

Agenda
GOSHEN PLAN COMMISSION
Tuesday, February 15, 2022, 4:00 pm
Council Chambers, 111 E. Jefferson Street, Goshen, Indiana

- I. Roll Call
- II. Election of 2022 President
- III. Approval of Minutes from 1/18/22
- IV. Filing of Zoning/Subdivision Ordinances and Official Staff Reports into Record
- V. Postponements/Withdrawals
- VI. **PUD Major Change** (public hearing) – **Tabled from 1/18/22 Meeting**
22-01MA – 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. 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.
- VII. Audience Items
- VIII. Staff/Board Items
- IX. Adjournment

Minutes - Goshen Plan Commission
Tuesday, January 18, 2022 - 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, Doug Nisley, Caleb Morris, and James Wellington. Also present were City Planner Rhonda Yoder and Assistant City Attorney James Kolbus. Absent: Aracelia Manriquez

II. 2022 Plan Commission Appointments

- *Richard Worsham - Annual Appointment by the Board of Public Works & Safety, Appointed 1/10/22*
- *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*

Action:

A motion was made and seconded, Holtzinger/Nisley, to nominate Hesston Lauver as the Plan Commission appointment to the Board of Zoning Appeals (BZA).

Ms. Yoder remarked that because we have two members that are willing to serve on the BZA, one can be appointed as the permanent replacement and the other can be an alternate. She and Attorney Kolbus confirmed that the alternate would be able to fill in for any absent BZA member.

The motion passed unanimously by a vote of 8-0.

Action:

A motion was made and seconded, Holtzinger/Wellington, to appoint Caleb Morris as an alternate to the BZA. The motion passed unanimously by a vote of 8-0.

III. Election of 2022 Officers

- *President*
- *Vice President*
- *Secretary*

Action:

A motion was made and seconded, Ortiz/Holtzinger, to appoint Doug Nisley as Plan Commission president.

A motion was made and seconded, Morris/Lauver, to appoint Richard Worsham as Plan Commission president.

A roll call vote was requested with the following outcome: Holtzinger (Nisley); Ortiz (Nisley); Corwin (Abstained); Lauver (Worsham); Wellington (Worsham); Morris (Worsham); Worsham (Worsham), Nisley (Nisley). The motions failed (Worsham 4 votes; Nisley 3 votes; 1 abstention) for lack of a majority.

Mr. Morris asked if anyone would like to change their vote. (*Staff note, there was no response.*)

Mr. Kolbus advised that the Plan Commission could elect a vice-president, who would run the meeting in the absence of a president, and vote for a new president at the next meeting.

Action:

A motion was made and seconded, Wellington/Morris, to appoint Doug Nisley as Plan Commission vice-president.

A motion was made and seconded, Nisley/Holtzinger, to appoint Rolando Ortiz as Plan Commission vice-president.

A roll call vote was requested with the following outcome: Holtzinger (Ortiz); Ortiz (Ortiz); Corwin (Abstained); Lauver (Ortiz); Wellington (Nisley); Morris (Ortiz); Worsham (Nisley), Nisley (Ortiz). Rolando Ortiz was elected as vice-president, by a vote of 5-2, with 1 abstention.

Action:

A motion was made and seconded, Wellington/Nisley, to appoint Tom Holtzinger as Plan Commission secretary. The motion passed unanimously by a vote of 8-0.

IV. Approval of minutes of 12/21/21 - Holtzinger/Lauver 8-0

V. The Zoning/Subdivision Ordinances and Official Staff Reports were unanimously filed into the record: Holtzinger/Wellington 8-0

VI. Postponements/Withdrawals - None

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.

22-01MA Major Change - Staff Report

Ms. Yoder began by explaining that this petition includes two separate items. The PUD major change is a public hearing and the secondary subdivision is not a public hearing. She provided background information on the PUD, noting that uses are limited to offices and non-retail uses. She explained that the use in the PUD is not part of today’s petition, noting there are no proposed changes to the permitted uses.

The PUD major change, which is a recommendation to the Council, consists of a request for 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. She noted that both of these are required by Ordinance 4371, and the sidewalk is also required as part of the subdivision approval, as well as being part of the annexation agreement. She went on to say this PUD was adopted before the City adopted landscape regulations as part of the Zoning Ordinance, and noted that Ordinance 4371 requires a minimum of 4 coniferous trees, planted every 30 feet of the length of the lot line for lots adjacent to residential zoning or land use. Trees are to be a minimum of 6’ in height at planting.

She pointed out the privacy fence is proposed because of the drainage plan, which includes not only this subdivision but The Crossing subdivision to the south and land farther south which is not located within the City. She pointed out those areas have had significant drainage issues and this plan will try to rectify some of that. The proposal along the east property line is a drainage easement and underground stormwater pipe, and because there is an underground pipe the trees would interfere. The privacy fence would, however, allow the easement and underground pipe to be part of the drainage plan. She referenced a letter in the packet from Goshen Engineering which further explained the drainage plan.

The sidewalk along both sides of Lighthouse Lane is important for the safety and connectivity for the property because Lighthouse Lane will be connected to The Crossing subdivision. She went on to say there are no sidewalks along Greene Road south of Plymouth Avenue so when extended Lighthouse Lane will connect with Plymouth Avenue and lead to three area schools. She pointed out sidewalks on both sides of the street provide the safest environment for pedestrians, noting that the PUD and subdivision regulations both require accommodation for pedestrian connections and the Comprehensive Plan places a high priority on sidewalks, safety, and connectivity.

Staff recommends a favorable recommendation to allow the 6’ vinyl privacy fence and an unfavorable recommendation for the removal of the sidewalk along the east side of Lighthouse Lane.

Petitioner Presentation

Crystal Welsh, 303 River Race Drive, spoke on behalf of the petitioner. She stated the need for this is based on the larger plan proposed by the City of Goshen. She referred to a site plan which was provided to Commission members at the

beginning of the meeting and noted how this will fit into the overall plan. She explained that the property owners have been working with the Engineering and Redevelopment Departments to come up with a parcel that can be developed and to relieve some of the drainage issues in this area, and it was determined that the best way to do this was to have a buried stormwater pipe that will run along the eastern property line. For this reason, a 6' vinyl privacy fence is requested in lieu of the trees. This fence will offer a buffer between the new buildings and the adjacent property owners.

Regarding the sidewalk along the eastern side of Lighthouse Lane, Ms. Welsh pointed out there is a sidewalk along the western side of Lighthouse Lane which provides connectivity. She stated the area where you would normally put a sidewalk will contain a drainage swale and is the reason the request is being made to not install the sidewalk.

Mr. Holtzinger asked if the sidewalk along the west side could be widened to compensate for additional pedestrians.

Dustin Sailor, Director of Public Works, also spoke to the petition. He stated that no modifications are proposed to the existing Lighthouse Lane. He stated this project will be to complete the original developer's roadway and in order to increase the width of the existing sidewalk, they would have to remove what's already there and replace the entire length.

Mr. Worsham asked if the goal is for no sidewalks along the east side of Lighthouse Lane.

Becky Hutsell, Director of Redevelopment, also spoke to the petition. She stated they will utilize the sidewalks on the west side of the road.

Mr. Lauver asked if the existing ditch in the area where the sidewalk would be located holds water from only these properties.

Ms. Hutsell stated water from the southwest corner of the subdivision, making its way northeast, is the major problem here. She pointed out there is a storm pipe running from the west side of Lighthouse Lane to the east side. They had proposed taking that east through the lot, but if that happened, the property owner would be unable to develop the lot. She stated several options were discussed that would include a sidewalk, but they were unable to find an option that would allow this.

