



Goshen Common Council

6:00 p.m., June 27, 2022 Regular Meeting

Council Chamber, Police & Court Building, 111 East Jefferson Street, Goshen, IN

Call to Order by Mayor Jeremy Stutsman

Pledge of Allegiance

Roll Call:

Megan Eichorn (District 4)

Julia King (At-Large)

Doug Nisley (District 2)

Gilberto Pérez, Jr. (District 5)

Donald Riegsecker (District 1)

Matt Schrock (District 3)

Council President Brett Weddell (At-Large)

Youth Advisor Karen C. Velazquez Valdes (Non-voting)

Approval of Minutes –T.B.A.

Approval of Meeting Agenda

Privilege of the Floor

1) Planning Department: Ordinance 5123 - Amend Ordinance 3011 by Rezoning Real Estate Hereinafter Described, and Commonly Known as 620 E Douglas Street, from Industrial M-1 District to Residential R-3 District with a Planned Unit Development (PUD) Overlay District, to be Known as the Ariel Cycleworks PUD

Elected Official Reports

Adjournment



Rhonda L. Yoder, AICP
PLANNING & ZONING DEPARTMENT, CITY OF GOSHEN
204 East Jefferson Street, Suite 4 • Goshen, IN 46528-3405

Phone (574) 537-3815 • Fax (574) 533-8626 • TDD (574) 534-3185
rhodayoder@goshencity.com • www.goshenindiana.org

MEMORANDUM

TO: Goshen Common Council
FROM: Rhonda L. Yoder, City Planner
DATE: June 6, 2022
RE: Ordinance 5123

The Goshen Plan Commission met on May 17, 2022, in regular session and considered a request for a rezoning from Industrial M-1 District to Residential R-3PUD (Planned Unit Development) and PUD preliminary site plan approval, for a mixed-use development containing commercial and multi-family residential uses, with the following outcome:

Forwarded to the Goshen Common Council with a favorable recommendation by a vote of 5-4

The recommendation is based on the following, with the following conditions:

1. The proposed development is compatible with the existing mixed use corridor, is less intensive than an industrial use, and is consistent with the 9th Street corridor plan goals of developing a sense of place and promoting intra-community connectivity.
2. The proposed development is consistent with the Comprehensive Plan, including:
 - Land Use, Goal L-1: Prioritize the reuse and redevelopment of existing land and structures.
 - Land Use, Goal L-7: Encourage small-scale, neighborhood commercial development.
 - Neighborhoods & Housing, Goal N-1: Revitalize, sustain and enhance urban core neighborhoods.
 - Neighborhoods & Housing, Goal N-6: Encourage compact and connected residential development.
 - Neighborhoods & Housing, Goal N-7: Expand housing options and opportunities.
 - Natural Environment, Goal NE-2.4: Direct growth toward existing development and away from undeveloped space such as farmland, wetlands and forests.
3. Except as modified by specific PUD conditions, the approved PUD preliminary site plan is *Ariel Cycleworks Goshen, Exhibit B*, dated April 27, 2022, by Jones, Petrie, Rafinski, permitting:
 - A mixed-use development containing commercial and multi-family residential uses;
 - A 10' building setback along Plymouth Avenue;
 - A 5' building/parking/aisle setback along 10th Street;
 - A 5' parking/aisle setback along Douglas Street;
 - A 0' patio setback for Building A;
 - One four story building;
 - One building approximately 325' in length;
 - Parking stall depth of 18 feet;
 - Up to 136 dwelling units with approximately 1,250 square feet of lot area per unit;
 - Commercial parking calculated at one space per 400 square feet, and residential parking calculated at 1 space per studio and one-bedroom units and 1.5 spaces per two-bedroom unit;
 - Screening similar to what is shown on the PUD preliminary site plan; and

- Signs as follows:
 - One wall or monument freestanding sign per building for Buildings B, C, D and E, limited to 20 square feet in area and 5' in height (if freestanding).
 - For Building A:
 - One sign located on the short screen wall near the outdoor patio, limited to 20 square feet in area.
 - One monument freestanding sign, limited to 20 square feet in area and 5' in height.
 - Two wall signs, limited to 20 square feet in area.
 - One ground sign (8 square feet in area and 3' in height) for each public street driveway access.
 - All signs shall be non-illuminated, internally and externally.
 - All signs shall be located completely on private property, with no specific setback requirements, subject to visibility requirements.
 - Freestanding signs, except ground signs, shall be located in landscaped areas as defined by the Zoning Ordinance.
 - Permitted wall signs may be flush mounted or projecting.
 - Temporary and/or mobile signs shall be prohibited.
- 4. Except as modified by the PUD, development shall follow R-3 District requirements.
- 5. Lighting shall be directed down and away from adjacent residential properties, and shall prevent illumination, glare or reflection on adjacent properties, with a lighting plan required as part of the PUD final site plan submittal.
- 6. Sidewalks are required adjacent to all public streets, except Douglas Street.
- 7. A PUD final site plan, including landscaping and lighting plans, shall be submitted and approved prior to a zoning clearance form/building permit being issued.
- 8. In consultation with Goshen City Engineering, a traffic analysis is required.
- 9. Site plan approval by Goshen City Engineering is required for site drainage, post construction, site utilities and right-of-way access, as applicable, before a zoning clearance/building permit is issued.
- 10. The Goshen Fire Department shall approve the plan for fire protection (including hydrant placement and access) as part of Technical Review.

At the Plan Commission meeting public comments were received both in support and with concerns:

Concerns:

- Traffic
- Stormwater
- Parking
- Density
- Neighborhood impact

Support:

- Housing of all types is a huge need
- Location is appropriate near downtown
- Project fits with 9th Street Corridor vision

Ordinance 5123

Amend Ordinance 3011 by Rezoning Real Estate Hereinafter Described, and Commonly Known as 620 E Douglas Street, from Industrial M-1 District to Residential R-3 District with a Planned Unit Development (PUD) Overlay District, to be Known as the Ariel Cycleworks PUD

WHEREAS City of Goshen Department of Redevelopment, AP Development, LLC, and Jones Petrie Rafinski submitted an application on the 27th day of April 2022 to rezone the real estate hereinafter described from Industrial M-1 District to Residential R-3 District with a Planned Unit Development (PUD) Overlay District and the Goshen City Plan Commission did after proper legal notice conduct a hearing on said Petition as provided by the Law on the 17th day of May 2022, and recommended the adoption of this Ordinance by a vote of 5-4.

NOW, THEREFORE be it ordained by the Common Council of the City of Goshen, Indiana, that:

Property generally located on the northwest corner of Plymouth Avenue and 10th Street, with a common address of 620 E Douglas Street, and more particularly described as follows:

A part of the West Half (W ½) of the Northwest Quarter (NW ¼) of Section 15, Township 36 North, Range 6 East, Elkhart Township, City of Goshen, Elkhart County, Indiana and more particularly described as follows:

Commencing at an iron pipe marking the intersection of the South line of the West Half (W ½) of the Northwest Quarter (NW ¼) of said Section 15 and the East line of the former C.C.C. & St. Louis Railroad right of way; thence on an assumed bearing of due North along the East line of said railroad right of way, a distance of 789.23 feet to a rebar marking the intersection of the North line of Plymouth Avenue, also the South line of the vacated portion of Plymouth Avenue as recorded in Miscellaneous Record Volume 50, page 614 of the Elkhart County Recorder's Office and the East line of said railroad right of way and the point of beginning of this description; thence continuing on a bearing of due North along the East line of said railroad right of way, a distance of 482.60 feet to a rebar marking the intersection of the South line of Douglas Street and the East line of said railroad right of way; thence South 88 degrees 58 minutes 27 seconds East along the South line of Douglas Street, a distance of 356.01 feet to a cross-cut marking the intersection of the South line of Douglas Street and the West line of Tenth Street, also the Northeast corner of Lot #10 of THOMAS ADDITION to the City of Goshen; thence South 0 degrees 02 minutes 00 seconds East along the West line of Tenth Street, a distance of 478.00 feet to a rebar marking the intersection of the West line of Tenth Street and the North line of Plymouth Avenue, also the Southeast corner of Lot #1 of PURL AND HOPE'S EAST ADDITION to the City of Goshen; thence North 88 degrees 45 minutes 00 seconds West along the North line of Plymouth Avenue, a distance of 82.5 feet to a rebar; thence South 0 degrees 02 minutes 00 seconds East along the East line of the vacated portion of Plymouth Avenue, as vacation is recorded in Miscellaneous Record Volume 50, page 614 of the Elkhart County Recorder's Office, a distance of 6.00 feet to a rebar; thence North 88 degrees 45 minutes 00 seconds West along the North line of Plymouth Avenue, also the South line of the vacated portion of Plymouth Avenue as described above a distance 273.82 feet to the point of beginning of this description.

