PART IV

REZONING PETITION SCHEDULED FOR INITIAL HEARING:

2021-ZON-149 6729 WESTFIELD BOULEVARD *(APPROXIMATE ADDRESS)*
WASHINGTON TOWNSHIP, COUNCIL DISTRICT #2
J.C. HART COMPANY, INC., CHASE DEVELOPMENT, INC., AND EVERGREEN, LLC, by Michael Rabinowitch
Rezoning of 21.44 acres from the SU-34 (FF) and DP (FF) districts to the DP (FF) district to provide for a multifamily and townhome development.

STAFF REPORT

Department of Metropolitan Development
Division of Planning
Current Planning Section

Case Number:	**2021-ZON-149**
Address:	**6729 Westfield Boulevard (*Approximate Addresses*)**
Location:	**Washington Township, Council District #2**
Petitioner:	**J.C. Hart Company, Inc., Chase Development, Inc., and Evergreen, LLC, by Michael Rabinowitch**
Request:	**Rezoning of 21.44 acres from the SU-34 (FF) and DP (FF) districts to the DP (FF) district to provide for a multifamily and townhome development.**

ADDENDUM FOR JUNE 15, 2022 METROPOLITAN DEVELOPMENT COMMISSION:

This petition was continued from the May 18, 2002 hearing to the June 15, 2022 hearing at the request of the petitioner and remonstrators to provide time for additional discussion.

Subsequent to the May 18, 2022 hearing, a new development statement was submitted that reduced the height of the proposed multi-family dwelling structures and reduced the number of units within the buildings. The new development statement can be found below, along with updated renderings of the multi-family buildings.

Staff has been supplied with more accurate sizes for building footprints for the proposed buildings and neighboring buildings. Additionally, an error was found in the staff report for the May 18, 2022 hearing concerning the size of the lake on the subject site. Rather than eight acres, it is thirteen. This addendum uses the updated information.

The request proposes eight, three- and four-story, two-family structures for a total of 16 units along the southern shore of the lake. Three multi-family buildings with three living floors over a floor of parking would be located on the west bank of the lake. The number of units in the three multi-family buildings would total 209 for an overall on-site total of 225. Housing density on the site would be 10.5 units per acre. If the 13-acre lake was removed from the equation, the density would be 24.8 units per acre. This compares to six units per acre for the multi-family structures to the east and four units per acre for the townhouses to the west.

The largest of the proposed multi-family buildings would have a footprint of roughly 45,155 square feet. The two smaller multi-family buildings would have footprints of 22,684 square feet each. The largest building in the development to the west is 6,119 square feet and the largest building to the east is approximately 8,815 square feet. The two smaller multi-family buildings would be about 2.6 times the size of the largest nearby building and the largest of the proposed buildings would be about five times the size of the largest nearby building. The distance between the existing and proposed buildings somewhat ameliorates the size differences among them, however three of the site's eleven buildings exceed the recommendation of the Pattern Book, creating a legitimate concern.

(Continued)

The Ordinance would require the four-story, 209-unit multi-family buildings to have 156 parking spaces. The proposed development statement indicates that 270 parking spaces are proposed, 218 on the first floors of the structures and 52 uncovered spaces between the proposed structures and the street. This excessive number of parking spaces uses land that could instead be better used for landscaping, open space, or amenities. Removing some of the parking between the building and Westfield Boulevard would bring the project more in line with the Comprehensive Land Use Plan.

Staff continues to **recommend approval** of this request, provided the commitment in the May 18, 2022 Staff Report is included in the approval.

Staff Report for May 18, 2022
An Automatic Continuance was filed by the petitioner continuing this petition from the April 20, 2022 hearing to the May 18, 2022 hearing.

An Automatic Continuance was filed by a registered neighborhood organization continuing this petition from the March 16, 2022 hearing to the April 20, 2022 hearing.

RECOMMENDATION

Staff **recommends approval** of this request, provided the following commitment are reduced to writing on the Commission's Exhibit "B" forms at least three days prior to the MDC hearing:

As shown on the Pedestrian Area Plan file dated May 5, 2022 (“Sidewalk Plan”), the following improvements (“Sidewalk Improvements”) shall be installed before any dwelling units on the subject property are occupied by residents, or, in the event installation of the Sidewalk Improvements is delayed by reason of Force Majeure, as soon thereafter as reasonably possible:

a. A sidewalk meeting the standards of DPW shall be installed in the right-of-way of Westfield Boulevard along:
    i. the frontage of the subject property;
    ii. to the south of the subject property along Westfield Boulevard that is currently without a sidewalk; and
    iii. to the north of the subject property along Westfield Boulevard that is currently without a sidewalk.
b. Crosswalk striping shall be installed on Westfield Road at the intersection of Westfield Boulevard.
c. Two (2) crosswalk with RRFBs (rectangular rapid flashing beacons) shall be installed per the Sidewalk Plan or in other nearby locations along Westfield Boulevard designated by DPW.
d. ADA curb ramps, continental markings and pedestrian protection shall be installed to DPW standards.
e. The Sidewalk Improvements shall, as installed, be the property of DPW and developer shall execute any reasonable documents of dedication as requested by DPW. Future maintenance, repair or replacement of the Sidewalk Improvements shall be the responsibility of DPW and not the developer.

(Continued)

f. This commitment, as it pertains to improvements north of the subject property, shall be subject to obtaining a public access easement which provides access to the Monon Trail at the north end of Shore Acres Apartments,

SUMMARY OF ISSUES

The following issues were considered in formulating the recommendation.

LAND USE

◊ The subject is located on an "island" formed by the White River to the east and south, Williams Creek to the west and the White River Cut-off to the north. It is accessed by Westfield Boulevard to both the north and south. The island is home to single-family dwellings, three attached or multi-family complexes, a portion of Marott Park, a portion of the Monon Rail-Trail and the subject site, an event center.

◊ Historic aerial photography indicates that the lake on the subject property dates back to at least 1937. A small structure appears in the southwest corner of the site in the 1962 aerial photograph. The existing event center buildings on the site were constructed in the late 1980s. The two single-family dwellings to the north of the subject site are visible in the 1937 aerial photograph. The townhouses to the west across Westfield Boulevard were under construction in the late 1980s and early 1990s. The single-family dwellings to the south date from the late 1990s through the 2000s. The four-story multi-family structures between the lake and White River date from the early 2000s.

◊ The Comprehensive Land Use Plan recommends Suburban Neighborhood, which envisions predominately single-family dwellings, but interspersed with attached dwellings, multi-family dwellings and small-scale commercial uses where appropriate.

◊ The plan notes that in this typology, townhomes should be organized around intersections of neighborhood collector streets, greenways, parks or public squares, or neighborhood-serving retail.

◊ The plan also notes that in this typology, multi-family housing should be located along arterial or collector streets, parks or greenways; parking should be either behind or interior to the development; and that individual building height, massing, and footprint should gradually transition from adjacent developments. Buildings located adjacent to existing residential developments should be no more than one and a half times the height and no more than twice the average footprint of the existing adjacent residential buildings.

◊ The subject site and the surrounding properties are all within the floodway fringe. This is the area where water is likely to sit during a flood of such intensity that there is a 1% chance of it occurring in any given year. This compares to the floodway where floodwater would flow during a flood of the same intensity. Generally, buildings are not permitted in the floodway, while, with exception of certain land uses, they are permitted in the floodway fringe, but must be constructed at least two feet above the base flood elevation.

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◊ The Ordinance provides for a Stream Protection Corridor along all natural, non-intermittent streams in Marion County. The width of the corridor is measured from the top of bank. The width of the protection corridor along the White River at the subject site is 60 feet. The subject site is roughly 125 feet from the top of bank and as such is not affected by the Stream Protection Corridor provisions of the Ordinance.

ZONING

◊ The requested zoning district, D-P, was established for the following purposes:

1. To encourage a more creative approach in land and building site planning.
2. To encourage an efficient, aesthetic and desirable use of open space.
3. To encourage variety in physical development pattern.
4. To promote street layout and design that increases connectivity in a neighborhood and improves the directness of routes for vehicles, bicycles, pedestrians, and transit on an open street and multi-modal network providing multiple routes to and from destinations.
5. To achieve flexibility and incentives for residential, non-residential and mixed-use developments which will create a wider range of housing types as well as amenities to meet the ever-changing needs of the community.
6. To encourage renewal of older areas in the metropolitan region where new development and restoration are needed to revitalize areas.
7. To permit special consideration of property with outstanding features, including but not limited to historical significance, unusual topography, environmentally sensitive areas and landscape amenities.
8. To provide for a comprehensive review and processing of development proposals for developers and the Metropolitan Development Commission by providing for concurrent review of land use, subdivision, public improvements and siting considerations.
9. To accommodate new site treatments not contemplated in other kinds of districts.

◊ Petitions for the D-P district must include a preliminary site plan that identifies the locations and types of land uses and proposed layout of streets, open space, parking and other basic elements of the plan.

◊ The request proposes eight, three- and four-story, two-family structures for a total of 16 units along the southern shore of the lake. Three multi-family buildings with four and five living floors over a floor of parking would be located on the west bank of the lake. The number of units in the three multi-family buildings would total 238 for an overall total of 254. Housing density on the site would be 11.8 units per acre. If the eight-acre lake was removed from the equation, the density would be 18 to 19 units per acre. This compares to six units per acre for the multi-family structures to the east and four units per acre for the townhouses to the west.

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◊ The townhouses are proposed to be four floors and the multi-family buildings are proposed to be six floors. This compares to the three story-buildings to the west and the four-story buildings to the east. The Comprehensive Land Use Plan's Pattern Book recommends that multi-family buildings be no than one-and-a-half times taller than adjacent structures. The proposed six-floor multi-family structures are one-and-a-half times taller than the existing buildings to the east.