Mr. Sailor explained how the existing roadway was constructed, noting that because there are no catch basins along the existing portion of the road, physical reconstruction of the roadway to add inlets and storm pipe would be required in order to install a sidewalk.

Mr. Morris asked if the sidewalk will connect south to the Crossing neighborhood.

Mr. Sailor acknowledged that it will. He explained the proposed plan for the new subdivision shows a crosswalk across from the retention pond on the east side, safely leading across the road.

Audience Comments

Ravon Hall, 1307 Park Meadows Drive, spoke to the petition. He had questions regarding the size, depth, and location of the underground pipe. He also questioned the beginning and ending location of the proposed fence and asked how close it will be to their property lines.

David Daugherty, 1101 Park Meadows Drive, also spoke to the petition. He stated property owners adjacent to this area are concerned that the large, mature trees on the property which help shield them from the commercial development behind them will be removed. He stated the lots along Park Meadows Drive are small and don't have much room for planting trees and they would hate to see the mature tree line taken out behind them. He also commented that the trees help filter the light spilling onto their properties from the commercial uses. He stated they are opposed to the removal of trees and the 6' fence proposed to take their place. He also pointed out the removal of these trees is in opposition to the City's 45% by 2045 tree canopy goal.

Mr. Holtzinger asked who owns the trees being discussed.

Mr. Daugherty stated it's possible some are on the property line and some are in the easement.

Forest Miller, 1137 Park Meadows Drive, also spoke to the petition and provided a handout to Plan Commission members. He discussed that the existing mature trees provide screening and act as a windbreak and filter for noise, noting that the proposed 6' fence is not practical. He also suggested that the proposed storm sewer be placed in the existing 25' easement on the east side of Lighthouse Lane.

Linda Miller, 1237 Park Meadows Drive, also spoke to the petition. She stated there is some sort of hole (not a retention pond) behind her house that has brush growing out of it and fills with water when it rains, which then brings mosquitoes. She questioned where the fence will be placed regarding this hole and if it could be filled in.

Michael Garber, 1131 Park Meadows Drive, also spoke to the petition. He stated that some residents have commented that they have evergreens, and some do not. He said that evergreens were planted along this area and some have simply died off over the years.

Petitioner Comments:

Crystal Welsh, Abonmarche, noted the following:

- Specifics on the size of the pipe (18" and a depth of approximately 5')
- The fence is intended where the development parcel starts. It will not be around the retention area, but will be the full length of the parcel intended to be developed.
- Regarding trees, she stated there was no survey indicating where the trees are located, but pointed out the City doesn't have the right to remove trees from private property. She stated it's her understanding the fence will be located 1' from the property line so any trees on the other side that are on private property will not be impacted by this project.
- Regarding the lighting, she explained this project will be required to go through the City's technical review process and the lighting should be addressed at that point.
- While some existing trees will be removed, it's her understanding that street trees will be required as this subdivision is developed.

Mr. Hall asked where the pipe will be located in relation to the property lines.

Mr. Sailor stated there is a 20' easement and the intent is to be in the middle of the easement, making the distance approximately 10' from the property line which allows room for equipment to access the site if necessary.

Mr. Sailor added there was previous discussion regarding a soil bank along the property line. He explained he was with the City at the time the Villas of Park Meadows was developed and there was a period of time when there were restrictions on building on these lots because the stormwater came across from the field to the south and impacted the lots. He explained the contractor built a soil mound to barrier that development from the drainage issue being discussed today. He also commented on a pipe discussed earlier today, explaining it was not done with City approval, noting it's in the backyards of these residents and goes from the south property retention basin to the north basin. He pointed out that is not on the proposed subdivision being discussed today.

Ms. Hutsell stated the reality is when the property owners choose to begin development they're going to clear the trees. She acknowledged there are mature trees, but pointed out the property owner has the right to clear their site for development. She also pointed out the fence will only extend to the south property line for Plymouth Avenue Professional Park and a large retention pond will be constructed where The Crossing development begins and no fence is planned for that area.

Close Public Hearing

Staff Discussion:

Mr. Wellington asked if the pipe could be moved to the west.

Ms. Yoder responded that this is a very narrow lot and they're trying to maximize the space permitted for commercial development.

Mr. Nisley stated he had visited the site several times recently and felt adding a sidewalk would be difficult and expensive because of the drainage and the swale. Regarding trees, he asked why there has been no determination regarding whose

property they're located on. If the trees are removed, he asked when required trees would have to be in place. Ms. Yoder replied trees are required at the time the property is developed. She commented she's not sure why they were planted originally.

Mr. Worsham asked if we have exhausted all options regarding putting the pipe beneath the sidewalk. Mr. Sailor stated in order to place the pipe under the sidewalk, the curb line would need to be rebuilt, stormwater pipe would need to be installed, and stormwater catch basins would need to be installed. That would also require that the existing roadway be rebuilt.

Ms. Yoder asked if the existing swale is on private property or in the public right-of-way. Mr. Sailor stated on the east side of Lighthouse Lane, it's located within the right-of-way. Ms. Yoder asked if the sidewalk could be placed on private property. Mr. Sailor stated yes, but it would be the developer's responsibility.

Action:

A motion was made and seconded, Wellington/Nisley, to table 22-01MA. The motion passed unanimously, 8-0.

22-01SUB, Secondary Subdivision - Staff Report

Ms. Yoder explained there are changes to be made, dependent on what happens with the PUD major change. This subdivision request is to plat two lots and dedicate the remaining right-of-way along Lighthouse Lane. She stated staff normally reviews these requests on behalf of the Plan Commission, but because the PUD major change was coming to the Plan Commission she included them both for review. She reminded Commission members subdivisions can be approved if they meet the requirement, but for secondary approval if requirements are not met the request is denied, pending corrections. She noted this is the appropriate action in this case. She pointed out there are a couple of technical corrections that need to be made, along with some steps that need to be gone through prior to secondary approval. Staff recommends denial of the request, pending corrections.

Action:

A motion was made and seconded, Wellington/Morris, to deny secondary approval for 22-01SUB, pending corrections. The motion passed unanimously by a vote of 8-0.

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.

Staff Report

Ms. Yoder explained this request is a recommendation to the Council. The subject property is two tax parcels that were purchased by the City in August 2021 and are surrounded by B-2 Central Business District zoning. The property was rezoned to B-3 in 1984 and the zoning has not been changed. The B-3 zoning creates difficulties because the B-3 requirements cannot be met, so the City is asking to rezone the property to match area zoning. Staff recommends the Plan Commission pass a favorable recommendation to the Common Council.

Petitioner Presentation

There were no comments from the petitioner.

Audience Comments

Staff comment: There was no one present in the audience to offer comments on the proposed rezoning.

Close Public Hearing

Staff Discussion:

There was no discussion amongst Commission members.

Action:

A motion was made and seconded, Wellington/Morris, to forward a favorable recommendation to the Common Council for 22-01R, based upon the Staff Analysis and with the conditions listed in the Staff Report. The motion passed unanimously by a vote of 8-0.

IX. Audience Items
None

X. Staff/Board Items
Ms. Yoder noted for the record that signed residency forms were received for Tom Holtzinger and Hesston Lauver.

