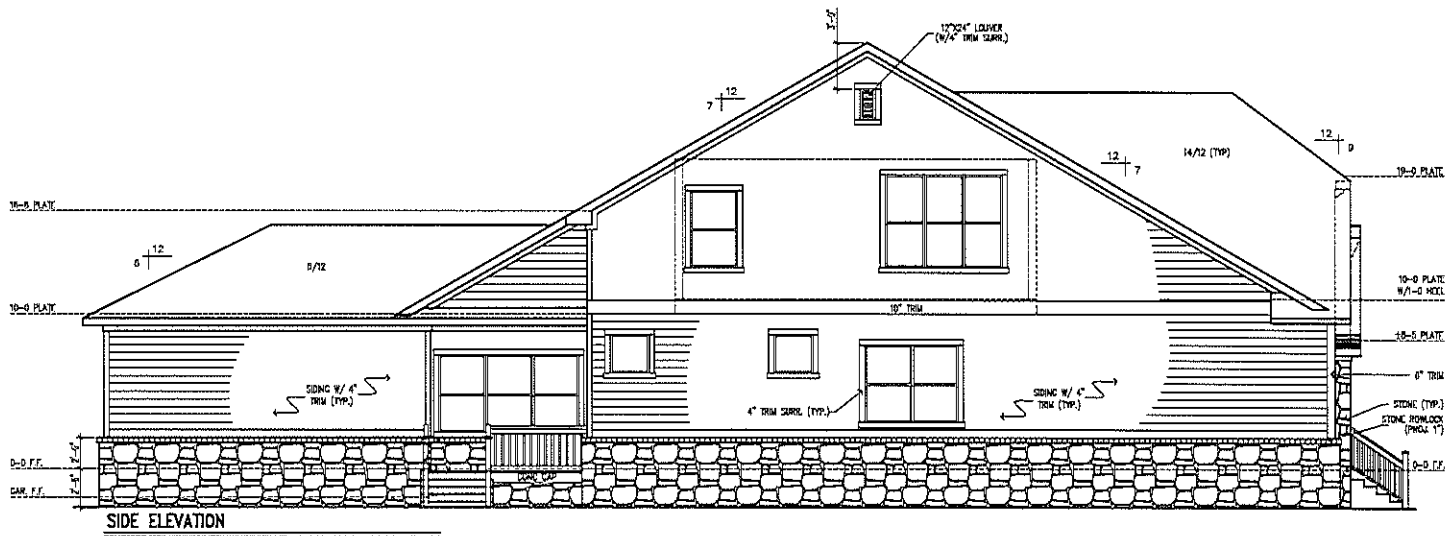
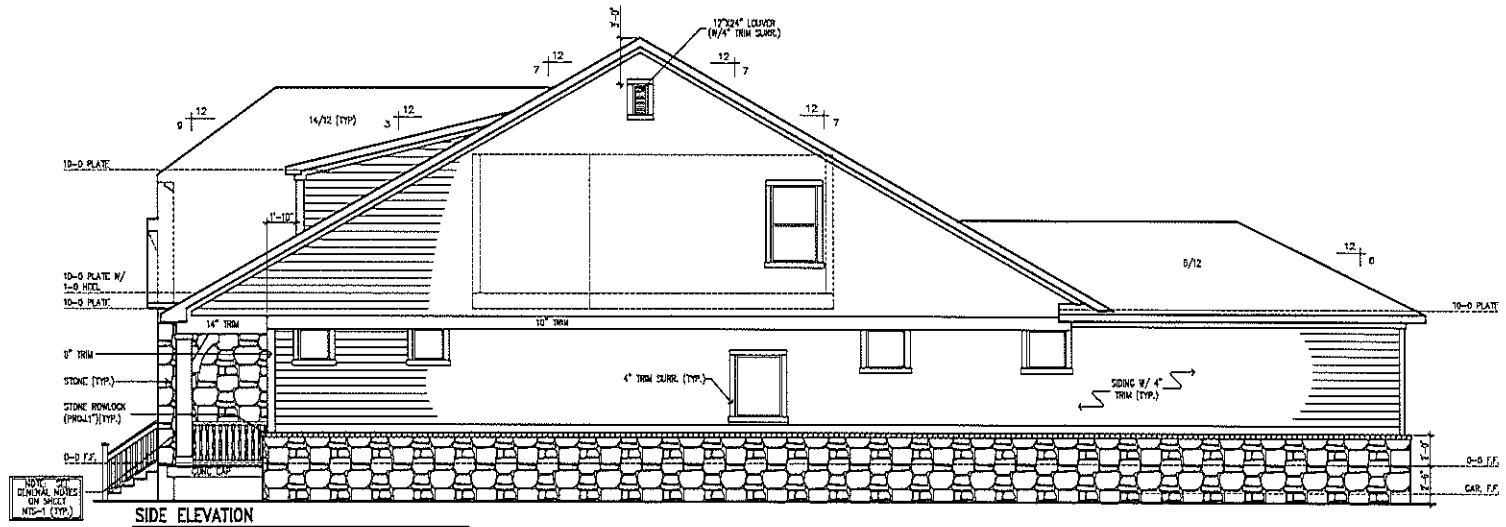
O'NEILL, JAMES JR. 2014
The measurements, dimensions, and other specifications shown on this document are subject to change without notice. The manufacturer's specifications may vary. This document may not be relied on as a representation of what the completed structure will look like.

David Weekley Homes

GSXS/EM/JR Scale: 1/8" = 1'-0"
Date: 12/16/14 Rev: 01/15/15 JR

Proj. No.:
Job No.:
Lot:
Bk:
Sect:

NORTH
4528-D
ELV-1
INFINITY
INDIANAPOLIS

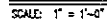


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David Weekley Homes
GS/XS/EMJR Scale: 1/8" = 1'-0"
Date: 12/16/14 Rev.: 01/15/15 JR

Proj. No.:	Lot:
Job No.:	Bk.:
	Sect.:

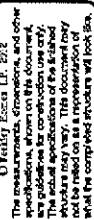
NORTH
4528-D
ELV-2
INFINITY
INDIANAPOLIS



SCALE: 1" = 1'-0"



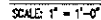
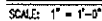
NORTH
4671-A
ELV-1
CLAIRBELLA
INDIANAPOLIS



David Weekley Homes	
CN/RD/JP	Scale: 1/8" = 1'-0"
Date: 8/13/2012	Rev.: 2/4/15EAM

	Proj. No.	Lot:
	Job No.:	Bk:
		Sect:
-		
-		
-		

NORTH
4671-A
ELV-2
CLAIRBELLA
INDIANAPOLIS

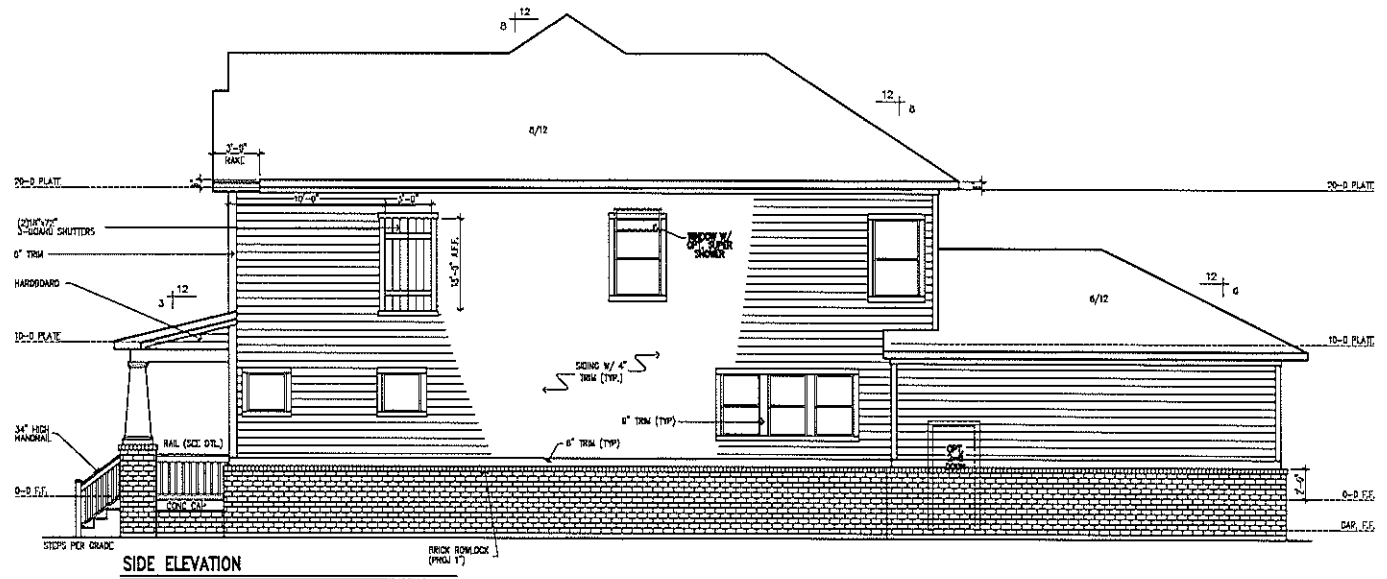


FRONT ELEVATION "B"



NORTH
4671-B
ELV-1
CLAIRBELLA
INDIANAPOLIS

TYP. PLATE HEIGHTS	
NOMINAL	ACTUAL
3'-0" PLATE	7'-11 5/8"
3'-0" PLATE	6'-11 5/8"
10'-0" PLATE	9'-11 5/8"
11'-0" PLATE	10'-11 5/8"
FIND FLOOR PLATE HEIGHTS ON EACH FLOOR PLAN	
13'-0" PLATE	12'-11 7/8"
20'-0" PLATE	19'-11 7/8"
21'-0" PLATE	20'-11 7/8"
FIND FLOOR PLATE HEIGHTS ON EACH FLOOR PLAN	
13'-0" PLATE	12'-11 7/8"
20'-0" PLATE	19'-11 7/8"
21'-0" PLATE	20'-11 7/8"

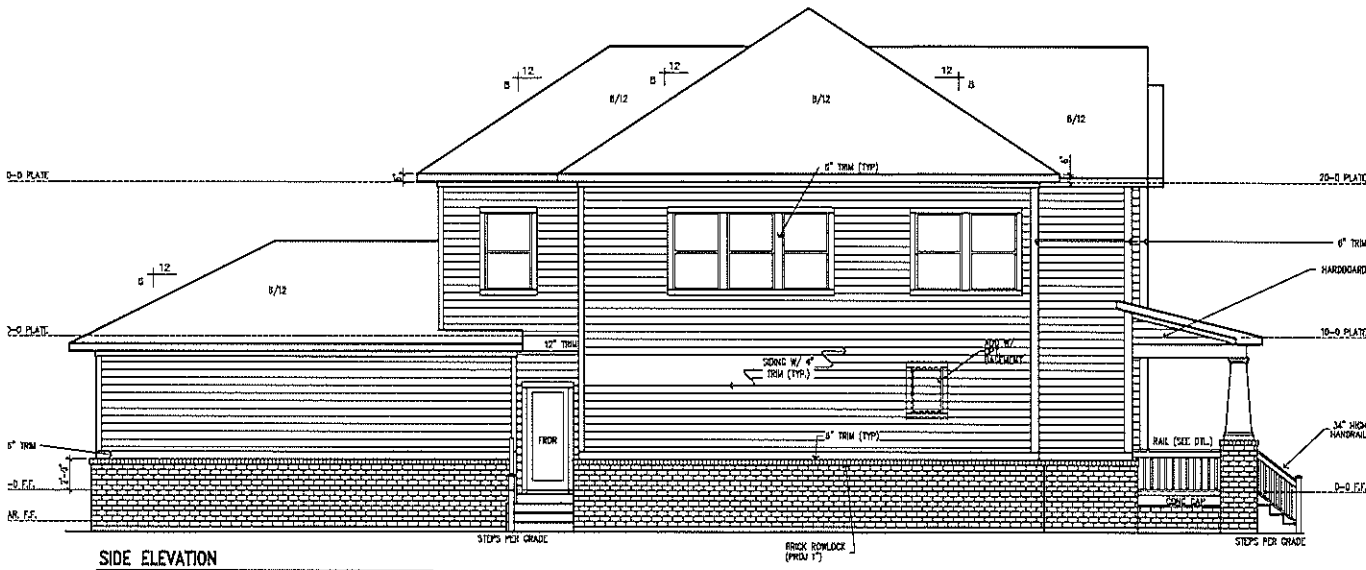


© Weckley Homes LP, 2012
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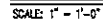
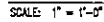
David Weckley Homes
CN/RD/JP Scale: 1/8" = 1'-0"
Date: 8/13/2012 Rev.: 2/4/15EAM

Proj. No.:	Lot:
Job No.:	Block:
	Section:

NORTH
4671-B
ELV-2
CLAIRBELLA
INDIANAPOLIS



SIDE ELEVATION

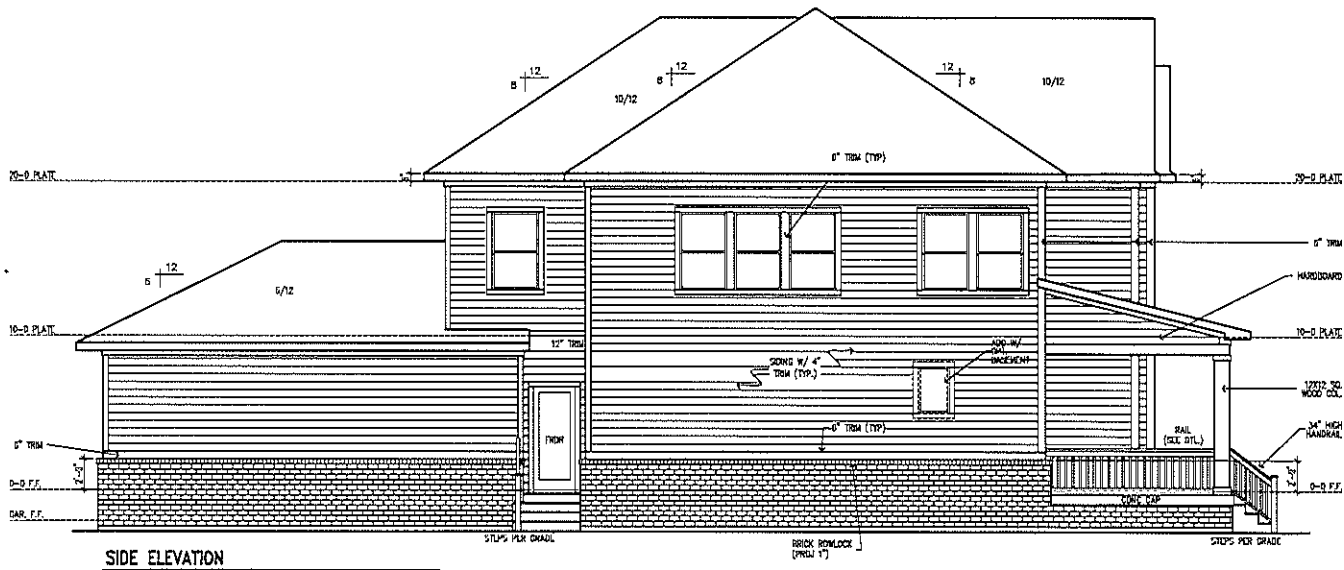
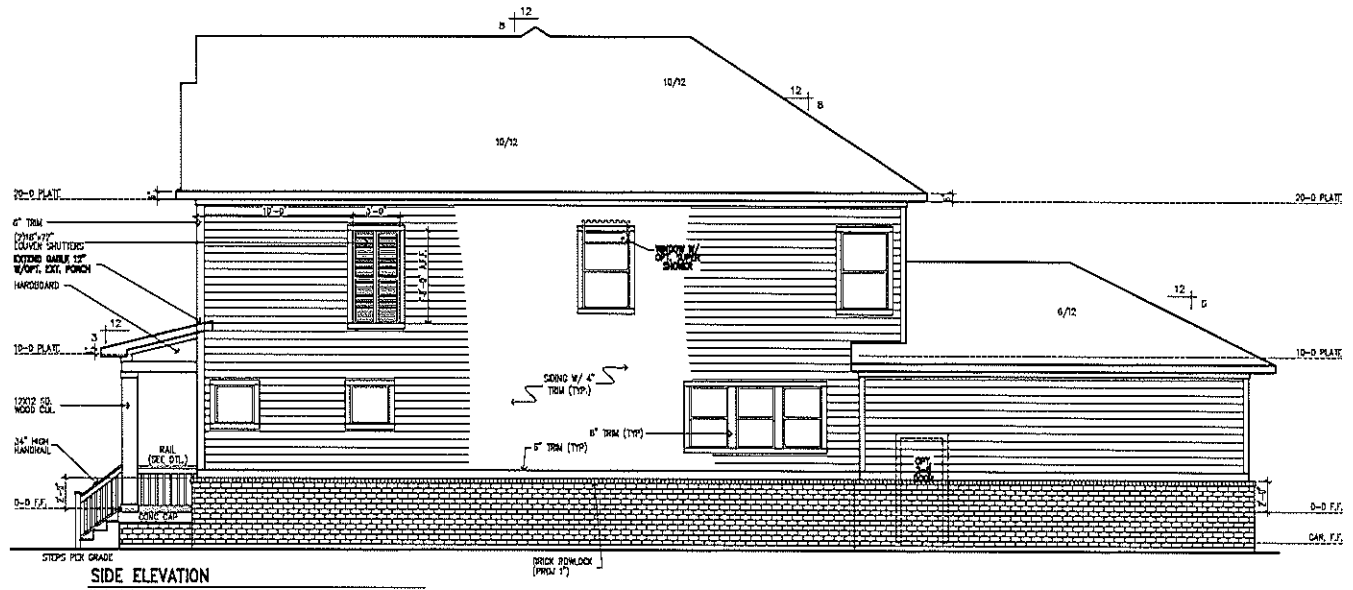


FRONT ELEVATION "C"



NORTH
4671-C
ELV-1
CLAIRBELLA
INDIANAPOLIS

NOMINAL	ACTUAL
8-0 PLATE	7-11 5/8
9-0 PLATE	8-11 5/8
10-0 PLATE	9-11 5/8
11-0 PLATE	10-11 5/8
2ND FLOOR PLATE HEIGHTS (TW 1 ST FLOOR SYSTEM)	
10-0 PLATE	10-11 7/8
20-0 PLATE	10-11 7/8
21-0 PLATE	20-11 7/8
2ND FLOOR PLATE HEIGHTS (TW 1 ST FLOOR SYSTEM)	
10-0 PLATE	10-11 7/8
20-0 PLATE	20-11 7/8
21-0 PLATE	21-11 7/8

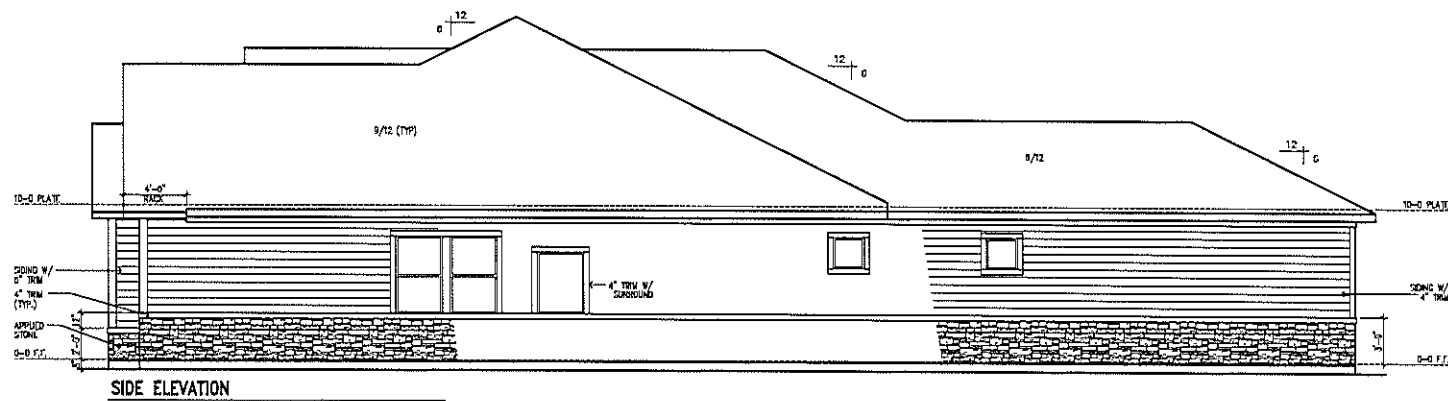


The measurements, dimensions, and other specifications, shown on this document, are guidelines for construction use only. The actual specifications of the finished structure may vary. This document may not be relied on as a representation of what the completed structure will look like.

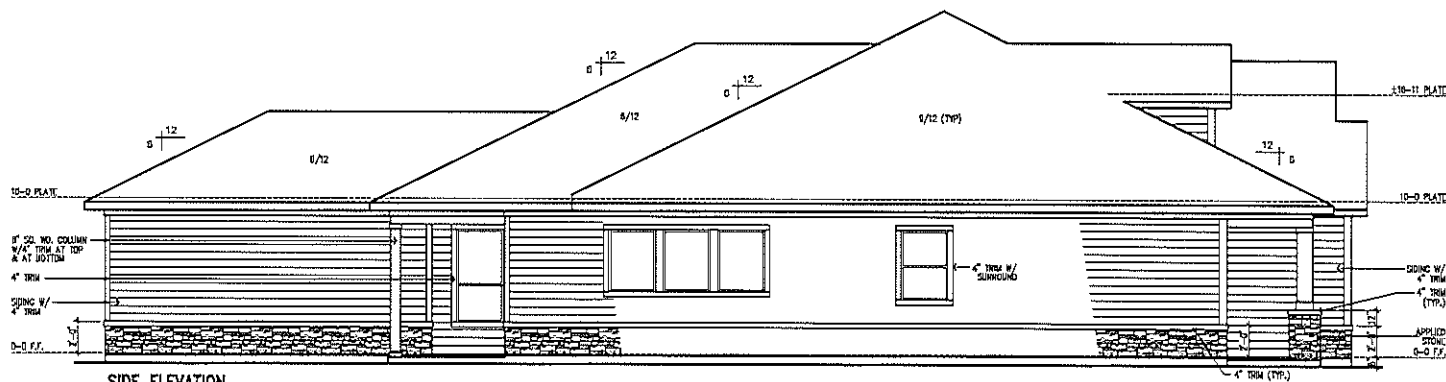
David Weekley Homes	
CN,RD,JP	Scale: 1/8" = 1'-0"
Date: 8/13/2012	Rev.: 2/4/15EAM

Prof. No.:	Lot:
Lab No.:	Bk:
	Sect:

NORTH
4671-C
ELV-2
CLAIRBELLA
INDIANAPOLIS



SIDE ELEVATION



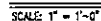
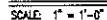
SIDE ELEVATION

O'Reilly, James L.B. 2015
The measurements, dimensions, and other specifications shown on this document are for information only. They are not to be used for construction or other purposes. The document may not be relied on as a representation of what the completed structure will look like.

David Weekley Homes
GS/M5/MV Scale 1/8" = 1'-0"
Date 02/27/15 Rev:

Proj. No.:
Lot:
Bk:
Sect:
Job No.:
Sect:

NORTH
5862-A
ELV-2
ALLENWOOD
INDIANAPOLIS



O'Leary Evans LP 2015

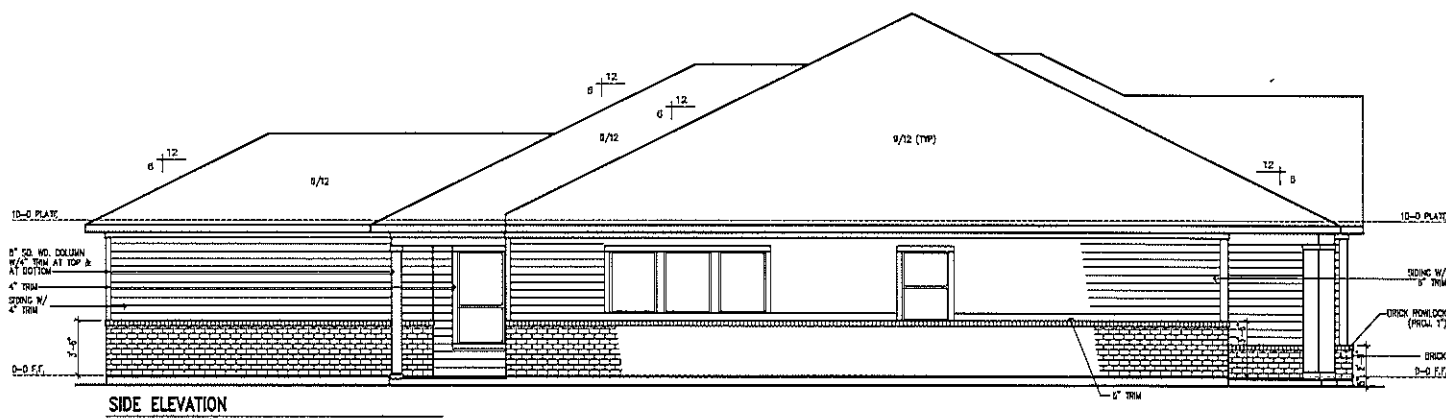
GS/M5/MV $S_{cd} = 1/8" = 1'-0"$

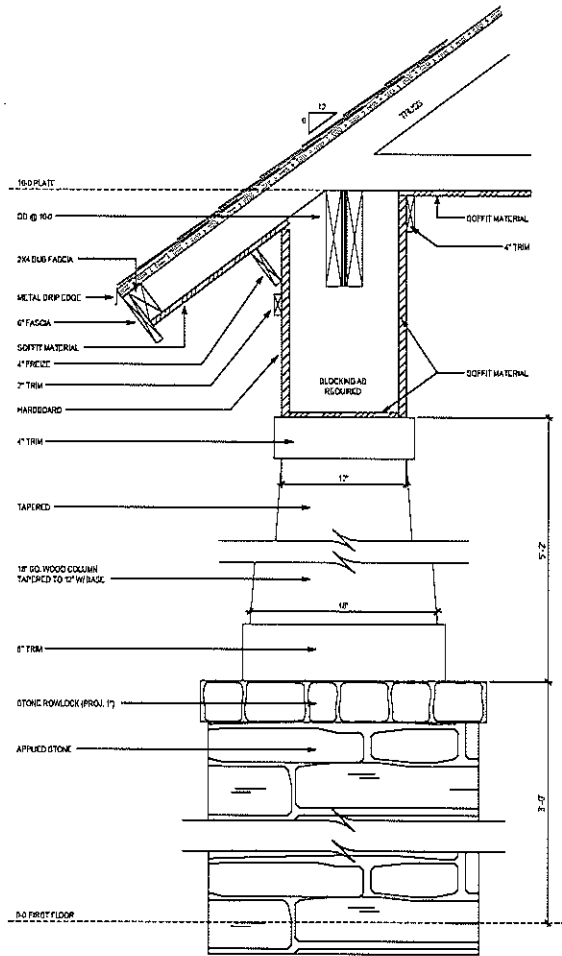
Date: 02/27/15

NORTH
5862-B
ELV-1
ALLENWOOD
INDIANAPOLIS

David Weekley Homes
GS/MS/MV
Scale: 1/8" = 1'-0"
Date: 02/27/15
Rev:

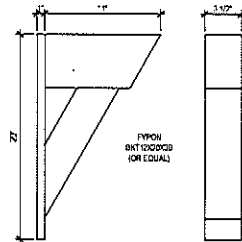
NORTH
5862-B
ELV-2
ALLENWOOD
INDIANAPOLIS



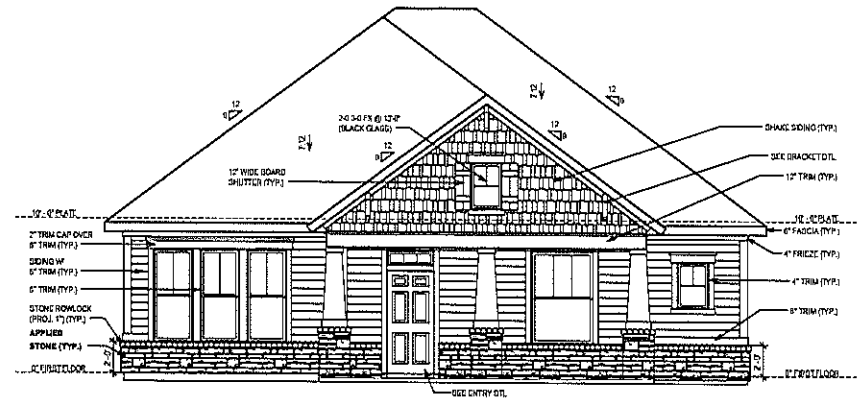


CORNICE DETAIL
SCALE: 1" = 1'-0"

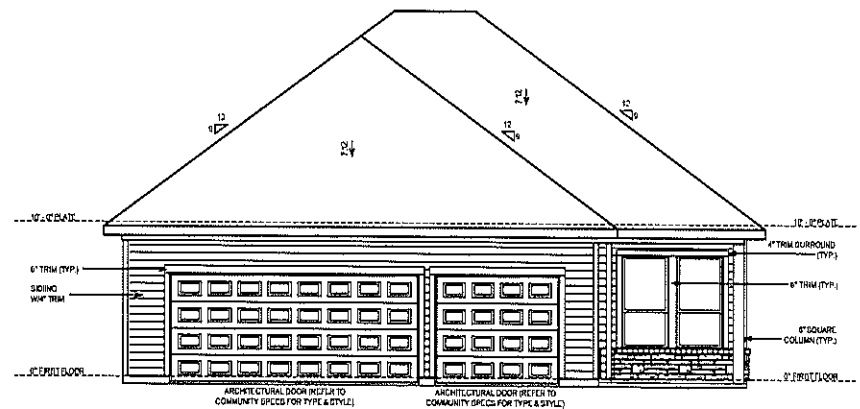
TYP. PLATE HEIGHTS	
NOMINAL	ACTUAL
9-0 PLATE	7-11 5/8
9-6 PLATE	8-11 5/8
10-0 PLATE	9-11 5/8
11-0 PLATE	10-11 5/8
2ND FLOOR PLATE HEIGHTS (W/ 12" FLOOR SYSTEM)	
19-0 PLATE	18-11 5/8
20-0 PLATE	19-11 5/8
21-0 PLATE	20-11 5/8
2ND FLOOR PLATE HEIGHTS (W/ 14" FLOOR SYSTEM)	
19-6 PLATE	19-1 7/8
20-6 PLATE	20-1 7/8
21-6 PLATE	21-1 7/8



BRACKET DETAIL "A"
SCALE: 1" = 1'-0"



FRONT ELEVATION "A"



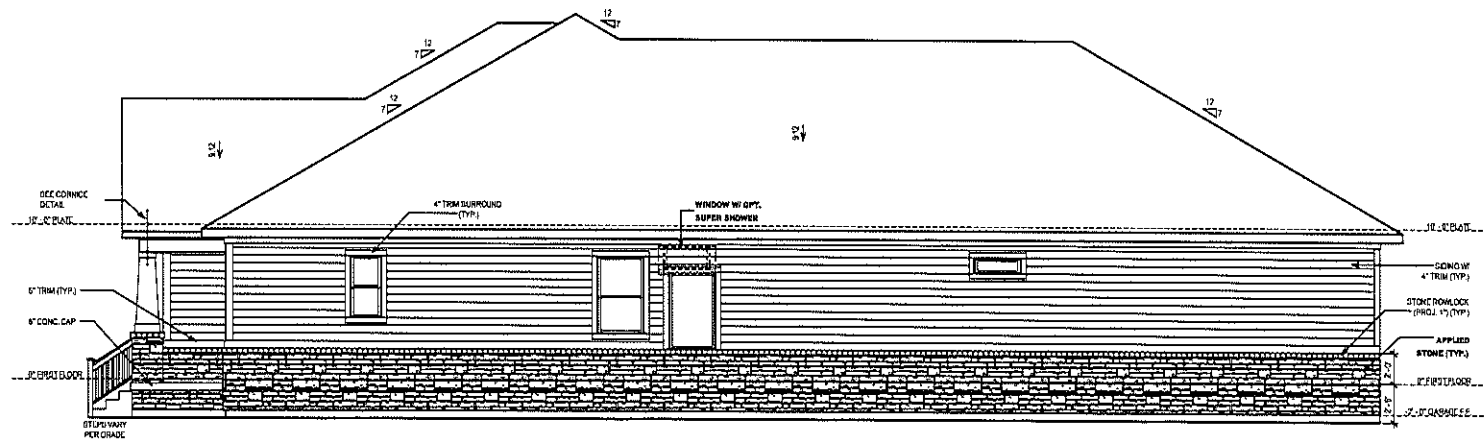
REAR ELEVATION

© Weekly Homes LP, 2015
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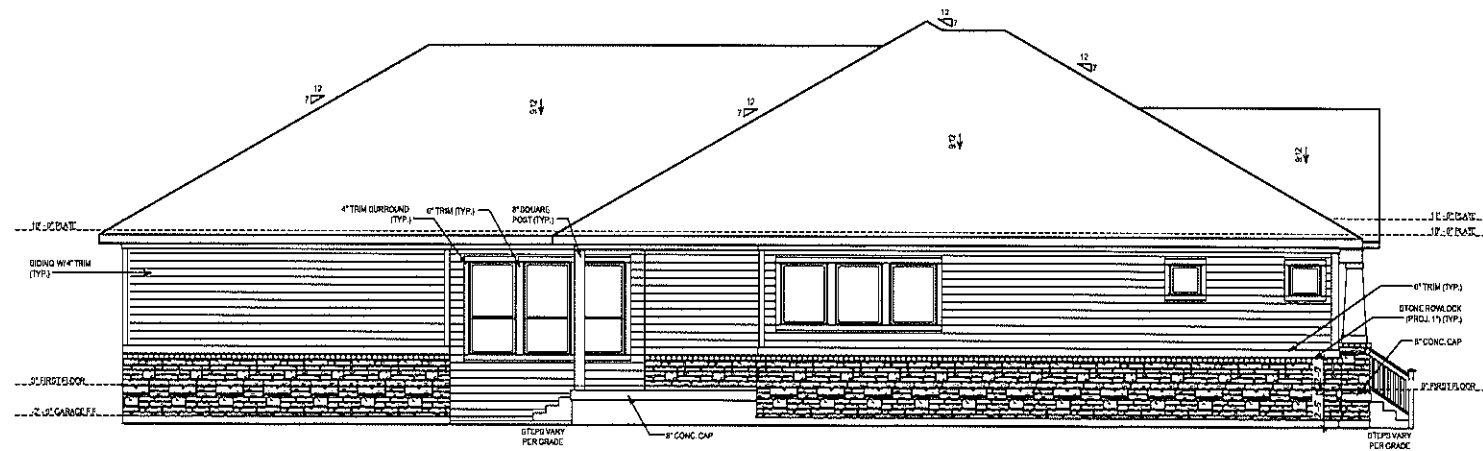
David Weekly Homes
GS/DG/EM Scale: 1/8" = 1'-0"
Date: 02/24/15 Rev:

Proj No.:
Job No.:
Lot:
Block:
Sect:

NORTH
5863-A
ELV-1
LOCKTON
INDIANAPOLIS



SIDE ELEVATION W/ OPT. BASEMENT



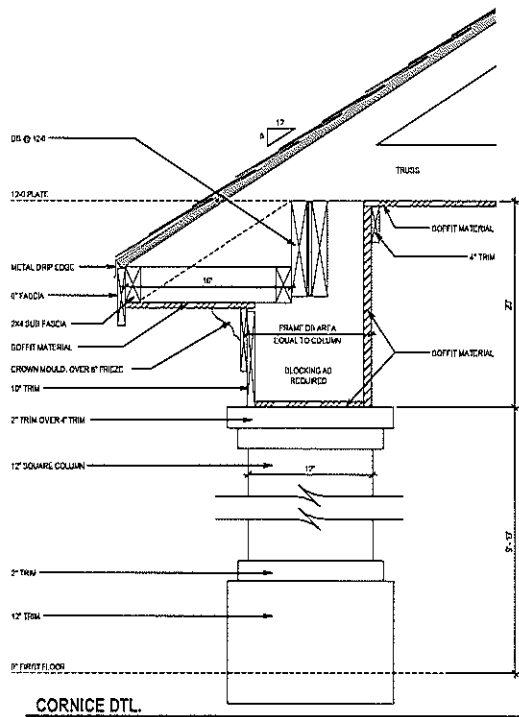
SIDE ELEVATION W/ OPT. BASEMENT

© Merit Homes LP, 2015
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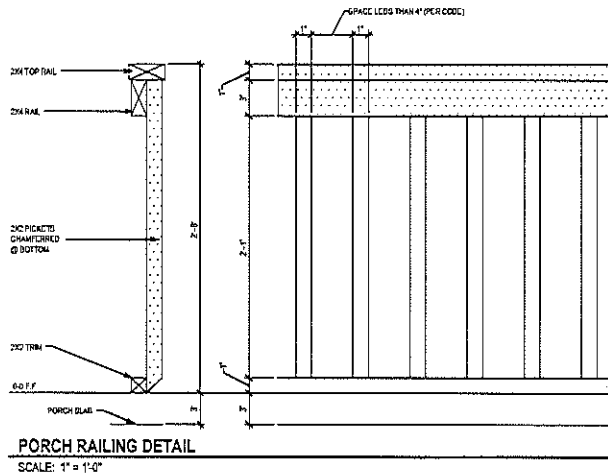
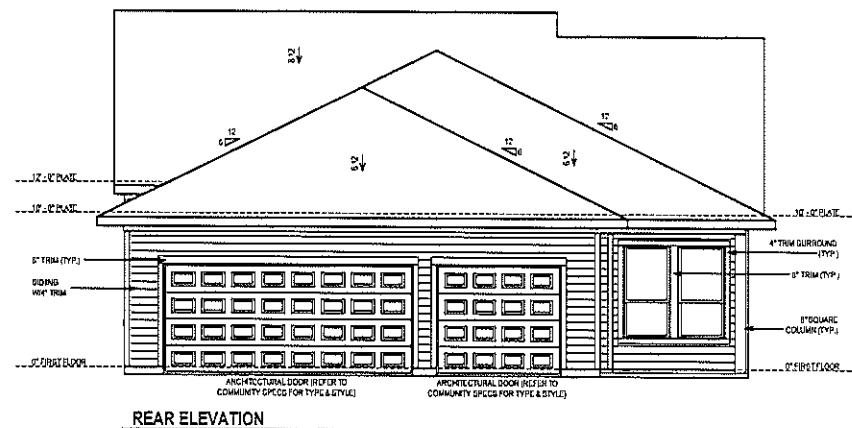
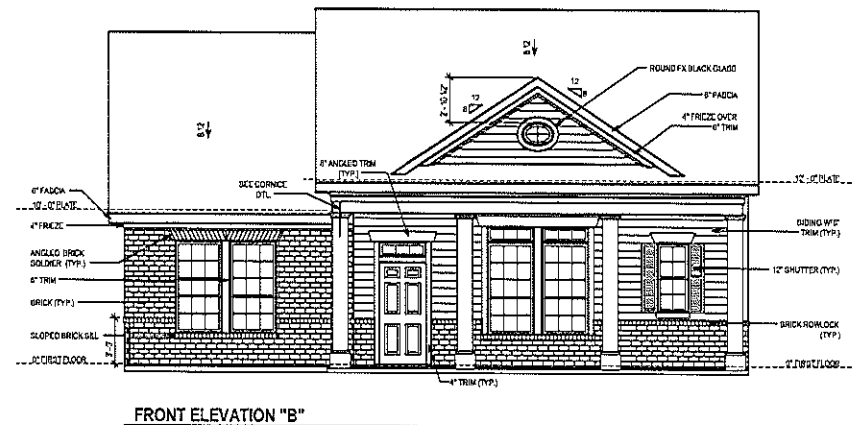
David Weekley Homes
Scale: 1/8" = 1'-0"
GS/DG/EM Date: 02/24/15 Rev:

Proj No:	Lot:	Block:	Sect:
Job No:			

NORTH
5863-A
ELV-4
LOCKTON
INDIANAPOLIS



TYP. PLATE HEIGHTS	
NOMINAL	ACTUAL
6-0 PLATE	7-11 5/8
8-0 PLATE	8-11 5/8
10-0 PLATE	9-11 5/8
11-0 PLATE	10-11 5/8
2ND FLOOR PLATE HEIGHTS (W/ 12" FLOOR SYSTEM)	
18-0 PLATE	18-11 5/8
20-0 PLATE	19-11 5/8
21-0 PLATE	20-11 5/8
2ND FLOOR PLATE HEIGHTS (W/ 14" FLOOR SYSTEM)	
18-0 PLATE	19-1 7/8
20-0 PLATE	20-1 7/8
21-0 PLATE	21-1 7/8

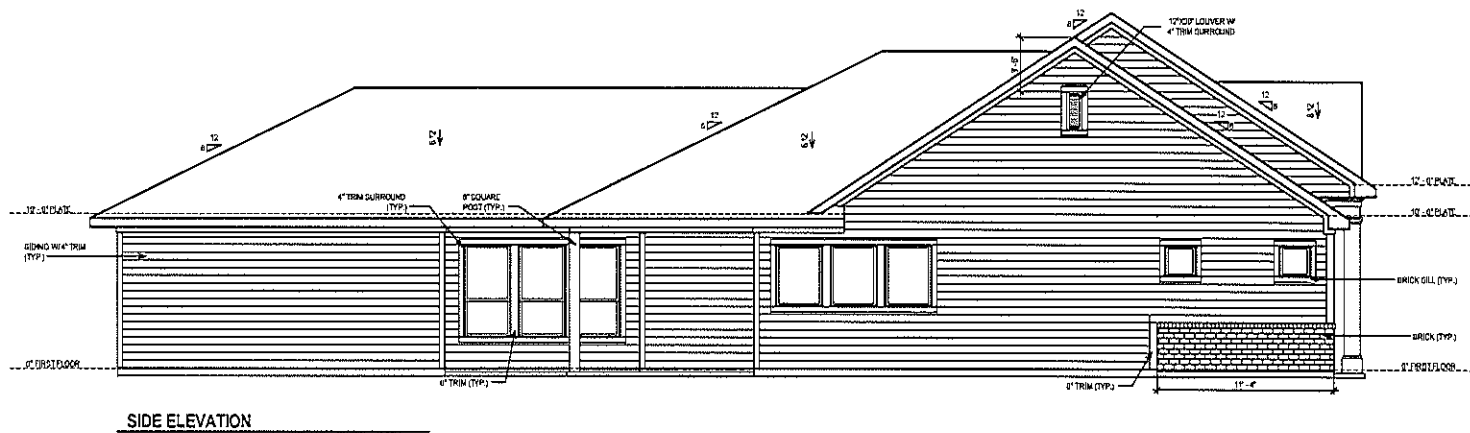
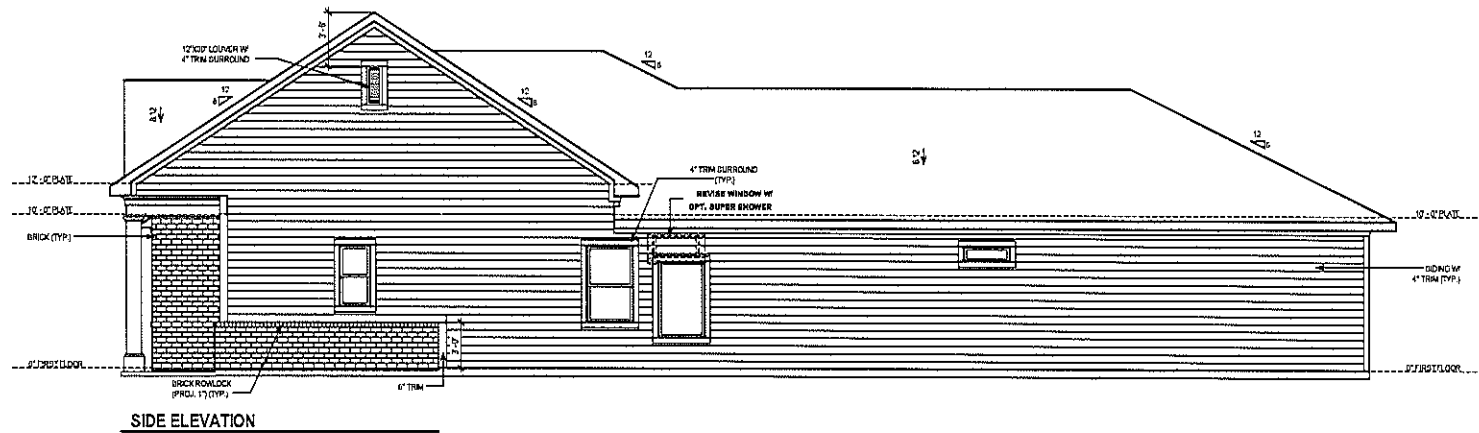