◊ Given the height, size and prominent location of the proposed development, it's important that they be well-designed and contribute to a positive streetscape. Building elevations have been submitted and reviewed by the City Architect. Of particular note is that the buildings should not appear to float above the first-floor parking. Prominent pedestrian entrances are important to orient visitors to the buildings and to provide for a streetscape that isn't dominated by automobiles. It's the opinion of the City Architect that the proposed structures meet the threshold of the D-P Ordinance.

◊ The Comprehensive Land Use Plan's Pattern Book recommends that multi-family buildings have a footprint no than greater than double the size of nearby structures. A building's footprint is the ground-floor area. Among the purposes of this recommendation is to avoid abrupt changes in scale, where new structures would dominate existing ones.

◊ The largest of the proposed multi-family buildings would have a footprint of roughly 45,155 square feet. The two smaller multi-family buildings would have footprints of roughly 20,500 square feet. The largest building in the development to the west is approximately 6,635 square feet and the largest building to the east is approximately 8,815 square feet. The two smaller multi-family buildings would be about 2.3 times the size of the largest nearby building and the largest of the proposed building would be about five times the size of the largest nearby building. The distance between the existing and proposed buildings somewhat ameliorates the size differences among them, however the size differential exceeds the recommendation of the Pattern Book and is a legitimate concern.

◊ A sign plan has been submitted showing locations of proposed signs. The development statement gives final approval of signs to the Current Planning Administrator. Wall and monument signs would be expected to be in line with the sign standards for the multi-family dwelling districts. The proposed blade sign would be expected to be in line with the sign standards for mixed-use districts.

The Ordinance would require the four to five-story, 238-unit multi-family buildings to have 178 parking spaces. The proposed development statement indicates that 280 parking spaces are proposed, 223 on the first floors of the structures and 57 uncovered spaces between the proposed structures and the street. This excessive number of parking spaces uses land that could instead be better used for landscaping, open space, or amenities. Removing some of the parking between the building and Westfield Boulevard would bring the project more in line with the Comprehensive Land Use Plan.

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Access and traffic

◊ Site access will be located at the current entrance to the site. An emergency entrance is proposed in the southwest corner of the site.

◊ A Traffic Impact Study was conducted for the proposed development. The 208-page study was submitted by the petitioner. A summary of the study is attached to this report. The study looked at five intersections as they currently function and how they would function with and without the proposed development at the time of the proposed opening (2023) and five years after the time of opening (2028). The five intersections studied were Westfield Boulevard with the site entry drive, Westfield Boulevard with 75th Street, Westfield Boulevard with Westfield Road, Westfield Boulevard with 64th Street and Westfield Boulevard with Broad Ripple Avenue.

◊ The Traffic Impact Study estimates that during the morning peak traffic hour, the proposed development would generate 90 trips. During the evening peak traffic hour, the proposed development would generate an estimated 116 trips.

◊ Traffic Impact Studies measure the Level of Service, which ranges from A to F with Level of Service A being the best and Level of Service F being the worst. The Study finds that the "results of the capacity calculations performed for each of the study intersections revealed that each intersections (sic) can be anticipated to operate at pre-development Levels of Service following the redevelopment of the existing Willows Event Center."

◊ The Traffic Impact Study also looked at the sightlines. This is a significant aspect of site access and egress due to the curve that Westfield Boulevard makes as it approaches the White River bridge. The study finds that there is adequate sight distance for vehicles leaving the site from the driveway and turning north, as well as adequate sight distance for vehicles southbound on Westfield Boulevard turning left into the driveway. However, the study finds that there is not adequate sight distance for motorists turning left from the site's driveway onto Westfield Boulevard. The study states that this could be solved by trimming vegetation in the right-of-way or moving the entrance 25 feet to the north. Sightlines from Westfield Road were not reported in the study.

◊ The subject site is within proximity of Broad Ripple village and the Monon Rail-Trail. It's a reasonable expectation that the residents of the proposed development would want to be able to safely walk and bicycle the roughly half-mile distance from the entry drive of the proposed development to the intersection of the Monon Rail-Trail and 65th Street. Although there are sidewalks along most of this route, there are significant gaps.

◊ If a development of this size and density is constructed, reasonable accommodation of the pedestrian and bicycle traffic it generates should be made. The Current Planning staff and staff of the Department of Public Works believe that not only should pedestrian facilities be constructed in the right-of way of Westfield Boulevard as it fronts the subject property, but the gaps in the sidewalk along Westfield Boulevard between the development and 65th Street should be filled and a pedestrian crosswalk installed.

(Continued)

Summary

◊ Staff takes the recommendations of the Comprehensive Land Use Plan very seriously. In this instance, staff notes that the development proposed by this petition is a building type included in the land use typology, would be adjacent to other multi-family housing development, meets the location standard by being located on an arterial street, meets the building height standard, and meets the footprint area standard for ten of the eleven proposed buildings.

◊ Staff also acknowledges that the proposed development is not in complete compliance with the Plan. The proposal varies from the Plan in density, footprint area of the largest building, and location of parking in the front yard.

◊ The proposed development is closer to the recommendation of the Plan than the site's current use, which is an event center. Event centers are considered to be a community-regional use and do not meet guidelines of the Land Use Plan. They serve a wide area, generate significant traffic peaks, and create noise and activity.

◊ The Traffic Impact Study concludes that the proposed development will not have a significant negative effect on vehicular traffic. With the proposed commitment, the development will improve pedestrian facilities in the area.

◊ For these and other reasons, it's staff's judgement that the petition's approval is supportable.

GENERAL INFORMATION

EXISTING ZONING, CONTEXT AREA, AND LAND USE

SU-34, D-P	Compact	Event center

SURROUNDING ZONING AND LAND USE

North	D-P	Entrance drive to multi-family dwellings
South	D-P	Single-family dwellings
East	D-P	Multi-family dwellings
West	D-6	Townhouses

COMPREHENSIVE LAND USE PLAN — The Washington Township Comprehensive Plan (2018) recommends Suburban Neighborhood.

THOROUGHFARE PLAN — Westfield Boulevard is classified in the Official Thoroughfare Plan for Marion County, Indiana as a Secondary Arterial, with an existing right-of-way ranging from 65 feet to 257 feet and a 56-foot proposed right-of-way.

FLOODWAY / FLOODWAY FRINGE — This site is located within the floodway fringe of White River.

WELLFIELD PROTECTION DISTRICT — This site is not located within a wellfield protection district.

(Continued)

SITE PLAN Dated April 18, 2022

ZONING HISTORY – SITE

2003-ZON-100; 6720 Spirit Lake Drive, requested the rezoning of 29.7 acres from the D-P district to the D-P district to provide for a single-family dwelling and for condominium development, **approved.**

2000-ZON-001 / 2000-DP-001; 6759 Westfield Boulevard, requested the rezoning of 26.28 acres from the SU-34 and D-P districts to the D-P district to provide for condominium development, **approved.**

88-Z-196; 6591 Westfield Boulevard, requested the rezoning of 20.8 acres from the SU-34, SU-3 and SU-16 districts to the SU-34 district, **approved.**

87-Z-113; 6801 Westfield Boulevard, requested the rezoning of 26.2 acres from the SU-34, D-2, SU-3, and SU-15 districts to the D-9 district, **withdrawn.**

60-Z-112; 6400-6600 Westfield Boulevard, requested the rezoning of 41.7 acres from the R-3 district to the SU-16 and SU-3 districts to provide for a recreation and amusement park, **approved.**

60-Z-111; 6600 Westfield Boulevard, requested the rezoning of 3.3 acres from the R-3 district to the B-2 district to provide for a restaurant, **approved.**

ZONING HISTORY – VICINITY

2003-ZON-818 / 2003-DP-10; 6720 Spirit Lake Drive north of site), requested the rezoning of 1.17 acre form the D-P district to the D-P district to provide for a single-family dwelling, **approved.**

2002-ZON-823; 6720 Spirit Lake Drive (north of site), requested the rezoning of 29.7 acres from the D-P district to the D-P district to provide for condominium development, **approved.**

91-Z-52, DP-6; 6709 Westfield Boulevard (south of site), requested the rezoning of 70 acres from the D-5 and D-A districts to the D-P district to provide for single-family dwellings, **approved.**

88-Z-195; 6891 Westfield Boulevard (north of site), requested the rezoning of three acres from the SU-34 district to the D-4 district, **approved.**

87-UV1-53; 6801 Westfield Boulevard (north of site), requested a variance of use to provide for a residential garage in a SU-34 district, **approved.**

86-UV3-76; 6702 Westfield Boulevard (west of site), requested a variance of use to provide for a residential accessory structure larger than the primary residential structure, **approved.**

85-Z-90; 6701 Westfield Boulevard (south of site), requested the rezoning of 40 acres from the C-3, D-S, A-2, SU-3 and SU-16 districts to the D-2 district, **approved.**

(Continued)

STAFF REPORT 2021-ZON-149 (Continued)

60-Z-110; 6600 Westfield Boulevard (west of site), requested the rezoning of 2.1 acres from the R-3 district to the B-5 district to provide for lawnmower repair, **approved.**

60-Z-109; 6600 Westfield Boulevard (west of site), requested the rezoning of 20.8 acres from the R-3 district to the SU-34 district to provide for a private fishing club, **approved.**

