

Agenda
GOSHEN PLAN COMMISSION
Tuesday, November 21, 2023, 4:00 pm
Council Chambers, 111 E. Jefferson Street, Goshen, Indiana

****Please turn off all cell phones****

- I. Roll Call
- II. Approval of Minutes from 8/15/23
- III. Filing of Zoning/Subdivision Ordinances and Official Staff Reports into Record
- IV. Postponements/Withdrawals
- V. **Rezoning, PUD Major Change & PUD Preliminary Site Plan** (public hearings)
23-03R & 23-02MA– Cherry Creek, LLC, Waterford Commons Business Park, LLC, City of Goshen, and Abonmarche request a rezoning from Residential R-3 to Residential R-3PUD (Planned Unit Development), a PUD major change for property zoned R-3PUD to be incorporated into the new Cherry Creek PUD, and PUD preliminary site plan approval. The R-3 area is ±211 acres, and the R-3PUD area is ±24.4 acres, with adjacent right of way and parcels intended for right of way, generally located west of Dierdorff Road, north of Waterford Mills Parkway, east of Regent Street, and south of Waterford Mills Parkway on both sides of Regent Street. The Cherry Creek PUD proposes a mixed use residential/commercial development, with:
 - Permitted and conditional uses following the Residential R-3 District and Commercial B-2 District, and allowing restaurants with drive-through and landscaping companies (non-retail);
 - Minimum required commercial parking calculated at one (1) space per 400 square feet of gross floor area;
 - No minimum parking required for common area uses (such as parks);
 - Provided minimum parking spaces count to include on-street parking spaces;
 - Maximum residential unit density calculated using overall Cherry Creek area, including common areas, but excluding public right of way; and
 - Maximum building length allowed up to 400 feet.
- VI. Audience Items
- VII. Staff/Board Items
 - *Permission to amend the Goshen Zoning Ordinance, including Section 4270, Flood Control District Regulations, based on the State of Indiana model ordinance*
 - *2024 Plan Commission & BZA Schedule – Approval*
- VIII. Adjournment

To: Goshen City Plan Commission/Goshen Common Council
From: Rhonda L. Yoder, Planning & Zoning Administrator
Subject: 23-03R & 23-02MA
Rezoning, PUD Major Change & PUD Preliminary Site Plan
Cherry Creek PUD, Dierdorff Road, Waterford Mills Parkway, Regent Street
Date: November 21, 2023

ANALYSIS

Cherry Creek, LLC, Waterford Commons Business Park, LLC, City of Goshen, and Abonmarche request a rezoning from Residential R-3 to Residential R-3PUD (Planned Unit Development), a PUD major change for property zoned R-3PUD to be incorporated into the new Cherry Creek PUD, and PUD preliminary site plan approval. The R-3 area is ±211 acres, and the R-3PUD area is ±24.4 acres, with adjacent right of way and parcels intended for right of way, generally located west of Dierdorff Road, north of Waterford Mills Parkway, east of Regent Street, and south of Waterford Mills Parkway on both sides of Regent Street. The Cherry Creek PUD proposes a mixed use residential/commercial development, with:

- Permitted and conditional uses following the Residential R-3 District and Commercial B-2 District, and allowing restaurants with drive-through and landscaping companies (non-retail);
- Minimum required commercial parking calculated at one (1) space per 400 square feet of gross floor area;
- No minimum parking required for common area uses (such as parks);
- Provided minimum parking spaces count to include on-street parking spaces;
- Maximum residential unit density calculated using overall Cherry Creek area, including common areas, but excluding public right of way; and
- Maximum building length allowed up to 400 feet.

The subject property includes an existing area of ±211 acres zoned Residential R-3 (including adjacent right of way and parcels intended for right of way), and an existing area of ±24.4 acres zoned R-3PUD. The existing primary use of the R-3 area is agricultural, with no buildings/structures. The R-3PUD area is part of the Maple City Greenway and is part of Waterford Commons PUD. The request includes:

1. Rezoning the R-3 area to R-3PUD, to establish the proposed Cherry Creek PUD;
2. A PUD major change for the R-3PUD area to remove it from the Waterford Commons PUD and incorporate it into the new Cherry Creek PUD; and
3. PUD preliminary site plan approval for the proposed Cherry Creek PUD.

The Cherry Creek PUD proposes a mixed use residential/commercial development, with ±179 acres, as follows:

- ±83 acres – single unit residential lots (detached and attached units, with 2 and 3 bedrooms)
- ±36 acres – mixed use buildings with residential units (1, 2 and 3 bedrooms) & commercial space
- ±2 acres – maintenance lot with single unit residence, equipment storage, greenhouse, real estate office, home design showroom, and landscaping company (non-retail)
- ±21 acres – common spaces, including recreation areas and drainage areas
- ±37 acres – right of way and trail out lots

A *Cherry Creek PUD, PUD Narrative and Development Standards* document was submitted with details, and the 29 text pages of the narrative are enclosed for reference.

The PUD proposes approximately 170,000 SF of commercial space (in 10 buildings), and approximately 1,565 residential units, with up to 270 detached single units, 245 attached single units, and 1,050 condo units (in 10 buildings). Typical lot layouts for attached and detached single unit residential are shown in Exhibit A, and elevations for the mixed use building are shown in Exhibit J.

Two phases are proposed, with the first phase ±89 acres on the west side of the main property on the north side of Waterford Mills Parkway. The first phase would include up to 220 attached/detached residential units, up to 760 condo units in 8 buildings, up to 120,000 SF of commercial space, and the maintenance lot. The first phase would include one access from Waterford Mills Parkway (an extension of Edison Drive) and one access from Regent Street. The first phase also includes off-site improvements on ±24 acres owned by City of Goshen.

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. In a PUD, lot size, lot width, building height, building coverage and setbacks are not subject to specific requirements, so standards for these items will not be included in the Cherry Creek PUD, but will be discussed.

Permitted Uses

The underlying zoning for the Cherry Creek PUD is Residential R-3, permitting a variety of residential uses, and no exceptions to permitted or conditional uses are proposed. For the commercial areas, the PUD proposes to allow permitted and conditional uses following the Commercial B-2 District. The B-2 District is a mixed use district, permitting a range of medium-intensity commercial uses, including retail, service, cultural, and office uses, for example.

Two proposed commercial uses that are not permitted in the B-2 District, restaurants with drive through and landscaping companies (non-retail), are requested to be added as permitted uses, and Staff recommends prohibiting three B-2 uses, Bus Terminals, Gas Stations, and Land Reclamation Projects, as these uses are not compatible with the proposed PUD.

Developmental Requirements

Density. In the R-3 District, residential unit density is permitted up to 20 units per acre. Maximum residential unit density for the Cherry Creek PUD is proposed to be calculated using the overall Cherry Creek area, including common areas but excluding public right of way, which based on approximately 142 total acres and 1565 total units would be 11 units per acre.

Access & Street Network. Proposed access points for the development include Waterford Mills Parkway (extending Edison Drive), Regent Street (at Winchester Drive), both in the first phase, and Dierdorff Road (extending Fairways Drive) in phase two. Phase two would also include two access points onto Regent Street for the southwest parcel. A Traffic Impact Study was prepared by LaCroix Traffic Engineering, dated March 2023, and the Executive Summary is enclosed as Exhibit B. Recommendations to be implemented include:

- Waterford Mills Parkway – Westbound right-turn lane and southbound approach with left-turn lane and separate shared thru/right-turn lane.
- Regent Street – Southbound left-turn lane and westbound approach with left-turn lane and separate shared thru/right-turn lane.
- Dierdorff Road – Southbound right-turn lane and eastbound approach with left-turn lane and separate shared thru/right-turn lane.

The final design details for the entrance improvements will be part of the subdivision plans. The internal street network will include new public streets, reviewed as part of the subdivision plans.

Sidewalks & Trails. Sidewalks (5' in width) and trails (10' in width) are proposed per Exhibit G, Active Transportation Network. Final locations will be determined during subdivision review. In phase two, the trail along the north property line, adjacent to Villas at Waterford Commons Second, should be relocated south of the berm/landscaping.

Parking. Residential parking is proposed following Zoning Ordinance requirements of two spaces for each single unit, 1.5 spaces for one and two bedroom condo units, and two spaces for three (or more) bedroom condo units. Commercial parking is proposed at one space per 400 square feet of gross floor area, with no parking requirements for common areas (such as parks), and with the overall parking space count to include on-street parking spaces. Bicycle parking is proposed at two spaces per 10,000 square feet of gross floor area of commercial space, with a minimum of three bicycle spaces for each mixed use building.

Zoning Ordinance parking requirements for typical B-2 commercial uses for floor area (usually display/sales area) ranges from 200 SF to 800 SF, plus one space per two employees. Applying one space per 400 SF of gross floor area to commercial uses will provide an adequate standard that is easy to implement, and which will not require new reviews when uses change, unless gross floor area changes, which will be unlikely to occur. All drive through uses will be subject to Zoning Ordinance stacking requirements.

Based on the proposed standards, the total residential units, and total commercial floor area, parking requirements will be met for all uses.

Landscaping. Typical proposed landscaping is shown in Exhibit E. Required landscaping includes streetside trees, bufferyard (partial landscaping adjacent to single and two family land use), and parking lot trees/islands. Streetside trees are proposed meeting the total required based on frontage, with some trees planted in alternative locations where the proximity of drives or utilities limits space for planting. The Zoning Ordinance allows an alternative plan for streetside trees, provided the total number of required trees is not diminished. Parking lot trees/islands are proposed meeting Zoning Ordinance requirements. Partial landscaping is proposed with two options, with option one following the Zoning Ordinance formula and option two an undulating berm with one evergreen tree for every 25' of applicable lot line, with grouped planting. Since partial landscaping does not require a berm, the addition of a berm option with fewer evergreen trees still meets the requirement of a partial visual barrier.

Building Length. In the R-3 District, maximum building length is allowed at 200 feet. The Cherry Creek PUD proposes a maximum building length up to 400' for the mixed use buildings. The 400' building length is consistent with adjacent buildings in Waterford Crossing.

Signs. Proposed signs are detailed in the PUD Narrative (pages 9-14), as follows:

- Illuminated Monument Sign (main entrance) - Waterford Mills Parkway, 80 SF area, 6' height
- Illuminated Monument Signs (secondary entrances) - Regent & Dierdorff, 1 at each entrance, 55 SF area, 5' height
- Temporary Freestanding Signs - Regent/Waterford Mills Parkway & Dierdorff/Waterford Mills Parkway, 1 at each location, to be removed when the permanent entrance signs are installed, 32 SF area, 8' height
- Internal Freestanding Signs – Phase one, mixed use buildings, up to 8 non-illuminated signs, 32 SF area, 8' height
- Projecting Signs – One illuminated sign for each store front, 6 SF area, mounted below awning
- Non-illuminated Wall Signs – Up to three signs for each mixed use building, ranging in area from 21 SF to 53 SF, and one sign 6 SF in area for each non-residential building on the maintenance lot
- Window Signs – One window sign per store front, not exceeding 25% of the window area up to a maximum area of 20 SF

Monument signs will provide landscaped area around each sign of 2 square feet for each 1 square foot of sign face (1 side). The number, type, size and height of proposed signs appears compatible with the scale of development. Signs for phase two mixed-use buildings will follow signs as proposed for the phase one mixed use buildings. Changes to the sign plan shall be reviewed by the Plan Commission as a minor change.

Lighting. Cherry Creek PUD lighting includes streetlights, private residential lighting, and building-mounted and pole lighting in parking lots for mixed use buildings. Lighting shall be designed and installed to be directed down and away from adjacent residential properties, and shall minimize illumination, glare or reflection onto adjacent residential properties.

Lot Size, Lot Width, Building Height, Building Coverage & Setbacks. Specific standards are not required in PUD districts for lot size, lot width, building height, building coverage and setbacks, but there are practical factors that will impact the location and size of structures, including the location of utilities, parking space length within a driveway (so vehicles are not over sidewalk, for example), mail delivery, and space for landscaping. Provided lot size, lot width, setbacks and building coverage must ensure adequate space to meet all developmental requirements, such as landscaping and parking, and to maintain access for all services (fire protection, utilities, mail delivery, trash collection, for example).

PUD Preliminary Site Plan (Exhibit K)

The PUD preliminary site plan for Cherry Creek PUD is shown in Exhibit K. Sheet 1 is an overall drawing, with the following sheets showing areas within the PUD in more detail. PUD preliminary site plan approval is a conceptual site plan approval, and PUD final site plan review, including landscaping and lighting plans, is 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. Subdivision review is a separate process, which occurs after a PUD has been established.

RECOMMENDATIONS

Staff recommends the Plan Commission forward a favorable recommendation to Goshen Common Council for the rezoning, PUD major change, and PUD preliminary site plan for the proposed Cherry Creek PUD, based upon the following:

1. The proposed Cherry Creek PUD is consistent with the existing mixed use land development within the adjacent Waterford Commons PUD.

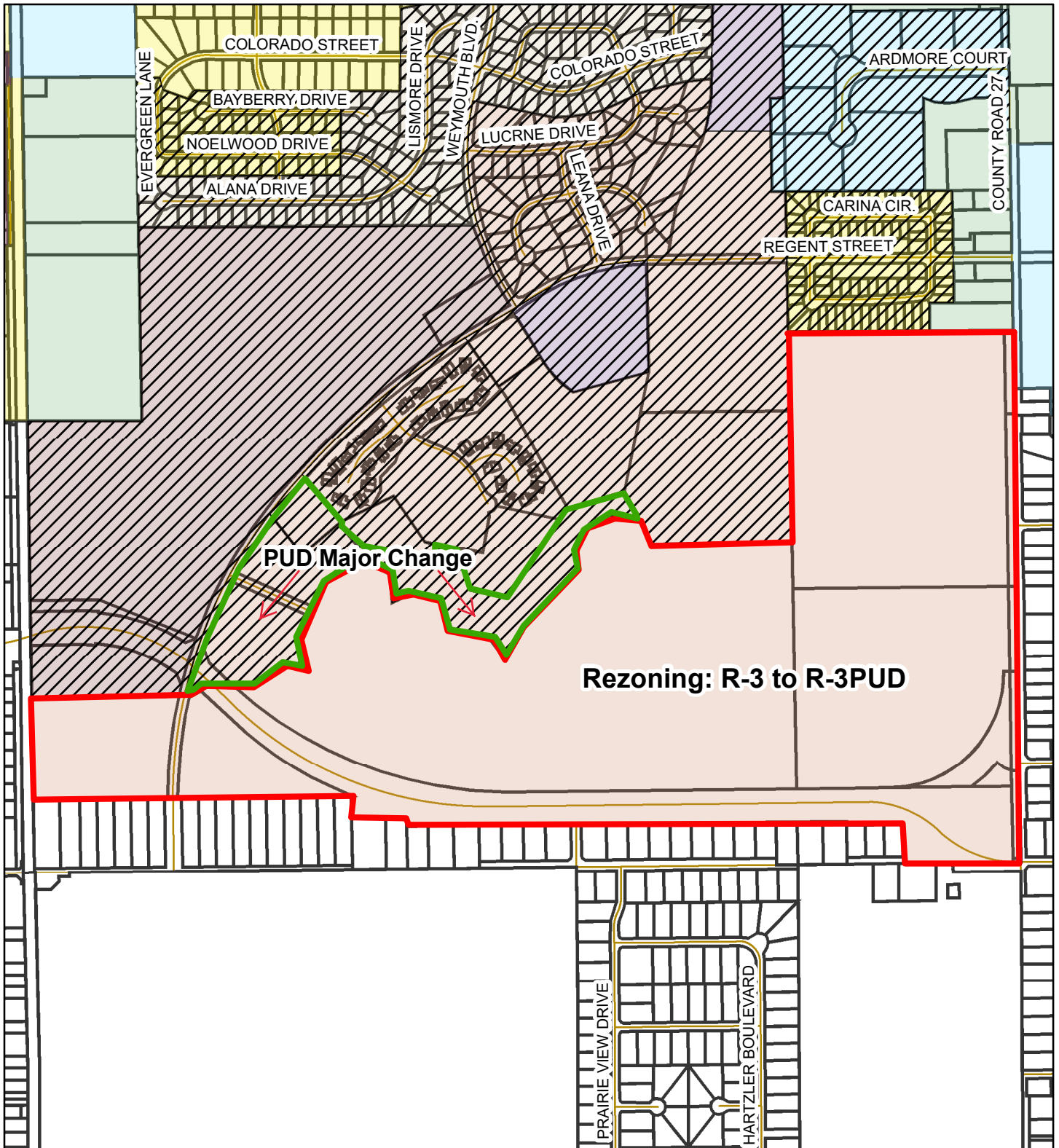
2. The proposed development is consistent with the Comprehensive Plan, including:
 - Neighborhoods & Housing, Goal N-7: Expand housing options and opportunities.
 - Neighborhoods & Housing, Goal N-6: Encourage compact and connected residential development.
 - Land Use, Goal L-7: Encourage small-scale, neighborhood commercial development.
 - Transportation, Goal T-4: Increase pedestrian/biking options.

The recommendation includes the following PUD standards:

1. Except as modified by specific PUD conditions, the approved PUD preliminary site plan is *Cherry Creek Planned Unit Development, Sheets 1-12*, dated 10-30-2023, by Abonmarche Consultants, Inc.
2. Cherry Creek PUD is a mixed use, residential and commercial development, and permitted and conditional uses will follow the R-3 District and the B-2 District, with the following exceptions:
 - Restaurants with drive-through permitted;
 - Landscaping companies (non-retail) permitted;
 - Bus terminals prohibited;
 - Gas stations prohibited;
 - Land reclamation projects prohibited.
3. Maximum residential unit density will be calculated using the overall Cherry Creek area, including common areas but excluding public right of way.
4. Sidewalks and trails will be installed generally per Exhibit G, Active Transportation Network, with final locations determined during subdivision review. In phase two, the trail along the north property line, adjacent to Villas at Waterford Commons Second, should be relocated south of the berm/landscaping.
5. Minimum parking requirements will be calculated as follows:
 - One vehicle space per 400 square feet of commercial gross floor area;
 - Two bicycle spaces per 10,000 square feet of commercial gross floor area;
 - Stacking spaces for drive through uses per the Zoning Ordinance;
 - No minimum parking for common area uses;
 - Residential parking per the Zoning Ordinance; and
 - On street parking spaces included in total space count for provided parking.
6. Partial landscaping will be implemented with two options, option one following the Zoning Ordinance formula and option two an undulating berm with one evergreen tree for every 25' of applicable lot line, with grouped planting.
7. Maximum building length up to 400' is permitted for mixed use buildings.
8. Signs will follow the PUD Narrative (pages 9-14, to be incorporated into the PUD ordinance). Signs for phase two mixed-use buildings will follow signs as proposed for the phase one mixed use buildings. Changes to the sign plan shall be reviewed by the Plan Commission as a minor change.
9. For mixed use buildings, lighting shall be directed down and away from adjacent residential properties, and shall minimize illumination, glare or reflection onto adjacent residential properties, with a lighting plan required as part of the PUD final site plan submittal.
10. Lot size, lot width, building height, building coverage and setbacks are not subject to specific standards, but provided lot size, lot width, setbacks and building coverage must ensure adequate space to meet all developmental requirements, such as landscaping and parking, and to maintain access for all services (fire protection, utilities, mail delivery, trash collection, for example).

Review process conditions include:

1. The overall primary subdivision, and the secondary subdivision for each phase, shall be reviewed and approved before development occurs, excluding earth work with an approved permit.
2. A PUD final site plan, including landscaping and lighting plans, shall be submitted with each subdivision phase, and approved prior to a zoning clearance form/building permit being issued.
3. Site plan approval by Goshen 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.
4. The Goshen Fire Department shall approve the plan for fire protection (including hydrant placement and access) as part of PUD final site plan approval.



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Rezoning: R-3 to R-3PUD (Planned Unit Development) & PUD Major Change

Zoning Map
 Printed November 1, 2023

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

CHERRY CREEK, PUD

PUD NARRATIVE AND DEVELOPMENT STANDARDS



PREPARED FOR:

CITY OF GOSHEN
GOSHEN, IN 46526

PREPARED BY:

CHERRY CREEK LLC.
1630 TIMBERLINE DRIVE
GOSHEN, IN 46526
AND
ABONMARCHE CONSULTANTS, INC.
303 RIVER RACE DRIVE
GOSHEN, IN 46526
(574) 533-9913

NOVEMBER 1, 2023

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OVERALL PROJECT AREA

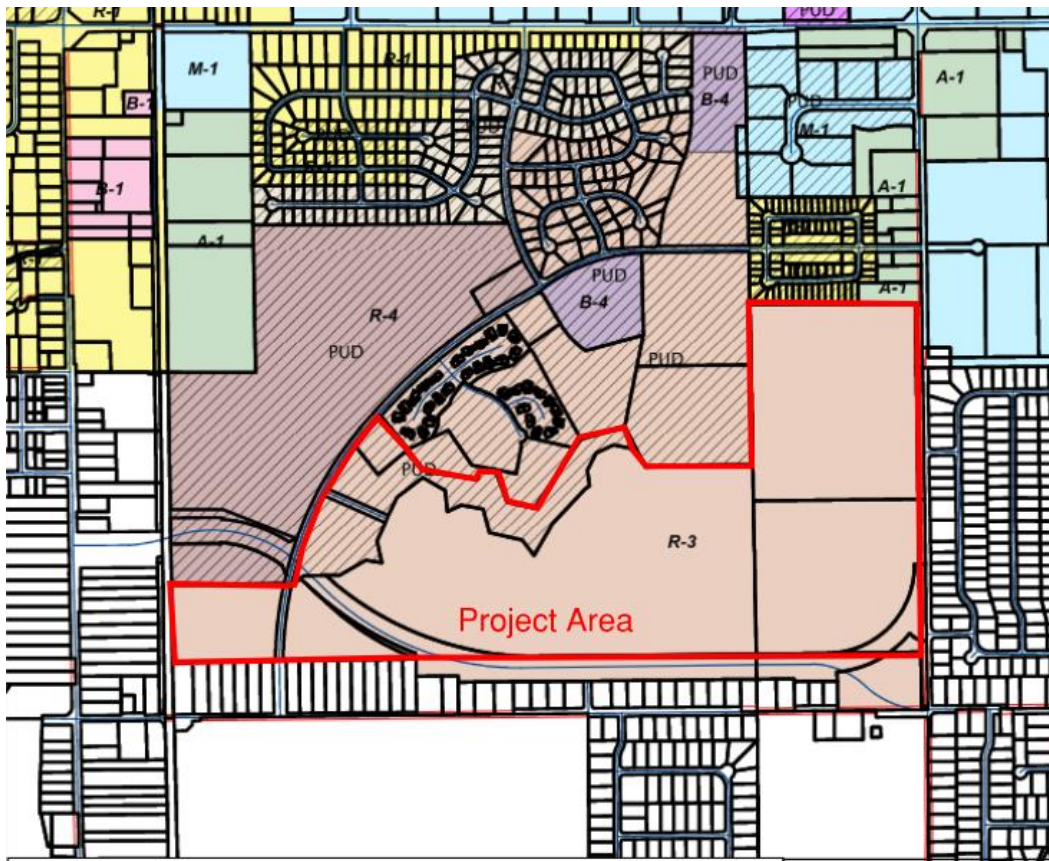
THE PROJECT IS LOCATED ON ROUGHLY 204 ACRES IN SOUTHEAST GOSHEN. THE MAIN PROPERTY IS BOUNDED BY REGENT STREET ON THE WEST, DIERDORFF ROAD ON THE EAST, AND WATERFORD MILLS PARKWAY ON THE SOUTH. A LARGE RETENTION AREA AND ANOTHER DEVELOPMENT LOT ARE LOCATED SOUTH OF WATERFORD MILLS PARKWAY.

LEGAL DESCRIPTION FOR AREA CURRENTLY ZONED R-3 TO REZONE TO R-3 PUD IS IN EXHIBIT A.

LEGAL DESCRIPTION FOR AREA CURRENTLY ZONED R-3 PUD FOR A PUD MAJOR CHANGE IS IN EXHIBIT B.

DEEDS FOR THE PROPERTIES IN THE PROPOSED CHERRY CREEK R-3 PUD ARE IN EXHIBIT C.

LETTERS OF AUTHORIZATION FOR ALL PROPERTIES ARE PROVIDED IN EXHIBIT D.



