

*Agenda*  
GOSHEN PLAN COMMISSION  
Tuesday, January 18, 2022, 4:00 pm  
Council Chambers, 111 E. Jefferson Street, Goshen, Indiana

- I. Roll Call
- II. 2022 Plan Commission Appointments
  - *Richard Worsham - Annual Appointment by the Board of Public Works & Safety*
  - *Tom Holtzinger - Citizen Appointment by Mayor, Reappointed 1/1/22-12/31/25*
  - *Hesston Lauver - Citizen Appointment by Mayor, Reappointed 1/1/22-12/31/25*
  - *Plan Commission Citizen Member Appointment to the BZA (to replace Aracelia Manriquez)*
    - *Hesston Lauver & Caleb Morris are both willing to be appointed*
- III. Election of 2022 Officers
  - *President*
  - *Vice President*
  - *Secretary*
- IV. Approval of Minutes from 12/21/21
- V. Filing of Zoning/Subdivision Ordinances and Official Staff Reports into Record
- VI. Postponements/Withdrawals
- VII. **PUD Major Change (public hearing) & Secondary Subdivision (not a public hearing)**  
**22-01MA & 22-01SUB** – Pilgrim Partners, LLC, City of Goshen, and Abonmarche request a PUD major change for Plymouth Avenue Professional Park PUD to allow a 6’ vinyl privacy fence in lieu of landscaping screening along a portion of the east property line and to remove the requirement for a sidewalk along the east side of Lighthouse Lane, and secondary subdivision approval for Plymouth Avenue Professional Park Second Addition, to plat two commercial lots, dedicate the remainder of the right of way for Lighthouse Lane, establish new drainage easements, and remove the requirement for a sidewalk along the east side of Lighthouse Lane. The subject property is Plymouth Avenue Professional Park PUD, zoned Commercial B-3PUD (Planned Unit Development), and generally located south of Plymouth Avenue, east of Greene Road.
- VIII. **Rezoning (public hearing)**  
**22-01R** – City of Goshen Department of Redevelopment requests a rezoning from Commercial B-3 to Commercial B-2 (Central Business District), to align with surrounding B-2 zoning. The subject property is generally located at the northwest corner of Main Street and Jefferson Street, with common addresses of 233 S Main Street and 113 W Jefferson Street.
- IX. Audience Items
- X. Staff/Board Items
  - Residency form for Tom Holtzinger
  - Residency form for Hesston Lauver
- XI. Adjournment

Minutes - Goshen Plan Commission  
Tuesday, December 21, 2021 - 4:00 pm  
Council Chambers, 111 E. Jefferson Street  
Goshen, Indiana

I. The meeting was called to order with the following members present: Rolando Ortiz, Richard Worsham, Josh Corwin, Tom Holtzinger, Hesston Lauver, and Doug Nisley. Also present were City Planner Rhonda Yoder and Assistant City Attorney James Kolbus. Absent: Aracelia Manriquez, Caleb Morris, and James Wellington

II. Approval of minutes of 11/16/21 – Holtzinger/Nisley 6-0

III. The Zoning/Subdivision Ordinances and Official Staff Reports were unanimously filed into the record: Holtzinger/Nisley 6-0

IV. Postponements/Withdrawals  
None

V. **PUD Major Change & PUD Preliminary Site Plan and Major Commercial Subdivision - Primary Approval** (public hearings)

**21-01MA & 21-03SUB** – Lowe’s Home Centers, Inc., and Weihe Engineers, Inc., request a PUD major change & PUD preliminary site plan approval and primary subdivision approval for Elkhart Road at Rieth Subdivision, A Replat of Elkhart Road P.U.D. – Phase I (Lot 1), to allow for outlot development for a restaurant. The PUD major change includes:

- To allow an outlot, and outlot access via adjacent Lot 1;
- 0’ internal parking/aisle setbacks between Lots 1 and 2;
- Allow existing parking spaces to continue along portions of Rieth Blvd and Elkhart Road for Lots 1 and 2, with 0’ parking/aisle setbacks, a portion of parking spaces in the right of way (where additional right of way was dedicated), and varying parking stall dimensions;
- No less than 10’ parking/aisle setback along Elkhart Road for Lot 2; and
- 22’ aisle width west of Rieth Blvd parking spaces for Lot 2.

The subject property is generally located at 2219 Rieth Blvd and is zoned Commercial B-3PUD (Planned Unit Development), part of Elkhart Road PUD.

*Staff Report*

Ms. Yoder explained today’s request is to approve the outlot and to address any developmental deficiencies, noting there are two separate components to this request; each requiring a separate decision.

She began by explaining the PUD major change and PUD preliminary site plan approval being discussed today are recommendations to the City Council. The request to approve a major subdivision and the replat of Lot 1 is a decision that remains with the Plan Commission. She gave background information on the establishment of the Elkhart Road PUD, noting it has been amended with minor changes from time to time and noting that generally, standards and uses follow the Commercial B-3 District. The major change and subdivision are requested to create Lot 2, an outlot for a drive-thru restaurant. She listed characteristics of a PUD major change, pointing out these are all part of the current request, and also pointed out that one of the reasons this is a major change is because the outlot was not shown on the PUD preliminary site plan when the Elkhart Road PUD was originally approved.

The following items listed in the Staff Report were discussed in detail:

- *Access and Traffic Circulation*
  - Lot 2 will have no direct access to a street. Access will be from Rieth Blvd; no direct access from Elkhart Road
  - No physical separation is proposed between lots, allowing 0' parking/aisle setbacks between Lots 1 and 2
- *Parking Spaces, Aisles, and Parking/Aisle Setbacks*
  - Existing parking spaces appear to extend slightly into the right-of-way along Rieth Blvd and Elkhart Road, caused when additional right-of-way was acquired following the platting of Lot 1
  - The major change allows the existing parking spaces to remain for both lots (except for Lot 2 along Elkhart Rd) including the slight right-of-way encroachment and a 0' parking/aisle setback where additional right-of-way was acquired.
  - Lot 2 along Elkhart Rd is proposed with a minimum 10' parking/aisle setback and a minimum 10' landscape buffer.
- *On-Site Parking*
  - Parking requirements will be met
  - Staff also requests that bicycle parking be required for the outlot
- *Landscaping*
  - Requirements will be met
- *Signs*
  - No sign information was submitted, so all signs will follow the B-3 and PUD requirements.

In summary, Ms. Yoder noted that Staff finds the proposed major change is consistent with the overall Elkhart Road PUD as established and amended. The use is permitted and developmental requirements will be met, except as modified by the PUD changes.

Mr. Corwin noted that the site plan shows vehicles queued into the Lowe's lot and asked if that is acceptable.

Ms. Yoder responded that she has recommended that a note be included on the plat acknowledging that parking and access across Lot 1 will likely take place for the benefit of Lot 2. She also noted that this drive-thru is not typical because you have to order ahead and then drive up to pick up your order.

Ms. Yoder continued by explaining the subdivision request and why it is classified as a major subdivision, noting that approval is granted in two phases. Primary approval is requested today. She pointed out that in the evaluation of the proposed subdivision, several deficiencies were found and are listed in the Staff Report.

Ms. Yoder reiterated that two motions are needed today. For the major change, Staff recommends the Plan Commission forward a favorable recommendation to the Council with the suggested conditions and final requirements.

The second decision relates to the primary approval of the 2-lot major commercial subdivision and Staff's recommendation is that the Plan Commission grant primary approval with the conditions listed in the Staff Report.

*Petitioner Presentation*

Bill Terry, 10505 N College Avenue, Indianapolis, IN, spoke on behalf of the petitioner. He stated Ms. Yoder did a good job of explaining the request. He confirmed there will be no menu boards at the drive-thru, explaining you order online and then present your barcode at the pickup location to receive your food. He also explained that a bicycle parking area has been included.

*Audience Comments*

There was no one to speak to the petition.

*Close Public Hearing*

*Staff Discussion:*

There was no discussion amongst Commission members.

*Action:*

A motion was made and seconded, Holtzinger/Nisley, to forward a favorable recommendation to the Common Council for 21-01MA and Preliminary Site Plan Approval, based upon the Staff Analysis and with the conditions listed in the Staff Report. The motion passed unanimously by a vote of 6-0.

*Action:*

A motion was made and seconded, Holtzinger/Worsham, to grant primary approval for 21-03SUB, based upon the Staff Analysis and with the conditions listed in the Staff Report. The motion passed unanimously by a vote of 6-0.

**VI. Audience Items**

None

**VII. Staff/Board Items**

None

**VIII. Adjournment – 4:23 pm Nisley/Holtzinger**

Respectfully Submitted:

---

Lori Lipscomb, Recording Secretary

Approved By:

---

Rolando Ortiz, President

---

Tom Holtzinger, Secretary

**To:** Goshen City Plan Commission/Goshen Common Council

**From:** Rhonda L. Yoder, Planning & Zoning Administrator

**Subject:** 22-01MA, PUD Major Change, *Plymouth Avenue Professional Park PUD (public hearing) & 22-01SUB, Secondary Subdivision Approval, Plymouth Avenue Professional Park Second Addition (not a public hearing)*

**Date:** January 18, 2022

## **ANALYSIS**

Pilgrim Partners, LLC, City of Goshen, and Abonmarche request a PUD major change for Plymouth Avenue Professional Park PUD to allow a 6' vinyl privacy fence in lieu of landscaping screening along a portion of the east property line and to remove the requirement for a sidewalk along the east side of Lighthouse Lane, and secondary subdivision approval for Plymouth Avenue Professional Park Second Addition, to plat two commercial lots, dedicate the remainder of the right of way for Lighthouse Lane, establish new drainage easements, and remove the requirement for a sidewalk along the east side of Lighthouse Lane. The subject property is Plymouth Avenue Professional Park PUD, zoned Commercial B-3PUD (Planned Unit Development), and generally located south of Plymouth Avenue, east of Greene Road.