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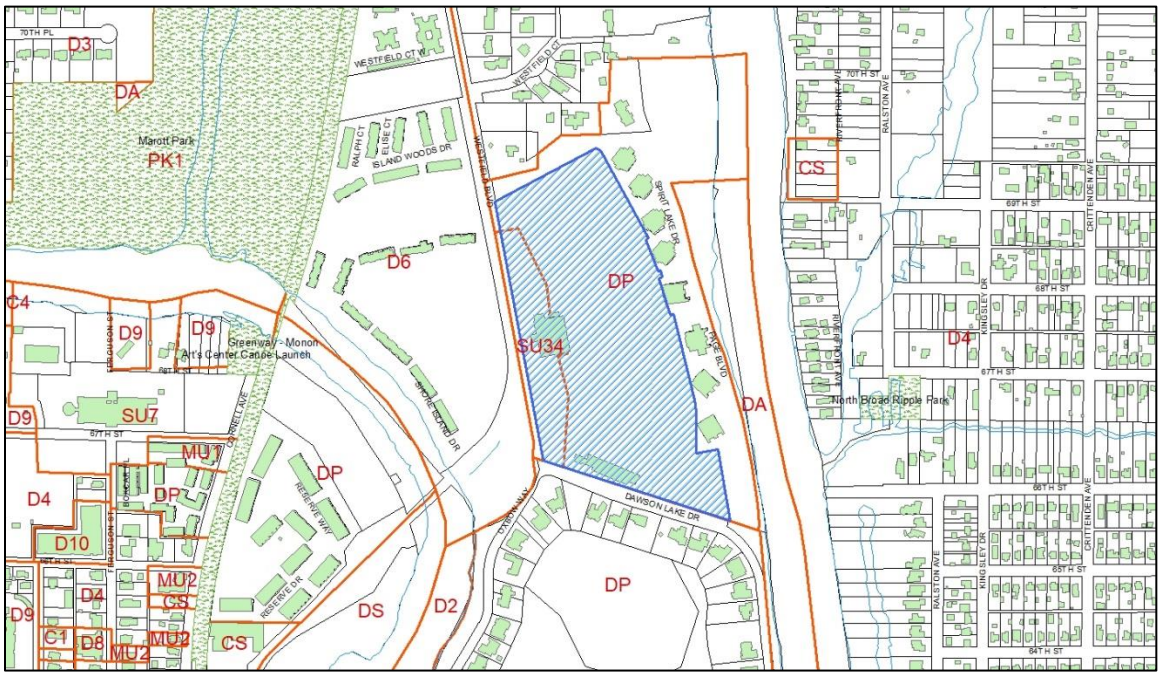
STAFF REPORT 2021-ZON-149, Location



STAFF REPORT 2021-ZON-149, Aerial photograph (2021)

DEVELOPMENT STATEMENT
6729 WESTFIELD BLVD.

SITE CHARACTERISTICS

The property is located at 6729 Westfield Blvd. (the "Property"). The approximately 21.44 acre Property includes a 13 acre lake and 8 acres of land to be developed. Since 1988, the Property has been operated as an event center, most recently known as "The Willows." The Willows has two buildings: an approximately 25,000 sq. ft. Event Center located at the access from Westfield Blvd. and an approximately 13,000 sq. ft. Lodge located at the southern end of the Property. Both buildings will be demolished in connection with the project.

The Property is located west of the White River but is over 100 feet from the river bank at its nearest point at the southeastern end of the Property. The proposed development falls outside of the Stream Protection Corridor (as defined in the Marion County Zoning Ordinance) by in excess of 40 feet. No development shall be allowed within the Stream Protection Corridor. Other developments surrounding or adjacent to the Property include the Oxbow neighborhood to the south, the Island Woods Condominiums and the Reserve at Broad Ripple to the west, Spirit Lake Condominiums and Shore Acres of Broad Ripple Apartments to the east, and single family residential development to the north.

PROJECT DESCRIPTION

J.C. Hart Company proposes to redevelop the Property as an apartment community which will offer 209 residential living units in three buildings with parking located on the first level and along Westfield Blvd. as depicted in the filed site plan and as shown on the elevations. The Marion County Land Use Plan Pattern Book states that multifamily housing should be part of the housing mix in a suburban neighborhood and should be located along arterial or collector streets, parks or greenways.

The objective for site planning and architectural aesthetics is to create a modern design that takes cues from the neighborhood context of traditional single family and multifamily structures that are prevalent in the vicinity, along with nearby water amenities and an abundance of mature trees. The architecture reflects the classic use of dormers, cross gables, deep recesses, and outdoor living spaces to enhance the attractiveness of the improvements. Community residents will live in three buildings each separated by approximately forty feet. Landscaping and surface level connecting elements will create a cohesive sense of community among the buildings. The north building and the south building will be a combination of three and four stories above the parking level, which itself will start approximately 6.5 feet below the grade of Westfield Boulevard. The middle building will be four stories above the parking level. The buildings will be constructed within the area that is currently hardscape. The project will add additional green space to the Property. The orientation of the residential units and courtyards will maximize views of the water.

The exterior materials include a darker brick at the parking level and a lighter brick at the apartment unit levels. The siding is a combination of fiber cement clapboards in different colors and natural wood tones. Wood tones are used to accent all of the buildings.

Project amenities for the apartment community include a 5,000 square foot clubhouse, which includes a leasing office and a 1,400 square foot fitness room, with two outdoor courtyards featuring a pool, fitness, and gathering spaces. The lake is a key amenity and residents will be able to view the water via a walking path around the lake. There shall be no motorized boats allowed on the lake, except for electric trolling motors.

The townhome section of the project will be developed by Chase Development at the southern end of the Property. It shall be designed to create a transition between the apartments and the Oxbow Estates residential neighborhood. The townhomes shall consist of eight separate buildings, each building with two units, for a total of sixteen townhomes. The townhomes shall be three and four stories, each unit with a two car garage and parking for two additional vehicles in each unit's driveway. A similar material palette to the apartments shall be used. However, the design is more modern with flat roofs, large glass openings, and covered outdoor areas.

The community will offer a range of housing opportunities from home ownership to market rate rentals to affordable rentals, all in a lakeside setting and within a short walk to the Monon Trail.

The development will be constructed in substantial compliance with the approved site plan and elevations.

PERMITTED USES

Permitted use of the Property shall be limited to multifamily dwellings and single family attached dwellings as depicted on the approved site plan and elevations.

DEVELOPMENT STANDARDS/SETBACKS

Building and other structures constructed on the Property shall be located as depicted on the approved site plan, including building locations and setbacks shown thereon.

UTILITIES DRAINAGE

All utilities are available to the site. Storm drainage will be professionally engineered to meet the City of Indianapolis requirements with respect to run-off rate, quantity, and water quality. Storm water run-off from the project will flow through a filtration system that will capture the vast majority of particulate matter before release.

SIGNAGE

Project and building identification signage shall be located in substantial conformity with the approved sign plan and subject to final approval by the Administrator. No off-premises outdoor advertising signs shall be permitted.

LANDSCAPING

Landscaping shall be located in substantial compliance with the approved landscape plan. Native, non-invasive and drought tolerant trees and shrubs will be used throughout the landscape design.

SIDEWALKS/CONNECTIVITY

Improving connectivity, both within the development, and in the surrounding area shall be an important aspect of the development. Pedestrian walkways and sidewalks shall be constructed within the development and along public right-of-ways as depicted on the approved site plan. The developer shall work with the Department of Public Works to bring necessary improvements along Westfield Blvd. for pedestrian access and cross-walks ultimately providing connectivity to the Monon Trail.

ACCESS AND PARKING

Primary access to the apartments and townhomes shall be via the existing access point off of Westfield Blvd., with only emergency ingress/egress permitted through a barrier controlled access point at the southern end of the Property to Westfield Road.

The project shall be fully self-parked and meet all municipal parking ratio requirements. Parking for the multifamily building shall consist of 218 parking spaces in the garage and parking spaces at surface level as shown on the site plan for a total of 270 parking spaces. Also, there shall be 30 bicycle parking spaces, with 18 located in the garage. Each townhome unit shall be constructed with a dedicated two car garage for a total of 32 parking spaces and can accommodate two additional parking spaces within each townhome driveway for a total of 64 parking spaces for the 16 townhomes.

DEVELOPMENT STATEMENT
6729 WESTFIELD BLVD.

SITE CHARACTERISTICS

The property is located at 6729 Westfield Blvd. (the "Property"). The approximately 21.44 acre Property includes a 13 acre lake and 8 acres of land to be developed. Since 1988, the Property has been operated as an event center, most recently known as "The Willows." The Willows has two buildings: an approximately 25,000 sq. ft. Event Center located at the access from Westfield Blvd. and an approximately 13,000 sq. ft. Lodge located at the southern end of the Property. Both buildings will be demolished in connection with the project.

The Property is located west of the White River but is over 100 feet from the river bank at its nearest point at the southeastern end of the Property. The proposed development falls outside of the Stream Protection Corridor (as defined in the Marion County Zoning Ordinance) by in excess of 40 feet. No development shall be allowed within the Stream Protection Corridor. Other developments surrounding or adjacent to the Property include the Oxbow neighborhood to the south, the Island Woods Condominiums and the Reserve at Broad Ripple to the west, Spirit Lake Condominiums and Shore Acres of Broad Ripple Apartments to the east, and single family residential development to the north.

PROJECT DESCRIPTION

J.C. Hart Company proposes to redevelop the Property as an apartment community which will offer 238 residential living units in three buildings with parking located on the first level and along Westfield Blvd. as depicted in the filed site plan and as shown on the elevations. The Marion County Land Use Plan Pattern Book states that multifamily housing should be part of the housing mix in a suburban neighborhood and should be located along arterial or collector streets, parks or greenways.

The objective for site planning and architectural aesthetics is to create a modern design that takes cues from the neighborhood context of traditional single family and multifamily structures that are prevalent in the vicinity, along with nearby water amenities and an abundance of mature trees. The architecture reflects the classic use of dormers, cross gables, deep recesses, and outdoor living spaces to enhance the attractiveness of the improvements. Community residents will live in three buildings each separated by approximately forty feet. Landscaping and surface level connecting elements will create a cohesive sense of community among the buildings. The north building and the south building will be a combination of three and four stories above the parking level, which itself will start approximately 6.5 feet below the grade of Westfield Boulevard. The middle building will be four stories above the parking level. The buildings will be constructed within the area that is currently hardscape. The project will add additional green space to the Property. The orientation of the residential units and courtyards will maximize views of the water.

The exterior materials include a darker brick at the parking level and a lighter brick at the apartment unit levels. The siding is a combination of fiber cement clapboards in different colors and natural wood tones. Wood tones are used to accent all of the buildings.