XI. Adjournment – 5:18 pm

Respectfully Submitted:

Lori Lipscomb, Recording Secretary

Approved By:

, 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 (*public hearing; recommendation to Council*)
Plymouth Avenue Professional Park PUD
Tabled from January 18, 2022, Plan Commission Meeting

Date: February 15, 2022

ANALYSIS

Subsequent to the tabling of 22-01MA at the January 18, 2022, Plan Commission meeting, the following have occurred:

- Petitioner has submitted a letter requesting the withdrawal of the fence request. The screening requirements of Ordinance 4371 will be met. A copy of the letter is enclosed, and Plan Commission action is required to accept the withdrawal.
- Petitioner has submitted two updated layouts:
 - Primary plan for Plymouth Avenue Professional Park Second Addition with a pedestrian easement added within the front setback of the proposed Lot 3, for a future optional private sidewalk.
 - Project area map that includes the preliminary location of a sidewalk crossing on Lighthouse Lane to the south of Plymouth Avenue Professional Park in The Crossing subdivision.

Following withdrawal of the fence request, the current petition seeks only to remove the requirement for a sidewalk along the east side of Lighthouse Lane.

As discussed at last month's meeting, the existing installed design of Lighthouse Lane within Plymouth Avenue Professional Park precludes the placement of a sidewalk within the right of way on the east side of Lighthouse Lane, as was required by the PUD. In order to install the required sidewalk, the entire roadway would need to be physically reconstructed.

Reconstructing the entire roadway is not feasible, so an alternative is to provide an option for a private sidewalk within the proposed Lot 3, which could be installed by a future owner at their discretion. Because the subdivision plat is in process, an 8' pedestrian easement is proposed adjacent to the 8' roadway, utilities and drainage easement within Lot 3. Both easements are located within the 25' front building setback, where no structures or parking are permitted.

As discussed at last month's meeting, sidewalks are an integral part of the safety and connectivity for the subject property and adjacent areas, and a drawing has been submitted which shows a preliminary location for a sidewalk crossing in The Crossing subdivision to the south.

The sidewalk crossing to the south along with the proposed private sidewalk on Lot 3 will provide pedestrian options, where the original sidewalk requirement cannot be fulfilled.

RECOMMENDATIONS

Staff recommends the Plan Commission forward a favorable recommendation to the Goshen Common Council, and the Goshen Common Council approve, the major change to remove the requirement for a sidewalk along the east side of Lighthouse Lane within Plymouth Avenue Professional Park, based upon the following and with the following conditions:

1. The existing installed design of Lighthouse Lane within Plymouth Avenue Professional Park precludes the placement of a sidewalk within the right of way on the east side of Lighthouse Lane and would require complete reconstruction of the existing roadway, which is not feasible.
2. A sidewalk crossing will be provided within The Crossing subdivision, and a pedestrian easement will be provided on Lot 3 for an optional private sidewalk, to provide pedestrian options.
3. 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.
4. All developmental requirements not varied by the major change shall be met.



**Engineering Department
CITY OF GOSHEN**

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February 3, 2022

City of Goshen
Office of Planning & Zoning
204 E. Jefferson Street
Goshen, IN 46528

**RE: PLYMOUTH AVENUE PROFESSIONAL PARK PUD – MAJOR CHANGE AND
SECONDARY SUBDIVISION APPROVAL
(JN: 2015-2045)**

Dear Ms. Yoder:

In response to the audience's comments and the commission's tabling of the City's request for a PUD major change at the Plan Commission meeting on January 18, the City is withdrawing its request to exchange the landscape screening along the east property line with a 6-foot vinyl privacy fence.

Regarding the secondary subdivision approval request and the sidewalk along the east side of Lighthouse Lane, it is the Goshen Engineering Department's position the existing roadway drainage features prohibit the installation of a sidewalk in the right-of-way. As a compromise to a sidewalk in the right-of-way, the City proposes adding an 8-foot sidewalk easement behind the 8-foot right-of-way and utility easement. The City requests the sidewalk's construction within the easement be optional for the property owner. To demonstrate the City vision for the important sidewalk connection between the residential area to the south and the multi-use path along SR 119, see the attached exhibit. In the exhibit, it shows where the City would intend to have pedestrian's cross from the west side to the east side of the street at the future intersection.

Representatives will be present at the commission's meeting on February 15, 2022, to formally withdrawal the request for a major change to the PUD and answer any questions regarding the secondary subdivision approval request.

The City appreciates your time and effort as well as that of the Plan Commission.

Sincerely,
CITY OF GOSHEN

Dustin K. Sailor 2/03/22

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

cc: Crystal Welsh, Abonmarche Consulting
Becky Hutsell, Goshen Redevelopment Commission

COPY

2006 OCT 19 P 2:34

ORDINANCE 4371

**ANNEXATION OF REAL ESTATE
INTO THE CITY OF GOSHEN, INDIANA IDENTIFIED AS THE
PLYMOUTH AVENUE ANNEXATION AREA**

WHEREAS, at least one-eighth of the aggregate external boundaries of the real estate to be annexed into the City of Goshen are contiguous with the current city boundaries.

WHEREAS, the city can physically and financially provide the same municipal services to the area to be annexed as the city is now providing for the rest of the residents of the City of Goshen.

WHEREAS, it is beneficial to the City of Goshen to annex the real estate described in Section 1 and identified on the map attached as Exhibit A.

WHEREAS, a written fiscal plan has been adopted by resolution of the Common Council.

WHEREAS, a public hearing on the proposed annexation has been held before the Common Council, and notice of the hearing was published pursuant to Indiana Code 36-4-3-5.1.

WHEREAS, one hundred percent (100%) of the landowners within the area to be annexed have signed a petition to have the area annexed, and therefore, this annexation shall proceed under the provisions of Indiana Code 36-4-3-5.1.

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Goshen, Indiana, that:

Section 1. Description; Acreage

1.01 The City does annex and incorporate into the City of Goshen the following real estate described as follows, to-wit:

A PART OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION SEVENTEEN (17) TOWNSHIP THIRTY-SIX (36) NORTH, RANGE SIX (6) EAST, ELKHART COUNTY, INDIANA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID QUARTER SECTION, THENCE SOUTH 89 DEGREES 06 MINUTES 44 SECONDS EAST, ALONG THE NORTH LINE OF SAID SOUTHWEST

Box → Barnes, Kolbus, Rife

QUARTER AND THE CENTER OF STATE ROAD 119, A DISTANCE OF 855.37 FEET, TO THE NORTHEAST CORNER OF A PARCEL OF LAND CONVEYED TO LARRY W. AND ESTHER MAE SHIRK AS DESCRIBED AND RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY IN INSTRUMENT NUMBER 98 021249; THENCE SOUTH 00 DEGREES 13 MINUTES 16 SECONDS WEST ALONG THE EAST LINE OF SAID SHIRK PROPERTY, A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89 DEGREES 06 MINUTES 44 SECONDS (PARALLEL TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 17), A DISTANCE OF 461.06 FEET (SAID POINT BEING OFFSET 40.00 FEET FROM THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 17 AND 40.00 FEET FROM THE NORTHWEST CORNER OF A PARCEL OF LAND CONVEYED TO STEVEN M. HAY AS DESCRIBED AND RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY IN INSTRUMENT NUMBER 98 005069); THENCE SOUTH 00 DEGREES 27 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF SAID HAY PARCEL, A DISTANCE OF 758.34 FEET; THENCE NORTH 89 DEGREES 06 MINUTES 11 SECONDS WEST, A DISTANCE OF 458.03 FEET; THENCE NORTH 00 DEGREES 13 MINUTES 16 SECONDS EAST, A DISTANCE OF 288.46 FEET TO THE SOUTHEAST CORNER OF SAID SHIRK PROPERTY; THENCE CONTINUING ALONG THE SAME BEARING NORTH 00 DEGREES 13 MINUTES 16 SECONDS EAST ALONG THE EAST LINE OF SAID SHIRK PROPERTY, A DISTANCE OF 469.84 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION CONTAINING 8.00 ACRES, MORE OR LESS, BEING SUBJECT TO ALL EASEMENTS, RESTRICTIONS AND PUBLIC RIGHTS OF WAY OF RECORD.