Plymouth Avenue Professional Park\_PUD was established October 3, 2006, by Ordinance 4371. The preliminary plan included seven lots along both sides of a new street (Lighthouse Lane) extending south from Plymouth Avenue. Uses are limited by the PUD to offices and related non-retail uses. The associated primary subdivision was approved by the Plan Commission on June 20, 2006, at the time the preliminary PUD was reviewed.

Since the original approvals in 2006, two secondary subdivision phases have been approved and recorded, Plymouth Avenue Professional Park (Lot 1 and a portion of the Lighthouse Lane right of way) and Plymouth Avenue Professional Park First Addition (Tract A). PUD final site plan approval for Lot 1 was granted by the Plan Commission on March 20, 2007, and two medical office buildings were constructed.

### **Major Change to Plymouth Avenue Professional Park PUD – Plan Commission Recommendation to Council**

The current petition seeks approval to allow a 6' vinyl privacy fence in lieu of landscaping screening along a portion of the east property line and to remove the requirement for a sidewalk along the east side of Lighthouse Lane. Both of these are requirements of Ordinance 4371, and the sidewalk is also required by the subdivision approval, and was required as part of the annexation agreement.

According to Goshen Zoning Ordinance (ZO) Section 4250.9, PUD major changes include those which change the use or character of the development, which applies when conditions of the PUD ordinance are modified.

The 6' vinyl privacy fence in lieu of landscaping screening along a portion of the east property line is proposed where a drainage easement and underground stormwater pipe are proposed to implement changes to the overall subdivision drainage plans for the subject property and for The Crossing subdivision to the south. The proposed fence will provide screening for the adjacent residential uses to the east with minimal impact to the drainage plan, where trees would negatively impact the underground stormwater pipe (see Goshen Engineering letter enclosed).

The sidewalk along both sides of Lighthouse Lane is an integral part of the safety and connectivity for the subject property, The Crossing subdivision to the south, and the major bicycle/pedestrian path along the south side of Plymouth Avenue. Lighthouse Lane will be extended south and connect the subject property with The Crossing subdivision, which is a residential subdivision that also requires sidewalks along both sides of all public streets. There are no sidewalks along Greene Road south of Plymouth Avenue, so Lighthouse Lane when extended will be an important pedestrian connector with Plymouth Avenue and leading to three area schools (junior high, intermediate and Model elementary). Sidewalks on both sides of the street provide the safest environment for pedestrians, as the design itself should ensure safety and not be left to behavior of individuals when they must walk in the street or cross the street to get to a sidewalk.

The PUD and subdivision regulations both require accommodation for pedestrian connections, and the Comprehensive Plan places a high priority on sidewalks, safety, and connectivity, including Goals N-6: Encourage compact and connected

residential development, T-2: Plan for the provision of Complete Streets, T-3: Provide safe and attractive sidewalks, and T-4: Increase pedestrian/biking options and make walking/biking a Goshen priority and proud community asset (copies enclosed).

Secondary Subdivision Approval – Plan Commission Decision (not a public hearing)

Secondary subdivision approval is the second phase of review for major subdivisions. The secondary subdivision shows the final layout to be accepted, dedicated and recorded. Secondary approval is a determination that all standards of the Subdivision Ordinance (SO) and primary approval are met.

The Plan Commission has exclusive control over primary and secondary subdivision approvals. A secondary subdivision application may be granted approval or denied pending corrections (SO Section 581). Approval may be granted only if the conditions of primary approval and the Goshen SO are met.

Plymouth Avenue Professional Park Second Addition would plat two commercial lots, dedicate the remainder of the right of way for Lighthouse Lane, establish new drainage and utility easements, and proposes to remove the requirement for a sidewalk along the east side of Lighthouse Lane.

As explained in the PUD major change analysis above, the sidewalk along both sides of Lighthouse Lane is an integral part of the safety and connectivity for the subject property. Although the sidewalk condition was part of the primary subdivision approval, it was also a PUD condition, and the PUD modification process with Council action will control.

*Subdivision Evaluation*

Based on primary approval and Goshen SO standards, the following corrections are required and conditions to be met before secondary approval is granted:

1. Tract A must be included in order to establish the new easement on Tract A.
2. Lot 2 requires a 10' landscape easement along the west property line, and the 15' utility easement moved east of the 10' landscape easement, for a total of 25' of easements along the west property line (to match Lot 1 adjacent north).

**RECOMMENDATIONS**

Based upon the following, and with the following conditions, Staff recommends the Plan Commission:

- Forward a favorable recommendation to the Goshen Common Council, and the Goshen Common Council approve *the portion of* the major change to allow a 6' vinyl privacy fence in lieu of landscaping screening along a portion of the east property line, and
- The Plan Commission forward an unfavorable recommendation to the Goshen Common Council, and the Goshen Common Council deny *the portion of* the major change requesting removal of the requirement for a sidewalk along the east side of Lighthouse Lane.
  1. The fence in lieu of landscaping screening is required to maintain the integrity of the underground stormwater pipe.
  2. The proposed fence will provide screening for the adjacent residential uses to the east, meeting the purpose of the original PUD requirement.
  3. Removing the requirement for the sidewalk along the east side of Lighthouse Lane will adversely impact the subject property and the neighborhood safety and connectivity, as the sidewalk along both sides of Lighthouse Lane provides the safest environment for pedestrians and is an integral part of the connectivity for the subject property, The Crossing subdivision to the south, and the major bicycle/pedestrian path along the south side of Plymouth Avenue, which leads to three schools.
  4. PUD final site plans are required as part of the City's administrative site plan review, Technical Review, before a zoning clearance/building permit is issued for any individual lot.
  5. All developmental requirements not varied by the major change shall be met.

Staff recommends the Plan Commission deny secondary approval pending corrections, based upon the following and including the following conditions, which shall be met before secondary approval is granted:

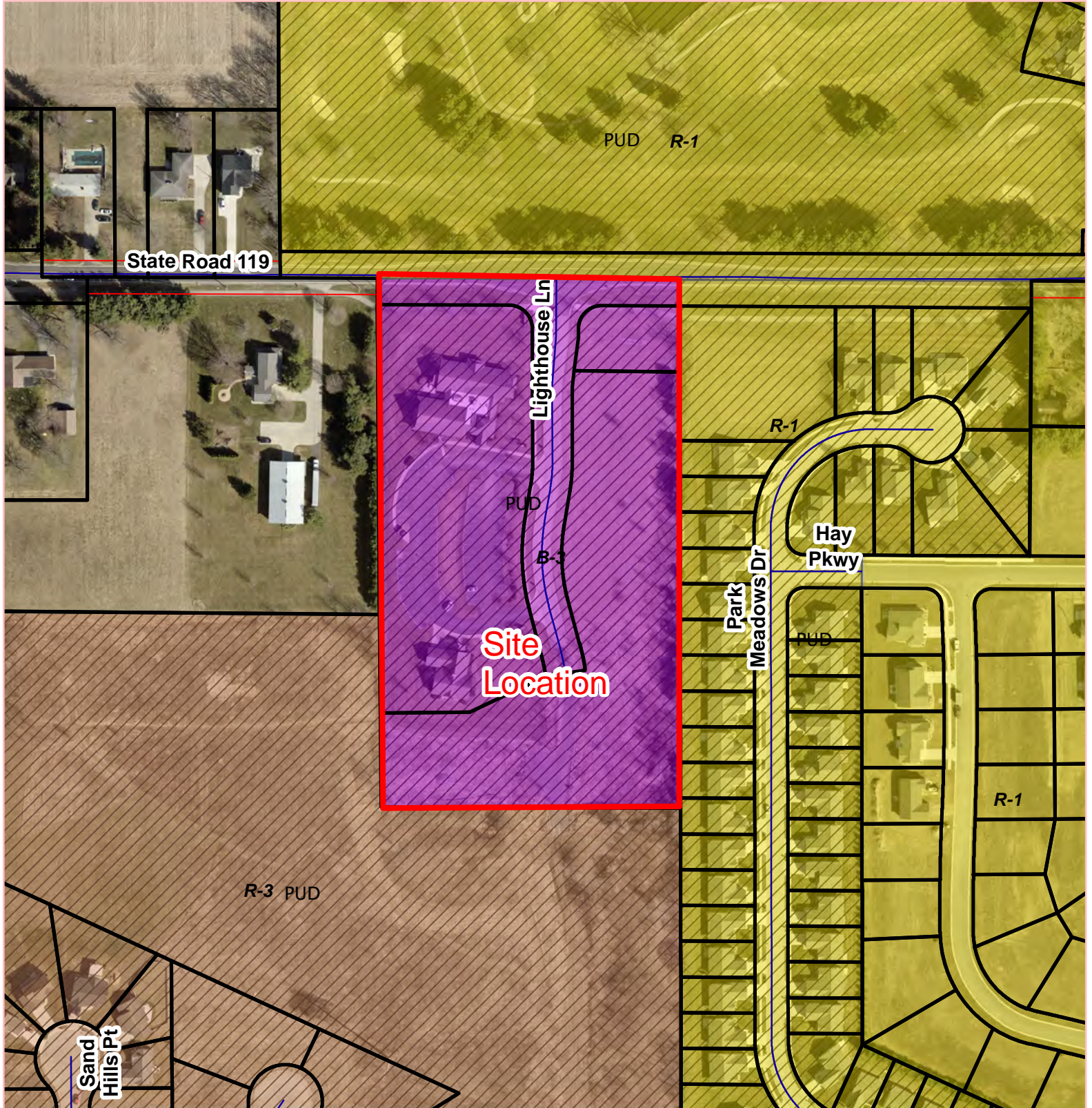
1. Tract A must be included in order to establish the new easement on Tract A.
2. Lot 2 requires a 10' landscape easement along the west property line, and the 15' utility easement moved east of the 10' landscape easement, for a total of 25' of easements along the west property line (to match Lot 1 adjacent north).