Project amenities for the apartment community include a 5,000 square foot clubhouse, which includes a leasing office and a 1,400 square foot fitness room, with two outdoor courtyards featuring a pool, fitness, and gathering spaces. The lake is a key amenity and residents will be able to view the water via a walking path around the lake. There shall be no motorized boats allowed on the lake, except for electric trolling motors.

The townhome section of the project will be developed by Chase Development at the southern end of the Property. It shall be designed to create a transition between the apartments and the Oxbow Estates residential neighborhood. The townhomes shall consist of eight separate buildings, each building with two units, for a total of sixteen townhomes. The townhomes shall be three and four stories, each unit with a two car garage and parking for two additional vehicles in each unit's driveway. A similar material palette to the apartments shall be used. However, the design is more modern with flat roofs, large glass openings, and covered outdoor areas.

The community will offer a range of housing opportunities from home ownership to market rate rentals to affordable rentals, all in a lakeside setting and within a short walk to the Monon Trail.

The development will be constructed in substantial compliance with the approved site plan and elevations.

PERMITTED USES

Permitted use of the Property shall be limited to multifamily dwellings and single family attached dwellings as depicted on the approved site plan and elevations.

DEVELOPMENT STANDARDS/SETBACKS

Building and other structures constructed on the Property shall be located as depicted on the approved site plan, including building locations and setbacks shown thereon.

UTILITIES DRAINAGE

All utilities are available to the site. Storm drainage will be professionally engineered to meet the City of Indianapolis requirements with respect to run-off rate, quantity, and water quality. Storm water run-off from the project will flow through a filtration system that will capture the vast majority of particulate matter before release.

SIGNAGE

Project and building identification signage shall be located in substantial conformity with the approved sign plan and subject to final approval by the Administrator. No off-premises outdoor advertising signs shall be permitted.

LANDSCAPING

Landscaping shall be located in substantial compliance with the approved landscape plan. Native, non-invasive and drought tolerant trees and shrubs will be used throughout the landscape design.

SIDEWALKS/CONNECTIVITY

Improving connectivity, both within the development, and in the surrounding area shall be an important aspect of the development. Pedestrian walkways and sidewalks shall be constructed within the development and along public right-of-ways as depicted on the approved site plan. The developer shall work with the Department of Public Works to bring necessary improvements along Westfield Blvd. for pedestrian access and cross-walks ultimately providing connectivity to the Monon Trail.

ACCESS AND PARKING

Primary access to the apartments and townhomes shall be via the existing access point off of Westfield Blvd., with only emergency ingress/egress permitted through a barrier controlled access point at the southern end of the Property to Westfield Road.

The project shall be fully self-parked and meet all municipal parking ratio requirements. Parking for the multifamily building shall consist of 223 parking spaces in the garage and parking spaces at surface level as shown on the site plan for a total of 280 parking spaces. Also, there shall be 30 bicycle parking spaces, with 18 located in the garage. Each townhome unit shall be constructed with a dedicated two car garage for a total of 32 parking spaces and can accommodate two additional parking spaces within each townhome driveway for a total of 64 parking spaces for the 16 townhomes.

STAFF REPORT 2021-ZON-149, Petitioner's Proposed Commitments

PETITIONERS' LIST OF COMMITMENTS
6729 WESTFIELD BLVD.
2021-ZON-149

1. **Site Development**. Development of the site shall be in substantial conformity with the development statement, site plan, building elevations, landscape plan, and renderings approved by the Metropolitan Development Commission ("Project"). There will be a minimum separation of 35 feet between the multifamily buildings.

2. **Access**. Access to the Project shall be via the existing access drive and curb cut off of Westfield Blvd. Emergency access only shall be permitted via the "Emergency Access" area via Westfield Road shown on the approved site plan. Non-emergency vehicles are strictly prohibited from accessing the site via the Emergency Access and a gate or barrier operable by emergency service providers will be installed.

3. **Environmental**. The Project shall include the following environmental protections:

   a. Developer shall obtain all applicable permits and approvals in connection with the development of the Project relating to the environment.

   b. There shall be no development or land disturbance in connection with the development of the Project inside of or within 60 feet of the Stream Protection Corridor, as that term is defined in the Marion County Zoning Ordinance.

   c. An onsite stormwater drainage filtration system ("Filtration System") shall be installed in connection with the development of the Project and shall be subject to review and approval by the Department of Public Works ("DPW") based upon its design standards at the date of approval of these Commitments by the Metropolitan Development Commission ("Commission").

   d. The existing bank of the pond shall not be disturbed during development of the Project, except as necessary to install the Filtration System or to maintain damaged or eroded sea wall areas adjacent to the Project improvements.

   e. Developer shall utilize erosion control products in accordance with the City of Indianapolis standards to limit on-site erosion during construction.

   f. There shall be no motorized boats allowed on the pond, except for boats with electric trolling or similar sized motors.

   g. The landscaping plan for the Project, which shall be subject to approval by the Administrator of the Department of the Department of Metropolitan

Development Department ("Administrator"), shall include species that are native to or thrive in Indiana and are not invasive.

h. In connection with the approved landscape plan, Developer shall remove existing invasive plant species, including but not limited to Callery/Bradford Pear and cultivars (Pyrus calleryana), Bush Honeysuckle (Lonicera S.) and white mulberry trees. Erosion control grasses shall be exempt from this requirement.

i. Developer shall maintain a lake maintenance plan which shall include use of eco-friendly non-phosphorous fertilizer where appropriate as a mechanism to address algae growth and other water quality issues in the pond, understanding that other adjacent property owners' use of chemicals in the area around pond also impacts water quality.

4. **Parking**. The Project shall include and continue to maintain a minimum of 265 onsite parking spaces for the apartment units and each townhome shall have a dedicated two car garage. Bicycle parking shall be provided for the apartment units as shown on the approved site plan.

5. **Connectivity**. As shown on the Pedestrian Area Plan file dated May 5, 2022 ("Sidewalk Plan"), the following improvements ("Sidewalk Improvements") shall be installed before any dwelling units on the subject property are occupied by residents, or, in the event installation of the Sidewalk Improvements is delayed by reason of Force Majeure, as soon thereafter as reasonably possible:

a. A sidewalk meeting the standards of DPW shall be installed in the right-of-way of Westfield Boulevard along:

   i. the frontage of the subject property;

   ii. to the south of the subject property along Westfield Boulevard that is currently without a sidewalk; and

   iii. to the north of the subject property along Westfield Boulevard that is currently without a sidewalk.

b. Crosswalk striping shall be installed on Westfield Road at the intersection of Westfield Boulevard.

c. Two (2) crosswalk with RRFBs (rectangular rapid flashing beacons) shall be installed per the Sidewalk Plan or in other nearby locations along Westfield Boulevard designated by DPW.

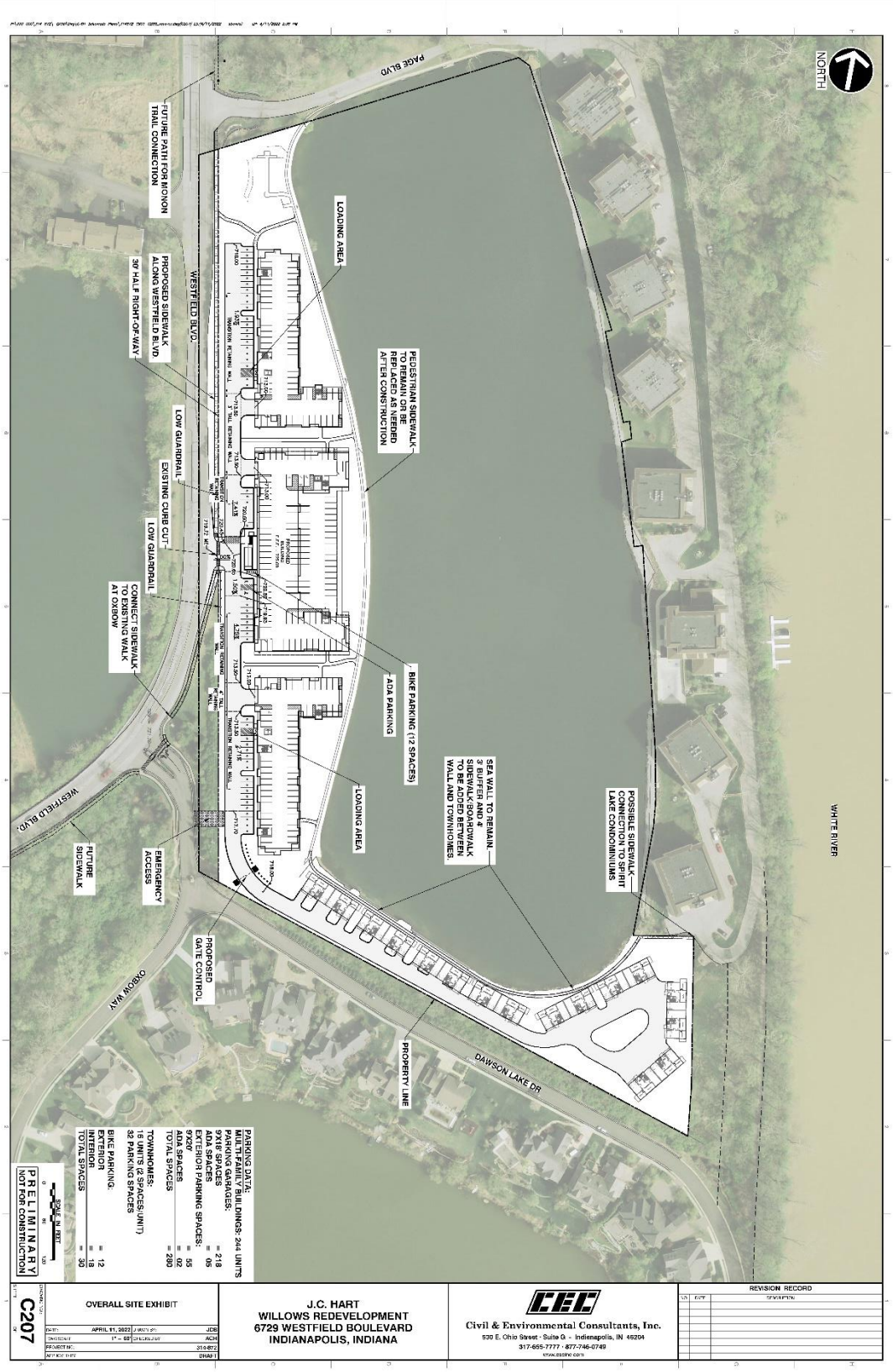
d. ADA curb ramps, continental markings and pedestrian protection shall be installed to DPW standards.