All of the above shall be rezoned from Industrial M-1 District to Residential R-3 District with a Planned Unit Development (PUD) Overlay District and the zone maps designated and referred to in Ordinance No. 3011 shall hereby be amended and ordered amended to reflect such classification and rezoning of said real estate.

With approval, the following shall be a part of the Ariel Cycleworks PUD:

1. Except as modified by specific PUD conditions, the approved PUD preliminary site plan is *Ariel Cycleworks Goshen, Exhibit B*, dated April 27, 2022, by Jones, Petrie, Rafinski, permitting:
 - A mixed-use development containing commercial and multi-family residential uses;
 - A 10' building setback along Plymouth Avenue;
 - A 5' building/parking/aisle setback along 10th Street;
 - A 5' parking/aisle setback along Douglas Street;
 - A 0' patio setback for Building A;
 - One four story building;

- One building approximately 325' in length;
 - Parking stall depth of 18 feet;
 - Up to 136 dwelling units with approximately 1,250 square feet of lot area per unit;
 - Commercial parking calculated at one space per 400 square feet, and residential parking calculated at 1 space per studio and one-bedroom units and 1.5 spaces per two-bedroom unit;
 - Screening similar to what is shown on the PUD preliminary site plan; and
 - Signs as follows:
 - One wall or monument freestanding sign per building for Buildings B, C, D and E, limited to 20 square feet in area and 5' in height (if freestanding).
 - For Building A:
 - One sign located on the short screen wall near the outdoor patio, limited to 20 square feet in area.
 - One monument freestanding sign, limited to 20 square feet in area and 5' in height.
 - Two wall signs, limited to 20 square feet in area.
 - One ground sign (8 square feet in area and 3' in height) for each public street driveway access.
 - All signs shall be non-illuminated, internally and externally.
 - All signs shall be located completely on private property, with no specific setback requirements, subject to visibility requirements.
 - Freestanding signs, except ground signs, shall be located in landscaped areas as defined by the Zoning Ordinance.
 - Permitted wall signs may be flush mounted or projecting.
 - Temporary and/or mobile signs shall be prohibited.
2. Except as modified by the PUD, development shall follow R-3 District requirements.
 3. Lighting shall be directed down and away from adjacent residential properties, and shall prevent illumination, glare or reflection on adjacent properties, with a lighting plan required as part of the PUD final site plan submittal.
 4. Sidewalks are required adjacent to all public streets, except Douglas Street.
 5. A PUD final site plan, including landscaping and lighting plans, shall be submitted and approved prior to a zoning clearance form/building permit being issued.
 6. In consultation with Goshen City Engineering, a traffic analysis is required.
 7. Site plan approval by Goshen City Engineering is required for site drainage, post construction, site utilities and right-of-way access, as applicable, before a zoning clearance/building permit is issued.
 8. The Goshen Fire Department shall approve the plan for fire protection (including hydrant placement and access) as part of Technical Review.

PASSED by the Common Council of the City of Goshen on _____, 2022.

 Presiding Officer

Attest:

 Richard R. Aguirre, Clerk-Treasurer

PRESENTED to the Mayor of the City of Goshen on _____, 2022 at _____ a.m./p.m.

 Richard R. Aguirre, Clerk-Treasurer

APPROVED AND ADOPTED by the Mayor of the City of Goshen on _____, 2022.

 Jeremy P. Stutsman, Mayor

To: Goshen City Plan Commission/Goshen Common Council
From: Rhonda L. Yoder, Planning & Zoning Administrator
Subject: 22-03R, Rezoning & PUD Preliminary Site Plan Approval
620 E Douglas Street
Date: May 17, 2022

ANALYSIS

City of Goshen Department of Redevelopment, AP Development, LLC, and Jones Petrie Rafinski request a rezoning from Industrial M-1 District to Residential R-3PUD (Planned Unit Development) and PUD preliminary site plan approval, for a mixed-use development containing commercial and multi-family residential uses, permitting:

- A 10' building setback along Plymouth Avenue (where 30' is required);
- A 5' building/parking/aisle setback along 10th Street (where 25' is required);
- A 5' parking/aisle setback along Douglas Street (where 25' is required);
- A 0' patio setback for Building A;
- One four story building (where three stories are permitted);
- One building approximately 325' in length (where 200' maximum is permitted);
- Parking stall depth of 18' (where 20' is required);
- Up to 136 dwelling units with approximately 1,250 square feet of lot area per unit (where a maximum of 78 units are permitted, with a minimum of 2,000 square feet of lot area per unit);
- 174 parking spaces provided (where approximately 204 spaces are required);
- Screening along 10th Street and a portion of Plymouth Avenue (adjacent to residential land use) similar to what is shown on the PUD preliminary site plan;
- Five freestanding signs (where three are permitted); and
- Signs for the retail space.

The subject property is generally located at 620 E Douglas Street, with approximately 355' frontage on Douglas Street and Plymouth Avenue, approximately 478' frontage on 10th Street, and containing \pm 3.93 acres.

The subject property is a single tax parcel, the former Western Rubber, located within the 9th Street industrial corridor, zoned Industrial M-1. The 9th Street industrial corridor generally lies between 9th and 10th Streets, extending from Madison Street on the north to College Avenue on the south. The land use in the corridor is a mix of industrial, commercial and institutional uses, surrounded on both sides by residential uses, and including residential uses within the corridor. In places, the industrial zoning extends to the west side of 9th Street and the east side of 10th Street. The M-1 zoning in the corridor goes back to the City's first zoning map in 1961.

The subject property was acquired by the City of Goshen in 2008, demolition began in 2009, and environmental remediation activities occurred in 2012-13. A No Further Action Determination was issued by IDEM (Indiana Department of Environmental Management) on April 1, 2014, for closure of the environmental remediation. An Environmental Restrictive Covenant (ERC) was recorded January 16, 2019. The ERC requires amending in order for the residential use to proceed.

In 2011-12, the *9th Street Industrial Corridor Plan* was developed, focusing on remediation and future development. Goals included mixed use development, developing a sense of place, improving mobility and safety, and intra-community connectivity. Activities have included the 9th Street bike/pedestrian path (implemented) and the development of a railroad Quiet Zone (ongoing).

The proposed rezoning to Residential R-3PUD is requested for a mixed-use commercial/residential development, with approximately 5,150 square feet of retail/commercial space, and up to 136 apartments in five buildings. The R-3 District is the only zoning district that permits residential apartment development, and the PUD is proposed to approve the mixed use and address developmental requirements.

Because of the compact nature of the 9th Street corridor, and the close proximity to residential land uses, many existing industrial uses have been granted variances for continued development, and new uses of all types within the corridor would likely require variances in order for development to be permitted.

When a PUD is developed, it contains specific use and developmental requirements that are in addition to, or in place of, the underlying zoning district requirements. A PUD is always tied to a site plan, with a PUD preliminary site plan adopted when a PUD is established or modified, and a detailed PUD final site plan reviewed as development occurs. PUD preliminary site plans require review as a public hearing at Plan Commission, with final approval by Council. A PUD is intended to streamline the review process and provide flexibility based on specific site conditions.

Use & Developmental Requirements

Mixed Use. In a PUD, uses may be more or less restrictive and commercial uses may be included with residential uses. The 5,150 square feet of commercial space is proposed within the south building, which is a four story building with 20,220 square feet on each floor. The commercial space would be approximately 25% of one floor, and a very small percentage of the total building and total development.

Setbacks & Building Height. In a PUD, there are no specific building height or yard requirements, but deviations from the requirements are noted, as follows

- A 10' building setback along Plymouth Avenue (where 30' is required);
- A 5' building/parking/aisle setback along 10th Street (where 25' is required);
- A 5' parking/aisle setback along Douglas Street (where 25' is required);
- A 0' patio setback for Building A; and
- One four story building (where three stories are permitted);

Building Length. The R-3 District limits building length to 200 feet, and one building is proposed approximately 325' in length. This is the south building, proposed along the Plymouth Avenue frontage, which at this location should have no adverse impact.

Density. The R-3 District requires 2,000 square feet of lot area per dwelling unit, with gross density not exceeding 20 units per acre. The site has ±3.93 acres which would allow 78 units. Up to 136 unit are proposed, in four, three-story buildings and one, four-story building, with approximately 1,250 square feet of lot area provided per unit. The proposed density is not inconsistent with the development that exists within the 9th Street corridor, which maximizes use of site area.

Parking. The proposed commercial space could hold a number of uses, such as a coffee shop, business incubator space, or offices, and each use has different parking calculations, so one space per 400 square feet of floor area is proposed for the commercial area, with 5,150 square feet requiring 13 spaces.