- 1.02 The annexation area also includes any public highway and rights-of-way of the public highway that are contiguous to the previously described real estate to the extent required by Indiana Code 36-4-3-2.5.
- 1.03 The total acreage for the annexation area is eight (8) acres, more or less.

Section 2. Zoning

The annexation area will be zoned as B-3 General Commercial District with a Planned Unit Development overlay with the following conditions:

- A. The zoning is based on the preliminary site plan for the Plymouth Avenue Professional Park submitted by DJ Construction dated May 31, 2006.
- B. The plan proposes professional office building limited to the following uses: Advertising Agencies; Accountants; Architects; Attorneys; Clinics (Medical and Dental); Day Care Centers; Engineering Consultants; Health Agencies; Health Care Facilities; Insurance Agencies; Interior Decorating Consultants; Offices, Business (not retail sales and service); Offices, Chiropractor; Offices, Counseling; Offices, Computer Services (not retail sales); Offices, Dental; Offices, Financial (no drive-in facilities); Offices, Investment (including Mortgage Brokers, Stocks and Bond Brokers, etc.); Offices, Medical (including Optometrists, Osteopaths, Physicians, Surgeons, Podiatrists, etc.); Offices, Organizational (Civic, Social, Service, Fraternal, Business, Labor, Religious); Offices, Professional (persons holding advanced degrees from accredited institutions); Offices, Semiprofessional (requiring special skills and education but not in the previous category); Offices, Real Estate; Personal Management Counselors; Photographic Studio; Public Relations; or any similar use not contemplate at this time.
- C. Offices shall have the appearance and character of a residential design. Therefore, all buildings shall have a pitched roof with a minimum pitch of 5:12.
- D. Offices will be a maximum of two stories with a maximum height of thirty-five feet (35').

- E. The front building and parking setback shall be twenty-five feet (25') from the new right-of-way and thirty-five feet (35') from Plymouth Avenue.
- F. The rear building and parking setback shall be twenty-five feet (25') from the property line.
- G. Buildings shall be limited in size to the following:
 - 1. One (1) building may be up to twelve thousand (12,000) square feet in area.
 - 2. One (1) building may be up to nine thousand (9,000) square feet in area.
 - 3. Balance of the buildings may each be up to six thousand (6,000) square feet in area.
- H. Required on-site parking will be located behind the front wall of the primary building as depicted on the approved preliminary site plan.
- I. All other developmental standards of the B-3 General Commercial District shall apply unless in conflict with the conditions of this section.
- J. Landscaping shall be required as follows:
 - 1. Street trees shall be planted within the public right-of-way every forty feet (40'). Deciduous trees shall be a minimum of two inches (2") in diameter at the time of planting and have a mature height of at least forty feet (40').
 - 2. Residential buffer yards (full screening) shall be required where the subject real estate abuts a residential zoning district or residential use. A minimum of four (4) coniferous trees shall be planted for every thirty feet (30') of the length of the lot line. Conifers shall be a minimum of six feet (6') in height at the time of planting.
 - 3. Foundation landscaping shall be required along the walls of the building facing any dedicated street. Foundation landscaping may consist of one (1) deciduous tree a minimum of two inches (2") in diameter at the time of planting for every fifty feet (50') of building length; one (1) ornamental tree a minimum of one and one-half inches (1½") in diameter at the time of planting for every thirty-five feet (35') of building length; or ten (10) shrubs a minimum height of eighteen inches (18") at the time of planting for every fifty feet (50') of building length.
- K. All solid waste containers and HVAC systems shall be appropriately screened.
- L. Access to Plymouth Avenue shall be submitted to INDOT, and approval is based upon INDOT's recommendations.
- M. The new north-south street may be permitted to terminate in a dead-end; however, after five (5) years from the date of the adoption of this ordinance, if no development has occurred south of the subject real estate, a cul-de-sac meeting the design standards of the City of Goshen shall be built by the developer at the developer's expense.
- N. Municipal water and sewer utilities shall be extended to the subject real estate meeting the design standards of the City of Goshen.
- O. Sidewalks five feet (5') in width shall be constructed along both sides of any right-of-way to be dedicated. Additionally, a continuation of the municipal pedestrian/bikeway shall be constructed along Plymouth Avenue. The exact location and construction requirements of the pedestrian/bikeway are to be determined in coordination with the existing pedestrian/bikeway extending from Clover Trails and approved by the Goshen Engineering Department.
- P. Identification signs shall be permitted as follows:
 - 1. One (1) identification sign for the subdivision development may be located on the subject real estate at the intersection of Plymouth Avenue and the new north-south road meeting all applicable zoning and traffic safety codes. The identification sign shall have no advertising but only the name of the subdivision. The sign may be up to eight feet (8') in height and no greater than thirty-two (32) square feet in area; or
 - 2. Two (2) identification signs for the subdivision development may be located on the subject real estate at the intersection of Plymouth Avenue and the new north-south

- road meeting all applicable zoning and traffic safety codes. The identification signs shall have no advertising but only the name of the subdivision. The signs may be up to eight (8') in height and no greater than sixteen (16) square feet in area.
- Q. Information signs for each individual lot may be provided. Each sign shall be of a monument style up to five feet (5') in height and no greater than fifteen (15) square feet in area.
 - R. Any lighting for the parking lots shall be directed down and away from adjacent properties so that the lighting does not reflect or trespass onto the adjacent properties.
 - S. A storm water drainage plan shall be approved by City Engineering before a building permit is issued.

Section 3. Council District

The real estate to be annexed will be assigned to Goshen City Council District Two (2).

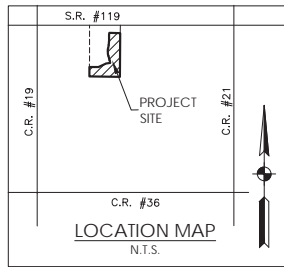
Section 4. Effective Date of Annexation

The effective date of the annexation of the real estate described in Section 1 shall be thirty (30) days after adoption of the ordinance and upon the filing and recording of the ordinance pursuant to Indiana Code 36-4-3-22(a).

Section 5. Filing and Recording of Ordinance

The Clerk-Treasurer of the City of Goshen is instructed to file this ordinance with the Auditor of Elkhart County, the Circuit Court Clerk of Elkhart County, the Board of Registration of Elkhart County, the Office of the Secretary of State, and the Office of Census Data established by Indiana Code 2-5-1.1-12, and to record this ordinance in the Office of the Elkhart County Recorder pursuant to Indiana Code 36-4-3-22.

(Continued on next page.)



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.