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David Weikly Homes
GS/DG/EM Scale: 1/8" = 1'-0"
Date: 02/24/15 Rev:

Prof No: Lot: Block: Sect:
Job No:

NORTH
5863-B
ELV-1
LOCKTON
INDIANAPOLIS

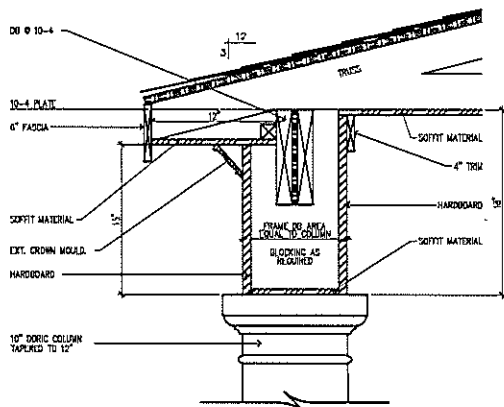


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David Weekly Homes
GS/DG/JEM Scale: 1/8" = 1'-0"
Date: 02/24/15 Rev:

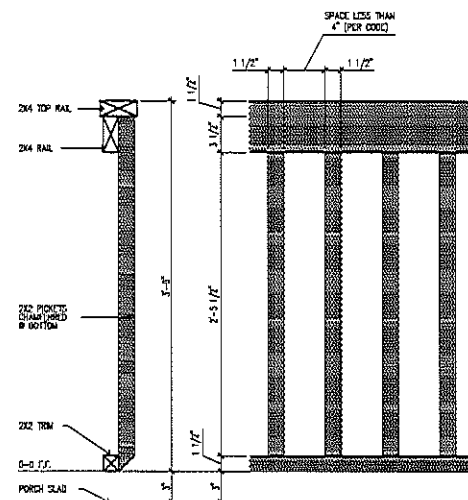
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Job No.:
Lot:
Block:
Sect:

NORTH
5863-B
ELV-2
LOCKTON
INDIANAPOLIS



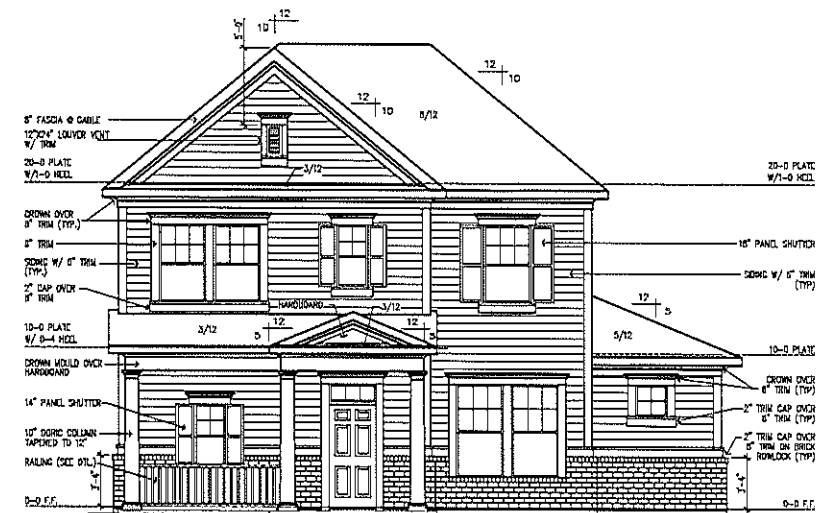
FRONT PORCH CORNICE DETAIL

SCALE: 1" = 1'-0"

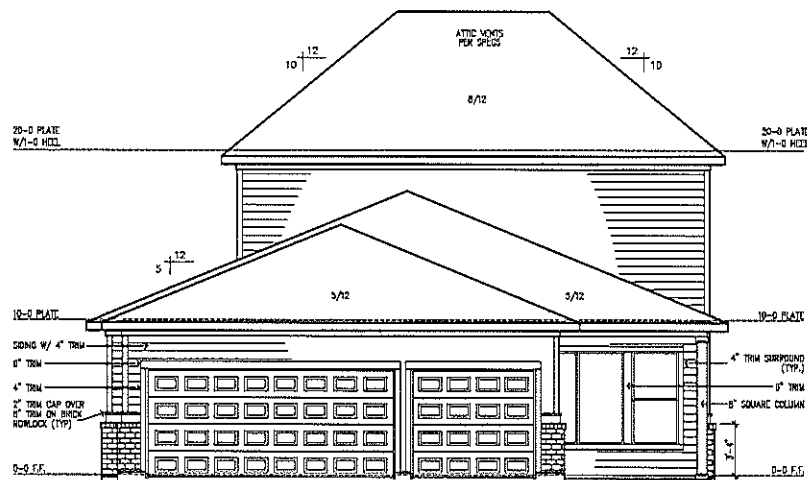


PORCH RAIL DETAIL

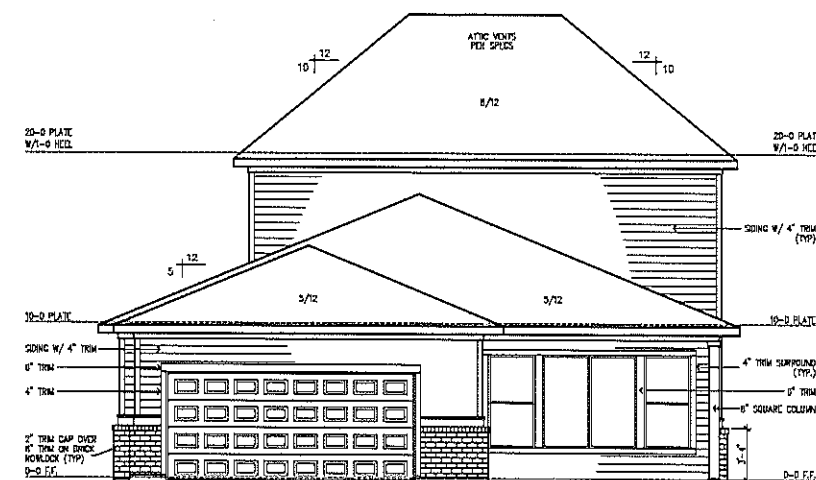
SCALE: 1" = 1'-0"



FRONT ELEVATION "A" (COLONIAL)



REAR ELEVATION W/ OPT. 3 CAR GARAGE



REAR ELEVATION

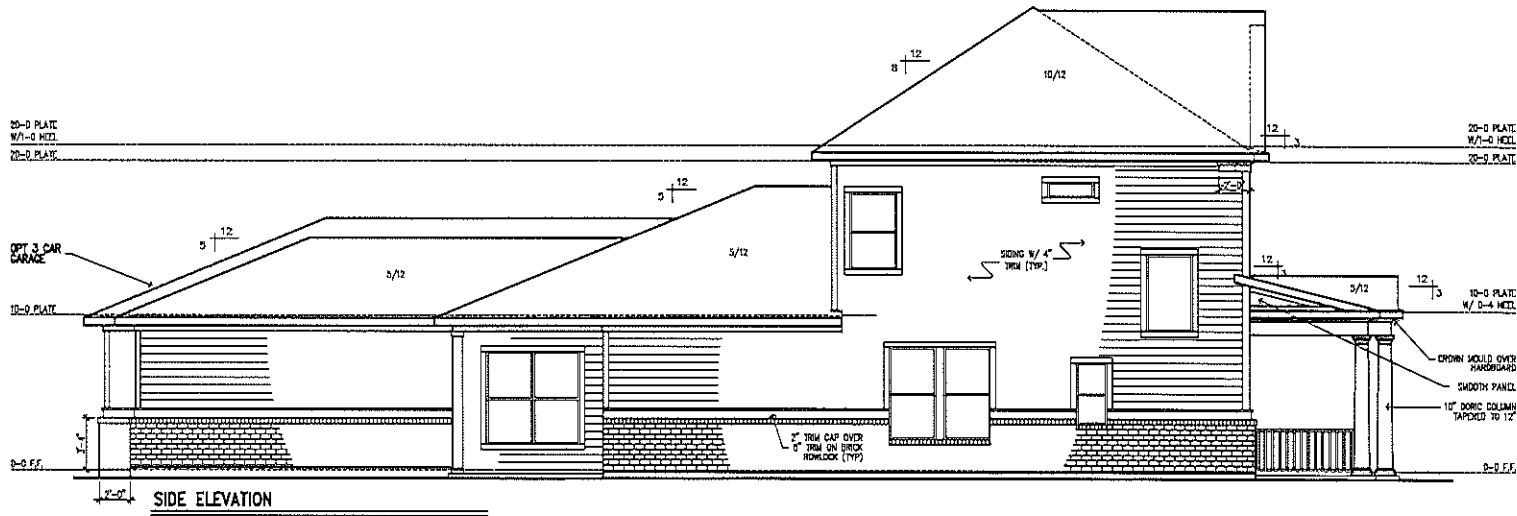
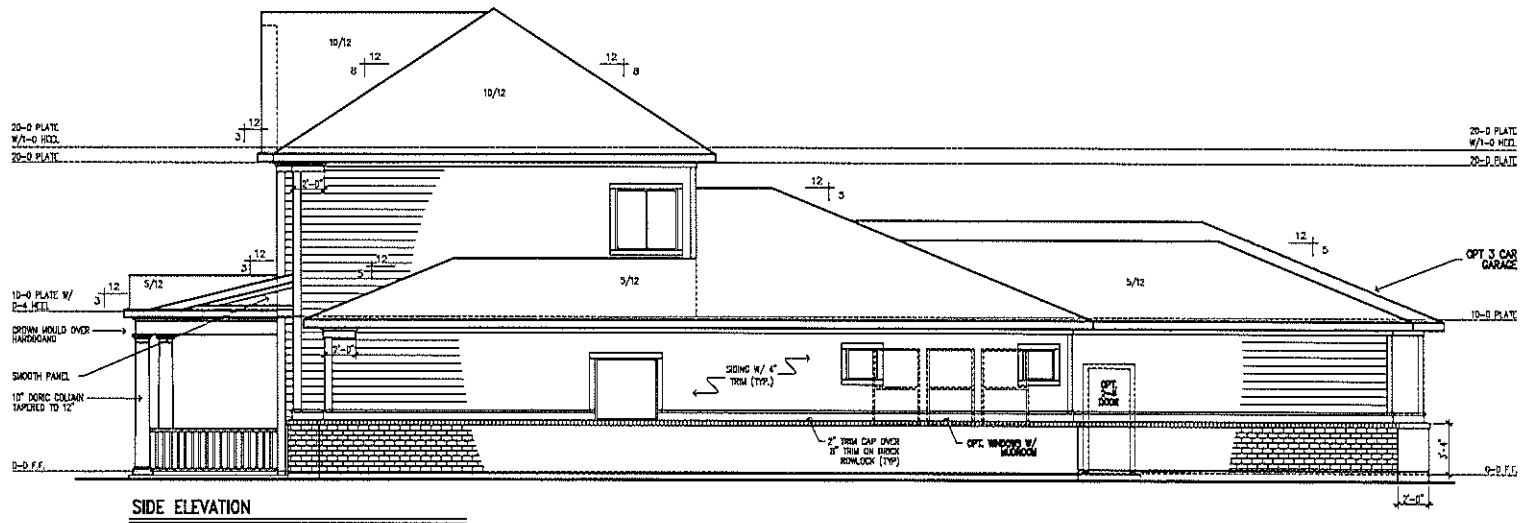
O'Neilly, Inc. 2014
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David Weekley Homes
GS/JCA/MH
Scale: 1/8" = 1'-0"
Date: 11/18/2014

Proj. No.:
Job No.:
Lot:
Bk:
Sect:

HARMONY 50'

NORTH
5864-A
ELV-1
CASTLEDALE
INDIANAPOLIS



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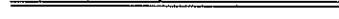
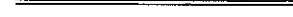
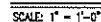
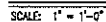
David Weekley Homes

GS/JCAMH Scale: 1/8" = 1'-0"
Date: 11/18/2014 Rev:

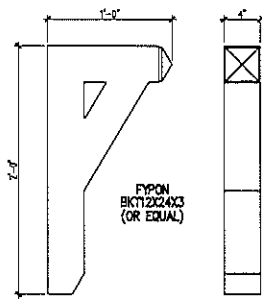
Lot:
Bk:
Sect:

HARMONY 50'

NORTH
5864-A
ELV-2
CASTLEDALE
INDIANAPOLIS

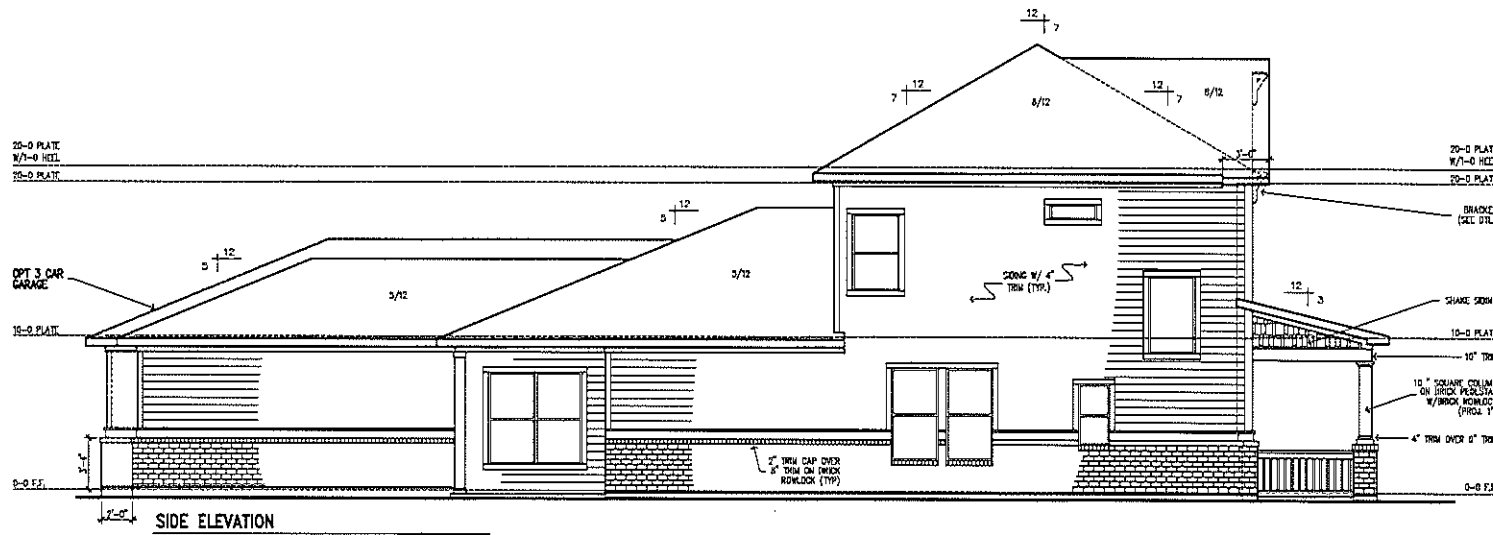
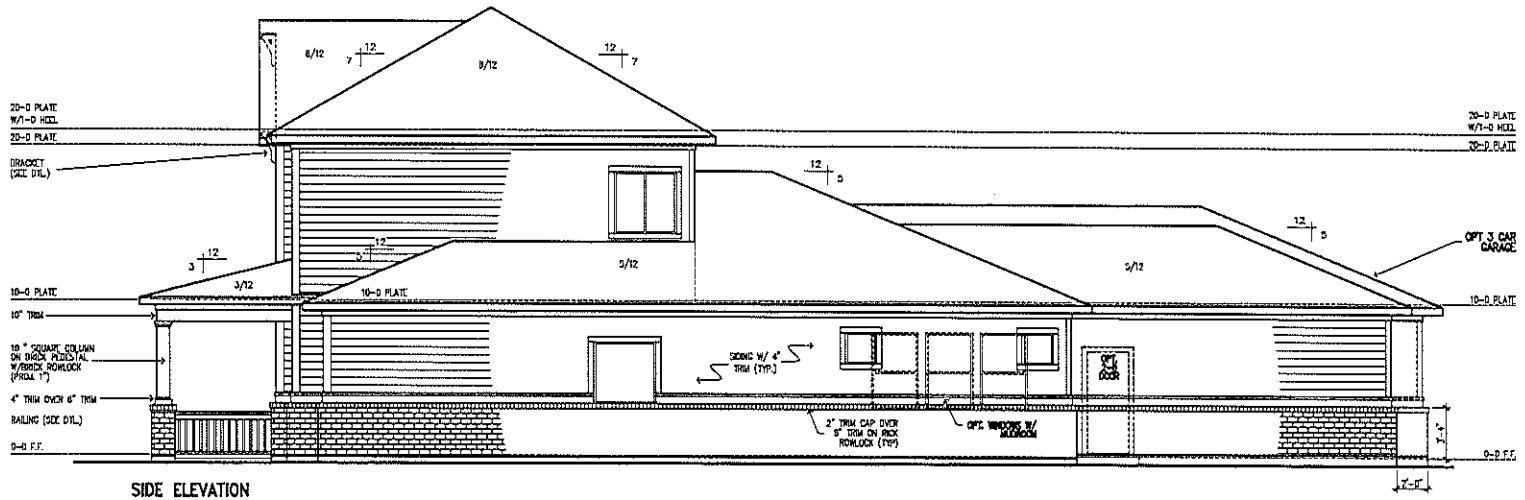


**NORTH
5864-B
ELV-1
CASTLEDALE
INDIANAPOLIS**



BRACKET DETAIL

SCALE: 1" = 1'-0"



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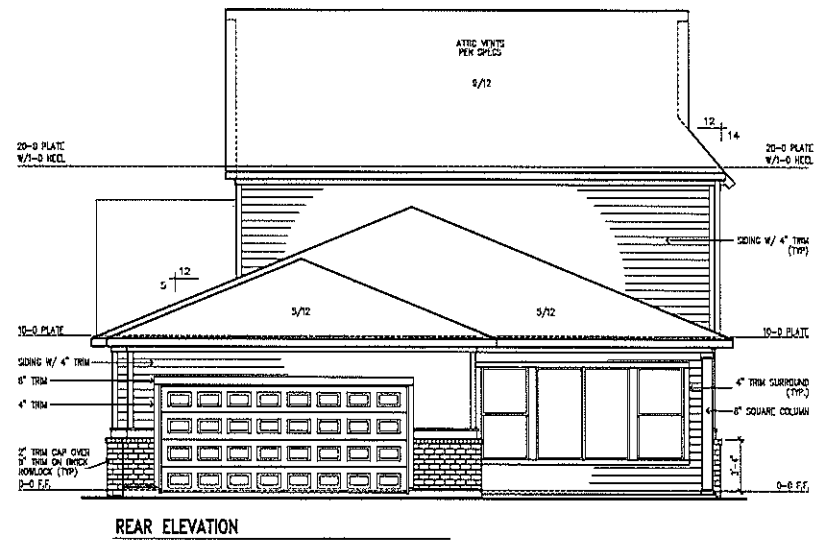
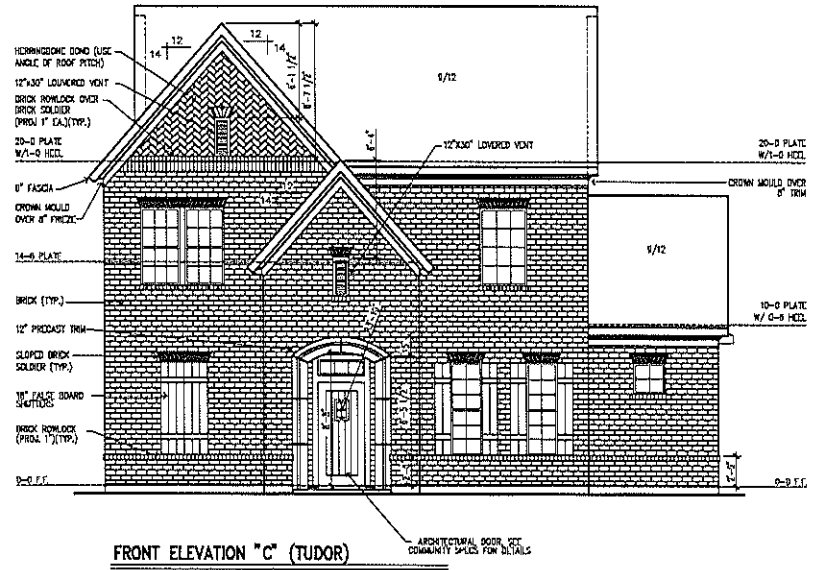
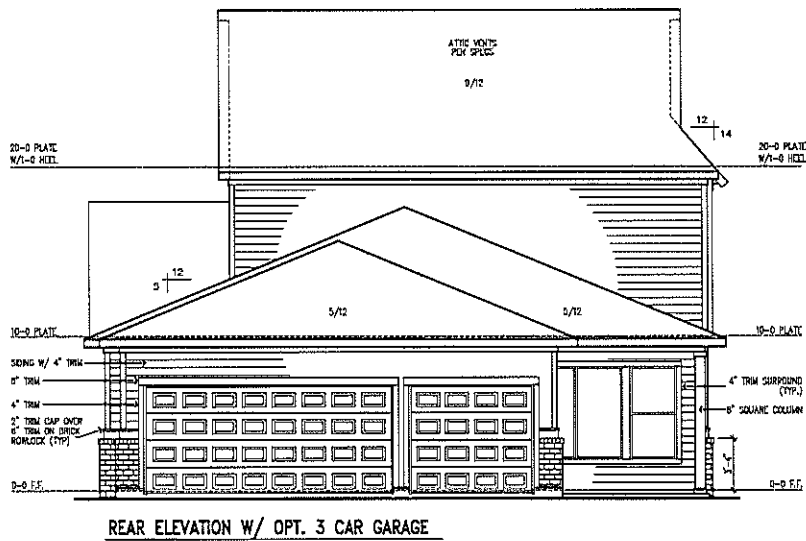
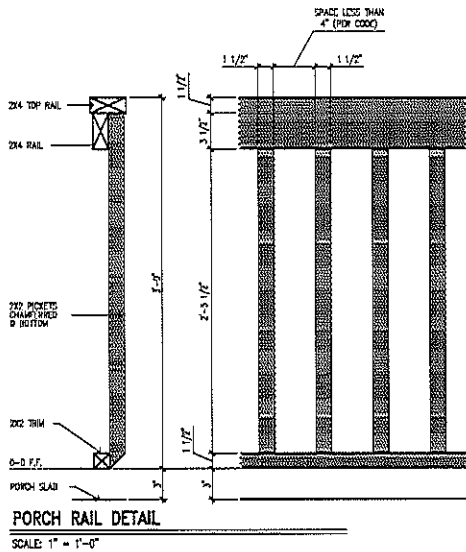
David Weekley Homes

GS/JCA/MH Scale: 1/8" = 1'-0"
Date: 11/18/2014 Rev:

Lot: 84
Sect: 1

HARMONY 50'

NORTH
5864-B
ELV-2
CASTLEDALE
INDIANAPOLIS

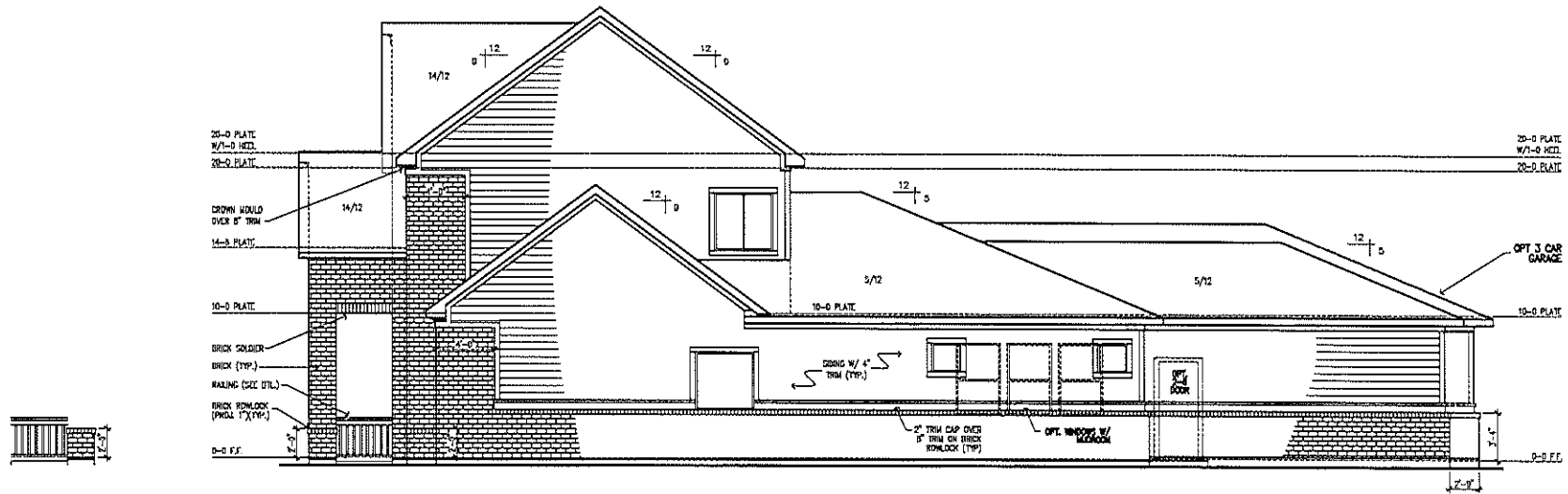


© Trukey Homes LP, 2014
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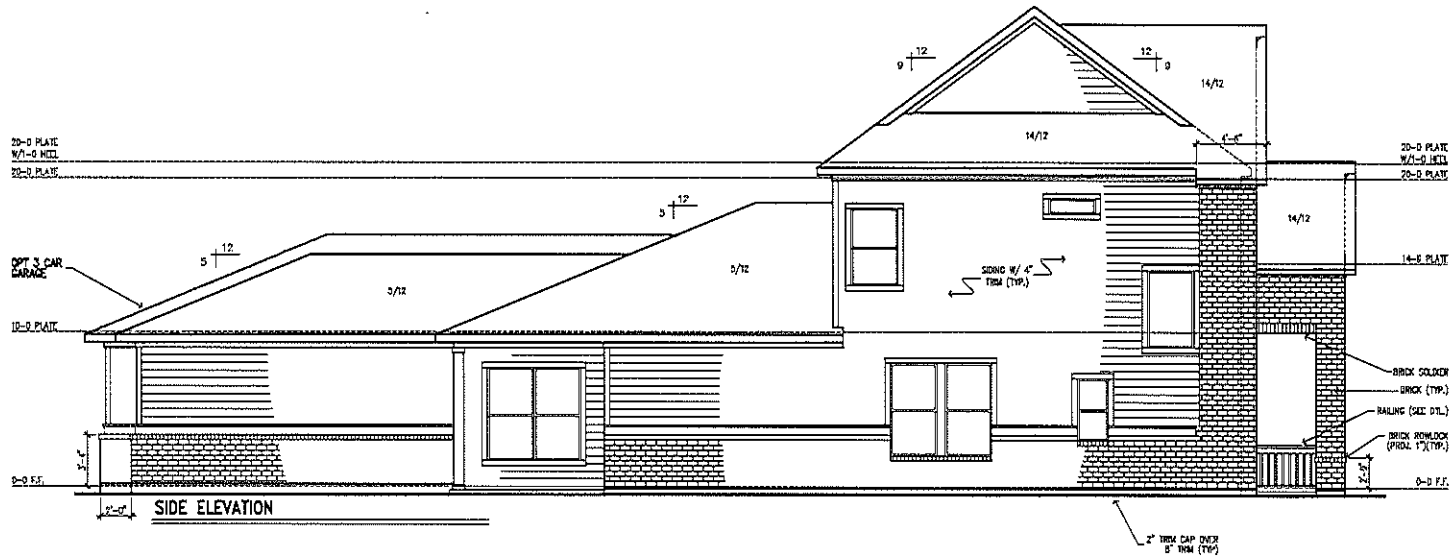
David Weekley Homes
GSI/JCAMH
Scale: 1/8" = 1'-0"
Date: 11/18/2014 Rev:

HARMONY 50'
Proj No.:
Job No.:
Lot:
B/A:
Sect:

NORTH
5864-C
ELV-1
CASTLEDALE
INDIANAPOLIS



SIDE ELEVATION



© Friday, March 14, 2014
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David Weekley Homes
GS/JCA/MH Scale: 1/8" = 1'-0"
Date: 11/18/2014 Rev:

Proj. No.:
Lot:
Bk:
Sect:
Sub No:

HARMONY 50'

NORTH
5864-C
ELV-2
CASTLEDALE
INDIANAPOLIS



Petition Number: 1506-PUD-11

Petitioner: Westfield Residential Investors, LLC

Request: A change of zoning from the SF2: Single-Family Low Density District to the Spring Mill Station SWC Planned Unit Development (PUD) District.

Current Zoning: SF2: Single-Family Low Density

Current Land Use: Recreational fields on School property

Approximate Acreage: 19.19 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan and Character Exhibit
4. PUD Ordinance
5. Neighbor Meeting Summary
6. Petitioner's Narrative
7. Spring Mill Station Area Map

Staff Reviewer: Pam Howard, Associate Planner

PETITION HISTORY

This petition was introduced at the May 11, 2015 City Council meeting. The petition will receive a public hearing at the June 1, 2015 Advisory Plan Commission (the "APC") meeting.

PROCEDURAL

Changes in zoning are required to be considered at a public hearing by the APC. The public hearing for this petition will be held on June 1, 2015, at the APC meeting. Notice of the public hearing was provided in accordance with Indiana law and the APC's Rules of Procedure.

The Petitioner hosted a meeting for adjoining property owners on May 27, 2015, as required by Article 10.9(C)(1)(f) of the UDO for proposed PUD Districts. The Petitioner has provided a summary of that meeting, which is included at **Exhibit 5**.

PROJECT OVERVIEW

Project Location: The subject property (collectively, the "Property") is approximately Twenty (20) acres located near the southwest corner of 161st Street and Spring Mill Road, 600' west of the intersection (see **Exhibit 2**). The Property is currently zoned SF2: Single-Family Low Density District, and is owned by the school and utilized as recreational fields.

Project Description: The Petitioner is requesting a change of zoning to a Planned Unit Development (PUD) District to be known as “Spring Mill Station SWC”, that would allow for a multi-family residential neighborhood with a small commercial component, as illustrated on the Concept Plan (see **Exhibit 3**). The Petitioner’s narrative (see **Exhibit 6**) characterizes the proposed development as a high quality development which will provide continued buffering for the adjacent single-family properties, while providing an attractive and convenient location for new development.

Default Standards: The proposed PUD District Ordinance (the “PUD Ordinance”) (see **Exhibit 4**) defaults to the recently adopted Westfield – Washington Township Unified Development Ordinance (the “UDO”), with the **MF2: Multi-Family Medium Density District** and the **LB: Local and Neighborhood Business District** as the Underlying Zoning Districts.

Permitted Uses: The PUD Ordinance permits those uses permitted by the Underlying Zoning Districts, except that Utilities-Regulated by IURC are not permitted.

General Regulations: As proposed, the PUD Ordinance establishes enhanced or modified general regulations from the Underlying Zoning District (Chapter 4 of the UDO). These modifications are intended to accommodate the unique environmental characteristics of the Property and the Petitioner’s vision for the development. The development standards of note are briefly highlighted below:

1. **Maximum Density:** The PUD Ordinance modifies the ten (10) dwelling unit per acre maximum density required by the UDO to twenty (20) dwelling units per acre.
2. **Maximum Dwelling Units per Structure:** The PUD Ordinance modifies the ten (10) dwelling unit maximum per structure required by the UDO to thirty (30) dwelling units per structure.
3. **Maximum Number of Dwelling Units:** The PUD Ordinance modifies the one hundred and fifty (150) dwelling unit maximum per project or district required by the UDO to four hundred (400) units.
4. **Minimum Building Setback Lines:** The PUD Ordinance modifies the 30 foot front yard setback required by the UDO to 0 feet.
5. **Maximum Building Height:** The PUD Ordinance modifies the 45 foot maximum building height required by the UDO to 60 feet.

Development Standards: As proposed, the PUD Ordinance establishes enhanced or alternative development standards from the Underlying Zoning District (Chapter 6 of the UDO). These modifications are intended to accommodate the unique environmental characteristics of the Property and the Petitioner’s vision for the development. The development standards of note are briefly highlighted below:

1. **Architectural Standards** (Article 6.3): The PUD Ordinance incorporates a Site Concept Design Plan and Character Exhibits to establish the benchmark for the quality and character of the development.
2. **Parking and Loading Standards** (Article 6.14): The PUD Ordinance modifies the two (2) spaces per dwelling unit required by the UDO to one and a half (1.5) spaces per dwelling unit.

Design Standards: As proposed, the PUD Ordinance establishes enhanced or alternative design standards from the Underlying Zoning District (Chapter 8 of the UDO). These modifications are intended to accommodate the unique environmental characteristics of the Property and the Petitioner’s vision for the development. The design standards of note are briefly highlighted below:

1. Open Space (Article 8.6): The PUD Ordinance modifies the minimum required amount of open space from 20% (for MF2 Districts) to 15%.
2. Amenities (Article 8.6): The PUD Ordinance Requires that the following amenities be provided:
 - a. Clubhouse
 - b. Fitness Center in Clubhouse
 - c. Resort style pool at Clubhouse
 - d. Business Center in Clubhouse
 - e. Grilling Cabana at Clubhouse
 - f. Dog Park at Clubhouse
 - g. Fitness Trail around perimeter of site
 - h. Outdoor Classroom area (at pond through an agreement with Westfield Washington Schools)
 - i. Trail around pond for school activities (through an agreement with Westfield Washington Schools)

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 Southwest corner, where this parcel is located was “not envisioned to develop entirely as neighborhood commercial and would most likely include a large residential or medical component.” Multi-family housing in the form of apartments, townhomes, and condominiums are contemplated as a land use, intermixed with other approved uses and as a transition from more intense uses. 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 development meets the vision of the Addendum. This vision includes the style of architecture, layout of the site, buffering, and connectivity to surrounding developments.

PUBLIC COMMENTS

No comments were received prior to the public hearing. Comments made during the hearing can be found in the Minutes of the June 1st meeting. Any comments received prior to Monday’s meeting will be uploaded to the Agenda as an additional exhibit.

MODIFICATIONS SINCE THE PUBLIC HEARING

Since the public hearing the petitioner has made some minor modifications to the site plan and elevations. The site and landscape plans were modified to add a pedestrian path, mounding, landscaping on the eastern edge of the development, south of the central roundabout. The elevations for buildings 1 and 4 have been modified to add additional detailing to the eaves and on the ends of the buildings.

STATUTORY CONSIDERATIONS

Indiana Code 36-7-4-603 states that reasonable regard shall be paid to:

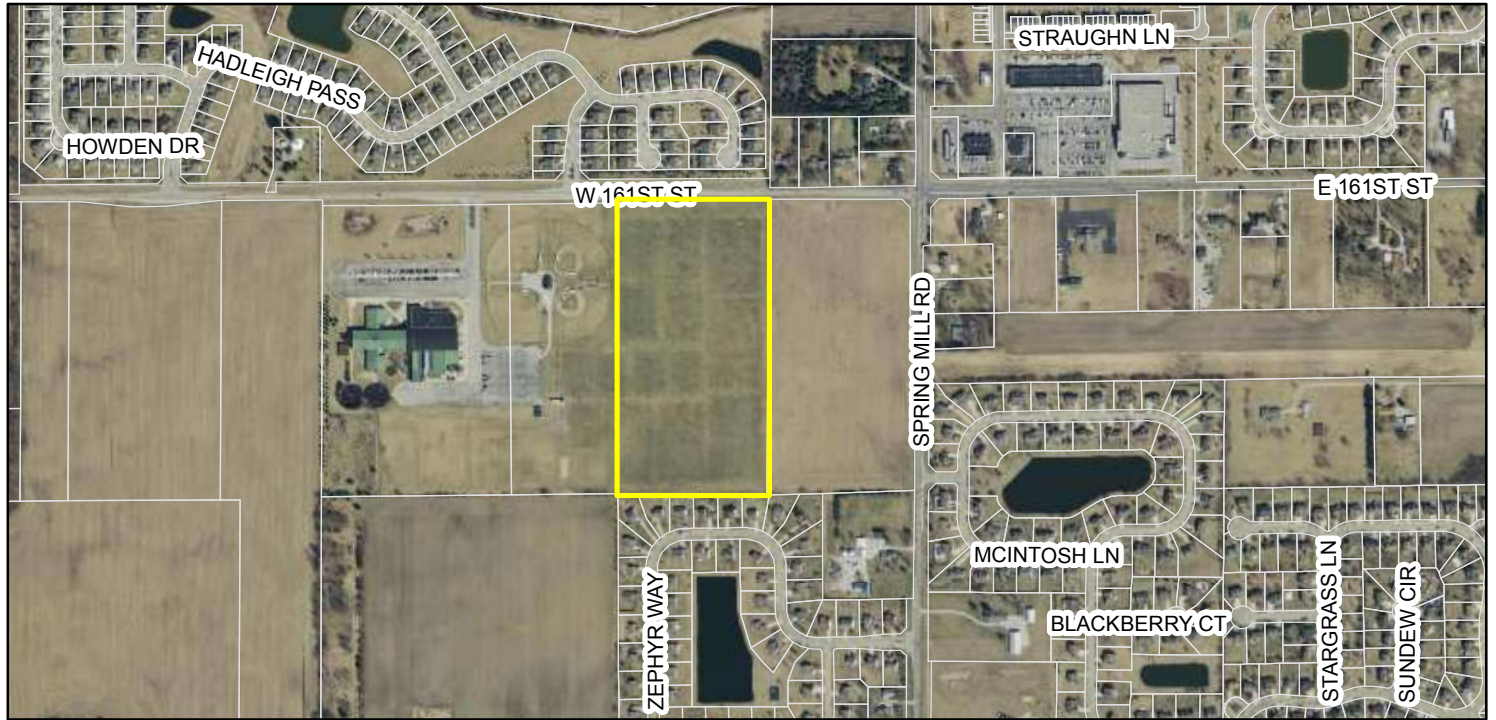
1. The Comprehensive Plan.
2. Current conditions and the character of current structures and uses.
3. The most desirable use for which the land is adapted.
4. The conservation of property values throughout the jurisdiction.
5. Responsible growth and development.

STAFF RECOMMENDATION

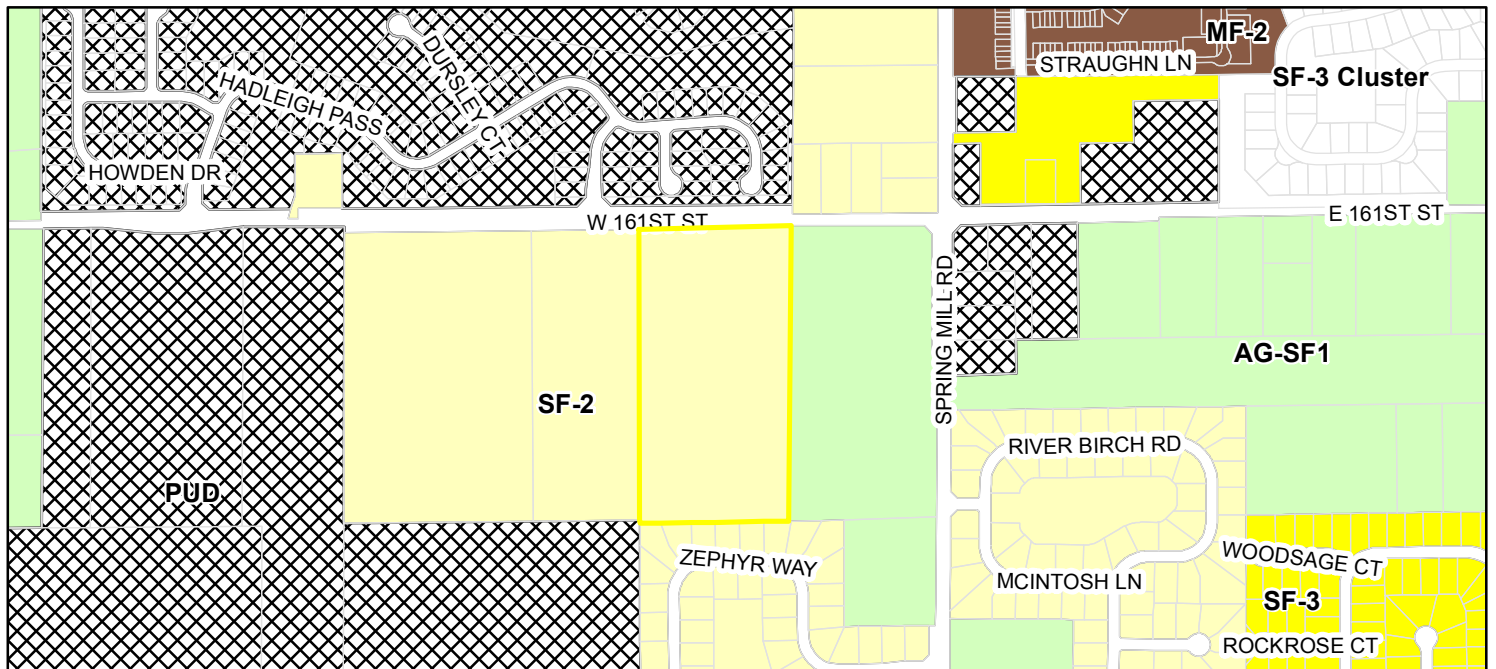
The Petitioner has satisfactorily addressed the Department's comments and incorporated the Department's recommendations into the proposed ordinance and Concept plan. If the Plan Commission is otherwise satisfied with the revisions to the proposed Spring Mill Station SWC PUD District Ordinance, then the Department recommends forwarding this petition to the City Council with a favorable recommendation; with the condition that a Development Agreement regarding the proposed roundabout on 161st Street be entered into prior to Council approval, as determined to be necessary by the Director.