For multi-unit residential uses, parking is based on the number of bedrooms. The proposed development would have 27 studio units (requiring 1 space each) and 109 one- and two-bedroom units (requiring 1.5 spaces each), for a total of 191 required parking spaces. If the 64 one-bedroom units were calculated at 1 space per unit, the total number of required residential spaces would be 159. The total number of required spaces would then be 172, with 174 spaces provided.

Parking spaces 18' in depth are proposed, with 24' driving aisles.

Access. Two access points are proposed on 10th Street. In consultation with Goshen Engineering, a traffic analysis will be required.

Sidewalks. New sidewalks are proposed along Plymouth Avenue and 10th Street. Douglas Street no longer connects across the railroad tracks, and no sidewalk is therefore proposed/required.

Landscaping. The PUD preliminary site plan includes streetside and parking lot trees meeting Zoning Ordinance requirements, along with foundation landscaping and trees along the west property line. In the R-3 District, partial landscaping is required adjacent to neighboring one- and two-family residential land use, with neighboring including across the street. In this case there is neighboring one family residential land use on the east side of 10th Street and along

a portion of the south side of Plymouth Avenue. Screening as shown along 10th and Plymouth, including small trees, shrubs and streetside trees, is proposed to buffer the apartment development from adjacent one family residences.

Signs. The R-3 District allows non-illuminated signs only, and only ground signs, with maximum aggregate area of 8 square feet (one face), except that apartment complexes are allowed one monument freestanding sign per street frontage, with each sign limited to 32 square feet in area and 8' in height. Requested signs include one sign per building, a sign on the screen wall near the patio, and wall signs for the retail space. No details on size, location or specific sign types were provided.

Staff recommends signs be permitted as follows:

- One wall or monument freestanding sign per building for Buildings B, C, D and E, limited to 20 square feet in area and 5' in height (if freestanding).
- For Building A:
 - One sign located on the short screen wall near the outdoor patio, limited to 20 square feet in area.
 - One monument freestanding sign, limited to 20 square feet in area and 5' in height.
 - Two wall signs, limited to 20 square feet in area.
- One ground sign (8 square feet in area and 3' in height) for each public street driveway access.
- All signs shall be non-illuminated, internally and externally.
- All signs shall be located completely on private property, with no specific setback requirements, subject to visibility requirements.
- Freestanding signs, except ground signs, shall be located in landscaped areas as defined by the Zoning Ordinance.
- Permitted wall signs may be flush mounted or projecting.
- Temporary and/or mobile signs shall be prohibited.

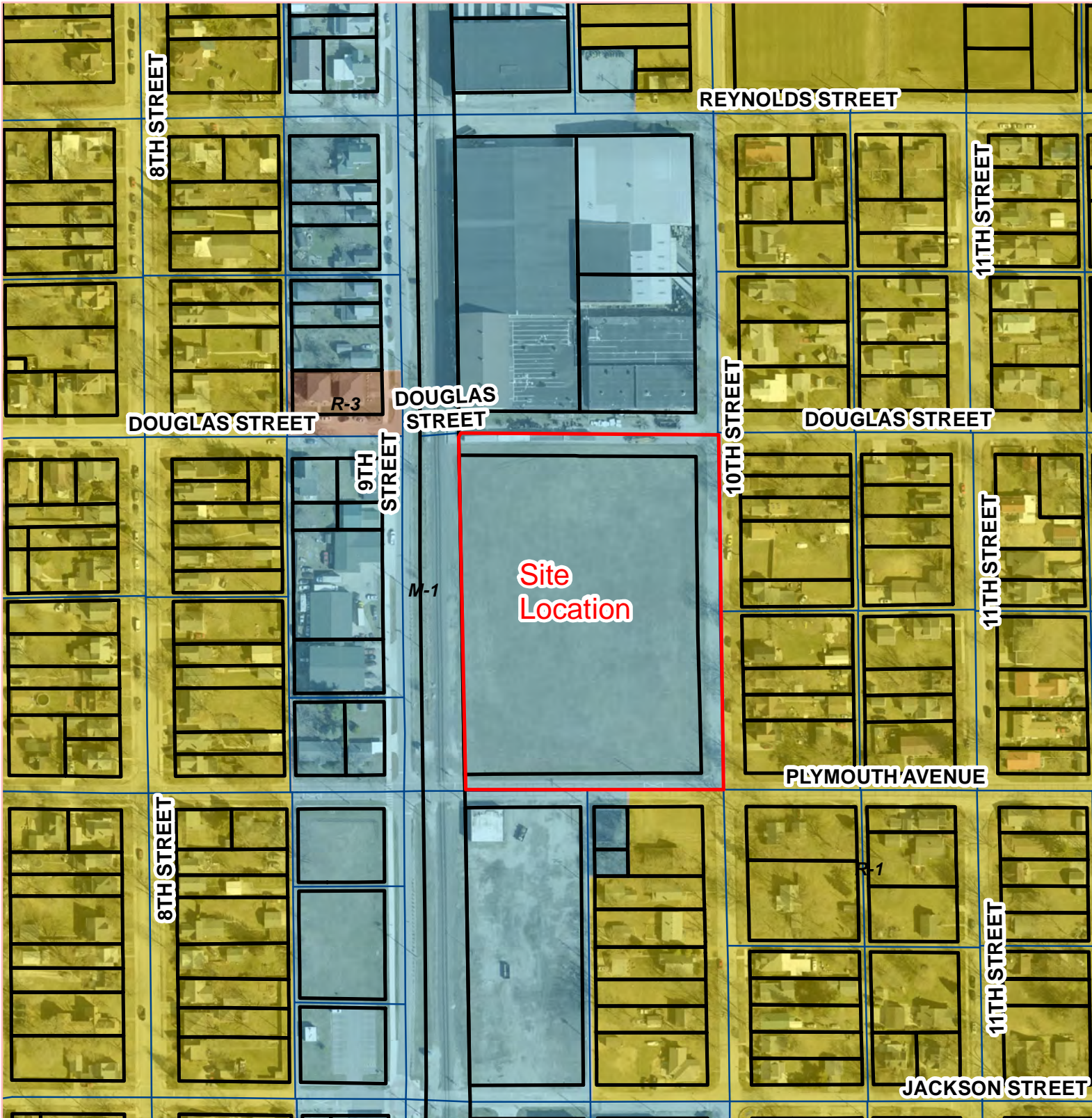
PUD preliminary site plan approval is a conceptual site plan approval, and PUD final site plan review, including landscaping and lighting plans, will be required, which is submitted as part of the City's administrative site plan review process, Technical Review, and may be reviewed by Staff, on behalf of the Plan Commission.

RECOMMENDATIONS

Staff recommends the Plan Commission forward a favorable recommendation to Goshen Common Council for the rezoning and PUD preliminary site plan approval, based upon the following, and with the following conditions:

1. The proposed development is compatible with the existing mixed use corridor, is less intensive than an industrial use, and is consistent with the 9th Street corridor plan goals of developing a sense of place and promoting intra-community connectivity.
2. The proposed development is consistent with the Comprehensive Plan, including:
 - Land Use, Goal L-1: Prioritize the reuse and redevelopment of existing land and structures.
 - Land Use, Goal L-7: Encourage small-scale, neighborhood commercial development.
 - Neighborhoods & Housing, Goal N-1: Revitalize, sustain and enhance urban core neighborhoods.
 - Neighborhoods & Housing, Goal N-6: Encourage compact and connected residential development.
 - Neighborhoods & Housing, Goal N-7: Expand housing options and opportunities.
 - Natural Environment, Goal NE-2.4: Direct growth toward existing development and away from undeveloped space such as farmland, wetlands and forests.
3. Except as modified by specific PUD conditions, the approved PUD preliminary site plan is *Ariel Cycleworks Goshen, Exhibit B*, dated April 27, 2022, by Jones, Petrie, Rafinski, permitting:
 - A mixed-use development containing commercial and multi-family residential uses;
 - A 10' building setback along Plymouth Avenue;
 - A 5' building/parking/aisle setback along 10th Street;
 - A 5' parking/aisle setback along Douglas Street;
 - A 0' patio setback for Building A;
 - One four story building;
 - One building approximately 325' in length;
 - Parking stall depth of 18 feet;
 - Up to 136 dwelling units with approximately 1,250 square feet of lot area per unit;