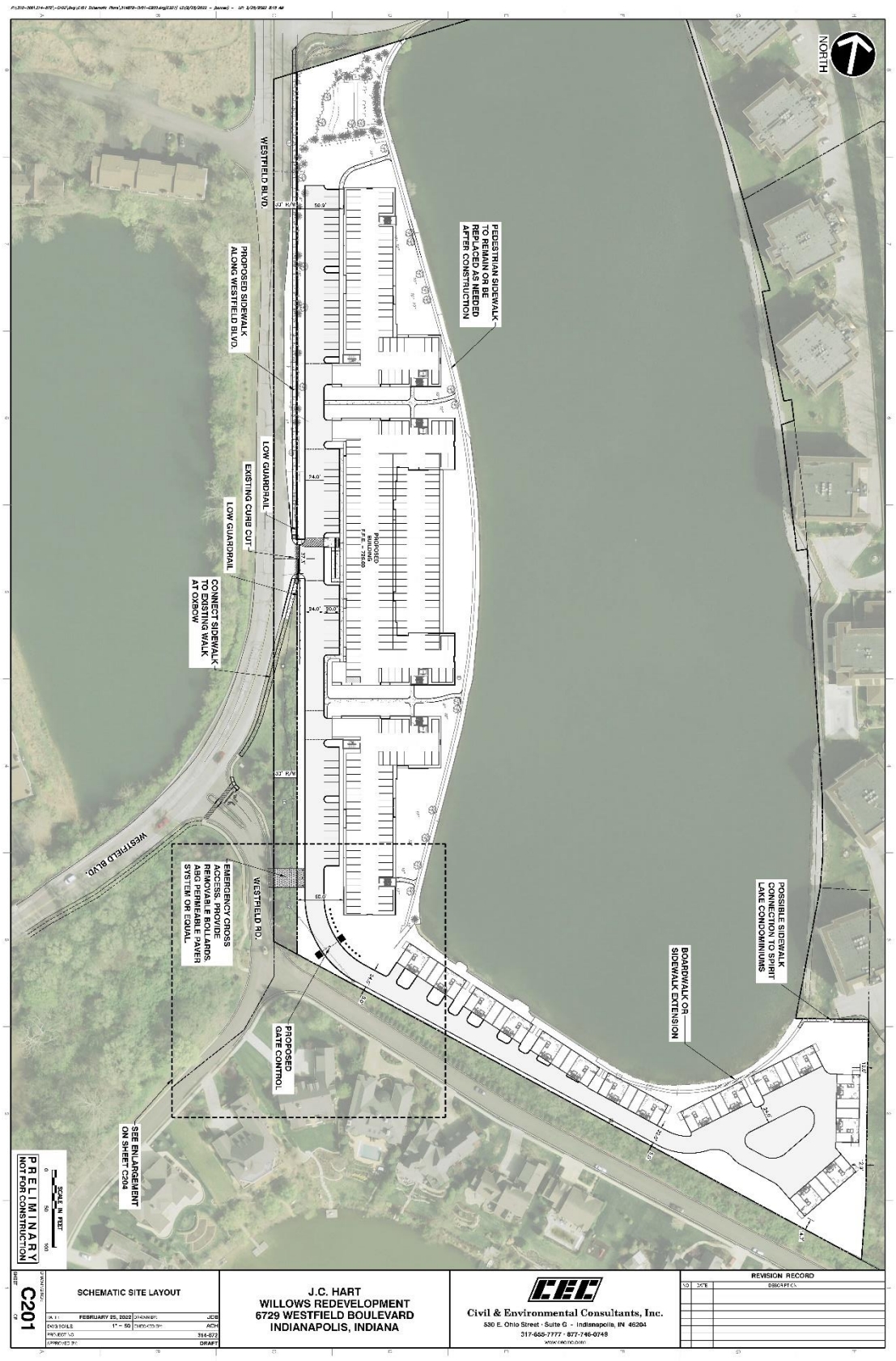
e. The Sidewalk Improvements shall, as installed, be the property of DPW and developer shall execute any reasonable documents of dedication as requested by DPW. Future maintenance, repair or replacement of the Sidewalk Improvements shall be the responsibility of DPW and not the developer.

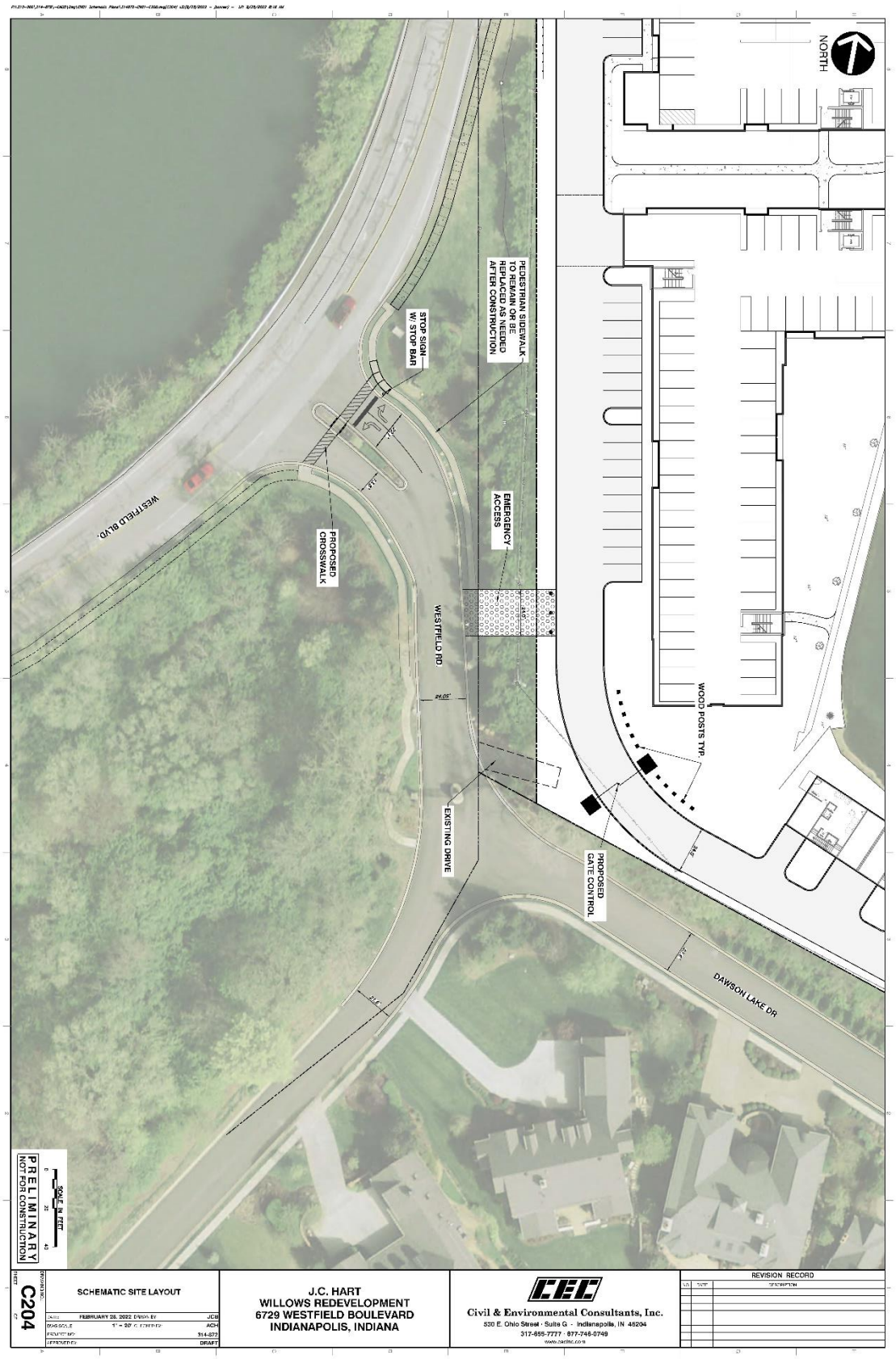
f. This commitment, as it pertains to improvements north of the subject property, shall be subject to obtaining a public access easement which provides access to the Monon Trail at the north end of Shore Acres Apartments.

6. **Signage**. Project and building identification signage shall be located in substantial conformity with the approved sign plan and subject to final approval by the Administrator.