3. An overall subdivision drainage plan was accepted by the Board of Works on December 13, 2021, as an act of the contract award for the West Goshen - Crossing Subdivision Drainage Improvement Project.
4. The extended Lighthouse Lane is being constructed through the City's West Goshen - Crossing Subdivision Drainage Improvement Project, so no performance bond/surety is required.
5. The extension of City water and sewer is being constructed through the City's West Goshen - Crossing Subdivision Drainage Improvement Project, so no performance bond/surety is required.
6. After all identified corrections are made, reviewed and approved, dedications and easements shall be accepted by the Board of Works per SO Section 820 before secondary approval is granted.
7. Staff may grant secondary approval on behalf of the Plan Commission.
8. When secondary approval is granted, the signed plat will be provided to the applicant for recording, with two full size recorded copies provided to the City.

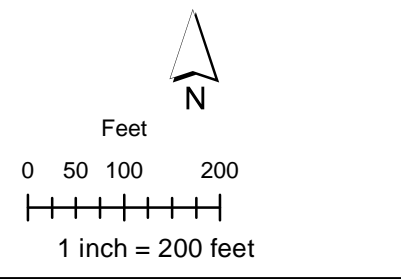
The following conditions shall be met before a zoning clearance/building permit is issued for any individual lot:

1. The secondary subdivision shall be reviewed and approved and a recorded plat on file before a zoning clearance/building permit is issued for any individual lot.
2. Site plan review/approval through Technical Review is required for each lot/building before a zoning clearance/building permit is issued.





The City of Goshen's Digital Data is the property of the City of Goshen and Elkhart County, Indiana. All graphic data supplied by the city and county has been derived from public records that are constantly undergoing change and is not warranted for content or accuracy. The city and county do not guarantee the positional or thematic accuracy of the data. The cartographic digital files are not a legal representation of any of the features depicted, and the city and county disclaim any assumption of the legal status they represent. Any implied warranties, including warranties of merchantability or fitness for a particular purpose, shall be expressly excluded. The data represents an actual reproduction of data contained in the city's or county's computer files. This data may be incomplete or inaccurate, and is subject to modifications and changes. City of Goshen and Elkhart County cannot be held liable for errors or omissions in the data. The recipient's use and reliance upon such data is at the recipient's risk. By using this data, the recipient agrees to protect, hold harmless and indemnify the City of Goshen and Elkhart County and its employees and officers. This indemnity covers reasonable attorney fees and all court costs associated with the defense of the city and county arising out of this disclaimer.



### Plymouth Avenue Professional Park PUD

2021 Aerial  
 Printed December 14, 2021

**The City of Goshen**  
 Department of  
 Planning & Zoning  
 204 East Jefferson Street, Goshen, Indiana 46528  
 Phone: 574-534-3600 Fax: 574-533-8626



**PLYMOUTH AVENUE PROFESSIONAL PARK**

PROPOSED 6' VINYL PRIVACY FENCE GRAPHIC





**Dustin K. Sailor, P.E., Director of Public Works**  
**ENGINEERING DEPARTMENT, CITY OF GOSHEN**

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

Phone (574) 534-2201 • Fax (574) 533-8628 • TDD 574-534-3185  
engineering@goshencity.com • www.goshenindiana.org

November 29, 2021

City of Goshen Planning and Zoning Department  
204 East Jefferson Street, Suite 4  
Goshen, IN 46526

Attention: Ms. Rhonda Yoder

**RE: PLYMOUTH AVENUE PROFESSIONAL PARK (JN: 2020-0033)**

Goshen, In 46526

Parcel IDS: 20-11-17-301-018.000-015, 20-11-17-301-021.000-015, and  
20-11-17-301-017.000-015

Dear Ms. Yoder:

This letter is to verify that the drainage easement along the eastern property line of the Plymouth Avenue Professional Park will be dedicated to the City of Goshen to allow for the installation of a stormwater pipe that will become part of a larger drainage system for this area. The removal of the existing landscaping and subsequent installation of a fence along the property line is desired to ensure the long-term viability of the stormwater pipe that will be installed.

We authorize Abonmarche Consultants and the City of Goshen to prepare and submit the request for a PUD Major Change and subdivision approval to the City of Goshen and provide representation for all issues relating to the request.

Thank you for your time and assistance with this matter.

Sincerely,

**CITY OF GOSHEN**

*Dustin K. Sailor* 11.29.21

Dustin K. Sailor, P.E., CPESC  
Director of Public Works & Utilities

cc: Becky Hutsell, Director of Goshen Redevelopment



Photo by: Branden Beachy

3. Provide information to neighborhood associations about the resources available to address instances of neighbor to neighbor conflict and the process to report cases of alleged discrimination
4. Support neighborhood improvement efforts that require intentional community engagement (e.g., public arts, neighborhood gardens, clean-up efforts, neighborhood boards and other initiatives)
5. Provide opportunities for neighborhood associations to connect with community-wide initiatives
5. Explore the possibility of a city orchard and planting of fruit trees
6. Work collaboratively with neighboring jurisdictions to conserve agricultural land
7. Encourage businesses, programs and uses that support local food production

### **N-5: Support the development of local food systems**

Locally grown foods are produced in close proximity to consumers in both geographic distance and supply chain. Though there is no standard definition of a local geographic range, this can encompass sources from backyards and community gardens to farms within the region or state. The development of local food systems provides positive social, environmental and economic impacts for the community.

1. Promote community gardens
2. Encourage neighborhood associations to develop community gardens
3. Raise awareness of Purdue Extension resources, county and state initiatives and other organizations that support local food systems
4. Encourage the integration of edible landscaping

### **N-6: Encourage compact and connected residential development**

Goshen will encourage new and infill residential development that uses land efficiently. The City will work to improve connectivity in existing neighborhoods and newly-developed neighborhoods.

1. Promote and encourage resident and business participation in the City's sidewalk program
2. Promote mixed-use residential and commercial development
3. Combine development decisions with planning strategies for transportation, community services and utility capacity
4. Promote infill residential development when feasible
5. Identify strategies to encourage increased density in select districts
6. Identify opportunities for connections and expansion in residential neighborhoods of the Maple City Greenway trail network
7. Plan development that improves safety, promotes active lifestyles and enhances quality of life

# Transportation ■ ■ ■ ■ ■

## VISION

The City’s transportation network will be designed to meet the needs of residents, businesses and visitors, providing for safe, convenient and efficient travel. Goshen will provide accessible, economically viable and environmentally sound multi-modal transportation options.

## GOALS & OBJECTIVES

### T-1: Provide a highly connected network of safe and efficient streets

A well-designed, highly-connected street network helps reduce the volume of traffic and traffic delays on major streets (arterials and major collectors) and improves livability in communities by providing parallel routes and alternative route choices. By increasing the number of street connections or local street intersections in communities, bicycle, pedestrian and transit travel are enhanced.

1. Evaluate the adequacy of existing roads before constructing new roads
2. Optimize existing traffic signals and remove signals where no longer warranted
3. Minimize curb cuts in existing and new development
4. Design new streets to complement existing neighborhoods and duplicate core city grid patterns when possible
5. Promote mixed-use development to reduce the length and total number of vehicular trips
6. Identify high risk streets and intersections and develop strategies for improving safety
7. Use traffic calming strategies to reduce speed and increase safety in residential areas
8. Evaluate the need for designated truck routes
9. Maintain streets in good condition
10. Incorporate roundabouts at appropriate intersections

### T-2: Plan for the provision of Complete Streets

Complete Streets are streets that are designed and operated with all users in mind, including motorists, buggy traffic, pedestrians, bicyclists, and public transit riders of all ages and abilities. Streets that serve multiple functions are characterized by design and operational features that accommodate travel, social interaction, and commerce. Complete streets serving multiple functions describes a street network that safely

## What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling. Complete Streets make it easy to cross the street, walk to shops and bicycle to work.

There is no singular design prescription for Complete Streets; each street is unique and responds to its community context. Roadways that are planned and designed using a Complete Streets approach may include: sidewalks, bicycle lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A “complete” street in a rural area will look quite different from a “complete” street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Source: Smart Growth America



and conveniently accommodates all users and desired functions, yet this does not mean that all modes or functions will be equally prioritized on any given street segment.

1. Evaluate and amend ordinances to include multi-modal transportation options in new development
2. Make accommodations for horse-drawn and other slower traffic when designing roads and intersections
3. Include bicycle lanes and sidewalks in the construction or modification of roadways where possible

## Complete Street Examples



Source: Smart Growth America

### T-3: Provide safe and attractive sidewalks

Sidewalks provide many community-wide benefits, including health, economic, safety, environmental and increased mobility. Research has shown that people with access to sidewalks are more likely to walk, increasing physical activity and providing public health benefits. Sidewalks improve access to businesses, industry and commercial areas for employees and customers who do not have automobile access. Residents who take short trips on foot instead of by automobile reduce carbon emissions. The presence of sidewalks helps enhance the sense of community by providing better connectivity throughout the City.



1. Continue to maintain a citywide sidewalk inventory
2. Encourage participation in the sidewalk maintenance program
3. Work with neighborhood associations to identify critical areas for new sidewalks and repair of existing sidewalks
4. Work to meet ADA requirements at intersections that are not compliant
5. Include sidewalks in the construction or modification of roadways
6. Amend the Subdivision Ordinance to require sidewalks in new subdivisions

#### **T-4: Increase pedestrian/biking options and make walking/biking a Goshen priority and proud community asset**

The Maple City Greenway provides a network of bicycle and pedestrian trails throughout Goshen, linking residential areas, parks, schools, public services and the downtown. Goshen will continue to leverage opportunities for adding sidewalks and bicycle trails in new development, redevelopment and roadway reconfigurations. The City will work to ensure that pedestrians and cyclists have the necessary resources, such as bicycle racks, maps and wayfinding signage to safely and effectively travel throughout the community.