- Commercial parking calculated at one space per 400 square feet, and residential parking calculated at 1 space per studio and one-bedroom units and 1.5 spaces per two-bedroom unit;
 - Screening similar to what is shown on the PUD preliminary site plan; and
 - Signs as follows:
 - One wall or monument freestanding sign per building for Buildings B, C, D and E, limited to 20 square feet in area and 5' in height (if freestanding).
 - For Building A:
 - One sign located on the short screen wall near the outdoor patio, limited to 20 square feet in area.
 - One monument freestanding sign, limited to 20 square feet in area and 5' in height.
 - Two wall signs, limited to 20 square feet in area.
 - One ground sign (8 square feet in area and 3' in height) for each public street driveway access.
 - All signs shall be non-illuminated, internally and externally.
 - All signs shall be located completely on private property, with no specific setback requirements, subject to visibility requirements.
 - Freestanding signs, except ground signs, shall be located in landscaped areas as defined by the Zoning Ordinance.
 - Permitted wall signs may be flush mounted or projecting.
 - Temporary and/or mobile signs shall be prohibited.
4. Except as modified by the PUD, development shall follow R-3 District requirements.
 5. Lighting shall be directed down and away from adjacent residential properties, and shall prevent illumination, glare or reflection on adjacent properties, with a lighting plan required as part of the PUD final site plan submittal.
 6. Sidewalks are required adjacent to all public streets, except Douglas Street.
 7. A PUD final site plan, including landscaping and lighting plans, shall be submitted and approved prior to a zoning clearance form/building permit being issued.
 8. In consultation with Goshen City Engineering, a traffic analysis is required.
 9. Site plan approval by Goshen City Engineering is required for site drainage, post construction, site utilities and right-of-way access, as applicable, before a zoning clearance/building permit is issued.
 10. The Goshen Fire Department shall approve the plan for fire protection (including hydrant placement and access) as part of Technical Review.



Site
Location

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.

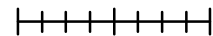
620 E Douglas Street

2021 Aerial
Printed May 3, 2022



Feet

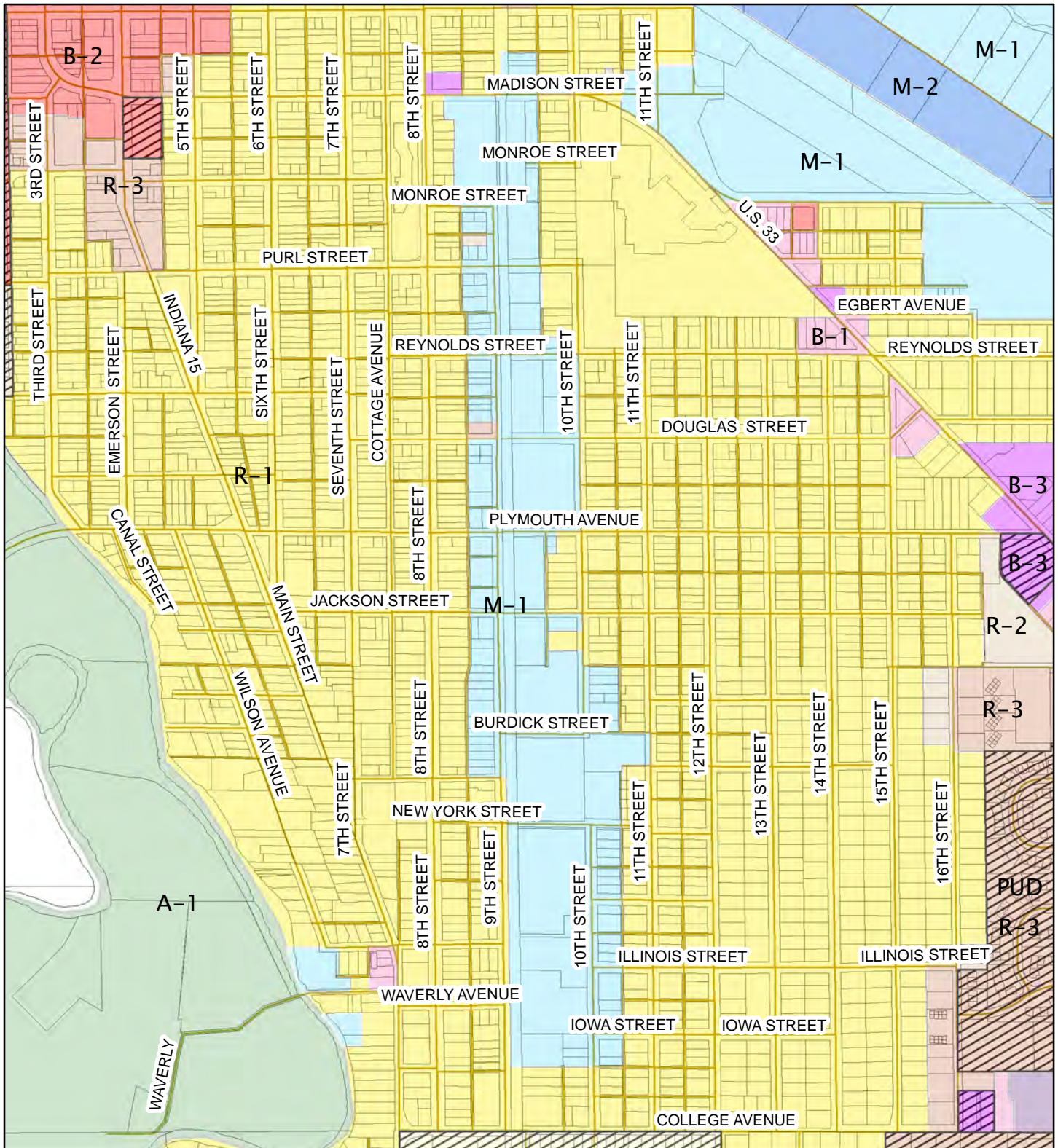
0 50 100 200



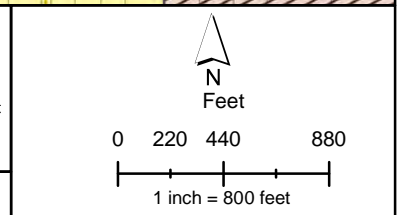
1 inch = 200 feet

The City of Goshen
Department of
Planning & Zoning

204 East Jefferson Street, Goshen, Indiana 46528
Phone: 574-534-3600 Fax: 574-533-8626



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.



9th Street Industrial Corridor

Zoning Map
Printed May 7, 2022

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

**NARRATIVE SUMMARY OF ARIEL CYCLEWORKS MAJOR
RESIDENTIAL DEVELOPMENT AND CAPITAL IMPROVEMENT
PROJECT AND ZONING APPROVALS**

1. **Background.** The Petitioner, Ariel Cycleworks LLC (“Owner”) is a single purpose entity formed solely for the purpose of acquiring, development and operating the Project (as defined below). Ariel Cycleworks is controlled by AP Development LLC (“APD”), an Indiana limited liability company formed in 2011 with offices in Brownsburg, Indiana. Jon Anderson is the founder and principal of APD and APD is the sole member of Owner.

Owner and APD have entered into an Economic Development Agreement with the City of Goshen to acquire approximately 3.93 acres of real estate located on the northwest corner of Plymouth Avenue and 10th Street in Goshen, Indiana (the “Real Estate”) from the City of Goshen Redevelopment Commission. The currently vacant Real Estate is most commonly known as the former location of Western Rubber, which was demolished approximately ten years ago to enable the City to perform brownfield remediation on the Real Estate. APD intends to develop a mixed-use multifamily residential development on the Real Estate which will include a maximum of 136 apartments in five (5) five apartment buildings with limited mixed-use retail and associated parking (the "Project").

2. **Project Site** The Real Estate is approximately 3.93 acres and is bounded by Plymouth Avenue to the South, 10th Street to the east, Douglas Road to the north and the Norfolk Southern rail line to the west. The property is currently zoned Industrial M-1 and owned by the City of Goshen Redevelopment Commission. A description of the Real Estate is attached hereto as Exhibit A along with a copy of the site boundary survey and topographic information and made a part hereof. The survey was used as the base for the Site Plan Support Drawing, Exhibit B.

3. **Project Summary and Requests.** The following is a summary of the technical approval or changes needed for the Project to be presented to the Goshen City Plan Commission and City Council:

A. *Site Plan.* The creation of the Ariel Cycleworks PUD to include the Real Estate, as shown on the Site Plan hereto as Exhibit B attached and made a part hereof. The Ariel Cycleworks PUD will include landscaping, defined setbacks, parking, signage, access, and screening as shown on the attached Site Plan and other exhibits attached to this Summary. The site will be rezoned from Industrial M-1 to Residential R-3 PUD, so that the Ariel Cycleworks PUD will be entirely a R-3 PUD.

B. *Conditional Use.* The project includes an approximately 5,150 sft retail space which is not permitted in a Residential R-3 zone. This petition is seeking approval for a use variance for this proposed space.

C. *Setbacks.* The Petition, as shown on the Site Plan, includes setback requests as follows: (i) 5' setback along Douglas Street; (ii) 5' setback along 10th Street; (iii) 10' setback along Plymouth Avenue, and (iv) 5' side yard setback along the west property line, all as shown on the attached Site Plan. Proposed building overhangs will be located at building entrances and shall not pass any established setback line, there are no proposed roof overhangs.