EXISTING ROADS FRONTAGE OF THE PROJECT

DIERDORFF ROAD	2,674 +/- FEET
WATERFORD MILLS PARKWAY	6,149 +/- FEET
REGENT STREET	2,367 +/- FEET
TOTAL	11,190 +/- FEET

DEVELOPMENT PROJECT OVERVIEW

CHERRY CREEK WILL BE A MIXED-USE NEIGHBORHOOD THAT IS DESIGNED FOR AN ACTIVE LIFESTYLE WHERE LIVING, WORKING, AND PLAYING ARE ALL AVAILABLE WITHIN WALKING AND BIKING DISTANCE IN THE COMMUNITY.

CHERRY CREEK WILL BE ABUNDANT WITH AMENITIES AND WILL BE COMPLETELY MAINTENANCE-FREE LIVING. HOMEOWNERS WILL HAVE A WIDE VARIETY OF ACTIVITIES AND AMENITIES THAT ARE INCLUDED IN A HOMEOWNER'S ASSOCIATION FEE THAT WILL ALSO COVER OUTDOOR MAINTENANCE AND SNOW REMOVAL. AMENITIES PLANNED AT THIS TIME INCLUDE A DOG PARK, PARK AND RECREATION SPACES, A PAVILION AND LARGE OPEN SPACE, WIDE WALKING AND BIKING PATH CONNECTED TO THE CITY TRAIL TO GET DOWNTOWN, NUMEROUS PONDS WITH FOUNTAINS, FITNESS CENTER, CHILDCARE, RETAIL, BANK, 2-3 RESTAURANTS AND A RESTAURANT WITH A DRIVE THRU.

UP TO 120,000 SQUARE FEET OF COMMERCIAL SPACE WILL BE PROVIDED IN PHASE 1. AN ADDITIONAL 50,000 WILL BE PROVIDED IN PHASE 2.

LAND USE SUMMARY

SINGLE-FAMILY RESIDENTIAL LOTS	83 ACRES +/- (41%)
MIXED USE RESIDENTIAL AND COMMERCIAL	36 ACRES +/- (18%)
MAINTENANCE LOT	2 ACRES +/- (1%)
COMMON SPACES (CHERRY CREEK)	21 ACRES +/- (10%)
OWNED BY CITY OF GOSHEN	24 ACRES +/- (12%)
RIGHT OF WAY AND TRAIL OUT LOTS	37 ACRES +/- (19%)
TOTAL	204 ACRES +/- (100%)

AS THE FINAL SUBDIVISION PLAT HAS NOT BEEN DESIGNED THE FOLLOWING ARE MAXIMUM NUMBERS FOR EACH USE TYPE.

SINGLE-FAMILY DETACHED	UP TO 270 UNITS
SINGLE-FAMILY ATTACHED	UP TO 245 UNITS
MULTI-FAMILY CONDOMINIUMS	UP TO 1,050 UNITS (IN 10 BUILDINGS)
COMMERCIAL SPACE	UP TO 170,000 SQUARE FEET

THE DENSITY OF DWELLING UNITS PER ACRE ACROSS THE FULL CHERRY CREEK DEVELOPMENT WILL BE APPROXIMATELY 8 UNITS PER ACRE.

WATER AND WASTEWATER

THE CHERRY CREEK PUD WILL BE SERVICED BY THE CITY OF GOSHEN MUNICIPAL WATER AND SANITARY SEWER.

EASEMENTS

A SERIES OF EASEMENTS WILL BE ESTABLISHED THROUGH THE SUBDIVISION PLATTING PROCESS FOR THE CITY OF GOSHEN, UTILITY COMPANIES, AND CHERRY CREEK LLC. THESE EASEMENTS INCLUDE:

- STORMWATER DRAINAGE EASEMENTS GRANTED BY THE CITY OF GOSHEN FOR BENEFIT TO CHERRY CREEK LLC TO CONSTRUCT AND MAINTAIN RETENTION PONDS

ON CITY OWNED PROPERTY FOR THE PROPOSED PROJECT AS OUTLINED IN THE APPROVED DEVELOPMENT AGREEMENT.

- STORMWATER DRAINAGE EASEMENTS WITHIN PROPOSED COMMON SPACES CONTAINING RETENTION IN CHERRY CREEK PUD GRANTED BY CHERRY CREEK LLC FOR BENEFIT TO THE CITY OF GOSHEN TO MAINTAIN STORM SEWER DISCHARGE PIPES.
- ACCESS AND MAINTENANCE EASEMENTS GRANTED BY THE CITY OF GOSHEN FOR BENEFIT TO CHERRY CREEK LLC ON CITY OWNED PROPERTY INCLUDED IN THE CHERRY CREEK PUD AS OUTLINED IN THE APPROVED DEVELOPMENT AGREEMENT.
- ACCESS, DRAINAGE, LANDSCAPE, AND MAINTENANCE EASEMENTS ESTABLISHED ACROSS INDIVIDUAL LOTS WITHIN THE CHERRY CREEK SUBDIVISION PLAT FOR CHERRY CREEK LLC TO CONSTRUCT AND MAINTAIN STORMWATER MANAGEMENT SYSTEMS, LANDSCAPING AND MOUNDING, AND TO PERFORM GENERAL MAINTENANCE.
- ACCESS EASEMENTS GRANTED BY CHERRY CREEK LLC FOR BENEFIT TO THE CITY OF GOSHEN AND PUBLIC FOR NON-DEDICATED TRAILS IN CHERRY CREEK.
- UTILITY EASEMENTS ADJACENT TO PUBLIC RIGHT-OF-WAY WHERE SPECIFIED ON THE SUBDIVISION PLAT.

PROJECT PHASING

THE PROJECT IS DESIGNED TO BE CONSTRUCTED IN TWO MAJOR PHASES.

PHASE ONE

PHASE ONE IS 89 +/- ACRES OF PRIVATE PROPERTY ON THE WEST PORTION OF THE MAIN PROPERTY ON THE NORTHSIDE OF WATERFORD MILLS PARKWAY AND EAST OF REGENT STREET. THIS PHASE ALSO INCLUDES 24 +/- ACRES OF CITY OF GOSHEN OWNED PROPERTY. THIS PHASE WILL BEGIN IN 2024 WITH AN ANTICIPATED FULL BUILD-OUT BY 2034.

PROPOSED MIX PHASE ONE IS:

SINGLE-FAMILY DETACHED	UP TO 110 UNITS
SINGLE-FAMILY ATTACHED	UP TO 110 UNITS
MULTI-FAMILY CONDOMINIUMS	UP TO 760 UNITS (IN 8 BUILDINGS)
COMMERCIAL SPACE	UP TO 120,000 SQUARE FEET
MAINTENANCE LOT (MIXED USE)	1 RESIDENTIAL DWELLING UNIT, 1 GREENHOUSE, 1 BARN, 1 BARN WITH SHOWROOM

PHASE TWO

PHASE TWO IS 80 +/- ACRES ON THE EAST PORTION OF THE MAIN PROPERTY ON THE NORTHSIDE OF WATERFORD MILLS PARKWAY ON THE WESTSIDE OF DIERDORFF ROAD AND +/- 11 ACRES ON THE SOUTHWEST CORNER OF WATERFORD MILLS PARKWAY AND REGENT STREET. PHASE TWO INFRASTRUCTURE CONSTRUCTION IS ANTICIPATED TO BEGIN IN 2026 WITH FULL BUILDOUT BY 2042.

PROPOSED MIX FOR PHASE TWO IS:
 SINGLE-FAMILY DETACHED
 SINGLE-FAMILY ATTACHED
 MULTI-FAMILY CONDOMINIUMS
 COMMERCIAL SPACE

UP TO 160 UNITS
 UP TO 135 UNITS
 UP TO 240 UNITS (IN 1 BUILDING)
 UP TO 50,000 SQUARE FEET

SINGLE-FAMILY DETACHED HOMES WILL BE A MIX OF 2- AND 3-BEDROOM UNITS WITH THE POTENTIAL FOR AN EGRESS WINDOW TO ALLOW FOR ADDITIONAL BEDROOMS IN THE BASEMENT.

SINGLE-FAMILY ATTACHED HOMES WILL BE A MIX OF 2- AND 3-BEDROOM UNITS. MULTI-FAMILY UNITS WILL BE A MIX OF 1-, 2- AND 3-BEDROOM UNITS.

CHERRY CREEK DEVELOPMENT STANDARD SUMMARY					
	SINGLE FAMILY DETACHED	SINGLE FAMILY ATTACHED	RESIDENTIAL IN MIXED USE BLDGS	COMMERCIAL IN MIXED USE BLDGS	MAINTENANCE LOT
PERMITTED USES	RESIDENTIAL UNITS	RESIDENTIAL UNITS	RESIDENTIAL UNITS	ALL B-2 PERMITTED & CONDITIONAL USES	SEE MAINTENANCE LOT DETAILS
	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V
MAXIMUM BUILDING HEIGHT	THREE STORIES	THREE STORIES	70 FEET	70 FEET	THREE STORIES
MINIMUM LOT AREA	5,000 SQUARE FEET	2,000 SQUARE FEET	900 SQUARE FEET PER DWELLING UNIT	Dictated by Building Size	Dictated by Building Size
MINIMUM LOT FRONTAGE	36 FEET	20 FEET	25 FEET	25 FEET	25 FEET
FRONT YARD SETBACK	21 FEET	21 FEET	0 FEET	0 FEET	21 FEET
SIDE YARD SETBACK	5/5 FEET	0/5 FEET	0/0 FEET	0/0 FEET	5/5 FEET
REAR YARD SETBACK	8 FEET	8 FEET	0 FEET	0 FEET	0 FEET
ACCESSORY STRUCTURE SETBACK	5 FEET	5 FEET	5 FEET	5 FEET	5 FEET
MAXIMUM BUILDING COVERAGE	60%	60%	80%	80%	60%

MINIMUM BUILDING SIZE	720 SQUARE FEET	720 SQUARE FEET	720 SQUARE FEET + 360 SQUARE FEET PER ADDITIONAL UNIT	N/A	N/A
FENCE REGULATIONS	ARTICLE V SECTION 5130	ARTICLE V SECTION 5130	ARTICLE V SECTION 5130	ARTICLE V SECTION 5130	ARTICLE V SECTION 5130
VISIBILITY REGULATIONS	ARTICLE V SECTION 5180	ARTICLE V SECTION 5180	ARTICLE V SECTION 5180	ARTICLE V SECTION 5180	ARTICLE V SECTION 5180
OFF-STREET PARKING REGULATIONS	2 SPACES PER UNIT IN ATTACHED GARAGE	2 SPACES PER UNIT IN ATTACHED GARAGE	1.5 SPACE PER 1-2 BEDROOM UNIT, 2 SPACES PER 3+ BEDROOM UNIT	1 SPACE PER 400 SQUARE FEET OF GROSS COMMERCIAL SPACE	SEE MAINTENANCE LOT DEVELOPMENT STANDARDS PARKING NARRATIVE
SIGN REGULATIONS	NO SIGNS PROPOSED	NO SIGNS PROPOSED	SEE SIGN NARRATIVE	SEE SIGN NARRATIVE	SEE SIGN NARRATIVE
SCREENING	ARTICLE V SECTION 5190	ARTICLE V SECTION 5190	ARTICLE V SECTION 5190	ARTICLE V SECTION 5190	ARTICLE V SECTION 5190
MAXIMUM BUILDING LENGTH	200 FEET	200 FEET	400 FEET	400 FEET	400 FEET
LANDSCAPING REGULATIONS	SEE LANDSCAPE NARRATIVE	SEE LANDSCAPE NARRATIVE	SEE LANDSCAPE NARRATIVE	SEE LANDSCAPE NARRATIVE	SEE LANDSCAPE NARRATIVE

ALLOWABLE USES IN COMMON SPACES AND COMMERCIAL SPACES

AMENITIES PLANNED AT THIS TIME INCLUDE A DOG PARK, PARK AND RECREATION SPACES, A PAVILION AND LARGE OPEN SPACE, WIDE WALKING AND BIKING PATH CONNECTED TO THE CITY TRAIL TO GET DOWNTOWN, NUMEROUS PONDS WITH FOUNTAINS, FITNESS CENTER, CHILDCARE, RETAIL, BANK, 2-3 RESTAURANTS AND A RESTAURANT WITH A DRIVE THRU.

PARKING SUMMARY

PROPOSED NUMBER OF PARKING SPACES:	
SINGLE FAMILY RESIDENTIAL GARAGE	972 SPACES
PHASE 1 MIXED USE LOTS	1,464 SPACES
PHASE 1 MIXED USE PARKING GARAGE	800 SPACES
PHASE 2 MIXED USE LOT	535 SPACES
ON STREET	215 SPACES
MAINTENANCE LOT	8 SPACES
PROPOSED TOTAL	3,994 SPACES

PARKING REQUIRED BASED ON CHERRY CREEK STANDARDS IS 3,078 SPACES.

EACH SINGLE-FAMILY LOT WILL ACCOMMODATE 2 PARKING SPACES AS REQUIRED BY GOSHEN STANDARDS. THESE SPACES WILL BE LOCATED IN THE ATTACHED GARAGE.

A TOTAL OF APPROXIMATELY 12.8 ACRES WILL BE DEVELOPED AS PARKING LOTS FOR THE MIXED USE RESIDENTIAL/COMMERCIAL LOTS. THIS IS 6.3% OF THE TOTAL SITE.

ON STREET PARKING WILL BE LOCATED IN THE RIGHT-OF-WAY.

THE MIXED-USE BUILDINGS ARE NOT COMPLETELY DESIGNED AT THIS TIME. THE PHASE ONE CURRENT PROPOSED BUILDING LAYOUT INCLUDES A PARKING LOT ON THE FIRST FLOOR OF EACH BUILDING THAT CAN ACCOMMODATE AN ESTIMATED 100 PARKING SPACES.

BICYCLE PARKING FACILITIES WILL BE PROVIDED AT A RATE OF 2 BICYCLE PARKING SPACES PER 10,000 SQUARE FEET OF GROSS FLOOR AREA OF DESIGNATED COMMERCIAL SPACE. EACH MIXED-USE BUILDING WILL PROVIDE A MINIMUM OF 3 BICYCLE PARKING SPACES.

THE MAINTENANCE LOT WILL PROVIDE 8 SPACES – 1 PER TWO EMPLOYEES (4 SPACES) AND 1 PER 400 SQUARE FEET OF THE PROPOSED 1,600 SQUARE FOOT SHOWROOM AND REAL ESTATE OFFICE (4 SPACES).

FOUR ADDITIONAL MAINTENANCE EMPLOYEES WILL PARK ON THE ADJACENT PROPERTY WHERE THE MAINTENANCE OFFICE LOCATED AT 1200 WATERFORD CIRCLE.

LIGHTING

STREETLIGHTS

PROPOSED STREET LIGHT LOCATIONS ARE INCLUDED ON THE SITE PLAN (SEE EXHIBIT K). THE PROPOSED NUMBER OF FIXTURES AND LOCATIONS WERE DETERMINED WITH CONSULTATION FROM THE CITY OF GOSHEN ENGINEERING DEPARTMENT. (PROPOSED NUMBER OF LIGHTING FIXTURES IS 15).

PRIVATE LIGHTING

LIGHTING ON PRIVATE PROPERTY IS DESCRIBED IN THE USE STANDARD SECTIONS FOR SINGLE-FAMILY, MIXED USE, AND THE MAINTENANCE LOT. IN GENERAL, BUILDINGS WILL HAVE WALL MOUNTED LIGHTING. ANY PARKING AREAS WILL ALSO HAVE STANDARD PARKING LOT STYLE POLE LIGHTING ALTHOUGH THE FIXTURE HAS NOT BEEN SELECTED AT THIS TIME. IN ALL CASES, THE LIGHTING PLAN WILL BE DESIGNED TO KEEP ALL LIGHT GENERATED FROM THE FIXTURES ON THE LOT TO REDUCE ANY LIGHT POLLUTION ONTO ADJACENT PROPERTY.

SIGNAGE

THE FOLLOWING IS A PRELIMINARY SIGNAGE STRATEGY FOR CHERRY CREEK PUD. GENERAL SIGN LOCATIONS ARE INCLUDED ON THE SITE PLAN (EXHIBIT K). IN ADDITION, WALL SIGNS ARE IDENTIFIED ON THE PRELIMINARY EXTERIOR ELEVATION SHEET 200 PROVIDED BY ANCON (SEE EXHIBIT J). THESE PLANS ARE NOT FINAL BUT PROVIDE THE BEST AVAILABLE INFORMATION FOR WALL SIGNAGE AT THIS TIME.

3-MONUMENT-STYLE, FREESTANDING SIGNS WILL BE INSTALLED, ONE AT EACH ENTRANCE INTO THE SUBDIVISION AS INDICATED ON THE SITE PLAN (LOCATED ON WATERFORD MILLS PARKWAY, DIERDORFF ROAD, AND REGENT STREET). THESE SIGNS WILL HAVE EXTERIOR ILLUMINATION FROM SPOTLIGHTS THAT WILL BE FOCUSED DIRECTLY ON THE SIGN FACE. THESE SIGNS WILL BE LOCATED IN THE DEDICATED MEDIAN AT EACH ENTRANCE INTO THE COMMUNITY. THE SIGNS WILL LOOK SIMILAR BUT THE MAIN ENTRANCE SIGN LOCATED ON WATERFORD MILLS PARKWAY WILL BE LARGER (F-1) WHILE THE OTHER TWO WILL BE SLIGHTLY SMALLER (F-2).

A PROTOTYPE FOR MONUMENT-STYLE, FREESTANDING SIGN



F-1 MONUMENT-STYLE, FREESTANDING SIGN – MAIN ENTRANCE

THE MAIN ENTRANCE WILL BE LOCATED ON WATERFORD MILLS PARKWAY. THIS SIGN AREA IS PROPOSED TO BE 6 FEET HIGH BY 13 FEET WIDE UP TO 80 SQUARE FEET. A PROTOTYPE FOR THE SIGN FACE OF THE MONUMENT-STYLE, FREESTANDING SIGN FOR THE MAIN ENTRANCE IS PROVIDED BELOW. PROPOSED LOCATIONS FOR THESE SIGNS ARE SHOWN ON THE SITE PLAN (EXHIBIT K).



F-2 MONUMENT-STYLE, FREESTANDING SIGNS – SECONDARY ENTRANCES

THE SECONDARY ENTRANCES WILL BE LOCATED ON DIERDORFF ROAD AND REGENT STREET. EACH OF THESE SIGN AREAS ARE PROPOSED TO BE 5 FEET HIGH BY 11 FEET WIDE UP TO 55 SQUARE FEET. A PROTOTYPE FOR THE SIGN FACE OF THE MONUMENT-STYLE, FREESTANDING SIGN FOR THE SECONDARY ENTRANCES IS PROVIDED BELOW. PROPOSED LOCATIONS FOR THESE SIGNS ARE SHOWN ON THE SITE PLAN (EXHIBIT K).



EACH MONUMENT SIGN SHALL PROVIDE A MINIMUM OF 2 SQUARE FEET OF LANDSCAPE AREA ALONG THE BASE OF THE SIGN FOR EVERY 1 SQUARE FOOT OF SIGN FACE. MONUMENT SIGN LANDSCAPE AREAS SHALL BE COMPRISED OF A MIX OF SHRUBS, ORNAMENTAL GRASSES, AND FLOWERING PERENNIALS. LANDSCAPING IN AREAS WILL BE DESIGNED, INSTALLED AND MAINTAINED BY THE DEVELOPER UNDER THE APPROVED ECONOMIC DEVELOPMENT AGREEMENT.

F-3 FREESTANDING TEMPORARY SIGNAGE

TWO TEMPORARY SIGNS TO BE DISPLAYED DURING CONSTRUCTION WILL BE INSTALLED AT THE CORNER OF DIERDORFF AND WATERFORD MILLS PARKWAY AND THE CORNER OF WATERFORD MILLS PARKWAY AND REGENT STREET. THESE SIGNS WILL BE IN PLACE DURING CONSTRUCTION AND REMOVED WHEN THE PERMANENT ENTRANCE SIGNS ARE INSTALLED. THEY WILL BE STANDARD CONSTRUCTION STYLE SIGNS NO GREATER THAN 4 FEET WIDE BY 8 FEET LONG. ALUMINUM COMPOSITE ON WOOD POSTS. PROPOSED LOCATIONS FOR THESE SIGNS ARE SHOWN ON THE SITE PLAN (EXHIBIT K).

PROTOTYPE FOR TEMPORARY FREESTANDING SIGN



F-4 FREESTANDING PARKING LOT AND WAYFINDING SIGNAGE

UP TO 8 SIGNS WILL BE INSTALLED TO PROVIDE INFORMATION FOR VISITORS TO THE COMMUNITY ON WHERE TO FIND PARKING AS WELL AS TO IDENTIFY DIRECTIONS TO THE MIXED-USE BUILDINGS. THESE SIGNS WILL BE NO MORE THAN 32 SQUARE FEET OR 8 FEET IN HEIGHT. CURRENT SIGNS PROPOSED TO BE 3 FEET WIDE BY 6 FEET HIGH OR 18 SQUARE FEET.

PROPOSED LOCATIONS FOR THESE SIGNS ARE SHOWN ON THE SITE PLAN (EXHIBIT K).

PROTOTYPE FOR FREESTANDING PARKING LOT AND WAYFINDING SIGNAGE



P-1 PROJECTING SIGNS

ONE-PROJECTING SIGN WILL BE INSTALLED FOR EACH STORE FRONT. THE SIGN WILL NOT EXCEED 2 FEET HIGH BY 3 FEET WIDE OR 6 SQUARE FEET. THE SIGN WILL BE MOUNTED UNDER THE AWNINGS ON THE FIRST FLOOR OF THE MIXED USED BUILDINGS. THE LOWEST POINT OF THE SIGN WILL NOT BE LESS THAN 8 FEET ABOVE GRADE. THESE SIGNS MAY BE ILLUMINATED, AS THEY WILL BE LOCATED UNDER THE AWNING THERE SHOULD BE NO IMPACT ON THE RESIDENTIAL UNITS IN THE MIXED-USE BUILDING. NONE OF THESE SIGNS WILL FACE RESIDENTIAL UNITS. PROPOSED LOCATIONS FOR THESE SIGNS ARE SHOWN ON THE MIXED USE BUILDING ELEVATIONS (EXHIBIT J).

PROTOTYPE FOR PROJECTING SIGNS



W-1 BUILDING IDENTIFICATION WALL SIGNS (STREET FRONT)

AT THE CORNER OF EACH BUILDING, A WALL-MOUNTED BUILDING IDENTIFICATION SIGN WILL BE INSTALLED. THE SIGN WILL BE LOCATED EITHER ON THE AWING FACE OR ON THE WALL. AS THE FINAL BUILDING FAÇADE AND AWNINGS HAVE NOT BEEN DESIGNED, THE FINAL SIGN LOCATION CANNOT BE DETERMINED. EITHER THE WALL OR AWNING WILL BE SIGNED, NOT BOTH. THESE SIGNS WILL BE 3 FEET BY 7 FEET OR 21 SQUARE FEET AND WILL NOT BE ILLUMINATED. PROPOSED LOCATIONS FOR THESE SIGNS ARE SHOWN ON THE MIXED USE BUILDING ELEVATIONS (EXHIBIT J).