1. Improve pedestrian safety with countdown stoplights, bulbouts, landscaping, delineated crossings and traffic calming measures
2. Continue to work with the Goshen School Corporation on Safe Routes to Schools (SRTS) and other programs to encourage walking/biking to school
3. Encourage pedestrian-oriented design (e.g., storefronts, facades, signage)
4. Include bicycle lanes and sidewalks in the construction or modification of roadways where possible
5. Include bicycle and pedestrian transportation when planning new development

6. Create connecting paths between existing and proposed bicycle paths
7. Regularly update the City's comprehensive bicycle transportation plan
8. Ensure that there are marked, safe routes for cyclists to major destinations throughout the City
9. Ensure adequate bicycle racks in public places and businesses
10. Educate citizens on safe cycling practices
11. Provide route maps online and at bicycle shops, park facilities, and other public places
12. Implement a wayfinding system to improve connections to neighboring jurisdictions

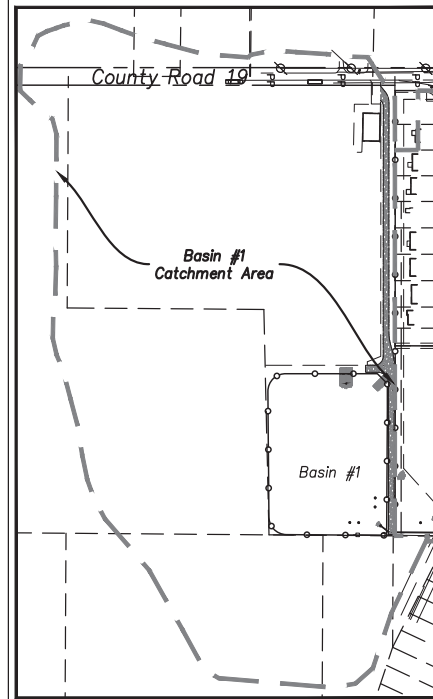


Photo from City of Goshen

#### **T-5: Expand and promote safe public transportation**

Public transportation consists of a variety of transportation modes, including buses, trolleys, van pool services, para-transit for seniors and people with disabilities. Public transportation increases residents' mobility in the community, reduces congestion, provides economic opportunities, and reduces fuel and carbon emissions. Many Goshen residents depend on public transportation for access to employment centers, commercial districts and public services.

1. Work with schools, employers and businesses to identify public transportation needs and opportunities
2. Collaborate with MACOG to expand safe public transportation opportunities



**Basin #1 Catchment Area**  
Scale: 1" = 250'

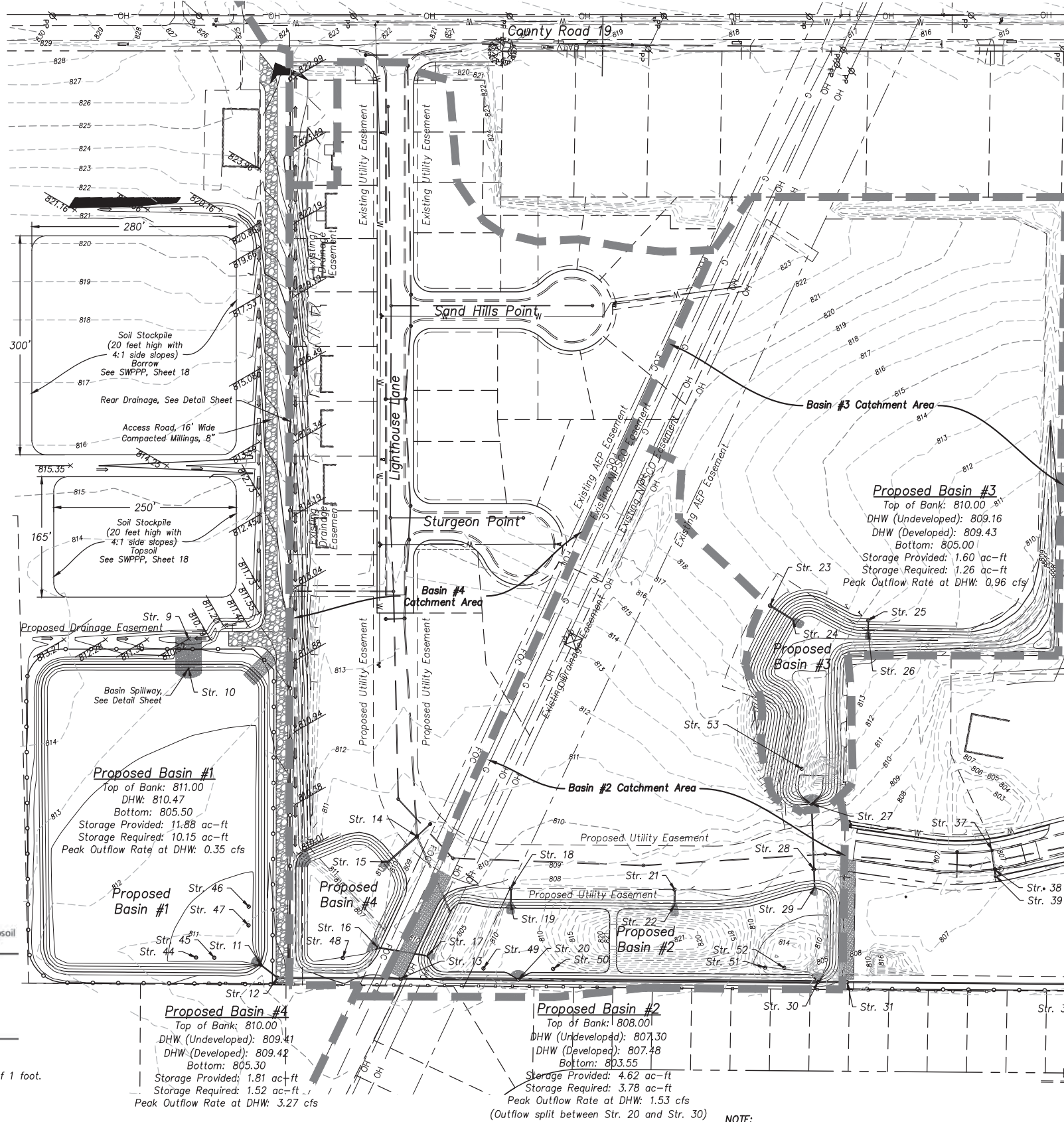
**EARTHWORK SUMMARY TABLE:**

Area	Cut (CYD)	Fill (CYD)	Estimated Topsoil (CYD)
Basin #1	25505	50	5689
Basin #2	15708	365	3138
Basin #3	9456	932	2302
Basin #4	1908	271	1171
Lighthouse Lane	1265	1661	1265
Swales and Access Drive	2919	430	3222

Total 56761 3709 16787  
Volume of topsoil calculated using an estimated depth of 1 foot.

Common Excavation (including topsoil):  
Cut = 56,761 cyds

**Borrow:**  
Assume 25% of excavation is reusable as borrow  
Borrow = Fill - 25% (Common Excavation - Topsoil)  
= 3,709 cyds - 25% (56,761 cyds - 16,787 cyds)  
= -6,285 cyds  
No Borrow is required

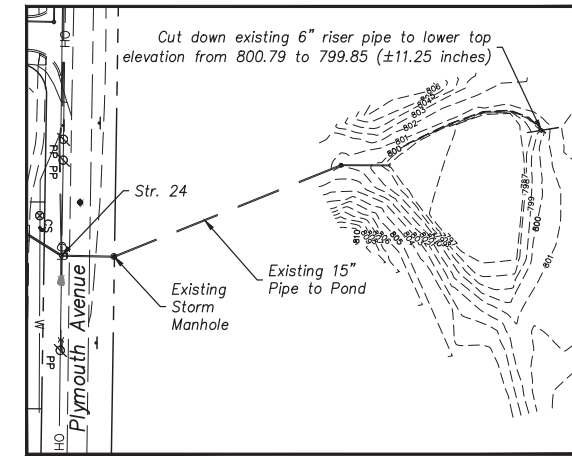


**DRAINAGE ANALYSIS**

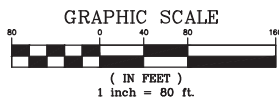
Detention Basins have been designed using the SCS Curve Number Method by utilizing the PondPack modeling software from Bentley Software Systems. The analysis was performed using 100-year storm events ranging in duration from 5 minutes to 24 hours, as published by NOAA. All soils are classified as hydrologic soil group C. The outflow from Detention Basins will be controlled by rectangular opening in the side of the outlet structures. No infiltration from the basins into the soils was considered in the analysis.

**ESTIMATED CATCHMENT AREAS**

- Basin #1**  
Area = 34.8± acres  
Composite CN = 81  
Time of Concentration = 80 min
- Basin #2**  
Area = 3.8± acres  
Composite CN = 89  
Time of Concentration = 15 min
- Basin #3**  
Area = 6.6± acres  
Composite CN = 83  
Time of Concentration = 21 min
- Basin #4**  
Area = 10.9± acres  
Composite CN = 83  
Time of Concentration = 29 min



**Golf Course Pond**  
Scale: 1" = 100'



**NOTE:**  
See Structure Data table and Plan and Profile Sheets for storm sewer information.

**ABONMARCHÉ**  
Professional Engineer  
315 W. Jefferson Blvd  
Ft. Worth, TX 76101  
Tel: 817.332.8700  
Fax: 817.332.4440  
abonmarche.com

**WEST GOSHEN -  
CROSSING SUBDIVISION  
DRAINAGE IMPROVEMENT**  
CITY PROJECT NO. 2020-0033

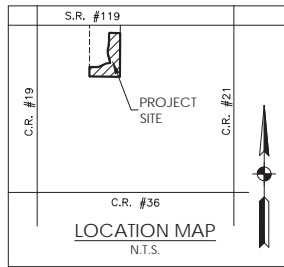
**DRAINAGE PLAN**

**SEAL:**  
BRADLEY E. MOSSALE  
REGISTERED PROFESSIONAL ENGINEER  
STATE OF TEXAS  
PEI0707531

**SIGNATURE:**  
DATE: 11-18-2021

**SCALE:**  
HORIZ: 1"=80'  
VERT: 1"=10'  
ACI JOB # 20-1912  
SHEET NO. 4 of 51





# PRIMARY PLAN PLYMOUTH AVENUE PROFESSIONAL PARK SECOND ADDITION

A PLANNED UNIT DEVELOPMENT  
A PART OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP,  
CITY OF GOSHEN, ELKHART COUNTY, INDIANA.  
PUD MAJOR CHANGE

### GENERAL NOTES

**ZONING**  
THE CURRENT ZONING FOR THIS SITE IS "B-3" GENERAL COMMERCIAL DISTRICT WITH A PLANNED UNIT DEVELOPMENT (P.U.D.) OVERLAY.