D. *Parking Spaces.* The Petitioner seeks approval for the parking spaces identified in the Site Plan to be 18' deep instead of 20' as typically required by the City. The Petitioner also seeks approval of a reduction from 1.5 parking spaces for 64 single bedroom apartment units to one parking space each. This reduction of parking space counts would allow total parking from 204 to 174 parking spaces as shown on the Site Plan.

E. *Access Points.* A development variance is requested for the two access points off 10th Street (a collector street) as shown on the attached Site Plan. The access points provide for safe and efficient traffic flow on the property and will eliminate bottleneaking at entrances.

F. *Landscaping/screening.* The proposed landscape plan is included Site Plan Support Drawing and made a part hereof. Owner is working with City staff to develop a landscape plan that conforms with the City landscape ordinance but is requesting some flexibility with regards to the location of certain species of trees in order to promote good frontage visibility and partial landscape buffering with the residential properties to its east. The proposed variance from the landscape requirements is set forth on the attached landscape plan.

G. *Signage.* Owner is proposing to include development identification signage to be placed on the face of a short screen wall near the retail space outdoor patio. This patio is to be constructed near the corner of 10th street and Plymouth Avenue.

H. *Lighting.* The Safety and security for residents, employees and customers is paramount for the Owner. APD develops its sites to have safe and efficient parking lot lighting that utilizes highly efficient LED light fixtures. All exterior lighting will comply with City ordinance to minimize light pollution leaving the property.

I. *Sidewalks.* The project will construct new sidewalks along Plymouth Avenue and 10th Street within the public right-of-way. Sidewalks will be constructed within the project site to provide safe and efficient pedestrian access to the buildings,

parking areas and the proposed open space.

J. *Stormwater.* Due to the limited access to public storm sewer, the anticipated on-site stormwater runoff will be managed within the Real Estate through permeable pavement, underground storage and alternative best management practices. The project team will work with the City of Goshen to determine the best approach for stormwater management along Douglas Street, Plymouth Avenue and 10th Street.

K. *Miscellaneous.* Any other items shown on the Site Plan, but not specifically mentioned in this narrative, are included in the overall request of Petitioner for approval of the Ariel Cycleworks PUD.

4. **Neighbor Discussions.** Representatives of APD facilitated two separate neighborhood meetings held on Thursday, November 4, 2021 and Sunday, April 10, 2022. Please see attached Exhibit C for a summary of these meetings.

5. **Summary.** This Summary is part of, and is to be combined with, formal signed Petitions on City of Goshen required forms, relative to the zoning changes, the PUD, property legal descriptions, and other endeavors herein referenced.

Ariel Cycleworks LLC
AP Development LLC
Dated: May 3, 2022.

EXHIBIT C

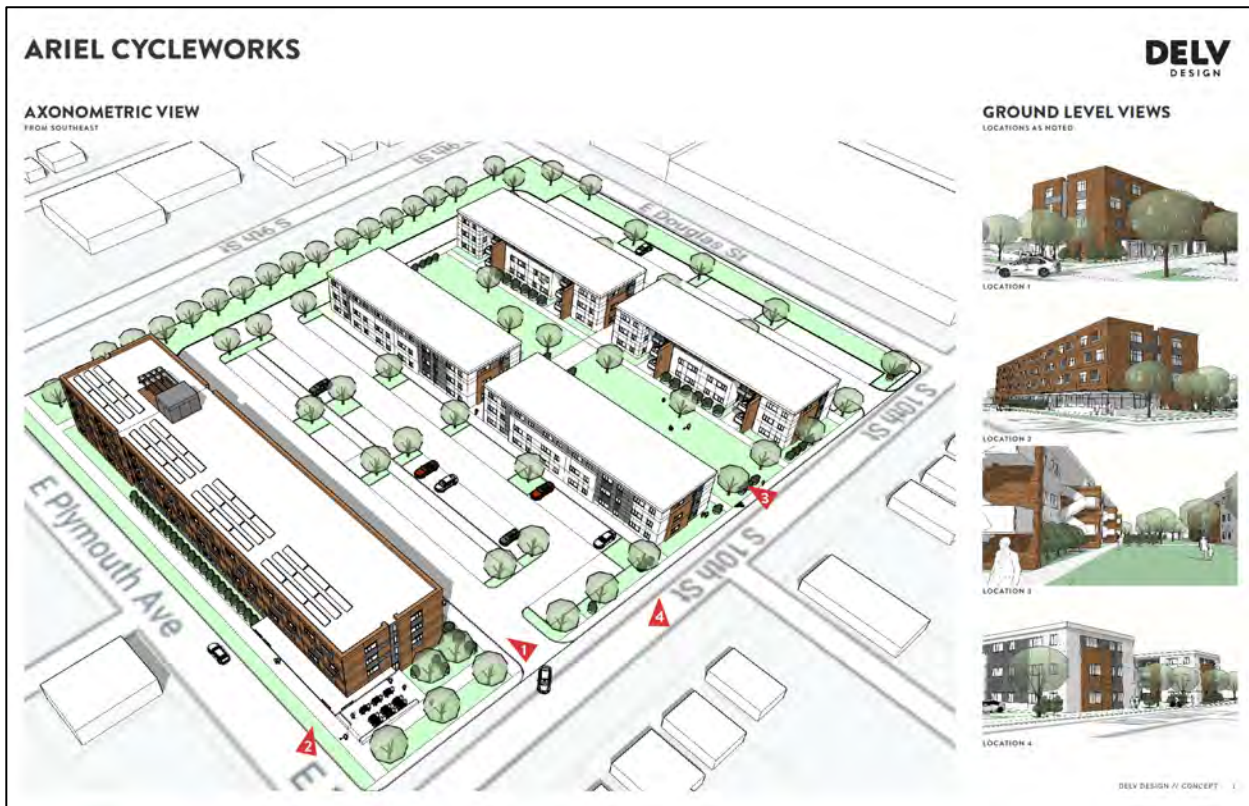
ARIEL CYCLEWORKS Neighborhood Meeting Notes

Neighborhood Meeting #1 was held at 4PM, Thursday, November 4, 2021, in the Parks Department Training Room

The Neighborhood Meeting was held in the Parks Department office training room on Thursday, November 4th at 4pm located at the southwest corner of E. Jackson St. and 9th Street. AP Development LLC worked with three neighborhood organizations to get the word out regarding this neighborhood meeting:

- Historic Southside,
- Parkside, and
- Reith Park.

While the total attendance was small at six individuals, each of the neighborhoods were represented at the meeting by a neighborhood resident. One neighborhood resident from across 10th Street east of the project site not represented by a neighborhood organization was present as well. Also, Jonathon Schramm a Professor from Goshen College's Institute for Ecological Regeneration attended, too. No City staff or representatives of City government attended this neighborhood meeting.



At that meeting, Matt Rueff of AP Development LLC (APD) presented the conceptual site plan explaining the anticipated number of units at around 146 units. This would likely generate a new resident population of between 200-300 residents. High demand for housing in the Goshen community was presented. Rent price points and the intent of APD to serve renters at an entry level market rate for households earning somewhere between 60% to 120% of Area Median Income (AMI) were discussed. The project is planned to include 4,000 SF “Maker Space” for potential business partnerships with area schools and college with employment networking and a small 1,000 SF coffee shop.

APD also discussed that the site has been a longstanding brownfield in the City of Goshen for more than a decade, and that APD's project fits into the City's 9th Street Brownfield Area-wide Plan completed about ten

years ago to encourage reuses in the 9th Street corridor that supported residential and business development.

Finally, due to storm water constraints of this location within the City of Goshen utility system, the site will feature numerous stormwater controls to address storm water runoff. The intent of the stormwater controls will be to manage to the maximum rain event for storm water management. Also, the project is studying the possible use of solar power on the roof of the larger building and all appliances will be highly energy efficient.

The project will include a common green area in the center of the development which will be inviting for residents. The project will have bike racks and encourage biking for commuting and leisure. Also, sidewalks will connect the development and the neighborhoods to the immediate east and south of the project site to the 9th Street Greenway. Finally, the project will feature a rooftop gathering spot for any resident of the development on the roof of the large building that is adjacent to Plymouth Street.