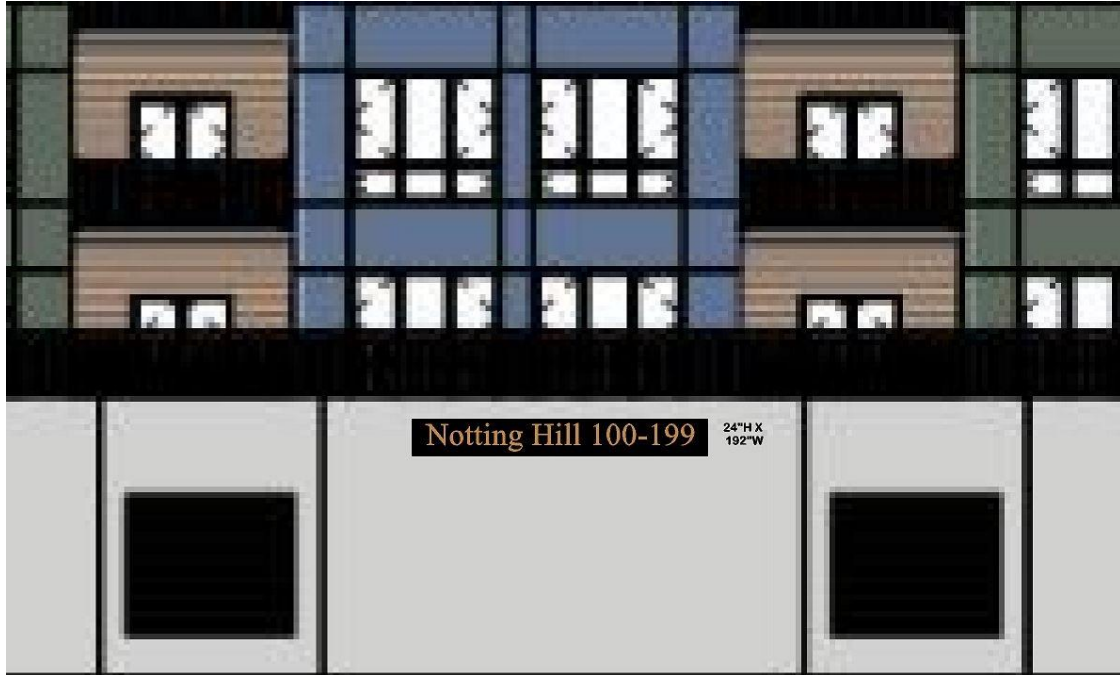
PROTOTYPE FOR W-1 BUILDING IDENTIFICATION WALL SIGNS



W-2 BUILDING IDENTIFICATION WALL SIGNS (PARKING LOT SIDE)

ALONG THE REAR OR SIDE OF EACH OF THE MIXED-USE BUILDINGS ALONG THE PARKING LOT, A BUILDING IDENTIFICATION WALL-MOUNTED SIGN WILL BE INSTALLED. THESE SIGNS WILL BE 2 FEET BY 16 FEET OR 32 SQUARE FEET AND WILL NOT BE ILLUMINATED. PROPOSED LOCATIONS FOR THESE SIGNS ARE SHOWN ON THE MIXED USE BUILDING ELEVATIONS (EXHIBIT J).

PROTOTYPE FOR W-2 BUILDING IDENTIFICATION WALL SIGNS



W-3 PARKING ENTRANCE/EXIT WALL SIGNS (PARKING LOTS ON THE FIRST FLOOR OF EACH MIXED-USE BUILDINGS)

EACH OF THESE SIGNS WILL BE 3.5 FEET BY 15 FEET OR A MAXIMUM OF 53 SQUARE FEET AND WILL NOT BE ILLUMINATED. THESE WALL SIGNS WILL BE PLACED ABOVE THE ENTRANCE/EXIT DOOR INTO EACH OF THE MIXED-USE BUILDING PARKING AREAS. AS THESE WILL BE PRIVATE PARKING SPACES, IT WILL BE NECESSARY TO INFORM DRIVERS THEY CANNOT ACCESS THE LOT UNLESS THEY HAVE A RESERVED SPACE. PROPOSED LOCATIONS FOR THESE SIGNS ARE SHOWN ON THE MIXED USE BUILDING ELEVATIONS (EXHIBIT J).

PROTOTYPE FOR W-3 PARKING ENTRANCE/EXIT WALL SIGNS



W-4 WINDOW SIGNS

EACH OF THE BUSINESSES IN THE COMMERCIAL STORE FRONTS IN THE MIXED-USE BUILDINGS WILL BE ALLOWED TO HAVE WINDOW SIGNS PROVIDED THAT THE SIGN DOES NOT OCCUPY MORE THAN TWENTY-FIVE PERCENT (25%) OF THE TOTAL AREA OF THE WINDOW FACING THE STREET FRONTAGE UP TO A MAXIMUM OF 20 SQUARE FEET IN AREA.

W-5 WALL SIGNS FOR BUILDINGS ON MAINTENANCE LOT

ONE IDENTIFICATION SIGN PER BUILDING WILL BE INSTALLED ON THE 3 NON-RESIDENTIAL BUILDINGS ON THE MAINTENANCE LOT. SIGNS WILL BE 2 FEET BY 3 FEET – 6 SQUARE FEET AND WILL NOT BE ILLUMINATED.

LANDSCAPE

LANDSCAPE DETAIL IS INCLUDED IN EXHIBIT E.

AT THE TIME OF RECORDING OF THIS PUD, THE CITY OF GOSHEN ZONING ORDINANCE GENERALLY REGULATES LANDSCAPING AREAS OF FOUR SITE AREAS;

STREETSIDE

BUFFERYARDS

FOUNDATION (OPTIONAL AND NOT INCLUDED IN THIS SUBMISSION)

OFF-STREET PARKING AREAS

THIS SECTION PROVIDES FURTHER DETAILED BREAKDOWN OF MINIMUM LANDSCAPE STANDARDS TO BE APPLIED AT CHERRY CREEK.

MIXED USE MULTI-FAMILY RESIDENTIAL/COMMERCIAL (EXHIBIT E.1)

STREETSIDE CANOPY SHALL BE PROVIDED AT A RATE OF 1 CANOPY TREE PER 40 FEET OF STREET FRONTAGE, LESS AND EXCEPTING THE WIDTH OF ACCESS DRIVES, UP TO A MAXIMUM OF 24 FEET IN WIDTH. STREETS WITH OVERHEAD POWERLINES PRESENT AND/OR SPACE LIMITATIONS DUE TO STRUCTURES, UTILITIES, OR PAVING PREVENTING THE OPTIMAL DEVELOPMENT OF CANOPY TREE BRANCHING AND ROOT SYSTEMS MAY USE SMALLER ORNAMENTAL TREES IN LIEU OF CANOPY TREES.

SINGLE-FAMILY ATTACHED (EXHIBIT E.2)

SINGLE-FAMILY ATTACHED HOMES SHALL PROVIDE A MINIMUM OF 1 ORNAMENTAL TREE PER UNIT AS STREETSIDE TREES. TREES MAY BE PLACED DIRECTLY ON PROPERTY LINES SEPARATING LOTS IF UTILITY SERVICE STRUCTURES AND LINES PREVENT PLANTING TREES WITHIN LOT BOUNDARIES.

SINGLE-FAMILY DETACHED (EXHIBIT E.3)

SINGLE-FAMILY DETACHED HOMES SHALL PROVIDE A MINIMUM OF 1 CANOPY TREE PER UNIT AS STREETSIDE TREES. TREES MAY BE PLACED DIRECTLY ON PROPERTY LINES SEPARATING LOTS IF UTILITY SERVICE STRUCTURES AND LINES PREVENT PLANTING TREES WITHIN LOT BOUNDARIES. STREETS WITH OVERHEAD POWERLINES PRESENT AND/OR SPACE LIMITATIONS DUE TO STRUCTURES, UTILITIES, OR PAVING PREVENTING THE OPTIMAL DEVELOPMENT OF CANOPY TREE BRANCHING AND ROOT SYSTEMS MAY USE ORNAMENTAL TREES IN LIEU OF CANOPY TREES.

STREET SIDE TREES (EXHIBIT E.4)

FOR STREET FRONTAGES WITHOUT ADJACENCY TO THE UNIT TYPES NOTED ABOVE, STREETSIDE CANOPY SHALL BE PROVIDED AT A RATE OF 1 TREE PER 40 FEET OF STREET FRONTAGE, LESS AND EXCEPTING THE WIDTH OF ACCESS DRIVES, UP TO A MAXIMUM OF 24 FEET IN WIDTH. STREETS WITH OVERHEAD POWERLINES PRESENT AND/OR SPACE LIMITATIONS DUE TO STRUCTURES, UTILITIES, OR PAVING PREVENTING THE OPTIMAL DEVELOPMENT OF CANOPY TREE BRANCHING AND ROOT SYSTEMS MAY USE ORNAMENTAL TREES AT A RATE OF 1 TREE PER 30 FEET OF STREET FRONTAGE.

STREETSIDE TREE CALCULATIONS

USING THE STANDARD OF 1 CANOPY TREE PER 40 FEET OF STREET FRONTAGE LESS AND EXCEPTING THE WIDTH OF ACCESS DRIVES, UP TO A MAXIMUM OF 24 FEET IN WIDTH, IT WAS CALCULATED THAT 1,370 TREES WERE NEEDED FOR THIS PROJECT. AS DESCRIBED IN THE SINGLE-FAMILY SECTIONS ABOVE, WE HAVE REQUESTED 1 CANOPY TREE (SINGLE FAMILY DETACHED UNITS) OR 1 ORNAMENTAL TREE (SINGLE FAMILY ATTACHED UNITS) PER UNIT TO MEET THE STREETSIDE REQUIREMENT. THIS REQUEST IS BASED ON THE DETERMINATION THAT DUE TO THE PROXIMITY OF DRIVEWAYS, POTENTIAL CONFLICTS WITH UNDERGROUND UTILITIES, AND LIMITED PLANTING SPACE, IT MAY NOT BE PRACTICAL OR BENEFICIAL FOR THE HEALTH OF THE TREE TO PLANT A TREE EVERY 40 FEET IN THE TREE LAWN IN THESE SECTIONS OF THE DEVELOPMENT. THE REQUESTED PLANTING RATIO CREATES AN OVERALL DEFICIET OF 203 TREES FOR THE PROJECT. WE PROPOSE TO PLANT THE 203 TREES IN LANDSCAPED AREAS THROUGHOUT THE DEVELOPMENT OR AS ADDITIONAL STREETSIDE TREES IN THE RIGHT-OF-WAY. THIS SOLUTION WILL ENSURE THAT THE TOTAL NUMBER OF TREES IN THE PROJECT MEETS THE CITY STANDARD BUT IN A MANNER THAT REDUCES POTENTIAL CONFLICTS.

BUFFERYARD LANDSCAPING

A. OPEN LANDSCAPING AT LOT LINES ABUTTING PROPERTY WITH SIMILAR ZONING (EXHIBIT E.5)

OPEN LANDSCAPING SHALL BE PROVIDED AT DEVELOPMENT LOT LINES THAT ABUT SIMILARLY OR MORE INTENSE-USE ZONED PROPERTIES. OPEN LANDSCAPING SHALL CONTAIN A MINIMUM OF ONE (1) DECIDUOUS CANOPY TREE FOR EVERY FORTY (40) FEET OF APPLICABLE LOT LINE. TREES MAY BE EVENLY SPACED OR GROUPED TOGETHER; HOWEVER; IN NO CASE SHALL SPACING BETWEEN TREES EXCEED EIGHTY (80) FEET. DECIDUOUS ORNAMENTAL TREES MAY BE SUBSTITUTED FOR DECIDUOUS CANOPY TREES; HOWEVER; A MINIMUM OF ONE (1) ORNAMENTAL TREE SHALL BE PLANTED FOR EVERY TWENTY-FIVE (25) FEET OF APPLICABLE LOT LINE. ORNAMENTAL TREES MAY BE EVENLY SPACED OR GROUPED TOGETHER; HOWEVER; IN NO CASE SHALL SPACING BETWEEN TREES EXCEED FIFTY (50) FEET.

B. PARTIAL LANDSCAPING AT LOT LINES ADJACENT TO R-1 OR R-2 ZONING

ONE OF THE TWO FOLLOWING PARTIAL LANDSCAPING OPTIONS SHALL BE PROVIDED AT DEVELOPMENT LOT LINES THAT ABUT OR ARE ACROSS A STREET FROM A PROPERTY ZONED R-1 OR R-2:

1. OPTION 1 (EXHIBIT E.6): LANDSCAPING SHALL CONTAIN A MINIMUM OF TWO (2) EVERGREEN TREES FOR EVERY TWENTY-FIVE (25) FEET OF APPLICABLE LOT LINE. SUCH TREES SHALL BE EVENLY SPACED. A MINIMUM OF FOUR (4) SHRUBS SHALL BE PLANTED FOR EVERY TWENTY-FIVE (25) FEET OF APPLICABLE LOT LINE. SHRUBS MAY BE GROUPED TOGETHER; HOWEVER; IN NO CASE SHALL SPACING BETWEEN SHRUBS EXCEED FIFTY (50) FEET.
2. OPTION 2 (EXHIBIT E.7): LOT LINE SHALL INCLUDE A VERTICALLY UNDULATING EARTHEN BERM HAVING A MINIMUM MEAN HEIGHT OF SIX (6) FEET, WITH SLOPES OF 3:1 OR 4:1. EVERGREEN TREES SHALL BE PLANTED ON THE BERM AT A RATE OF ONE (1) TREE FOR EVERY TWENTY-FIVE (25) FEET OF APPLICABLE LOT LINE. TREES MAY BE EVENLY SPACED OR GROUPED TOGETHER; HOWEVER; IN NO CASE SHALL SPACING BETWEEN TREES EXCEED SIXTY (60) FEET.

OFF-STREET PARKING AREAS (EXHIBIT E.1)

OFF-STREET PARKING AREAS SHALL PROVIDE AT LEAST 1 INTERIOR LANDSCAPE ISLAND PER 20 SPACES. INTERIOR LANDSCAPE ISLANDS SHALL HAVE A MINIMUM SIZE OF 8 FEET BY 18 FEET. EACH LANDSCAPE ISLAND SHALL HAVE A MINIMUM OF 1 TREE. WHERE THE REQUIRED NUMBER OF ISLANDS CANNOT BE PROVIDED IN THE INTERIOR OF THE PARKING AREA, EQUIVALENT LANDSCAPING WILL BE PROVIDED ADJACENT TO THE PARKING AREA ALONG THE PERIMETER.

WHERE A PARKING AREA IS LOCATED ADJACENT OR CONTIGUOUS TO, OR ACROSS THE STREET FROM, A RESIDENTIAL USE, THE PARKING AREA WILL BE SCREENED BY A COMPACT ROW OF SHRUBS/HEDGE PLANTS, PLANTED FOUR FEET ON-CENTER (4' ON CENTER) A MINIMUM OF EIGHTEEN INCHES (18") IN HEIGHT AT THE TIME OF PLANTING AND LOCATED BETWEEN THE LOT LINE AND THE EDGE OF THE IMPROVED PORTION OF THE PARKING AREA.

MINIMUM PLANT SIZES AT TIME OF INSTALLATION:

SHADE TREES: 2" CALIPER AT 1' ABOVE GROUND

ORNAMENTAL TREES: 1-½" CALIPER AT 1' ABOVE GROUND FOR SINGLE-STEM SPECIES. 6' HEIGHT FOR MULTI-STEM/CLUMP SPECIES.

EVERGREEN TREES: 6' HEIGHT

SHRUBS: 18" HEIGHT

ORNAMENTAL GRASSES AND PERENNIALS: 1 QUART POT

DUMPSTER SCREENING

ALL DUMPSTERS VISIBLE FROM THE PUBLIC RIGHT-OF-WAY OR FROM ADJACENT PROPERTIES OUTSIDE OF THE DEVELOPMENT SHALL BE SCREENED ON AT LEAST THREE (3) SIDES WITH AN OPAQUE FENCE AT LEAST SIX (6) FEET IN HEIGHT.

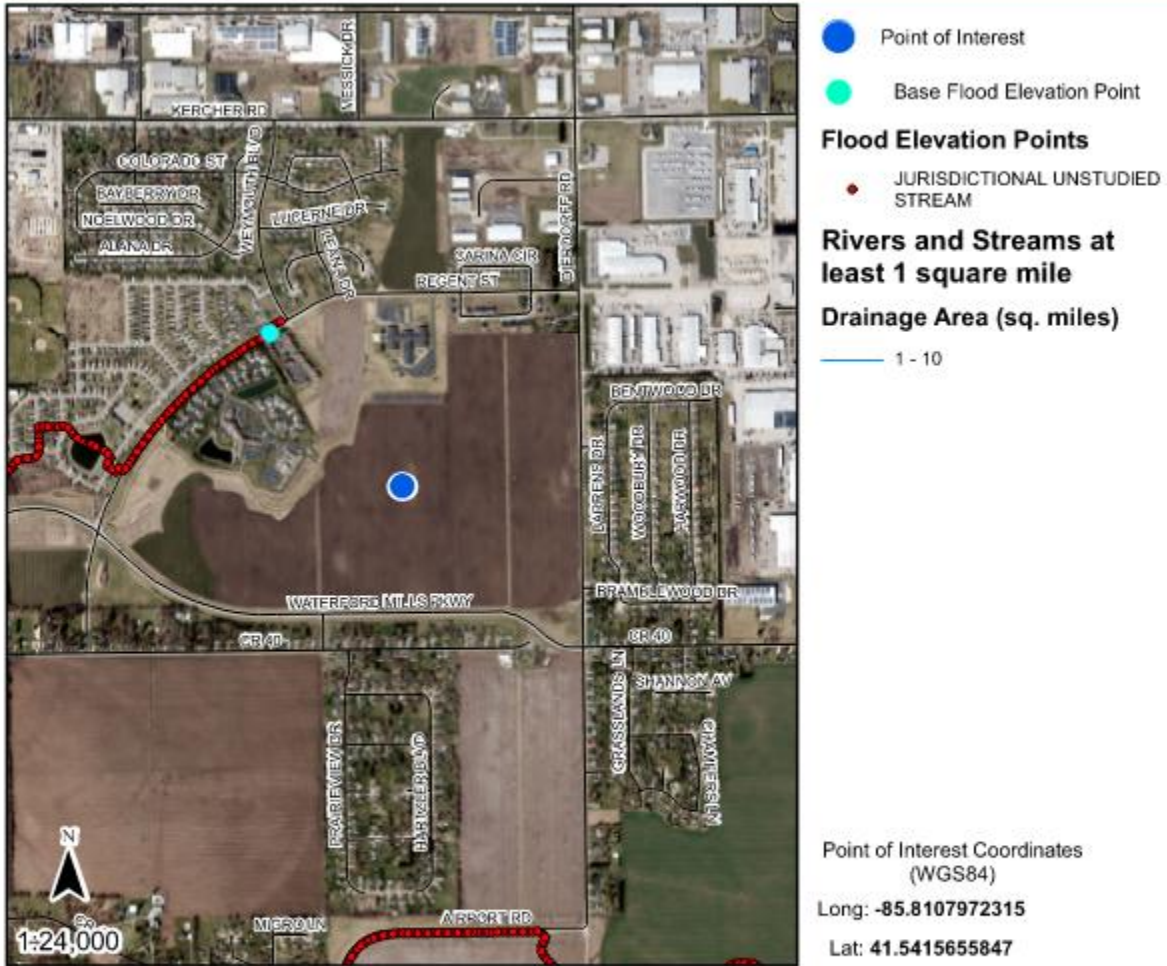
NATURAL FEATURES

FLOODPLAIN

THE PROJECT IS NOT LOCATED IN A DELINEATED FLOOD HAZARD ZONE.



Floodplain Analysis & Regulatory Assessment (FARA)



The information provided below is based on the point of interest shown in the map above.

County: Elkhart	Approximate Ground Elevation: 816.0 feet (NAVD88)
Stream Name: Unnamed Tributary	Base Flood Elevation: Not Available
	Drainage Area: Not available
Best Available Flood Hazard Zone: Not Mapped	
National Flood Hazard Zone: Not Mapped	

POSSIBLE WETLANDS

TWO EXCAVATED DRY STORMWATER RETENTION BASINS, TOTALING 0.77 ACRES, WERE IDENTIFIED ON THE WEST SIDE OF THE PROPERTY BY A DELINEATION PERFORMED BY EARTH SOURCE IN AUGUST 2023. THE NATIONAL WETLAND INVENTORY MAP PUBLISHED BY THE U.S. FISH & WILDLIFE SERVICE INDICATES A POSSIBLE WETLAND LOCATED IN THE SAME LOCATION ON THE PROPERTY.

THE TWO STORMWATER CONTROL MANAGEMENT FEATURES (BASINS) DO NOT APPEAR TO BE REGULATED BY THE U.S. ARMY CORPS OF ENGINEERS AND THE INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT. A SITE VISIT WAS RECENTLY PERFORMED IN OCTOBER 2023 BY THE U.S. ARMY CORPS OF ENGINEERS AND THERE IS NO CHANGE TO THE DELINEATION REPORT. THE REPORT IS CURRENTLY BEING REVIEWED BY THE U.S. ARMY CORPS OF ENGINEERS AND A CONCURRENCE LETTER IS ANTICIPATED TO BE RECEIVED SOON.

A CONCURRENCE LETTER SHALL BE PROVIDED TO THE CITY OF GOSHEN PRIOR TO ANY FINAL SUBDIVISION PLATTING OF THIS PART OF THE PROJECT. A COPY OF THE WETLAND DELINEATION REPORT IS ATTACHED IN EXHIBIT F.



SOILS REPORT

ACCORDING TO THE WEBSOIL SURVEY PUBLISHED BY THE UNITED STATES DEPARTMENT OF AGRICULTURE (USDA) AND THE NATIONAL RESOURCES CONSERVATION SERVICE (NRCS), THE PROJECT SITE IS COMPRISED OF VolA (VOLINIA LOAM), 0 TO 1 PERCENT SLOPES.

SOIL PERMEABILITY INFORMATION IS REFERENCED FROM THE SOIL SURVEY OF ELKHART COUNTY, INDIANA, PUBLISHED BY THE USDA AND NRCS.

VOLINIA LOAM, 0 TO 1 PERCENT SLOPE (VOLA)

0" -23" DEPTH:	0.6-2.00 IN/HR
23" -58" DEPTH:	6.00-20.00 IN/HR
58" -80" DEPTH:	20.00 IN/HR

TRANSPORTATION REPORT

SITE ACCESS

THERE WILL BE THREE POINTS OF ACCESS TO THE MAIN PROPERTY AND TWO POINTS OF ACCESS TO THE LOT AT THE SOUTHWEST CORNER OF WATERFORD MILLS PARKWAY AND REGENT STREET (LOT 469).

ACCESS TO PHASE ONE WILL INCLUDE TWO NEW INTERSECTIONS.

1. NEW INTERSECTION AT WATERFORD MILLS PARKWAY AND A PROPOSED EXTENSION OF EDISON DRIVE TO THE NORTH.
2. NEW INTERSECTION AT REGENT STREET AND PROPOSED NEW MOCKINGBIRD DRIVE (NAME TO BE FINALIZED WITH SUBDIVISION PROCESS)

ACCESS TO PHASE TWO WILL SEE THE ADDITION OF ONE NEW INTERSECTION AT DIERDORFF ROAD AND PROPOSED NEW FAIRWAYS DRIVE (NAME TO BE FINALIZED WITH SUBDIVISION PROCESS).

TWO ACCESS DRIVES ONTO REGENT STREET ARE PROPOSED FOR LOT 496 UTILIZING THE EXISTING CURB CUTS.

ACTIVE TRANSPORTATION

THE PROJECT WILL BE WALKABLE FOR RESIDENTS AND VISITORS WITH A NETWORK OF SIDEWALKS AND A NON-MOTORIZED TRAIL AS ILLUSTRATED ON THE SITE PLAN AND WHERE APPLICABLE ON THE ATTACHED TYPICAL STREET CROSS SECTIONS. ALL SIDEWALKS AND TRAILS WILL BE CONSTRUCTED TO MEET GOSHEN CITY STANDARDS AND DEDICATED IF IN THE RIGHT-OF-WAY. A MAP OF THE ACTIVE TRANSPORTATION NETWORK IS INCLUDED IN EXHIBIT G.

ROADWAYS

THERE WILL BE A SERIES OF NEW STREETS FOR THIS PROJECT. ALL STREETS WITHIN THE DEVELOPMENT WILL BE DEDICATED TO THE CITY OF GOSHEN. SEE TYPICAL STREET CROSS SECTIONS IN EXHIBIT H.

TRAFFIC STUDY

A TRAFFIC IMPACT STUDY WAS PREPARED FOR THE PROJECT BY LACROIX TRAFFIC ENGINEERING DATED MARCH 2023. A SUMMARY OF THE STUDY IS INCLUDED IN EXHIBIT I. THE STUDY INCLUDES RECOMMENDATIONS TO BE IMPLEMENTED TO THE NEW POINTS OF ACCESS TO MITIGATE THE IMPACT OF THE PROPOSED DEVELOPMENT AND IMPROVE OPERATIONS WITHIN THE STUDY AREA.

OVERVIEW OF STORMWATER PLAN

STORMWATER RUNOFF GENERATED BY THE CHERRY CREEK PUD SHALL BE RETAINED ONSITE IN A SERIES OF DRY BASINS AND WET PONDS WITH CONVEYANCE BY SURFACE SWALES AND UNDERGROUND STORM SEWER PIPES AND STRUCTURES. PROPOSED RETENTION AREAS ARE SITUATED ON LAND OWNED BY BOTH CHERRY CREEK LLC AND THE CITY OF GOSHEN.