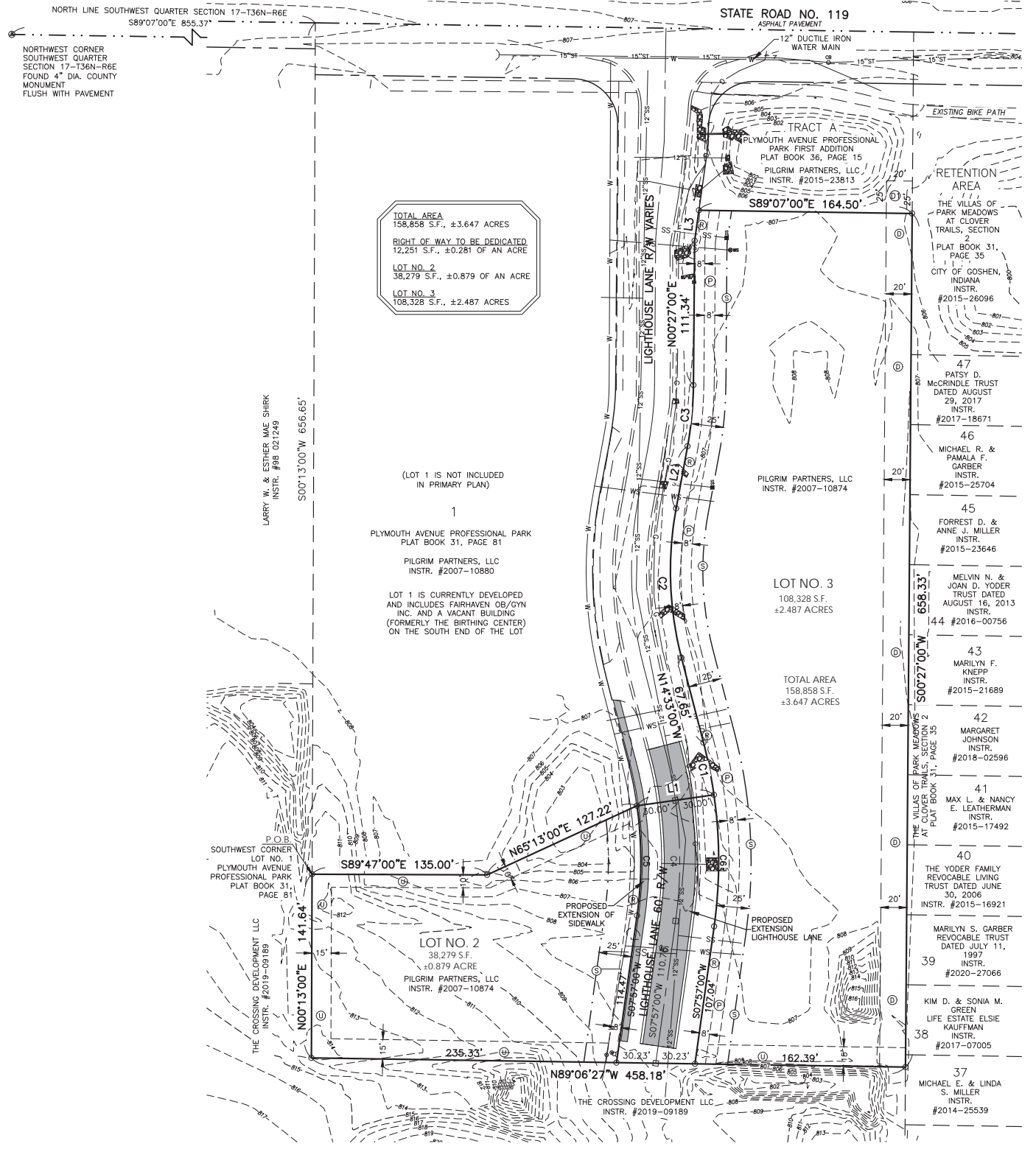
CURRENT USE
 LOT 1 IS DEVELOPED AND CURRENTLY INCLUDES FAIRHAVEN OB/GYN INC. AND A VACANT BUILDING (FORMERLY THE BIRTHING CENTER) ON THE SOUTH END OF THE LOT.

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 CURVATURE OF A 266.00 FOOT RADIUS CURVE TO THE LEFT, CONCAVE TO THE EAST; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE BEING ALONG THE EAST LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 41.13 FEET (CHORD BEARING 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 TANGENCY OF SAID CURVE; THENCE NORTH 14 DEGREES 33 MINUTES 00 SECONDS WEST ALONG THE EAST LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 60.00 FEET TO A REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING THE SOUTHEAST 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 364.00 FOOT RADIUS CURVE TO THE LEFT, CONCAVE TO THE WEST; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE BEING ALONG THE EAST LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK, A DISTANCE OF 115.15 FEET (CHORD BEARING NORTH 11 DEGREES 18 MINUTES 46 SECONDS WEST, CHORD DISTANCE 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 48.78 FEET TO A REBAR WITH CAP STAMPED BRADS-KO 0041 MARKING THE POINT OF CURVATURE OF A 272.00 FOOT RADIUS CURVE TO THE LEFT, CONCAVE TO THE WEST; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE BEING 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 FIRST ADDITION, SAID PLAT BEING RECORDED IN THE OFFICE OF THE RECORDER OF ELKHART COUNTY IN PLAT BOOK 36, PAGE 15; THENCE SOUTH 89 DEGREES 07 MINUTES 00 SECONDS EAST ALONG THE SOUTH LINE OF THE PLAT OF SAID PLYMOUTH AVENUE PROFESSIONAL PARK FIRST ADDITION, 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 35; THENCE SOUTH 00 DEGREES 27 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF THE PLAT OF SAID THE VILLAGES OF PARK MEADOWS AT CLOVER TRAILS, SECTION 2, 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 #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.



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

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
- ⓐ 8' PEDESTRIAN ACCESS EASEMENT
- ⓑ SET 5/8" REBAR WITH CAP MARKED ABONMARCHE 0050
- ⓓ SET MAG NAIL
- WATER LINE
- Ⓦ WS — WATER SERVICE VALVE
- WS — WATER SERVICE LINE
- SS — SANITARY SERVICE CONNECTION
- SS — SANITARY SERVICE LINE
- G — GAS LINE
- RIPRAP

LINE DATA

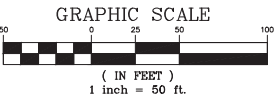
NUMBER	DIRECTION	DISTANCE
L1	N81°55'28"E	60.00'
L2	N10°27'00"E	43.78'
L3	N06°02'41"E	23.69'

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'

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



ABONMARCHÉ
 Benton Harbor
 Ft. Wayne
 Goshen, IN 46526
 Grand Haven
 Hobart
 303 River Race Drive, Unit 206
 Goshen, IN 46526
 1-574-533-9913
 www.abonmarche.com
 ENGINEERING ARCHITECTURE LAND SURVEYING

PROJECT:
PLYMOUTH AVENUE PROFESSIONAL PARK SECOND ADDITION

PRIMARY PLAN

SHEET TITLE:
 DRAWN BY: TRM
 DESIGNED BY:
 PM REVIEW: BEM
 QA/QC REVIEW: HJCW
 DATE: 11/30/21
 SEAL: MICHAEL J. ROZICKI REGISTERED LAND SURVEYOR LS20500010 STATE OF INDIANA

SIGNATURE:
 DATE:

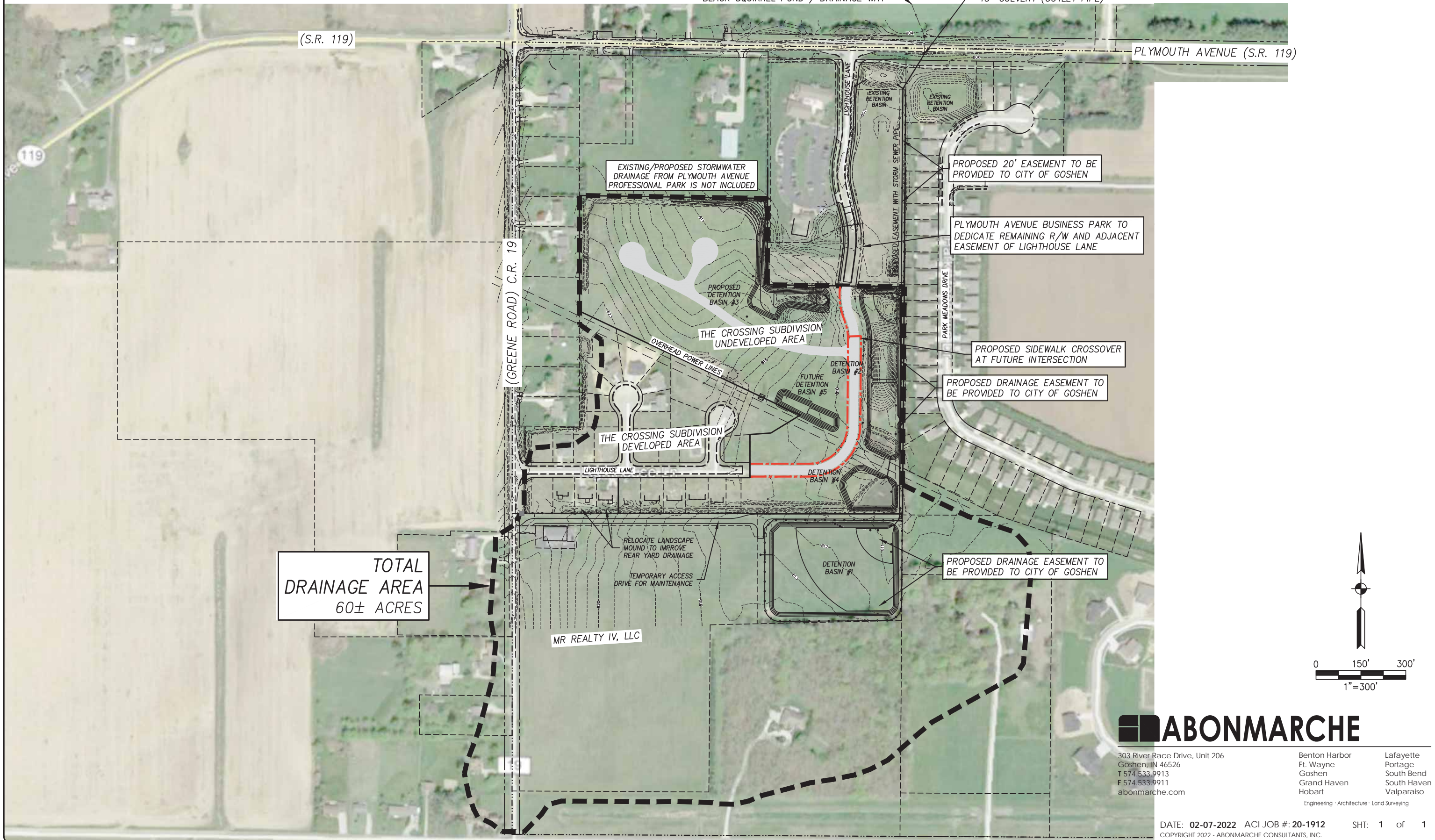
HARD COPY IS INTENDED TO BE 24" x 36" WHEN PLOTTED. SCALE(S) INDICATED AND GRAPHIC QUALITY MAY NOT BE ACCURATE FOR ANY OTHER SIZES.

SCALE:
 HORZ: 1" = 50'
 VERT:
 ACI JOB #
20-1912
 SHEET NO.

PROJECT AREA MAP

EXISTING 15" PIPE BELOW GRADE TO
BLACK SQUIRREL POND / DRAINAGE WAY

DISCHARGE INTO EXISTING
15" CULVERT (OUTLET PIPE)



**TOTAL
DRAINAGE AREA
60± ACRES**

EXISTING/PROPOSED STORMWATER
DRAINAGE FROM PLYMOUTH AVENUE
PROFESSIONAL PARK IS NOT INCLUDED

PROPOSED 20' EASEMENT TO BE
PROVIDED TO CITY OF GOSHEN

PLYMOUTH AVENUE BUSINESS PARK TO
DEDICATE REMAINING R/W AND ADJACENT
EASEMENT OF LIGHTHOUSE LANE

THE CROSSING SUBDIVISION
UNDEVELOPED AREA

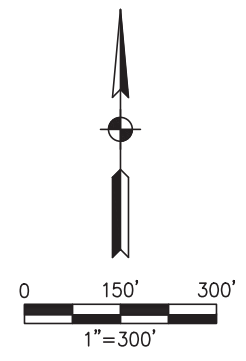
PROPOSED SIDEWALK CROSSOVER
AT FUTURE INTERSECTION

PROPOSED DRAINAGE EASEMENT TO
BE PROVIDED TO CITY OF GOSHEN

THE CROSSING SUBDIVISION
DEVELOPED AREA

PROPOSED DRAINAGE EASEMENT TO
BE PROVIDED TO CITY OF GOSHEN

MR REALTY IV, LLC



ABONMARCHE

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

Benton Harbor
Ft. Wayne
Goshen
Grand Haven
Hobart
Lafayette
Portage
South Bend
South Haven
Valparaiso

Engineering · Architecture · Land Surveying

O:\Projects\2020-20-1912 City of Goshen-Crossing Stormwater Drainage System Design\CAD\Civil Drawings\Exhibit\PUD Major Change\20-1912 Crossing Drainage Project Area Map 2022-02-07.dwg - 2/7/2022 11:11:16 AM - kgosk, ANSI full bleed B (11.00 x 17.00 Inches), 1:1

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)
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.

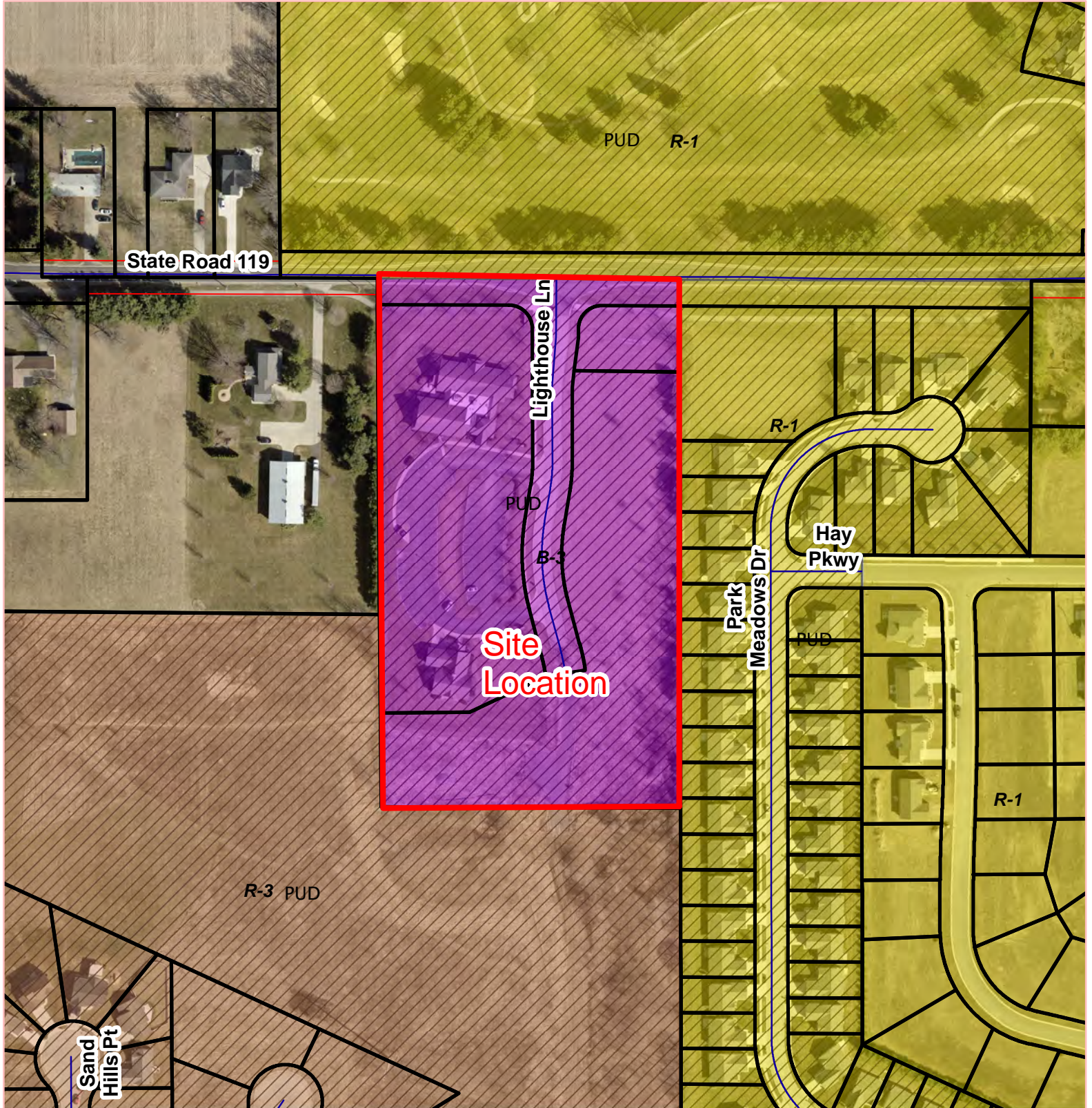
The PUD and subdivision regulations both require accommodation for pedestrian connections, and the Comprehensive Plan places a high priority on sidewalks, safety, and connectivity, including Goals N-6: Encourage compact and connected residential development, T-2: Plan for the provision of Complete Streets, 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).