All those in attendance commented. Positive comments were shared about the smart urban design of the development and the environmentally sustainable features of the development for storm water controls and energy conservation. The large amount of green space in the center was appreciated. Residents appreciated the pervious pavers in the parking areas as well. They also liked the connectivity to the City trails and the access to schools for residents. Project concerns focused primarily on potential traffic impacts to the surrounding neighborhood that 200 – 300 new residents could create. The residents spoke about existing traffic impacts created by the trains which will be running along the western edge of the site. These trains sometimes stop and create long back-ups primarily along Plymouth St. It was noted by others that while there may be some traffic impacts that it should be much less than a factory of 200-300 employees coming and going at the same time. Attendees cited the impacts the former Western Rubber facility had in its day on surrounding traffic. Other residents commented that Park 33 as multi-family development near Fairfield Ave. and Lincolnway East has not created much problem for the surrounding neighborhood as people are coming and going at different times of the day, not all at once. The issue of traffic impact was noted as an issue for AP Development to better understand.

This neighborhood meeting was adjourned at 5:30 PM.

Neighborhood Meeting #2 was held at 2 PM Sunday, April 10, 2022, at Water Tower Park

This meeting was organized by David and Carrie Lee, residents who live in proximity to the project site. There were an estimated two dozen residents in attendance along with City officials and Jon Anderson and Matt Rueff of AP Development LLC. The meeting was held at the Water Tower Park at the intersection of Plymouth Ave. and 9th St.

Jon Anderson introduced AP Development LLC (APD) to those present. He explained that APD focuses on completing redevelopment projects usually focused on multi-family development and mixed-use projects to preserve historic buildings such as the former YMCA in Evansville, Indiana or create new reuses such as the Backstay Lofts in Union City, Indiana. APD also focuses on creating new developments on brownfield redevelopment sites such as the former Wester Rubber Site in Goshen. -He presented information on the number of units as being near 146 units with studios, 1-bedrooms, and 2-bedrooms. This would likely generate a new resident population of between 200-300 residents. He discussed that the project is focused on creating workforce housing from 60% Area Median Income (AMI) to 120% AMI.

While the site is a brownfield, the City and APD believe appropriate remediation will be completed to allow for residential development on the site. Sustainable environmental features will focus heavily on managing storm water management that will provide green solutions, and APD is studying possible solar solutions for energy savings as well. All appliances will be 5-star energy saving efficient.

Anderson explained the intent of Ariel Cycleworks is to be designed with a nod to its history as a bicycle manufacturing facility named the Ariel Bicycle Company. The development will be connected to the 9th Street Greenway, and bicycle use for commuting and recreation will be emphasized by the development with bicycle storage area for residents.

Jon Anderson and Matt Rueff took questions from those in attendance. These questions focused on the traffic impact and parking for the development including negative impact on Plymouth Avenue backups during train peaks early morning and evening commuting times. It was emphasized that a traffic study will be completed during the site plan approval process. In response to questions about design of the buildings, Anderson emphasized that the buildings are to complement existing and historic architecture of the area and that brick and other durable materials will be used on the exterior of all the buildings.

While a couple of residents expressed concern about any change to the site, most residents in attendance voiced their support overall for the project with the emphasis to figure out how best to handle traffic flow and on-site parking. Overall, most who attended the neighborhood meeting expressed general support for the Ariel Cycleworks project.

The meeting was adjourned at 3 PM with one-on-one discussions with APD ending around 3:30 PM.

Yoder, Rhonda

Subject: FW: Plan Commission comments

-----Original Message-----

From: Allan Kauffman

Sent: Monday, May 16, 2022 11:29 PM

To: Stutsman, Jeremy ; Brinson, Mark ; Yoder, Rhonda

Subject: Plan Commission comments

I have a school board meeting at 4:30. I plan to attend, but public comment probably won't start before I need to leave. I don't know how long my meeting will last, but I will stop by to see if public comment is still being taken. If I don't appear in time, I'd like these comments read into the record. Thank you.

I strongly support the rezoning for apartments at the former Western Rubber site. We desperately need more housing of all kinds. Families leave Goshen schools for Elkhart schools because they can't afford rents in Goshen due to shortage of housing. New families can't move into the Goshen school district if they can't find housing...subsidized or market rate. Some argue that the proposed apartments are unaffordable for workers. I agree that not all workers will be able to afford the rents. Many others will. Just by creating more inventory, it will provide a domino effect. Residents who can afford to upgrade move from lower cost housing, making those places available options for others who can't afford to live in the new apartments. Some folks are reluctant to have any subsidized housing in their neighborhood, because they look down on people who need vouchers. Most are good, hardworking people. There could be Gleason employees getting vouchers to live there.

I know Bill Malone has been rallying neighbors against the rezoning because he wants at least part of it for his use. But I also know Bill Malone as someone who has not lived up to prior obligations to the city and neighborhood. Many years ago, he received city permission to expand his plant toward 10th Street. Neighbors were opposed, but permission was granted with a condition that there not be outside storage. Look at the mess that neighbors across the street now see from their front windows. He was also granted permission to build the tall wood fence enclosure on the corner of 10th and Purl Streets with a requirement that all pallets be hidden behind the fence. That hasn't been complied with. He has a dumpster in the Purl Street right-of-way. I don't recall hearing or seeing any permission asked or granted. When he leased the former Western Rubber property south of Plymouth Avenue to store semi trailers, it looked like a junk yard. He uses public streets to park semis for loading and unloading, obstructing traffic. I doubt he has asked or been given permission for that. He has not been a good neighbor. He created his own employee parking problem by expanding his plant over most of the property.

A rezoning for the apartments should not be swayed by being sympathetic to Mr. Malone's interest in any of the property. If history can predict the future, Gleason will be a bigger mess. It would be a blight on the neighborhood in place of what would have been a needed improvement for all of Goshen.

Allan Kauffman
Goshen resident



CITY OF GOSHEN

202 South Fifth Street • Goshen, IN 46528-3714

Phone (574) 533-8621 • Fax (574) 533-9740
www.goshenindiana.org

June 23, 2022

Goshen City Council Members

Subject: Ariel Cycleworks- proposed amendments

Dear Council Members,

At the special Council meeting last week, I made a motion to re-consider Ordinance 5123. My motion was based on the condition that the developer would be willing to accept several amendments to address some of the neighborhood concerns.

Earlier this week, I was able to meet with Jon Anderson to discuss these amendments. Attached is an updated site plan for the Ariel Cycleworks project that contains the following changes from the original plan:

- Eliminated Makers Space and redesigned Building A, resulting in a reduction of 8,336 square feet and 8 bedrooms, moving the east wall approximately 20 feet further back from 10th Street with increased patio space.
- Building A setback from 10th Street increased to approximately 54 feet 6 inches.
- Changes in Building A footprint increase the requested setback at the south property line along Plymouth Ave from 10 feet to 12 feet.
- Required parking spaces reduced from 204 to 195 with changes.
- Added 35 additional public parking spaces on the south side of Douglas Street, for a total of 209 parking spaces (including 174 on site).

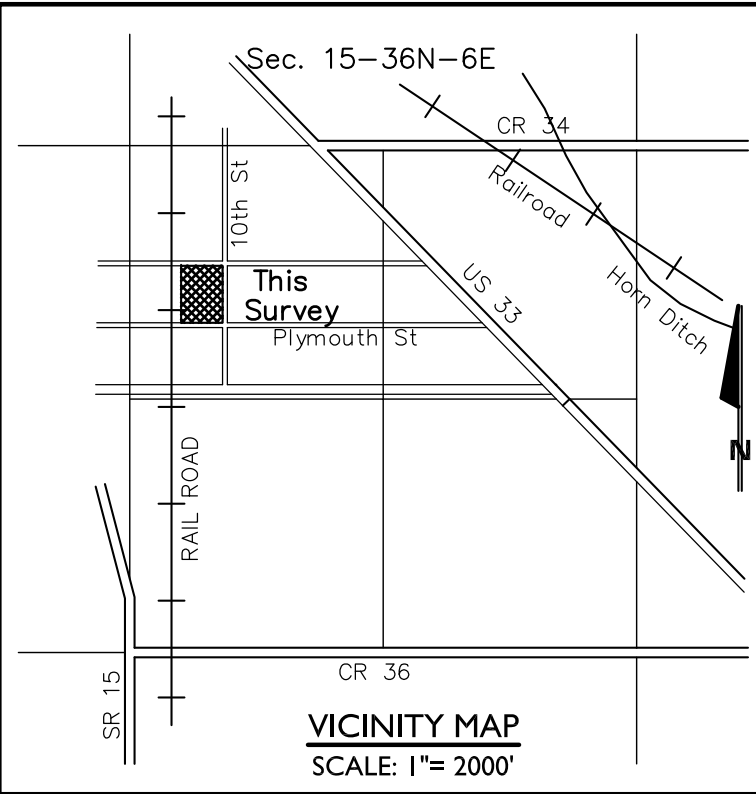
I am planning to offer these amendments to the Ariel Cycleworks PUD at the June 27 Council meeting.

A handwritten signature in black ink, appearing to read "Matt Schrock", written over a horizontal line.