If any APC member has questions prior to the meeting, then please contact Pam Howard at 317-531-3751 or phoward@westfield.in.gov.

Aerial Location Map



Zoning Map



	Parcel	Zoning		MF-2 (Multiple Family - 2)		SF-2 (Single Family - 2)
	AG-SF1 (Agriculture - Single Family - 1)		PUD (Planned Unit Development)		SF-3 (Single Family - 3)	



SITE LANDSCAPE PLAN
SPRING MILL STATION
WESTFIELD, INDIANA

June 4, 2015

VISION II DESIGN STUDIO, INC.

ARCHITECTURE • INTERIOR DESIGN

1364 COLONY PARK CIRCLE, GREENWOOD, IN 46143
317-281-7982
MIKE@VISION-DESIGNSTUDIO.COM





CLUBHOUSE - FRONT ELEVATION
 SPRING MILL STATION
 WESTFIELD, INDIANA
 May 26, 2015

VISION II DESIGN STUDIO, INC.

ARCHITECTURE • INTERIOR DESIGN

1364 COLONY PARK CIRCLE, GREENWOOD, IN 46143

317-281-7982

MIKE@VISION-DESIGNSTUDIO.COM





REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION



FRONT ELEVATION

BUILDING TYPE I - EXTERIOR ELEVATIONS SPRING MILL STATION

WESTFIELD, INDIANA

May 26, 2015

VISION II DESIGN STUDIO, INC.

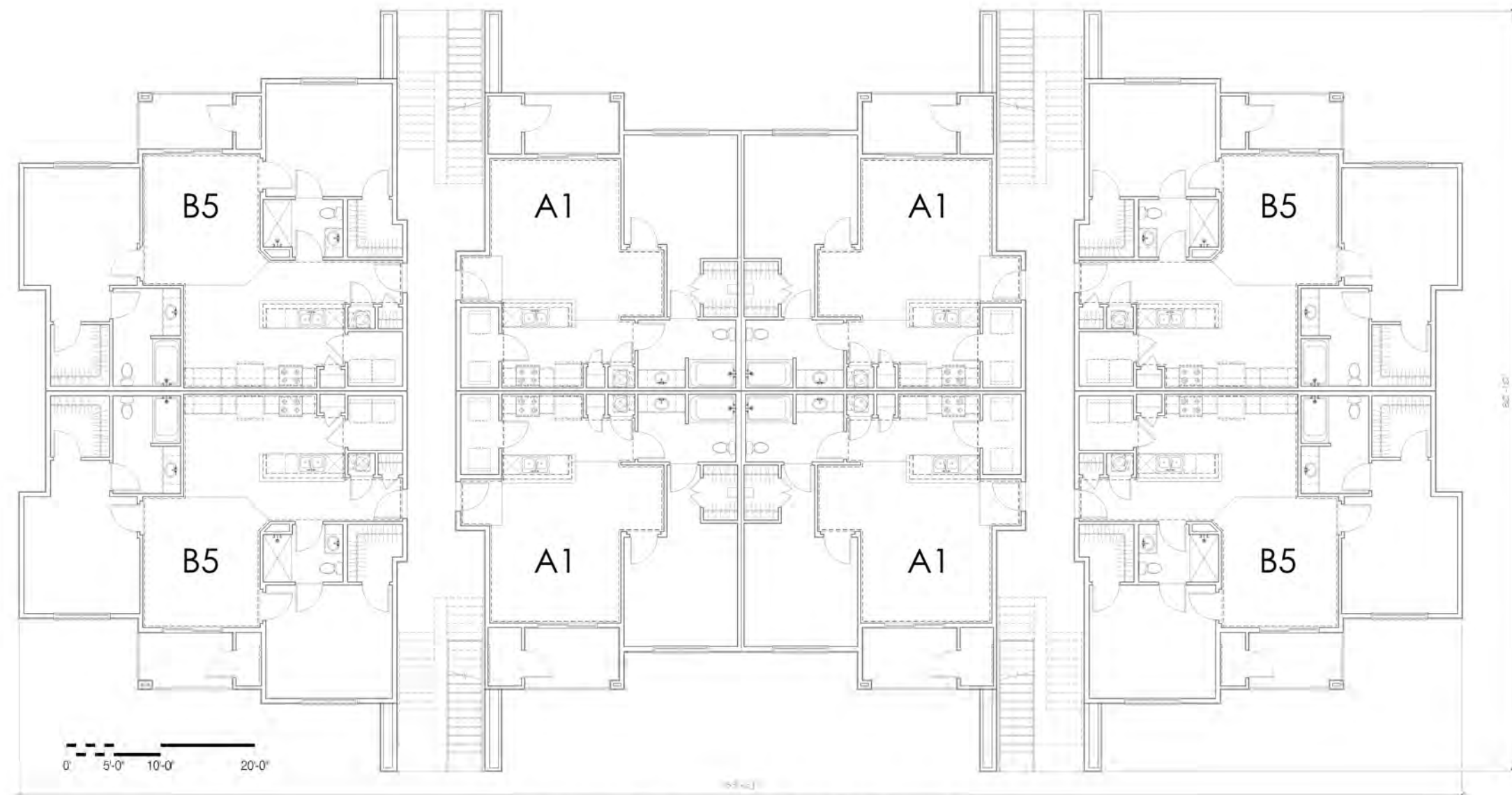
ARCHITECTURE • INTERIOR DESIGN

1364 COLONY PARK CIRCLE, GREENWOOD, IN 46143

317-281-7982

MIKE@VISION-DESIGNSTUDIO.COM





BUILDING TYPE I - FLOOR PLAN
 SPRING MILL STATION
 WESTFIELD, INDIANA
 April 30, 2015

VISION II DESIGN STUDIO, INC.

ARCHITECTURE • INTERIOR DESIGN

1364 COLONY PARK CIRCLE, GREENWOOD, IN 46143

317-281-7982

MIKE@VISION-DESIGNSTUDIO.COM





REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION



FRONT ELEVATION

BUILDING TYPE IV - EXTERIOR ELEVATIONS SPRING MILL STATION

WESTFIELD, INDIANA

May 26, 2015

VISION II DESIGN STUDIO, INC.

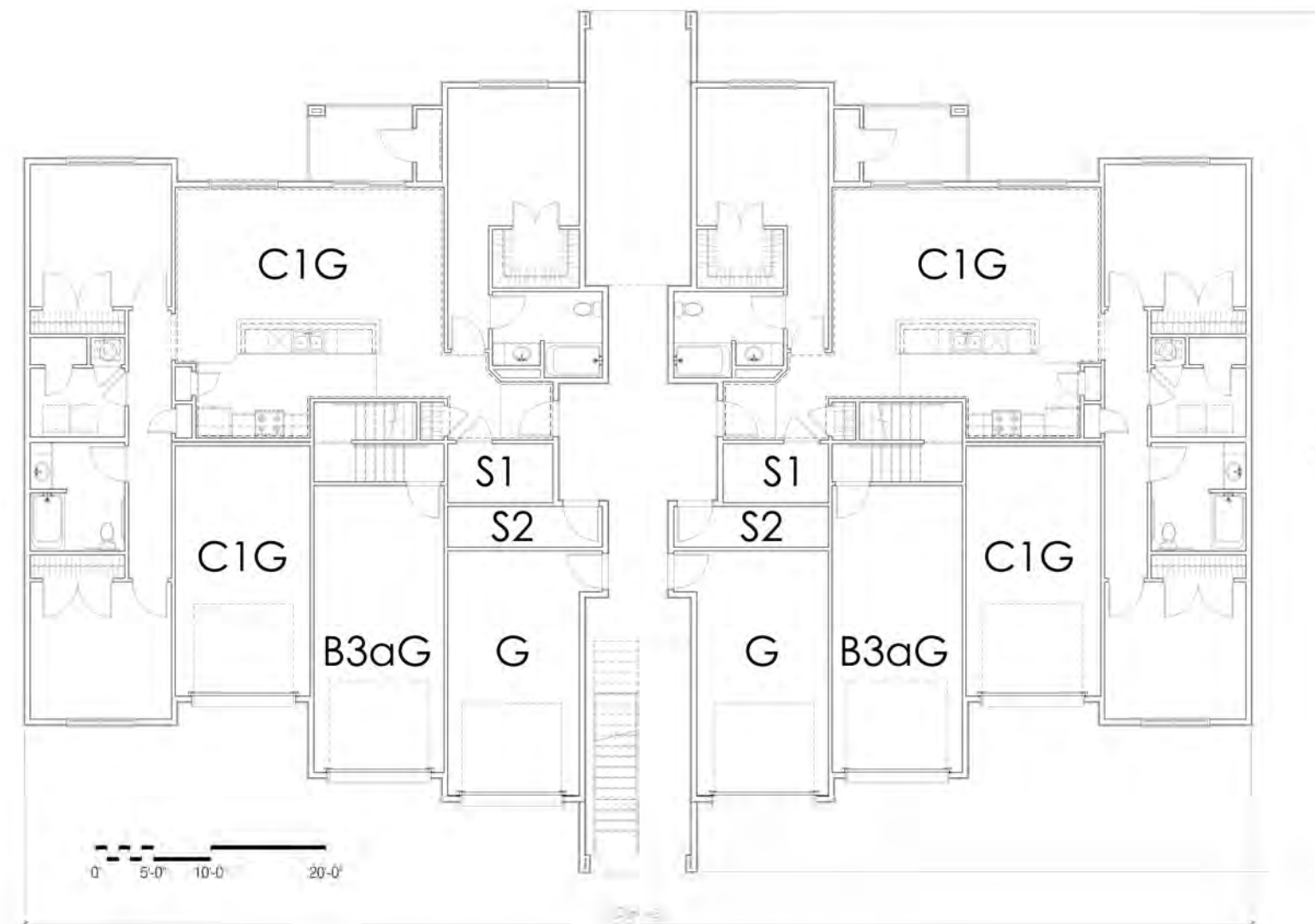
ARCHITECTURE • INTERIOR DESIGN

1364 COLONY PARK CIRCLE, GREENWOOD, IN 46143

317-281-7982

MIKE@VISION-DESIGNSTUDIO.COM





BUILDING TYPE IV - FLOOR PLAN
 SPRING MILL STATION
 WESTFIELD, INDIANA
 April 30, 2015

VISION II DESIGN STUDIO, INC.

ARCHITECTURE • INTERIOR DESIGN

1364 COLONY PARK CIRCLE, GREENWOOD, IN 46143

317-281-7982

MIKE@VISION-DESIGNSTUDIO.COM



Neighbor Meeting Summary

Project: Spring Mill Station SWC

Date: Wednesday, May 27, 2015

Location: Shamrock Springs Elementary

Attendance: 15 neighbors, 2 City Councilors

Questions and Comments—Red indicates responses added since Public Hearing

1. How many units?
 - 290 units
2. How big, what price point?
 - 800-1200sf, \$1.10 per sf, most units in Westfield currently go for \$1 per sf
3. What about traffic? It is really bad currently.
 - Round-a-bout at 161st and Spring Mill, 161st will be widened eventually. With the current construction traffic is worse than normal.
 - There is not currently a scheduled timeline for improvements in this area, but it is under evaluation by the city
4. What about parking during sporting events? Overflow goes to Enclave.
 - most sports will be eliminated or moved to Grand Park
5. What about schools? Are they prepared for the increase in students from this and other developments?
 - School has other land and will build eventually, this development will not generate many children
6. What's the Timeline?
 - It will be early next year before zoning and development plan are completed. School will use field for remainder of season
7. What is going on the other parcel?—
 - Chris Bluto responded—Mark Zuckerman has met with task group, working with this development to align roads, cannot say what it will be yet. Birch Dalton mentioned library possibility as he is on their Board.
 - Nothing has been filed at this time
8. Is there going to be a pharmacy? Where? We have heard conflicting information.
 - Yes, a CVS is proposed on the southeast corner. They worked with the task group as well and the envisioned elevations are available.
 - A development plan has been filed and should receive a Public Hearing at the July 6 APC meeting
9. What about the blank area? (2 acre commercial block in NE corner of this parcel)
 - commercial, daycare or some other local business, also drainage safety net if the school changes their mind on the pond
10. Density is too high for the area, driven by \$
 - Birch Dalton said that it called for in SMS plan

11. When 161st is widened where will the land come from? Will it be taken from Enclave?
- Probably already accounted for, will check with Public Works
 - At this time there appears to be adequate right-of-way without further encroaching into the Enclave's buffer.
12. What about construction traffic? Will it all have to come on 161st?
- Temporary construction drives will be constructed, may be able to bring some off of Spring Mill
 - The possibility of bringing the construction traffic in off of Spring Mill cannot be determined at this time, it will be dependent on the ownership and timing of development on the parcel to the east (corner of 161st and Spring Mill), and will need to be evaluated closer to the start of construction

May 1, 2015

Ms. Pam Howard
City of Westfield
2728 E 171st Street
Westfield, IN 46074

RE: Westfield Washington School Property
SWC of 161st Street & Spring Mill Road (600' west of intersection)
Westfield, IN

Ms. Howard,

Please allow this letter to serve as a narrative of our proposed development on the Westfield Washington Schools property. The property is on the SWC corner of 161st Street & Spring Mill Road.

On November 14, 2014, Westfield Residential Investors, LLC responded to a request from the school system offering the property for sale. The property is included in the Spring Mill Station Addendum Plan adopted April 21, 2014. In the Overlay Plan, the full SWC was included. The property immediately along 161st and Spring Mill Road was contemplated to be mainly retail uses, while the property currently held by the school was intended to be mainly residential. Though separate owners, it was completed the developments would design in concert with one another so that internal roads, amenities worked together.

Our initial steps were to discuss the needs and goals of the adjacent areas. To do so, we held the following meetings.

- 2/4/15 Meeting w/ retail developer along 161st & Spring Mill (Mark Zuckerman).
- 2/18/15 Meeting #1 w/ Spring Mill Station Addendum Committee.
- 3/2/15 Meeting w/ Westfield Washington Schools
- 3/2/15 Meeting w/ Shamrock Springs Principal to understand school operations.
- 4/1/15 Meeting #2 w/ Spring Mill Station Addendum Committee.
- 4/15/15 Meeting #3 w/ Spring Mill Station Addendum Committee.
- 4/20/15 Follow up meeting with Westfield Washington Schools

The above timeline is meant to share our background gathering steps as we worked to create a site plan that would be beneficial to both the retail to the east, the school to the west and the existing neighbors to the south and north.

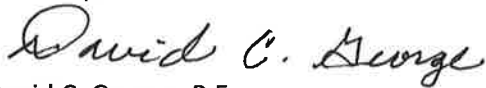
Our proposal is to construct a multi-family residential community that adheres to the Spring Mill Station Overlay Plan. The property is currently open ground within the Shamrock Springs School complex. It is zoned for school use. Our proposal is to create a PUD to allow for residential use. It will also allow for a

retail use at the NE corner of the property. Our proposed plans which accompany this letter provide detail regarding site layout, architecture and amenities. Some of those highlights are listed below. This proposal is solely for the residential parcel; however, the retail parcel is mentioned to show continuity will be achieved at final buildout.

- The site will share a North-South spine road with the adjacent retail property. In addition, the Spring Mill Road drive ties in with the residential tract. This road shows a median which continues onto the residential property.
- The clubhouse is shown at the end of the internal road, which will serve as a focal point from the retail side.
- The NE corner is being held for a neighborhood type retail use. Our goal would be to entice a day care or other type of use to that part of the property.
- There is a trail that continues around both the retail and residential properties. At buildout of both properties, this trail will be over 1 mile in length. There is also a sidewalk network throughout the residential parcel.
- The clubhouse in the center will serve a gathering point for area residents. By doing so, there will be more of an opportunity for walking throughout the site.
- Significant programming will take place at the clubhouse, including a resort style pool, BBQ area and a pet park.
- The architecture uses materials and elements prevalent around the early 1900's as requested in the Spring Mill Station Addendum Plan.
- A mound and significant landscaping will be installed along the southern property line.
- We are most excited about the property to the west of the site. The school has more ground than they require, but also has unmet needs we discovered during our meetings. Our proposal is to create a wetland pond as well as a path around the pond. The pond would be fully fenced for security. Once completed, an outdoor learning area would be constructed at the pond. This is modeled after other similar learning centers. Classes could be held outdoors along with science experiments. By having a path around the pond (outside the fence), a gym class could also be held outside.

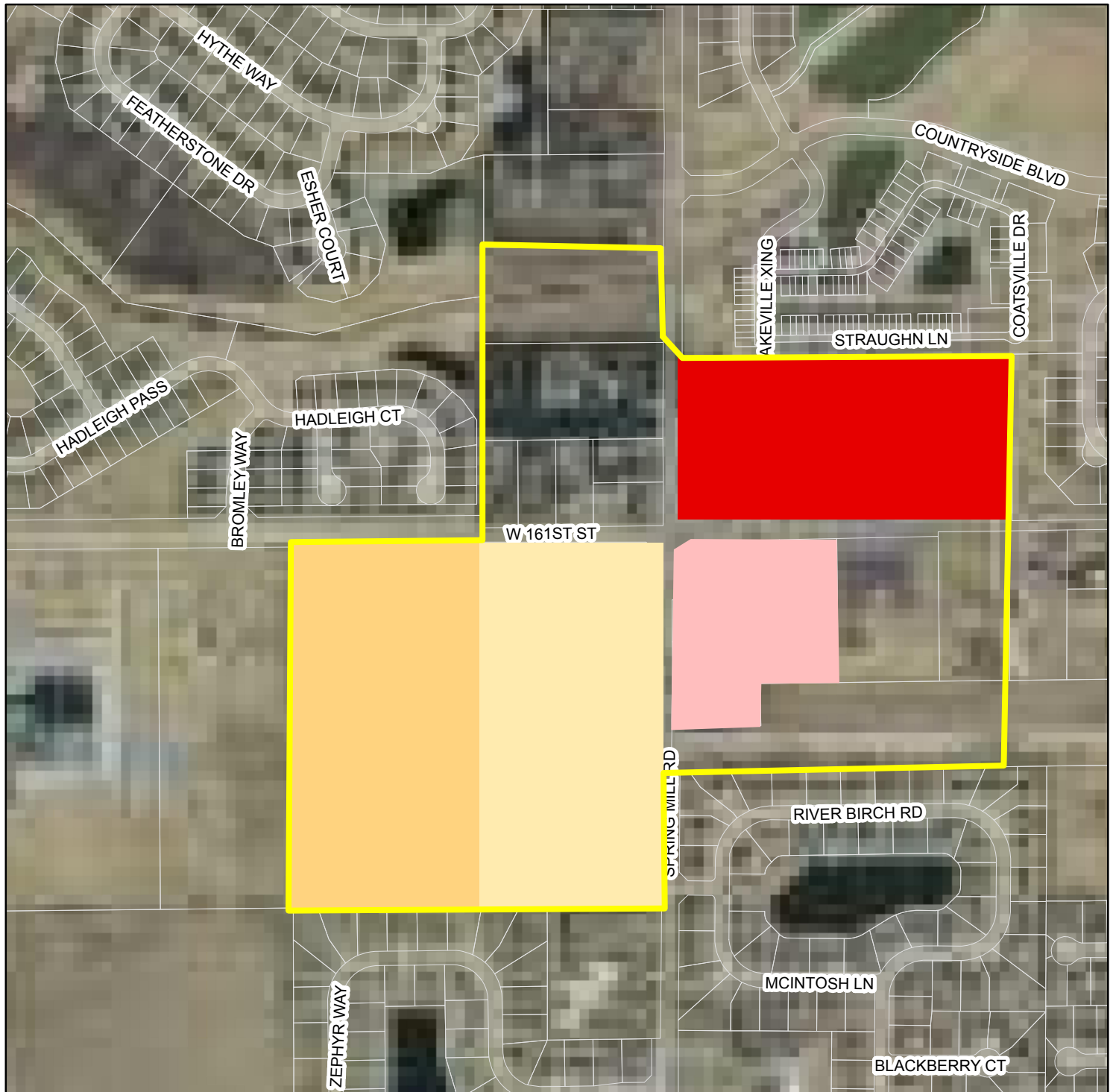
Again, our proposal is to build a multi-family residential project on the property currently offered for sale by the Westfield Washington School System. We have worked to understand the needs of the community. We have put together a site plan and elevations that adhere to the Spring Mill Station Addendum plan. We look forward to submitting on May 1st and presenting to the upcoming Plan Commission and City Council meetings.

Sincerely,

A handwritten signature in cursive script that reads "David C. George".

David C. George, P.E.

Westfield Residential Investors, Inc.



- | | |
|---|--|
|  Spring Mill Station Study Area |  Spring Mill Commons, Existing Commercial |
|  Current Petition, Multi-family, some commercial |  South East Corner PUD, Commercial |
|  Potential Commercial, coordinating layout for pedestrian and vehicular access | |

June 1, 2015

City of Westfield, Indiana
Advisory Plan Commission

We the undersigned as property owners in the Enclave of Maple Knoll, (on the northwest side of 161st St. & Spring Mill Rd.) oppose the change in zoning of the acreage on the southwest side of 161st St. & Spring Mill Rd. to multi-family residential. We ask for a variety of reasons that it remain being zoned as SF2: Single Family Low Density.

Name	Address
Roberta F. Rounds	730 Hadleigh Pass
Roberta F. Rounds	Westfield, IN 46074
Sharon A. Miller	511 Hadleigh Ct
Sharon A. Miller	Westfield, IN 46074
Paul Nowledge	16110 Matlock Cude
Brenda Nowledge	16110 Matlock Cude
Matthew J. Miller	16240 Dursley Ct.
	Westfield 46074
Jean Wick	16120 Matlock Cude
Laurie Wick	16120 Matlock Cude
EDWARD DAX	16121 Matlock Cude
Jude Coke	743 Hadleigh Pass
Mike Coke	743 Hadleigh Pass
Mary Goode	831 Hadleigh Pass
Ken Goode	831 " "
Debbie D. Gaffenberg	818 Hadleigh Pass
Gene Gaffenberg	818 Hadleigh Pass

more ↓

Carl Laybelle
Laybelle Long Road

16131 Bromley Way
16131 Bromley Way



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

June 15, 2015
1506-SPP-13 and 1506-ODP-14

Petition Number: 1506-SPP-13 & 1506-ODP-14

Subject Site Address: NWC of Wendover Avenue and Cayuga Drive

Petitioner: Maple Knoll Developer, LLC by

Representative: Stoepfelwerth & Associates, Inc.

Request: Primary Plat and Overall Development Plan review for Maple Villas, consisting of 56 two-family units on 28 lots on 16.33 acres+/- and associated waiver

Current Zoning: Maple Knoll (Ordinance 04-02)

Current Land Use: Undeveloped / Agriculture

Approximate Acreage: 16.33 acres+/-

Exhibits:

1. Staff Report
2. Location Map
3. Overall Development Plan & Primary Plat

Zoning History: Original PUD Zoning
0304-PUD-02 Maple Knoll PUD District (Ordinance 04-02) (02/09/04)

Staff Reviewer: Amanda Rubadue, Associate Planner

PROCEDURAL

Approval of a Primary Plan 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 OVERVIEW

The 16.33 acres+/- is located on the northwest corner of Wendover Avenue and Cayuga Drive (see **Exhibit 2**). The request is for Primary Plat and Overall Development Plan approval for 56 single-family (two-family) homes on 28 lots.

The petition was reviewed by the Technical Advisory Committee at its May 19, 2015 meeting. The public hearing for this petition was held at the Plan Commission's June 1, 2015 meeting.

The applicable zoning district is the Maple Knoll PUD District Ordinance No. 04-02 (the "PUD Ordinance"). The subject property is within the Mixed Use District of the PUD Ordinance. Applicable underlying zoning district is Special Business.



TRAIL CONSTRUCTION/TRAIL CONNECTION

The City of Westfield (the "City") and the Petitioner are working together to provide for trail construction and trail connectivity within and around the subject property. As a result, the Department recommends approval of this petition with the condition that the City and the Petitioner finalize and execute an agreement to require such improvement, as referenced under the Staff Comments section of this report.

SUBDIVISION CONTROL WAIVER

As further noted herein, the Petitioner is requesting a subdivision control waiver for the following standard:

Street Standards (WC 16.04.230 Section 2.w.) No driveway shall be located within 75 feet of the intersection of two street lines.

The Petitioner has requested a waiver to reduce the driveway separation requirement from 75 feet to 40 feet, as measured from the edge of the driveway pavement to the edge of the intersecting right-of-way line at the lot line (not the street centerline).

Pursuant to WC 16.04.165, Section G., the Plan Commission, may approve a waiver of Development Requirements only upon finding that:

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

DEVELOPMENT PLAN REVIEW COMMENTS

Development Plan Review (WC 16.04.165)

The plans comply.

- 1) Maple Knoll PUD District Standards (WC 16.04.165.C.1):
 1. Total Number of Residences: may not exceed 733 in the Mixed Use District, total of 1,800 within all of the Real Estate (Section 10 of the PUD Ordinance)
 2. Development Standards: (Exhibit 14 of the PUD Ordinance):

- A. All lots shall have frontage along a Public Street or a Private Street and may be accessed from the front, side or rear yard
- B. Minimum Lot Width at building line: 20 feet
- C. Minimum Lot Width at Street: 20 feet
- D. Minimum Lot Depth: 60 feet
- E. Minimum Lot Area: 1,000 sq. ft.
- F. Front Setback: 0-80 feet*
- G. Minimum Side Setback: 0 feet; provided however, that the minimum separation between buildings shall be 10 feet*
- H. Minimum Rear Setback: 0 feet*

***These standards will be further reviewed by the Department for compliance at the time of the building permit review for each individual lot.**

3. Landscaping: (Section 13, Exhibit 17 of the PUD Ordinance)

A. General Landscape Design Standards: (WC 16.06.040):

- (1) Standard: Detention/retention basins and ponds shall be landscaped in a manner that replicates the natural form of ponds. Such landscaping shall include shade trees, ornamental trees, evergreens, shrubbery, hedges, and/or other plant material.

B. On-Site and Road Frontage Requirements: (WC 16.06.050):

- (1) On-Site Standard: Single family attached residential shall have one (1) shade trees, one (1) evergreen or ornamental trees and four (4) shrubs per dwelling unit.
- (2) Road Frontage Standard (Residential): In residential developments, where property abuts primary arterials, secondary arterials, or collector roads not internal to subdivisions, at least one shade tree per thirty (30) linear feet of road frontage shall be planted adjacent to road rights-of-way. Shade trees shall be located outside drainage and utility easements, shall be located in a manner that mitigates interference with infrastructure located within such easements and may be clustered or grouped in order to attain creative site design.

Comment: Not applicable, property does not abut primary arterials, secondary arterials, or collector roads.

C. Buffer Yard Requirements:

- (1) Standard: (WC 16.06.060) Buffer sizes shall be determined by adjacent zoning districts and/or land uses in accordance with Table 16.06.060-01 of the Zoning Ordinance and shall include at least one (1) evergreen tree per thirty (30) linear feet.
- (2) Development Standards: (Section 13.1) Shrubs are not required to be planted within woodlands located within buffer yards

4. Street Standards: (Section 17, Exhibit 21 of the PUD Ordinance)

5. Architectural Standards: (Exhibit 14 of the PUD Ordinance):

Comment: Not applicable to the overall development plan. The standards of Exhibit 14 consist of architectural standards that will be reviewed for compliance at the time of the building permit review for each individual home.

6. Common Areas and Amenities:

- A. Open Space/Trails: Section 18 of the PUD Ordinance establishes Open Space within the Mixed Use District shall be greater than or equal to 10% of the Mixed Used District and Developer

shall install a trail system internal to the Real Estate, providing interconnectivity to parks and school sites.

Comment: Development Plan complies (Open Space calculated at 32.3%). Petitioner has identified the 30 ft. wide area identified as part of the Midland Trace Trail System along the north edge of the Real Estate as a separate block and labeled *To Be Dedicated to the City of Westfield*. This area counts towards the developments open space and buffer areas.

- 2) Overlay District Standards: (WC 16.04.165.C.2): **This property is not subject to an Overlay District.**
- 3) Subdivision Control Ordinance: (WC 16.04.165.C.3): **Please see Primary Plat comments herein.**
 1. Street and Highway Access: (WC 16.04.165.C.6): The design and location of proposed street and highway access points shall minimize safety and hazards and congestion.
 2. Street and Highway Capacity: (WC 16.04.165.C.7): The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 3. Utility Capacity: (WC 16.04.165.C.8): 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. Traffic Circulation Compatibility: (WC 16.04.165.C.9): The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.
- 4) Development Plan Review Standards: (WC 16.04.165.C.4 and WC 16.04.165.D.3):
 1. Site Access and Circulation:
 - A. Standard: All proposed site access locations shall comply with the requirements of the Indiana Department of Transportation, Driveway Permit Manual (1996 Version) and any amendments thereto, which is hereby incorporated into and made a part of this Ordinance by this reference.
 - B. Standard: All proposed site access locations shall provide for the safe and efficient movement of vehicular and pedestrian movement to and from the proposed development.
 - C. Standard: Site circulation patterns shall be designed to minimize conflicts between vehicular and pedestrian traffic, and create a safe and efficient movement of both vehicular and pedestrian traffic in and around the project.
 - D. Sidewalks, Pedestrian Paths, Jogging Paths, and Bicycle Paths (WC 16.04.240(G)):
 - (1) Standard: The Plan Commission shall require sidewalks to be installed on each side of the street in all subdivisions.
 - (2) Standard: Where a proposed subdivision abuts an existing street right-of-way, the Plan Commission shall require the developer to construct sidewalks parallel to the existing street.
 - (3) Standard: The Plan Commission may require developers to construct off-site sidewalks adjacent to the developers' project to respond to infrastructure demands created by said project.
 - (4) Standard: When a proposed subdivision lies between or adjacent to existing subdivisions which have been provided with sidewalks, the Plan Commission shall require connecting sidewalks (which are extensions of the existing sidewalks) to be constructed.
 - (5) Standard: If a sidewalk, pedestrian path, jogging path and/or bicycle way is to be installed, then a plan shall be submitted to the Plan Commission with the Primary Plat and Secondary Plat drawings.

- (6) Standard: Curb ramps for handicapped accessibility shall be provided at all intersections of streets, alleys, and drives.
- (7) Standard: When a sidewalk, pedestrian path, jogging path, and/or bicycle way crosses a street intersection within or adjacent to a subdivision (where one of the streets is a primary arterial a secondary arterial), necessary safety devices, such as painted crosswalks, signs, or other traffic control devices shall be installed at the developer's expense.
- (8) Standard: When sidewalks, pedestrian paths, jogging paths, and/or bicycle ways are to be installed, they shall be constructed in accordance with the Hamilton County Alternative Transportation Plan and the Construction Standards for the City of Westfield, which have both been adopted by the City of Westfield.

Comment: Please see other comments herein regarding Midland Trace Trail.

- 2. Landscaping Standards: **Please see PUD District standards.**
- 3. Lighting Standards: (WC 16.07 et seq.):
- 4. Sign Standards: (WC 16.08 et seq. and Section 10 of Ord. 03-40):

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

- 5) Street and Highway Access: (WC 16.04.165.C.6): The design and location of proposed street and highway access points shall minimize safety and hazards and congestion.
- 6) Street and Highway Capacity: (WC 16.04.165.C.7): The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
- 7) Utility Capacity: (WC 16.04.165.C.8): 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.
- 8) Traffic Circulation Compatibility: (WC 16.04.165.C.9): The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.

PRIMARY PLAT REVIEW COMMENTS

Primary Plat Standards (WC 16.04.220)

The plans comply.

The following basic information shall be shown [on the Primary Plat] (WC 16.04.220):

- 9) Location map showing:
 - 1. Subdivision name and location
 - 2. Any street related to the subdivision
 - 3. Existing elementary and high schools, parks and playgrounds, available for serving the area proposed to be subdivided, and other community facilities
 - 4. Title, scale, north point and date
 - 5. Land use adjacent to proposed subdivision and owners names
- 10) A primary plat prepared by a land surveyor or land planner showing:
 - 1. Proposed name of the subdivision
 - 2. Names and addresses of the owner, owners, land surveyor or land planner



3. 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.
4. Easements (locations, widths and purposes).
5. Statement concerning the location and approximate size or capacity of utilities to be installed.
6. Layout of lots, showing dimensions and numbers and square footage.
7. Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semi-public or community purposes.
8. Contours at vertical intervals of two (2) feet if the general slope of the site is less than 10% and at vertical intervals of five (5) feet if the general slope is greater than 10%.
9. Tract boundary lines showing dimensions, bearings, angles, and references to section, township and range lines or corners.
10. Building setback lines.
11. Legend and notes.
12. Drawing indicating the proposed method of drainage for storm sewers and other surface water drainage.
13. Other features or conditions which would affect the subdivision favorable or adversely.
14. Scale, north point and date: Primary Plat shall be drawn to a scale of 50' to 1", or 100' to 1"; provided, however, that if the resulting drawing would be over 36" in shortest dimension, a scale as recommended by the commission may be used.
15. A national cooperative soil survey showing the soil limitations based upon the intended usage of the development land.
16. A statement from the County and State Highway Departments or Westfield Department of Public Works concerning rights-of-way, road improvements, roadside improvements, roadside drainage, entrances, culvert pipes, and other specifications deemed necessary.
17. If legal drain is involved, then a statement from the County Drainage Board concerning easements, right-of-way, permits, etc.
18. If floodplain is involved, then a statement from the Indiana Department of Natural Resources concerning construction in floodway (floodplain high water marks, etc.)

Principals and Standards of Design (WC 16.04.230), and Standards of Improvement (WC 16.04.240)

The plans comply.

11) Street Standards

1. No driveway shall be located within 75' of the intersection of two street line.

Comment: Petitioner has requested a waiver to permit a reduction of driveway separation from intersections to 40'.

12) Block Standards:

1. Blocks not to exceed 1250' in length.
2. Blocks shall be of sufficient width to permit two tiers of appropriate depth, except where an interior street parallels an expressway, primary arterial, or secondary arterial.

13) Lot Standards:

1. All lots shall abut on a street.

2. Side lines of lots shall be at approximately right angles to straight streets and on radial lines on curved streets, some variation from this rule is permissible, but pointed or very irregular lots should be avoided.
 3. Corner residential lots shall be of sufficient width to permit appropriate setbacks from both streets.
 - 14) **Easement Standards:** Easements for utilities shall be provided. Such easements shall have a minimum width of 20', and where located along lot lines, one-half of the width shall be taken from each lot. Before determining the location of easements the plan shall be discussed with the local public utility companies to assure their proper placing and the installation of such services.
 - 15) **Green Belt Space:**
 1. All subdivisions of more than five (5) acres shall set aside a minimum gross area for the purpose of development into green belt space.
 2. A public way, crosswalk or easement not less than 15' in width shall be provided for access to the required green belt space.
 3. Green belt space, where applicable, shall be placed adjacent to or connected to existing or proposed green belt space located on adjoining property.
-

STAFF COMMENTS

1. **Compliance:** The Primary Plat and Overall Development Plan comply with the applicable zoning ordinance, except as otherwise noted herein with regard to the petitioner's requested waiver, as further noted below:
 - a. Reduction in the driveway separation requirement from 75 feet to 40 feet, as measured from the edge of the driveway pavement to the edge of the intersecting right-of-way line at the lot line (not the street centerline).
2. **Waiver:** The Department recommends approval of the requested subdivision control waiver with the following findings (WC 16.04.165, Section G.):
 - a. The proposed development represents an innovative use of site design/site access design/site circulation design/building orientation/building materials/landscaping which will enhance the use or value of the area properties;
 - b. The proposed development will not be injurious to the public health, safety, morals or general welfare of Westfield-Washington Township;
 - c. The strict application of the Development Requirements of the Westfield Washington Township Zoning Ordinance will result in a development of the real estate which is undesirable when compared with the proposed development;
 - d. The proposed development is consistent with and compatible with other development located in the area; and
 - e. The proposed development is consistent with the intent and purpose of the Westfield-Washington Township Comprehensive Plan.
3. **Primary Plat / Development Plan Approval:** If the Plan Commission has approved the requested subdivision control waiver, then the Department recommends approving the petition with the following conditions:
 - a. All necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office prior to the issuance of an improvement location permit.



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

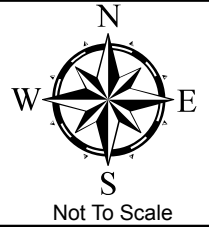
June 15, 2015

1506-SPP-13 and 1506-ODP-14

- b. The City and the Petitioner complete a trail connection and trail construction agreement prior to the approval of any Secondary Plat(s).
4. If the waiver request is not approved, then the plans do not comply with the applicable zoning ordinances. If this occurs, then the Department recommends continuing the petition to the next Plan Commission meeting to allow the petitioner an opportunity to revise their plans to bring them into compliance.
5. If any Plan Commission member has questions prior to the public hearing, then please contact Amanda Rubadue at 317.432.6663 or arubadue@westfield.in.gov.

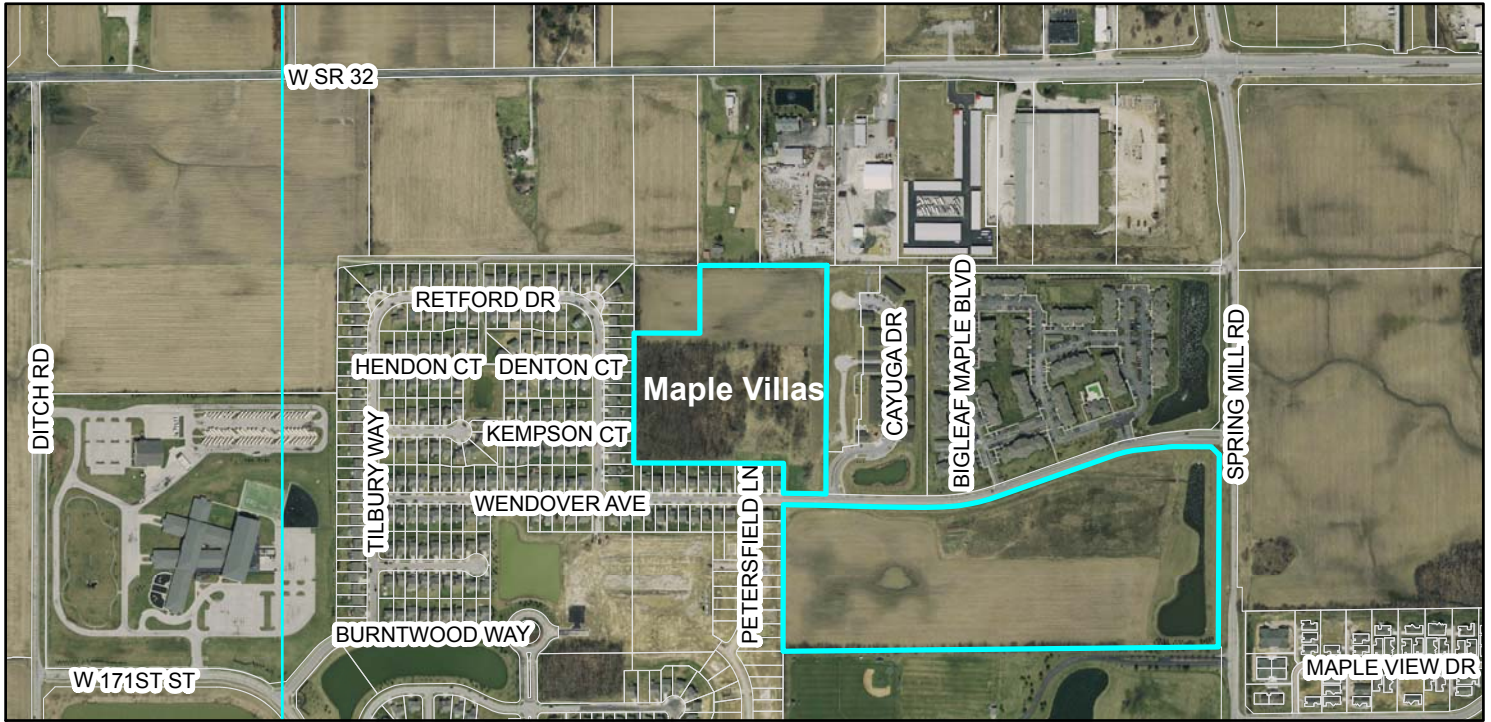


Location Map Maple Villas 1506-SPP-13 & 1506-ODP-14

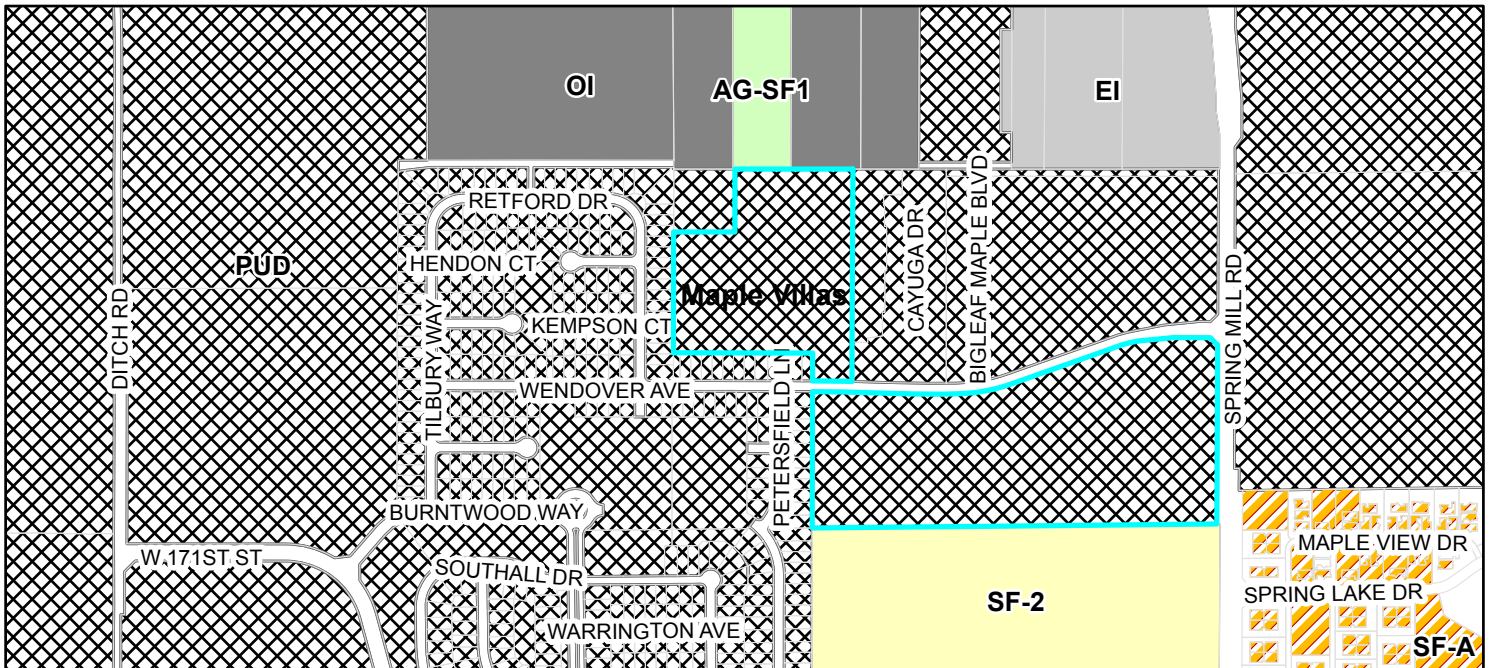


Aerial Location Map

 Site



Zoning Map



Zoning

-  PUD (Planned Unit Development)
-  SF2 (Single Family 2)

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:
MAPLE KNOLL DEVELOPER, LLC
9757 WESTPOINT DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46256
CONTACT: PAUL RIXOUX
PHONE: (317) 863-2053

TOTAL UNITS= 56

SITE = 16.33Ac.±
TOTAL COMMON AREA= 4.94Ac.±

OPEN SPACE PROVIDED:
4.94Ac.± (30.2%)

ZONING PUD
FRONT YARD SETBACK - 0'-80".
SIDE YARD SETBACK - 0' min.,
(10' separation between houses)
REAR YARD SETBACK - 0' min.