DRAINAGE EASEMENTS WILL BE ESTABLISHED ON CITY LAND TO ACCOMMODATE STORMWATER RETENTION AS SPECIFIED IN THE EXECUTED DEVELOPMENT AGREEMENT. PLEASE REFER TO THE EASEMENTS SECTION OF THIS DOCUMENT FOR MORE INFORMATION.

ALL STORMWATER DESIGN TO BE SUBMITTED TO THE GOSHEN ENGINEERING DEPARTMENT FOR REVIEW AND ACCEPTANCE.

STORMWATER RETENTION STORAGE SHALL BE PROVIDED FOR THE 100-YEAR, 24-HOUR STORM EVENT, UTILIZING THE SCS CURVE NUMBER METHOD AND PUBLISHED NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION (NOAA) RAINFALL INTENSITIES FOR THE LOCAL AREA AS REQUIRED BY THE GOSHEN ENGINEERING DEPARTMENT.

A MINIMUM FREEBOARD OF 12 INCHES SHALL BE PROVIDED IN THE DESIGN OF BASINS AND PONDS ACCEPTING RUNOFF FROM PAVEMENTS. AMENITY WET PONDS NOT ACCEPTING RUNOFF DIRECTLY FROM PAVEMENTS SHALL HAVE A MINIMUM FREEBOARD OF 6 INCHES. ALL WET PONDS SHALL HAVE EMERGENCY OVERFLOW STRUCTURES SET AT DESIGN HIGH WATER ELEVATIONS WITH OUTLETS TO THE NEW STORM SEWER SYSTEM IN THE PUBLIC RIGHT-OF-WAY AND EASEMENTS OF CHERRY CREEK WITH DIRECT ROUTE TO THE PROPOSED DRY BASINS.

THE STORM SEWER SYSTEM WILL BE DESIGNED TO A 10-YEAR, 30 MINUTE STORM EVENT IN ACCORDANCE WITH THE PUBLISHED NOAA RAINFALL INTENSITIES FOR THE LOCAL AREA.

DOWNSPOUTS FROM THE MIXED-USE BUILDINGS WILL CONNECT DIRECTLY TO THE UNDERGROUND STORM SEWER SYSTEM. GROUND LEVEL INTERIOR PARKING IN THE MIXED-USE BUILDINGS WILL INCLUDE FLOOR DRAINS ROUTED THROUGH AN OIL-WATER SEPARATOR TANK NEAR EACH BUILDING BEFORE DISCHARGE INTO THE MUNICIPAL SANITARY SEWER SYSTEM.

THE EXISTING STORMWATER RETENTION BASIN LOCATED IN THE CHERRY CREEK PUD ON CITY LAND NEAR THE INTERSECTION OF REGENT STREET AND WATERFORD MILLS PARKWAY IS PROPOSED TO BE REMOVED FOR A NEW POND. TO CREATE A NEW POND IN THIS LOCATION, THE EXISTING STORM SEWER DISCHARGE FROM THE INTERSECTION SHALL BE RE-ROUTED ALONG AND BELOW WATERFORD MILLS PARKWAY INTO THE PROPOSED OFF-SITE RETENTION BASIN IN THE CHERRY CREEK PUD.

A PORTION OF CHERRY CREEK WILL ALSO DRAIN BELOW WATERFORD MILLS PARKWAY VIA NEW STORM SEWER PIPING (MULTIPLE PIPES) INTO THE PROPOSED OFF-SITE RETENTION BASIN MENTIONED ABOVE.

ALL NEW STORM SEWER PIPE CROSSINGS BELOW WATERFORD MILLS PARKWAY ARE PROPOSED TO BE INSTALLED BY THE OPEN CUT METHOD.

THE PROPOSED PROJECT LAYOUT WILL REQUIRE RE-CONFIGURATION OF AN EXISTING RETENTION BASIN LOCATED ON THE WEST SIDE OF THE CHERRY CREEK PUD CURRENTLY BEING UTILIZED BY THE CITY OF GOSHEN FOR REGENT STREET AND THE EXISTING WINCHESTER TRAILS MOBILE HOME COMMUNITY. THE RE-CONFIGURED BASIN WILL BE DESIGNED WITH EQUAL OR GREATER VOLUME THAN THE EXISTING BASIN WITH CALCULATIONS PROVIDED TO THE GOSHEN ENGINEERING DEPARTMENT FOR REVIEW AND ACCEPTANCE. THE NEW BASIN WILL BE SEPARATED FROM THE REST OF CHERRY CREEK AND NO RUNOFF FROM CHERRY CREEK WILL BE DIRECTED INTO THE RECONSTRUCTED BASIN.

SINGLE-FAMILY RESIDENTIAL DEVELOPMENT STANDARDS

CHERRY CREEK DEVELOPMENT STANDARD SUMMARY		
	SINGLE FAMILY DETACHED	SINGLE FAMILY ATTACHED
PERMITTED USES	RESIDENTIAL UNITS	RESIDENTIAL UNITS
	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V
MAXIMUM BUILDING HEIGHT	THREE STORIES	THREE STORIES
MINIMUM LOT AREA	5,000 SQUARE FEET	2,000 SQUARE FEET
MINIMUM LOT FRONTAGE	36 FEET	20 FEET
FRONT YARD SETBACK	21 FEET	21 FEET
SIDE YARD SETBACK	5/5 FEET	0/5 FEET
REAR YARD SETBACK	8 FEET	8 FEET
ACCESSORY STRUCTURE SETBACK	5 FEET	5 FEET
MAXIMUM BUILDING COVERAGE	60%	60%
MINIMUM BUILDING SIZE	720 SQUARE FEET	720 SQUARE FEET
FENCE REGULATIONS	ARTICLE V SECTION 5130	ARTICLE V SECTION 5130
VISIBILITY REGULATIONS	ARTICLE V SECTION 5180	ARTICLE V SECTION 5180
OFF-STREET PARKING REGULATIONS	2 SPACES PER UNIT IN ATTACHED GARAGE	2 SPACES PER UNIT IN ATTACHED GARAGE
SIGN REGULATIONS	NO SIGNS PROPOSED	NO SIGNS PROPOSED
SCREENING	ARTICLE V SECTION 5190	ARTICLE V SECTION 5190
MAXIMUM BUILDING LENGTH	200 FEET	200 FEET
LANDSCAPING REGULATIONS	SEE LANDSCAPE NARRATIVE	SEE LANDSCAPE NARRATIVE

TYPICAL CONSTRUCTION SPECIFICATIONS

SINGLE-FAMILY DETACHED HOMES WILL BE A MIX OF 2- AND 3-BEDROOM UNITS WITH THE POTENTIAL FOR AN EGRESS WINDOW TO ALLOW FOR ADDITIONAL BEDROOMS IN THE BASEMENT.

PARKING

EACH SINGLE-FAMILY LOT WILL ACCOMMODATE 2 PARKING SPACES AS REQUIRED BY GOSHEN STANDARDS. THESE SPACES WILL BE LOCATED IN THE ATTACHED GARAGE.

LIGHTING

SINGLE-FAMILY ATTACHED AND SINGLE-FAMILY DETACHED WILL HAVE STANDARD RESIDENTIAL LIGHTING.

MAIL DELIVERY

MAIL WILL BE DELIVERED TO EACH SINGLE-FAMILY HOME.

TRASH COLLECTION

SINGLE-FAMILY HOMES WILL BE ELIGIBLE FOR TRASH COLLECTION THROUGH THE CITY OF GOSHEN'S CONTRACT.

MIXED-USE DEVELOPMENT STANDARDS

CHERRY CREEK DEVELOPMENT STANDARD SUMMARY		
	RESIDENTIAL IN MIXED USE BLDGS	COMMERCIAL IN MIXED USE BLDGS
PERMITTED USES	RESIDENTIAL UNITS	ALL B-2 PERMITTED & CONDITIONAL USES
	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V
MAXIMUM BUILDING HEIGHT	70 FEET	70 FEET
MINIMUM LOT AREA	900 SQUARE FEET PER DWELLING UNIT	Dictated by Building Size
MINIMUM LOT FRONTAGE	25 FEET	25 FEET
FRONT YARD SETBACK	0 FEET	0 FEET
SIDE YARD SETBACK	0/0 FEET	0/0 FEET
REAR YARD SETBACK	0 FEET	0 FEET
ACCESSORY STRUCTURE SETBACK	5 FEET	5 FEET
MAXIMUM BUILDING COVERAGE	80%	80%
MINIMUM BUILDING SIZE	720 SQUARE FEET + 360 SQUARE FEET PER ADDITIONAL UNIT	N/A
FENCE REGULATIONS	ARTICLE V SECTION 5130	ARTICLE V SECTION 5130
VISIBILITY REGULATIONS	ARTICLE V SECTION 5180	ARTICLE V SECTION 5180
OFF-STREET PARKING REGULATIONS	1.5 SPACE PER 1-2 BEDROOM UNIT, 2 SPACES PER 3+ BEDROOM UNIT	1 SPACE PER 400 SQUARE FEET OF GROSS COMMERCIAL SPACE
SIGN REGULATIONS	SEE SIGN NARRATIVE	SEE SIGN NARRATIVE
SCREENING	ARTICLE V SECTION 5190	ARTICLE V SECTION 5190
MAXIMUM BUILDING LENGTH	400 FEET	400 FEET
LANDSCAPING REGULATIONS	SEE LANDSCAPE NARRATIVE	SEE LANDSCAPE NARRATIVE

COMMERCIAL SPACE

THESE SPACES WILL BE OCCUPIED BY A VARIETY OF USES AS ALLOWED IN THE B-2 ZONING DISTRICT.

PARKING

ALL PARKING SPACES WILL COMPLY WITH CITY OF GOSHEN STANDARD DIMENSIONS. ACCESSIBLE PARKING SPACES WILL BE PROVIDED IN ACCORDANCE WITH REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT 2010 STANDARDS FOR ACCESSIBLE DESIGN.

MULTI-FAMILY PARKING WILL BE PROVIDED. ONE AND ONE-HALF PER ONE- OR TWO-BEDROOM DWELLING UNIT AND TWO PER THREE OR MORE BEDROOM DWELLING UNIT.

COMMERCIAL PARKING WILL BE PROVIDED ONSITE OR ON-STREET. AS SPECIFIC COMMERCIAL USES HAVE NOT BEEN DETERMINED AT THIS TIME, THE PARKING STANDARD FOR THE DEVELOPMENT WILL BE 1 PARKING SPACE PER 400 SQUARE FOOT OF GROSS FLOOR AREA OF DESIGNATED COMMERCIAL SPACE.

LIGHTING

MIXED USE BUILDINGS WILL HAVE LIGHTING ON THE BUILDING AS WELL AS IN THE PARKING LOTS. ALL LIGHTING SHALL BE DIRECTED INTO THE LOT AND NOT ONTO ADJACENT PROPERTY.

MAIL DELIVERY

MAIL WILL BE DELIVERED TO A COMMON MAIL AREA IN EACH MIXED-USE BUILDING.

TRASH COLLECTION

TRASH COLLECTION FACILITIES FOR EACH MIXED-USE BUILDING WILL BE LOCATED IN THE FIRST FLOOR INTERIOR PARKING AREA AND MANAGED UNDER A PRIVATE CONTRACT WITH THE DEVELOPER.

SIGNAGE

SEE NARRATIVE IN SIGN SECTION.

MAINTENANCE LOT DEVELOPMENT STANDARDS

MAINTENANCE OF THE DEVELOPMENT WILL BE BASED ON-SITE. THIS AREA WILL ALLOW UP TO FIVE BUILDINGS. THE LOT WILL PROVIDE STAGING AND STORAGE FACILITIES FOR EQUIPMENT AND INVENTORY RELATED TO MOWING, SNOW REMOVAL, AND LANDSCAPING ACTIVITIES. A GREEN HOUSE FOR PLANT MATERIALS WILL BE CONSTRUCTED AS WELL AS A CARETAKER RESIDENCE WILL ALSO BE PROVIDED ON THE SITE. THIS AREA WILL ALSO BE USED FOR A SALES OFFICE AND SHOWROOM FOR THE COMMUNITY.

CHERRY CREEK DEVELOPMENT STANDARD SUMMARY	
	MAINTENANCE LOT
PERMITTED USES	SEE DESCRIPTION BELOW
	ACCESSORY USES AND/OR BUILDINGS PER ARTICLE V
MAXIMUM BUILDING HEIGHT	THREE STORIES
MINIMUM LOT AREA	DICTATED BY BUILDING SIZE
MINIMUM LOT FRONTAGE	25 FEET
FRONT YARD SETBACK	21 FEET
SIDE YARD SETBACK	5/5 FEET
REAR YARD SETBACK	0 FEET
ACCESSORY STRUCTURE SETBACK	5 FEET
MAXIMUM BUILDING COVERAGE	60%
MINIMUM BUILDING SIZE	N/A
FENCE REGULATIONS	ARTICLE V SECTION 5130
VISIBILITY REGULATIONS	ARTICLE V SECTION 5180
OFF-STREET PARKING REGULATIONS	SEE MAINTENANCE LOT DEVELOPMENT STANDARDS PARKING NARRATIVE
SIGN REGULATIONS	SEE SIGN NARRATIVE
SCREENING	ARTICLE V SECTION 5190
MAXIMUM BUILDING LENGTH	400 FEET
LANDSCAPING REGULATIONS	SEE LANDSCAPE NARRATIVE

PERMITTED USES

SINGLE-FAMILY DWELLING UNIT
 GREENHOUSE
 LANDSCAPING COMPANIES NON-RETAIL
 REAL ESTATE OFFICE AND HOME DESIGN SHOWROOM

REAR YARD SETBACK DETAIL

A 0-FOOT REAR YARD SETBACK WILL ALLOW A DRIVE FROM THE PROPERTY TO CONNECT WITH THE TRAIL FOR MAINTENANCE AS OUTLINED IN THE APPROVED DEVELOPMENT AGREEMENT.

PARKING

ALL PARKING SPACES WILL COMPLY WITH CITY OF GOSHEN STANDARD DIMENSIONS. ACCESSIBLE PARKING SPACES WILL BE PROVIDED IN ACCORDANCE WITH REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT 2010 STANDARDS FOR ACCESSIBLE DESIGN.

THE RESIDENTIAL UNIT WILL PROVIDE 2 PARKING SPACES AS REQUIRED BY GOSHEN STANDARDS IN THE ATTACHED GARAGE.

THE MAINTENANCE LOT WILL PROVIDE 8 SPACES – 1 PER TWO EMPLOYEES (4 SPACES) AND 1 PER 400 SQUARE FEET OF THE PROPOSED 1,600 SQUARE FOOT SHOWROOM AND REAL ESTATE OFFICE (4 SPACES).

FOUR ADDITIONAL MAINTENANCE EMPLOYEES WILL PARK ON THE ADJACENT PROPERTY WHERE THE MAINTENANCE OFFICE LOCATED AT 1200 WATERFORD CIRCLE.

LIGHTING

BUILDINGS IN THE MAINTENANCE LOT WILL HAVE LIGHTING ON THE BUILDING AS WELL AS IN THE PARKING LOTS. ALL LIGHTING SHALL BE DIRECTED INTO THE LOT AND NOT ONTO ADJACENT PROPERTY.

MAIL DELIVERY

MAIL WILL BE DELIVERED TO THE LOT.

TRASH COLLECTION

TRASH COLLECTION FACILITIES FOR THIS LOT WILL BE IN A COMMERCIAL DUMPSTER AND MANAGED UNDER A PRIVATE CONTRACT WITH THE DEVELOPER. DUMPSTER SCREENING DETAILS ARE INCLUDED IN THE LANDSCAPING SECTION.

SIGNAGE

SEE NARRATIVE IN SIGN SECTION.

LIST OF EXHIBITS

EXHIBIT A - LEGAL DESCRIPTION FOR AREA CURRENTLY ZONED R-3 TO REZONE TO R-3 PUD

EXHIBIT B - LEGAL DESCRIPTION FOR AREA CURRENTLY ZONED R-3 PUD FOR A PUD
MAJOR CHANGE

EXHIBIT C - DEEDS FOR THE PROPERTIES IN THE PROPOSED CHERRY CREEK R-3 PUD

EXHIBIT D - LETTERS OF AUTHORIZATION FOR ALL PROPERTIES OWNERS

EXHIBIT E – LANDSCAPE DETAIL (E.1-E.7)

EXHIBIT F – REQUEST FOR CORPS JURISDICTIONAL DETERMINATION AND WETLANDS
DELINEATION REPORT

EXHIBIT G - ACTIVE TRANSPORTATION NETWORK

EXHIBIT H - TYPICAL ROAD CROSS SECTIONS INCLUDING ACTIVE TRANSPORTATION IN THE
RIGHT-OF-WAY (H.1-H.4)

EXHIBIT I - OFF-SITE ROADWAY IMPROVEMENT SUMMARY AND TRAFFIC STUDY SUMMARY

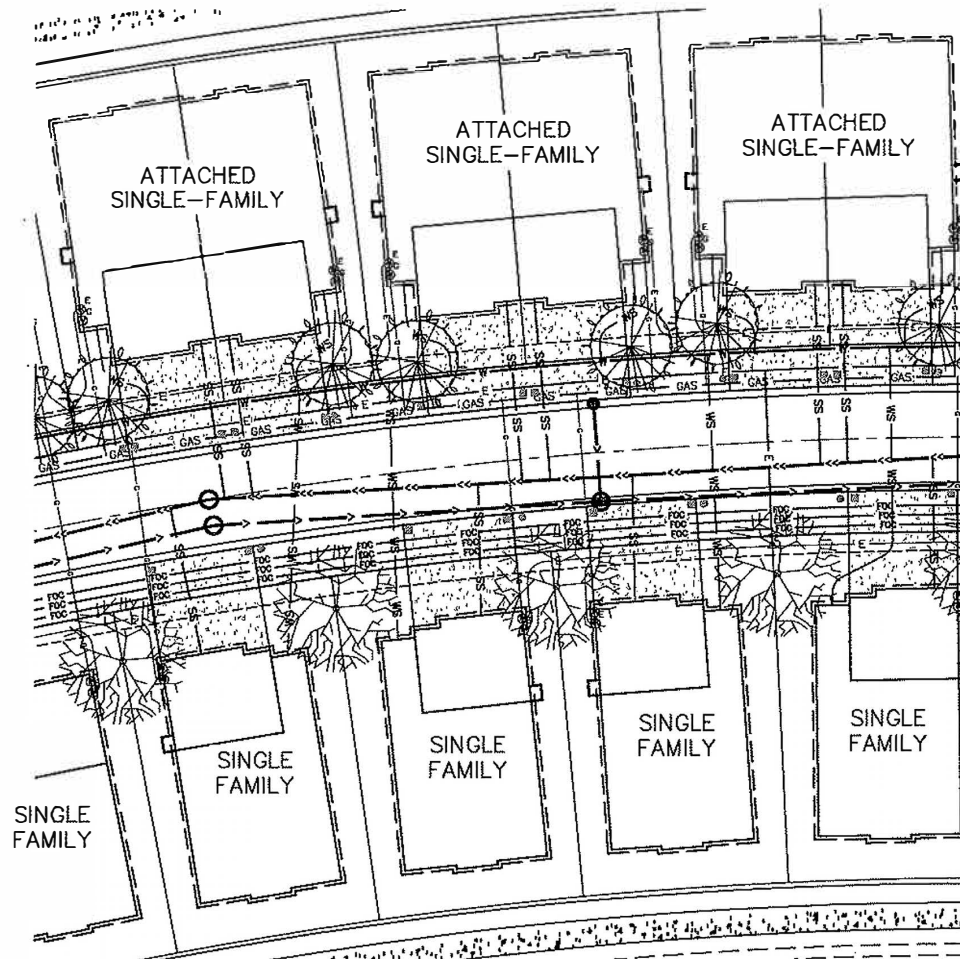
EXHIBIT J - PROPOSED WALL SIGN LOCATIONS

EXHIBIT K - PUD SITE PLAN

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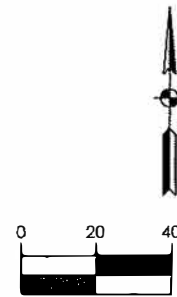
TYPICAL HOME UTILITY LAYOUT



LEGEND

- W — WATER MAIN
- WS — WATER SERVICE
- SS — SANITARY SEWER MAIN
- SS — SANITARY SERVICE
- S — STORM SEWER MAIN
- E — ELECTRIC MAIN CONDUIT
- E — ELECTRIC SERVICE
- GAS — GAS MAIN CONDUIT
- G — GAS SERVICE
- FOC — FIBER OPTIC CONDUIT
- ⊕ ELECTRIC TRANSFORMER
- ⊞ MAILBOX
- ⊞ TRASH/RECYCLING BIN
- ⊞ GAS METER
- ⊞ ELECTRIC METER
- ⊞ LIGHT POLE
- ⊞ CURB INLET
- ⊞ MANHOLE
- ⊞ ORNAMENTAL TREE
- ⊞ SHADE TREE

NOTE:
 Per Correspondence with NIPSCO, gas and electrical services can be installed with 24" min separation, and 18" min. from Buildings



SCALE: 1" = 40'
 BAR SCALE IN FEET

08/09/2023 09:02:02 - 1784 Cherry Creek - Cherry Creek Waterford Commons CAD - Civil Drawing (1784 - 1784) - Typ Unit Layout.dwg, 5/20/2023 11:20:36 AM, Igesk, Previous paper size (8.50 x 14.00 inches), I11

PROJECT: CHERRY CREEK WATERFORD COMMONS
 PROJECT LOCATION:
 S 1/2 SEC. 27-T36N-R6E, CITY OF GOSHEN, ELKHART
 TOWNSHIP, ELKHART COUNTY, INDIANA

DATE OF FIELDWORK: N/A

DATE: 05/02/2023

FIELDBOOK: N/A

DRAWN BY: KG

REVIEWED BY: BEM

SECTION: 27-T36N-R6E

SCALE: 1" = 40'

SHEET 1 OF 2

EXECUTIVE SUMMARY

Introduction

Cherry Creek, LLC is proposing a mixed-use development project located on the north side of Waterford Mills Parkway between Regent Street and Dierdorff Road. An additional 11.2 acres of land on the southwest corner of the Waterford Mills Parkway/Regent Street intersection is also included in the project. The project includes a total of 1,653 residential units and 103,500 square feet of retail space. A mix of residential unit types is being proposed including 872 condo units, 343 townhomes, 183 duplexes, and 255 single family homes. While the exact users of the retail space are unknown at this time, it is anticipated the space will generally be occupied by small specialty retail shops and a couple of restaurants. The project is anticipated to be constructed in phases, with full build out completed within the next ten years.

The proposed site plan for the 11.2 acres on the southwest corner of the Waterford Mills Parkway/Regent Street intersection shows a total of 230 condo units. However, the “future development” area shown is anticipated to include an additional 42 condo units or a boutique hotel. For the purposes of this study, a total of 272 condo units was utilized.

Access to the site will be via five site driveways, three to Regent Street, one to Waterford Mills Parkway, and one to Dierdorff Road. The proposed driveway to Waterford Mills Parkway and Regent Street opposing Winchester Drive will be completed with the initial phase of the development. The driveway to Dierdorff Road is anticipated to be constructed in the next two to three years as construction continues on the site. The two site driveways to Regent Street south of Waterford Mills Parkway will be completed once construction begins on this portion of the site.

As part of the project approval process, the City of Goshen has requested a traffic impact study be prepared to quantify the impacts the project may have on the surrounding roadway network.

Study Area

The study area includes three existing unsignalized intersections and five proposed driveways as listed below.

- Dierdorff Road at Regent Street (Davis Drive)
- Dierdorff Road at Waterford Mills Parkway
- Waterford Mills Parkway at Regent Street
- Dierdorff Road at Proposed Driveway (Fairways Drive)
- Waterford Mills Parkway at Proposed Driveway (Edison Drive)
- Regent Street at Proposed Driveway (Winchester Drive)
- Regent Street at Proposed North Driveway
- Regent Street at Proposed South Driveway

Data Collection

Turning movement counts at the study area intersections were collected in August 2022 on a typical weekday as part of the County Road 40 & Dierdorff Road Corridor Study. These data were collected from 3:00 a.m. to 8:00 p.m.