**CURRENT USE**  
LOT 1 IS DEVELOPED AND CURRENTLY INCLUDES FAIRHAVEN OB/GYN INC. AND A VACANT BUILDING (FORMERLY THE BIRTHING CENTER) ON THE SOUTH END OF THE LOT.

PROPOSED LOTS 2 & 3 ARE VACANT UNDEVELOPED LAND.

### LEGAL DESCRIPTION

A PART OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 36 NORTH, RANGE 6 EAST, ELKHART TOWNSHIP, CITY OF GOSHEN, ELKHART COUNTY, INDIANA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A HARRISON MONUMENT MARKING THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 17; THENCE SOUTH 89 DEGREES 07 MINUTES 00 SECONDS EAST ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 17 AND ALONG STATE ROAD NUMBER 119, A DISTANCE OF 855.37 FEET TO THE NORTHWEST CORNER OF THE PLAT OF PLYMOUTH AVENUE PROFESSIONAL PARK, SAID PLAT BEING RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY IN PLAT BOOK 31, PAGE 81; THENCE SOUTH 00 DEGREES 13 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 456.65 FEET TO A 3/4 INCH REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING THE SOUTHWEST CORNER OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89 DEGREES 47 MINUTES 00 SECONDS EAST ALONG THE SOUTH LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 127.22 FEET TO A REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING A SOUTHERLY CORNER OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK; THENCE NORTH 81 DEGREES 55 MINUTES 28 SECONDS EAST ALONG THE SOUTH LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 135.00 FEET TO A 3/4 INCH REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING A SOUTHERLY CORNER OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK; THENCE NORTH 85 DEGREES 13 MINUTES 00 SECONDS EAST ALONG THE SOUTH LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 127.22 FEET TO A REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING A SOUTHERLY CORNER OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK; THENCE NORTH 11 DEGREES 18 MINUTES 46 SECONDS WEST, CHORD DISTANCE 41.11 FEET TO A REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89 DEGREES 47 MINUTES 00 SECONDS EAST ALONG THE SOUTH LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 115.15 FEET TO A REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 10 DEGREES 27 MINUTES 00 SECONDS EAST ALONG THE EAST LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 47.47 FEET (CHORD BEARING NORTH 05 DEGREES 27 MINUTES 00 SECONDS EAST, CHORD DISTANCE 47.41 FEET) TO A REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 00 DEGREES 27 MINUTES 00 SECONDS EAST ALONG THE EAST LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 111.34 FEET TO A 3/4 INCH REBAR WITH CAP STAMPED BRADS-KO 0041; THENCE NORTH 08 DEGREES 02 MINUTES 41 SECONDS EAST ALONG THE EAST LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 23.89 FEET TO A REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING THE SOUTHWEST CORNER OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 164.50 FEET TO A POINT ON THE WEST LINE OF THE PLAT OF THE VILLAGES OF PARK MEADOWS AT CLOVER TRAILS, SECTION 2, SAID PLAT BEING RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY IN PLAT BOOK 31, PAGE 15; THENCE SOUTH 89 DEGREES 07 MINUTES 00 SECONDS EAST ALONG THE NORTH LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 164.50 FEET TO A POINT ON THE WEST LINE OF THE PLAT OF THE VILLAGES OF PARK MEADOWS AT CLOVER TRAILS, SECTION 2, SAID PLAT BEING RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY IN PLAT BOOK 31, PAGE 15; THENCE SOUTH 00 DEGREES 27 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 658.33 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND CONVEYED TO THE CROSSING DEVELOPMENT LLC AS DESCRIBED AND RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY IN INSTRUMENT NUMBER 2019-09189; THENCE NORTH 89 DEGREES 06 MINUTES 27 SECONDS WEST ALONG THE NORTH LINE OF SAID THE CROSSING DEVELOPMENT LLC PARCEL, A DISTANCE OF 458.18 FEET TO A CORNER OF SAID THE CROSSING DEVELOPMENT LLC PARCEL; THENCE NORTH 00 DEGREES 13 MINUTES 00 SECONDS EAST ALONG AN EAST LINE OF SAID THE CROSSING DEVELOPMENT LLC PARCEL, A DISTANCE OF 141.64 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION CONTAINING 3,647 ACRES, MORE OR LESS, BEING SUBJECT TO ALL EASEMENTS, RESTRICTIONS AND PUBLIC RIGHTS OF WAY OF RECORD.

### STREETS

THE EXTENSION OF LIGHTHOUSE LANE SHALL BE DESIGNED AND CONSTRUCTED TO THE CITY OF GOSHEN STANDARDS AND SPECIFICATIONS WITH THE EXCEPTION OF A SIDEWALK ALONG THE EAST SIDE. THIS SIDEWALK WILL NOT BE INSTALLED DUE TO EXISTING DRAINAGE FACILITIES IN PLACE FOR THE ROADWAY.

### CONTOURS

TOPOGRAPHIC MAPPING UNITS ARE MEASURED AND DISPLAYED IN ENGLISH UNITS (US SURVEY FEET HORIZONTALLY AND NAVD 1988 VERTICALLY).

### DATE OF DEVELOPMENT OF PROPOSED LOTS 2 & 3

NOT KNOWN AT THIS TIME.

### FLOOD NOTE

THIS PROJECT IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION OF ZONE X (AREAS NOT WITHIN THE 1% ANNUAL CHANCE FLOOD) BY THE HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO. 18039C02530, WITH A DATE OF IDENTIFICATION OF AUGUST 2, 2011.

### SOILS

THE SITE CONSISTS OF BbmA (BAUGO SILT LOAM, 0 TO 1 PERCENT SLOPES) AND BbaA (BAINTER SANDY LOAM, 0 TO 1 PERCENT SLOPES).

THE BAUGO SILT LOAM WITH 0-1 PERCENT SLOPES HAS SEVERE LIMITATIONS FOR DWELLINGS WITH OR WITHOUT BASEMENTS. THE SOIL HAS SEVERE LIMITATIONS FOR STREETS DUE TO FROST ACTION, LOW STRENGTH, AND WEENESS. THE SOIL HAS A PERMEABILITY RATE OF 0.06 INCHES PER HOUR AT A DEPTH OF 36"-60" AND 20.00 INCHES PER HOUR AT A DEPTH OF 36" TO 56". THE SEASONAL HIGH WATER TABLE IS LOCATED AT A DEPTH OF 0.5-2.0 FEET.

THE BAIINTER SANDY LOAM WITH 0-1 PERCENT SLOPES HAS SLIGHT LIMITATIONS FOR DWELLINGS WITH OR WITHOUT BASEMENTS. THE SOIL HAS MODERATE LIMITATIONS FOR STREETS DUE TO FROST ACTION. THE SOIL HAS A PERMEABILITY RATE OF 2.00 TO 6.00 INCHES PER HOUR AT A DEPTH OF 0-54" AND 20 INCHES PER HOUR AT A DEPTH OF 54"-80". THE SEASONAL HIGH WATER TABLE IS LOCATED AT A DEPTH OF GREATER THAN 6 FEET.

### BUILDING ELEVATIONS

NOT KNOWN AT THIS TIME. FUTURE BUILDING CONSTRUCTION SHALL BE REVIEWED BY THE CITY OF GOSHEN AS PART OF THE TECHNICAL REVIEW PROCESS AND BUILDING PERMIT PROCESS.

### DIMENSIONS

ALL DIMENSIONS SHOWN HEREON ARE APPROXIMATE AND MAY CHANGE WITH THE COMPUTATION OF THE FINAL PLAN.

### STORMWATER DRAINAGE

STORMWATER RUNOFF FROM THE EXTENSION OF LIGHTHOUSE LANE SHALL BE MANAGED BY NEW STORM SEWER THAT WILL INCLUDE CURB INLETS AND PIPING TO THE EXISTING RETENTION BASIN LOCATED ON THE NORTHEAST CORNER OF LIGHTHOUSE LANE AND PLYMOUTH AVENUE.

STORMWATER RUNOFF FROM EXISTING LOT 1 IS MANAGED ONSITE.

STORMWATER RUNOFF FROM PROPOSED LOTS 2 & 3 SHALL BE MANAGED ONSITE OR AS ALLOWED AND APPROVED BY THE CITY OF GOSHEN.

### EROSION CONTROL

AN EROSION CONTROL AND POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN IS REQUIRED FOR DEVELOPMENT OF PROPOSED LOTS 2 & 3. THESE PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY OF GOSHEN FOR APPROVAL PRIOR TO COMMENCEMENT OF ANY DEVELOPMENT ON THESE PROPOSED LOTS.

### PUD MAJOR CHANGE REQUEST

1. TO ALLOW FOR A 6-FOOT HIGH VINYL PRIVACY FENCE ALONG THE EAST PROPERTY LINE WHERE RESIDENTIAL BUFFERYARD (FULL SCREENING) IS REQUIRED.

2. TO NOT CONSTRUCT AND DELETE A PROPOSED CONCRETE SIDEWALK ALONG THE EAST SIDE OF LIGHTHOUSE LANE DUE TO EXISTING AND PROPOSED DRAINAGE FACILITIES FOR LIGHTHOUSE LANE.

3. TO ESTABLISH NEW LOTS 2 & 3 AND ADDITIONAL RIGHT-OF-WAY OF LIGHTHOUSE LANE VIA THE "PLYMOUTH AVENUE PROFESSIONAL PARK SECOND ADDITION", AS WELL AS TO ESTABLISH NEW EASEMENTS ACROSS THESE TWO LOTS.