STAFF REPORT 2021-ZON-149, Site Plans




NORTH
WESTFIELD BLVD.
PROPOSED SIDEWALK ALONG WESTFIELD BLVD.
PEDESTRIAN SIDEWALK TO REMAIN OR BE REPLACED AS NEEDED AFTER CONSTRUCTION
LOW GUARDRAIL
EXISTING CURB CUT
LOW GUARDRAIL
CONNECT SIDEWALK TO EXISTING WALK AT OXBOW
PROPOSED BUILDING F.F.E. = 756.00
WESTFIELD BLVD.
WESTFIELD RD.
EMERGENCY CROSS ACCESS. PROVIDE REMOVABLE BOLLARDS. ABG PERMEABLE PAVER SYSTEM OR EQUAL
PROPOSED GATE CONTROL
SEE ENLARGEMENT ON SHEET C204
POSSIBLE SIDEWALK CONNECTION TO SPIRIT LAKE CONDOMINIUMS
BOARDWALK OR SIDEWALK EXTENSION
PRELIMINARY
NOT FOR CONSTRUCTION
SCALE IN FEET
SCHEMATIC SITE LAYOUT
C201
J.C. HART
WILLOWS REDEVELOPMENT
6729 WESTFIELD BOULEVARD
INDIANAPOLIS, INDIANA
Civil & Environmental Consultants, Inc.
530 E. Ohio Street · Suite G · Indianapolis, IN 46204
317-655-7777 · 877-746-0748
REVISION RECORD


NORTH
PEDESTRIAN SIDEWALK TO REMAIN OR BE REPLACED AS NEEDED AFTER CONSTRUCTION
STOP SIGN W/ STOP BAR
EMERGENCY ACCESS
PROPOSED CROSSWALK
WESTFIELD BLVD.
WESTFIELD RD.
WOOD POSTS TYP.
EXISTING DRIVE
PROPOSED GATE CONTROL
DAWSON LAKE DR
PRELIMINARY
NOT FOR CONSTRUCTION
SCALE IN FEET
SCHEMATIC SITE LAYOUT
C204
FEBRUARY 28, 2022
DRAWN BY
JCB
ACH
314-672
DRAFT
J.C. HART
WILLOWS REDEVELOPMENT
6729 WESTFIELD BOULEVARD
INDIANAPOLIS, INDIANA
CEC
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530 E. Ohio Street · Suite G · Indianapolis, IN 46204
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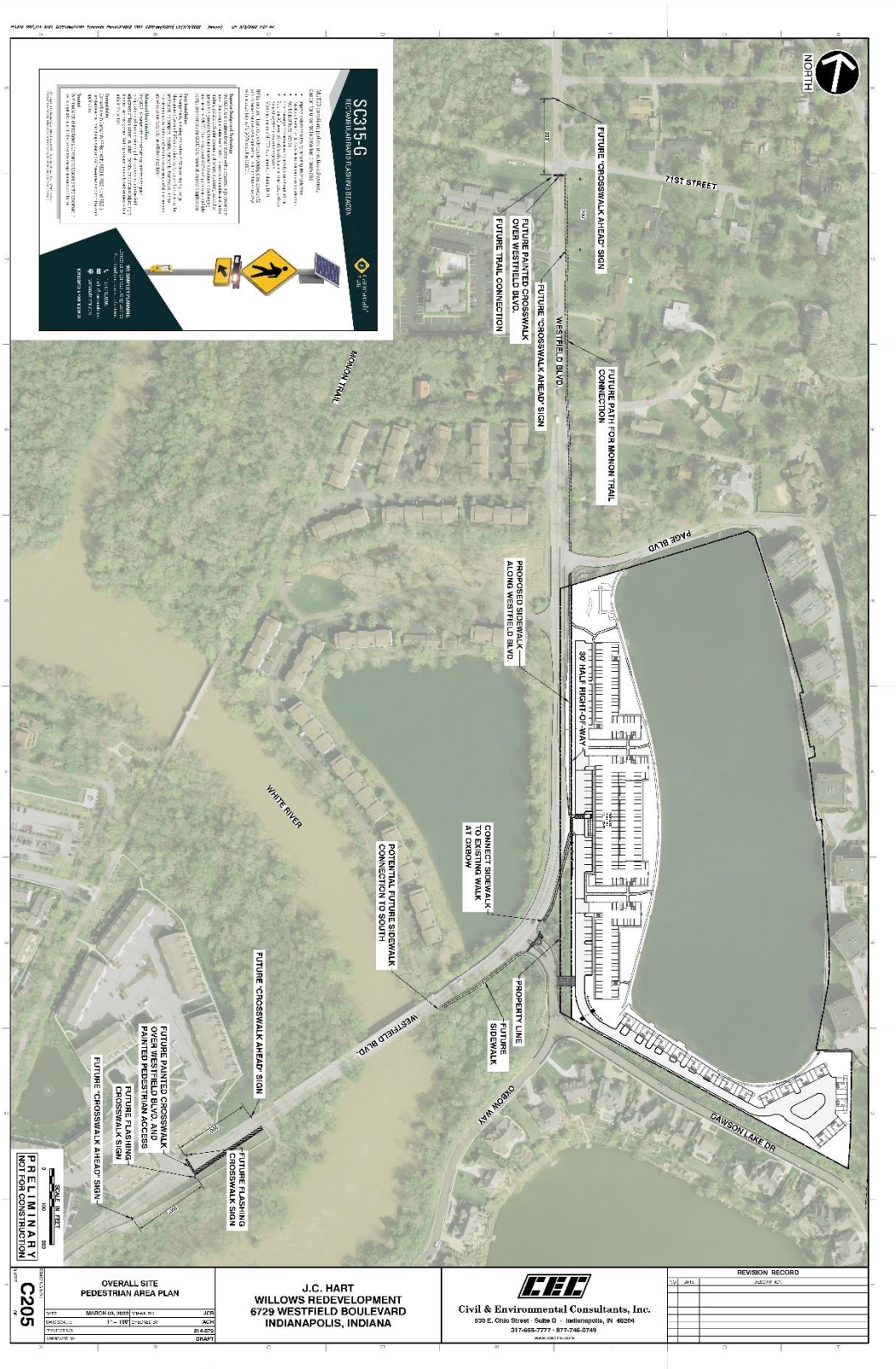
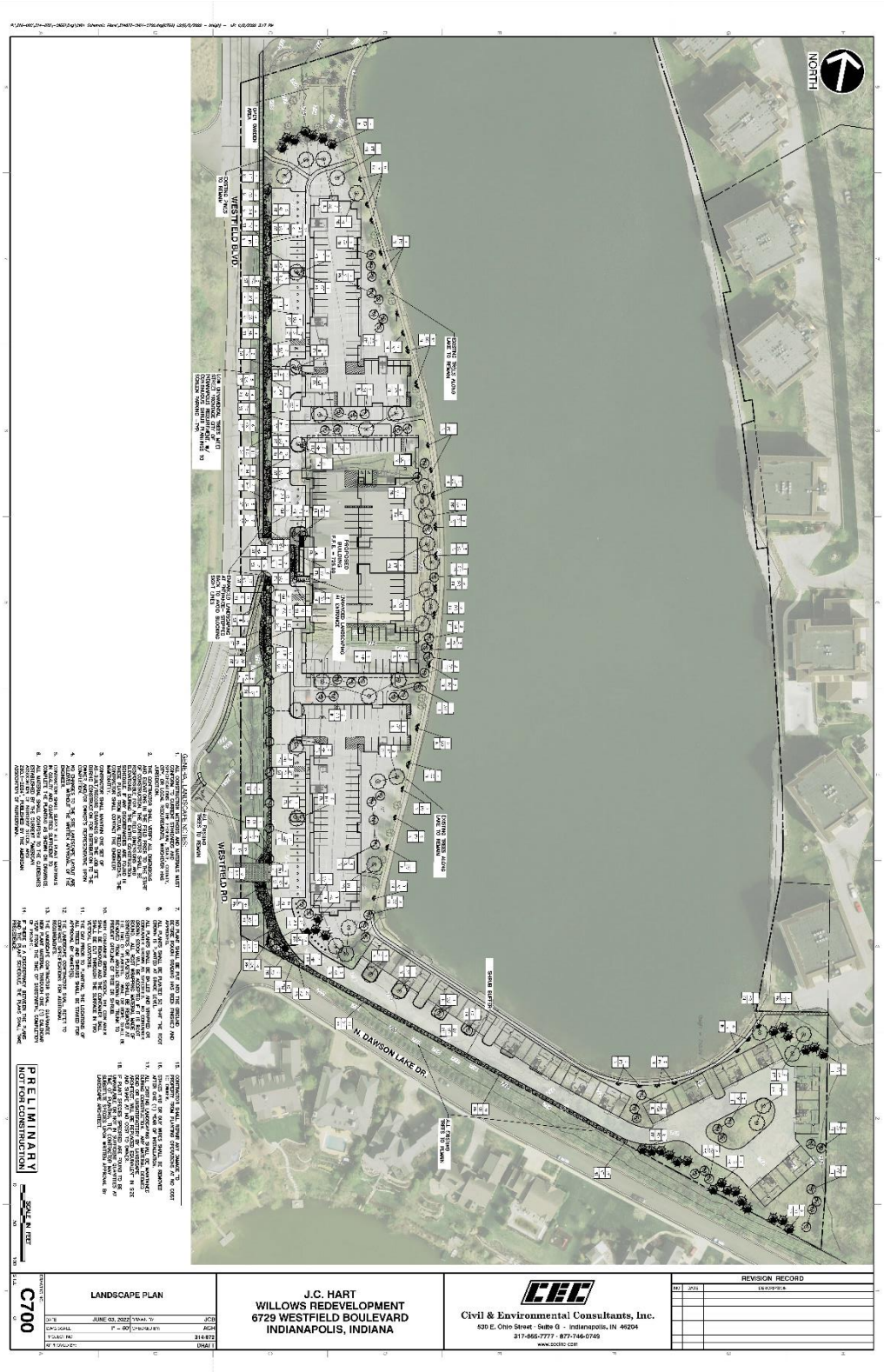
REVISION RECORD