The data show an early morning peak from approximately 3:45 – 4:45 a.m. which heavily favors traffic traveling into the adjacent industrial land uses. The typical morning peak hour (between 7:00 – 9:00 a.m.) generally occurred between 7:30 – 8:30 a.m. The afternoon peak hour traffic volumes generally occurred between 2:30 – 3:30 p.m. and were more balanced compared to the early morning peak hour.

Analysis

As the proposed site is not anticipated to generate many trips during the early morning peak hour between 3:45 – 4:45 a.m., the typical morning peak hour between 7:00 – 9:00 a.m. and the afternoon peak hour from 2:00 p.m. to 6:00 p.m. were chosen to be evaluated within this report. Three analysis scenarios were completed for the weekday morning and afternoon peak hours as part of the study as follows:

- Existing Conditions
- Background (2032) Conditions
- Future (2032) Conditions

An annual traffic growth rate provided by the Michiana Area Council of Governments (MACOG) was used to estimate background traffic growth at the study area intersections. The growth rate within the study area varied along the corridors with an anticipated annual growth rate of 1.48% along Dierdorff Road and 0.48% along Waterford Mills Parkway. There is also a significant amount of future background development planned within the study area over the next 20 – 25 years. In addition to the annual growth rate, a pro-rated portion of this future development traffic was added to the existing traffic volumes to determine the background (2032) traffic volumes at the study area intersections.

The City of Goshen is planning to reconstruct Dierdorff Road and County Road 40 (east of Dierdorff Road) within the study area in the next few years. While plans for the project are ongoing, the intent is to widen the existing roadways that are currently two lanes to three lanes with one lane in each direction and a two-way left-turn lane. In addition, specific improvements including auxiliary turning lanes and potential traffic signals at the Dierdorff Road intersections with Regent Street and Waterford Mills Parkway are being considered. These improvements were assumed to have been implemented within the study area by 2032.

Trips for the site were calculated for the typical weekday morning and afternoon peak hours based on the methods of the ITE Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers (ITE). As the end user(s) for the proposed retail space are not known at this time, it was assumed two of the 6,000 square-foot retail spaces would be occupied by a restaurant. After accounting for internal trip reductions, the site is expected to generate approximately 971 new morning peak hour trips (318 inbound, 653 outbound) and 1,289 new afternoon peak hour trips (765 inbound, 524 outbound).

For the existing, background, and future (2032) conditions, capacity and queuing analyses were performed to determine the impacts the site may have on the roadways and intersections within the study area. Auxiliary lane and signal warrants were also performed at the study area intersections where appropriate.

Conclusions

Based on the analyses performed as part of this study, the proposed development will have some impacts to the surrounding roadway network. Findings of this study are as follows:

Existing Conditions

The existing peak hour capacity analyses show all controlled movements at the study area intersections currently operate at an acceptable LoS “D” or better during the morning and afternoon peak hours, except for the following:

Dierdorff Road at Regent Street (Davis Drive)

- The shared eastbound left/thru movement currently operates at LoS “F” during the afternoon peak hour. The 95th percentile queue is approximately 5 vehicles during the afternoon peak hour.
- The shared westbound left/thru movement currently operates at LoS “E” during the afternoon peak hour. The 95th percentile queue during this time period is approximately 6 vehicles.

Waterford Mills at Regent Street

- The northbound left-turn movement currently operates at LoS “F” during the afternoon peak hour; however, this is a low volume movement with only five northbound left turns during the afternoon peak hour.

Background (2032) Conditions

The future background development within the study area is anticipated to generate a significant number of trips throughout the day and during the morning and afternoon peak hours. These developments will play a significant role in the timing of future improvements within the study area, particularly the need for signalization at the study area intersections.

The background (2032) conditions analyses show the two future signalized intersections along Dierdorff Road at Regent Street and Waterford Mills Parkway are anticipated to operate at an overall LoS “B” or better during the morning and afternoon peak hours. All individual movements are also anticipated to operate at LoS “B” or better during the morning and afternoon peak hours.

The background (2032) conditions analyses show all controlled movements at the unsignalized Waterford Mills/Regent Street intersection are anticipated to operate at an acceptable LoS “D” or better during the morning and afternoon peak hours, except for the following:

- The northbound left-turn movement is anticipated to operate at LoS “F” during the morning and afternoon peak hours; however, this is a relatively low volume movement with an anticipated 95th percentile queue of less than two vehicles.

Future (2032) Conditions

The existing Dierdorff Road intersections with Regent Street and Waterford Mills Parkway are anticipated to operate acceptably assuming the future reconstruction of Dierdorff Road by the City of Goshen. With signalization, these intersections are anticipated to operate at an overall LoS “C” or better during the morning and afternoon peak hours. All individual movements are anticipated to operate a LoS “C” or better.

The Waterford Mills Parkway/Regent Street intersection is anticipated to operate poorly during the morning and afternoon peak hours without any additional improvements. The northbound left, thru, and right-turn movements are anticipated to operate at LoS “F” during the morning and afternoon peak hours with long 95th percentile queues. Similarly, the southbound left, thru, and right-turn movements are anticipated to operate at LoS “F” during the afternoon peak hour with long 95th percentile queues. With signalization, this intersection is anticipated to operate acceptably at an overall LoS “B” or better during the morning and afternoon peak hours. All individual movements are anticipated to operate at LoS “D” or better.

The left-turn movements exiting the proposed driveways at Dierdorff Road and Waterford Mills Parkway are anticipated to operate poorly without additional improvements. The eastbound left-turn movement at the Dierdorff Road/Proposed Driveway (Fairways Drive) intersection is anticipated to operate at LoS “E” during the afternoon peak hour with a 95th percentile vehicle queue of approximately 3 vehicles. Similarly, the southbound left-turn movement at the Waterford Mills Parkway/Proposed Driveway (Edison Drive) intersection is anticipated to operate at LoS “F” during the afternoon peak hour with a 95th percentile vehicle queue of approximately 4 vehicles. With signalization, these intersections are anticipated to operate acceptably at an overall LoS “B” or better during the morning and afternoon peak hours. All individual movements are anticipated to operate a LoS “D” or better.

The proposed driveway to Regent Street at Winchester Drive is anticipated to operate acceptably with all controlled movements operating at LoS "C" or better during the morning and afternoon peak hours. The two proposed driveways to Regent Street south of Waterford Mills Parkway are also anticipated to operate acceptably with all controlled movements operating at LoS "B" or better during the morning and afternoon peak hours.

The future (2032) traffic volumes at the proposed driveways show auxiliary lanes should be considered at several locations based on INDOT's guidelines as follows:

- A southbound right-turn lane should be considered at the proposed driveway to Dierdorff Road.
- A westbound right-turn lane should be considered at the proposed driveway to Waterford Mills Parkway.
- A southbound left-turn lane should be considered at the proposed driveway to Regent Street.

The future (2032) signal warrant analyses show the following intersections would meet the minimum volume thresholds to consider the installation of a traffic signal.

- The Dierdorff Road/Proposed Driveway (Fairways Drive) intersection is anticipated to meet 8 of the required 8 hours for Criteria 1, Condition A. Six of the required 4 hours are met for Criteria 2.
- The Waterford Mills Parkway/Proposed Driveway (Edison Drive) intersection is anticipated to meet 13 of the required 8 hours for Criteria 1, Condition A. Criteria 1, Condition B and Criteria 2 are also met at this intersection.
- The Waterford Mills Parkway/Regent Street intersection is anticipated to meet 9 of the required 8 hours for Criteria 1, Condition A. Criteria 1, Condition B and Criteria 2 are also met at this intersection. These results consider a 50% right-turn-on-red (RTOR) reduction for the southbound right-turn movement.

Recommendations

The recommendations listed below would be made to mitigate the impact of the proposed development and improve operations within the study area.

Waterford Mills Parkway at Regent Street

- Traffic volumes at the intersection should be monitored as the development progresses. Future traffic signal warrant analyses based on actual traffic volumes would be recommended to determine when/if a traffic signal should be installed at the intersection.
- The operation of this intersection, particularly the northbound approach, will depend on the timing of the portion of the development on the southwest corner of the intersection and the residential development on the south side of County Road 40. A traffic impact study for the residential site south of County Road 40 should be required when development plans are proposed.
- An updated traffic analysis, including signal warrants, would be recommended at the intersection based on new traffic volumes and updated site plan information once construction commences on the 11.2 acre site on the southwest corner. This analysis would aid in determining the potential timing for installing a new traffic signal at the intersection.

Dierdorff Road at Proposed Driveway (Fairways Drive)

- A southbound right-turn lane should be constructed at the proposed driveway. The length of the right-turn lane should be 280 feet based on the recommended deceleration distance for a design speed of 35 mph. Additional turn lane length for vehicle storage would not be recommended as the 95th percentile queue is anticipated to be less than one vehicle.
- The eastbound approach should include a separate 150-foot left-turn lane and a shared thru/right-turn lane.

- Traffic volumes at the intersection should be monitored as the development progresses. Future traffic signal warrant analyses based on actual traffic volumes would be recommended to determine when/if a traffic signal should be installed at the intersection.

Waterford Mills Parkway at Proposed Driveway (Edison Drive)

- A westbound right-turn lane should be constructed at the proposed driveway. The length of the right-turn lane should be 430 feet based on the recommended deceleration distance for a design speed of 45 mph. Additional turn lane length for vehicle storage would not be recommended as the 95th percentile queue is anticipated to be less than one vehicle.
- The southbound approach should include a separate 150-foot left-turn lane and a shared thru/right-turn lane.
- Traffic volumes at the intersection should be monitored as the development progresses. Future traffic signal warrant analyses based on actual traffic volumes would be recommended to determine when/if a traffic signal should be installed at the intersection.

Regent Street at Proposed Driveway (Winchester Drive)

- A southbound left-turn lane should be constructed at the proposed driveway. As Regent Street is a lower volume urban collector roadway, providing deceleration within the turn lane is not recommended. Therefore, a 100-foot long left-turn lane would be recommended at this intersection.
- The westbound approach should include a separate 100-foot left-turn lane and a shared thru/right-turn lane.

Regent Street at Proposed North and South Driveways

- The eastbound approaches at both driveways should include a single lane approach.

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MIXED USE MULTIFAMILY RESIDENTIAL/COMMERCIAL LANDSCAPE

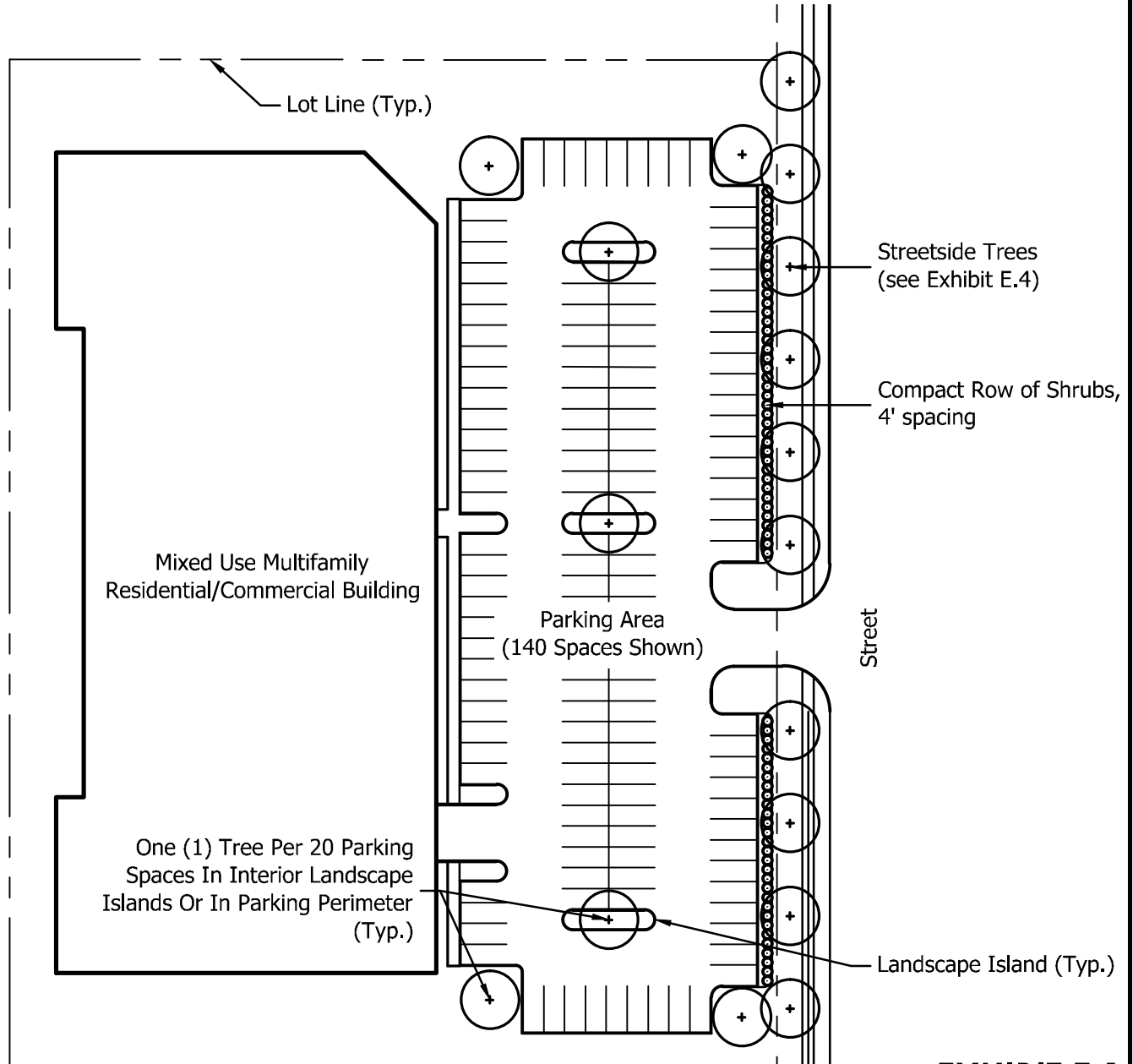


EXHIBIT E.1

PROJECT: CHERRY CREEK WATERFORD COMMONS

PROJECT LOCATION:
 S 1/2 SEC. 27-T36N-R6E, CITY OF GOSHEN, ELKHART
 TOWNSHIP, ELKHART COUNTY, INDIANA

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DATE OF FIELDWORK: N/A

FIELDBOOK: N/A

REVIEWED BY: BEM

SCALE: NOT TO SCALE

DATE: 11/01/2023

DRAWN BY: TR

SECTION: 27-T36N-R6E

SHEET 1 OF 1

JOB NO. 22-1784

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SINGLE FAMILY ATTACHED RESIDENTIAL LANDSCAPE

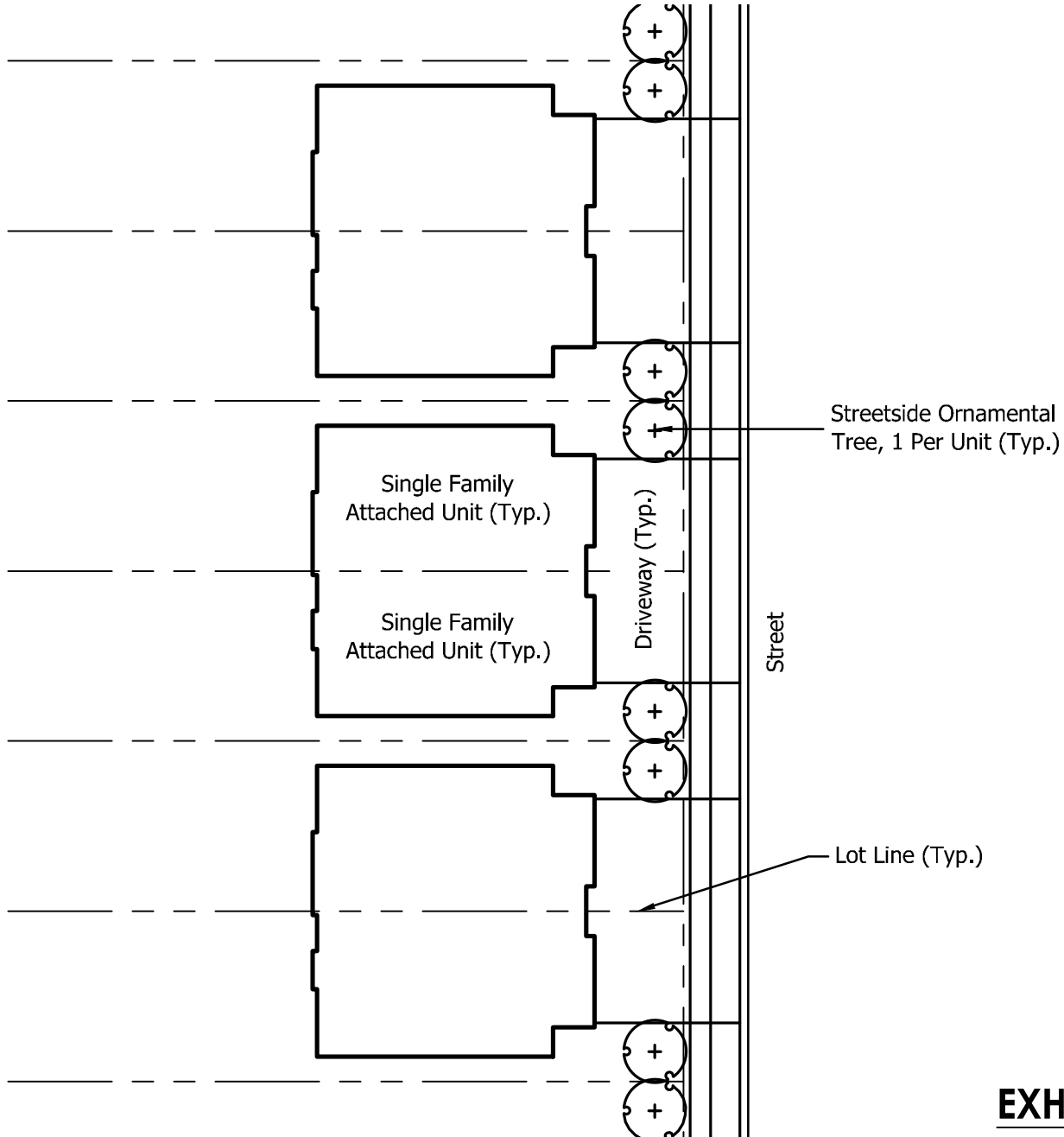


EXHIBIT E.2

PROJECT: CHERRY CREEK WATERFORD COMMONS

PROJECT LOCATION:
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 TOWNSHIP, ELKHART COUNTY, INDIANA

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DATE OF FIELDWORK: N/A

FIELDBOOK: N/A

REVIEWED BY: BEM

SCALE: 1"=40'

DATE: 11/01/2023

DRAWN BY: TR

SECTION: 27-T36N-R6E

SHEET 1 OF 1

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SINGLE FAMILY DETACHED RESIDENTIAL LANDSCAPE

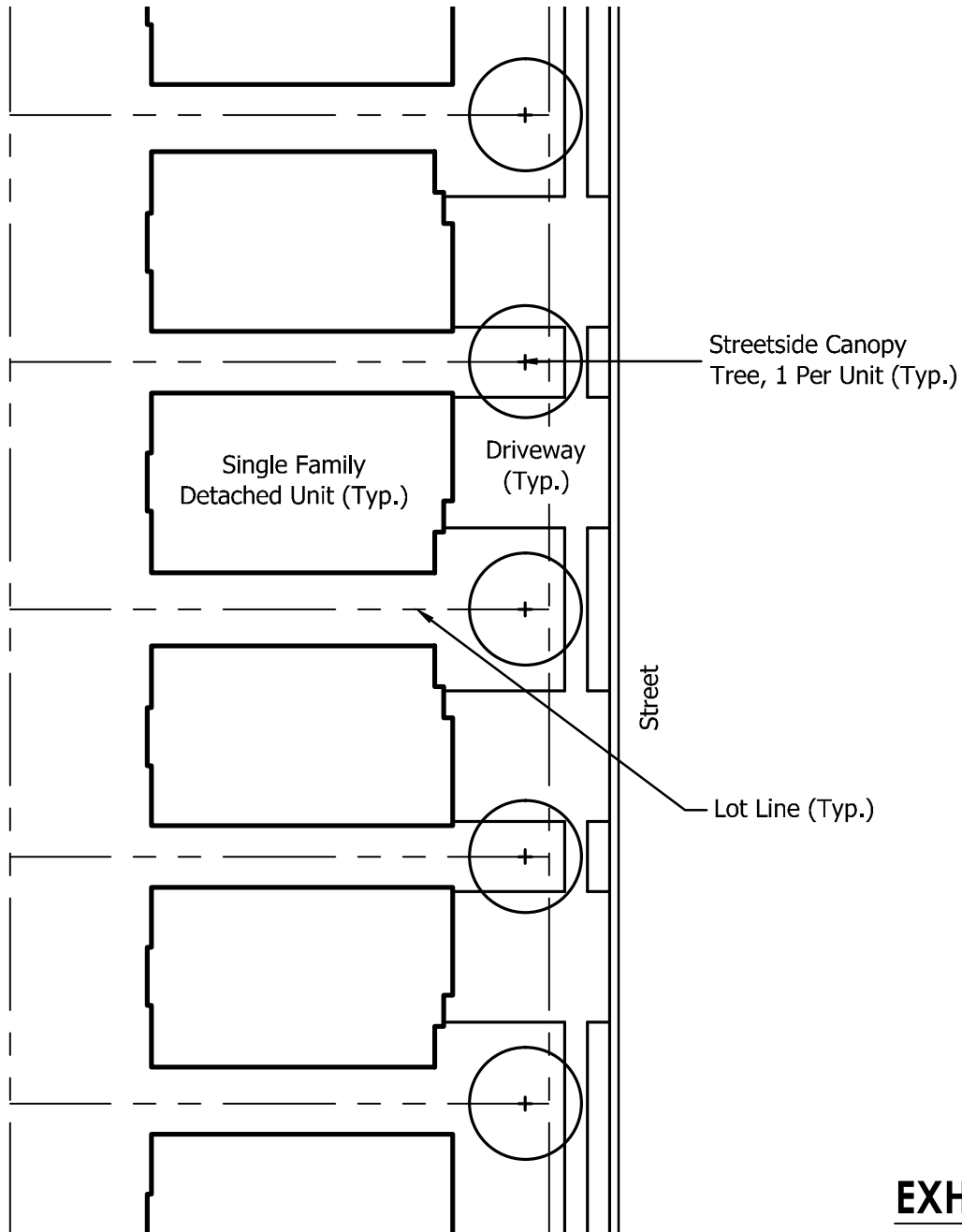


EXHIBIT E.3

PROJECT: CHERRY CREEK WATERFORD COMMONS

PROJECT LOCATION:
 S 1/2 SEC. 27-T36N-R6E, CITY OF GOSHEN, ELKHART
 TOWNSHIP, ELKHART COUNTY, INDIANA

COPYRIGHT 2023 - ABONMARCHE CONSULTANTS, INC.