### LEGEND

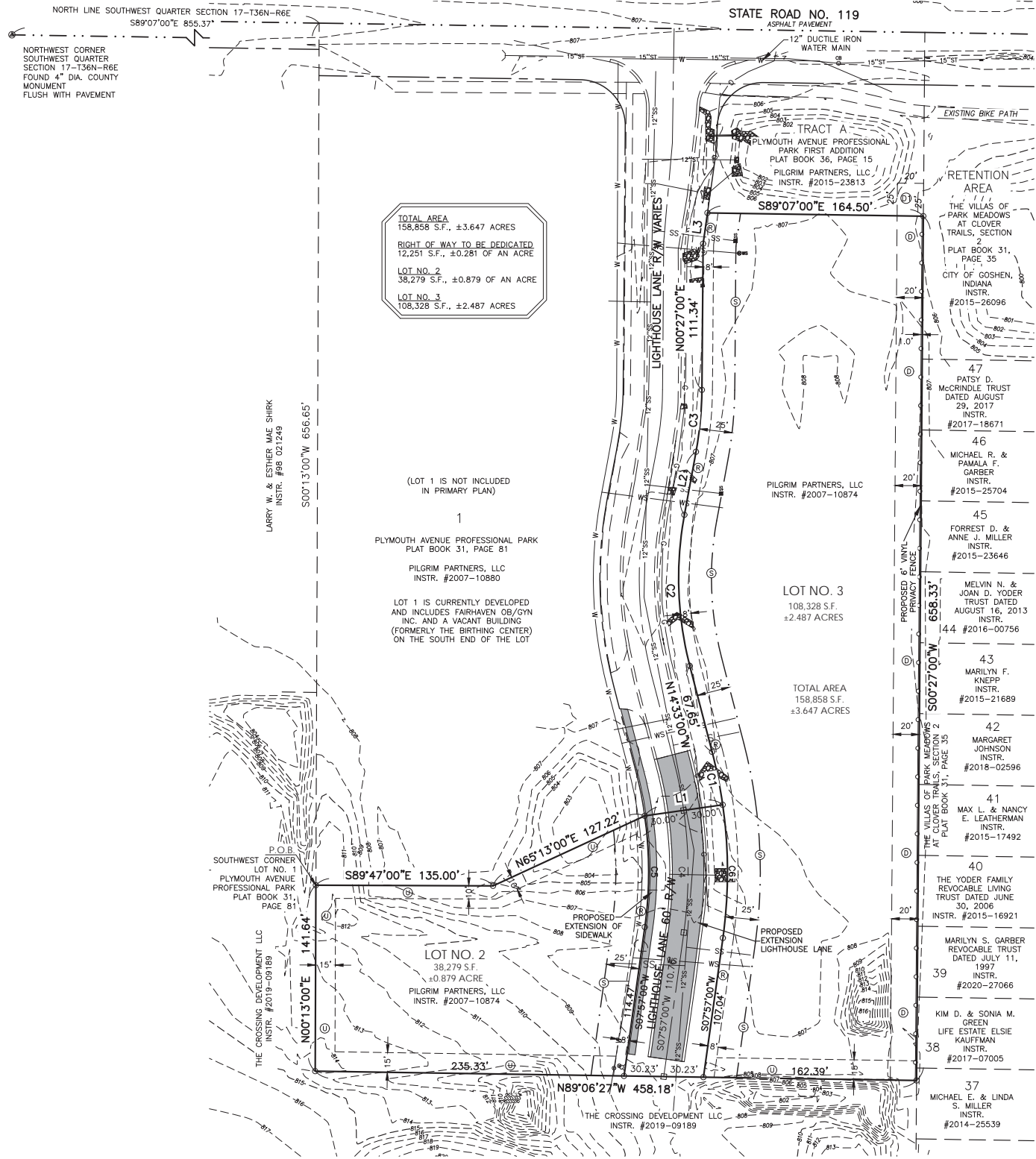
- ⊖ - 25' MINIMUM BUILDING SETBACK LINE
- Ⓜ - 8' ROADWAY, UTILITIES & DRAINAGE EASEMENT
- Ⓧ - DRAINAGE EASEMENT AT DISTANCES INDICATED
- Ⓨ - DRAINAGE EASEMENT AT DISTANCES INDICATED, DEDICATED BY OWNERS OF RECORD OF THIS PLAT WHO ARE ALSO THE OWNERS OF RECORD OF ADJOINING TRACT A OF THE PLYMOUTH PROFESSIONAL PARK FIRST ADDITION
- Ⓩ - UTILITY EASEMENT AT DISTANCES INDICATED
- Ⓛ - SET 5/8" REBAR WITH CAP MARKED ABONMARCHE 0050
- Ⓜ - SET MAG NAIL
- W - WATER LINE
- WS - WATER SERVICE VALVE
- WS - WS - WATER SERVICE LINE
- SS - SS - SANITARY SERVICE LINE
- G - GAS LINE
- Ⓡ - RIPRAP

### LINE DATA

NUMBER	DIRECTION	DISTANCE
L1	N81°55'28"E	60.00'
L2	N10°27'00"E	43.78'
L3	N06°02'41"E	23.69'

### CURVE TABLE

NUMBER	RADIUS	ARC LENGTH	DELTA ANGLE	TANGENT	CHORD DIRECTION	CHORD DISTANCE
C1	364.00'	41.13'	06°28'28"	20.59'	N11°18'46"W	41.11'
C2	266.00'	116.06'	25°00'00"	58.97'	N02°03'00"W	115.15'
C3	272.00'	47.47'	10°00'00"	23.80'	N05°27'00"E	47.41'
C4	334.00'	93.42'	16°01'32"	47.02'	N00°03'46"W	93.12'
C5	304.00'	85.03'	16°01'32"	42.79'	N00°03'46"W	84.75'
C6	364.00'	101.81'	16°01'32"	51.24'	S00°03'46"E	101.46'



TOTAL AREA  
158,858 S.F., ±3.647 ACRES  
RIGHT OF WAY TO BE DEDICATED  
12,251 S.F., ±0.281 OF AN ACRE  
LOT NO. 2  
38,279 S.F., ±0.879 OF AN ACRE  
LOT NO. 3  
108,328 S.F., ±2.487 ACRES

(LOT 1 IS NOT INCLUDED  
IN PRIMARY PLAN)

PLYMOUTH AVENUE PROFESSIONAL PARK  
PLAT BOOK 31, PAGE 81  
PILGRIM PARTNERS, LLC  
INSTR. #2007-10880

LOT 1 IS CURRENTLY DEVELOPED  
AND INCLUDES FAIRHAVEN OB/GYN  
INC. AND A VACANT BUILDING  
(FORMERLY THE BIRTHING CENTER)  
ON THE SOUTH END OF THE LOT

LOT NO. 3  
108,328 S.F.  
±2.487 ACRES

TOTAL AREA  
158,858 S.F.  
±3.647 ACRES

47  
PATSY D.  
MCRINDLE TRUST  
DATED AUGUST  
29, 2017  
INSTR.  
#2017-18671

46  
MICHAEL R. &  
PAMELA F.  
GARBER  
INSTR.  
#2015-25704

45  
FORREST D. &  
ANNE J. MILLER  
INSTR.  
#2015-23646

44  
MELVIN N. &  
JOAN D. YODER  
TRUST DATED  
AUGUST 16, 2013  
INSTR.  
#2016-00756

43  
MARILYN S.  
GARBER  
INSTR.  
#2015-21689

42  
MARGARET  
JOHNSON  
INSTR.  
#2018-02596

41  
MAX L. & NANCY  
E. LEATHERMAN  
INSTR.  
#2015-17492

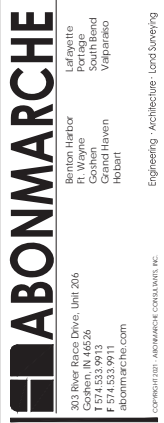
40  
THE YODER FAMILY  
REVOCABLE TRUST  
DATED JULY 11,  
1997  
INSTR.  
#2020-27066

39  
KIM D. & SONIA M.  
GREEN  
LIFE ESTATE  
INSTR.  
#2017-07005

38  
MICHAEL E. & LINDA  
S. MILLER  
INSTR.  
#2014-25539

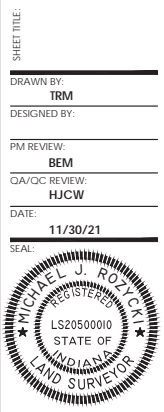
OWNER/DEVELOPER  
PILGRIM PARTNERS, LLC  
1111 LIGHTHOUSE LANE  
GOSHEN, IN 46526

PREPARED BY  
ABONMARCHÉ CONSULTANTS, INC.  
303 RIVER RACE DRIVE, UNIT 206  
GOSHEN, IN 46526  
PHONE: (574) 533-9913  
FAX: (574) 533-9911



PROJECT:  
**PLYMOUTH AVENUE PROFESSIONAL  
PARK SECOND ADDITION**

PRIMARY PLAN



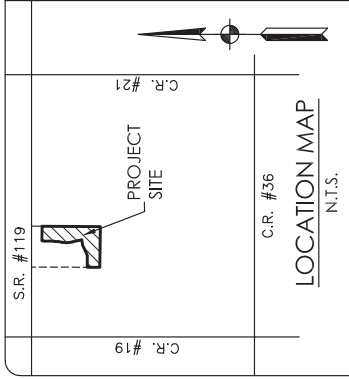
SIGNATURE:  
DATE:

HARD COPY IS INTENDED TO BE 24" X 36" WHEN PLOTTED. SCALE(S) INDICATED AND GRAPHIC QUALITY MAY NOT BE ACCURATE FOR ANY OTHER SIZES.

SCALE:  
HORZ: 1" = 50'  
VERT:  
ACI JOB #  
**21-1912**  
SHEET NO.