- NOTE:
- THE AREA SHOWN ON THE PLAT AS "PRIVATE R/W" SHALL BE MAINTAINED AS A PRIVATE DRIVE, AND THE UNDERSIGNED 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
 - 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

CURVE TABLE: CENTERLINE						
CURVE	RADIUS	LENGTH	TANGENT	CHORD	CHORD BEARING	DELTA
C1	150.00'	64.19'	32.59'	63.70'	N12°14'16"W	24°31'09"
C2	150.00'	64.41'	32.71'	63.91'	N12°11'47"W	24°36'06"
C3	150.00'	235.74'	150.12'	212.22'	N44°55'05"W	90°02'42"
C4	300.00'	75.31'	37.86'	75.12'	S82°52'04"W	14°23'01"
C5	150.00'	235.74'	150.12'	212.22'	N44°55'05"W	90°02'42"

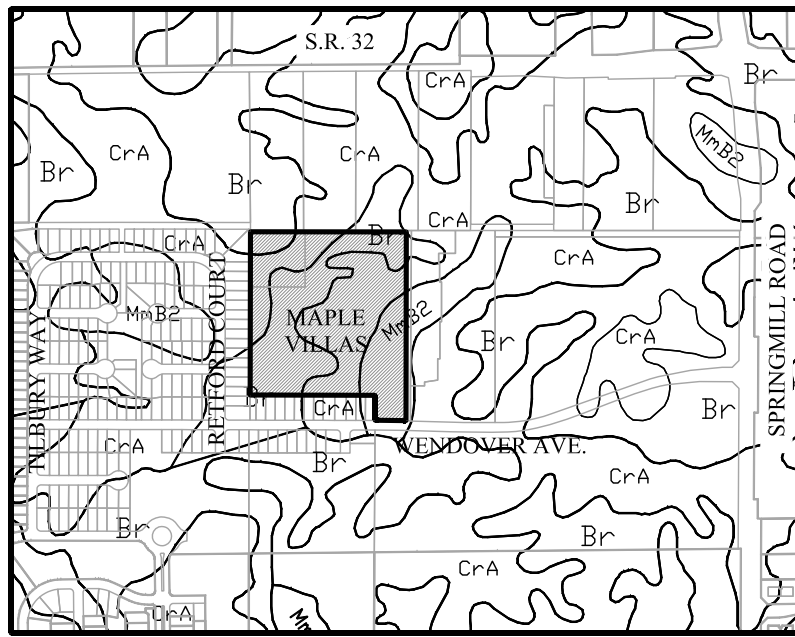
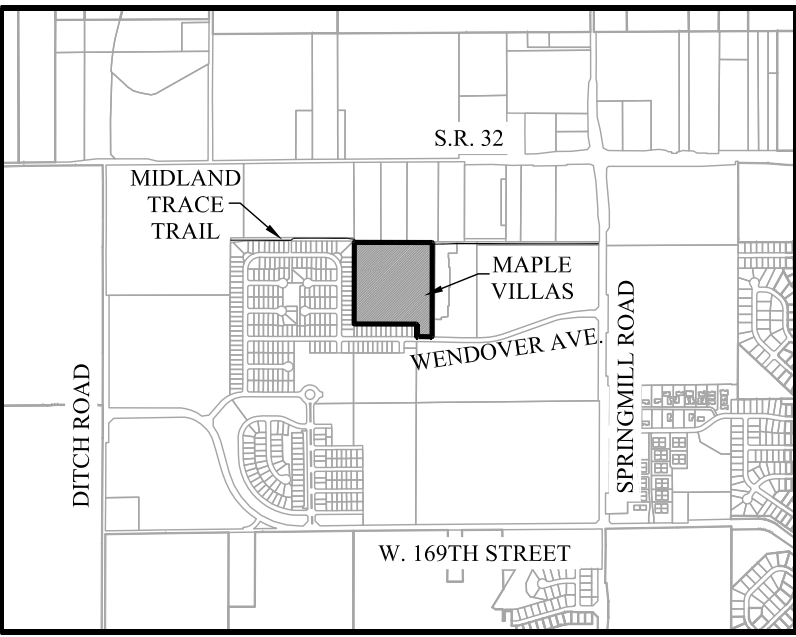
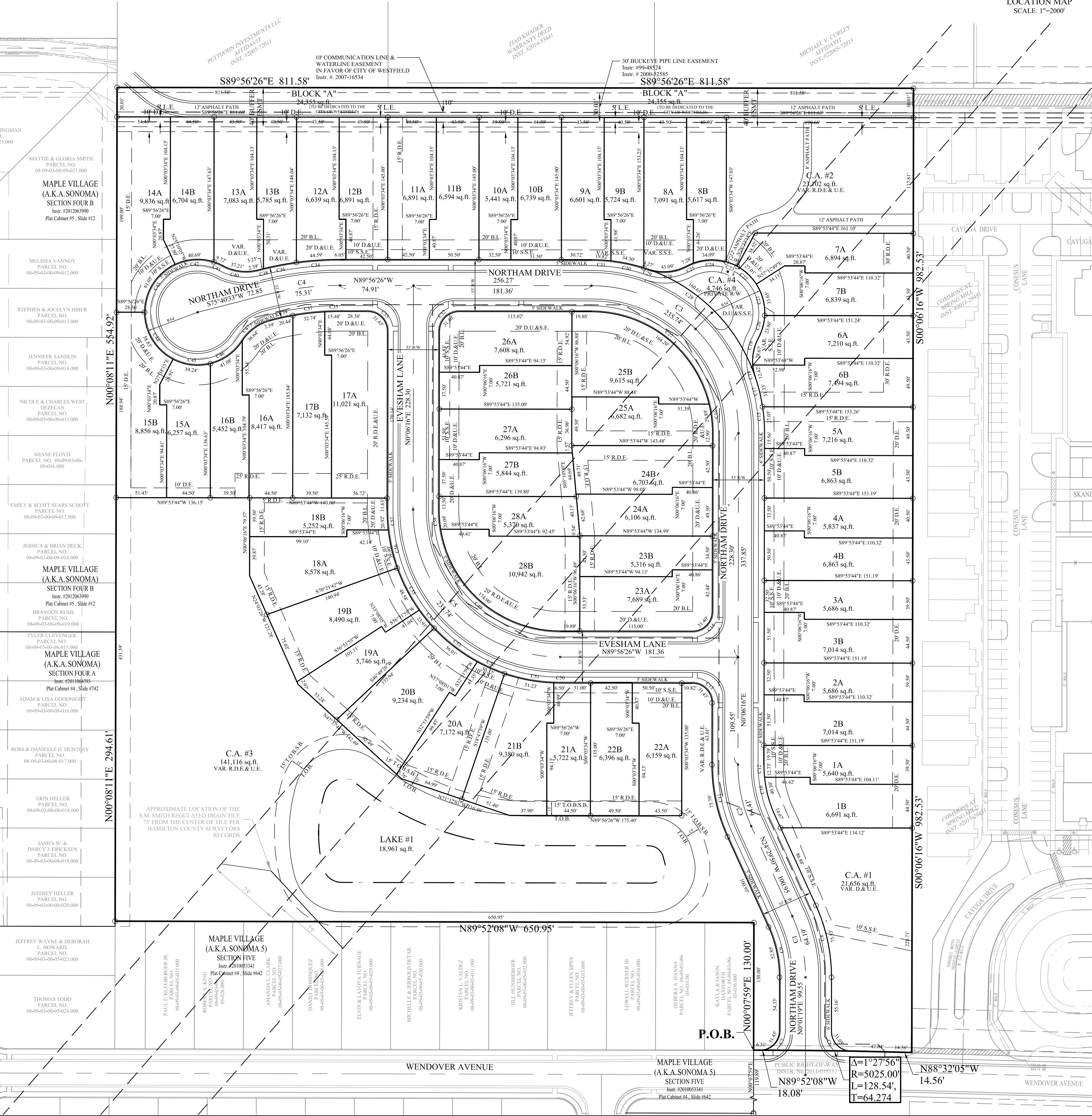
CURVE TABLE: RIGHT-OF-WAY						
CURVE	LENGTH	RADIUS	TANGENT	CHORD BEARING	CHORD	DELTA
C6	31.05'	20.00'	19.64'	S44°27'27"E	28.03'	88°57'31"
C7	31.45'	20.00'	20.04'	N45°04'36"E	28.31'	90°06'34"
C8	75.53'	176.50'	38.35'	S12°14'16"E	74.96'	24°31'09"
C9	52.85'	123.50'	26.84'	N12°14'16"W	52.45'	24°31'09"
C10	40.30'	123.50'	20.33'	S15°08'57"E	40.12'	18°41'47"
C11	75.79'	176.50'	38.49'	N12°11'47"W	75.20'	24°36'06"
C12	12.73'	123.50'	6.37'	S2°50'54"E	12.72'	5°54'19"
C13	31.43'	20.00'	20.02'	N44°55'05"W	28.30'	90°02'42"
C14	31.40'	20.00'	19.98'	N45°04'55"E	28.27'	89°57'18"
C15	27.05'	176.50'	13.55'	S4°17'10"E	27.02'	8°46'52"
C16	29.89'	123.50'	15.02'	S6°49'47"E	29.82'	13°52'07"
C17	31.33'	176.50'	15.70'	S13°45'41"E	31.29'	10°10'09"
C18	12.42'	50.00'	6.24'	N11°43'45"W	12.39'	14°14'02"
C19	28.67'	50.00'	14.74'	N11°48'48"E	28.28'	32°51'03"
C20	23.86'	54.00'	12.13'	N15°34'44"E	23.67'	25°19'12"
C21	33.65'	54.00'	17.39'	N14°56'02"W	33.11'	35°42'19"
C22	27.01'	54.00'	13.79'	N47°06'57"W	26.73'	28°39'30"
C23	12.00'	54.00'	6.03'	S67°48'42"E	11.98'	12°44'01"
C24	34.09'	54.00'	17.64'	S87°44'08"W	33.53'	36°10'18"
C25	7.28'	54.00'	3.64'	N65°47'25"E	7.27'	7°43'09"
C26	41.09'	50.00'	21.78'	S85°28'23"W	39.94'	47°05'05"
C27	164.20'	123.50'	96.80'	S51°51'08"E	152.37'	76°10'35"
C28	160.61'	176.50'	86.35'	S44°54'55"E	155.13'	52°08'19"
C29	4.27'	176.50'	2.14'	N71°40'41"W	4.27'	1°23'14"
C30	34.30'	176.50'	17.21'	N77°56'22"W	34.25'	11°08'07"
C31	19.82'	176.50'	9.92'	N86°43'26"W	19.81'	6°26'00"
C32	31.40'	20.00'	19.98'	N45°04'55"E	28.27'	89°57'18"
C33	31.43'	20.00'	20.02'	S44°55'05"E	28.30'	90°02'42"
C34	44.59'	326.50'	22.33'	S86°08'49"W	44.56'	7°49'30"
C35	15.48'	273.50'	7.74'	N88°26'17"E	15.48'	3°14'35"
C36	34.12'	326.50'	17.08'	S79°14'26"W	34.11'	5°59'16"
C37	32.74'	273.50'	16.39'	N83°23'13"E	32.72'	6°51'32"
C38	3.25'	326.50'	1.63'	N75°57'40"E	3.25'	0°34'15"
C39	20.44'	273.50'	10.22'	S77°49'00"W	20.43'	4°16'53"
C40	37.21'	50.00'	19.52'	N83°00'08"W	36.36'	42°38'38"
C41	9.72'	54.00'	4.88'	N66°50'21"W	9.71'	10°19'06"
C42	40.69'	54.00'	21.36'	S86°25'00"W	39.73'	43°10'10"
C43	61.05'	54.00'	34.25'	S32°26'45"W	57.85'	64°46'21"
C44	58.83'	54.00'	32.72'	S31°09'05"E	55.96'	62°25'19"
C45	39.24'	54.00'	20.53'	S83°10'46"E	38.38'	41°38'01"
C46	41.08'	54.00'	21.59'	N54°12'39"E	40.10'	43°35'10"
C47	36.64'	50.00'	19.19'	N54°40'48"E	35.83'	41°59'31"
C49	174.00'	123.50'	104.97'	S49°34'38"E	159.96'	80°43'35"
C50	6.50'	176.50'	3.25'	N88°53'07"W	6.50'	2°06'38"
C51	51.23'	176.50'	25.80'	N79°30'54"W	51.05'	16°37'47"
C52	30.32'	176.50'	15.20'	N66°16'44"W	30.28'	9°50'34"
C53	56.01'	176.50'	28.24'	N52°16'01"W	55.77'	18°10'53"
C54	23.93'	176.50'	11.98'	N39°17'31"W	23.91'	7°46'07"
C55	48.58'	176.50'	24.44'	N27°31'22"W	48.42'	15°46'09"
C56	39.90'	176.50'	20.03'	N13°09'46"W	39.81'	12°57'04"
C57	20.92'	176.50'	10.47'	N3°17'29"W	20.91'	6°47'30"
C58	20.09'	123.50'	10.07'	N4°33'18"W	20.06'	9°19'07"

DESCRIPTION

A part of the Northeast Quarter of Section 3, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana, more particularly described as follows:

Beginning at the Southeast corner of Lot 331 in Maple Village, Section 5 recorded as Inst. No.: 2010-053341 in the Office of the Recorder of Hamilton County, Indiana; thence North 00 degrees 07 minutes 59 seconds East 130.00 feet along the East line of said Lot to the Northeast corner of said Maple Village, Section 5; thence North 88 degrees 52 minutes 08 seconds West 650.95 feet along the North line of said Section 5 to the East line of Maple Village, Section 4A and 4B recorded as Inst. No.: 2011-064393 and Inst. No.: 2012-083990 in said Recorders Office; thence North 00 degrees 08 minutes 11 seconds East 849.53 feet along said East line; thence South 89 degrees 56 minutes 26 seconds East 811.58 feet to the West line of Commons at Spring Mill recorded as Inst. No.: 2011-29451 in said Recorders Office; thence South 00 degrees 06 minutes 16 seconds West 982.53 feet along said East line to the North Right-of-Way boundary of Wendover Avenue; thence North 88 degrees 32 minutes 05 seconds West 14.56 feet along said North boundary to a point on a curve concave southerly, the radius point of said curve being South 01 degrees 35 minutes 49 seconds West 5,025.00 feet from said point; thence westerly along said curve 128.54 feet to a point on said curve, said point being North 00 degrees 07 minutes 53 seconds East 5,025.00 feet from the radius point of said curve; thence North 89 degrees 52 minutes 08 seconds West 18.08 feet to the place of beginning, containing 16.33 acres, more or less, subject to all legal highways, rights-of-ways, easements, and restrictions of record.

This subdivision consists of 28 duplex buildings (56 units) numbered 1A-28B (all inclusive) and 4 Common Areas labeled C.A.#1 - C.A.#4 (all inclusive). The size of lots and width of streets are shown in feet and decimal parts thereof.



SOILS MAP
Br: CrA, MnB2
SCALE: 1"=1000'

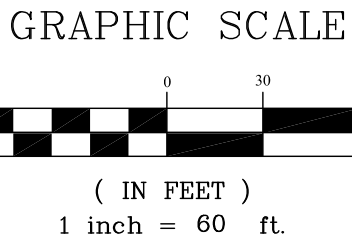
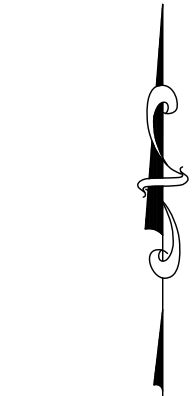
Br-Crossbed silty clay loam
This nearly level, deep, very poorly drained soil is in broad depressions, swales, and narrow drainageways on till plains. It is ponded by runoff from higher adjacent areas. The mapped areas are mostly oval shaped or fingerlike and range from 3 to 250 acres in size.

CrA - Crossy silt loam, 0 to 3 percent slopes

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

MnB2 - Miami silt loam, 2 to 6 percent slopes, eroded

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



LEGEND

- 30 LOT NUMBER
- D.E. DRAINAGE EASEMENT
- D.U.&S.E. DRAINAGE UTILITY & SEWER EASEMENT
- D.U.&S.S.E. DRAINAGE UTILITY & SANITARY SEWER EASEMENT
- D.&U.E. DRAINAGE & UTILITY EASEMENT
- P.A.E. PEDESTRIAN ACCESS EASEMENT
- R.D.E. REGULATED DRAINAGE EASEMENT
- B.L. BUILDING LINE
- T.O.B. TOP OF BANK
(15' BUILDING SETBACK REQUIREMENT)
- C.A. COMMON AREA
- R/W RIGHT OF WAY
- B-B BACK TO BACK OF CURB
- * HANDICAP RAMP



811
Know what's below.
Call before you dig.

THIS DRAWING IS NOT INTENDED TO BE REPRESENTED AS A RETRACEMENT OR SURVEY FOR A SURVEYOR'S LOCATION REPORT.

CERTIFIED: 05/01/15

STOEPPELWERTH
ALWAYSON
7965 East 106th Street, Fishers, IN 46038-2505
Phone: (317) 849-5935 Fax: (317) 849-5942

PREPARED FOR:
SECTION: 3
DRAWN BY: HAM
SHEET NO: 1
OF 2 SHEETS
S & A JOB NO: 50690PLA-R

SECTION: 3
TOWNSHIP: 18N
RANGE: R3E
CHECKED BY: BAH

REVISIONS
DATE
BY
16/11/15 REVISED PER COMMENTS
16/09/15 REVISED PER COMMENTS
05/28/15 REVISED PER COMMENTS

ON-SITE LANDSCAPE REQUIREMENTS FOR MAPLE KNOLL PUD
FOR EXISTING AND PROPOSED DWELLINGS AS OF MAY 2015

DISTRICT	QUANTITY OF DWELLINGS PER TYPE		REQUIRED TREES*		PRESERVED TREES***
	SINGLE-FAMILY	MULTI-FAMILY	SINGLE-FAMILY**	MULTI-FAMILY**	
SUBURBAN	496	0	3,636	N/A	7,464
URBAN	500	0	3,665	N/A	1,823
MIXED-USE	157	432	1,151	1,439	20,103
			8,452	1,439	
TOTAL:	1,153	432	9,891		29,390

* Shrubs substituted by trees at 3 shrubs to 1 tree.

** Calculated at 7.33 trees (4 shade trees + 2 ornamental trees + 4 shrubs) per single-family dwelling and 3.33 trees (1 shade tree + 1 ornamental tree + 4 shrubs) per multi-family dwelling.

*** Based on 5/28/04 Woodland Analysis and calculated by multiplying Sample Inches by Total Acreage to arrive at Total Caliper Inches; then divide that product by 2" Tree to arrive at Total Preserved Trees equivalent. This total includes neither the existing successional woodland in the Suburban Residential District that has matured since the Analysis, nor the plantings installed along Springmill-169th Street-161st Street frontages, nor the plantings installed around common area ponds, nor the plantings installed on individuals lots.

ON-SITE LANDSCAPE REQUIREMENTS FOR MAPLE KNOLL PUD
FOR EXISTING AND PROPOSED DWELLINGS AS OF MAY 2015

DISTRICT	QUANTITY OF DWELLINGS PER TYPE		REQUIRED TREES*				PRESERVED TREES***	
	S-F	M-F	S-F	Units x Trees/Unit = Trees	M-F	Units x Trees/Unit = Trees		Sample Inches x Acres = Total Caliper Inches; TCI / 2 Inch Tree
SUBURBAN	496	0	3,636	496 x 7.33 = 3,636	N/A		7,464	2,408 x 6.20 Acres = 14,929.60; 14, 929.60 / 2 = 7,464
URBAN	500	0	3,665	500 x 7.33 = 3,665	N/A		1,823	1,621 x 2.25 = 3,647.25; 3,647.25 / 2 = 1,823
MIXED-USE	157	432	1,151	157 x 7.33 = 1,151	1,439	432 x 3.33 = 1,439	20,103	4,850 x 8.29 (1.75 at MVS) = 40,206.50; 40,206.50 / 2 = 20,103 (4,243 at MVS)
			8,452		1,439			
TOTAL:	1,153	432	9,891				29,390	

- * Shrubs substituted by trees at 3 shrubs to 1 tree.
- ** Calculated at 7.33 trees (4 shade trees + 2 ornamental trees + 4 shrubs) per single-family dwelling and 3.33 trees (1 shade tree + 1 ornamental tree + 4 shrubs) per multi-family dwelling.
- *** Based on 5/28/04 Woodland Analysis and calculated by multiplying Sample Inches by Total Acreage to arrive at Total Caliper Inches; then divide that product by 2" Tree to arrive at Total Preserved Trees equivalent. This total includes neither the existing successional woodland in the Suburban Residential District that has matured since the Analysis, nor the plantings installed along Springmill-169th Street-161st Street frontages, nor the plantings installed around common area ponds, nor the plantings installed on individuals lots.





WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

June 15, 2015
1506-SPP-14 and 1506-ODP-15

Petition Number: 1506-SPP-14 & 1506-ODP-15

Subject Site Address: SWC of Wendover Avenue and Spring Mill Road

Petitioner: Maple Knoll Developer, LLC by

Representative: Stoeppelwerth & Associates, Inc.

Request: Primary Plat and Development Plan review for Sonoma Sections 9 & 10, consisting 100 single family residential lots on 31.38 acres+/-

Current Zoning: Maple Knoll (Ordinance 04-02)

Current Land Use: Undeveloped / Agriculture

Approximate Acreage: 31.38 acres+/-

Exhibits:

1. Staff Report
2. Location Map
3. Overall Development Plan & Primary Plat

Zoning History: Original PUD Zoning
0304-PUD-02 Maple Knoll PUD District (Ordinance 04-02) (02/09/04)

Staff Reviewer: Amanda Rubadue, Associate Planner

PROCEDURAL

Approval of 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 OVERVIEW

The 31.38 acres+/- is located on the south west corner of Wendover Avenue and Spring Mill Road (see Exhibit 2). The request is for Primary Plat and Overall Development Plan approval for 100 single family residential lots.

The petition was reviewed by the Technical Advisory Committee at its May 19, 2015 meeting. The public hearing for this petition was held at the Plan Commission's June 1, 2015 meeting.

The applicable zoning district is the Maple Knoll PUD District Ordinance No. 04-02 (the "PUD Ordinance"). The subject property is within the Mixed Use District of the PUD Ordinance. Applicable underlying zoning district is Special Business-Planned Development.



DEVELOPMENT PLAN REVIEW COMMENTS

Development Plan Review (WC 16.04.165)

The plans comply.

1) Maple Knoll PUD District Standards (WC 16.04.165.C.1):

1. Total Number of Residences: Maximum of 733 in the Mixed Use District and total of 1,800 within the District (Section 10 of the PUD Ordinance)
2. Development Standards: (Exhibit 14 of the PUD Ordinance):
 - A. All lots shall have frontage along a Public Street or a Private Street and may be accessed from the front, side or rear yard
 - B. Minimum Lot Width at building line: 20 feet
 - C. Minimum Lot Width at Street: 20 feet
 - D. Minimum Lot Depth: 60 feet
 - E. Minimum Lot Area: 1,000 sq. ft.
 - F. Front Setback: 0-80 feet*
 - G. Minimum Side Setback: 0 feet; provided however, that the minimum separation between buildings shall be 10 feet*
 - H. Minimum Rear Setback: 0 feet*

***These standards will be further reviewed by the Department for compliance at the time of the building permit review for each individual lot.**

3. Landscaping: (Section 13, Exhibit 17 of the PUD Ordinance)

- A. General Landscape Design Standards: (WC 16.06.040):
 - (1) Standard: Detention/retention basins and ponds shall be landscaped in a manner that replicates the natural form of ponds. Such landscaping shall include shade trees, ornamental trees, evergreens, shrubbery, hedges, and/or other plant material.
- B. On-Site and Road Frontage Requirements: (WC 16.06.050):
 - (1) On-Site Standard: Single family detached residential shall have two (2) shade trees, two (2) evergreen or ornamental trees and four (4) shrubs per dwelling unit.
These standards will be further reviewed by the Department for compliance at the time of the building permit review for each individual lot.
 - (2) Road Frontage Standard (Residential): In residential developments, where property abuts primary arterials, secondary arterials, or collector roads not internal to subdivisions, at least one shade tree per thirty (30) linear feet of road frontage shall be planted adjacent to road rights-of-way. Shade trees shall be located outside drainage and utility easements, shall be located in a manner that mitigates interference with infrastructure located within such easements and may be clustered or grouped in order to attain creative site design.
- C. Buffer Yard Requirements:

- (1) Standard: (WC 16.06.060) Buffer sizes shall be determined by adjacent zoning districts and/or land uses in accordance with Table 16.06.060-01 of the Zoning Ordinance and shall include at least one (1) evergreen tree per thirty (30) linear feet.
 - (2) Development Standards: (Section 13.1) Shrubs are not required to be planted within woodlands located within buffer yards
4. Street Standards: (Section 17, Exhibit 21 of the PUD Ordinance):
5. Architectural Standards: (Exhibit 14 of the PUD Ordinance):
Comment: Not applicable to the overall development plan. The standards of Exhibit 14 consist of architectural standards that will be reviewed for compliance at the time of the building permit review for each individual home.
6. Common Areas and Amenities:
 - A. Open Space/Trails: Section 18 of the PUD Ordinance establishes Open Space within the Mixed Use District shall be greater than or equal to 10% of the Mixed Used District and Developer shall install a trail system internal to the Real Estate, providing interconnectivity to parks and school sites.
Comment: Development Plan complies (Open Space calculated at 33.1%). Petitioner has added a 10 foot wide common area with a blanket Pedestrian Access Easement (P.A.E.) and shown an 8 foot asphalt path between Lots 10 and 11. This common area and path extend to the southwest property corner and to existing Lot 409 in Sonoma Section 7 with the option for the City of Westfield to purchase said Lot 409 for connectivity purposes.
- 2) Overlay District Standards: (WC 16.04.165.C.2): **This property is not subject to an Overlay District.**
- 3) Subdivision Control Ordinance: (WC 16.04.165.C.3):
 1. Street and Highway Access: (WC 16.04.165.C.6): The design and location of proposed street and highway access points shall minimize safety and hazards and congestion.
 2. Street and Highway Capacity: (WC 16.04.165.C.7): The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 3. Utility Capacity: (WC 16.04.165.C.8): 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. Traffic Circulation Compatibility: (WC 16.04.165.C.9): The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.
- 4) Development Plan Review Standards: (WC 16.04.165.C.4 and WC 16.04.165.D.3):
 1. Site Access and Circulation:
 - A. Standard: All proposed site access locations shall comply with the requirements of the Indiana Department of Transportation, Driveway Permit Manual (1996 Version) and any amendments thereto, which is hereby incorporated into and made a part of this Ordinance by this reference.
 - B. Standard: All proposed site access locations shall provide for the safe and efficient movement of vehicular and pedestrian movement to and from the proposed development.
 - C. Standard: Site circulation patterns shall be designed to minimize conflicts between vehicular and pedestrian traffic, and create a safe and efficient movement of both vehicular and pedestrian traffic in and around the project.
 - D. Sidewalks, Pedestrian Paths, Jogging Paths, and Bicycle Paths (WC 16.04.240(G)):



- (1) Standard: The Plan Commission shall require sidewalks to be installed on each side of the street in all subdivisions.
 - (2) Standard: Where a proposed subdivision abuts an existing street right-of-way, the Plan Commission shall require the developer to construct sidewalks parallel to the existing street.
 - (3) Standard: The Plan Commission may require developers to construct off-site sidewalks adjacent to the developers' project to respond to infrastructure demands created by said project.
 - (4) Standard: When a proposed subdivision lies between or adjacent to existing subdivisions which have been provided with sidewalks, the Plan Commission shall require connecting sidewalks (which are extensions of the existing sidewalks) to be constructed.
 - (5) Standard: If a sidewalk, pedestrian path, jogging path and/or bicycle way is to be installed, then a plan shall be submitted to the Plan Commission with the Primary Plat and Secondary Plat drawings.
 - (6) Standard: Curb ramps for handicapped accessibility shall be provided at all intersections of streets, alleys, and drives.
 - (7) Standard: When a sidewalk, pedestrian path, jogging path, and/or bicycle way crosses a street intersection within or adjacent to a subdivision (where one of the streets is a primary arterial a secondary arterial), necessary safety devices, such as painted crosswalks, signs, or other traffic control devices shall be installed at the developer's expense.
 - (8) Standard: When sidewalks, pedestrian paths, jogging paths, and/or bicycle ways are to be installed, they shall be constructed in accordance with the Hamilton County Alternative Transportation Plan and the Construction Standards for the City of Westfield, which have both been adopted by the City of Westfield.
2. Landscaping Standards: **Please see PUD District standards.**
 3. Lighting Standards: (WC 16.07 et seq.):
 4. Sign Standards: (WC 16.08 et seq. and Section 10 of Ord. 03-40):
Comment: Any proposed sign(s) will require a sign permit and will be reviewed by the Department for compliance at that time.
 - 5) Street and Highway Access: (WC 16.04.165.C.6): The design and location of proposed street and highway access points shall minimize safety and hazards and congestion.
 - 6) Street and Highway Capacity: (WC 16.04.165.C.7): The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 - 7) Utility Capacity: (WC 16.04.165.C.8): 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.
 - 8) Traffic Circulation Compatibility: (WC 16.04.165.C.9): The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.



Primary Plat Standards (WC 16.04.220)

The plans comply.

The following basic information shall be shown [on the Primary Plat] (WC 16.04.220):

- 9) Location map showing:
 1. Subdivision name and location
 2. Any street related to the subdivision
 3. Existing elementary and high schools, parks and playgrounds, available for serving the area proposed to be subdivided, and other community facilities
 4. Title, scale, north point and date
 5. Land use adjacent to proposed subdivision and owners names
- 10) A primary plat prepared by a land surveyor or land planner showing:
 1. Proposed name of the subdivision
 2. Names and addresses of the owner, owners, land surveyor or land planner
 3. 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.
 4. Easements (locations, widths and purposes).
 5. Statement concerning the location and approximate size or capacity of utilities to be installed.
 6. Layout of lots, showing dimensions and numbers and square footage.
 7. Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semi-public or community purposes.
 8. Contours at vertical intervals of two (2) feet if the general slope of the site is less than 10% and at vertical intervals of five (5) feet if the general slope is greater than 10%.
 9. Tract boundary lines showing dimensions, bearings, angles, and references to section, township and range lines or corners.
 10. Building setback lines.
 11. Legend and notes.
 12. Drawing indicating the proposed method of drainage for storm sewers and other surface water drainage.
 13. Other features or conditions which would affect the subdivision favorable or adversely.
 14. Scale, north point and date: Primary Plat shall be drawn to a scale of 50' to 1", or 100' to 1"; provided, however, that if the resulting drawing would be over 36" in shortest dimension, a scale as recommended by the commission may be used.
 15. A national cooperative soil survey showing the soil limitations based upon the intended usage of the development land.
 16. A statement from the County and State Highway Departments or Westfield Department of Public Works concerning rights-of-way, road improvements, roadside improvements, roadside drainage, entrances, culvert pipes, and other specifications deemed necessary.
 17. If legal drain is involved, then a statement from the County Drainage Board concerning easements, right-of-way, permits, etc.
 18. If floodplain is involved, then a statement from the Indiana Department of Natural Resources concerning construction in floodway (floodplain high water marks, etc.)



Principals and Standards of Design (WC 16.04.230), and Standards of Improvement (WC 16.04.240)

The plans comply.

11) Street Standards

12) Block Standards:

1. Blocks not to exceed 1250' in length.
2. Blocks shall be of sufficient width to permit two tiers of appropriate depth, except where an interior street parallels an expressway, primary arterial, or secondary arterial.

13) Lot Standards:

1. All lots shall abut on a street.
2. Side lines of lots shall be at approximately right angles to straight streets and on radial lines on curved streets, some variation from this rule is permissible, but pointed or very irregular lots should be avoided.
3. Corner residential lots shall be of sufficient width to permit appropriate setbacks from both streets.

14) Easement Standards: Easements for utilities shall be provided. Such easements shall have a minimum width of 20', and where located along lot lines, one-half of the width shall be taken from each lot. Before determining the location of easements the plan shall be discussed with the local public utility companies to assure their proper placing and the installation of such services.

15) Green Belt Space:

1. All subdivisions of more than five (5) acres shall set aside a minimum gross area for the purpose of development into green belt space.
2. A public way, crosswalk or easement not less than 15' in width shall be provided for access to the required green belt space.
3. Green belt space, where applicable, shall be placed adjacent to or connected to existing or proposed green belt space located on adjoining property.

STAFF COMMENTS

1. The Primary Plat and Overall Development Plan comply with the applicable zoning ordinances.
2. **Recommendation:** The Department recommends **approving the petition with the following condition:**
 - a) **All necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office prior to the issuance of an improvement location permit.**
 - b) **The final approval of the landscape plan be delegated to the Department.**
 - c) **The City and the Petitioner complete a trail connection and trail construction agreement prior to the approval of any Secondary Plat(s).**
3. If any Plan Commission member has questions prior to the meeting, then please contact Amanda Rubadue at 317.432.6663 or arubadue@westfield.in.gov.



WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

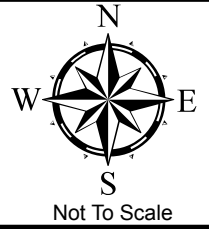
June 15, 2015
1506-SPP-14 and 1506-ODP-15



Location Map

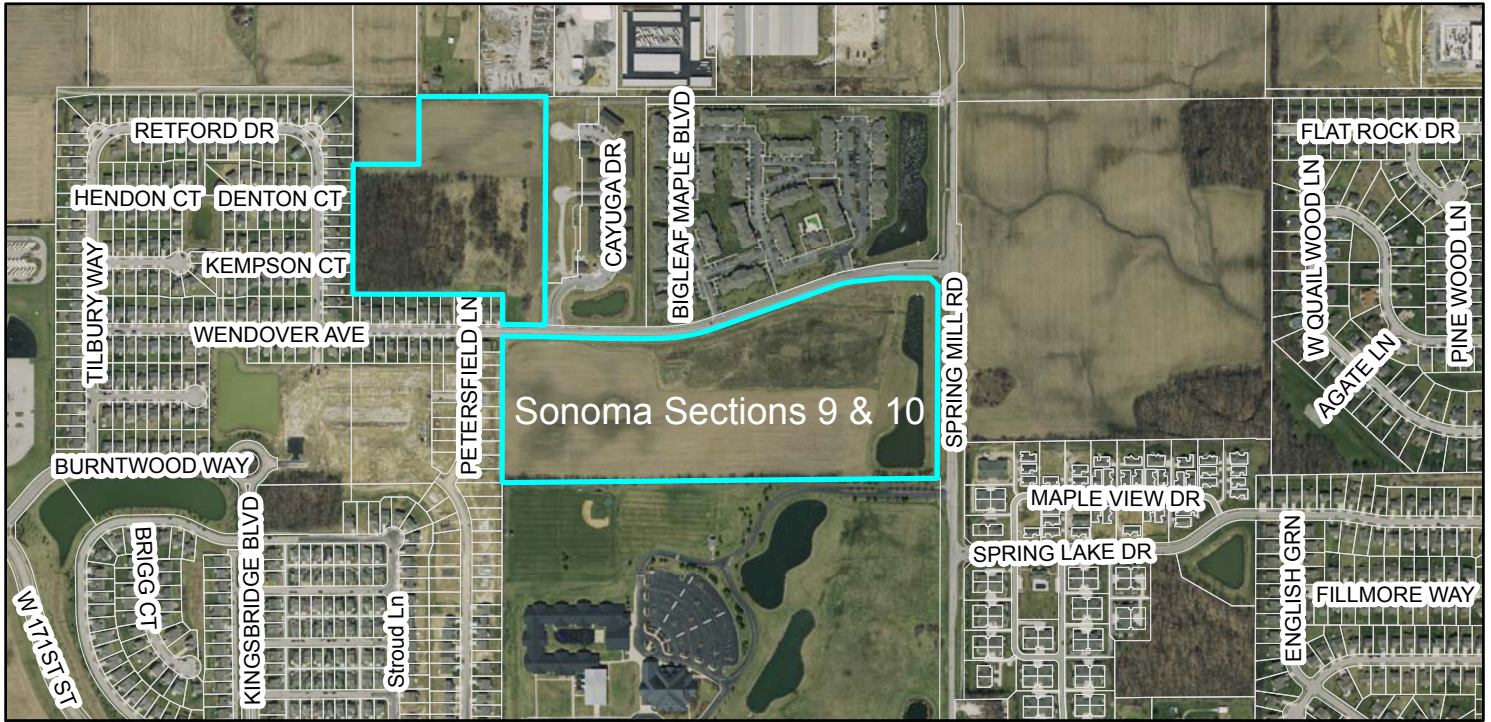
Sonoma Sections 9 & 10

1506-SPP-14 & 1506-ODP-15

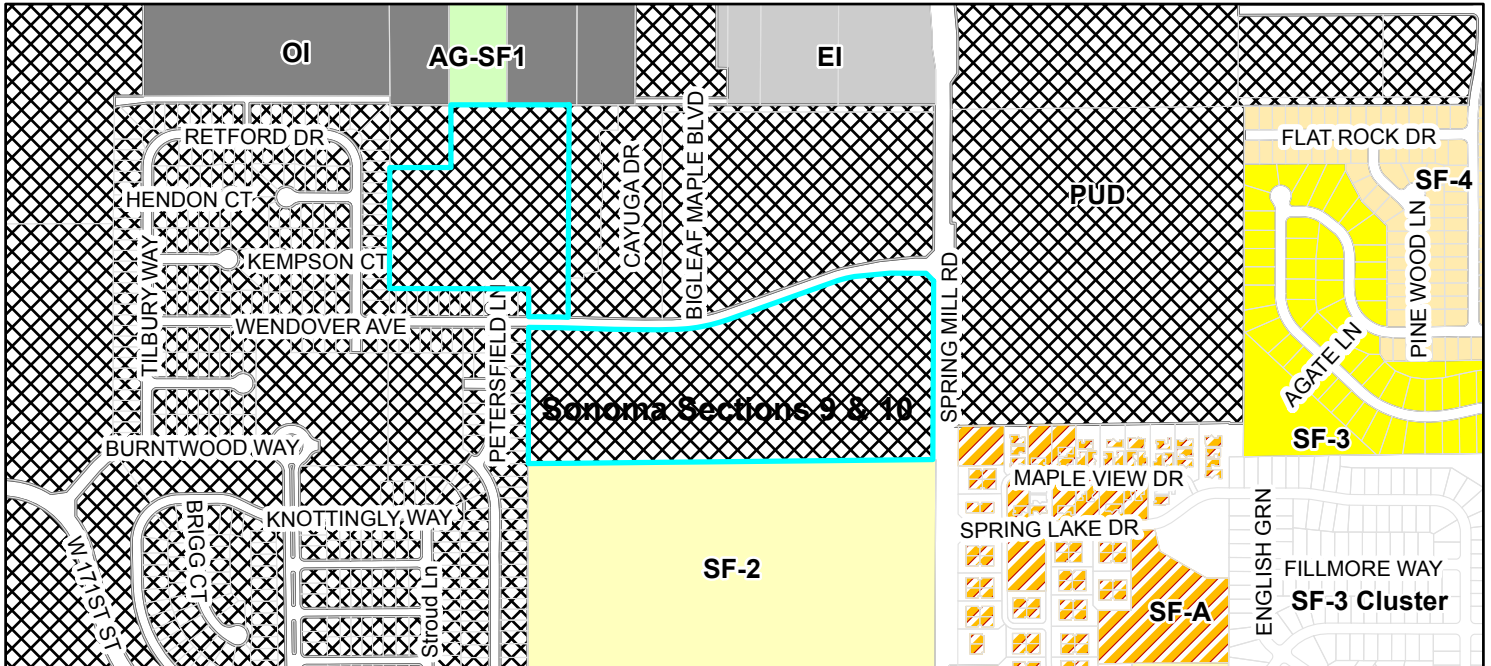


Aerial Location Map

 Site



Zoning Map



Zoning

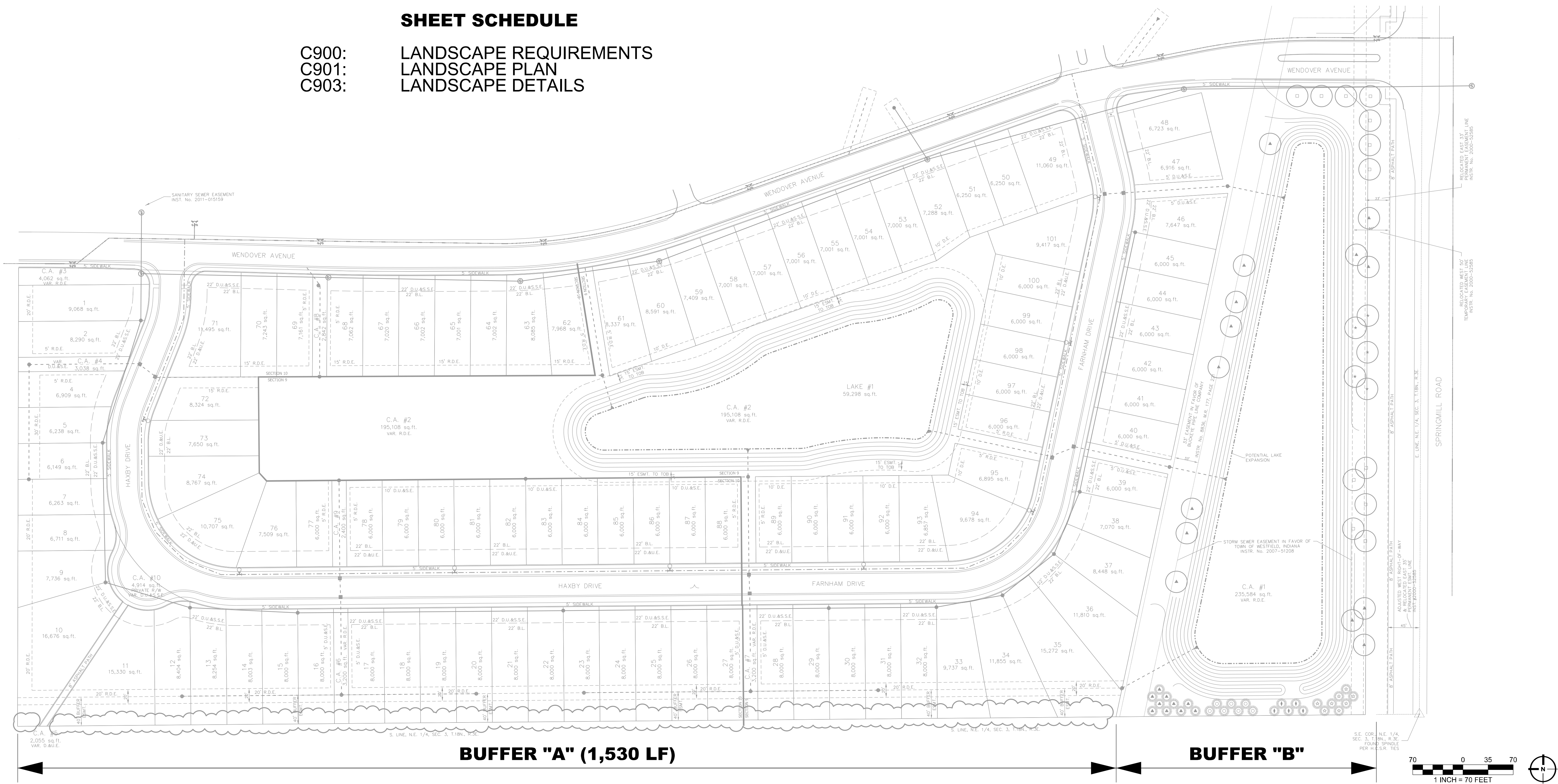
-  PUD (Planned Unit Development)
-  SF2 (Single Family 2)

LANDSCAPING REQUIREMENTS FOR SONOMA 9-19 (A PART OF MAPLE KNOLL P.U.D.)					
	ON-SITE REQUIREMENTS (DEVELOPMENT TOTAL)*	ON-SITE REQUIREMENTS (PROPOSED ON LOTS BY BUILDER)	ON-SITE REQUIREMENTS (PROPOSED IN COMMONS BY DEVELOPER)	ON-SITE REQUIREMENTS (PROPOSED IN BUFFER YARDS)*	ON-SITE REQUIREMENTS (PROPOSED ALONG ROAD FRONTAGES)
SHADE TREES	101 DWELLINGS X 4 TREE = 404	0**	0**	0	0****
ORNAMENTAL and/or EVERGREEN TREES	101 DWELLINGS X 2 TREE = 202	0**	0**	1 TREE / 30 LF X 1,530 LF = 51***	0****
SHRUBS (EVERGREEN FOR BUFFERS)	101 DWELLINGS X 4 SHRUBS = 404	0**	0**	0***	0****
NOTES:					
*	CALCULATIONS PER P.U.D. OR ZONING ORDINANCE REFERENCED THEREIN.				
**	PER P.U.D. OR ZONING ORDINANCE REFERENCED THEREIN NONE REQUIRED OR VALUES MET/EXCEEDED BY PRESERVED WOODLOTS THROUGHOUT DEVELOPMENT.				
***	BUFFER "B" REQUIREMENTS MET BY EXISTING PLANTINGS PER MAPLE KNOLL APARTMENTS PROJECT (PETITION #0703-DP-05). PER P.U.D. EVERGREEN SHRUBS NOT REQUIRED WHERE EXISTING TREES ARE PRESEERVED IN BUFFER.				
****	EXTERNAL FRONTAGE REQUIREMENTS MET BY EXISTING PLANTINGS INSTALLED PER MAPLE KNOLL APARTMENTS PROJECT (PETITION #0703-DP-05). NO PLANTINGS REQUIRED ALONG INTERNAL STREETS PER P.U.D. OR ZONING ORDINANCE REFERENCED THEREIN.				