Matt Schrock
Council District Three
Goshen, Indiana

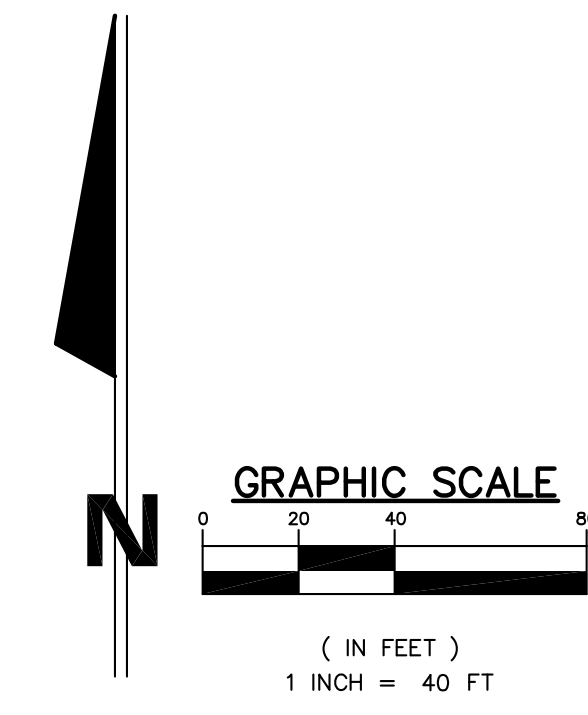
ARIEL CYCLEWORKS GOSHEN

SITE PLAN SUPPORT DRAWING
PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 36 NORTH,
RANGE 6 EAST, ELKHART TOWNSHIP, CITY OF GOSHEN, ELKHART COUNTY, INDIANA



OWNER/DEVELOPER
 ANDERSON PARTNERS LLC
 214 EAST MAIN ST
 BROWNSBURG, IN 46112

CONSULTANT/AGENT
 JONES PETRIE RAFINSKI
 325 S LAFAYETTE BLVD
 SOUTH BEND, IN 46601



RECORD LEGAL DESCRIPTION

A part of the West Half (W 1/2) of the Northwest Quarter (NW 1/4) of Section 15, Township 36 North, Range 6 East, Elkhart Township, City of Goshen, Elkhart County, Indiana and more particularly described as follows:

Commencing at an iron pipe marking the intersection of the South line of the West Half (W 1/2) of the Northwest Quarter (NW 1/4) of said Section 15 and the East line of the former C.C.C. & St. Louis Railroad right of way; thence on an assumed bearing of due North along the East line of said railroad right of way, a distance of 789.23 feet to a rebar marking the intersection of the North line of Plymouth Avenue, also the South line of the vacated portion of Plymouth Avenue as recorded in Miscellaneous Record Volume 50, page 614 of the Elkhart County Recorder's Office and the East line of said railroad right of way and the point of beginning of this description; thence continuing on a bearing of due North along the East line of said railroad right of way, a distance of 482.60 feet to a rebar marking the intersection of the South line of Douglas Street and the East line of said railroad right of way; thence South 88 degrees 58 minutes 27 seconds East along the South line of Douglas Street, a distance of 356.01 feet to a cross-cut marking the intersection of the South line of Douglas Street and the West line of Tenth Street, also the Northeast corner of Lot #10 of THOMAS ADDITION to the City of Goshen; thence South 0 degrees 02 minutes 00 seconds East along the West line of Tenth Street, a distance of 478.00 feet to a rebar marking the intersection of the West line of Tenth Street and the North line of Plymouth Avenue, also the Southeast corner of Lot #1 of PURL AND HOPE'S EAST ADDITION to the City of Goshen; thence North 88 degrees 45 minutes 00 seconds West along the North line of Douglas Street, a distance of 82.5 feet to a rebar; thence South 0 degrees 02 minutes 00 seconds East along the East line of the vacated portion of Plymouth Avenue, as vacated is recorded in Miscellaneous Record Volume 50, page 614 of the Elkhart County Recorder's Office, a distance of 6.00 feet to a rebar; thence North 88 degrees 45 minutes 00 seconds West along the North line of Plymouth Avenue, also the South line of the vacated portion of Plymouth Avenue as described above a distance 273.82 feet to the point of beginning of this description.

This real estate is commonly known and referred to as 620 East Douglas Street, Goshen, Indiana 46526. Parcel No. 20-11-15-153-001.000-015.

UTILITIES

WATER GOSHEN WATER WORKS
 308 N. 5TH STREET
 GOSHEN, IN 46528
 KENT HOLDERN
 1-574-534-5306

TELEPHONE FRONTIER (VERIZON)
 24373 COUNTY ROAD 45
 ELKHART, IN 46516
 PHIL NASH
 1-574-875-3789

SEWER GOSHEN WASTEWATER TREATMENT & UTILITY
 308 N. 5TH STREET
 GOSHEN, IN 46528
 KENT HOLDERN
 1-574-534-5701

FIBER OPTIC INTERCARRIER NETWORKS
 120 E MARKET ST, SUITE 808
 INDIANAPOLIS, IN 46204
 1-800-834-4423

ELECTRIC NIPSCO
 300 E. KERCHER ROAD
 GOSHEN, IN 46526
 RYAN CARR
 1-574-535-0227

FIBER OPTIC COMMERCIAL BROADBAND SOLUTIONS
 PO BOX 114
 GOSHEN, IN 46527
 1-574-307-3917

GAS NIPSCO
 1039 E PENNSYLVANIA AVE.
 P.O. BOX 1355
 SOUTH BEND, IN 46601
 PAUL CLARK
 1-574-284-2241

UTILITY LOCATE "HOLEY MOLEY"
 1-800-382-5544

STORM WATER CALCULATIONS

PROJECT AREA	171,098 SFT (3.93 AC)
IMPERMEABLE SURFACE	
BUILDINGS	46,784 SFT
ASPHALT / CONCRETE	80,827 SFT
PERMEABLE SURFACE	
OPEN SPACE	43,487 SFT

A SITE GEOTECHNICAL REPORT HAS ALREADY BEEN COMPLETED WITH 4 PERCOLATION TESTS PERFORMED ACROSS THE SITE WITH INFILTRATION RATES RANGING FROM 53.6 TO 304.6 in/hr.

THE STORM WATER RUNOFF WILL BE CALCULATED USING THE MOST RECENT NOAA RAINFALL DATA. STORM WATER STORAGE WILL BE ACHIEVED WITH ADEQUATE CAPACITY USING BEST MANAGEMENT PRACTICES AND UNDERGROUND STORAGE, INCLUDING BUT NOT LIMITED TO A COMBINATION OF THE FOLLOWING: STORM WATER SWALES, RAIN GARDENS, PERMEABLE PAVERS, AND SUB-SURFACE FRENCH DRAINS.