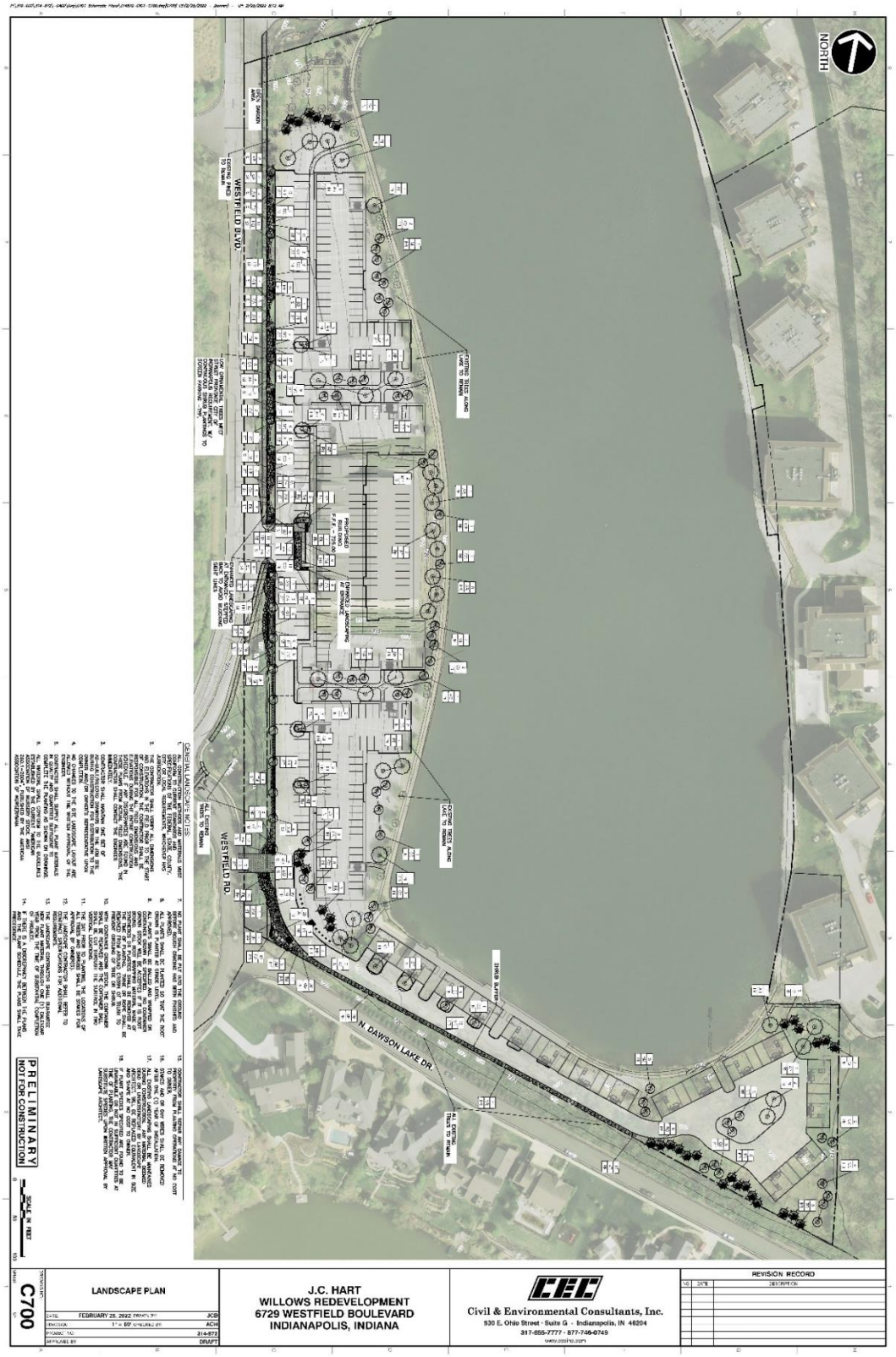
STAFF REPORT 2021-ZON-149, Pedestrian Area plan



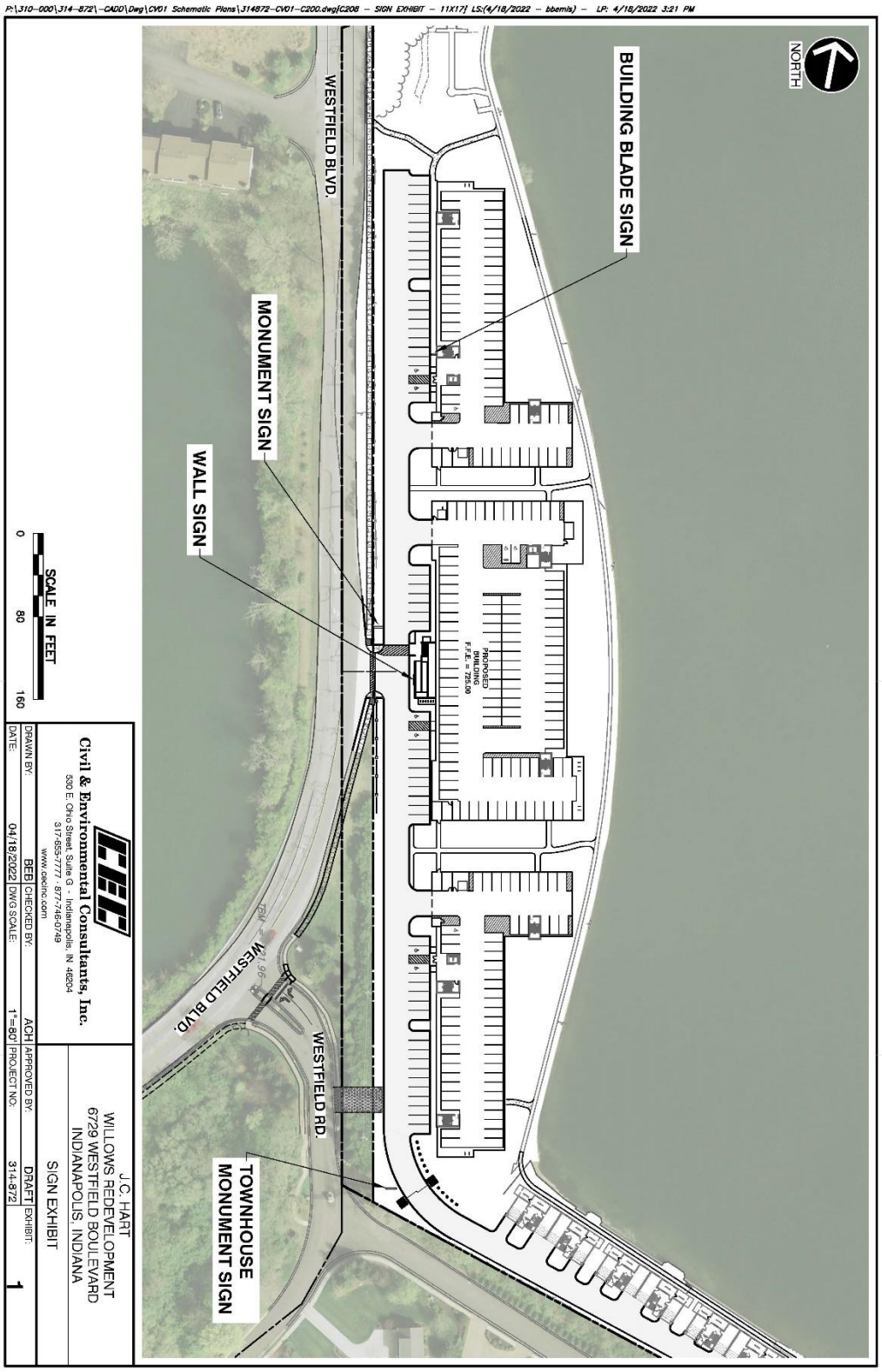
STAFF REPORT 2021-ZON-149, Revised Landscape plan



STAFF REPORT 2021-ZON-149, Landscape plan



STAFF REPORT 2021-ZON-149, Sign plan



STAFF REPORT 2021-ZON-149, Revised renderings of Multi-family building (May 27, 2022)

STAFF REPORT 2021-ZON-149, Renderings of Multi-family building


ENTRANCE
ELEVATOR LOBBY
PARKING GARAGE

STAFF REPORT 2021-ZON-149, Renderings of Townhouses

3 Story Townhouse-Looking South

Westfield Boulevard Development
Conceptual Renderings

JC HART STUDIO M ARCHITECTURE & PLANNING

3 Story Townhouse Looking North

Westfield Boulevard Development
Conceptual Renderings

JC HART STUDIO M ARCHITECTURE & PLANNING

TRAFFIC IMPACT STUDY
FOR THE PROPOSED
WILLOWS REDEVELOPMENT
City of Indianapolis, Marion County, Indiana

EXECUTIVE SUMMARY

General Overview of the Development

- Development to occur on the eastern side of Westfield Boulevard, on the site of the existing Willows Event Center, in the City of Indianapolis, Marion County, Indiana.
- Development to consist of the razing of the existing Willows Event Center and the construction of the following:
    - 243 apartment units; and
    - 16 residential townhouse units.
- Access to the development is proposed via two (2) site driveways;
    - the reconstruction of the existing driveway to Westfield Boulevard serving the existing Willows Event Center, the centerline of which is located approximately 315 feet north of the centerline of Westfield Road; and
    - the construction of a new site driveway to Westfield Road, the centerline of which will be located approximately 180 feet east of the centerline of Westfield Boulevard. This driveway will provided access to the proposed 16 residential townhouse units and will be controlled by a card reader to provide access to the driveway.

Study Intersections

- Westfield Boulevard with 75th Street (existing signalized);
- Westfield Boulevard with the Willows Event Center driveway/site driveway (existing unsignalized/proposed);
- Westfield Boulevard with Westfield Road (existing unsignalized);
- Westfield Boulevard with 64th Street (existing unsignalized); and
- Winthrop Avenue with Broad Ripple Avenue (existing signalized).

Trip Generation and Distribution

- Trip generation of the proposed development was determined using rates and equations contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation*, Tenth Edition, 2017:
    - Land Use Code 221, *Multifamily Housing (Mid-Rise)*, was used to determine the trip generation of the proposed 243 apartment units; and

- Land Use Code 220, *Multifamily Housing (Low-Rise)*, was used to determine the trip generation of the proposed 16 townhouse units.