C900: LANDSCAPE REQUIREMENTS
C901: LANDSCAPE PLAN
C903: LANDSCAPE DETAILS

DISTRICT	QUANTITY OF DWELLINGS PER TYPE		REQUIRED TREES*		PRESERVED TREES***
	SINGLE-FAMILY	MULTI-FAMILY	SINGLE-FAMILY**	MULTI-FAMILY**	
SUBURBAN	496	0	3,636	N/A	7,464
URBAN	500	0	3,665	N/A	1,823
MIXED-USE	157	432	1,151	1,439	20,103
			8,452	1,439	
TOTAL:	1,153	432	9,891		29,390

*	Shrubs substituted by trees at 3 shrubs to 1 tree.	
**	Calculated at 7.33 trees (4 shade trees + 2 ornamental trees + 4 shrubs) per single-family dwelling and 3.33 trees (1 shade tree + 1 ornamental tree + 4 shrubs) per multi-family dwelling.	
***	Based on 5/28/04 Woodland Analysis and calculated by multiplying Sample Inches by Total Acreage to arrive at Total Caliper Inches; then divide that product by 2" Tree to arrive at Total Preserved Trees equivalent. This total includes neither the existing successional woodland in the Suburban Residential District that has matured since the Analysis, nor the plantings installed along Springmill-169th Street-161st Street frontages, nor the plantings installed around common area ponds, nor the plantings installed on individuals lots.	



ALWAYS ON.
7965 East 106th Street, Fishers, IN 46038-2505
Phone: (317) 849-5935 Fax: (317) 849-5942

SONOMA 9-10

WASHINGTON TO

DATE:
05.01.15

NO.
00

COB NO.
LA-S9

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:
MAPLE KNOLL DEVELOPER, LLC
9757 WESTPOINT DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46256
CONTACT: PAUL RIOUX
PHONE: (317) 863-2053

TOTAL LOTS=100

SITE = 31.38Ac.±
TOTAL COMMON AREA= 10.29Ac.±

OPEN SPACE PROVIDED:
10.29Ac.± (32.8%)

ZONING PUD
FRONT YARD SETBACK - 0'-80"
SIDE YARD SETBACK - 0' min.,
(10' separation between houses)
REAR YARD SETBACK - 0' min.

- NOTE:
- THE AREA SHOWN ON THE PLAT AS "PRIVATE R/W" SHALL BE MAINTAINED AS A PRIVATE DRIVE, AND THE UNDERSIGNED 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
 - 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

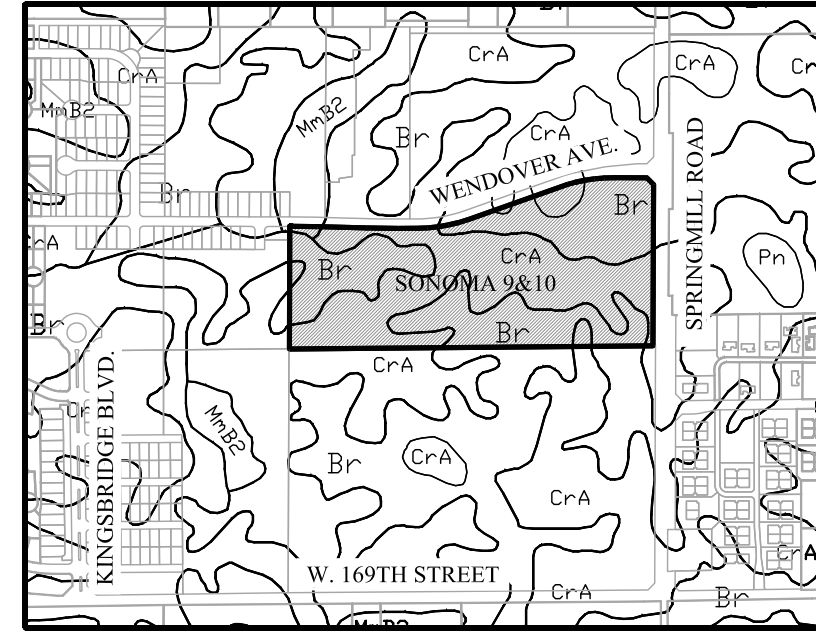
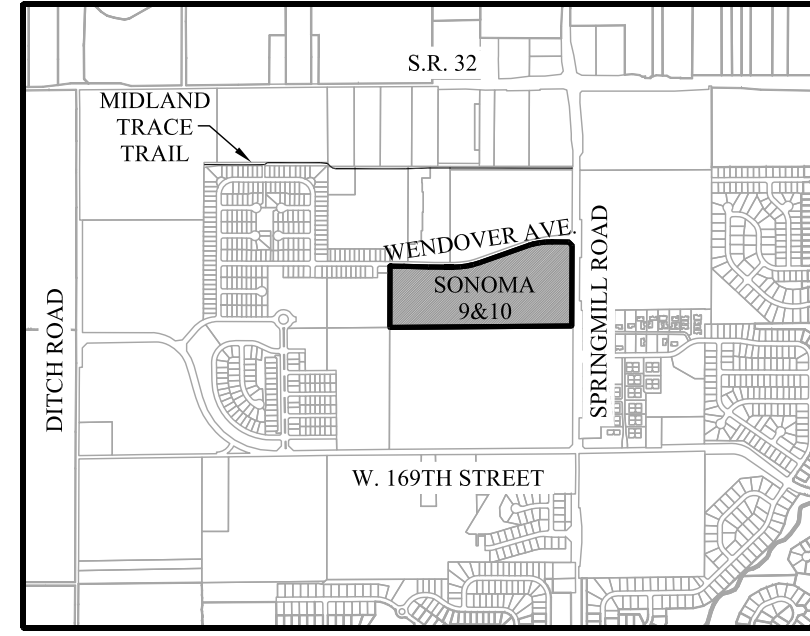
DESCRIPTION

A part of the Northeast Quarter of Section 3, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Southeast corner of said Quarter Section; thence South 89 degrees 30 minutes 01 seconds West 75.01 feet along the South line of said Quarter Section to the POINT OF BEGINNING of this description; thence South 89 degrees 30 minutes 01 seconds West 1,878.11 feet along said South line; thence North 00 degrees 07 minutes 59 seconds East 639.29 feet to the South Right-of-Way boundary of Wendover Avenue; thence along the Southern boundary of said Right of Way by the next eleven (11) courses: 1) South 89 degrees 52 minutes 08 seconds East 18.09 feet to the point of curvature of a curve concave southerly, the radius point of said curve being South 00 degrees 07 minutes 52 seconds West 4,975.00 feet from said point; 2) easterly along said curve 127.26 feet to the point of tangency of said curve, said point being North 01 degrees 35 minutes 48 seconds East 4,975.00 feet from the radius point of said curve; 3) South 88 degrees 24 minutes 11 seconds East 256.03 feet to the point of curvature of a curve concave northerly, the radius point of said curve being North 01 degrees 35 minutes 49 seconds East 5,025.00 feet from said point; 4) easterly along said curve 163.98 feet to the point of tangency of said curve, said point being South 00 degrees 16 minutes 22 seconds East 5,025.00 feet from the radius point of said curve; 5) North 89 degrees 43 minutes 38 seconds East 97.99 feet to a point on a curve concave northerly, the radius point of said curve being North 00 degrees 16 minutes 24 seconds West 825.00 feet from said point; 6) easterly along said curve 276.46 feet to a point on said curve, said point being South 19 degrees 28 minutes 23 seconds East 825.00 feet from the radius point of said curve; 7) North 70 degrees 31 minutes 38 seconds East 546.15 feet to a point on a curve concave southerly, the radius point of said curve being South 19 degrees 28 minutes 23 seconds East 275.00 feet from said point; 8) easterly along said curve 39.40 feet to a point on said curve, said point being North 11 degrees 15 minutes 52 seconds West 275.00 feet from the radius point of said curve to a point on a curve concave southerly, the radius point of said curve being North 13 degrees 53 minutes 50 seconds East 801.00 feet from said point; 9) easterly along said curve 204.57 feet to a point on said curve, said point being North 00 degrees 44 minutes 08 seconds East 801.00 feet from the radius point of said curve; 10) South 89 degrees 44 minutes 50 seconds East 155.57 feet; 11) South 44 degrees 44 minutes 50 seconds East 49.39 feet; thence South 00 degrees 14 minutes 46 seconds West 839.69 feet to the place of beginning, containing 31.08 acres, more or less, subject to all legal highways, rights-of-ways, easements, and restrictions of record.

This subdivision consists of 101 lots numbered 1-101 (all inclusive) and 10 Common Areas labeled C.A.#1 - C.A. #10 (all inclusive). The size of lots and width of streets are shown in feet and decimal parts thereof.

SONOMA SECTIONS 9 & 10 PRIMARY PLAT ZONING PUD



LOCATION MAP
SCALE: 1"=2000'

SOILS MAP
Br: CrA, MmB2
SCALE: 1"=1000'

Br-Brookston silty clay loam

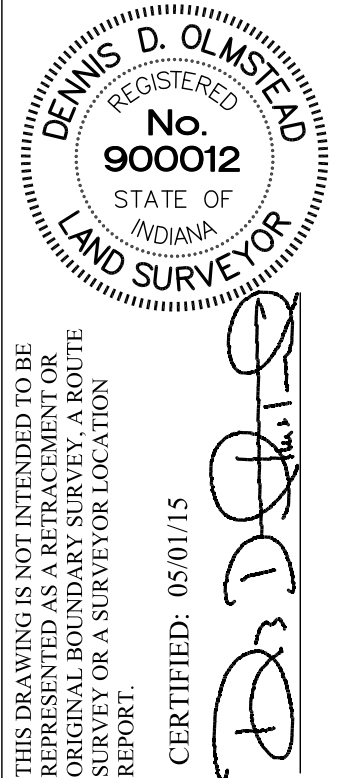
This nearly level, deep, very poorly drained soil is in broad depressions, swales, and narrow drainageways on till plains. It is ponded by runoff from higher adjacent areas. The mapped areas are mostly oval shaped or fingerlike and range from 3 to 250 acres in size.

CrA - Crosby silt loam, 0 to 3 percent slopes

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

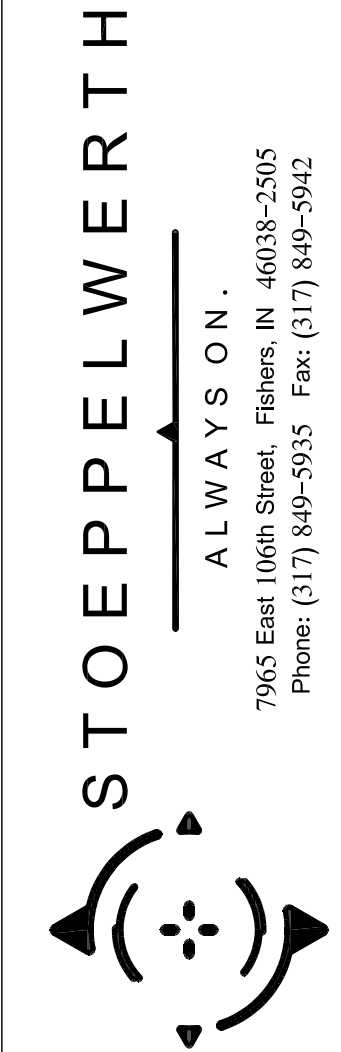
MmB2 - Miami silt loam, 2 to 6 percent slopes, eroded

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



THIS DRAWING IS NOT INTENDED TO BE REPRESENTED AS A RETRACEMENT OR SURVEYAL BOUNDARY SURVEY. A ROUTE SURVEY OR A SURVEY FOR LOCATION.

CERTIFIED: 05/01/15

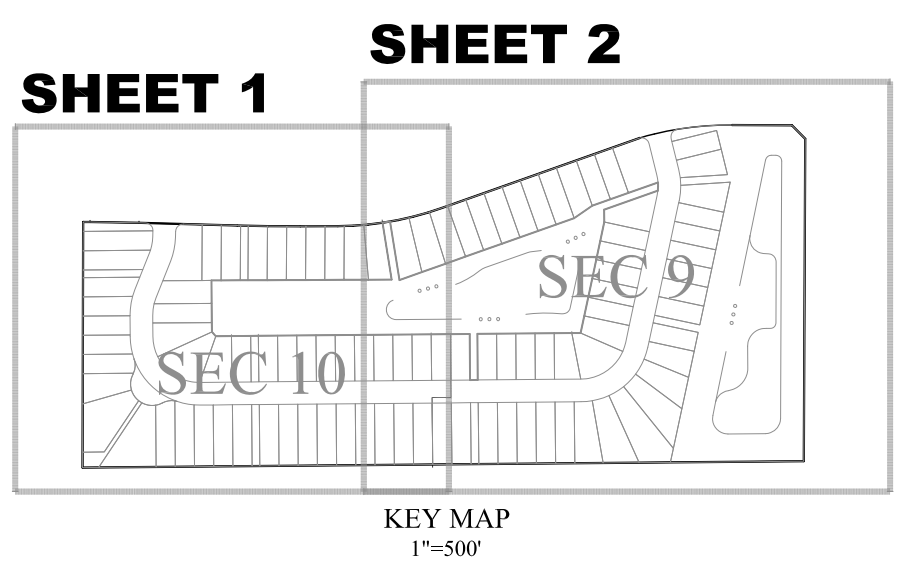
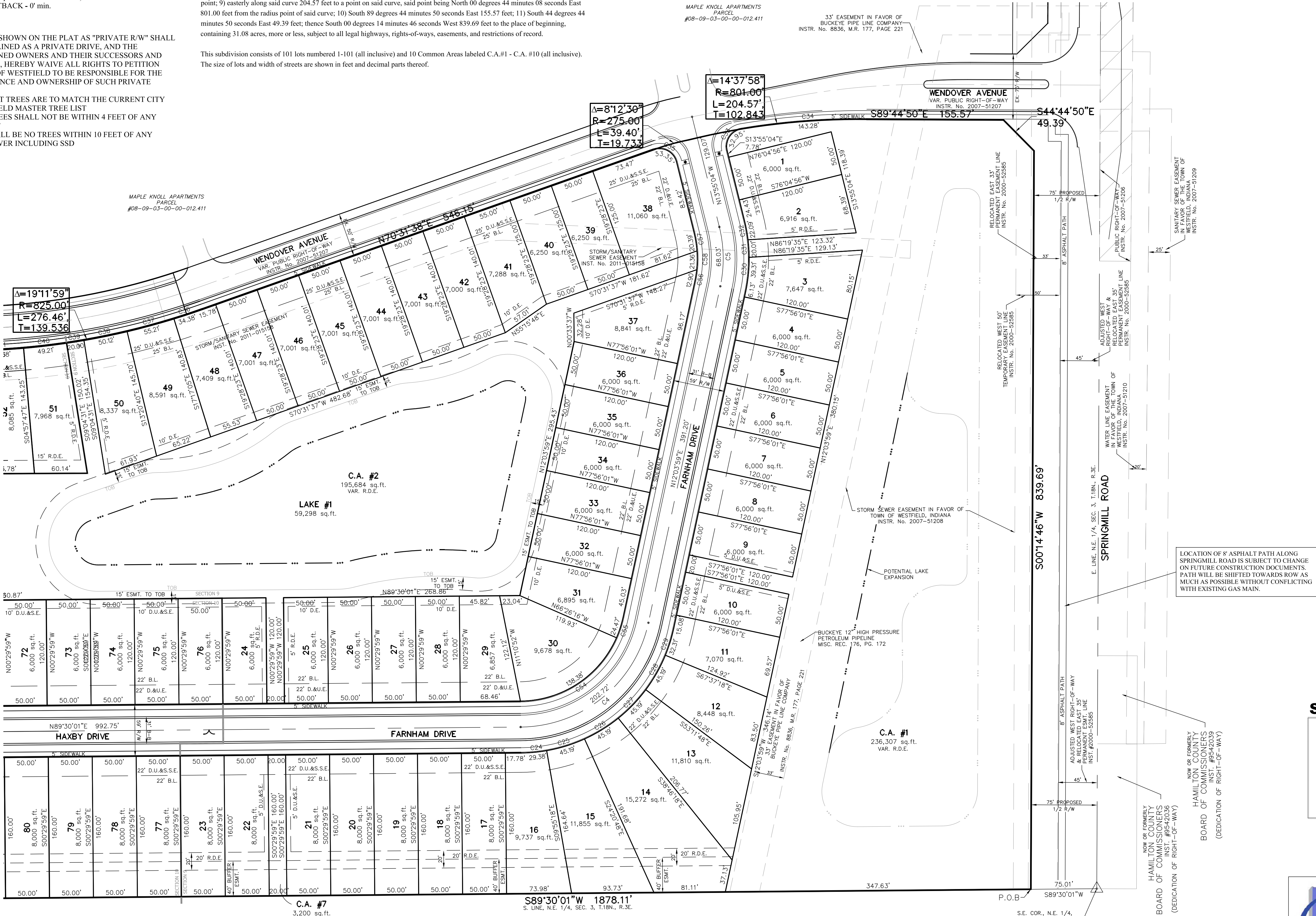


7965 East 106th Street, Fishers, IN 46038-2505
Phone: (317) 849-5935 Fax: (317) 849-5942

PREPARED FOR:
SECTION: 3 TOWNSHIP: 18N RANGE: R3E
DRAWN BY: HAM CHECKED BY: BAH
SHEET NO. 2
OF 4 SHEETS
S.A.A. JOB NO. 50690PLA-S9-10

WASHINGTON TOWNSHIP
HAMILTON CO., INDIANA

811
Know what's below.
Call before you dig.



SHEET 1

SHEET 2

ROMAN CATHOLIC DIOCESE OF
LAFAYETTE IN INDIANA INC.
INST. #294-10785

NOW OR FORMERLY
HAMILTON COUNTY
BOARD OF COMMISSIONERS
INST. #9542039
(DEDICATION OF RIGHT-OF-WAY)

BUCKEYE 12" HIGH PRESSURE
PETROLEUM PIPELINE
MISC. REC. 176, PG. 172

BUCKEYE 12" HIGH PRESSURE
PETROLEUM PIPELINE
MISC. REC. 176, PG. 172

BUCKEYE 12" HIGH PRESSURE
PETROLEUM PIPELINE
MISC. REC. 176, PG. 172

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BUCKEYE 12" HIGH PRESSURE
PETROLEUM PIPELINE
MISC. REC. 176, PG. 172

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:
MAPLE KNOLL DEVELOPER, LLC
9757 WESTPOINT DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46256
CONTACT: PAUL RIOUX
PHONE: (317) 863-2053

TOTAL LOTS=100

SITE = 31.38Ac.±
TOTAL COMMON AREA= 10.29Ac.±

OPEN SPACE PROVIDED:
10.29Ac.± (32.8%)

ZONING PUD
FRONT YARD SETBACK - 0'-80"
SIDE YARD SETBACK - 0' min.,
(10' separation between houses)
REAR YARD SETBACK - 0' min.

- NOTE:
- THE AREA SHOWN ON THE PLAT AS "PRIVATE R/W" SHALL BE MAINTAINED AS A PRIVATE DRIVE, AND THE UNDERSIGNED 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
 - 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

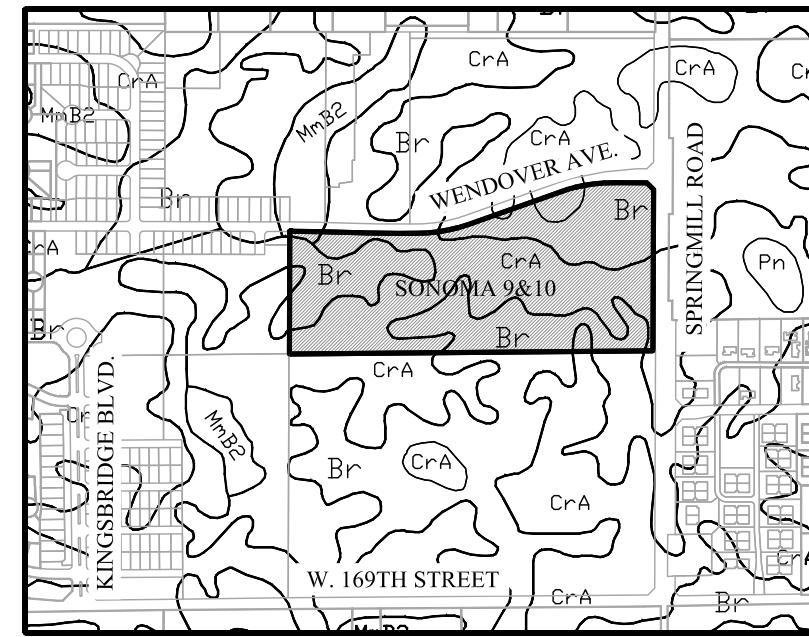
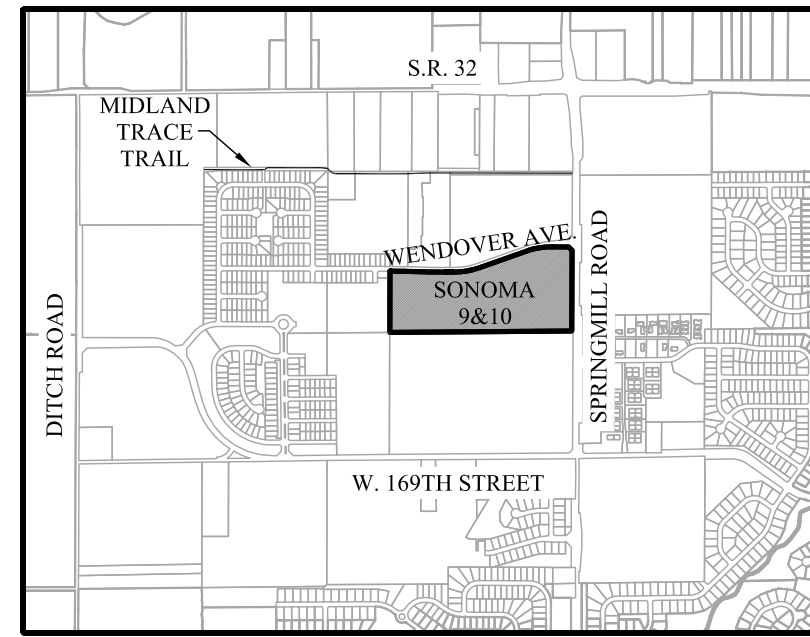
DESCRIPTION

A part of the Northeast Quarter of Section 3, Township 18 North, Range 3 East, Washington Township, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Southeast corner of said Quarter Section; thence South 89 degrees 30 minutes 01 seconds West 75.01 feet along the South line of said Quarter Section to the POINT OF BEGINNING of this description; thence South 89 degrees 30 minutes 01 seconds West 1,878.11 feet along said South line; thence North 00 degrees 07 minutes 59 seconds East 639.29 feet to the South Right-of-Way boundary of Wendover Avenue; thence along the Southern boundary of said Right of Way by the next eleven (11) courses: 1) South 89 degrees 52 minutes 08 seconds East 18.09 feet to the point of curvature of a curve concave southerly, the radius point of said curve being South 00 degrees 07 minutes 52 seconds West 4,975.00 feet from said point; 2) easterly along said curve 127.26 feet to the point of tangency of said curve, said point being North 01 degrees 35 minutes 48 seconds East 4,975.00 feet from the radius point of said curve; 3) South 88 degrees 24 minutes 11 seconds East 256.03 feet to the point of curvature of a curve concave northerly, the radius point of said curve being North 01 degrees 35 minutes 49 seconds East 5,025.00 feet from said point; 4) easterly along said curve 163.98 feet to the point of tangency of said curve, said point being South 00 degrees 16 minutes 22 seconds East 5,025.00 feet from the radius point of said curve; 5) North 89 degrees 43 minutes 38 seconds East 97.99 feet to a point on a curve concave northerly, the radius point of said curve being North 00 degrees 16 minutes 24 seconds West 825.00 feet from said point; 6) easterly along said curve 276.46 feet to a point on said curve, said point being South 19 degrees 28 minutes 23 seconds East 825.00 feet from the radius point of said curve; 7) North 70 degrees 31 minutes 38 seconds East 546.15 feet to a point on a curve concave southerly, the radius point of said curve being South 19 degrees 28 minutes 23 seconds East 275.00 feet from said point; 8) easterly along said curve 39.40 feet to a point on said curve, said point being North 11 degrees 15 minutes 52 seconds West 275.00 feet from the radius point of said curve to a point on a curve concave southerly, the radius point of said curve being South 13 degrees 53 minutes 50 seconds East 801.00 feet from said point; 9) easterly along said curve 204.57 feet to a point on said curve, said point being North 00 degrees 44 minutes 08 seconds East 801.00 feet from the radius point of said curve; 10) South 89 degrees 44 minutes 50 seconds East 155.57 feet; 11) South 44 degrees 44 minutes 50 seconds East 49.39 feet; thence South 00 degrees 14 minutes 46 seconds West 839.69 feet to the place of beginning, containing 31.08 acres, more or less, subject to all legal highways, rights-of-ways, easements, and restrictions of record.

This subdivision consists of 101 lots numbered 1-101 (all inclusive) and 10 Common Areas labeled C.A.#1 - C.A. #10 (all inclusive). The size of lots and width of streets are shown in feet and decimal parts thereof.

SONOMA SECTIONS 9 & 10 PRIMARY PLAT ZONING PUD



SOILS MAP
Br: CrA, MmB2
SCALE: 1"=1000'

Br-Brookston silty clay loam

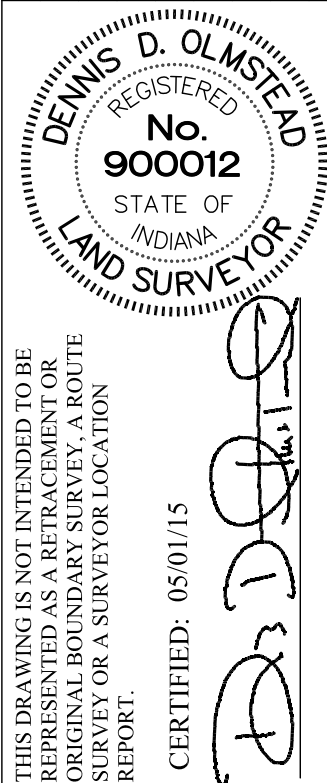
This nearly level, deep, very poorly drained soil is in broad depressions, swales, and narrow drainageways on till plains. It is ponded by runoff from higher adjacent areas. The mapped areas are mostly oval shaped or fingerlike and range from 3 to 250 acres in size.

CrA - Crosby silt loam, 0 to 3 percent slopes

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

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

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



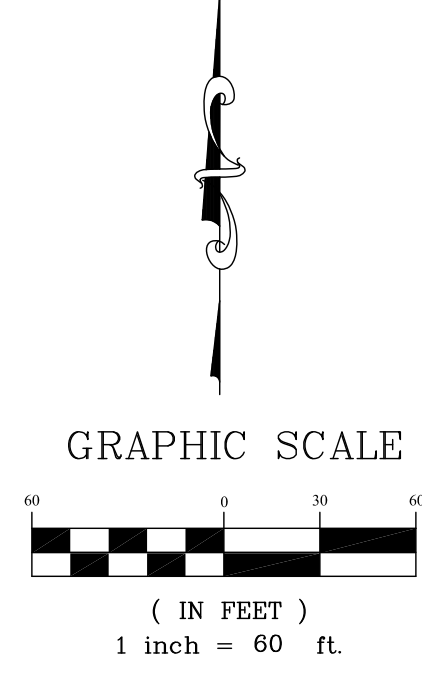
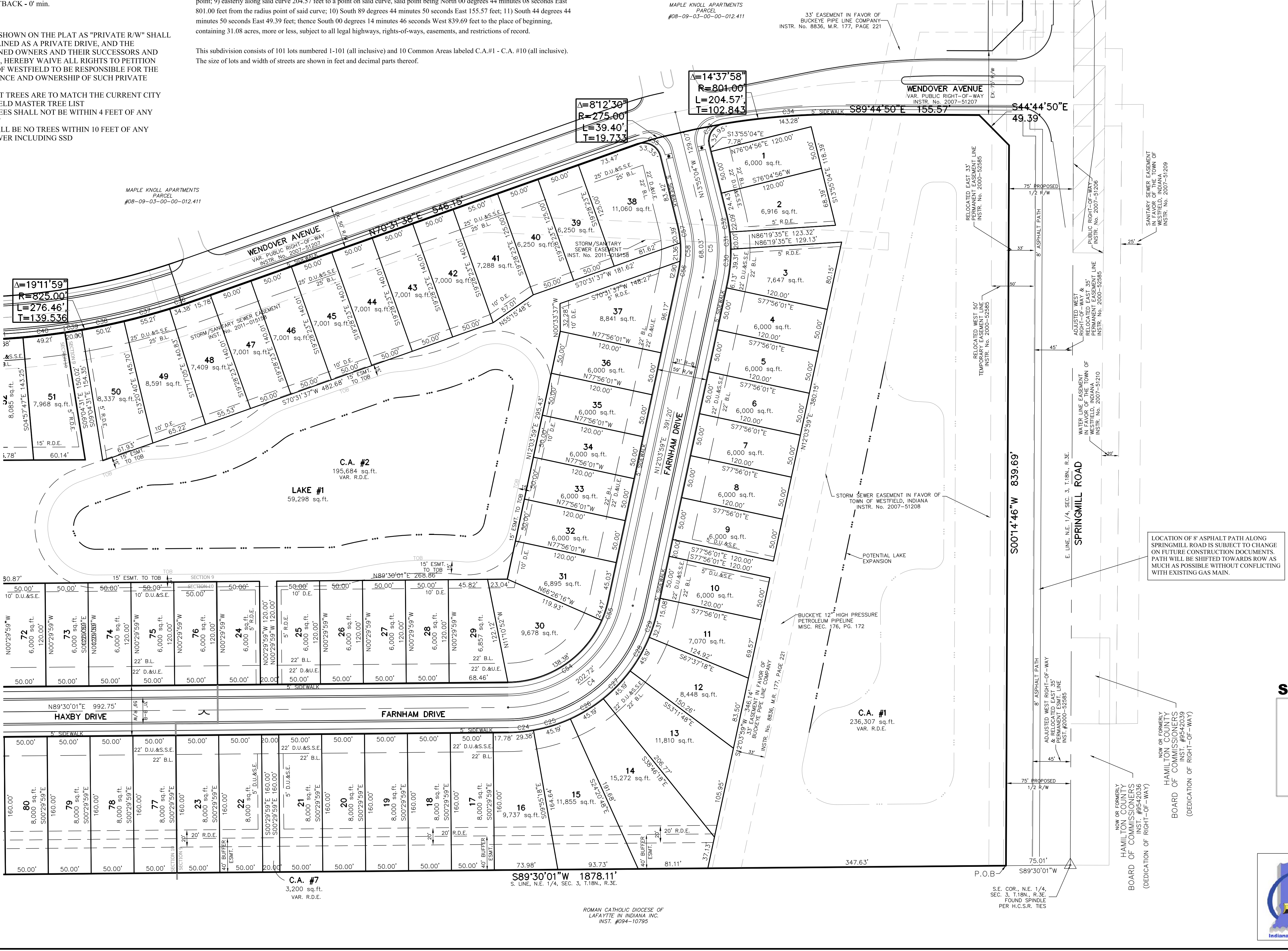
THIS DRAWING IS NOT INTENDED TO BE REPRESENTED AS A RETRACEMENT OR SURVEYAL BOUNDARY SURVEY. A ROUTE SURVEY OR A SURVEY FOR LOCATION.

CERTIFIED: 05/01/15
D.D. Olmstead

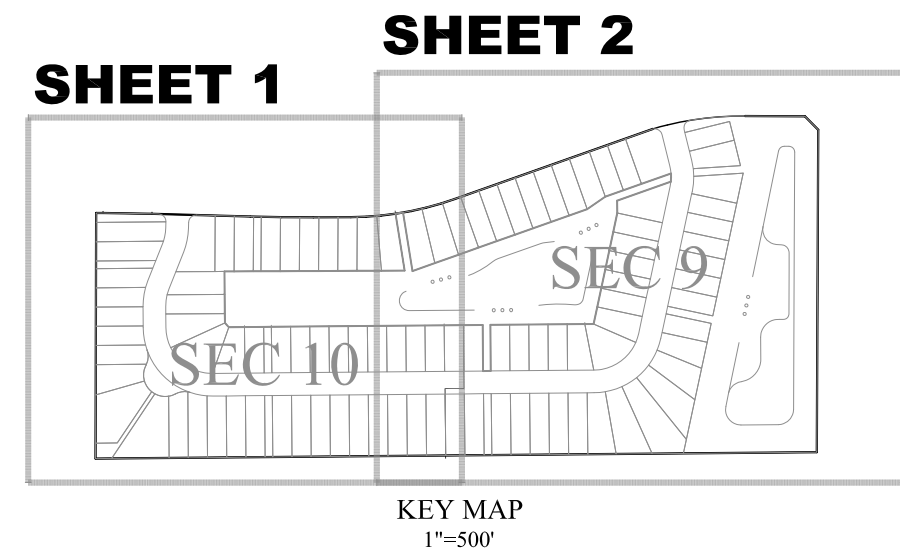
STOEPPELWERTH
ALWAYS ON.
7965 East 106th Street, Fishers, IN 46038-2505
Phone: (317) 849-5935 Fax: (317) 849-5942

PREPARED FOR:
SONOMA, SECTIONS 9 & 10
WASHINGTON TOWNSHIP
HAMILTON CO., INDIANA

SECTION: 3 TOWNSHIP: 18N RANGE: R3E
DRAWN BY: HAM CHECKED BY: BAH
SHEET NO. 2
OF 4 SHEETS
S.A. JOB NO. 50690PLA-S9-10



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



811
Know what's below.
Call before you dig.

ROMAN CATHOLIC DIOCESE OF
LAFAYETTE IN INDIANA INC.
INST. #294-10785

NOW OR FORMERLY
HAMILTON COUNTY
BOARD OF COMMISSIONERS
INST. #9542039
(DEDICATION OF RIGHT-OF-WAY)

NOW OR FORMERLY
HAMILTON COUNTY
BOARD OF COMMISSIONERS
INST. #9542036
(DEDICATION OF RIGHT-OF-WAY)

S.E. COR. N.E. 1/4, SEC. 3, T.18N., R.3E
FOUND SPINDLE
PER H.C.S.R. TIES

BUCKEYE 12" HIGH PRESSURE
PETROLEUM PIPELINE
MISC. REC. 176, PG. 172

BUCKEYE 12" HIGH PRESSURE
PETROLEUM PIPELINE
MISC. REC. 176, PG. 172

BUCKEYE 12" HIGH PRESSURE
PETROLEUM PIPELINE
MISC. REC. 176, PG. 172

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:
MAPLE KNOLL DEVELOPER, LLC
9757 WESTPOINT DRIVE, SUITE 600
INDIANAPOLIS, INDIANA 46256
CONTACT: PAUL RIGUX
PHONE: (317) 863-2053

TOTAL LOTS=100

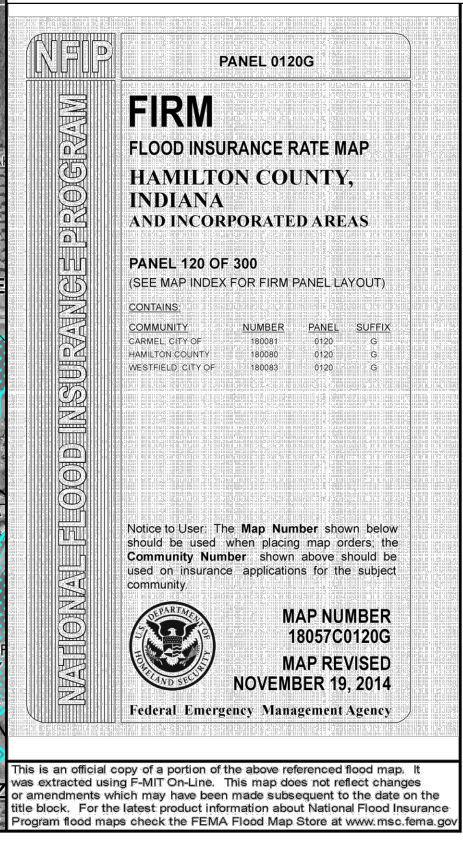
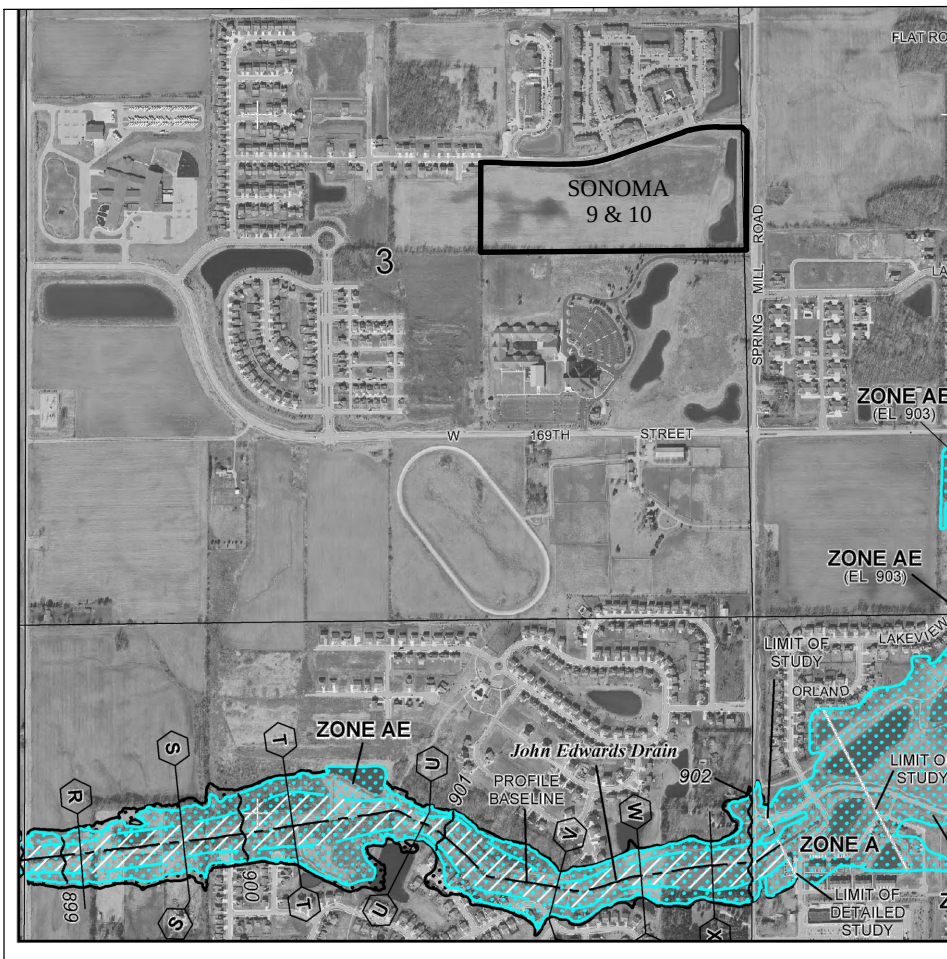
SITE = 31.38Ac±
TOTAL COMMON AREA= 10.29Ac±

OPEN SPACE PROVIDED:
10.29Ac± (32.8%)

ZONING PUD
FRONT YARD SETBACK - 0'-80"
SIDE YARD SETBACK - 0' min.,
(10' separation between houses)
REAR YARD SETBACK - 0' min.