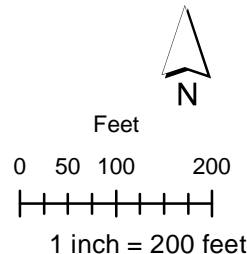
RECOMMENDATIONS

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.



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

DRAINAGE ANALYSIS

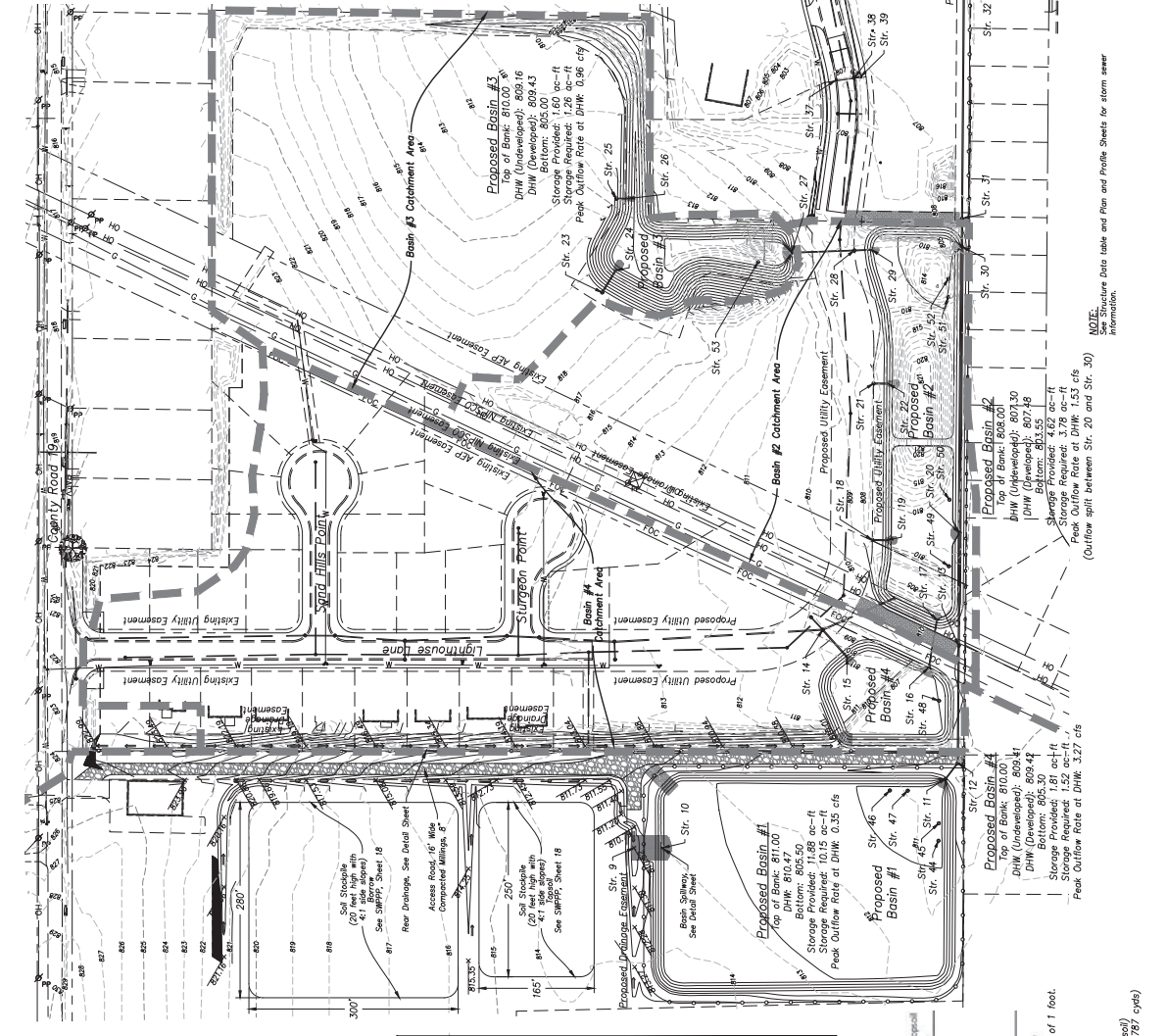
Drainage basins were designed using the 30-year return period storm event. The analysis was performed using 100-year storm events ranging in intensity from 1.5 to 2.5 inches per hour. The analysis was performed using a 100-year storm event with a peak intensity of 2.5 inches per hour. The analysis was performed using a 100-year storm event with a peak intensity of 2.5 inches per hour. The analysis was performed using a 100-year storm event with a peak intensity of 2.5 inches per hour.

ESTIMATED CATCHMENT TABLES

Basin #1	= 24.82 acres
Composite CH	= 81'
Time of Concentration	= 60 min
Basin #2	= 1.84 acres
Composite CH	= 89'
Time of Concentration	= 15 min
Basin #3	= 6.62 acres
Composite CH	= 83'
Time of Concentration	= 21 min
Basin #4	= 10.94 acres
Composite CH	= 83'
Time of Concentration	= 24 min

Cut down existing 6" lag pipe to lower top elevation from 8007.9 to 798.66 (2112.5 inches)

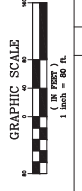
Scale: 1" = 100'



EARTHWORK SUMMARY TABLE
 Scale: 1" = 250'