SITE DATA

1. SITE IS CURRENTLY ZONED M-1, TO BE REZONED R-3 PUD.

2. SURFACE RUN-OFF AND STORM DRAINAGE TO BE COLLECTED ON-SITE AND DISCHARGED INTO UNDERGROUND STORAGE RETENTION AREAS

3. PROPOSED BUILDINGS ARE TO BE FOUR SEPARATE THREE STORY AND ONE MAX FOUR STORY STRUCTURES.

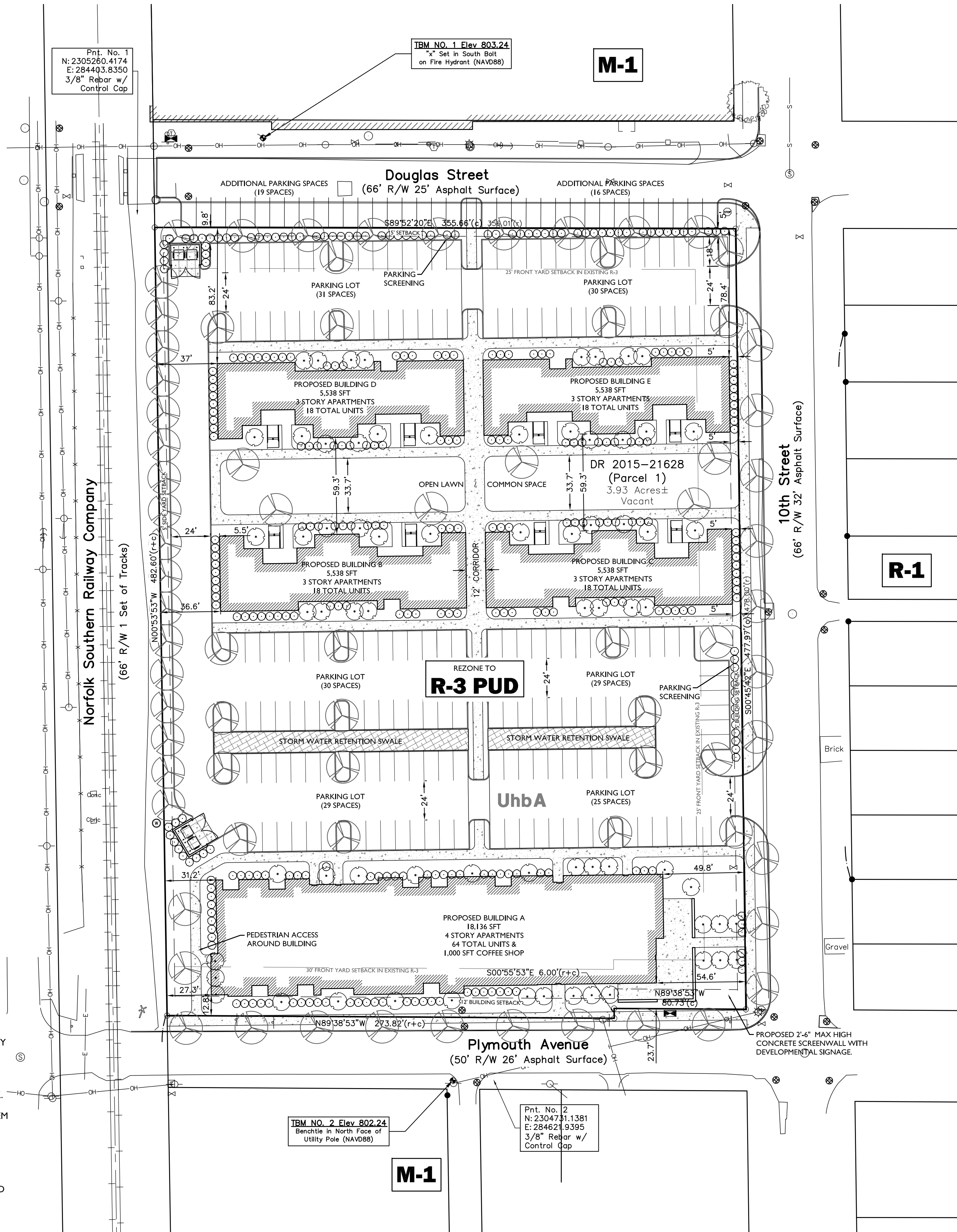
4. ALL PROPOSED BUILDING STRUCTURES WILL HAVE NO ROOF OVERHANGS. OVERHANGS PROVIDED AT PEDESTRIAN ENTRANCES WILL BE LOCATED OUT OF THE PROPOSED SETBACK.

5. BUILDINGS WILL BE CONNECTED TO MUNICIPAL WATER SYSTEM AND SANITARY SEWER. LOCATED ALONG 10TH STREET.

6. PROPOSED ACCESS DRIVES UTILIZE 10TH STREET.

7. BUILDING AND PARKING LOT LAYOUT IS CONCEPTUAL ONLY.

8. THE PROJECT SITE IS NOT LOCATED WITHIN A 100 YEAR FLOOD BOUNDARY PER PANEL I8039C0254D OF THE NATURAL FLOOD INSURANCE RATE MAPS ISSUED.



LEGEND

- UhbA** SOILS BOUNDARY
- URBAN LAND-VOLINIA COMPLEX, 0 TO 1% SLOPES - THIS SOIL PROFILE IS THROUGHOUT AND AROUND THE ENTIRE URBAN SITE
- POTENTIAL PROPOSED TREE LOCATION
- POTENTIAL SMALL TREE / SHRUB LANDSCAPE AREA

R-3 DISTRICT DEVELOPMENT STANDARDS

EXISTING	PROPOSED USE	FRONTAGE	SETBACKS			BLDG HEIGHT	BLDG OVERHANG
			FRONT YRD	SIDE YRD	THIS PUD		
CURRENTLY ZONED M-1	R-3 PUD	355.66' (DOUGLAS)	25'	-	5'	3-STORY (BLDG B-E)	NO EAST OR WEST FACADE OVERHANG, VARIES AT BLDG ENTR
		478' (10TH ST)	25'	-	5'		
		482.60' (WEST @ RR)	-	5'	5'		
		354.55' (PLYMOUTH)	30'	-	12'	4-STORY (BLDG A)	VARIES AT BLDG ENTR

PARKING

- EXISTING: N/A
- REQUIRED PARKING SPACES BY ORDINANCE:
 - 1 SPACE PER STUDIO APARTMENT
 - 1.5 SPACES PER ONE & TWO-BED APARTMENT UNIT
 - 1 SPACE PER 400 SFT COFFEE SHOP (RESTAURANT)

- NEW BUILDINGS:
 - FOUR (4) - THREE STORY APARTMENT BUILDINGS
 - 12 STUDIO APARTMENTS
 - 36 SINGLE BED APARTMENTS
 - 24 TWO BED APARTMENTS
 - FOUR STORY APARTMENT BUILDING & AMENITY SPACE
 - 12 STUDIO APARTMENTS
 - 39 SINGLE BED APARTMENTS
 - 13 TWO BED APARTMENTS
 - 1,000 SFT COFFEE SHOP

- 136 NEW TOTAL DWELLING UNITS
- 24 STUDIO UNITS x 1 SPACE = 24 SPACES
- 112 ONE & TWO BED UNITS x 1.5 SPACE = 168 SPACES
- 1,000 SFT COFFEE / 400 SFT = 3 SPACES

TOTAL SPACES REQ'D = 24 + 168 + 3 = 195 TOTAL SPACES

NEW PARKING

- 0 EXISTING SPACES
- 174 NEW SPACES PROVIDED
- 195 - 174 = 21 LESS PARKING SPACES
- 35 ADDITIONAL PARKING SPACES ON DOUGLAS ST
- 35 - 21 = 14 ADDITIONAL SPACES
- ALL PARKING SPACES SHALL BE 18'x9'
- SEEKING VARIANCE FOR ONE PARKING SPACE PER SINGLE BED APT

LANDSCAPE STANDARDS

REQUIREMENT	FRONTAGE - PARKING DRIVE	PLANTS REQUIRED	THIS PUD PROPOSED MATERIAL
STREETSIDE LANDSCAPE	DOUGLAS ST	355'	8,875
	10TH ST	454'	11,35
	PLYMOUTH ST	355'	8,875
OFF-STREET PARKING AREA (PARTIAL LANDSCAPING)	1 Interior Landscape Island / 20 Parking Spaces	174 Parking Spaces	9 Islands w/ 1 Tree Each
BUFFERYARD LANDSCAPE (PARTIAL LANDSCAPING)	Partial Landscape screening will be addressed in conjunction with the off-street parking lot screening requirement.		
FOUNDATION LANDSCAPING (OPTIONAL LANDSCAPING)	Per the ordinance this is optional, the client plans to include foundation plantings including shrubs and small trees to soften the space between the hard surface walls and walks.		

BUILDING SIGNAGE

PER THE GOSHEN ZONING ORDINANCE, APARTMENT COMPLEXES IN THE R-3 DISTRICT ARE PERMITTED ONE NON-ILLUMINATED FREESTANDING SIGN PER STREET FRONTAGE, NOT EXCEEDING 32 SQUARE FEET IN AREA OR EIGHT FEET IN HEIGHT.

ARIEL CYCLEWORKS PROPOSES TO HAVE ONE SIGN PER APARTMENT BUILDING TO IDENTIFY THE STRUCTURE, WHILE MEETING THE CITY'S SIZE REQUIREMENTS. THESE SIGNS MAY BE CONTRACTED TO BE ARTFULLY DONE, BUT WILL MEET OWNER AND CITY APPROVAL BEFORE BEING PLACED.

THE OUTDOOR PLAZA AND SEATING WITH 2'-6" SCREENWALL, WILL ALSO HAVE INDIVIDUAL SIGNAGE ATTACHED TO THE WALL, THAT WILL ALSO MEET THE SIZE REQUIREMENTS, AS WELL AS OWNER AND CITY APPROVAL BEFORE BEING PLACED.

SITE DEVELOPMENT PLAN
 SCALE: 1"=40'

REV	DESCRIPTION	BY	DATE

JONES PETRIE RAFINSKI

South Bend, IN
 P: 574-532-4488
 P: 574-533-7762

Elkhart, IN
 P: 574-532-4488
 P: 574-533-7762

East Wayne, IN
 P: 340-422-2522

PRELIMINARY FOR REVIEW PURPOSES ONLY

ARIEL CYCLEWORKS
 MULTIFAMILY DEVELOPMENT
 ANDERSON PARTNERS DEVELOPMENT

DESIGNED BY:	RJH
DRAWN BY:	RJH
REVIEWED BY:	CRG
DATE:	JUNE 20, 2022
JOB NUMBER:	2021-0397
SCALE:	1"=40'
EXHIBIT B	