NOTE:

- THE AREA SHOWN ON THE PLAT AS "PRIVATE R/W" SHALL BE MAINTAINED AS A PRIVATE DRIVE, AND THE UNDERSIGNED 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
- 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

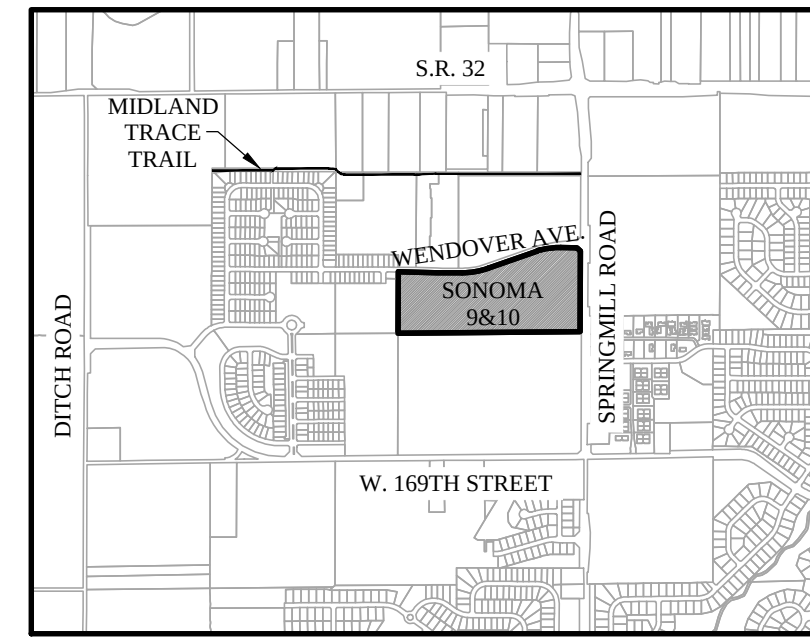


SONOMA

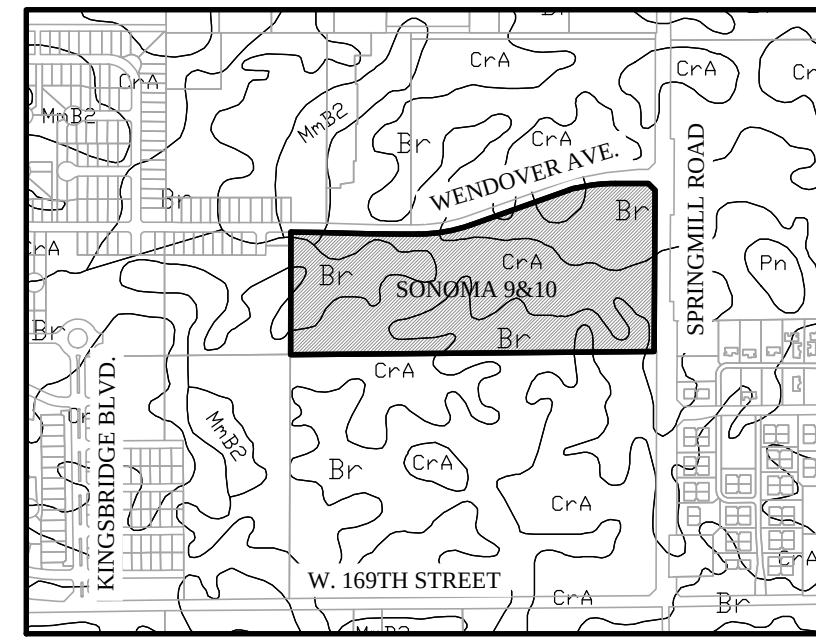
SECTIONS 9 & 10

OVERALL DEVELOPMENT PLAN

ZONING PUD



LOCATION MAP
SCALE: 1"=2000'



SOILS MAP
Br, CrA, MmB2
SCALE: 1"=1000'

Br-Brookston silty clay loam

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

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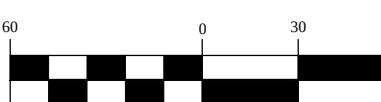
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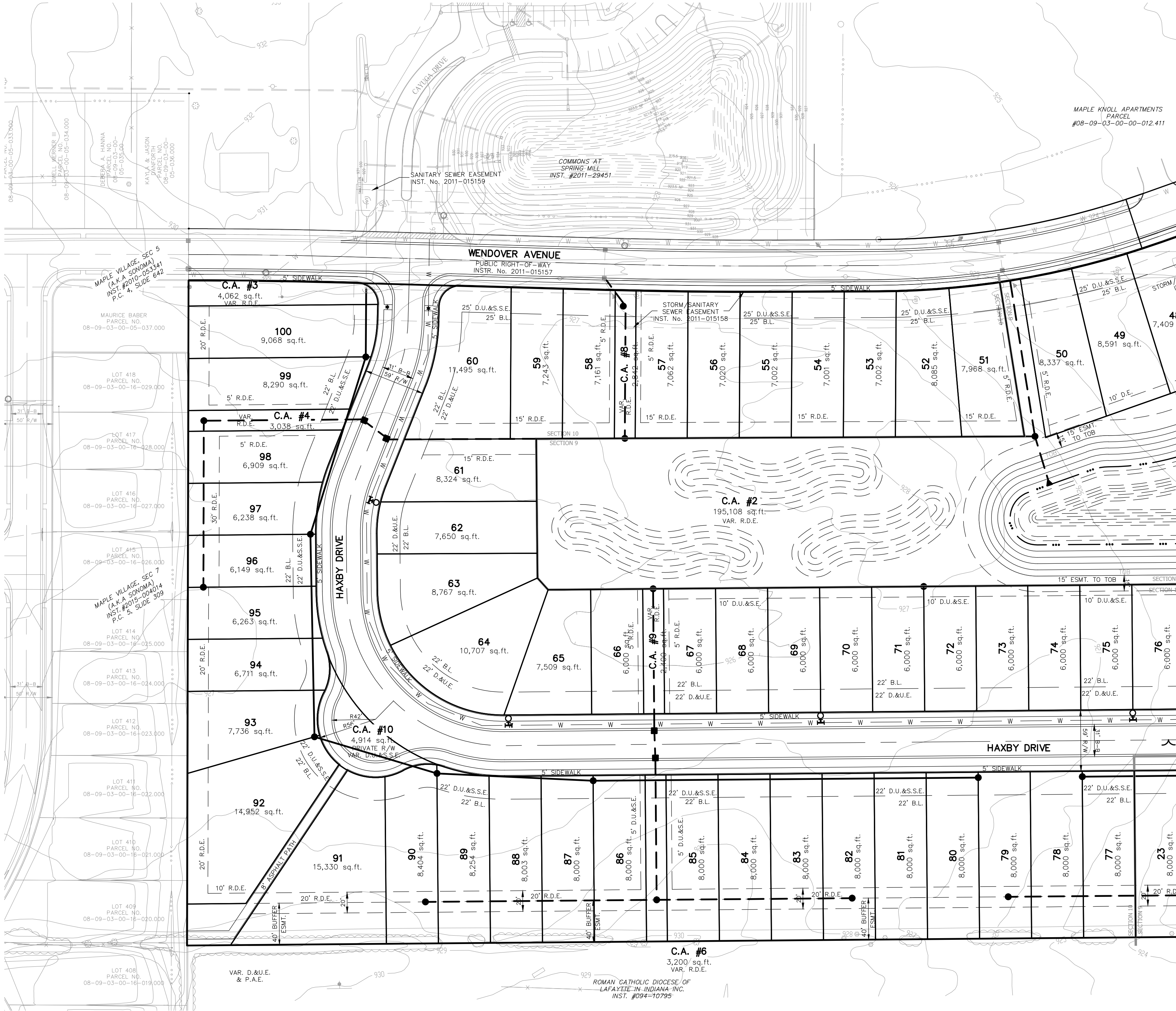
LEGEND

30	LOT NUMBER
D.E.	DRAINAGE EASEMENT
D.U.&S.E.	DRAINAGE UTILITY & SEWER EASEMENT
D.U.&S.E.	DRAINAGE UTILITY & SANITARY SEWER EASEMENT
D.&U.E.	DRAINAGE & UTILITY EASEMENT
S.L.E.	SIGN & LANDSCAPE EASEMENT
B.L.	BUILDING LINE
C.A.	COMMON AREA
R/W	RIGHT OF WAY
B-B	BACK TO BACK OF CURB
*	HANDICAP RAMP
830	EXISTING CONTOUR
W	EXISTING WATER LINE
PROPOSED SANITARY SEWER	
W	PROPOSED WATER LINE
FLOW LINE	
BURIED ELECTRIC LINE	
BURIED TELEPHONE LINE	
TELEPHONE LINE	
BURIED CABLE T.V. LINE	
CABLE T.V. LINE	
GAS LINE	
WATER LINE	
SANITARY SEWER LINE; MANHOLE	
SANITARY CLEANOUT	
STORM SEWER LINE; MANHOLE & END SECTION	
CURB INLET	
BEEHIVE OR ROUND INLET	
SQUARE FLAT INLET	
FENCE LINE	
SET NAIL - UNLESS OTHERWISE NOTED	
SET CAPPED REBAR STAMPED S&A FIRM #0008	
SET PIPE UP 1" CAPPED STAMPED S&A FIRM #0008	
HAMILTON COUNTY SURVEYOR	
MEASURED	
RECORDED	
NO ACCESS EASEMENT	
POWER POLE	
LIGHT POLE	
ELECT. TRANSFORMER	
ELECT. PEDESTAL	
ELECT. METER	
GUY WIRE	
TELEPHONE POLE	
TELEPHONE PEDESTAL	
TELEPHONE MANHOLE	
CABLE T.V. POLE	
CABLE T.V. PEDESTAL	
TRAFFIC SIGNAL POLE	
TRAFFIC MANHOLE	
TRAFFIC CONTROL BOX	
GAS VALVE	
GAS METER	
WATER METER	
WATER VALVE	
FIRE HYDRANT	
MAILBOX	

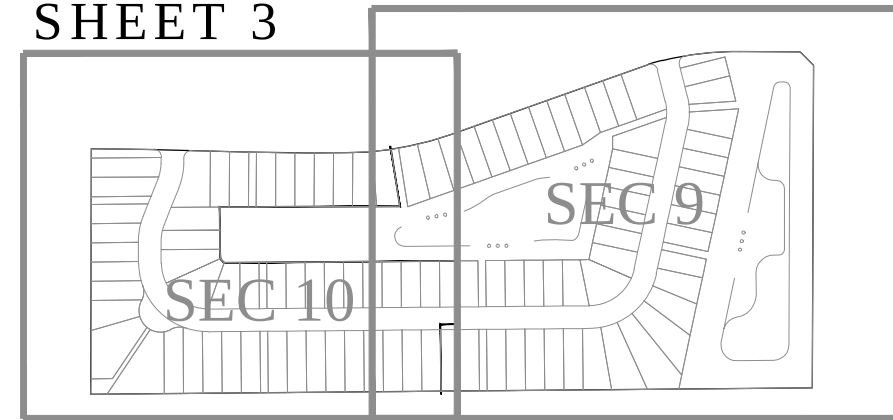
GRAPHIC SCALE



(IN FEET)
1 inch = 60 ft.



SHEET 3

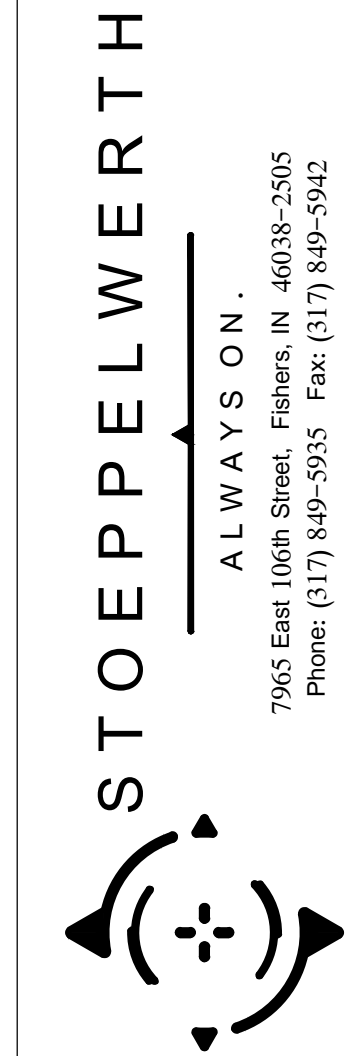
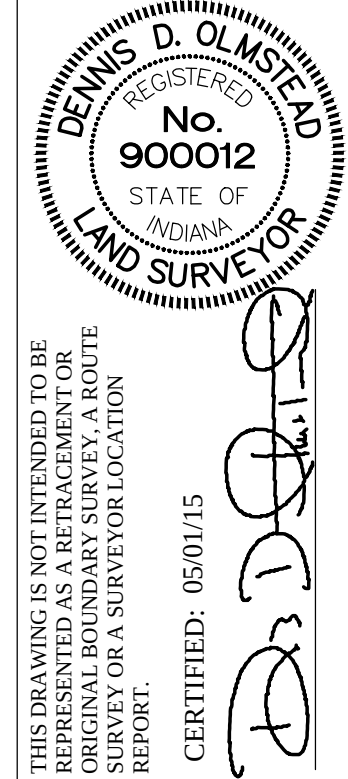


KEY MAP
1"=500'



Know what's below.
Call before you dig.

SECTION	TOWNSHIP	RANGE
3	18N	R3E
DRAWN BY:	CHECKED BY:	
HAM	BAH	
DATE	REVISED PER CLIENT COMMENTS	REVISED PER COMMENTS
06/04/15		
02/27/15		
DATE	BY	REVISIONS



DEVELOPEMENT PLAN
SONOMA, SECTIONS 9 & 10
WASHINGTON TOWNSHIP
HAMILTON CO., INDIANA

SECTION	TOWNSHIP	RANGE
3	18N	R3E
DRAWN BY:	CHECKED BY:	
HAM	BAH	
DATE	REVISED PER CLIENT COMMENTS	REVISED PER COMMENTS
06/04/15		
02/27/15		
DATE	BY	REVISIONS

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:
MAPLE KNOLL DEVELOPER, LLC
9757 WESTPOINT DRIVE, SUITE 400
INDIANAPOLIS, INDIANA 46256
CONTACT: PAUL RHOX
PHONE: (317) 863-2053

TOTAL LOTS=100

SITE = 31.38Ac.±
TOTAL COMMON AREA= 10.29Ac.±

OPEN SPACE PROVIDED:
10.29Ac.± (32.8%)

ZONING PUD
FRONT YARD SETBACK - 0'-80'
SIDE YARD SETBACK - 0' min.,
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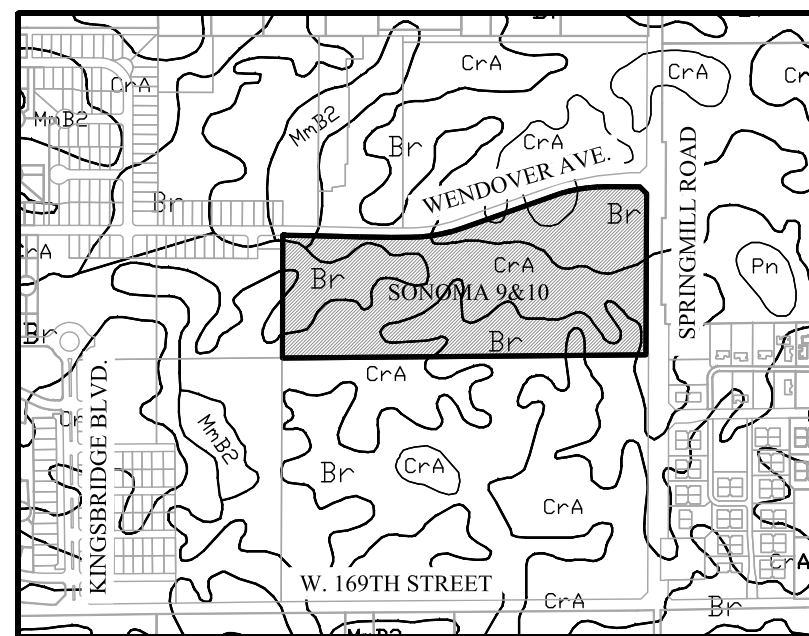
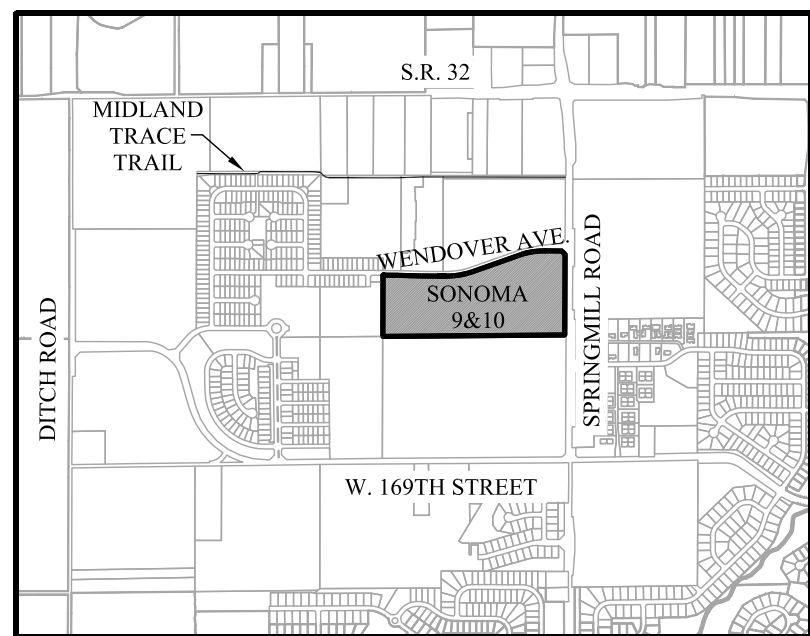
GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.

SONOMA

SECTIONS 9 & 10

OVERALL DEVELOPMENT PLAN

ZONING PUD



LOCATION MAP
SCALE: 1"=2000'

SOILS MAP
Br, CrA, MnB2
SCALE: 1"=1000'

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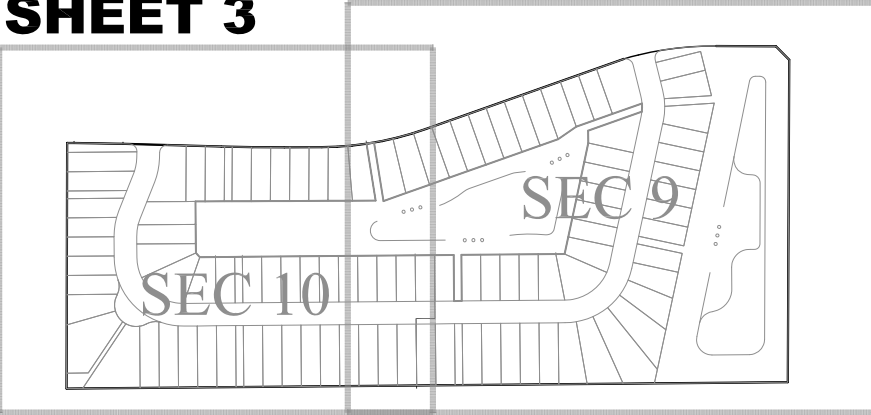
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LEGEND

- | | |
|--|--|
| 30 | LOT NUMBER |
| D.E. | DRAINAGE EASEMENT |
| D.U.&S.E. | DRAINAGE UTILITY & SEWER EASEMENT |
| D.U.&S.E. | DRAINAGE UTILITY & SANITARY SEWER EASEMENT |
| D.U.E. | DRAINAGE & UTILITY EASEMENT |
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| B.L. | BUILDING LINE |
| C.A. | COMMON AREA |
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| B-B | BACK TO BACK OF CURB |
| * | HANDICAP RAMP |
| 8/30 | EXISTING CONTOUR |
| W | EXISTING WATER LINE |
| PROPOSED SANITARY SEWER | PROPOSED SANITARY SEWER |
| PROPOSED STORM SEWER | PROPOSED STORM SEWER |
| PROPOSED WATER LINE | PROPOSED WATER LINE |
| FLOW LINE | FLOW LINE |
| BURIED ELECTRIC LINE | BURIED ELECTRIC LINE |
| OVERHEAD ELECTRIC LINES | OVERHEAD ELECTRIC LINES |
| BURIED TELEPHONE LINE | BURIED TELEPHONE LINE |
| TELEPHONE LINE | TELEPHONE LINE |
| BURIED CABLE T.V. LINE | BURIED CABLE T.V. LINE |
| CABLE T.V. LINE | CABLE T.V. LINE |
| GAS LINE | GAS LINE |
| WATER LINE | WATER LINE |
| SANITARY SEWER LINE, MANHOLE | SANITARY SEWER LINE, MANHOLE |
| SANITARY CLEANOUT | SANITARY CLEANOUT |
| STORM SEWER LINE, MANHOLE & END SECTION | STORM SEWER LINE, MANHOLE & END SECTION |
| CURB INLET | CURB INLET |
| BEEHIVE OR ROUND INLET | BEEHIVE OR ROUND INLET |
| SQUARE FLAT INLET | SQUARE FLAT INLET |
| FENCE LINE | FENCE LINE |
| SET NAIL - UNLESS OTHERWISE NOTED | SET NAIL - UNLESS OTHERWISE NOTED |
| SET CAPPED REBAR STAMPED S&A FIRM #0008 | SET CAPPED REBAR STAMPED S&A FIRM #0008 |
| SET PIPE UP 1" CAPPED STAMPED S&A FIRM #0008 | SET PIPE UP 1" CAPPED STAMPED S&A FIRM #0008 |
| H.C.S. | HAMILTON COUNTY SURVEYOR |
| (M) | MEASURED |
| (R) | RECORDED |
| N.A.E. | NO ACCESS EASEMENT |
| POWER POLE | POWER POLE |
| LIGHT POLE | LIGHT POLE |
| ELECT. TRANSFORMER | ELECT. TRANSFORMER |
| ELECT. PEDESTAL | ELECT. PEDESTAL |
| ELECT. METER | ELECT. METER |
| GUY WIRE | GUY WIRE |
| TELEPHONE POLE | TELEPHONE POLE |
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| CABLE T.V. POLE | CABLE T.V. POLE |
| CABLE T.V. PEDESTAL | CABLE T.V. PEDESTAL |
| TRAFFIC SIGNAL POLE | TRAFFIC SIGNAL POLE |
| TRAFFIC MANHOLE | TRAFFIC MANHOLE |
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| GAS VALVE | GAS VALVE |
| GAS METER | GAS METER |
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| WATER VALVE | WATER VALVE |
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| MAILBOX | MAILBOX |

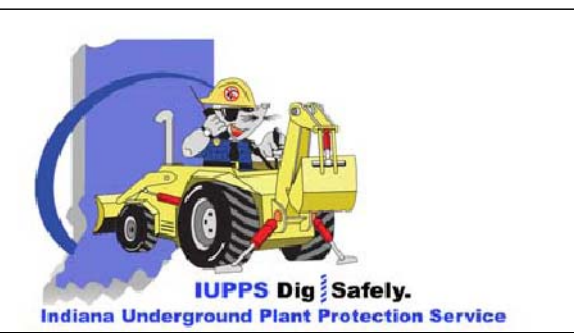
SHEET 3

SHEET 4



KEY MAP

1"=500'



DEVELOPEMENT PLAN

PREPARED FOR:

SONOMA, SECTIONS 9 & 10

WASHINGTON TOWNSHIP

HAMILTON CO., INDIANA

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

CERTIFIED: 05/01/15

REGISTERED
No. 900012
STATE OF INDIANA
LAND SURVEYOR

STOEPPELWERTH
ALWAYS ON.

7965 East 106th Street, Fishers, IN 46038-2505
Phone: (317) 849-5935 Fax: (317) 849-5942

SECTION:	TOWNSHIP:	RANGE:
3	18N	R3E
DRAWN BY:	CHECKED BY:	
HAM	BAH	
SHEET NO.		
4		
OF 4 SHEETS		
S&A JOB NO.		
50690PLA-S9-10		

Westfield-Washington Advisory Plan Commission (APC) held a meeting on Monday, June 1, 2015, scheduled for 7:00 PM at the Westfield City Hall.

Opening of Meeting: 7:00 PM

Roll Call: Note Presence of a Quorum.

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

City Staff Present: Kevin Todd, Senior Planner; Pamela Howard, Associate Planner; Jeffrey Lauer, Associate Planner; Amanda Rubadue, Associate Planner; and Brian Zaiger, Attorney.

Approval of Minutes: May 18, 2015, APC Meeting Minutes

Motion: To approve the May 18, 2015, minutes.

Motion: Kingshill; Second: Spraeztz; Vote: Approved 7-0.

Lauer reviewed the meeting rules and procedures.

Case No.: 1505-PUD-07 [PUBLIC HEARING]

Description: Viking Meadows PUD Ordinance Amendment
930 Viking Sunrise Lane
Denese and James Stachoviak request a text amendment to the Viking Meadows PUD Ordinance to reduce the Rear Yard Minimum Building Setback requirement to accommodate the construction of a swimming pool.

Todd presented an overview of the proposed ordinance, as noted in the staff report.

Kingshill asked about the area south of the lot.

Todd replied that it is common area.

Public Hearing opened at 7:07 p.m.

No public comments.

Public Hearing closed at 7:08 p.m.

Motion: To forward 1505-PUD-07 to the City Council with a favorable recommendation.

Motion: Horkay; Second: Schmitz; Vote: 7-0.

Case No.: **1506-DDP-09 [PUBIC HEARING]**

Description: AT&T Wireless Communication Facility
Southeast corner of 146th Street and Oak Ridge Road (between former and existing 146th Street right-of-way)
AT&T Mobility requests Detailed Development Plan approval of a new wireless communication service facility.

Todd presented an overview of the project, as noted in the staff report.

Kingshill asked the petitioner to describe the stealth tower.

Matt Price, Bingham Greenebaum Doll LLP, representing the petitioner, stated that stealth tower is designed to look like a flag pole, and that all of the cable is internal to the tower and are more aesthetic.

Kingshill asked if a flag could be flown on this tower.

Price said that it could be, but that it was their plan and preference was to not have a flag because of maintenance concerns. He also stated that installing a flag may draw more attention to the tower.

Public Hearing opened at 7:14 p.m.

Steve Baranyk, 202 E Senator Way: Does not feel that it is appropriate to put something like this in the middle of a residential area, regardless of how unobtrusive it would be.

Doug Holtz, 135 E Senator Way: Represents Village Farms HOA, concerned with the placement of this tower due to the residential area it is within. He stated that the HOA attended the BZA hearing on May 12, 2015 and expressed their concerns to the Board and the petitioner regarding the tower and its proposed location. He stated that residents offered alternative suggestions for locating the tower, and are requesting that the tower be moved to a less residential area.

Scott Kenney, 440 Sapphire Drive; Village Farms resident state stated that he agrees with Holtz and feels that they were not heard at the May 12, 2015 BZA meeting. He said that he believes that the Board cannot state without a doubt that the tower will not pose a risk to the health and safety of the community, citing concerns with the tower falling into vehicular traffic on 146th Street.

David Mueller, former school board member; Likes the design of the tower was approved for Shamrock Springs and he likes that it will have a flag. He stated that adding a flag to this tower will help make it look better, and believes that this tower should have a flag.

Public Hearing closed at 7:22 p.m.

Price said that if the community wishes to have a flag on the tower, even though it was not a part of the BZA approval of the use, they would willing to accommodate the request to fly a flag. He added that the tower is designed to collapse into itself, in the event it were to ever fall, and not

toppling over. He also added that the location of this tower enhances E911 services, contributing to the public safety of the citizens.

Kingshill asked about the appeal process for BZA decisions

Zaiger responded that appeals to a BZA decision are made to the courts.

Horkay asked about existing co-location options.

Price responded that the towers in the area have been maximized and do not have room for additional providers.

Graham, Kingshill and Hoover commented that they believe adding a flag to the tower would be a welcoming sight, instead of a plain pole.

No action is required at this time.

Case No. 1506-ZC-02 [PUBLIC HEARING]

Description: Bent Creek Commitment Modification

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

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

Description: Bent Creek

Northwest corner of 159th Street and Town Road

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

Todd presented an overview of the proposal highlighted changes to the proposed ordinances, as noted in the staff report. The zoning commitment modification and the Primary Plat/Overall Development Plan petitions were presented together.

Jon Dobosiewicz, Nelson & Frankenberger LLP, representing the petitioner, gave a brief presentation.

Kingshill asked if there had been a neighborhood meeting.

Dobosiewicz said there had been and that a summary of the meeting was included in the packet.

Graham asked about Towne Road improvement.

Todd responded that the City of Westfield is in the process of designing plans to widen Towne

Road between 156th Street and 166th Street. He said that the project will include widening each travel lane 12' with shoulders on each side, adding turn lanes, and improving vertical sight distances, especially at 159th Street and Towne Road. He said that the widening project will begin construction in either late 2017 or early 2018.

Hoover asked about widening the bridge on Towne Road.

Todd said that the project includes widening the culverts within that mile stretch of Towne Road.

Public Hearing opened at 7:47 p.m.

Kevin Paschke, 2527 W 159th Street: Concerned with the location of the 159th Street entrance and would like for it to be moved to the west. He asked who is responsible for paying for the construction expenses for improving the roads. He also asked if sewer prices will go up as a result of this development. He asked how the stated average home price of \$450,000 will be guaranteed.

Patrick Heitz, 2605 W 159th Street: Handed out pictures with concerns with 159th Street entrance. He noted that in the original 2004 proposal, there were no entrances on 159th Street and two on Towne Road. He said that the current proposed location is too dangerous given the topography of the area and that it should be moved to the west. He expressed a desire to see 159th Street shift to the north, which would improve sight lines.

Larry Bowman, 2601 W 159th Street: Lives directly across from the proposed 159th Street entrance. Expressed concern with headlights coming into the home. He also expressed concern with Little Eagle Creek Avenue being a 3-way stop and causing back-up of traffic. And he asked if Towne Road/159th Street would have a stop light. He suggested that 159th Street should be shifted to the north.

John DuBois, 1719 W 161st Street: Welcomes development that respects the community and considers the needs of the constituents of the community. He said that the Comprehensive Plan calls for estate lots/artesian farms. He said that the comp plan and infrastructure service needs should be evaluated carefully for this project.

Sarah Gillim, 16505 Little Eagle Creek: Concern with traffic/road/infrastructure needs, bicycle safety concerns and providing an adequate buffer to the surrounding farms. She also noted that the nearby sewer plant provides a lot of unpleasant smells that need to be monitored by Citizens Westfield.

Ginny Kelleher, 3920 W 166th Street: Representing Sugar Grove Neighbors, Stated that she is supportive of the commitment modification requests regarding masonry and the southern buffer yard. She expressed concern, however, with the proposed layout. She stated that the exhibit associated with the 2004 rezoning was more desirable to neighbors because it showed cul-de-sac next to adjacent agricultural/large-lot single-family uses and two entrances on Towne Road instead of an entrance on 159th Street. She stated that the proposed location of the north/south connecting street and the amenity area were of concern to neighbors to the west.

Nedra Holloway, 16427 Little Eagle Creek Avenue: Concerned that 159th Street would not be able to handle the additional traffic, and that it needs to be improved.

Tom Pielemeier, 16101 Little Eagle Creek Avenue: Expressed concern about the location of the road that connects the northern and southern sections of the subdivision. He would like to see it moved to the center of the project. He also expressed concerns with the location of the pedestrian access to the park.

Riley M. Pendleton, 16523 Little Eagle Creek Avenue.: Request that the stub-street to the north not be paved to the property line and that landscaping and/or a fence be located at the end of street. She expressed concern with the density of houses, traffic, and the impact the project would have on adjacent farms and animals.

Linda Naas, 1122 E 161st Street: Stated that she would like to see developments that work with agricultural properties that surround them. She also thought that the southwest annexation tax money was supposed to be used to improve roads in the area.

Twyla Arnold, 2443 W 159th: Would like to keep this area agricultural and rural.

Public Hearing closed at 8:17 p.m.

Dobosiewicz said they will work with staff regarding traffic and site access and circulation issues. He stated that there were no commitments regarding entrances and site layout in 2004. He added that any improvements that the City makes to 159th Street could be accommodated on the north side of the right-of-way, off-setting the current center line. He added that they will work with the Pendleton's regarding their concerns. He also noted that they are considering different options for trail connections and pathway locations.

Kingshill asked the petitioner to consider changing entrances to the subdivision to address neighbor concerns, moving the amenity center more towards Towne Road, and designing the subdivision in a way that is more sensitive to neighboring agricultural uses. He asked staff for an update regarding Raymond Worth Park.

Melody Jones, Director of Westfield Parks Department, stated that Raymond Worth Park has always been targeted to be a nature park. She stated that there are planned amenities including ropes course and a horse hitching post. She added that the park across the street to the west is contemplated as being used for primitive camping opportunities.

Hoover suggested the petitioner explore and consider moving the 159th Street entrance to the west and adding a second Towne Road entrance to help with traffic flow.

Dobosiewicz said that he will work with staff on addressing the issues that came out of the hearing.

No action is required at this time.

5 Minute recess, reconvene at 8:36.

Case No: 1506-PUD-09 [PUBLIC HEARING]

Description: Tamarack PUD

Northeast corner of 161st Street and Oak Road

M/I Homes of Indiana, LP by Nelson & Frankenberger, P.C. requests a change of zoning of 34.4 acres +/- from SF2: Single-family Low Density District to the Tamarack PUD District.

Lauer presented an overview of the proposal, as noted in the staff report.

Jon Dobosiewicz, representing the petitioner, gave a brief presentation. He established the framework for comparison with the proposed Tamarack PUD District to Villages of Oak Manor, Bridgewater (Carey Rd. & 156th St.) and Bridgewater (156th St. and Gray Rd.). Dobosiewicz mentioned a tree preservation easement along the east property line and committed to 1,900 square foot homes.

Hoover asked if it was possible to have a side-load garage standard by limiting the number of front-load garages permitted.

Dobosiewicz responded that it would be difficult to make it a standard throughout the project, except for the corner homes.

Public Hearing opened at 9:02 p.m.

Jonathan Dilley, 16421 Oak Manor Drive: Spoke on behalf of the Oak Manor HOA. Argued this is a change in the established character of the area: characterized this as a continuing trend of “over development:” suggested prioritizing existing plans: took issue with the proposed architectural quality and square footage of the homes.

Larry Clarino, 2533 Live Oak Lane: Suggested this was a “step down” from the surrounding neighborhoods due to a “lower level” home product: suggested this is not comparable to Bridgewater, Brookside, Oak Park or Oak Manor. Concerned also with the pipeline, lots should be bigger.

Michael Miller, 15936 Oak Park Court: Highlighted comments from his letter and focused on the safety of the pipeline and the wisdom of permitting development within a certain proximity: suggested that pipelines of a similar size have issues such as leaking, fires, explosions: asked the Plan Commission to review the best practices of development within proximity of pipeline easements and address safety standards and regulations.

Stacy Miller, 15936 Oak Park Court: Discussed “risk reduction;” drinking water capacity: safety and maintenance measures for the pipeline company; maintaining line markers: operator name changes; proper local training such as hospitals, firefighters and police, to respond to issues involving the pipeline: right-of-way classifications: unforeseen/future costs: encroachment: how will the HOA handle digging to fix a problem in the pipeline.

Matt Pridd, 15757 Oak Road: Suggested there is no comparison to Oak Park: asked for comparable homes within the area: warned these homes could become rentals or abandoned homes in the future thereby affecting land values: concerned about the proximity to the pipelines.

Patrick De Heer, 2830 Oak Park Circle: Concerned about the quality of the homes and the effect on home/property value.

Nancy Anderson, 15941 Oak Park Court: Concerned about the safety of the pipelines and the potential danger to Carey Ridge Elementary: suggested the pipeline or federal regulation calls for an eight-hundred (800) foot hazard area: noted the comparisons are not adjacent to Tamarack: not like to see this project happen.

Dave Mueller, 2812 Oak Park Circle: Concerned that a SF4 underlying zoning district on an SF2 lot: suggested that proposed target market will lead to children: leads to a burden on the school system: Westfield needs to be more selective.

Dennis Theurer, 16200 Carey Road: Asked that the existing trees etc. within the proposed buffer yard be preserved: a berm is added along the east property line with all evergreens in a double row and staggered for maximum privacy: no trespassing sign be installed along the east property line: do not include a path along the east property line: erect a fence along (a portion) of the east property line, especially along pipeline easement: would like a meeting with M/I Homes to walk the property and understand their concerns.

Jerry Hollan, 2982 E 161st Street: Concerned about the lot sizes (not consistent with Oak Park, Oak Manor) and suggested the lot sizes should mirror those: drainage detention and outlet: asked if existing pipe in which the detention pond if outlet is sufficient enough to accommodate that water: how is the water level regulated in the ponds: suggested no walking path across his property: concerned about the impact of traffic on the streets, schools and other public facilities.

John Boyer, 2220 Oakwood Lane: Suggested this proposal was “drop-in development:” too many homes: suggested it is not compatible with surrounding neighborhoods: prefer to see custom homes: characterized the development as a “wasteland” between Oak Park and Oak Manor: asked to see more accurate home comps to surrounding neighborhoods: asked Plan Commission to keep continuity between neighborhoods.

Brian Collier, 16429 Oak Manor Drive: Suggested that the petitioner’s willingness to address screening along the north property line indicates a difference in the property values: too many homes “crammed in;” additional traffic: requested a traffic impact study.

Mic Mead, 15466 Oak Road: Suggested that the farmers who are trying to sell this land have already been well compensated.

Public Hearing closed at 9:45 p.m.

Dobosiewicz addressed the concerns with additional exhibits which showed that the same pipeline crosses several subdivisions to the south, both in Carmel and Westfield. He added that the Tamarack proposal does not allow home lots to be located within the pipeline easement.

Hoover asked if the petitioner would be willing to require that homes adjacent to the pipeline easement comply with the enhanced rear elevation architecture standards, similar to the perimeter architectural standards of the UDO. He also asked if the perimeter lots, on the outside of the real estate, would have to comply with the enhanced architecture standards.

Dobosiewicz responded that yes, the perimeter lots would have to comply. In addition, he said that he and M/I Homes of Indiana would look into the enhanced architecture for homes abutting the pipeline easement.

Kingshill stated that he is less concerned about the density of the project and more concerned about the architectural quality of the homes. He noted that the surrounding character of the area is custom homes on large lots. He asked how many floor plans are available.

Dobosiewicz responded there that are six or seven (6-7) separate floor plans currently with three (3) different elevations each. He suggested that M/I Homes of Indiana may be adding additional character exhibits.

No action is required at this time.

Case No.: 1506-ODP-14 & 1506-SPP-13 [PUBLIC HEARING]

Description: Maple Villas
Northwest corner of Wendover Avenue and Cayuga Drive
Maple Knoll Developer, LLC by Stoeppelwerth & Associates, Inc. requests Overall Development Plan, Primary Plat, and associated plat waiver approval of 56 duplex residential lots on 16.33 acres +/-, located in the Maple Knoll PUD District.

Rubadue presented an overview of the project, as noted in the staff report.

Public Hearing opened at 10:06 p.m.

Deborah Howard, 17213 Retford Drive: Was told by builder that the woods would remain. She expressed concern with the density of the project and how it would impact nearby home values. She also stated that water pressure is already low, and expressed concern that adding new homes to the system would make water pressure worse.

Adam Goodnight, 17321 Retford Drive: Stated that he paid a premium to back up to woods and is concerned that they are being removed for this project. He wondered how much of the woods would remain. He asked how the drainage for the project would work. He also asked what the target market is for the project and wondered if it would be low-income housing.

Jason Denforth, 786 Wendover Avenue: Expressed concern with the removal of much of the

woods. He said that he was also told the woods would remain. He has environmental concerns with the removal of the trees and traffic concerns with the addition of homes to the site. He said that the unconfirmed oldest-tree in Westfield is located in that woods and expressed concern for maintaining that tree. He expressed a desire to see the property become a park. Taking care of lot with the oldest tree in Westfield. Also, had been informed that woods would not be taken down.

Jim Ericksen, 17289 Retford Drive: Concerned with losing the tranquility of the woods. He also expressed concern regarding drainage.

Jill Huntsberger, 810 Wendover Ave: Concerned with the new pond becoming stagnate, which would cause odors and undesirable animals. He requested additional evergreens.

Shane Floyd, 17361 Retford Drive. Had been told that the woods would not be built on, and paid a premium for his lot. He requested a neighborhood meeting with Platinum Properties, the developer of the subject project and the current HOA.

Erin Heller, 17305 Retford Drive: Stated that she paid a premium for the lot and is concerned about flooding and scraping off topsoil down to the clay. She said that she feels like Arbor and Platinum Properties lied to her and her family regarding the future of the woods.

Public Hearing closed at 10:22 p.m.

Paul Rioux, Platinum Properties, responded to concerns about low income housing and the price point of the proposed units. He stated that the development will not be low income housing and the expected price point is \$275-\$300k per unit. He added that the PUD ordinance allows multi-family, single-family, and duplex units on this site.

Kingshill stated that he was displeased with the fact that Arbor Homes promised things about the lots abutting the woods to home-buyers.

Hoover recommended a neighborhood meeting and asked what types of uses the current zoning allowed.

Rioux stated that the current zoning allows up to 400 new apartment units.

No action is required at this time.

Case No.: 1506-ODP-15 & 1506-SPP-14 [PUBLIC HEARING]

Description: Sonoma, Sections 9 & 10

Northwest corner of Wendover Avenue and Spring Mill Road

Maple Knoll Developer, LLC by Stoeppelwerth & Associates, Inc. requests

Overall Development Plan and Primary Plat, approval of 100 single-family lots on 31.38 acres +/-, located in the Maple Knoll PUD District.

Rubadue presented an overview of the project, as noted in the staff report.

Paul Rioux, Platinum Properties, gave a brief presentation.

Public Hearing opened at 10:37 p.m.

No public comments.

Public Hearing closed at 10:38 p.m.

No action required at this time.

Case No.: 1506-PUD-11 [PUBLIC HEARING]

Description: Spring Mill Station SWC PUD

Northwest corner of Springmill Road and 161st Street

Westfield Residential Investors, LLC requests a change in zoning of 20 acres +/- from SF2: Single-family Low Density District to the Spring Mill Station SWC PUD District.

Howard presented an overview of the proposed ordinance, as detailed in the staff report.

David George from CRG Residential gave a brief presentation.

Public Hearing opened at 10:49 p.m.