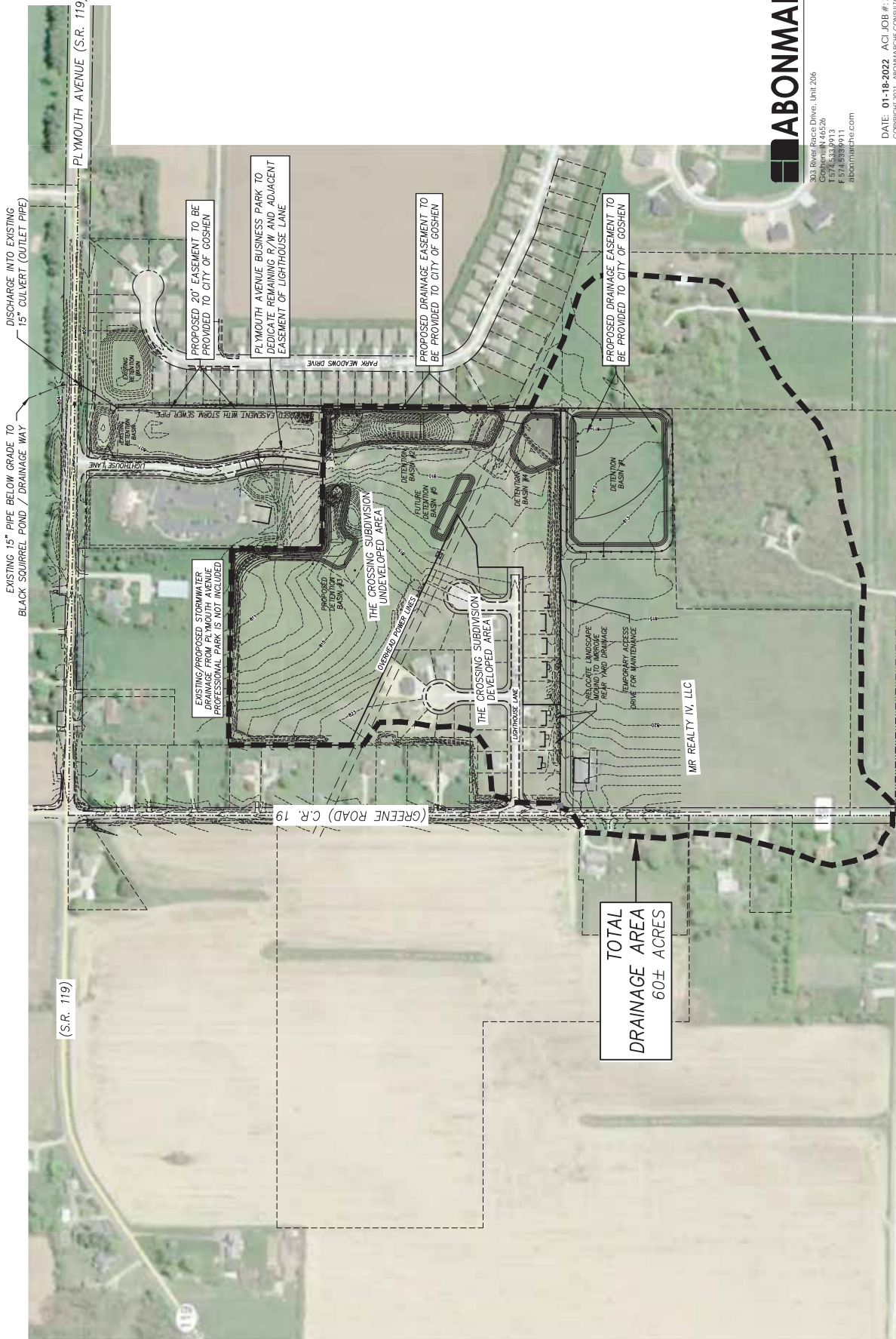
Basin #	Area	Exc (CY)	Fill (CY)	Estimated Topsoil (CY)
Basin #1	23.500	58	5689	6000
Basin #2	15.708	355	3138	3300
Basin #3	94.558	932	2332	2400
Basin #4	190.8	271	1171	1200
Lighthouse Lane Javelines and Access Drive	1365	1661	1265	1300
Total	537.658	1799	16787	18200

Volume of topsoil calculated using an estimated depth of 1 foot.
 Common Excavation (Including Topsoil): 441 = 36,761 Cyds
 Borrow = 226 Cyds
 Assume 25% of excavation is reusable as borrow
 Borrow = Fill = 25% (Common Excavation - Topsoil)
 = 226 Cyds = 25% (36,761 Cyds - 16,787 Cyds)
 No Borrow is required



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

PROJECT AREA MAP



(S.R. 119)

PLYMOUTH AVENUE (S.R. 119)

(GREENE ROAD) C.R. 19

Park Meadows Drive

Lighthouse Lane

MR REALTY IV, LLC

TOTAL
DRAINAGE AREA
60± ACRES

PROPOSED 20" EASEMENT TO BE PROVIDED TO CITY OF GOSHEN

PLYMOUTH AVENUE BUSINESS PARK TO DEDICATE REMAINING R/W AND ADJACENT EASEMENT OF LIGHTHOUSE LANE

PROPOSED DRAINAGE EASEMENT TO BE PROVIDED TO CITY OF GOSHEN

PROPOSED DRAINAGE EASEMENT TO BE PROVIDED TO CITY OF GOSHEN

EXISTING/PROPOSED STORMWATER DRAINAGE FROM PLYMOUTH AVENUE PROFESSIONAL PARK IS NOT INCLUDED

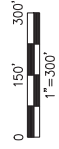
THE CROSSING SUBDIVISION UNDEVELOPED AREA

THE CROSSING SUBDIVISION DEVELOPED AREA

RELOCATE LANDSCAPE MOUND TO IMPROVE REAR YARD DRAINAGE. TEMPORARY ACCESS DRIVE FOR MAINTENANCE

DISCHARGE INTO EXISTING 15" CULVERT (OUTLET PIPE)

EXISTING 15" PIPE BELOW GRADE TO BLACK SQUIRREL POND / DRAINAGE WAY



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Britton Harbor
 Ft. Wayne
 Grand Haven
 Hobart
 Valparaiso

Lafayette
 Portage
 South Haven
 Valparaiso

DATE: 01-18-2022 ACI JOB #: 20-1912
 SHT: 1 of 1
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RE: Goshen City Plan Commission Public Hearing, 4 PM, January 18, 2022

RE: PUD change to allow 6' vinyl privacy fence in lieu of (existing) landscape screening on east property line of development zoned Commercial B-3 PUD/
west property line of Park Meadows Villas along Park Meadows Drive

(See West Goshen Crossing Subdivision Drainage Improvement—City Project)

Notes:

1. Existing screening of mature trees and evergreen trees, except no evergreens along Lots 44 and 45. Our property line is the fence line between two fields consisting of tall maples about 30+ feet high on property line and mature evergreens 9"-10" diameter over 10' high.
2. Park Meadows Villas (R-2) has provided and maintains evergreen screening adjacent to R-1 on west side of homes as required.
3. Plan request is to eliminate existing trees/evergreen screening and place a 6' vinyl privacy fence within 1' of our common property line. Not practical.
4. Plan to provide 20' wide drainage easement to provide drainage to development as far as from C.R. 19 east and north to S.R. 119 (Plymouth Avenue). Why?
5. Environmental impact:
 - a. Violates city policy on increasing trees within the city. It destroys existing tree line and landscape screening.
 - b. Negative visual impact to homeowners as well as displacing wildlife, including birds.
 - c. Also eliminates west windbreak and filter to noise.
6. Increase proposed 20' easement necessary to save existing screening. Better alternate: place proposed storm sewer in 25' easement on east side of Lighthouse Lane.
7. Engineering in conflict with zoning guidelines.

Prepared by:

Forrest D. Miller, homeowner of Lot 45; Board member of the 94 Villas Homeowners Association; retired professional engineer.

1/11/22

Rcvd from Forrest Miller @ 1/18/22 PC Mtg