**PLYMOUTH AVENUE PROFESSIONAL PARK SECOND ADDITION**  
 A PLANNED UNIT DEVELOPMENT  
 A PART OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 36 NORTH, RANGE 6 EAST,  
 ELKHART TOWNSHIP, CITY OF GOSHEN, ELKHART COUNTY, INDIANA.

CERTIFICATE OF OWNERSHIP

WE, THE UNDERSIGNED, DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY DESCRIBED IN THE ABOVE CAPTIONED AND THAT AS SUCH OWNERS WE HAVE CAUSED THE ABOVE DESCRIBED TO BE SURVEYED AS SHOWN ON THE HEREON DRAWN PLAT AS OUR FREE AND VOLUNTARY ACT AND DEED.

PILGRIM PARTNERS, LLC

MAYOR JEREMY P. STUTSMAN \_\_\_\_\_ MICHAEL A. LANDIS \_\_\_\_\_ MARY NICHOLS \_\_\_\_\_

\_\_\_\_\_ FRED A. SIMON, JR. GENERAL PARTNER

DEWAYNE RIOUSE \_\_\_\_\_ BARB SWARTLEY \_\_\_\_\_

DEED OF DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED, AS PROPRIETORS, HAVE CAUSED THE ABOVE DESCRIBED LAND TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT OPPOSITE, THAT SAID SUBDIVISION IS TO BE KNOWN AS **PLYMOUTH AVENUE PROFESSIONAL PARK SECOND ADDITION** AND THAT THE LOTS HAVE THEIR RESPECTIVE DIMENSIONS GIVEN IN FEET AND DECIMAL PARTS THEREOF, AND THAT THE STREETS INCLUDED IN SAID SUBDIVISION ARE HEREBY DEDICATED FOR PUBLIC USE.

PILGRIM PARTNERS, LLC

PLAN COMMISSION STAFF APPROVAL

UNDER THE AUTHORITY PROVIDED BY CHAPTER 174, ACTS OF 1947, ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF INDIANA AND ORDINANCE ADOPTED BY THE COMMON COUNCIL OF THE CITY OF GOSHEN, INDIANA, THIS PLAT WAS GIVEN APPROVAL BY THE CITY OF GOSHEN, AS FOLLOWS:  
 APPROVED BY THE ZONING ADMINISTRATOR ON BEHALF OF THE CITY PLANNING COMMISSION ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_ RHONDA YODER ZONING ADMINISTRATOR

AUDITOR

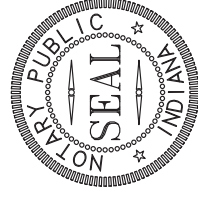
DULY ENTERED FOR TAXATION THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_ PATRICIA A. PICKENS ELKHART COUNTY AUDITOR.

RECORDER

RECEIVED FOR RECORD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ AT \_\_\_\_\_ AND RECORDED IN PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_.

FEE: \_\_\_\_\_ JENNIFER L. DORIOT ELKHART COUNTY RECORDER



STATEMENT OF UTILITIES

AN EASEMENT IS HEREBY GRANTED TO THE CITY OF GOSHEN, ALL PUBLIC UTILITY COMPANIES INCLUDING GENERAL TELEPHONE COMPANY, NORTHERN INDIANA PUBLIC SERVICE COMPANY, AND SEVERAL PRIVATE UTILITY COMPANIES WHERE THEY HAVE A CERTIFICATE OF TERRITORIAL AUTHORITY TO RENDER SERVICE AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, PLACE, AND MAINTAIN SEWERS, WATER MAINS, GAS MAINS, CONDUITS, CABLES, POLES AND WIRES, EITHER OVERHEAD OR UNDERGROUND WITH ALL NECESSARY BRACES, GUYS, ANCHORS, AND OTHER APPLIANCES IN, UPON, ALONG AND OVER THE STRIPS OF LAND DESIGNATED ON THE PLAT MARKED "UTILITY EASEMENT" FOR THE PURPOSES OF SERVICING THE PUBLIC IN GENERAL WITH SEWER, WATER, GAS, ELECTRIC, AND TELEPHONE SERVICE, INCLUDING THE RIGHT TO USE THE STREETS, WHERE NECESSARY AND TO OVERHANG LOTS WITH AERIAL SEWER WIRES TO SERVE ADJACENT LOTS, TOGETHER WITH THE RIGHT TO ENTER UPON SAID EASEMENTS FOR PUBLIC UTILITIES AT ALL TIMES FOR ANY OF THE PURPOSES AFORESAID AND TO TRIM AND KEEP TRIMMED ANY TREES, SHRUBS, OR SAPLINGS THAT INTERFERE WITH ANY SUCH UTILITY EQUIPMENT; NO PERMANENT BUILDING SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR GARAGES, SHRUBS, LANDSCAPING, AND OTHER PURPOSES THAT DO NOT INTERFERE WITH THE USE OF SAID EASEMENT FOR SUCH PUBLIC UTILITY PURPOSES.

CITY OF GOSHEN, INDIANA  
 DRAINAGE MAINTENANCE STATEMENT

THE CITY OF GOSHEN, INDIANA IS A MUNICIPAL SEPARATE STORM SEWER (MS4) COMMUNITY GOVERNED BY INDIANA ADMINISTRATIVE CODE 327-15-13. THE CITY OF GOSHEN'S POST CONSTRUCTION STORM WATER ORDINANCE REQUIRES THE OWNER AND ITS ASSIGNS TO EXECUTE A STORM WATER MAINTENANCE COVENANT FOR THE OPERATION, MAINTENANCE, AND REPAIR OF ALL STORM WATER MANAGEMENT FACILITIES, AS DESCRIBED IN THE DEVELOPMENT'S "POST CONSTRUCTION STORM WATER MANAGEMENT PLAN", TO ADMINISTER THE "POST CONSTRUCTION STORM WATER MANAGEMENT PLAN", THE OWNER AND ITS ASSIGNS SHALL MAINTAIN AN ACCESS AND MAINTENANCE EASEMENT OVER THE STORM WATER SYSTEM AND A FUNDING MECHANISM FOR THE MAINTENANCE OF SAID STORM WATER SYSTEM. ANY CHANGES TO THE MAINTENANCE AGREEMENT BY THE DEVELOPMENT AND/OR THE ASSIGNS SHALL BE APPROVED BY THE DEPARTMENT OF STORM WATER MANAGEMENT AND THEN RECORDED WITH THE ELKHART COUNTY RECORDER.

AT A MINIMUM, THE "STORM WATER MAINTENANCE POLLUTION PREVENTION PLAN" SHALL REQUIRE THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING CULVERTS AND SWALES. NO OWNER OR ITS ASSIGN SHALL PERMIT, ALLOW OR CAUSE ANY OF SAID FACILITIES TO BE OBSTRUCTED, REMOVED OR IN ANY WAY IMPEDE THE FLOW OF WATER ACROSS OR THROUGH SAID FACILITIES. IN THE EVENT ANY SUCH FACILITIES BECOME DAMAGED OR IN DISREPAIR, IT SHALL BE THE RESPONSIBILITY OF THE OWNER AND ITS ASSIGNS TO REPAIR SUCH FACILITIES AT THE COLLECTIVE'S EXPENSE.

THE CITY OF GOSHEN WILL ENFORCE THE "POST CONSTRUCTION STORM WATER MANAGEMENT PLAN," AND SHALL TAKE LEGAL ACTION, IF NECESSARY, AGAINST ANY PARTY IN NON-COMPLIANCE. IN THE EVENT AN OWNER OR ITS ASSIGNS FAIL TO MAINTAIN SUCH DRAINAGE FACILITIES IN GOOD WORKING ORDER AND REPAIR THE CITY OF GOSHEN, INDIANA MAY REPAIR SUCH DRAINAGE FACILITIES AND INVOICE THE COSTS OF SUCH REPAIR TO THE OWNER AND ITS ASSIGNS. THE CITY OF GOSHEN, INDIANA IS GRANTED AN EASEMENT ACROSS THE OWNER AND ASSIGNS' REAL ESTATE FOR THE PURPOSE OF REPAIRING AND INSPECTING ANY DRAINAGE FACILITIES ON SAID OWNER OR ASSIGNS' REAL ESTATE. THE AMOUNT OF ANY ASSESSMENT FOR THE COSTS OF REPAIR AS ASSESSED BY THE CITY, SHALL CONSTITUTE A LIEN UPON THE REAL ESTATE OF THE OWNER AND ASSIGNS, AND AN ENCUMBRANCE UPON THE TITLE TO SAID REAL ESTATE.

THE CITY OF GOSHEN, INDIANA, IS FURTHER GRANTED RIGHT OF ACTION FOR THE COLLECTION OF SAID INDEBTEDNESS FROM THE OWNER AND ASSIGNS, AND FOR THE FORECLOSURE OF SAID LIEN IN THE MANNER IN WHICH MORTGAGES ARE FORECLOSED UNDER THE LAWS OF SAID STATE OF INDIANA. ANY SUCH COLLECTION AND/OR FORECLOSURE ACTION SHALL BE MAINTAINED IN ELKHART COUNTY, GENERAL JURISDICTION OF THE STATE OF INDIANA, AND SHALL BE COMMENCED IN ELKHART COUNTY, INDIANA.

LAND SURVEYOR'S CERTIFICATE

I, MICHAEL J. ROZYCKI, HEREBY CERTIFY THAT I AM A LAND SURVEYOR, LICENSED IN COMPLIANCE WITH THE LAWS OF THE STATE OF INDIANA, THAT THIS PLAT CORRECTLY REPRESENTS A RETRACEMENT SURVEY COMPLETED BY GREGORY C. SHOCK, PS, BRADS-KO ENGINEERING & SURVEYING/ABONMARCHÉ; THAT ALL MONUMENTS ARE OR WILL BE (WITHIN SIX MONTHS OF RECORDING PLAT) INSTALLED IN ACCORDANCE WITH THE PROVISIONS OF THE PLATTING ORDINANCE; AND THAT THEIR LOCATION, SIZE, TYPE, AND MATERIAL ARE ACCURATELY SHOWN.