Roberta Rounds, 730 Hadleigh Pass: Would like zoning to remain SF2. She stated that when she moved here, she thought she would be surrounded by all single family. She presented a petition signed by neighbors who are against rezoning this property for multifamily. She said that multifamily is not consistent with neighborhood hub vision from Spring Mill Station Comprehensive Plan Addendum. She noted that traffic is already a problem and thinks that it is wrong for multifamily to be located next to a school.

Chris Bluto, 16438 Lakeville Crossing, Representing Spring Mill Station Task Group: Developer has met with group several times and with school. He noted that the Task Group includes neighbors of each surrounding neighborhood. He noted that the Spring Mill Station Plan calls for residential as buffer to commercial. He reported that the petitioner has already reduced number of units to accommodate a maximum of 2-story buildings along south boundary. He said that most of the buildings have garages, so there are no expansive parking lots on the plans. He added that the school is supportive of this development and that it should have a low impact on the schools.

Charles Davis, 15802 Springmill Road: Expressed concern regarding drainage of the Jay Edwards Drain.

Pete Sedman, 965 Hadleigh Pass: Asked why these fields should be removed.

Sharon Miller, 511 Hadleigh: Stated that she moved here to be near farmland and doesn't want to look at apartments.

Public Hearing closed at 11:01 p.m.

David George, petitioner, responded that it is his understanding that the school is selling the fields because of Grand Park, noting that teams will be playing there instead. He confirmed that most of the WYSI games have already been moved to Grand Park.

No action is required at this time.

Case No.: 1505-PUD-07

Description: Lantern Park PUD

NE corner of 161st Street and Union Street, just east of Cool Creek

Site Solutions Property Group requests a change of zoning of 40.95 acres +/- from the AG-SF1: Agriculture/Single-Family Rural District to the Lantern Park Planned Unit Development (PUD) District.

Howard presented an overview of the highlighted changes to the proposed ordinance, as noted in the staff report.

Kingshill asked if the word “only” be added to 5.2 so it reads “Parcel B shall consists of approximately sixteen (16) acres of floodplain and shall only be developed for green space uses.”

Russell Brown, Clark, Quinn, Moses, Scott & Grahn, LLP, representing the petitioner, did not want to commit to that because “wetland” is one of the potential uses for that parcel and he is not sure if that would be considered green space.

After discussion, it was decided that a sentence would be added stating that no homes will be built on Parcel B.

Hoover expressed concerned that the wording on the concept plan, “Trail system to be constructed with Parcel B” could cause future problems because the ordinance states that the trail will be installed with the final phase of Parcel A.

Brown responded that is just how they labeled the trail and is how its referred to in the ordinance. He said that it could be changed to “Parcel B Trail System.”

Melody Jones suggested that it be labeled “Cool Creek Trail” to differentiate between that portion of the trail and the perimeter trail along Union Street.

Brown said that will not work because both the perimeter trail and the Cool Creek section will be constructed at the same time.

Motion: Forward this petition to the City Council with a favorable recommendation.

Motion: Horkay: Second: Maue: Vote: 7-0.

Case No. 1504-PUD-06 [CONTINUED]

Description: Gateway Southwest PUD

Southwest corner of U.S. 31 and State Road 32

Westfield Community Investors, LLC requests a change in zoning of approximately 7.1 acres +/- from the OI and EI Districts to the Gateway Southwest PUD District.

REPORTS/COMMENTS

APC MEMBERS

No report.

CITY COUNCIL LIAISON

Report provided by Hoover.

BZA LIAISON

No report

ECD STAFF

No report

ADJOURNMENT (11:21 pm)

Motion: Hoover: Second: Kingshill: Vote: 7-0.

President, Randell Graham

Vice President, Andre Maue

Secretary, Matthew S. Skelton







ORDINANCE 15-15 _____

SPRING MILL STATION SWC PUD

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

This is a Planned Unit Development District Ordinance (to be known as Spring Mill Station SWC) to amend the Westfield-Washington Zoning Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the “Zoning Ordinance”), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 *et seq.*, as amended.

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

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) considered a petition (Petition No. 1506-PUD-11), filed with the Commission requesting an amendment to the Zoning Ordinance and to the Zoning Map;

WHEREAS, the Commission forwarded Petition No. 1506-PUD-11 to the Common Council of the City of Westfield, Hamilton County, Indiana (the “Common Council”) with a favorable 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 XXXX XX, 2015; and,

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

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

Section 1. **Applicability of Ordinance.**

- 1.1 This PUD District Ordinance (this “Ordinance”) applies to the subject real estate more particularly described in **Exhibit A** attached hereto (the “Real Estate”) and shall hereafter be referred to as the “**SPRING MILL STATION SWC PUD**”.
- 1.2 The provisions of the Zoning Ordinance as amended shall govern development of the Real Estate unless specifically modified by the terms of this Ordinance. All provisions and representations of the Zoning Ordinance that conflict with the provisions of this Ordinance shall be superseded by the terms of this Ordinance.
- 1.3 The underlying zoning district for **Lot 1** shall be the **MF2 – Multi-Family Medium Density District**. The underlying zoning district for **Lot 2** shall be **LB – Local and Neighborhood Business District**. Except as modified, revised, supplemented or expressly made inapplicable by this Ordinance, the standards of the Zoning Ordinance applicable to the Underlying Zoning District shall apply.

- 1.4 Chapter (“Chapter”) and Article (“Article”) cross-reference of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.

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

- 2.1 Site Concept Design Plan: The plan attached hereto and incorporated herein by reference as **Exhibit B.** Exhibit B is a general plan for the development of the Real Estate.
- 2.2 Lot 1: Lot 1 is graphically depicted in **Exhibit B.**
- 2.3 Lot 2: Lot 2 is graphically depicted in **Exhibit B.**
- 2.4 Illustrative Character Exhibit: A general representation of the intended architecture and character for the proposed development of the Real Estate attached hereto as **Exhibit C.**
- 2.5 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. **Permitted Uses.**

- 3.1 Lot 1– All uses permitted in the Underlying Zoning District for MF2 shall be permitted in Lot 1, except for the following:
- A. Utilities – Regulated by IURC
- 3.2 Lot 2 – All uses permitted in the Underlying Zoning District for LB shall be permitted in Lot 2. In addition, the following are also permitted:
- A. Multi-family dwellings pursuant to the standards set forth herein are also permitted.

Section 4. **General Regulations.** The regulations of Chapter 4: Zoning Districts, as applicable to the Underlying Zoning District, shall apply except as otherwise modified below.

- 4.1 Article 4.11 MF2: Multi-Family Medium Density District
- A. Maximum Density: Twenty (20) Dwelling Units per acre.
- B. Maximum Dwelling Units per structure: Thirty (30)
- C. Maximum Number of Dwelling Units: Four Hundred (400) per project or district (e.g. Development Plan).
- D. Minimum Building Setback Lines: Front Yard: 0’
- E. Maximum Building Height: 60 feet

Section 5. **Development Standards.** The standards of Chapter 6: Development Standards shall apply to the development in Lot 1 and Lot 2, except as otherwise modified or enhanced by this Ordinance.

5.1 Article 6.3 Architectural Standards shall apply. In addition, the following shall also apply.

- A. Site Concept Design Plan: Site shall be developed in substantial compliance with **Exhibit B.**
- B. Character and Quality of Multifamily: Multifamily buildings shall be built in substantial compliance with the elevations provided in **Exhibit C.**
- C. Character and Quality of Other Uses: Uses other than multifamily, which may be proposed on Lot 2, shall be built in substantial compliance with the elevations provided in **Exhibit C,** or in substantial compliance with the character and quality consistent with the Spring Mill Station Comprehensive Plan Addendum, as determined by the Director.

5.2 Article 6.14 Parking and Loading Standards shall apply, except as otherwise modified below.

- A. Required Spaces for Multi-family Dwellings: 1.5 spaces per Dwelling Unit

Section 6. **Design Standards.** The regulations of Chapter 8: Design Standards shall apply to the development in Lot 1 and Lot 2, except as otherwise modified below.

6.1 Article 8.6 Open Space and Amenity Standards shall apply, except as otherwise modified below.

- A. Minimum Open Space: Minimum Open Space required to be 15%.
- B. Development Amenities: The following amenities shall be required as generally illustrated on the Site Concept Design Plan:
 - (i) Clubhouse
 - (ii) Fitness Center in Clubhouse
 - (iii) Resort style pool at Clubhouse
 - (iv) Business Center in Clubhouse
 - (v) Grilling Cabana at Clubhouse
 - (vi) Dog Park at Clubhouse
 - (vii) Fitness Trail around perimeter of site
 - (viii) Outdoor Classroom area (at pond through an agreement with Westfield Washington Schools)
 - (ix) Trail around pond for school activities (through an agreement with Westfield Washington Schools)

ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF
WESTFIELD, HAMILTON COUNTY, INDIANA THIS ____ DAY OF
_____, 2015.

WESTFIELD COMMON COUNCIL
HAMILTON COUNTY, INDIANA

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Chuck Lehman

Chuck Lehman

Chuck Lehman

Bob Smith

Bob Smith

Bob Smith

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy J. Gossard, Clerk-Treasurer

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

This Instrument prepared by: David C. George
Westfield Residential Investors, LLC.
111 Monument Circle, Suite 900
Indianapolis, IN 46204

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

Cindy J. Gossard, Clerk Treasurer

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

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

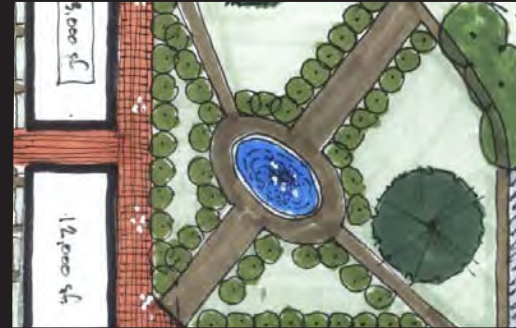
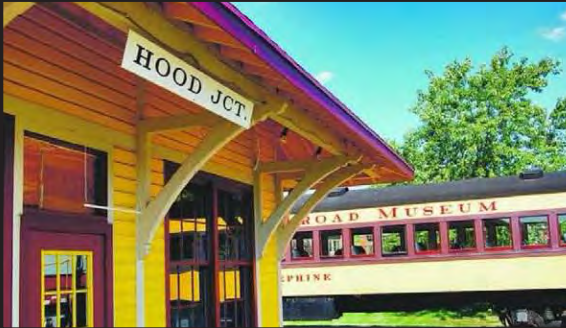
J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

ATTEST:

Cindy J. Gossard, Clerk Treasurer

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

CITY COUNCIL:

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

PLAN COMMISSION:

Ken Kingshill, President
Randy Graham, Vice President
Daniel Degnan
Andre Maue
Robert Spraetz
William Sanders
Danielle Tolan
Steve Hoover
Robert L. Horkay

DEPARTMENT HEADS:

Todd Burtron, Administration
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



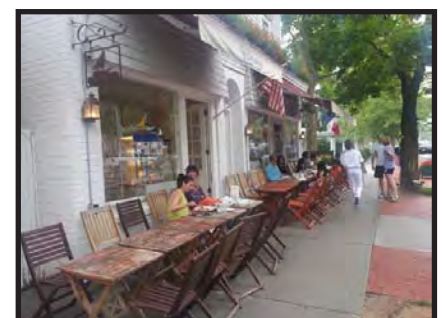
To fulfill the vision of a neighborhood center or hub, the mix of permitted land uses is critical. The intent is to create a neighborhood center where auto and pedestrian trips are generated from a close proximity and to discourage uses that tend to generate largely auto trips from further away. The 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:



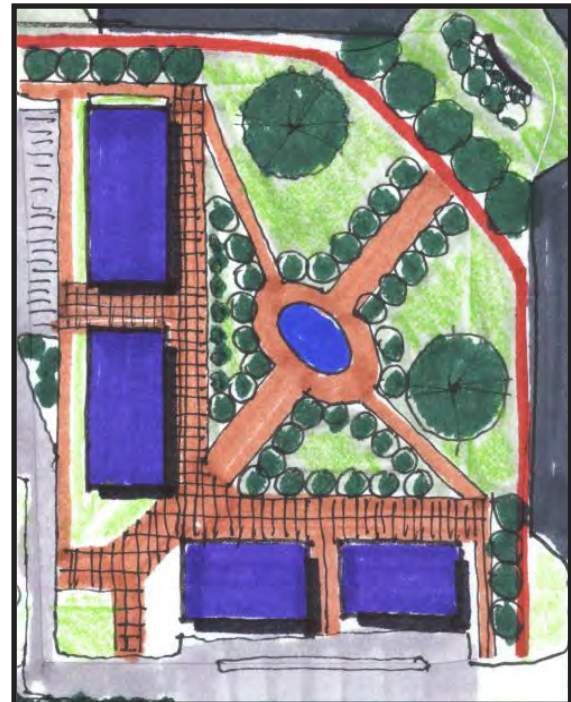


CHAPTER 7: SITE DESIGN & ARCHITECTURE

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

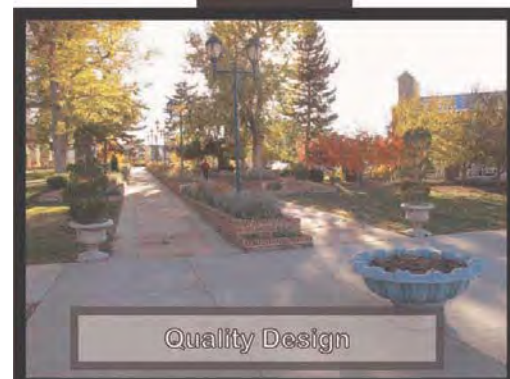
Plan B is consistent with the Spring Mill Station Plan for the following reasons:

- 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:



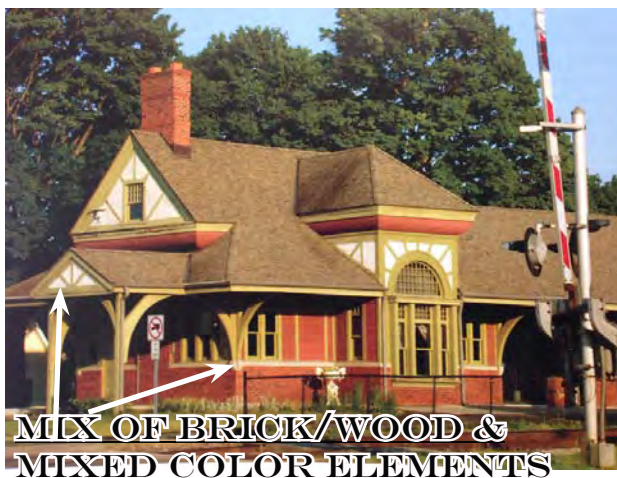
Spring Mill Station



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

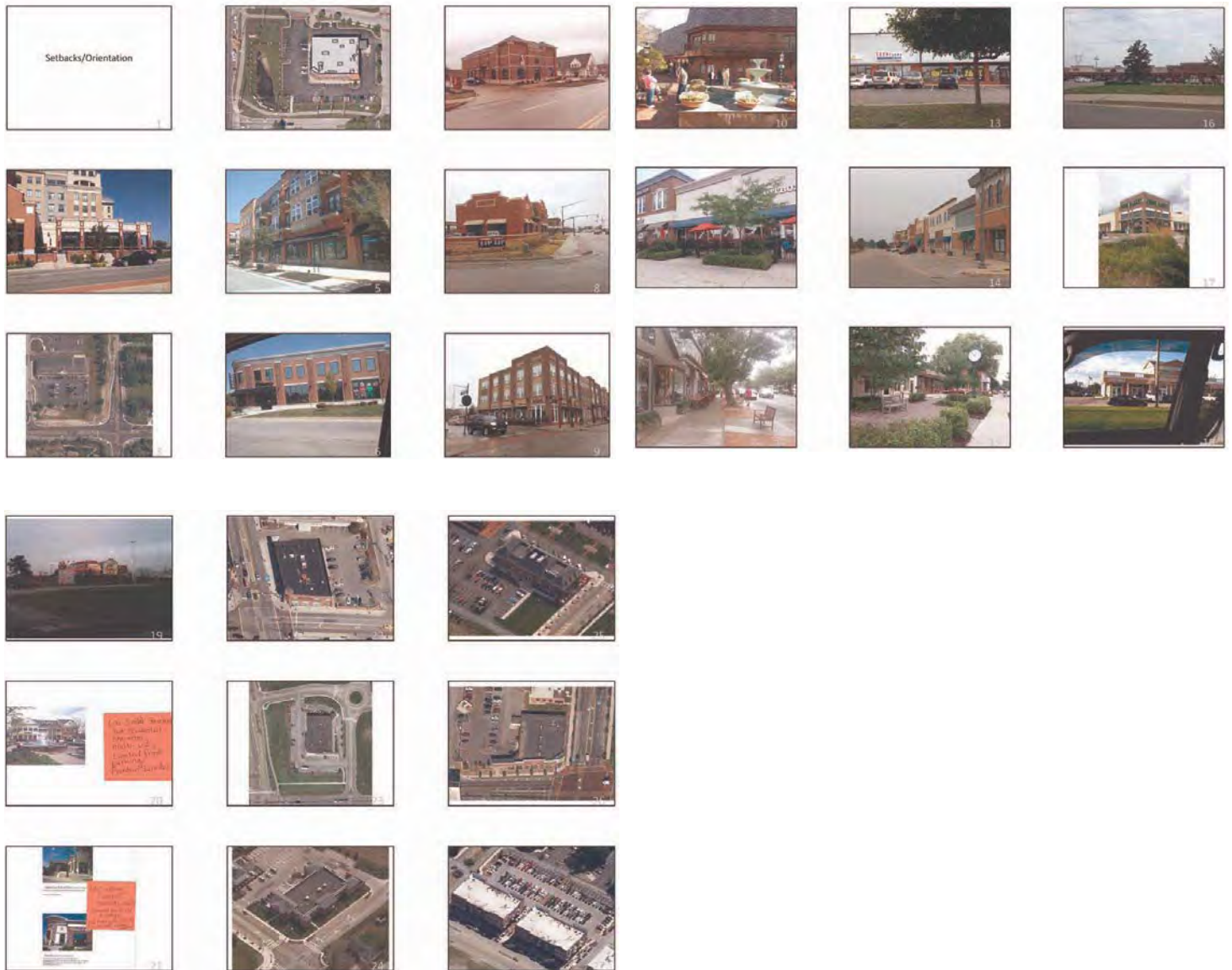


Handout 1: Massing



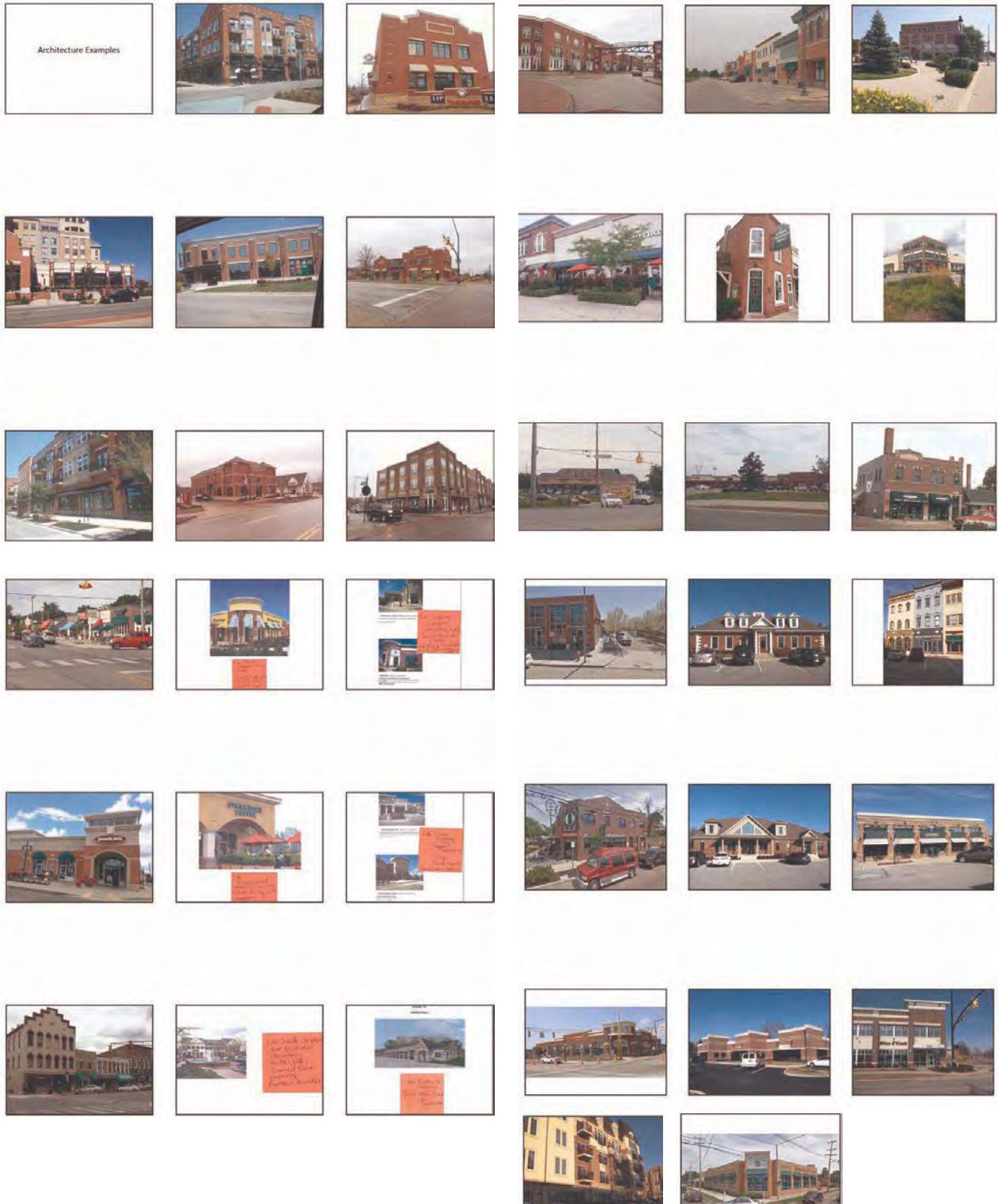


Handout 2: Setbacks





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



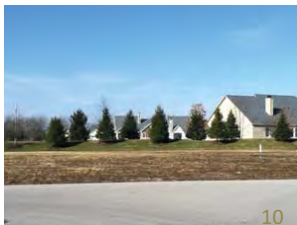
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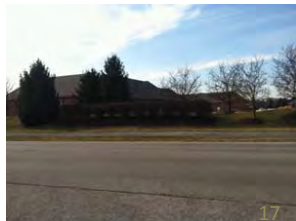


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Spring Mill Station



17



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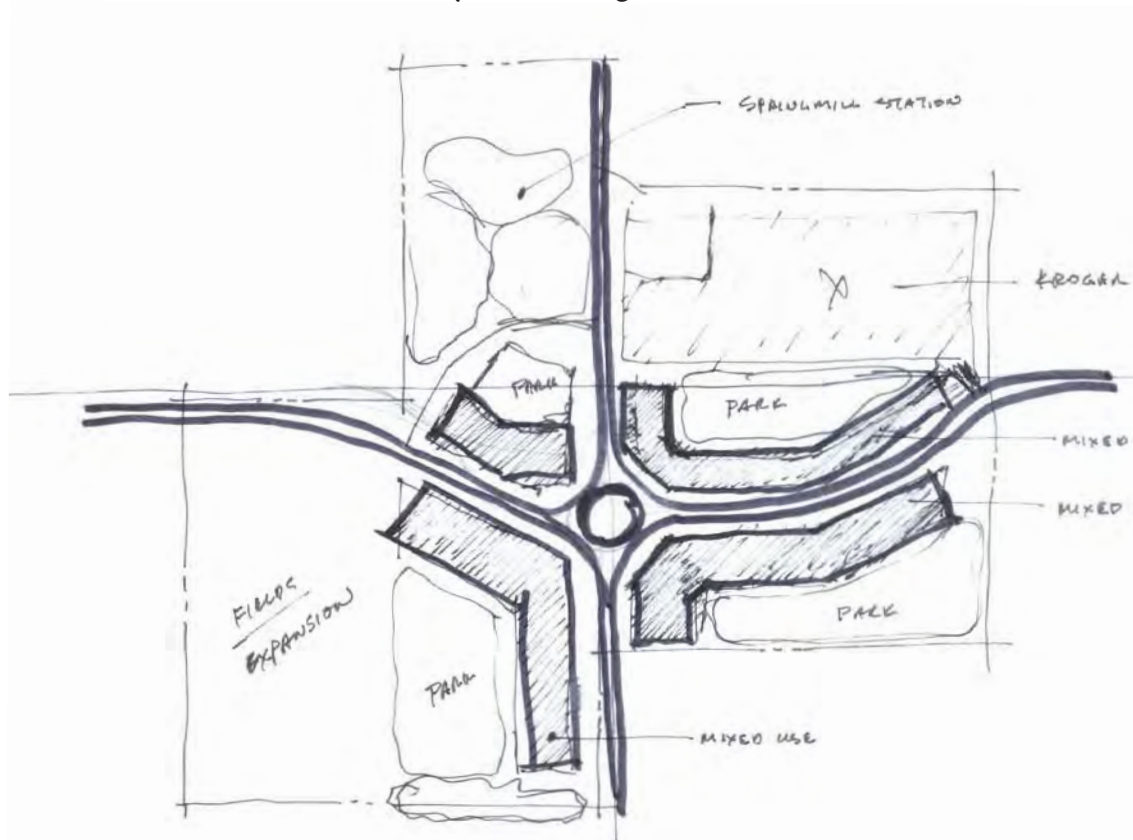
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Handout # 3 Preliminary Draft Design

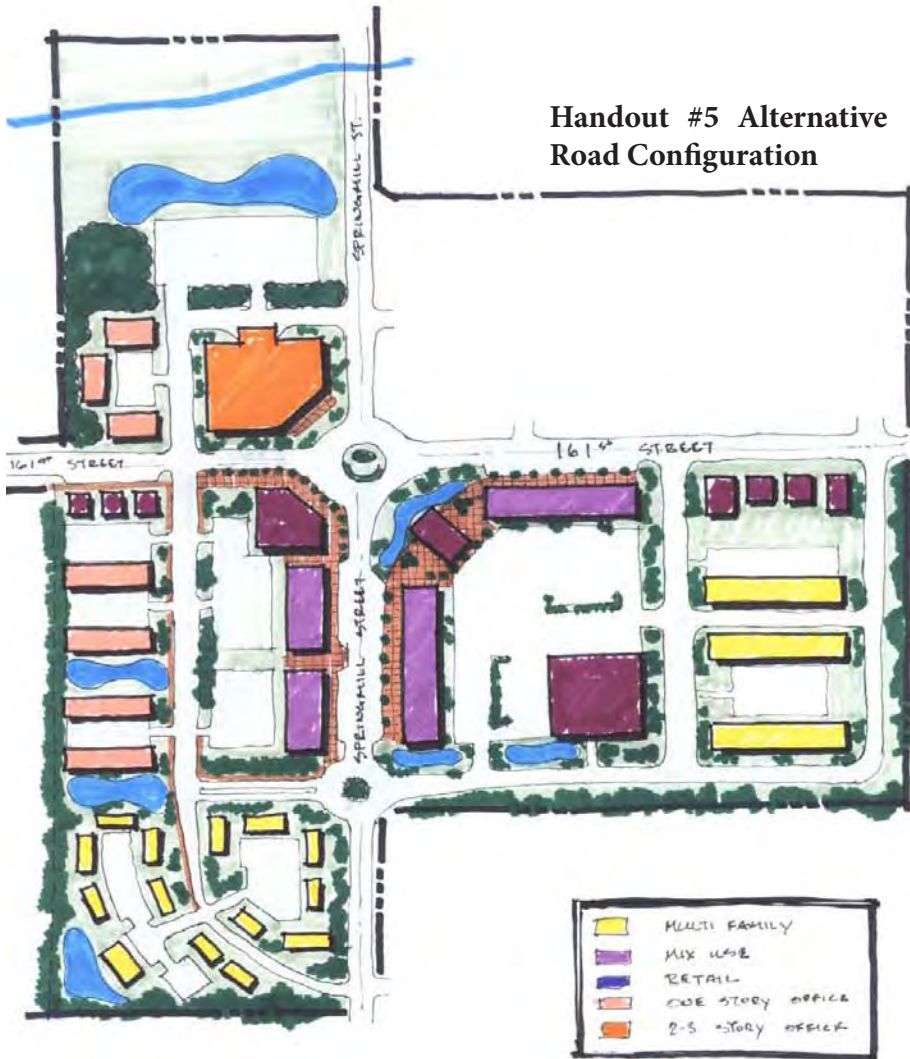


Handout #4 Connectivity Plan





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



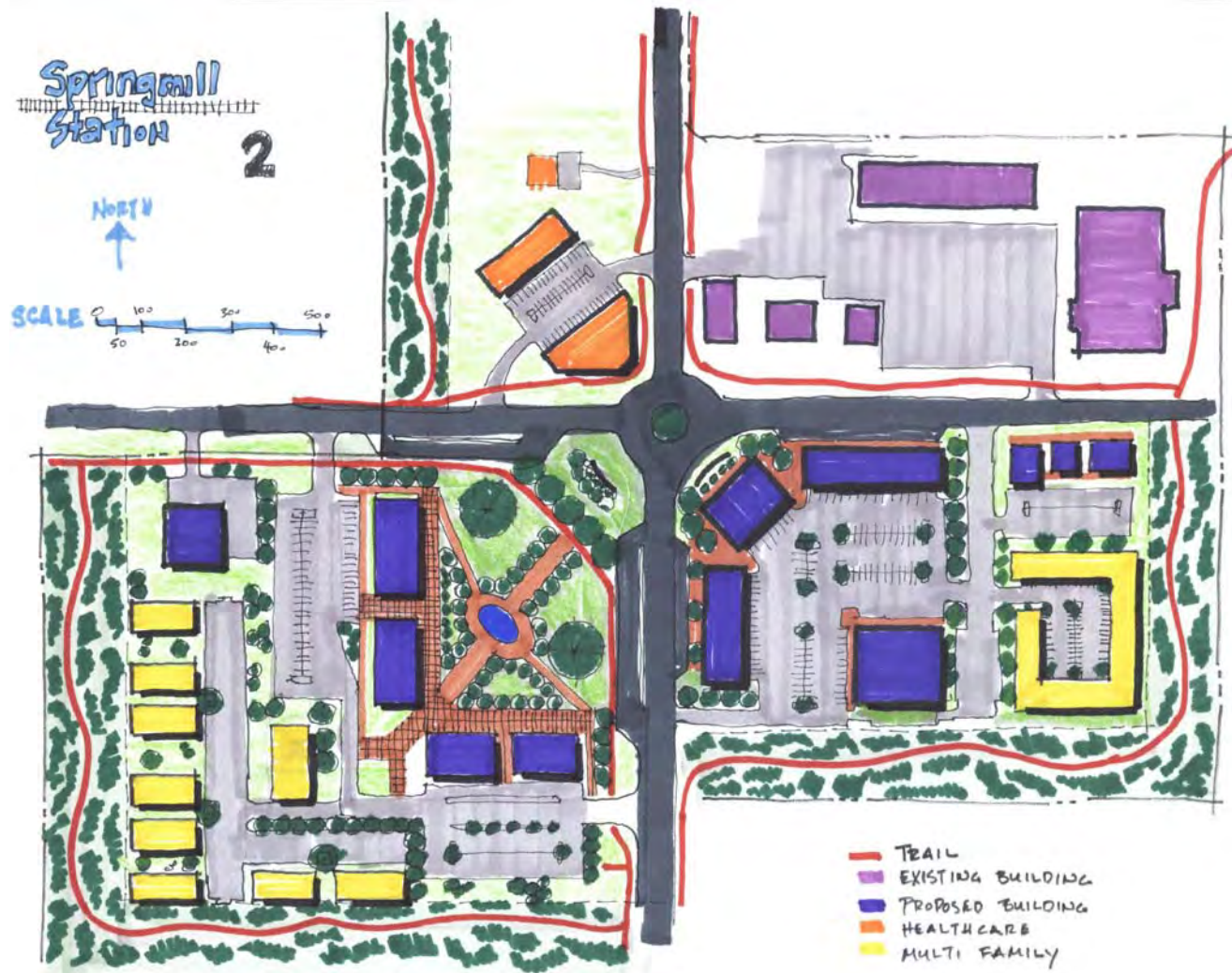


Handout #2 Spring Mill Station Concept Plan A





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



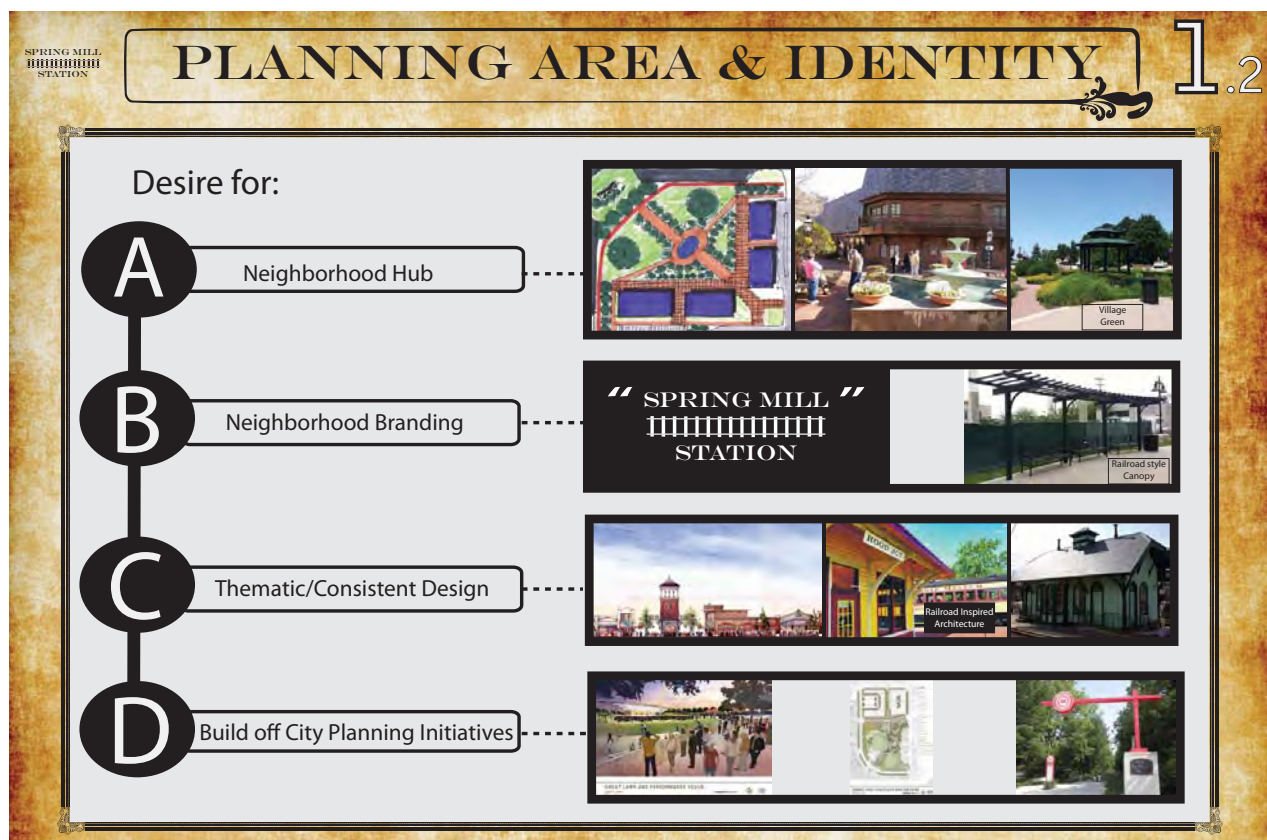
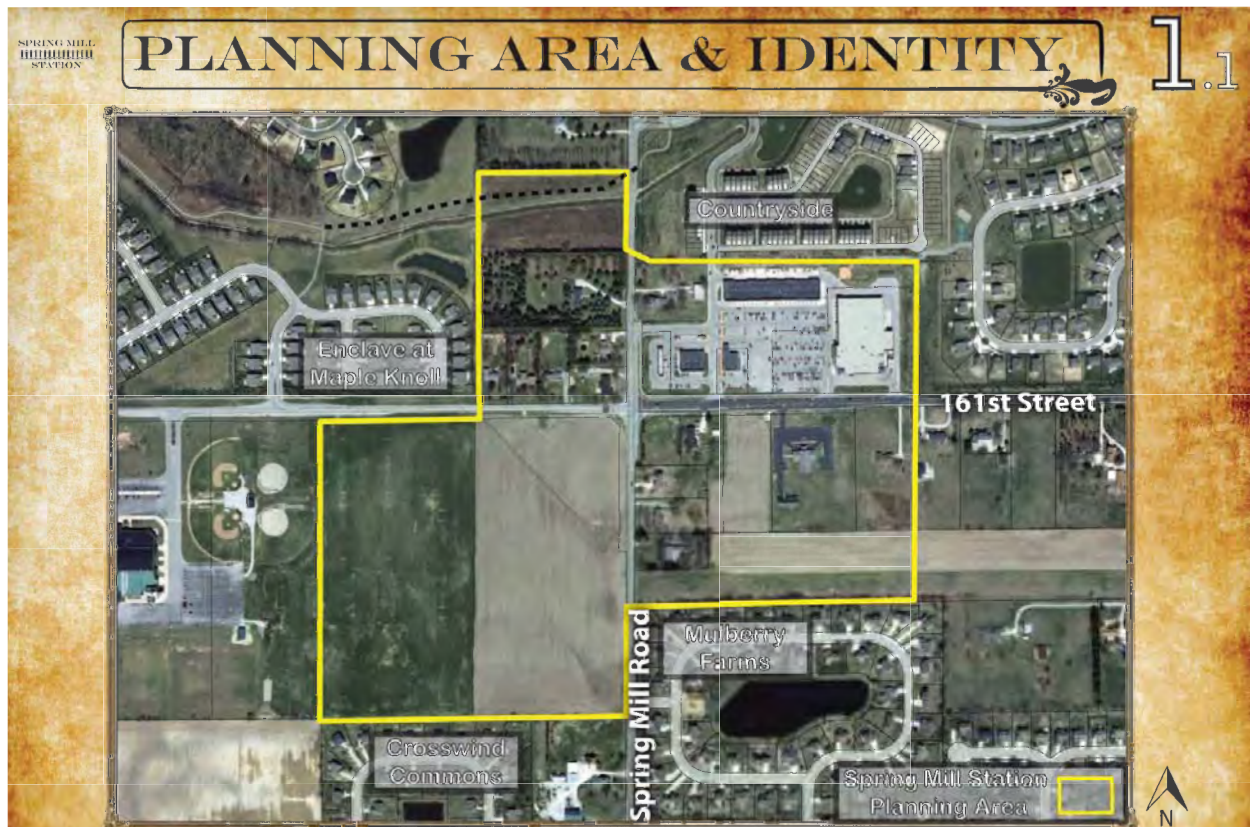
16. Will Grand Park affect this future intersection/development?
17. Gas station: do not allow on corner
18. What type of signage permitted?
19. What type of lighting permitted?
20. Traffic Flow/congestion of commercial area
21. Prevalence of chain restaurants- Encourage private business
22. Minimize 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

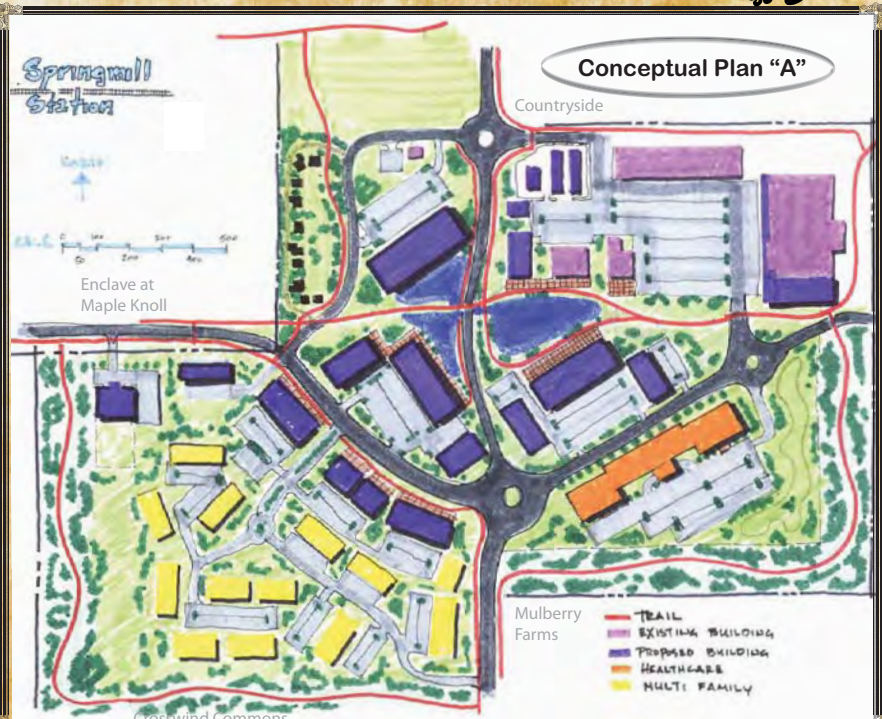
Public Art (Desired Features)



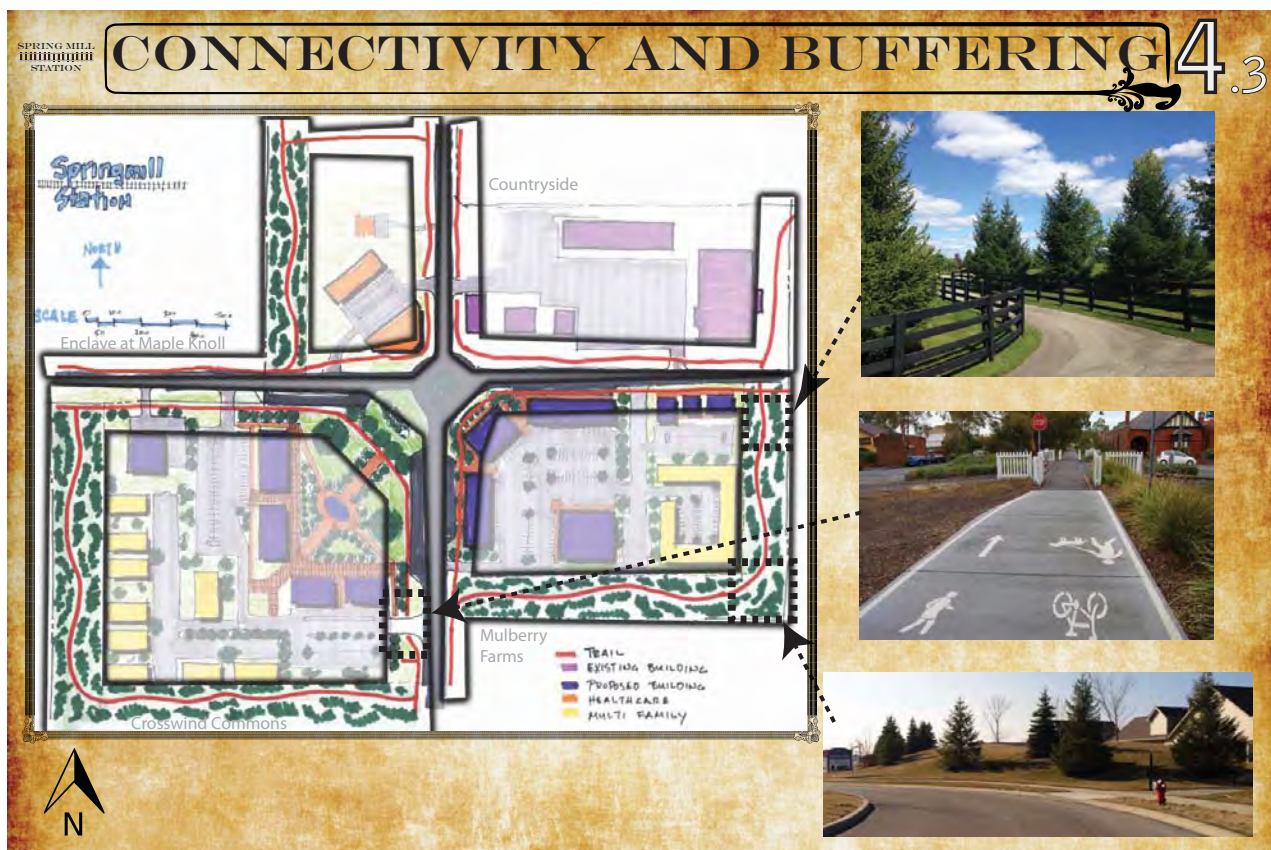


CONCEPTUAL PLANS

4.1

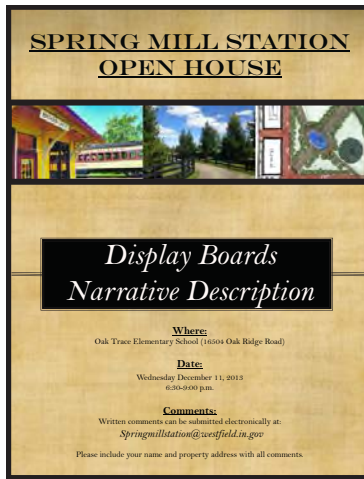


Conceptual Plan "A"





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.