DATE OF FIELDWORK: N/A

FIELDBOOK: N/A

REVIEWED BY: BEM

SCALE: 1"=40'

DATE: 11/01/2023

DRAWN BY: TR

SECTION: 27-T36N-R6E

SHEET 1 OF 1

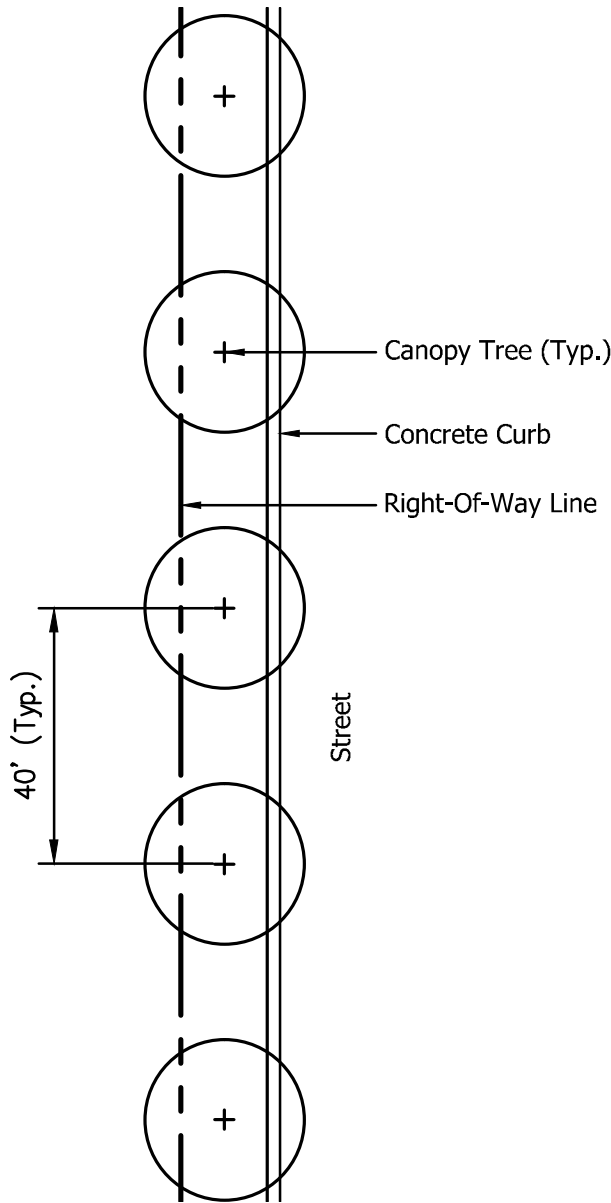
JOB NO. 22-1784

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

Benton Harbor
 Portage
 Grand Haven
 Fort Wayne
 Goshen
 Engineering · Architecture · Land Surveying

Hobart
 Lafayette
 South Bend
 Valparaiso

TYPICAL STREETSIDE TREE PLANTING - CANOPY TREES



TYPICAL STREETSIDE TREE PLANTING - ORNAMENTAL TREES

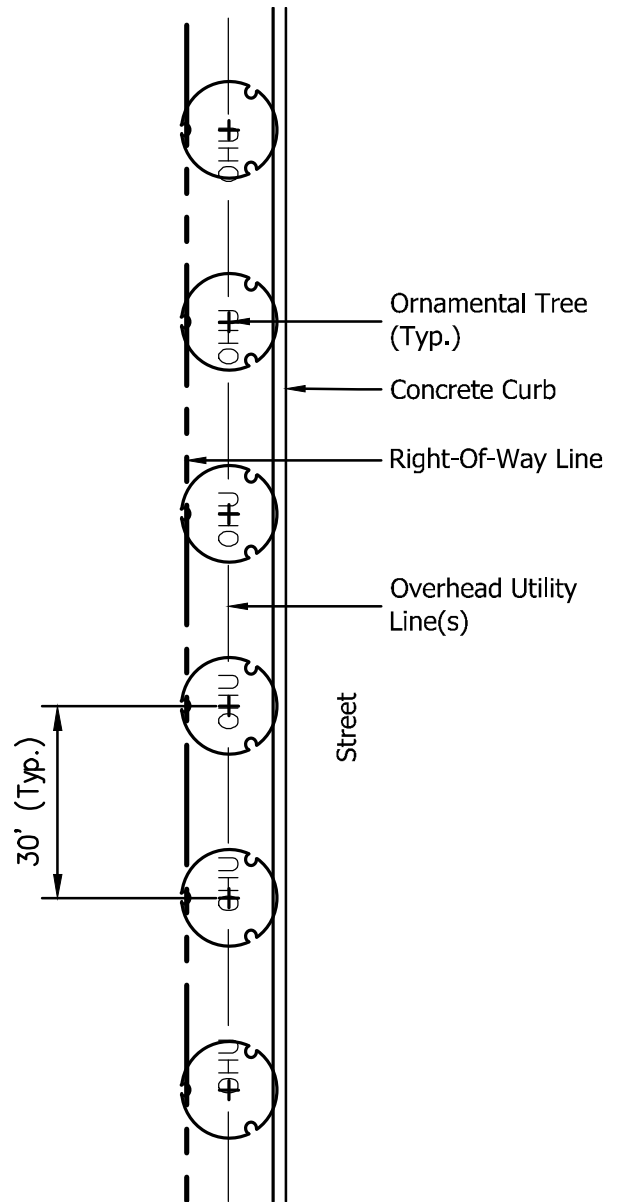


EXHIBIT E.4

PROJECT: CHERRY CREEK WATERFORD COMMONS

PROJECT LOCATION:
 S 1/2 SEC. 27-T36N-R6E, CITY OF GOSHEN, ELKHART
 TOWNSHIP, ELKHART COUNTY, INDIANA

COPYRIGHT 2023 - ABONMARCHE CONSULTANTS, INC.

DATE OF FIELDWORK: N/A

FIELDBOOK: N/A

REVIEWED BY: BEM

SCALE: 1" = 30'

DATE: 11/01/2023

DRAWN BY: TRR

SECTION: 27-T36N-R6E

SHEET 1 OF 1

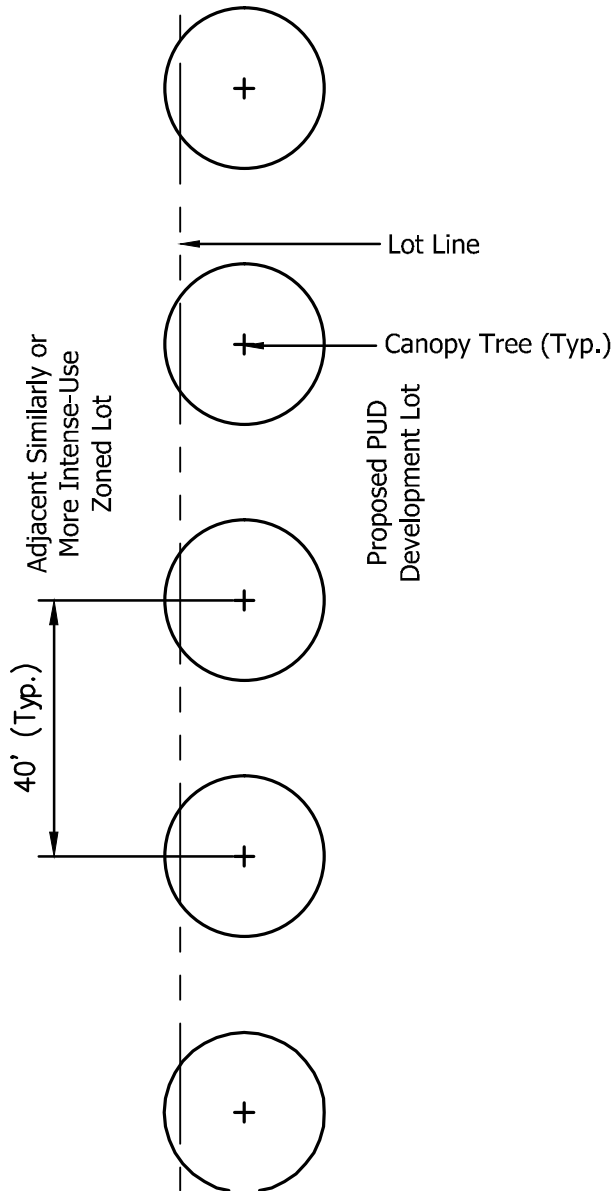
JOB NO. 22-1784

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Hobart
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 Valparaiso

BUFFERYARD LANDSCAPING - OPEN LANDSCAPING WITH CANOPY TREES



BUFFERYARD LANDSCAPING - OPEN LANDSCAPING WITH ORNAMENTAL TREES

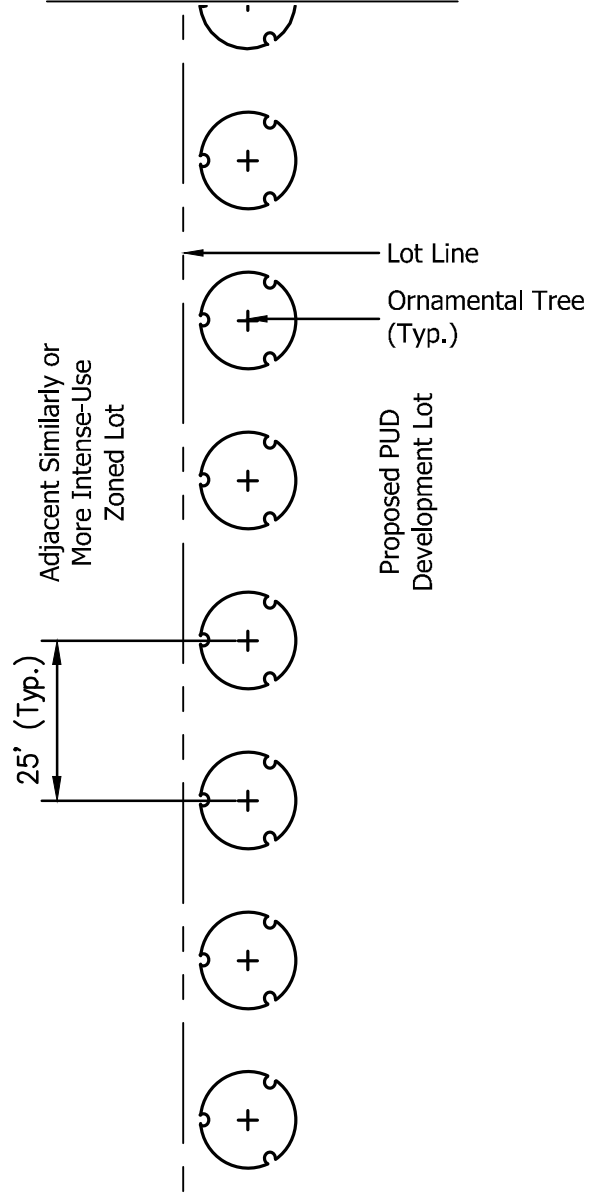


EXHIBIT E.5

PROJECT: CHERRY CREEK WATERFORD COMMONS

PROJECT LOCATION:
 S 1/2 SEC. 27-T36N-R6E, CITY OF GOSHEN, ELKHART
 TOWNSHIP, ELKHART COUNTY, INDIANA

COPYRIGHT 2023 - ABONMARCHE CONSULTANTS, INC.

DATE OF FIELDWORK: N/A

FIELDBOOK: N/A

REVIEWED BY: BEM

SCALE: 1" = 30'

DATE: 11/01/2023

DRAWN BY: TR

SECTION: 27-T36N-R6E

SHEET 1 OF 1

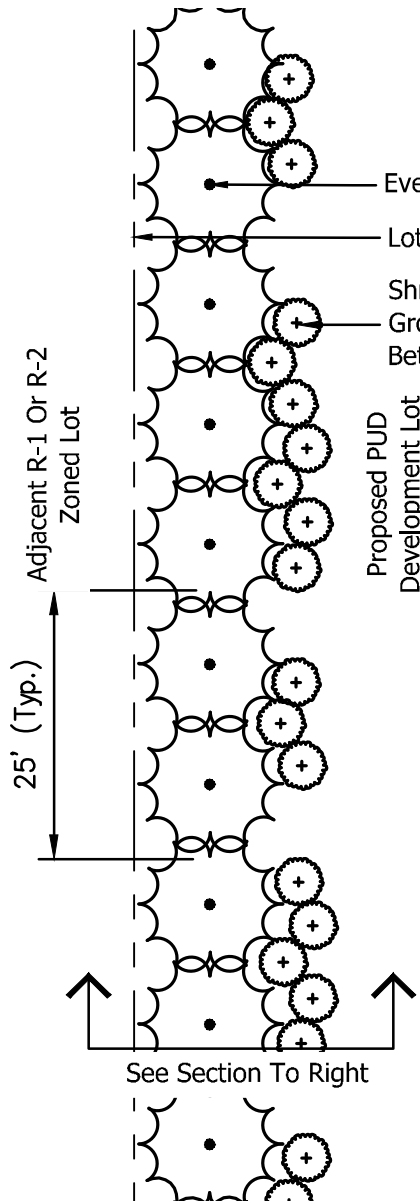
JOB NO. 22-1784

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

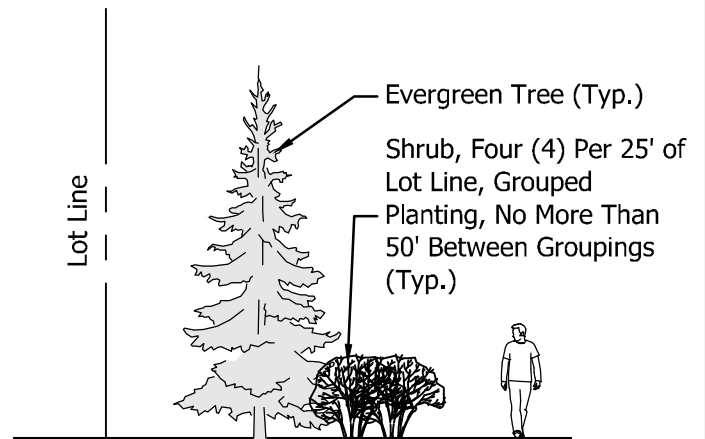
Benton Harbor
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 Goshen
 Engineering · Architecture · Land Surveying

Hobart
 Lafayette
 South Bend
 Valparaiso

BUFFERYARD LANDSCAPING - PARTIAL LANDSCAPING OPTION 1



PLAN



SECTION

EXHIBIT E.6

PROJECT: CHERRY CREEK WATERFORD COMMONS

PROJECT LOCATION:
 S 1/2 SEC. 27-T36N-R6E, CITY OF GOSHEN, ELKHART
 TOWNSHIP, ELKHART COUNTY, INDIANA

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DATE OF FIELDWORK: N/A

FIELDBOOK: N/A

REVIEWED BY: BEM

SCALE: 1" = 20'

DATE: 11/01/2023

DRAWN BY: TR

SECTION: 27-T36N-R6E

SHEET 1 OF 1

JOB NO. 22-1784

303 River Race Drive, Unit 206
 Goshen, IN 46526
 T 574.533.9913
 F 574.533.9911
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BUFFERYARD LANDSCAPING - PARTIAL LANDSCAPING OPTION 2

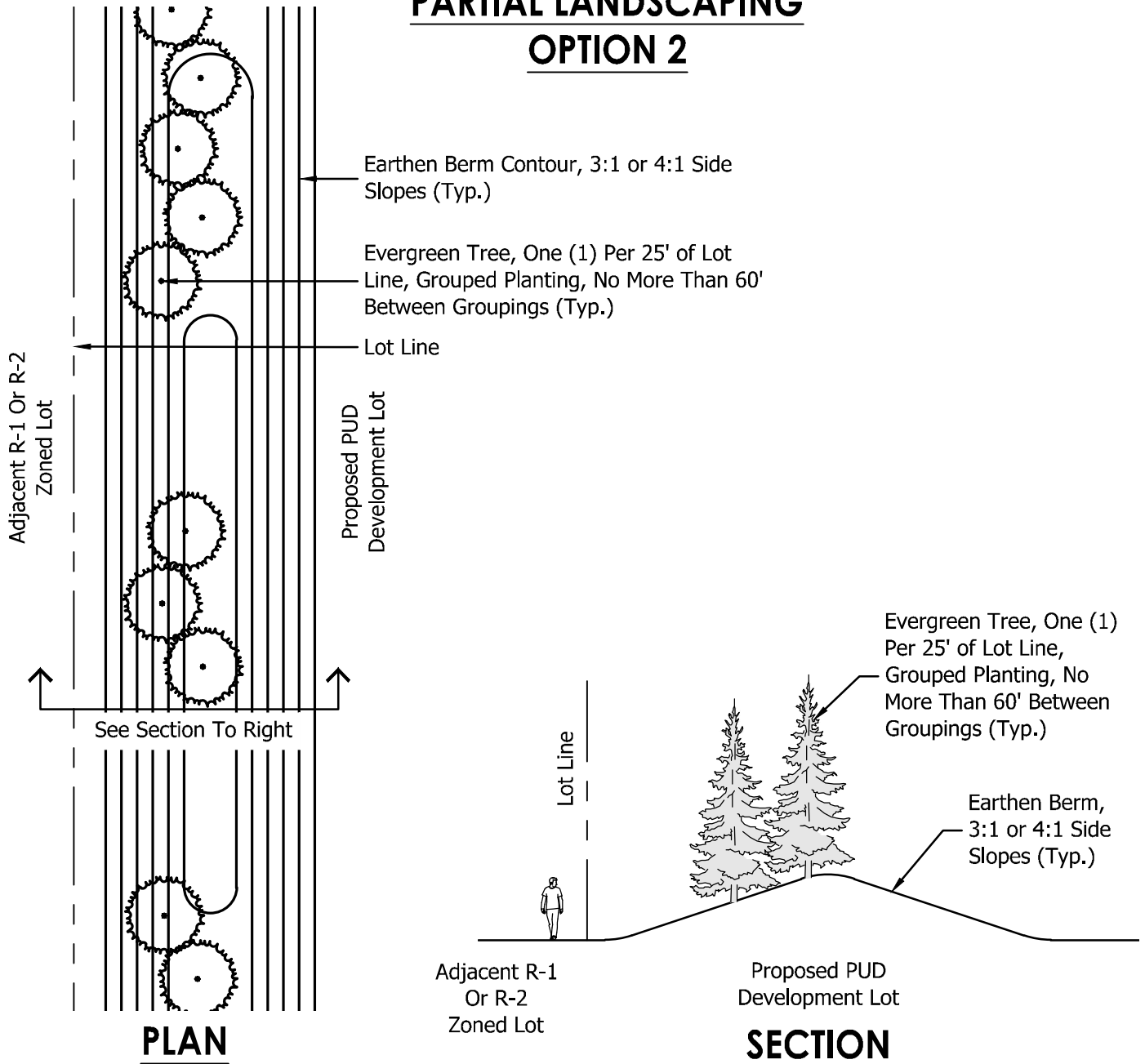


EXHIBIT E.7

PROJECT: CHERRY CREEK WATERFORD COMMONS

PROJECT LOCATION:
 S 1/2 SEC. 27-T36N-R6E, CITY OF GOSHEN, ELKHART
 TOWNSHIP, ELKHART COUNTY, INDIANA

COPYRIGHT 2023 - ABONMARCHE CONSULTANTS, INC.

DATE OF FIELDWORK: N/A

FIELDBOOK: N/A

REVIEWED BY: BEM

SCALE: 1" = 30'

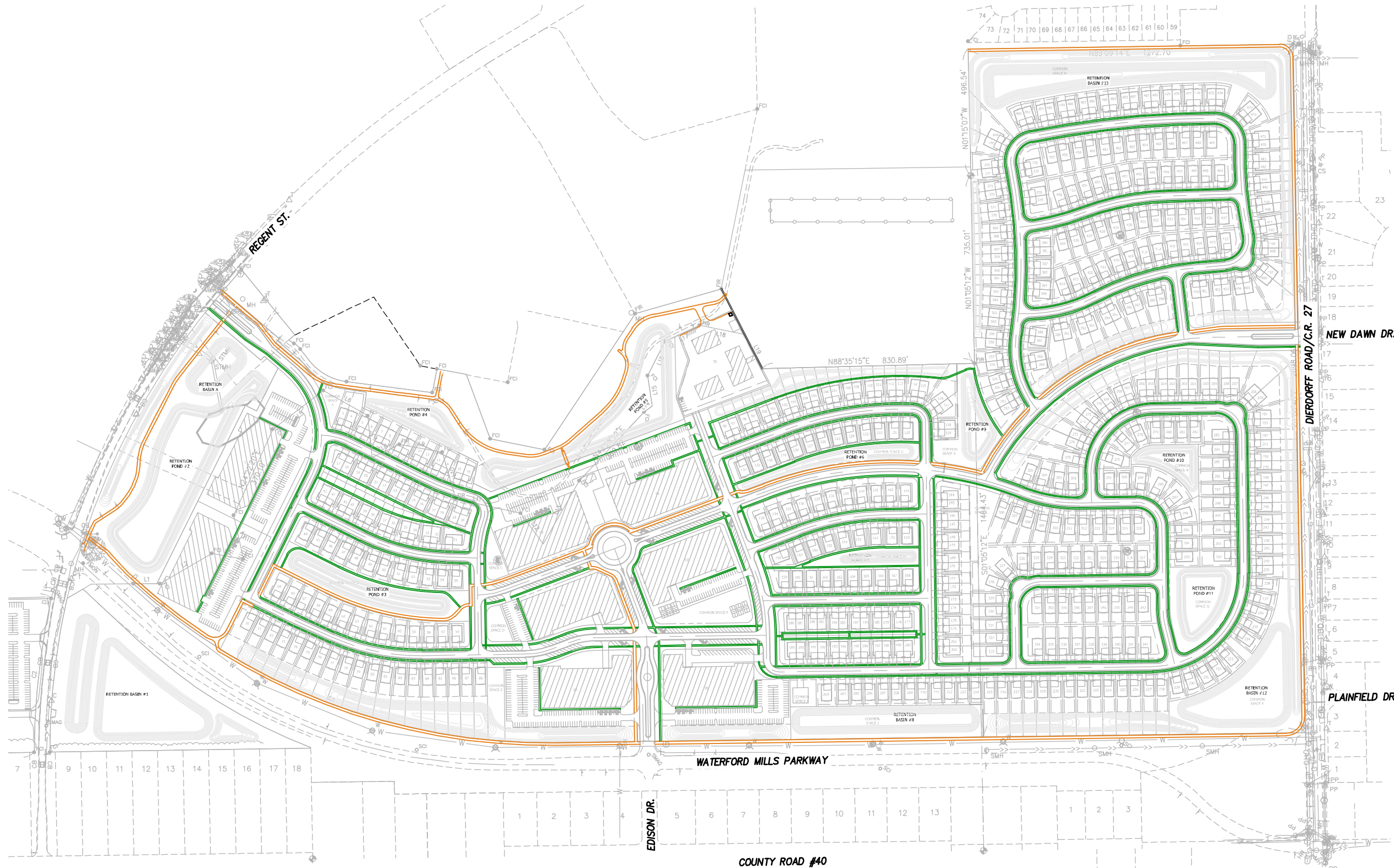
DATE: 11/01/2023

DRAWN BY: TR

SECTION: 27-T36N-R6E

SHEET 1 OF 1

JOB NO. 22-1784



LEGEND

- 5' Sidewalk
- 10' Trail

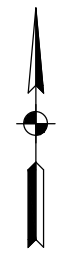
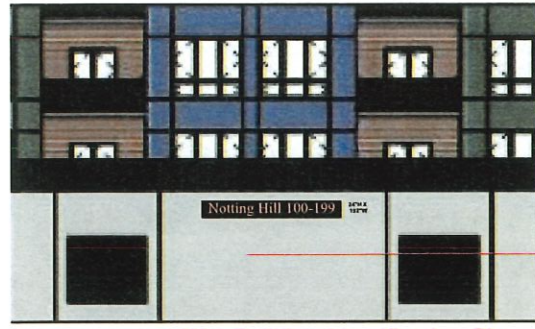


EXHIBIT J



W-2 Building Identification Sign



W-3 Building Identification Sign



1 WEST ELEVATION
A200 SCALE: 1/16" = 1'-0"

- T/ ROOF TRUSS 143' - 10 1/8"
- FOURTH FLOOR 134' - 9 3/4"
- THIRD FLOOR 124' - 1 7/8"
- SECOND FLOOR 113' - 6"
- FIRST FLOOR 100' - 0"



2 SOUTH ELEVATION
A200 SCALE: 1/16" = 1'-0"

- T/ ROOF TRUSS 143' - 10 1/8"
- FOURTH FLOOR 134' - 9 3/4"
- THIRD FLOOR 124' - 1 7/8"
- SECOND FLOOR 113' - 6"
- FIRST FLOOR 100' - 0"



3 EAST ELEVATION
A200 SCALE: 1/16" = 1'-0"

- T/ ROOF TRUSS 143' - 10 1/8"
- FOURTH FLOOR 134' - 9 3/4"
- THIRD FLOOR 124' - 1 7/8"
- SECOND FLOOR 113' - 6"
- FIRST FLOOR 100' - 0"

W-1 Building Identification Sign



4 CORNER ELEVATION
A200 SCALE: 1/16" = 1'-0"

- T/ ROOF TRUSS 143' - 10 1/8"
- FOURTH FLOOR 134' - 9 3/4"
- THIRD FLOOR 124' - 1 7/8"
- SECOND FLOOR 113' - 6"
- FIRST FLOOR 100' - 0"



5 NORTH ELEVATION
A200 SCALE: 1/16" = 1'-0"

- T/ ROOF TRUSS 143' - 10 1/8"
- FOURTH FLOOR 134' - 9 3/4"
- THIRD FLOOR 124' - 1 7/8"
- SECOND FLOOR 113' - 6"
- FIRST FLOOR 100' - 0"