THIS PLAT IS IN ACCORDANCE WITH TITLE 865, ARTICLE 1, CHAPTER 12, SECTION 1 THROUGH 29 OF THE INDIANA ADMINISTRATIVE CODE, THE COUNTY OF ELKHART, PLAT CONFIRM TO SURVEY MAP NO. GREGORY C. SHOCK, PS, BRADS-KO ENGINEERING AND SURVEYING AND RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY, INDIANA IN INSTRUMENT #2006 37184. THE LINES OF THE PLAT OF PLYMOUTH AVENUE PROFESSIONAL PARK RECORDED IN PLAT BOOK 31, PAGE 81 AND THE LINES OF THE PLAT OF PLYMOUTH AVENUE PROFESSIONAL PARK FIRST ADDITION RECORDED IN PLAT BOOK 36, PAGE 15 (PREPARED BY JPR).

I, MICHAEL J. ROZYCKI, PS, AFFIRM, UNDER PENALTIES OF PERJURY, THAT I HAVE TAKEN REASONABLE CARE TO REDACT EACH SOCIAL SECURITY NUMBER IN THIS DOCUMENT, UNLESS REQUIRED BY LAW.

DATED THIS \_\_\_\_\_ 29th DAY OF \_\_\_\_\_ NOVEMBER, 20\_\_\_\_ 21.



\_\_\_\_\_  
 MICHAEL J. ROZYCKI, PS  
 PROFESSIONAL LAND SURVEYOR #20500010  
 STATE OF INDIANA



303 River Race Drive  
 Unit 206  
 Goshen, IN, 46526  
 T 574.533.9913  
 F 574.533.9911  
 abonmarche.com

Portage/Kalamazoo  
 Benton Harbor  
 South Haven  
 Fort Wayne  
 Goshen  
 Hobart  
 Lafayette  
 South Bend  
 Valparaiso  
 Engineering / Architecture - Land Surveying

JOB NO.: 20-1912  
 DATE: NOVEMBER, 2021  
 SHEET 1 OF 2



**To:** Goshen City Plan Commission/Goshen Common Council  
**From:** Rhonda L. Yoder, Planning & Zoning Administrator  
**Subject:** 22-01R – Rezoning  
233 S Main/113 W Jefferson, Commercial B-3 to Commercial B-2  
**Date:** January 18, 2022

### **ANALYSIS**

---

City of Goshen Department of Redevelopment requests a rezoning from Commercial B-3 to Commercial B-2 (Central Business District), to align with surrounding B-2 zoning. The subject property is generally located at the northwest corner of Main Street and Jefferson Street, with common addresses of 233 S Main Street and 113 W Jefferson Street.

The subject property is two tax parcels, Lot 28 of Barns' First South Addition, measuring approximately 66' x 165 feet. The property was purchased by the City of Goshen in August 2021, and is the former D&T Muffler.

The property is completely surrounded by B-2 (Central Business District) zoning and should also be zoned B-2, as a single property zoned B-3 within the Central Business District can meet few, if any, of the developmental requirements of the B-3 District, which will constrain future changes to the building and/or site. For example, in the B-3 District, a 35' building setback is required along the Main Street property line (compared to 0' in the B-2), a maximum 50% building coverage is allowed (compared to 90% allowed in the B-2), and parking is required for each use (compared to no commercial parking requirements in the B-2).

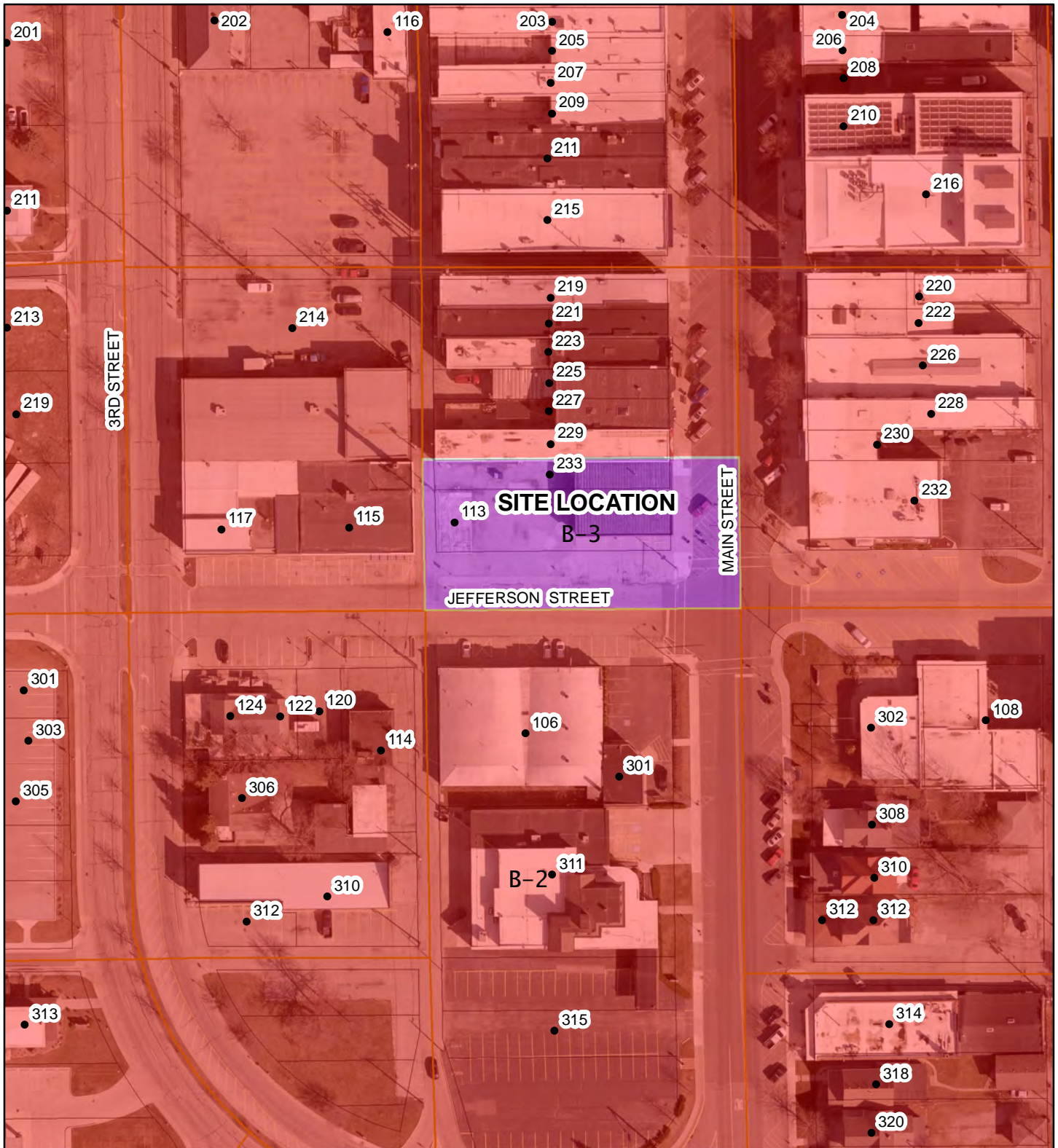
The subject property was rezoned from B-2 to B-3 in February 1984, and although there were at least two subsequent neighborhood rezonings to B-2 District in the Central Business District, in 1989 and 2000, the subject property was not included. Based on the file record, it appears the subject property may at some point have been mistakenly classified as B-2, as there is at least one approval from 1991 that includes a reference to the subject property being zoned B-2. The Zoning Map discrepancy was discovered in 2012. While the City owns the subject property, it is an appropriate time to rezone to B-2 District so the spot zoning is removed and the issues related to the B-3 zoning are resolved.

### **RECOMMENDATIONS**

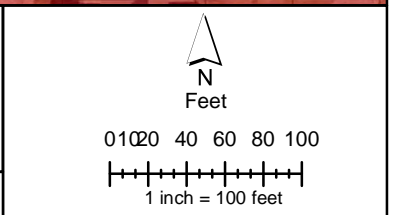
---

Staff recommends the Plan Commission forward a favorable recommendation to Goshen Common Council for the rezoning from Commercial B-3 to Commercial B-2 District for the subject property generally located at the northwest corner of Main Street and Jefferson Street, with common addresses of 233 S Main Street and 113 W Jefferson Street, based upon the following:

1. The subject property is completely surrounded by B-2 District zoning.
2. The future development of the subject property will be constrained if zoned B-3 District.
3. The rezoning is consistent with the Comprehensive Plan, including:
  - Land Use, Goal L-6: Maintain an attractive and vibrant downtown.
4. The B-2 District requirements are able to be met.



The City of Goshen's Digital Data is the property of the City of Goshen and Elkhart County, Indiana. All graphic data supplied by the city and county has been derived from public records that are constantly undergoing change and is not warranted for content or accuracy. The city and county do not guarantee the positional or thematic accuracy of the data. The cartographic digital files are not a legal representation of any of the features depicted, and the city and county disclaim any assumption of the legal status they represent. Any implied warranties, including warranties of merchantability or fitness for a particular purpose, shall be expressly excluded. The data represents an actual reproduction of data contained in the city's or county's computer files. This data may be incomplete or inaccurate, and is subject to modifications and changes. City of Goshen and Elkhart County cannot be held liable for errors or omissions in the data. The recipient's use and reliance upon such data is at the recipient's risk. By using this data, the recipient agrees to protect, hold harmless and indemnify the City of Goshen and Elkhart County and its employees and officers. This indemnity covers reasonable attorney fees and all court costs associated with the defense of the city and county arising out of this disclaimer.



233 S Main Street & 113 W Jefferson Street

Rezoning: B-3 to B-2  
 Printed December 14, 2021

The City of Goshen  
 Department of  
 Planning & Zoning  
 204 East Jefferson Street, Goshen, Indiana 46528  
 Phone: 574-534-3600 Fax: 574-533-8626