- Estimated Trip Generation of the proposed development:
  - A.M. Peak Hour: 23 Entering/67 Exiting/90 Total
  - P.M. Peak Hour: 71 Entering/45 Exiting/116 Total

- Primary trip distribution based on an average of the existing peak hour traffic distributions in the following locations
  - Westfield Boulevard – north of 75th Street;
  - 75th Street – west of Westfield Boulevard;
  - 64th Street – west of Westfield Boulevard;
  - Winthrop Avenue – south of Broad Ripple Avenue;
  - Broad Ripple Avenue – east of Winthrop Avenue; and
  - Broad Ripple Avenue – west of Winthrop Avenue.
- Primary trip distribution also compared to the distribution of traffic into and out from Westfield Road at its intersection with Westfield Boulevard.

Capacity Calculations

- No decreases in overall intersection Level of Service are anticipated at any of the existing study intersections following the redevelopment of the existing Willows Event Center.
- The proposed site driveway intersection with Westfield Boulevard can be anticipated to operate at an overall intersection Level of Service A during both the weekday A.M. and weekday P.M. peak hours, with all movements into and out from the proposed site driveway anticipated to operate at a Level of Service C or better during each of the peak periods analyzed.
- The intersection of Westfield Boulevard with Westfield Road, which currently operates at an overall intersection Level of Service A during both the weekday A.M. and weekday P.M. peak hours, can be anticipated to continue operate at an overall intersection Level of Service A during both the weekday A.M. and weekday P.M. peak hours, with all movements into and out from Westfield Road anticipated to operate at a Level of Service B or better during each of the peak periods analyzed.

Traffic Signal Installation Warrants

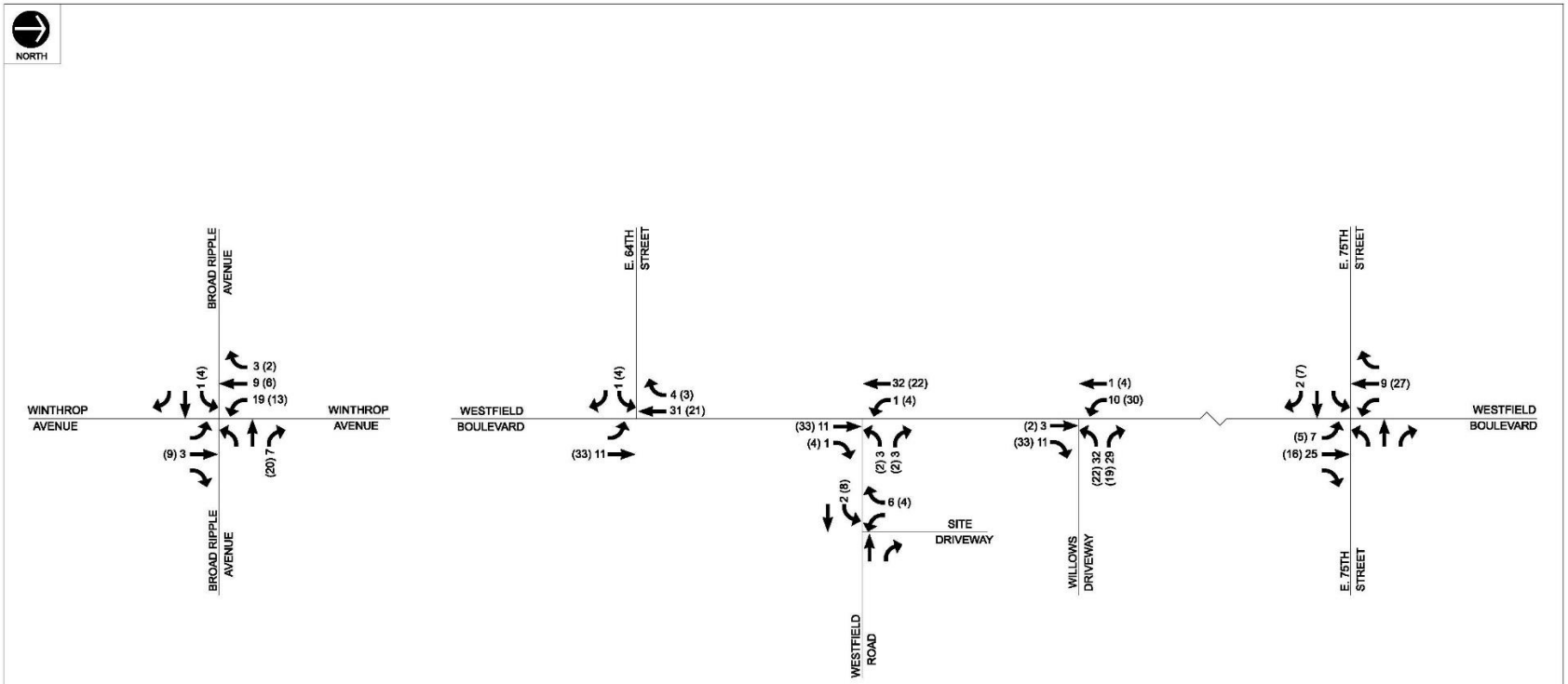
- Warrants for the installation of traffic signal control are not anticipated to be satisfied at the intersection of Westfield Boulevard with the proposed site driveway.
- Warrants for the installation of traffic signal control are not anticipated to be satisfied at the intersection of Westfield Boulevard with Westfield Road.

Auxiliary Turn Lane Installation Guidelines

- Guidelines for the construction of a northbound right turn lane on Westfield Boulevard at its intersection with the proposed site driveway are not anticipated to be satisfied.
- Guidelines for the construction of a northbound right turn lane on Westfield Boulevard at its intersection with Westfield Road are not anticipated to be satisfied.

Mitigation Measures to be Constructed Concurrent with Development

- Trim the existing vegetation within the right-of-way on the western side of Westfield Boulevard, south of the proposed Willows redevelopment driveway, in order to provide adequate sight distance looking left from the proposed site driveway.
- Construct the proposed site driveway to Westfield Boulevard to provide one (1) lane for ingress traffic and one (1) lane for egress traffic only. The site egress should be controlled by a Stop sign.
- Construct the proposed site driveway to Westfield Road to provide one (1) lane for ingress traffic and one (1) lane for egress traffic only. The site egress should be controlled by a Stop sign.



LEGEND

123 AM PEAK HOUR TRAFFIC VOLUMES

(123) PM PEAK HOUR TRAFFIC VOLUMES

Civil & Environmental Consultants, Inc.
333 Baldwin Road Pittsburgh, PA 15285
412-429-2324 800-365-2324
www.cecinc.com

J.C. HART - WILLOWS REDEVELOPMENT
TRAFFIC IMPACT STUDY
CITY OF INDIANAPOLIS
MARION COUNTY, INDIANA

FORECASTED TRIP ADDITIONS

DRAWN BY:	ANL	CHECKED BY:	JMD	APPROVED BY:	JMD	FIGURE NO.:	15
DATE:	NOVEMBER 2021	DWG SCALE:	NOT TO SCALE	PROJECT NUMBER:	314-872		

STAFF REPORT 2021-ZON-149, Photographs

Looking south across the subject site from the northwest corner of the site.

Looking northwest across the site.

Looking west across the south portion of the site.

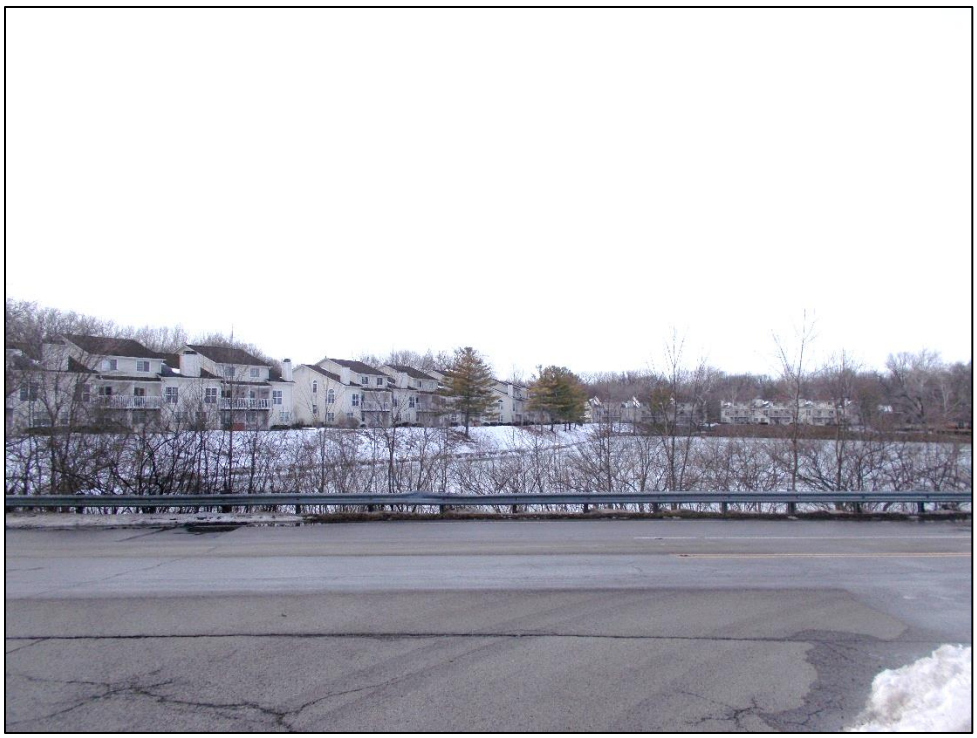
Looking north along the west side of the lake.

Looking east across the southern portion of the site.

Looking across the southern edge of the site to the neighbors to the south.

Looking north along the east edge of the site with the White River to the right.

Looking south along Westfield Boulevard from the entrance to Oxbow Lake.



View west across Westfield Boulevard to the neighbors to the west.

Looking south along Westfield Boulevard from the site entrance.

Looking north along Westfield Boulevard from the site entrance.

Looking west across Westfield Boulevard to the neighbors to the west.

PART V