Pamela Howard

From: Bobbi Rounds <brounds@indy.rr.com>
Sent: Monday, June 15, 2015 12:54 PM
To: Chris Bluto; Jim Ake; Noah Urban Farmer Seeds Herron; Jeannine Fortier; Butch Meese; Mark Christoffersen; Jeff Boller; Cindy Spoljaric; Steve Hoover; Wayne Eells; Steve Hoover; Tom McMullen; Bart Ross; Jennifer Beck; dgeorge@crgresidential.com; bdalton@mag-us.com; Pamela Howard; APC; Council Members
Subject: Petition 1506-PUD-11 - PLEASE OPPOSE ZONING CHANGE

June 15, 2015

ATTN: Westfield City Council members
Westfield Advisory Plan Commission
Pamela Howard, Associate Planner, Westfield
Spring Mill Station Task Group
Mr. George, CRG Residential
Mr. Dalton, EdgeRock Development

SUBJECT: Petition 1506-PUD-11 Spring Mill Station SW Corner -
APC Meeting - June 15, 2015

We are asking that the referenced proposed zoning change from Single Family, Low Density to a PUD be rejected.

We are Steve & Roberta Rounds and we live at 730 Hadleigh Pass, Westfield in the Enclave of Maple Knoll. We find the stretch of 161st

Street between Meridian and Towne Rd to be a great area to call home.

All up and down this corridor single family homes have been and are currently being developed. We ask that the parcel of land which is currently the soccer fields remain zoned as Single Family, Low Density to promote the same type of small, friendly neighborhoods that currently exist. In our opinion, dropping an apartment complex into this area will do nothing to enhance our neighborhoods or our property values. I ask each of you to consider what your thinking would be if

this happened across the street from you. There will be many opportunities for apartment complexes in more appropriate locations within the Westfield community, please don't push or rush this development into existence at this location. Please keep our neighborhoods family-friendly and less congested by retaining the SF2 zoning on this parcel of land.

While we know the SMS Task Group was created to represent the neighborhoods in the planning of the corners of 161st St and Spring Mill Rd. and we fully support that purpose, we have found the lack of communication in this matter of the SW Corner PUD to be less than

adequate. It has come to my attention this past week in

conversations with our two neighbors who attend these SMS meetings that their responsibilities are unclear and a feeling of frustration

exists in a sense of not being heard or views valued. That same

sense exists throughout our neighborhood as the majority of us were not informed of the developers' Informational Meeting on May 27th or the Public Hearing on June 1st due to our location in the

neighborhood. Only 'required' property owners nearby the proposed

project were mailed notices of these two events. I understand approximately 40 homes were on the list for the Enclave, and that more than 15 of those had no 'sight line' of the parcel of land, while other homes closer and with a view of the

proposed development were not notified. Does this sound appropriate to you? It is our belief the entire neighborhood should have been notified of these meetings and that more than a week's notice should have been given so that people could plan to attend. The few neighbors I've spoken with who were at the meeting came away with the impression they were outnumbered by SMS members, Developers, and City Council/APC members. That should have been a clue to those in attendance that notice of the meeting was not sufficient. People do care in this neighborhood and will voice those concerns if given ample information and notice. If we had received a notice of the informational meeting, or knew anything about the proposed development, we would have been there. We believe it is the Developers' responsibility as a sign of being a potentially good neighbor to inform every household in the adjoining neighborhoods of their plans...not just those 'required'.

We also understand that Mr. Bluto indicated to SMS members he would post a general notice of the project and public hearing on "Nextdoor" neighborhoods social media account so all homeowners would be notified. Again, we feel that this type of communication is inadequate. Many of our neighbors are not on this notification system and should not be required to be in order to get information which is of importance to our neighborhood.

If you decide to change the zoning to PUD, our specific objections to the developers' proposal for a supposed 290 unit apartment complex include but are not limited to:

Modifications requested on page two of the Petition 1506-PUD-11:

Maximum Density - Doubled from 10 to 20 units per acre
Maximum Dwelling Units per Structure - Change from 10 units to 30 units
Maximum Number of Dwelling Units - Change from 150 units to 400 units
Minimum Building Setback Lines - From 30 foot front yard setback to 0 feet.

Maximum Building Height - From 45 ft max to 60 ft.

Parking - From two spaces per dwelling unit to 1.5 spaces.

Also Elevations for every type of structure being built are needed to comply with neighborhood plan. Not all elevations were shown, ie.

Building 1, Type V that appears to face 161st. St. is not included in the Concept Plan docs.

A definitive plan for the 2 acre portion on 161st St. and it's appearance is also needed.

As indicated in the Neighborhood Meeting Summary and Update there are many unknowns at this point which greatly affect this corner. It would be helpful to get those issues, as well as a traffic plan and flow study, resolved before any change in zoning to this parcel of land.

Again, it is our opinion this current proposal does not meet with the our view of what the Comprehensive Plan for the area should include.

Please oppose this Petition 1506-PUD-11.

Thank you for your time and consideration on this matter.

Steve & Bobbi Rounds
730 Hadleigh Pass
Westfield, IN 46074
brounds@indy.rr.com
srounds@indy.rr.com

Pamela Howard

From: Carol Gwynne-Vaughan <nanagv@comcast.net>
Sent: Monday, June 15, 2015 3:52 PM
To: APC
Subject: Zoning Change

My husband and I live on Dursley Ct. the Enclave of Maple Knoll. We just recently found out about the proposed zoning change directly across from our location. We did not received a certified letter and did not see anything about the change in the Current or Indianapolis Star. What paper do you use or did we just miss the one notice you placed? On soccer weekends, it is nearly impossible to get out of our development due to traffic. Can you imagine what it will be like with 290 to 580 or more cars coming and going. Was there any thought given to traffic or quality of life of those living across the street?

Please note for the record that Bob and Carol Gwynne-Vaughan, 16249 Dursley Ct., Westfield, IN 46074 are strongly opposed to this proposed rezoning.

Bob and Carol Gwynne-Vaughan

Pamela Howard

From: deryl <dwbenz@indy.rr.com>
Sent: Monday, June 15, 2015 12:13 PM
To: APC; councilmember@westfield.in.gov
Subject: FW: Request of zoning change 161st&springmill rd

From: deryl [mailto:dwbenz@indy.rr.com]
Sent: Monday, June 15, 2015 11:57 AM
To: 'apc@westfield.in.gov'; 'councilmember@westfield.in.gov'
Cc: 'dwbenz@indy.rr.com'; 'Chris Bluto'
Subject: Request of zoning change 161st&springmill rd

To whom it may concern:

My name is Deryl Benz, my wife Chris and I reside at 882 Hadleigh Pass in Enclave of Maple Knoll located northwest of 161st & Springmill. We understand that a developer is requesting a zoning change for the soccer field just east of the school. This would allow a 290 unit apt. complex to be built next to a school.

We are writing to oppose the change of zoning SF2 to PUD. With all the "new" being built right now, our traffic situation will only be worse if this 290 unit complex is built! We know roundabouts are being built & planned but will this solve this traffic situation? Our subdivision had two exit/entrances which create traffic plus when the school is in session it only adds to the traffic flow. I don't understand where the complex would have an exit/entrance??

One last thing, would it not have been proper to let all the homeowners that live across the street know about this proposed change? Do you not think that our quality of life will be affected?

We only found out about this proposal by accident. Someone in our neighborhood took the time to notify us.

We hope you consider "other" homeowners before changing the zoning & keep our neighborhood in mind because we bought this property knowing the zones and how it can affect property value.

Thank you for your careful consideration of this matter.

Deryl/Chris Benz

Pamela Howard

From: Ed Stewart <estewart1949@gmail.com>
Sent: Monday, June 15, 2015 4:08 PM
To: APC
Cc: Council Members
Subject: Petition 1506-PUD-11 - Change of Zoning Request

To Whom It May Concern

Subject: Petition 1506-PUD-11 - Change of Zoning Request

My name is Edward Stewart, and my wife Sharon and I are homeowners at 16259 Dursley Ct., Westfield. I am in opposition to the subject Petition requesting a change in the zoning from SF2 to PUD.

My objections are that there are too many changes requested to the Westfield-Washington Township Comprehensive Plan that make this PUD unsuitable for the site.

First, the Comprehensive Plan, Page 38 states: "For the purpose of this plan, two different categories of Suburban Residential are identified on the map: Existing and New Suburban areas. The Existing Suburban Residential area is generally located in the southeastern quadrant of the planning area. As its name implies, it is the area where most of the existing suburban residential pattern has taken place. The basic policy of this plan for this area is fairly simple: preserve and protect the stability and integrity of the area as it fills in. This area consists primarily of single-family residences. Retail uses have not been part of Westfield's plan for this area, and development of such uses would change the character of the area." The area under discussion is in the "Existing Suburban Residential" category and according to the proposed PUD the development certainly wouldn't comply with the "area consists primarily of single-family residences" or "Retail uses have not been part of Westfield's plan for this area."

Second on page 39 "Existing Suburban, Development Policies":

"Promote the protection of the existing suburban character of the area." The existing area is almost exclusively low density housing. This high density PUD does not promote or protect the existing suburban character of the area.

"New development should be permitted only upon a demonstration that it will not alter the character of the area, and will not generate negative land use impacts." Again, this high density PUD does not will alter the existing suburban character of the area.

"New retail uses should not be permitted in the Existing Suburban areas." The proposed PUD includes a commercial component.

The changes requested by the PUD seem excessive:

- A 100% increase in density
- A 200% increase in Units per Structure
- A 166% increase in Maximum Number of Dwelling Units
- Minimum Building Setback Lines from 30 foot to zero.
- A 33% increase in Maximum Building Height

The last item that isn't in the Plan but I don't see covered anywhere is the roads necessary to add 290-580 cars daily on the present road configurations. Traffic will be a mess.

Again, as the plan states, "The basic policy of this plan for this area is fairly simple: preserve and protect the stability and integrity of the area as it fills in. This area consists primarily of single-family residences. Retail uses have not been part of Westfield's plan for this area, and development of such uses would change the character of the area.

Also, in a Google search for Westfield Residential Investors, LLC, yielded nothing listed in Westfield, IN. Who are these people?

Please consider my objections to the 1506-PUD-11, in rejecting this PUD.

Edward E. Stewart
16259 Dursley Ct.
Westfield, IN 46074

Pamela Howard

From: Edward Curtis <ECURTIS1@indy.rr.com>
Sent: Monday, June 15, 2015 5:12 PM
Cc: APC; Council Members
Subject: PUD-11

We have become aware of the meeting tonight discussing the plan to build 290 apartment units on the land currently used as soccer fields located adjacent to Shamrock Springs Elementary School. As home owners in the Maple Knoll subdivision directly across from the school on Hadleigh Pass we have strong opposition to such development on the following grounds:

1. Do not believe that children can be kept out of the PUD11.
2. Do not believe that a high density PUD with no children should be built next to an elementary school.
3. Believe that 580 cars using a single exit will cause a traffic problem far into future.
4. Building on other school property as suggested will cause building over a petroleum pipeline.
5. We were not invited to any meeting related to this.

We request the zoning to stay SF2.

Edward and Mary Alice Curtis
930 Hadleigh Pass
Westfield, In. 46074

Pamela Howard

From: Kathy Johnston <kthyjhstn@yahoo.com>
Sent: Monday, June 15, 2015 3:27 PM
To: APC
Subject: 161st&Springmill Zone Change

Advisory Planning Commission:

We are residents of the Enclave of Maple Knoll. Today, we found out that there is a proposal to change the zoning next to Shamrock Springs Elementary School from SF2 to PUD zoning. We had not been informed even though we will definitely be impacted by this change.

More important will be the effect it will have on the school. As retired driver and aide for the Westfield Transportation division, our main concern is the safety of the children.

We feel that a 290 apartment complex will increase both the vehicular and ambulatory traffic to unacceptable levels.

We are opposed to this change [why now?] and ask you to consider the children of today and in the future in your votes.

Thank you for your consideration,

Jerry and Kathleen Johnston

Pamela Howard

From: Cindy Spoljaric
Sent: Monday, June 15, 2015 12:17 PM
To: Mary Goode
Cc: Council Members; APC
Subject: Re: Petition 1506-PUD-11

Thank you for your comments. As this item is on the APC docket for consideration this evening, I have copied APC members for their review.

Thank you.

Cindy Spoljaric
Westfield City Council
695-6673
Cspoljaric@westfield.in.gov

On Jun 15, 2015, at 10:59 AM, Mary Goode <mgoode_47012@yahoo.com> wrote:

This is in regards to petition 1506-PUD-11 which would allow a zoning change from SF2 to a PUD proposed on 161st Street. My husband and I , Ken and Mary Goode, live at 831 Hadleigh Pass in the Enclave of Maple Knoll. We are against the zoning change. We are concerned about the traffic issues an apartment complex could add to an already busy street. We urge you to vote against this proposal. Thank you for your time and concern in this matter.
Ken and Mary Goode

Pamela Howard

From: Pam TerBush <pamterbush@yahoo.com>
Sent: Monday, June 15, 2015 1:52 PM
To: APC
Subject: Zoning revision

To whom it may concern:

My husband and I are concerned about the possible zoning change near Shamrock Springs Elementary School. We recently moved into the Enclave of a Maple Knoll and cannot imagine how the increased traffic flow could be handled on 161st St.

Concerned residents:

Terry and Pam TerBush
16250 Dursley Court

Sent from my iPhone

Pamela Howard

From: pat.allen13579@yahoo.com
Sent: Monday, June 15, 2015 11:38 AM
To: APC
Subject: Opposition to proposed zoning change

I am writing to express Opposition to the proposed zoning change for the soccer fields on 161st St near Springmill Rd. Although my husband and I cannot attend tonight's meeting be aware that we and many of our neighbors in the Enclave of Maple Knoll subdivision are OPPOSED to changing the zoning from SF2 to PUD.

Thank you

Pat and Ron Allen
16141 Matlock Circle

Sent from my iPhone

Pamela Howard

From: Tom Belland <tpbell69@aol.com>
Sent: Monday, June 15, 2015 4:16 PM
To: APC
Subject: 1506-PUD-11 Change of Zoning Request

To: Pam Howard
Associate Planner
City of Westfield, Indiana

From: Tom and Peggy Belland
16220 Dursley Ct.
Westfield, Indiana 46074

Dear Pam,

I am a homeowner in the Maple Knoll Subdivision. I attended the May 27th meeting at Shamrock School. I have read your notes and would like to make some comments:

1 There was no mention of my request as to who was speaking to us. There were 3 or four people, that I did not know, that kept speaking (other Mr George and Mr. Dalton). When they were introduced as members of the task force and a councilman, there were 12 of them and only 9 homeowners! One who spoke too much, in my opinion, was Chris Bluto. He was doing more selling than informing. I was mad at the homeowner turnout and started asking why people didn't attend and many said they didn't get the registered letter announcing the meeting. Upon further questioning it appears the mailing for the letter was very spotty and not all received it. Our member, Butch Meese, has not corresponded with us once though this whole process. When a neighbor asked him a question he referred them to Mr Bluto!! It appears our member wasn't very involved or should not have been on the task force.

2 Steve Hoover, councilman, said we needed money for schools and need commercial development. I agree to both statements as long the development is appropriate for the area it is being done in. A large apartment complex is NOT, I repeat, NOT appropriate development on this parcel of land in this neighborhood.

3 I also had to ask them to speak English(not in the notes). They were cross talking with themselves about TIFF's and PUD's with no explanation of the terms. It was irritating not to know the abbreviations.

The main body of this letter is to state clearly and firmly my objection to the rezoning of this property to allow a large apartment complex. If one takes a look at the aerial map one can clearly see that all the dwellings surrounding this parcel are family homes. My objections are:

1 The apartment complex is totally out of sync with the surrounding neighborhood. Single houses or maybe townhouses would be appropriate but not apartments. I feel the apartment complex is motivated by greed. There would be enough money to be made with a subdivision.

2 The complex is way too close to an elementary school. It would a prime spot for people who hunt and harm defenseless children. IT IS WAY TOO CLOSE TO THE SCHOOL FOR APARTMENTS!!!

3 290 apartments would create a traffic problem. That is close to 500 residents and close to 300 to 350 cars. I do not believe that this issue was not studied enough if at all. I need more than an assurance than from the people building it that it would not be a problem. Our roads are getting over crowded as it is. It also could interfere with school busses and school traffic.

4 I spoke to a local realtor and he said that the apartment complex would most likely drive home values down. This one I realize is my own selfish one but I did not buy a house in Westfield to see my home value go down. He also stated that a subdivision or townhouses would enhance and blend in to the culture without much of an effect on housing values.

5 My personal opinion is that this proposed changes in the zoning was not completely transparent and rushed. From the time I received the information, through certified letter, until this meeting it has only been less than a month. It was a very short time to get answers and respond and many neighbors received nothing.

BOTTOM LINE: I believe that economic development is both healthy and necessary for a community, as long as it is done properly for the area. This is neither. A large apartment complex would neither enhance or fit in with the surrounding community. NO to rezoning.

Trying to keep Westfield the best community in Indiana,

Thomas Belland

Pamela Howard

From: wdseam@aol.com
Sent: Monday, June 15, 2015 1:27 PM
To: APC
Subject: Zoning change request for the Southwest corner of 161st and Springmill

Gentlemen,

My name is William Seaman. My wife and I reside at 961 Hadleigh Pass. I'm writing to voice my objection to the possible zoning change for the above referenced property.

After reviewing the available documentation, I'm convinced this apartment complex is simply too large and too dense to be placed at the intersection of 161st and Springmill. The additional traffic and entry/exit of the proposed apartments onto Springmill will further overload this intersection resulting in increased congestion, and I believe, compromise safety.

Less importantly, I suppose, is the destruction of the existing baseball and soccer fields east of the school. It seems to me that these enhance the community and not detract from it. I realize everything can potentially be moved to Grand Park, but a community needs a little green space, and this is a well maintained and utilized facility.

I respectfully ask that the city retain the current SF2 zoning, and disapprove the high density apartments as are being requested.

Sincerely,

William Seaman

Pamela Howard

From: Alphonso Deneve <adeneve@aol.com>
Sent: Friday, June 12, 2015 8:42 PM
To: APC
Subject: Change of zoning of property of southwestside of 161st and springmill Rd.

To the councilmembers of Westfield

Our names are Alphonso and Benny Deneve. We are propertyowners of 819 Hadleigh Pass in the Enclave of Maple Knoll situated on the Northwestside of 161st and Springmill Rd

We strongly oppose of the rezoning of the acreage on the south side of 161st and Springmill Rd from family residential to an apartment complex

There are many retirees in our neighborhood for whom the potential traffic congestion would be a big problem. We are also concerned. about the property values coming down because of the high traffic Please keep the site zoned SF2

Thank you,

Respectfully

Alphonso and Benny Deneve.

Please keep us in consideration in your decision making. Many of us thought to retire here in a quiet neighborhood.

Pamela Howard

From: Ashley Phipps <phipps27@gmail.com>
Sent: Saturday, June 13, 2015 1:31 PM
Subject: 161st and Springmill Zoning

To Whom It May Concern:

I live in Maple Knoll and was just made aware of the plans to develop the corner of Springmill and 161st into apartments.

When we moved into our home five years ago we loved being surrounded by open farms and natural areas. I understand that development happens and when I found out that that corner was to be developed, I knew it wasn't ideal but that it would provide an asset to the community and made peace with it.

However, the new proposal to develop this corner into high density housing does not make me happy at all. This will not only add a lot more traffic and congestion to the area, but many of the homes that have back yards on 161st are not very happy about the possibility of looking out their back yard to see apartments.

I am greatly concerned that the residents of the Enclave of Maple Knoll (where I live) and Maple Knoll, were not even notified of these proposed changes yet it will effect all of us! The added traffic congestion, home values and re-saleability of our home will greatly be affected by what is built at this corner and the lack of communication and ability for us to have input into this decision is greatly concerning to me. As a homeowner and a taxpayer, I feel the lack of communication about this development has been less the ideal and I feel very under valued as a citizen in this town and in this location.

I am very much in opposition to the proposed zoning change from SF2 to a PUD to accommodate 290 unit apartment complex.

On behalf of the residence in Maple Knoll who love where we live and who do not want our home values to decrease and our roads to be overly congested, please consider keeping the corner of 161st and Springmill zoned as SF2 and do not allow it to become PUD.

Thank you.

~Ashley
Phipps

Pamela Howard

From: Bob Hurrele <bhurrele53@gmail.com>
Sent: Monday, June 15, 2015 7:14 AM
To: APC; Council Members
Subject: Zoning change 161st and Springmill

Council members,

My wife and I are residents of the Enclave of Maple knoll and are opposed to the proposed zoning change. We moved from Fishers to escape the multi-family units going up around us. We now find we are in the same situation if the zoning is allowed to change.

We researched and were aware that the property adjacent to the Enclave of Maple Knoll was SF2 and expected it to stay that way.

Please respect your taxpayers wishes and keep the property zoned as is.

Respectively,

Robert and Janice Hurrele
750 Hadleigh Pass
Westfield, Indiana

Pamela Howard

From: Dovesong@aol.com
Sent: Saturday, June 13, 2015 2:05 PM
To: APC; Council Members
Subject: Zoning Change Request 161st St.

To the APC and Council Members,

As residents of the Enclave of Maple Knoll, we are in opposition to the request to change the zoning of the current soccer fields on 161st St. from SF2 to PUD.

We are concerned about the increase of traffic the proposed 290 unit apartment development will bring to the neighborhood. As presently configured, the street is not adequate for the amount of traffic this will bring.

Secondly, while the buildings proposed are quite attractive, we are concerned about the 3 story plan for these buildings. We think that something like paired patio homes or small single family homes would be a better fit for the neighborhood. In addition, we think purchased homes rather than rental units would be more desirable.

We would respectfully ask that this request be denied and a better alternative for development of this property be found.

Thank you for your consideration,

Eugene E. and Judith S. Pfaffenberger
818 Hadleigh Pass
Westfield, IN
46204

Pamela Howard

From: j94ta@aol.com
Sent: Sunday, June 14, 2015 6:06 PM
To: APC
Cc: j94ta@aol.com; bllfortier@aol.com
Subject: Concern for 1506-PUD-11 Spring Mill Station SWC PUD

Good afternoon members of the Westfield Advisory Planning Commission,

I am writing in response to your next meeting on 6/15 regarding:

1506-PUD-11

Spring Mill Station SWC PUD

Southwest corner of Springmill Road and 161st Street

Westfield Residential Investors, LLC requests a change in zoning of 20 acres +/- from SF2: Single-family Low Density District to the Spring Mill Station SWC PUD District.

I live at 526 Hadleigh Ct. Westfield in the Enclave of Maple Knoll. Our home is five houses north of 161st Street. Our property backs up to the Northwest Quadrant of the planning area. I have been on the Spring Mill Station Task Force since its inception and have worked diligently with this group to prevent 161st Street and Spring Mill Road from commercial creep down both corridors. According to the Spring Mill Station Plan, the Southwest Corner of 161/Spring Mill was included to ensure coordinated design and transition with surrounding neighborhoods and the rest of the planning area, most likely to include a large residential or medical component. (page 17 of the Spring Mill Station Plan)

CRG is proposing in 1506-PUD-11 a very large multi-family residential area. They met with the Spring Mill Station Task Group on April 1st and 15th. The first meeting was to ask us what the task force's desire was for a successful community, the second meeting was drawings of their concept of those desires.

They met design and amenity requests. The overwhelming size of the project was surprising to me. At this second meeting, we gave affirmations to their concept. Spring Mill Station meet a week later to discuss as a group any thoughts about the proposal. I voiced in this meeting that three-story apartments didn't fit the sky-scape of the current area, no other houses in near proximity are three stories high and the unit count would be too much for this area.

It was suggested that we could request the buildings along 161st and along the Cross Winds Commons property line be only two story. This fits the Spring Mill Station Plan under 'Massing' (page 33):

"The buildings in Spring Mill Station should have a comfortable scale in relationship to the 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. Closer to intersection, buildings should range in size for 1.5 - 2.5 stories; however, buildings could range to 3 stories if nearer higher intensity uses and built in proportion and scale to surrounding buildings."

Our group has not met with them as further follow up to any discussion we have had about their proposal.

In my opinion, this proposed area by CRG is neither a higher intensity use or is it in scale to the surrounding buildings. I trust as honored officials of the Advisory Planning Commission that you will take this into consideration for the future formation of the Southwest Corner of Spring Mill Station.

Highest regards,
Jeannine Fortier
317-840-9823

Pamela Howard

From: John Abell <gjabell@yahoo.com>
Sent: Saturday, June 13, 2015 7:50 PM
To: APC; Council Members
Subject: Proposed apartment complex at soccer fields west of Springmill on 161st Street

Advisory Plan Commission Officials:

My name is John Abell. My wife, Gloria and I live at 807 Hadleigh Pass, Westfield, in the Maple Knoll subdivision across from Shamrock Springs Elementary. I did not receive any notification of the petition or public hearing relating to the proposed apartment complex at the location of the soccer fields east of Shamrock Springs Elementary. I gained knowledge of the proposed project via neighborhood conversations and emails the past few days. I will not be lengthy in my email opposition to this project. I will only say that although I have several reasons for opposing the project, the #1 reason, by far, is that any large concentration of dwellings, especially apartments, will dramatically increase traffic congestion on 161st Street and Springmill. We have lived in Maple Knoll for nearly eight years and traffic has increased exponentially. I understand that with new neighborhoods being constructed nearby and with Grand Park growing in usage, traffic will increase. However, to build a 290 unit apartment complex in such a small space and so close in proximity to the intersection of 161st and Springmill, traffic will become an even greater problem. I also believe that an apartment complex does not aesthetically flow nor structurally coordinate with the surroundings (I'm sure that is why the area was zoned SF2 originally). Without going into lengthy details and point by point concerns about the proposed rezoning from SF2 to PUD, please understand my staunch opposition to the rezoning request for change. Having only heard of this a few days ago, due to work-related issues, I will likely not be able to attend the Planning Commission's meeting on Monday evening June 15. Please use this email communication to voice my strong objection to a zoning change that would allow for any apartment complex to be constructed in said location.

Thank you for your time and consideration.

John W. Abell and Gloria G. Abell
807 Hadleigh Pass
Westfield, IN 46074

Pamela Howard

From: Josh <joshua.p.phipps@gmail.com>
Sent: Sunday, June 14, 2015 2:00 PM
To: APC; Council Members
Subject: Proposed rezoning at 161 and Springmill

To whom it may concern,

I've been made aware of the fact that there is a proposal to rezone the land at Springmill and 161st for the purpose of building apartments and I wanted to voice my opinion as I live in the Maple Knoll Enclave. I feel very strongly that this would be a horrible decision for this area of our community and ask that you do not allow this change to take place. I know that many of the residents in my neighborhood agree that this would be a bad thing for our area. Please use good judgment and don't change any zoning that would allow for more apartments here.

Regards,

Josh Phipps

Sent from my iPad

Pamela Howard

From: Natalie <ndcumberl@yahoo.com>
Sent: Sunday, June 14, 2015 8:12 PM
To: APC; Council Members
Cc: Trent Zolicoffer
Subject: Enclave of Maple Knoll Apartment Complex Zoning Request

Dear Council Members,

We are very much OPPOSED to the rezoning of the parcel of land located at 161st & Springmill Rd for apartments. As residents of Enclave of Maple Knoll the potential for increased congestion, noise, and the destruction of even more green space is alarming and sad. We specifically sought out and built our home in Westfield because of the quiet and natural beauty of the area. It is disheartening to see the elimination of the rural area in favor of unnecessary development. We feel it is unfair to have the peace of our neighborhood severed for increased traffic, school overcrowding and lowered property values of the Enclave of Maple Knoll subdivision. Yet, the land developers will benefit from the loss of our tranquility within their quiet communities. We are strongly advocating that this land remain zoned for single family homes and not for a planned unit development/apartments.

Sincerely,
Natalie & Trent Zolicoffer
920 Hadleigh Pass
Westfield, IN 46074

Pamela Howard

From: Shannon <tablers@gmail.com>
Sent: Friday, June 12, 2015 8:44 PM
To: APC
Subject: Apartments at 161 and springmill

Please do not grant this petition for another apartment complex!!!! There are apartments just south at 146 and just north of 169th. We have enough apartments on spring mill road. Thanks, Shannon Bitler

RE: Petition from a developer requesting a Zoning Change from SF2 (Single Family Residential Low Density) to a PUD (Planned Unit Development) to accommodate a proposed 290 unit apartment complex located on the current soccer fields here on [161st St.](#)

Sent from my iPhone

Pamela Howard

From: Bobby Kimball <bkimball@zcklaw.com>
Sent: Friday, June 12, 2015 3:05 PM
To: APC
Subject: Opposition to Zoning Change from SF2 (Single Family Residential Low Density) to a PUD (Planned Unit Development)

I am a resident of the Enclave of Maple Knoll neighborhood and oppose any zoning change that would place an apartment complex in the soccer fields next to Shamrock Springs. I only just learned of this proposal and would attend on Monday, if I did not have a conflict on my calendar. My opposition is based upon the following:

- (1) **First and Foremost-** 161st Street can't sustain that amount of an increase in traffic. We are talking conservatively another 400 cars per day through that intersection for the apartment complex alone. All of 161st street is a nightmare at rush hour. They are already building hundreds more homes in Harmony and other neighborhoods on Ditch that will make 161st/Spring Mill unbearable in the future. Please do not make matters worse.
- (2) Apartment complexes get lots of visitors (especially a 290 unit apartment complex). I worry about the close proximity to Shamrock Springs. Sex offenders visiting or short staying with friends? Please protect our children.
- (3) I rented in college and every apartment complex I lived at suffered from frequent car break-ins and burglary. I worry about this leaching into our neighborhoods. I worry for my own home, but especially for my neighbors located directly across from the proposed complex. A vast majority of the homeowners in this location are over 55 (neighborhood was initially marketed as such) and some may be vulnerable targets.
- (4) The current existing apartments in Westfield are not at capacity. Why do we need more?
- (5) Are you aware that people will be using HUD housing vouchers to afford the new apartments in Westfield and the renters under these programs are notorious for inviting friends/relatives to stay with them? The friends/relatives permitted to stay are not like the renters and often have drug problems and criminal records. This is already happening in our community. How many of the new residents of the 290 unit apartment complex will fit this description in the future?
- (6) This area should contain single family homes who own and not rent. There is a vast difference between the typical person who rents and a typical person who owns. Our homeowners care about their community, maintain their property and comply with laws.

I do not support this proposal.

Sincerely,

Bobby J. Avery-Kimball

16111 Howden Drive
Westfield, IN 46074

Pamela Howard

From: Rose Wallis <rose@stewartrichardson.com>
Sent: Friday, June 12, 2015 2:22 PM
To: APC
Cc: Council Members
Subject: RE: Spring Mill Station PUD proposal

To whom it may concern regarding the petition from a developer requesting a Zoning Change from SF2 (Single Family Residential Low Density) to a PUD (Planned Unit Development) to accommodate a proposed 290 unit apartment complex located on the current soccer fields here on 161st St.:

We moved to Westfield 2 ½ years ago because it was growing, had great schools and yet still maintained a bit of that small-town, country-feel. I've watched Westfield grow by leaps and bounds in the last two years. Most of it for the better. However, EVERY single time I drive by another field that was corn and has sense become developed land, my heart just sinks. I love our Kroger and the shops that make up Spring Mill station. My child plays soccer for WYSA at Shamrock Springs. I do NOT want to see apartments go into that intersection. I've heard that the apartments at 32 and Spring Mill have plenty of vacancies so why the need to add more apartments? I worry about the safety of the kids at that school. I worry about the increase in traffic that apartments would bring. I worry about all the JUNK that comes with apartment living.

I know you're going to do what you're going to do, but if you want the opinion of a concerned citizen, I'm offering my two cents. We don't need an already- busy intersection busier. We don't need more apartments or housing of any kind, for that matter – Kroger is ridiculously busy as it is. If you want to add retail, I think people would accept that. There are apartments at 146th Street and Spring Mill, and multiple options at 32 and Spring Mill. Why on earth do we need more at 161st Street?

Please reconsider.

Sincerely,

Rose L. Wallis

Chief Operating Officer

Direct: 317-275-0055

Direct Fax: 317-275-0056

StewartRichardson

DEPOSITION SERVICES

800.869.0873 www.stewartrichardson.com

One Indiana Square, Suite 2425 Indianapolis, IN 46204

Indianapolis • Evansville • Fort Wayne • Valparaiso

Pamela Howard

From: Marcalleni <marcalleni@aol.com>
Sent: Friday, June 12, 2015 4:12 PM
To: APC
Subject: Apartments at 161st and Spring Mill

Dear Council Members,

When we moved to Westfield 9 years ago we were excited to find a community where traffic was low and access to stores was easy. We liked the small town feel of the area and have loved being in the Enclave of Maple Knoll. Now it seems we're being besieged by developers wanting huge developments that have to be squeezed into small existing areas such as these apartments, several subdivisions on Towne Dr, several new subdivisions north on Spring Mill and even more on 146th st. I think we are creating an overload of housing areas which will in turn create traffic issues as well as "school" issues. Are we really watching the numbers and the areas? Ruth KeenanHillmer, 16270 Dursley Ct

Pamela Howard

From: Shelbie Spiller <sgspiller@hotmail.com>
Sent: Friday, June 12, 2015 3:55 PM
To: Council Members
Cc: APC; Rob Stokes; Bob Smith; rhorkay@westfield.in.gov; Steve Hoover; slehman@westfield.in.gov; Cindy Spoljaric; Jim Ake
Subject: 161st/Springmill Apartment Complex

Dear Council Members & Advisory Planning Commission Members,

I am writing this to express my opposition and concern regarding a proposed apartment complex at the corner of 161st & Springmill.

I live in the Maple Knoll subdivision off Springmill. This area is already a very busy intersection. Adding a large apartment complex is going to make it much worse. This side of Westfield is in desperate need of more retail shops and restaurants. We need a drugstore such as CVS or Walgreens, for example. We need family dining options.

Adding a 300 unit apartment complex is not only going to cause traffic issues, but it will also increase the need for more retail and restaurants.

We also only have one entrance in and out of our neighborhood. The increase of cars on Springmill that an apartment complex would create, is going to make it even more difficult to get in and out.

I am all for retail shops and restaurants going in at that location, as it is something that we desperately need in this area. But with all the new subdivisions already in the works, an apartment complex is the LAST thing we need.

I hope that you all will consider those of us that would be impacted by this when making a decision to approve or disapprove this complex. As a neighborhood controlled by a developer, and does not have our own actual HOA, it is hard to have our opinions heard. I hope you will listen.

Thank you for your consideration,
James & Shelbie Spiller

Sent from my iPhone

COMMITMENT CONCERNING THE USE AND DEVELOPMENT OF REAL ESTATE

AT&T Mobility (AT&T) makes the following Commitment Concerning the use and Development of Real Estate (the “Commitment”) to the City of Westfield, Indiana (the “City”), regarding the use and development of the following described real estate (the “Real Estate”) located in Hamilton County, Indiana:

Section 1. Description of Real Estate:

A part of the West ½ of the Southeast ¼ of Section 13, Township 18 North, Range 3 East described as follows:

Commencing at the Southwest corner of said Section; thence North 88 degrees 41 minutes 04 seconds East (assumed bearing) 344.48 feet along the South line of said Section; thence North 00 degrees 03 minutes 37 seconds East 16.51 feet to the point of beginning, which point is on the North boundary line of old 146th Street; thence continuing North 00 degrees 03 minutes 37 seconds East 133.49 feet; thence South 62 degrees 13 minutes 34 seconds East 6.71 feet; thence Southeasterly 320.23 feet along an arc to the right and having a radius of 917.39 feet and subtended by a long chord having a bearing of South 80 degrees 46 minutes 37 seconds East and a length of 318.61 feet; thence South 70 degrees 46 minutes 37 seconds East 149.84 feet; thence South 05 degrees 4 minutes 39 seconds East 19.41 feet to the North boundary line of said old 146th Street; thence South 88 degrees 41 minutes 04 seconds West 464.13 feet along said North boundary to the point of beginning.

Section 2. Statement of Commitment:

A U.S. flag, proportionately sized (proportionately sized shall mean an approximately 20 foot by 30 foot flag) in relation to the height and size of the stealth flag pole, shall always be raised on the stealth flag pole, unless otherwise dictated by federal, state or local law or edict. The flag shall be maintained in good condition or replaced as needed by AT&T.

Section 3. Binding Effect:

The Commitment is binding upon AT&T and each subsequent owner/operator of the stealth monopole tower on the Real Estate, unless modified or terminated. The Commitment may be modified or terminated only by approval following a public hearing held by the Plan Commission of the City of Westfield, Indiana.

Section 4. Effective Date:

The Commitment shall be effective upon the Plan Commission’s approval of Development Plan petition 1506-DDP-09.

Section 5. Enforcement:

This Commitment may be enforced by the City.

IN WITNESS THEREOF, AT&T has caused this Commitment to be executed as of the
_____ day of _____, 2015.

AT&T

By: _____

Printed: _____

Title: _____

STATE OF INDIANA)
) SS:
COUNTY OF _____)

Before me the undersigned, a Notary Public in and for said County and State, personally appeared _____ of AT&T, who having been duly sworn acknowledged the execution of the foregoing Commitment.

Witness my hand and Notarial Seal this _____ day of _____, 2015.

Notary Public

My Commission Expires:

Printed: _____
Residing in _____ County

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: Matthew M. Price.

Prepared by: Matthew M. Price, Attorney at Law, Bingham Greenebaum Doll LLP,
10 W. Market St., Suite 2700, Indianapolis, Indiana 46204, (317) 686-5225

Kevin M. Todd, AICP

From: Jim Grose <sprink44@ameritech.net>
Sent: Monday, June 15, 2015 8:05 AM
To: Kevin M. Todd, AICP
Cc: APC; mprice@bgdlegal.com
Subject: 1506-DDP-09 AT&T Mobility Development Plan

Mr. Todd,

Please accept this correspondence as written public comment regarding Docket No. 1506-DDP-09 AT&T Mobility Development Plan. I am pleased AT&T Mobility has committed to flying a United States flag on the stealth pole to be constructed as part of this project. However, after reviewing the proposed commitment I wanted to bring up two points for discussion.

First, the proposed commitment does not reference the size of the United States flag to be displayed. As you may recall, the Board of Zoning Appeals approved a variance request to allow Verizon Wireless to construct a similar stealth pole design on August 12, 2014, under Docket No. 1408-VU-02. One of the conditions of the approval was "That a U.S. flag, proportionally sized in relation to the height and size of the stealth flag pole, always be raised on the stealth flag pole, unless otherwise dictated by federal, state, or local law or edict and maintained accordingly." I recommend the Advisory Plan Commission request the commitment from AT&T Mobility contain similar language to maintain consistency.

Second, the proposed commitment states "The flag shall be maintained in good condition or replaced as needed by AT&T." Who will be responsible for monitoring the condition of the flag? Also, in addition to maintenance of the flag, I think it is important to discuss who will be responsible to lower and raise the flag as required.

Please feel free to contact me with any questions or concerns,

Sincerely,

Jim Grose

Kevin M. Todd, AICP

From: The Village Farms - Technology <technology@thevillagefarms.com>
Sent: Monday, June 15, 2015 10:31 AM
To: Kevin M. Todd, AICP; APC
Cc: mprice@bgdlegal.com; douglasjholtz@aol.com
Subject: 1506-DDP-09 AT&T Mobility Development Plan - comment

To whom it may concern:

As a resident of The Village Farms neighborhood near 146th and Oak Ridge, I would like to submit public comment regarding the recent commitment of AT&T Mobility to adding the US flag to the proposed design for the wireless tower.

I am pleased that AT&T has offered this change and feel that it will provide a better fit for the area, given the sports fields at OLMC church and school. My family recently visited Kirkwood, Missouri (suburb of St. Louis) and their community has adopted the stealth pole with flag design as the norm for wireless facilities along a busy 4-lane road. While nothing could take the appearance of a thick, tall pole away completely, the flags were festive, patriotic and accented the businesses in the area.

In order to preserve the proper appearance, I would like to see AT&T commit in writing to adhering to US flag standards as published by the federal government. The 2007 publication "Our Flag" outlines these guidelines and is available here: <http://publications.usa.gov/USAPubs.php?PubID=1242>

Specifically, a 125' pole would call for a 20 x 30 foot flag. A commitment to this size is important to the overall aesthetics of the tower, and agreeing to the federal standard eliminates any misinterpretation of the meaning of "proportionate size".

Additional commitment to the maintenance of the flag over time is important as well. I understand that a Verizon tower approved by the BZA last year had language requiring maintenance.

Thank you for your thoughtful consideration of my comments.

Sincerely,
Dan Traub

Dan Traub | *Director, Technology*

The Village Farms – Homeowners Association
PO Box 717, Westfield, Indiana 46074

Office/Mobile: 317.500.4949

TheVillageFarms.com | [facebook.com/TheVillageFarms](https://www.facebook.com/TheVillageFarms)