ANCON CONSTRUCTION

BEFORE WE DESIGN,
BEFORE WE BUILD...
WE LISTEN

100% EMPLOYEE OWNED
ANCONCONSTRUCTION.COM
2146 ELKHART RD.
GOSHEN, INDIANA 46526
PHONE: (574)533-9561
FAX: (574)534-5548

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ISSUE DATE	
PROGRAMMING EXHIBIT	09.29.2023

NEW CONDOMINIUM BUILDING
CHERRY CREEK DEVELOPMENT
GOSHEN, INDIANA
EXTERIOR ELEVATIONS

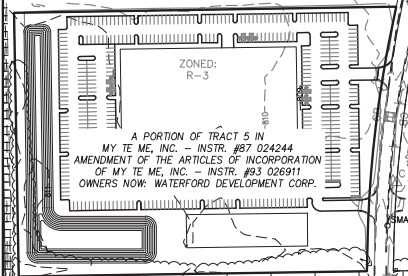
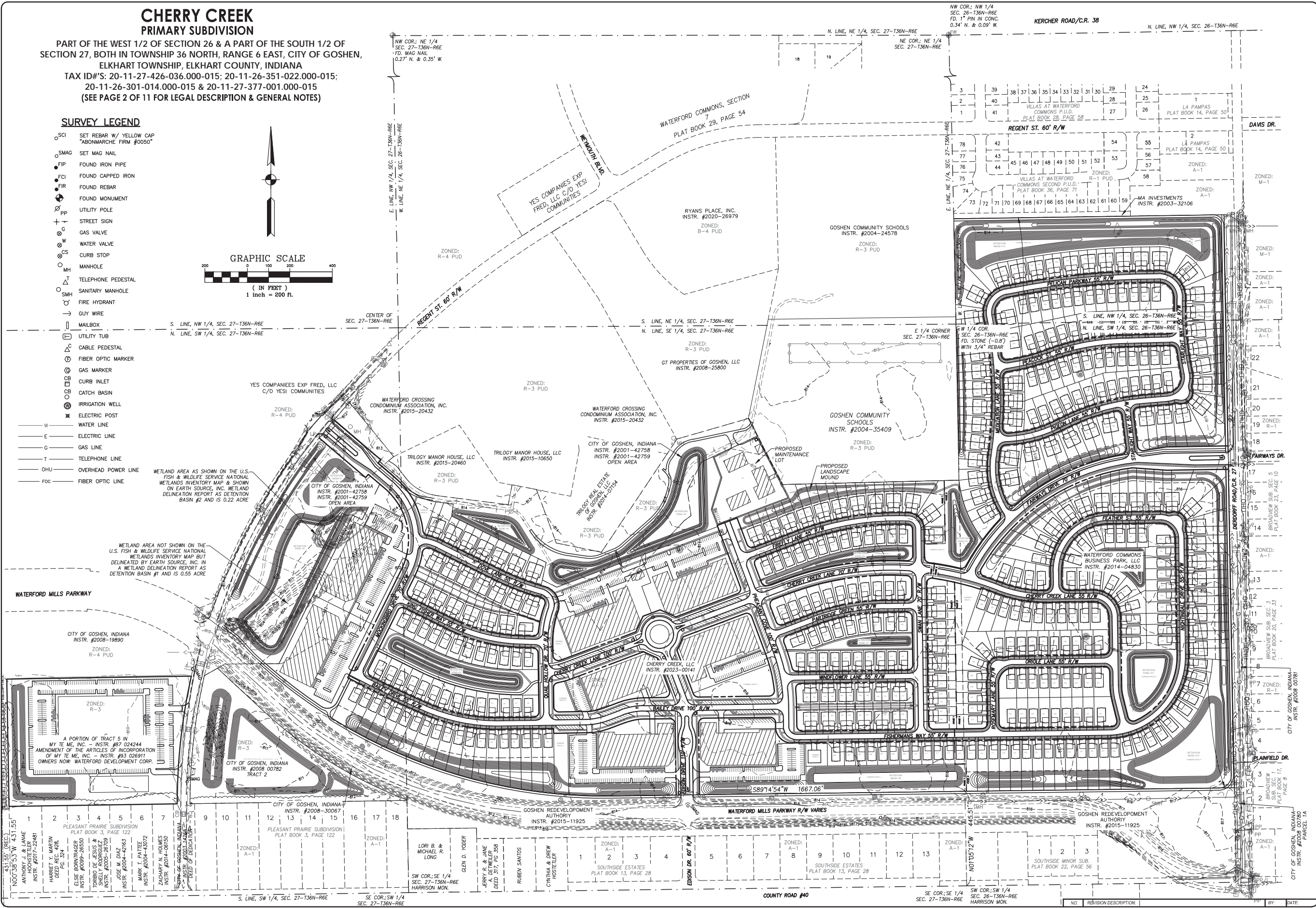
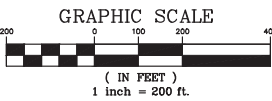
JOB NUMBER
23.5008
SHEET NUMBER
A200

CHERRY CREEK PRIMARY SUBDIVISION

PART OF THE WEST 1/2 OF SECTION 26 & A PART OF THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP 36 NORTH, RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
TAX ID#S: 20-11-27-426-036.000-015; 20-11-26-351-022.000-015; 20-11-26-301-014.000-015 & 20-11-27-377-001.000-015
(SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION & GENERAL NOTES)

SURVEY LEGEND

- SCI SET REBAR W/ YELLOW CAP "ABONMARCHÉ FIRM #0050"
- SMAG SET MAG NAIL
- FIP FOUND IRON PIPE
- FCI FOUND CAPPED IRON
- FIR FOUND REBAR
- FOM FOUND MONUMENT
- UP UTILITY POLE
- S STREET SIGN
- G GAS VALVE
- W WATER VALVE
- CS CURB STOP
- M MANHOLE
- MH TELEPHONE PEDESTAL
- SMH SANITARY MANHOLE
- FHY FIRE HYDRANT
- GW GUY WIRE
- M MAILBOX
- UTILITY TUB
- C CABLE PEDESTAL
- FOM FIBER OPTIC MARKER
- G GAS MARKER
- CI CURB INLET
- CB CATCH BASIN
- IW IRRIGATION WELL
- E ELECTRIC POST
- W WATER LINE
- E ELECTRIC LINE
- G GAS LINE
- T TELEPHONE LINE
- OHU OVERHEAD POWER LINE
- FOC FIBER OPTIC LINE



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
PLEASANT PRAIRIE SUBDIVISION PLAT BOOK 3, PAGE 122																	
PLEASANT PRAIRIE SUBDIVISION PLAT BOOK 3, PAGE 122																	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CITY OF GOSHEN, INDIANA INSTR. #2008-30067																	
CITY OF GOSHEN, INDIANA INSTR. #2008-00782 TRACT 2																	

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GOSHEN REDEVELOPMENT AUTHORITY INSTR. #2015-11925																	
GOSHEN REDEVELOPMENT AUTHORITY INSTR. #2015-11925																	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
SOUTHIDE ESTATES PLAT BOOK 13, PAGE 28																	
SOUTHIDE ESTATES PLAT BOOK 13, PAGE 28																	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
SOUTHIDE MINOR SUB. PLAT BOOK 22, PAGE 56																	
SOUTHIDE MINOR SUB. PLAT BOOK 22, PAGE 56																	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CITY OF GOSHEN, INDIANA INSTR. #2008-00780 PARCEL 1A																	
CITY OF GOSHEN, INDIANA INSTR. #2008-00780 PARCEL 1A																	

ABONMARCHÉ
 Valparaiso
 Hobart
 South Bend
 Elkhart
 Goshen
 Fort Wayne
 Lafayette
 Grand Rapids

303 River Race Drive, Unit 208
 Goshen, IN 46526
 Phone: 317.433.9111
 Fax: 317.433.9113
 abonmarche.com

Engineering - Architecture - Land Surveying

CHERRY CREEK
 WATERFORD MILLS PARKWAY
 REGENT STREET/DIERDORFF ROAD
 GOSHEN, IN 46526

PROJECT:
 PLANNED UNIT DEVELOPMENT

SHEET TITLE:

DRAWN BY: TRM/KG
 DESIGNED BY: KG
 PM REVIEW: BEM
 QA/QC REVIEW: RAN
 DATE: 09-27-2023
 SEAL:

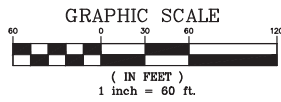
SIGNATURE:

DATE: 10-30-2023
 SCALE: 1" = 200'
 ACI JOB #: 22-1784
 SHEET NO: 1 of 12

EXHIBIT K

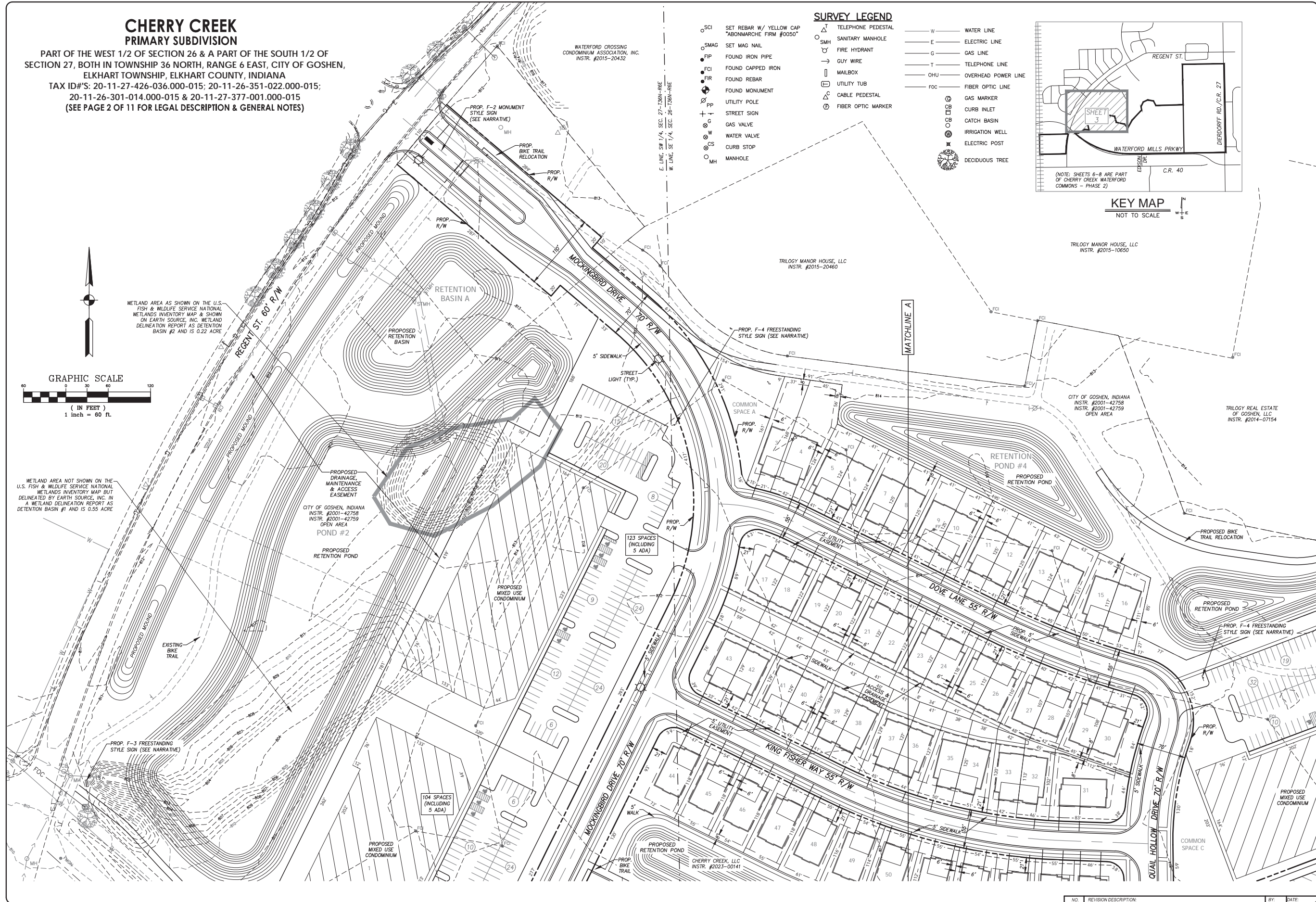
**CHERRY CREEK
PRIMARY SUBDIVISION**

PART OF THE WEST 1/2 OF SECTION 26 & A PART OF THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP 36 NORTH, RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
 TAX ID#S: 20-11-27-426-036.000-015; 20-11-26-351-022.000-015; 20-11-26-301-014.000-015 & 20-11-27-377-001.000-015
 (SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION & GENERAL NOTES)

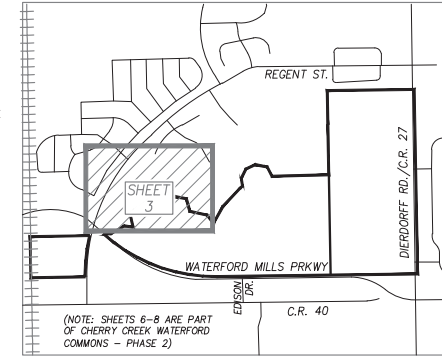


WETLAND AREA NOT SHOWN ON THE U.S. FISH & WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY MAP BUT DELINEATED BY EARTH SOURCE, INC. IN A WETLAND DELINEATION REPORT AS DETENTION BASIN #1 AND IS 0.55 ACRE

WETLAND AREA AS SHOWN ON THE U.S. FISH & WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY MAP & SHOWN ON EARTH SOURCE, INC. WETLAND DELINEATION REPORT AS DETENTION BASIN #2 AND IS 0.22 ACRE



- SURVEY LEGEND**
- SCI SET REBAR W/ YELLOW CAP "ABONMARCHE FIRM #0050"
 - SMAG SET MAG NAIL
 - FIP FOUND IRON PIPE
 - FCI FOUND CAPPED IRON
 - FIR FOUND REBAR
 - FM FOUND MONUMENT
 - UP UTILITY POLE
 - S STREET SIGN
 - G GAS VALVE
 - W WATER VALVE
 - CS CURB STOP
 - MH MANHOLE
 - △ TELEPHONE PEDESTAL
 - SMH SANITARY MANHOLE
 - FHY FIRE HYDRANT
 - GW GUY WIRE
 - MB MAILBOX
 - UT UTILITY TUB
 - CP CABLE PEDESTAL
 - FOM FIBER OPTIC MARKER
 - W WATER LINE
 - E ELECTRIC LINE
 - G GAS LINE
 - T TELEPHONE LINE
 - OHU OVERHEAD POWER LINE
 - FOC FIBER OPTIC LINE
 - GMS GAS MARKER
 - CI CURB INLET
 - CB CATCH BASIN
 - IW IRRIGATION WELL
 - EP ELECTRIC POST
 - DT DECIDUOUS TREE



KEY MAP
NOT TO SCALE

ABONMARCHE
 303 River Race Drive, Unit 206
 Goshen, IN 46526
 Phone: 773.333.9131
 Fax: 773.333.9191
 abonmarcch.com

Valparaiso
 Benton Harbor
 South Bend
 Goshen, IN 46526
 Indianapolis
 Fort Wayne
 Lafayette

Engineering Architecture Land Surveying

**CHERRY CREEK
WATERFORD MILLS PARKWAY
REGENT STREET/DIERDORFF ROAD
GOSHEN, IN 46526**

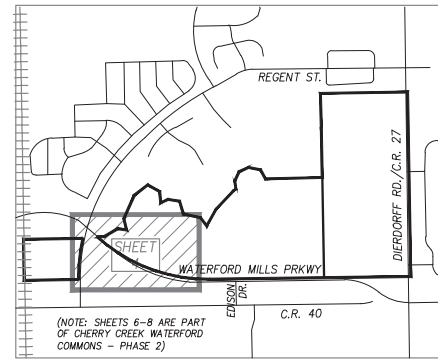
PROJECT:
 PLANNED UNIT DEVELOPMENT

DRAWN BY: TRM/KG
 DESIGNED BY: KG
 PM REVIEW: BEM
 QA/QC REVIEW: RAN
 DATE: 09-27-2023
 SEAL:

SIGNATURE:
 DATE: 10-30-2023
 SCALE: 1" = 60'
 ACI JOB #: 22-1784
 SHEET NO:

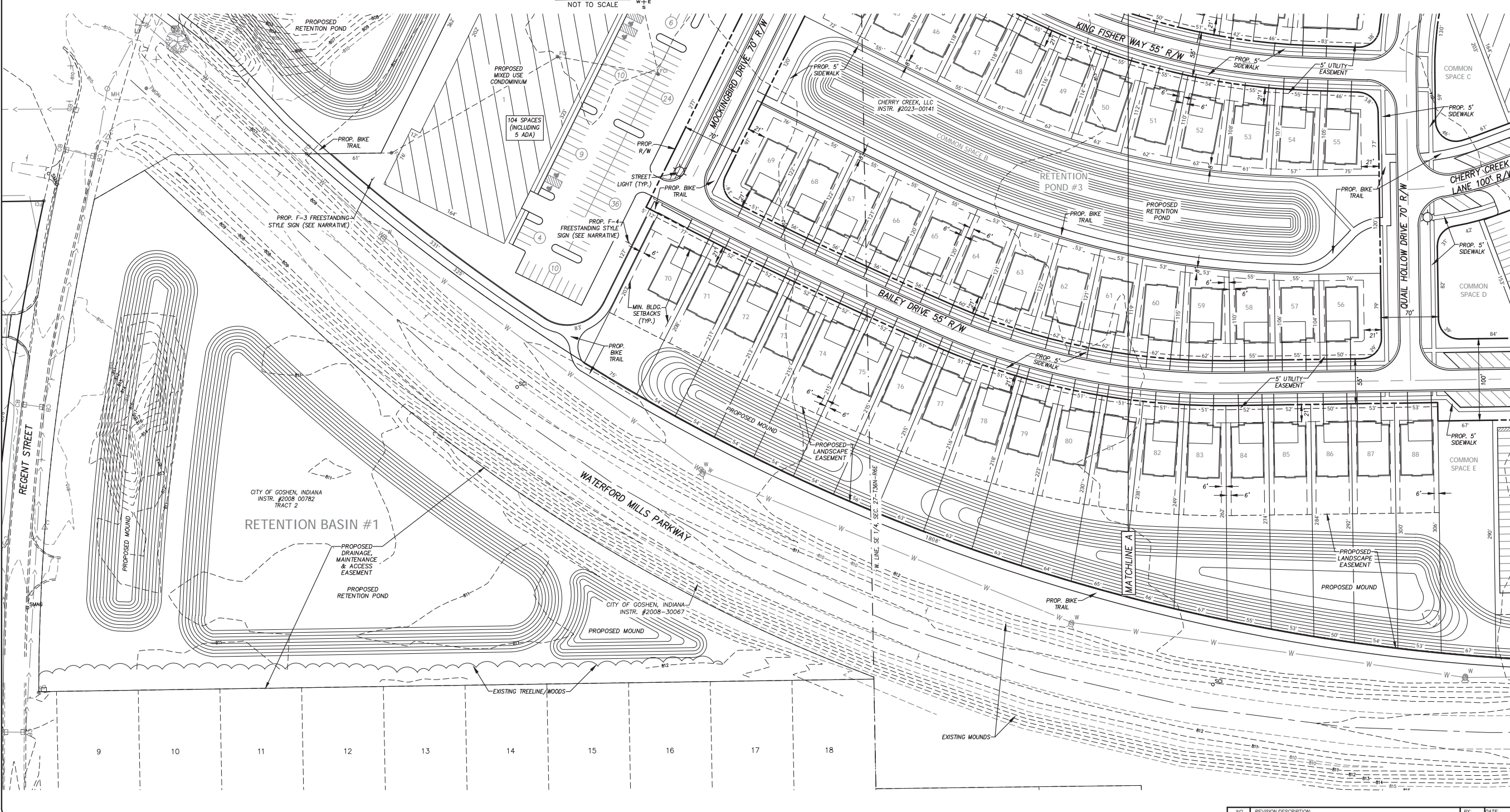
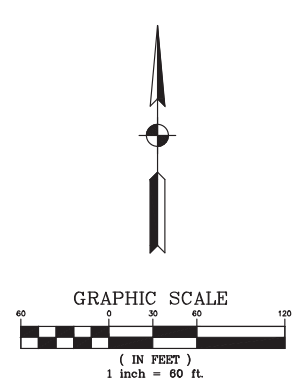
CHERRY CREEK PRIMARY SUBDIVISION

PART OF THE WEST 1/2 OF SECTION 26 & A PART OF THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP 36 NORTH, RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
 TAX ID#S: 20-11-27-426-036.000-015; 20-11-26-351-022.000-015; 20-11-26-301-014.000-015 & 20-11-27-377-001.000-015
 (SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION & GENERAL NOTES)



KEY MAP
NOT TO SCALE

SURVEY LEGEND			
○ SCI	SET REBAR W/ YELLOW CAP "ABONMARCHÉ FIRM #0050"	— W —	WATER LINE
○ SMAG	SET MAG NAIL	— E —	ELECTRIC LINE
● FIP	FOUND IRON PIPE	— G —	GAS LINE
● FCI	FOUND CAPPED IRON	— T —	TELEPHONE LINE
● FIR	FOUND REBAR	— OHP —	OVERHEAD POWER LINE
● FM	FOUND MONUMENT	— FOC —	FIBER OPTIC LINE
● UP	UTILITY POLE	⊙	GAS MARKER
⊕	STREET SIGN	⊙	CURB INLET
⊕	GAS VALVE	⊙	CATCH BASIN
⊕	WATER VALVE	⊙	IRRIGATION WELL
⊕	CURB STOP	⊕	ELECTRIC POST
⊕	MANHOLE		



ABONMARCHÉ
 303 River Race Drive, Unit 206
 Goshen, IN 46526
 Phone: 765.233.3333
 Fax: 765.233.3331
 abonmarc@abonmarc.com

Valparaiso
 Hobart
 South Bend
 Ellettsville
 Fort Wayne
 Lafayette
 Grand Rapids

Engineering - Architecture - Land Surveying

PROJECT:
CHERRY CREEK
 WATERFORD MILLS PARKWAY
 REGENT STREET/DIERDORFF ROAD
 GOSHEN, IN 46526

SHEET TITLE:
 PLANNED UNIT DEVELOPMENT

DRAWN BY:
 TRM/KG
 DESIGNED BY:
 KG
 PM REVIEW:
 BEM
 QA/QC REVIEW:
 RAN
 DATE:
 09-27-2023
 SEAL:

SIGNATURE:
 DATE:
 10-30-2023
 SCALE:
 1" = 60'
 ACI JOB #
 22-1784
 SHEET NO.
 4 of 12

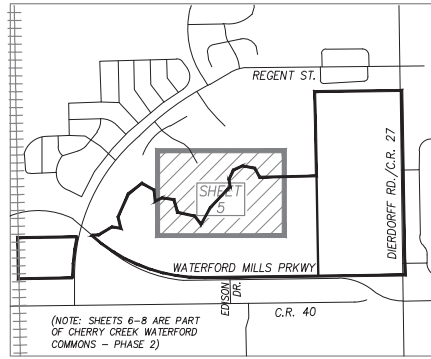
NO.	REVISION DESCRIPTION	BY	DATE

CHERRY CREEK PRIMARY SUBDIVISION

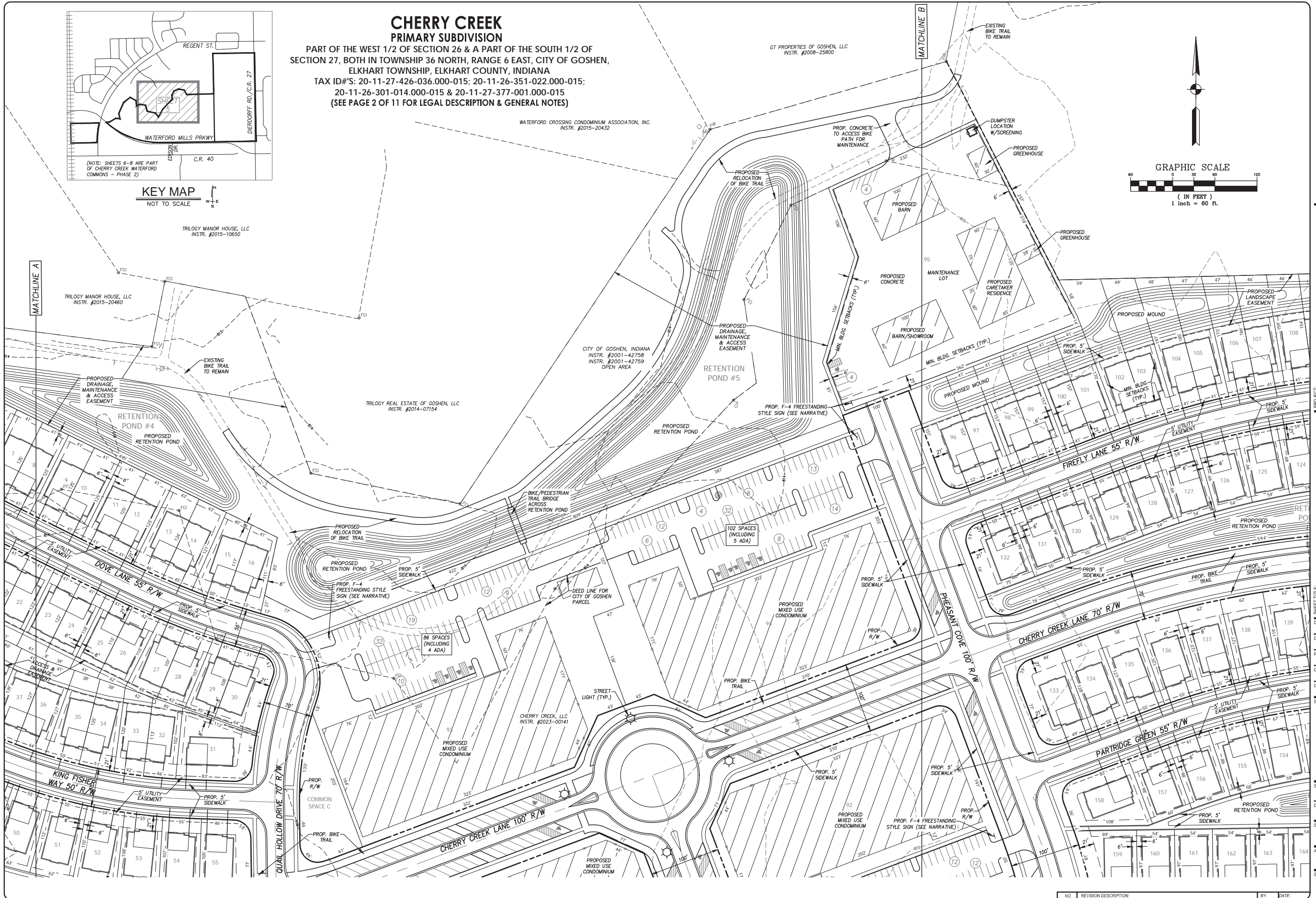
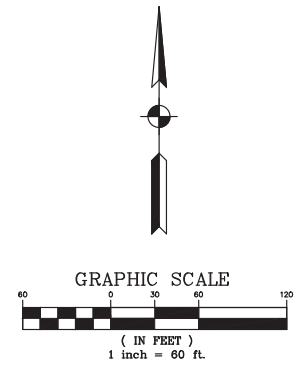
PART OF THE WEST 1/2 OF SECTION 26 & A PART OF THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP 36 NORTH, RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
 TAX ID#S: 20-11-27-426-036.000-015; 20-11-26-351-022.000-015; 20-11-26-301-014.000-015 & 20-11-27-377-001.000-015
 (SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION & GENERAL NOTES)

WATERFORD CROSSING CONDOMINIUM ASSOCIATION, INC.
 INSTR. #2015-20432

GT PROPERTIES OF GOSHEN, LLC
 INSTR. #2008-25800



KEY MAP
 NOT TO SCALE



ABONMARCHÉ
 Valparaiso
 Hobart
 Goshen, IN 46526
 303 River Race Drive, Unit 208
 Goshen, IN 46526
 Phone: 765.233.9131
 Fax: 765.233.9131
 abonmarche.com

Engineering - Architecture - Land Surveying

CHERRY CREEK
 WATERFORD MILLS PARKWAY
 REGENT STREET/DIERDORFF ROAD
 GOSHEN, IN 46526

PLANNED UNIT DEVELOPMENT

SHEET TITLE:

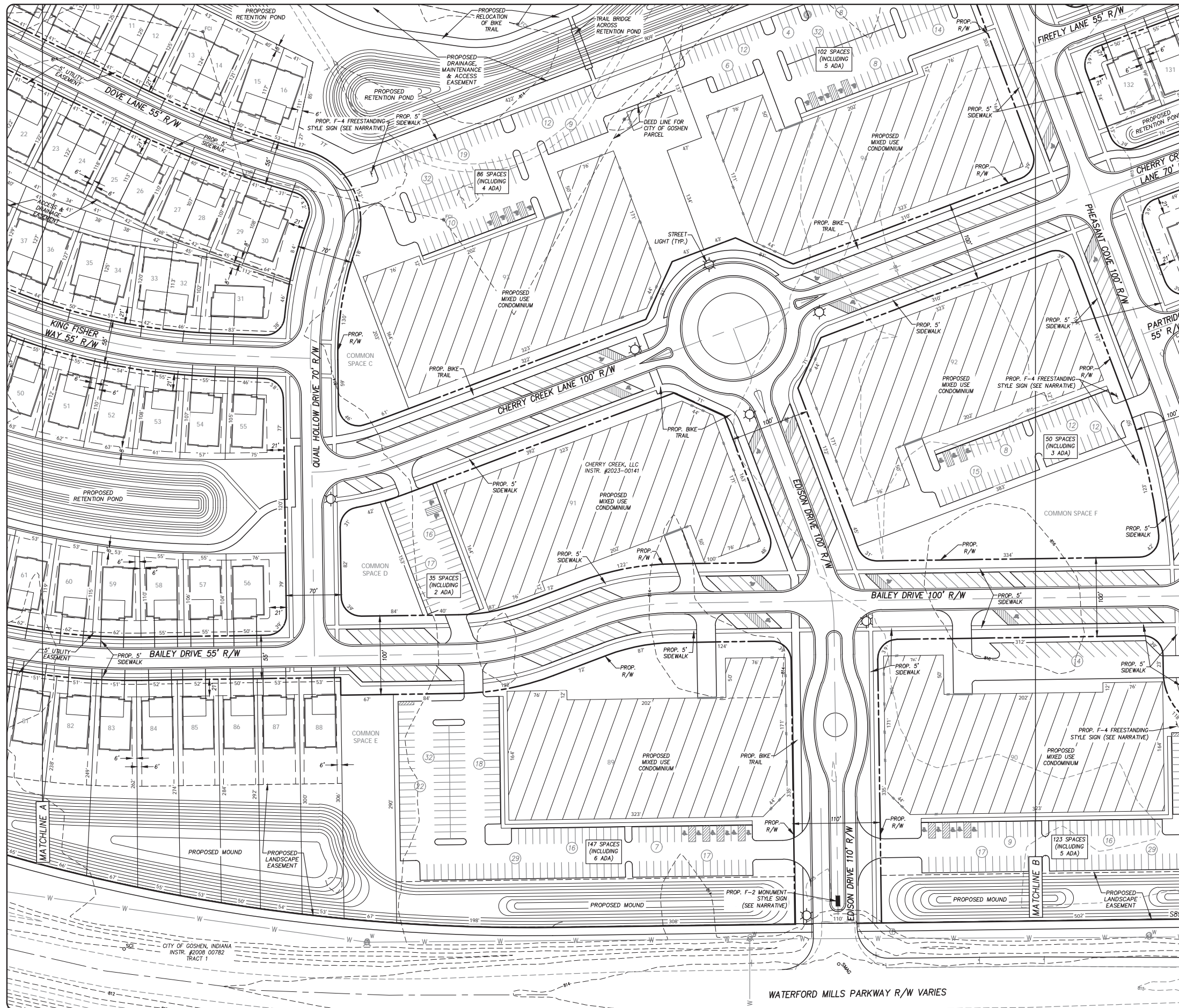
DRAWN BY: TRM/KG
 DESIGNED BY: KG
 PM REVIEW: BEM
 QA/QC REVIEW: RAN
 DATE: 09-27-2023
 SEAL:

SIGNATURE:

DATE: 10-30-2023
 SCALE: 1" = 60'
 ACI JOB #: 22-1784
 SHEET NO: 5 of 12

NO.	REVISION DESCRIPTION	BY	DATE

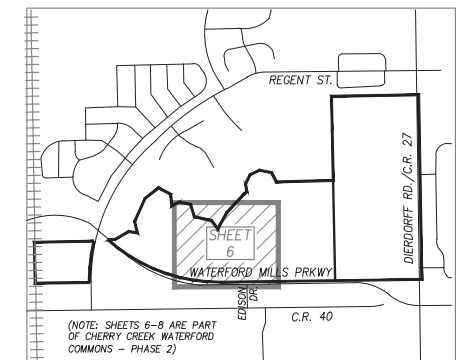
EXHIBIT K



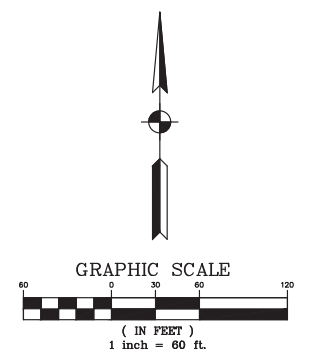
**CHERRY CREEK
PRIMARY SUBDIVISION**
PART OF THE WEST 1/2 OF SECTION 26 & A PART OF
THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP
36 NORTH, RANGE 6 EAST, CITY OF GOSHEN,
ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
TAX ID #'S: 20-11-27-426-036.000-015;
20-11-26-351-022.000-015;
20-11-26-301-014.000-015 &
20-11-27-377-001.000-015
(SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION
& GENERAL NOTES)

SURVEY LEGEND

○ SCI	SET REBAR W/ YELLOW CAP "ABONMARCHÉ FIRM #0050"	△ T	TELEPHONE PEDESTAL
○ SMAG	SET MAG NAIL	○ SMH	SANITARY MANHOLE
● FIP	FOUND IRON PIPE	⊕	FIRE HYDRANT
● FCI	FOUND CAPPED IRON	→	GUY WIRE
● FIR	FOUND REBAR	□	MAILBOX
● FM	FOUND MONUMENT	□	UTILITY TUB
● PP	UTILITY POLE	○	CABLE PEDESTAL
● S	STREET SIGN	○	FIBER OPTIC MARKER
● G	GAS VALVE	○	GAS MARKER
● W	WATER VALVE	○	CURB INLET
● CS	CURB STOP	○	CATCH BASIN
○ MH	MANHOLE	○	IRRIGATION WELL
— W	WATER LINE	○	ELECTRIC POST
— E	ELECTRIC LINE	—	WATER LINE
— G	GAS LINE	—	ELECTRIC LINE
— T	TELEPHONE LINE	—	GAS LINE
— OHU	OVERHEAD POWER LINE	—	TELEPHONE LINE
— FOC	FIBER OPTIC LINE	—	OVERHEAD POWER LINE



KEY MAP
NOT TO SCALE



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Lafayette
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Engineering Architecture Land Surveying

**CHERRY CREEK
WATERFORD MILLS PARKWAY
REGENT STREET/DIERDORFF ROAD
GOSHEN, IN 46526**

PLANNED UNIT DEVELOPMENT

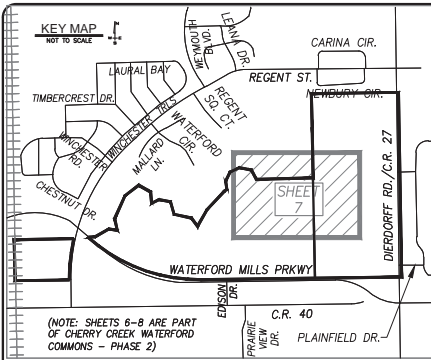
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DRAWN BY: TRM/KG
DESIGNED BY: KG
PM REVIEW: BEM
QA/QC REVIEW: RAN
DATE: 09-27-2023
SCALE: 1" = 60'

SIGNATURE: _____
DATE: 10-30-2023
SCALE: 1" = 60'

ACI JOB #: 22-1784
SHEET NO: 6 of 12

NO.	REVISION DESCRIPTION	BY	DATE

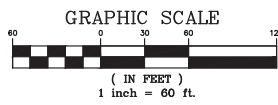


KEY MAP NOT TO SCALE

GT PROPERTIES OF GOSHEN, LLC
INSTR. #2008-23800

**CHERRY CREEK
PRIMARY SUBDIVISION**
PART OF THE WEST 1/2 OF SECTION 26 & A PART OF THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP 36 NORTH, RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
TAX ID#S: 20-11-27-426-036.000-015; 20-11-26-351-022.000-015; 20-11-26-301-014.000-015 & 20-11-27-377-001.000-015
(SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION & GENERAL NOTES)

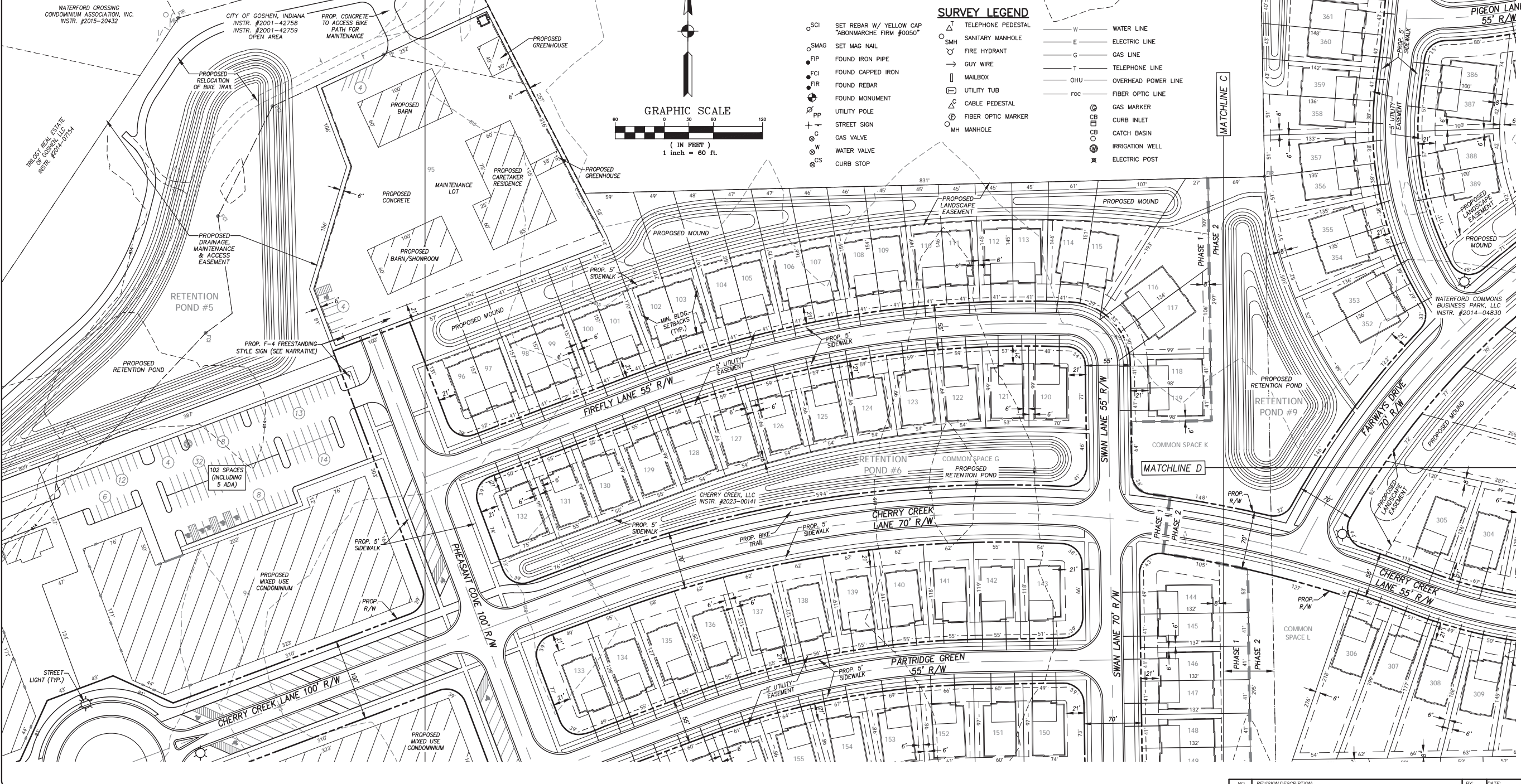
GOSHEN COMMUNITY SCHOOLS
INSTR. #2004-35409



- SCI SET REBAR W/ YELLOW CAP "ABONMACHE FIRM #0050"
- SMAG SET MAG NAIL
- FIP FOUND IRON PIPE
- FCI FOUND CAPPED IRON
- FIR FOUND REBAR
- FM FOUND MONUMENT
- UP UTILITY POLE
- GS STREET SIGN
- GV GAS VALVE
- WV WATER VALVE
- CS CURB STOP

SURVEY LEGEND

- △ TELEPHONE PEDESTAL
- SMH SANITARY MANHOLE
- FH FIRE HYDRANT
- GW GUY WIRE
- MB MAILBOX
- UT UTILITY TUB
- CP CABLE PEDESTAL
- FMH FIBER OPTIC MARKER
- MH MANHOLE
- W WATER LINE
- E ELECTRIC LINE
- G GAS LINE
- T TELEPHONE LINE
- OHU OVERHEAD POWER LINE
- FOC FIBER OPTIC LINE
- GM GAS MARKER
- CI CURB INLET
- CB CATCH BASIN
- IW IRRIGATION WELL
- EP ELECTRIC POST



MATCHLINE E

MATCHLINE C

MATCHLINE D

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CHERRY CREEK
WATERFORD MILLS PARKWAY
REGENT STREET/DIERDORFF ROAD
GOSHEN, IN 46526

PROJECT:
PLANNED UNIT DEVELOPMENT

SHEET TITLE:

DRAWN BY: TRM/KG
DESIGNED BY: KG
PM REVIEW: BEM
QA/QC REVIEW: RAN
DATE: 09-27-2023
SEAL:

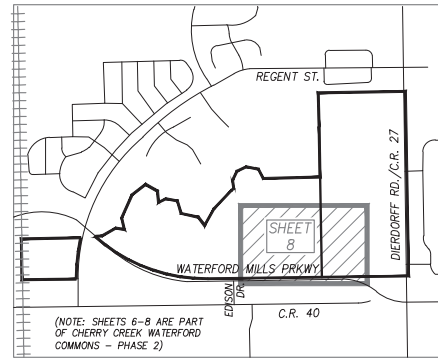
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SCALE: 1" = 60'
ACI JOB #: 22-1784
SHEET NO: 7 of 12

NO.	REVISION DESCRIPTION	BY	DATE

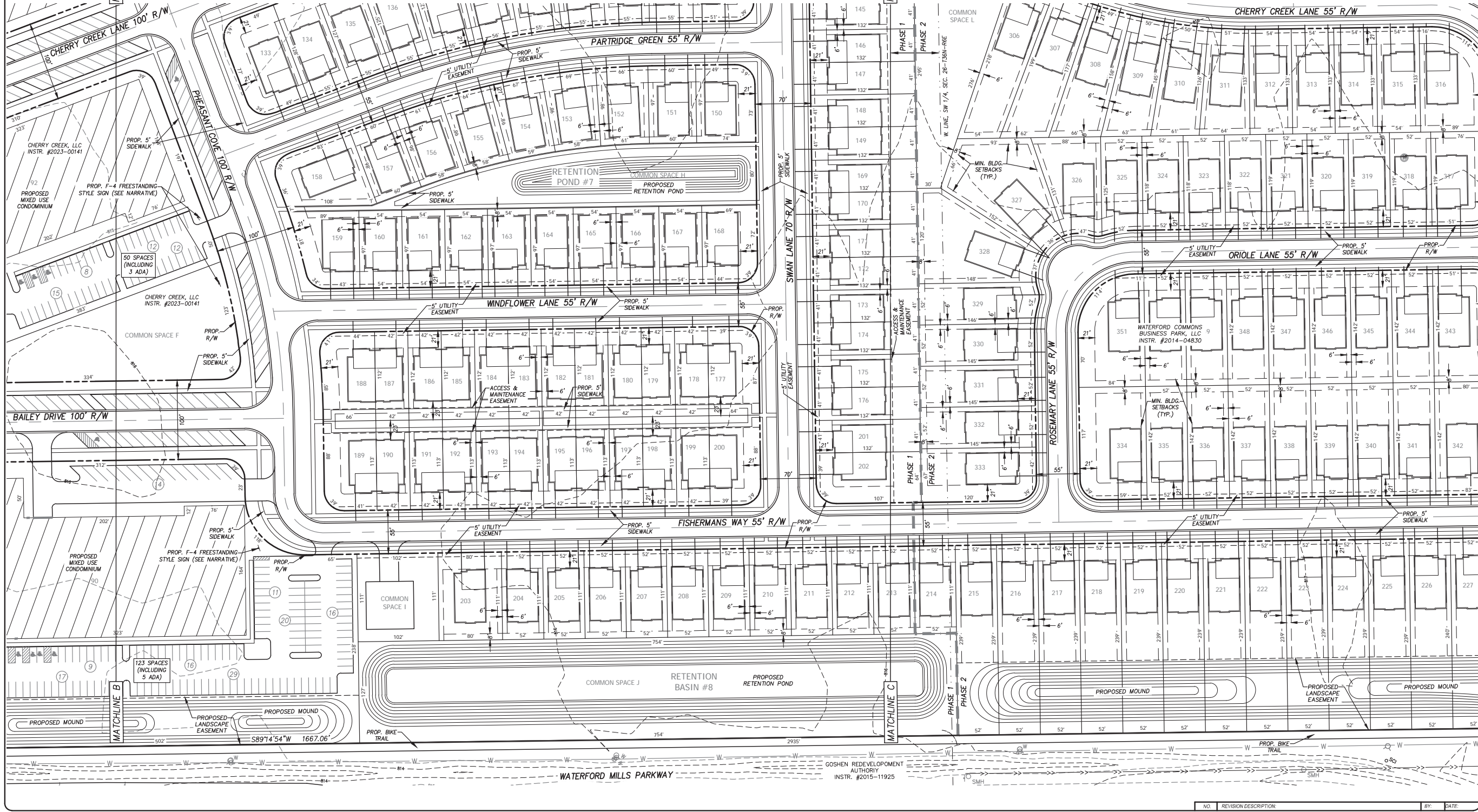
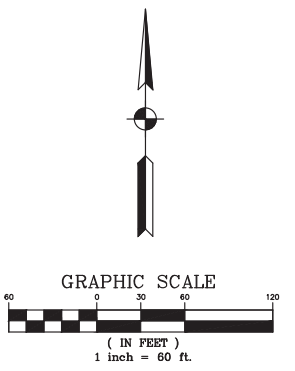
CHERRY CREEK PRIMARY SUBDIVISION

PART OF THE WEST 1/2 OF SECTION 26 & A PART OF THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP 36 NORTH, RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
 TAX ID#S: 20-11-27-426-036.000-015; 20-11-26-351-022.000-015;
 20-11-26-301-014.000-015 & 20-11-27-377-001.000-015
 (SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION & GENERAL NOTES)



SURVEY LEGEND

○ SCI	SET REBAR W/ YELLOW CAP "ABONMACHE FIRM #0050"	△ TELEPHONE PEDESTAL	— W —	WATER LINE
○ SMAG	SET MAG NAIL	○ SMH	— E —	ELECTRIC LINE
○ FIP	FOUND IRON PIPE	○ FHY	— G —	GAS LINE
○ FCI	FOUND CAPPED IRON	— T —	— T —	TELEPHONE LINE
○ FR	FOUND REBAR	— OHU —	— OHU —	OVERHEAD POWER LINE
○ FM	FOUND MONUMENT	— FOC —	— FOC —	FIBER OPTIC LINE
○ UP	UTILITY POLE	□ G	□ G	GAS MARKER
○ S	STREET SIGN	□ CB	□ CB	CURB INLET
○ G	GAS VALVE	□ C	□ C	CATCH BASIN
○ W	WATER VALVE	○ I	○ I	IRRIGATION WELL
○ CS	CURB STOP	○ E	○ E	ELECTRIC POST
○ MH	MANHOLE			



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 Fax: 317.433.9914

CHERRY CREEK
 WATERFORD COMMONS BUSINESS PARK, LLC
 REGENT STREET/DIERDORFF ROAD
 GOSHEN, IN 46526

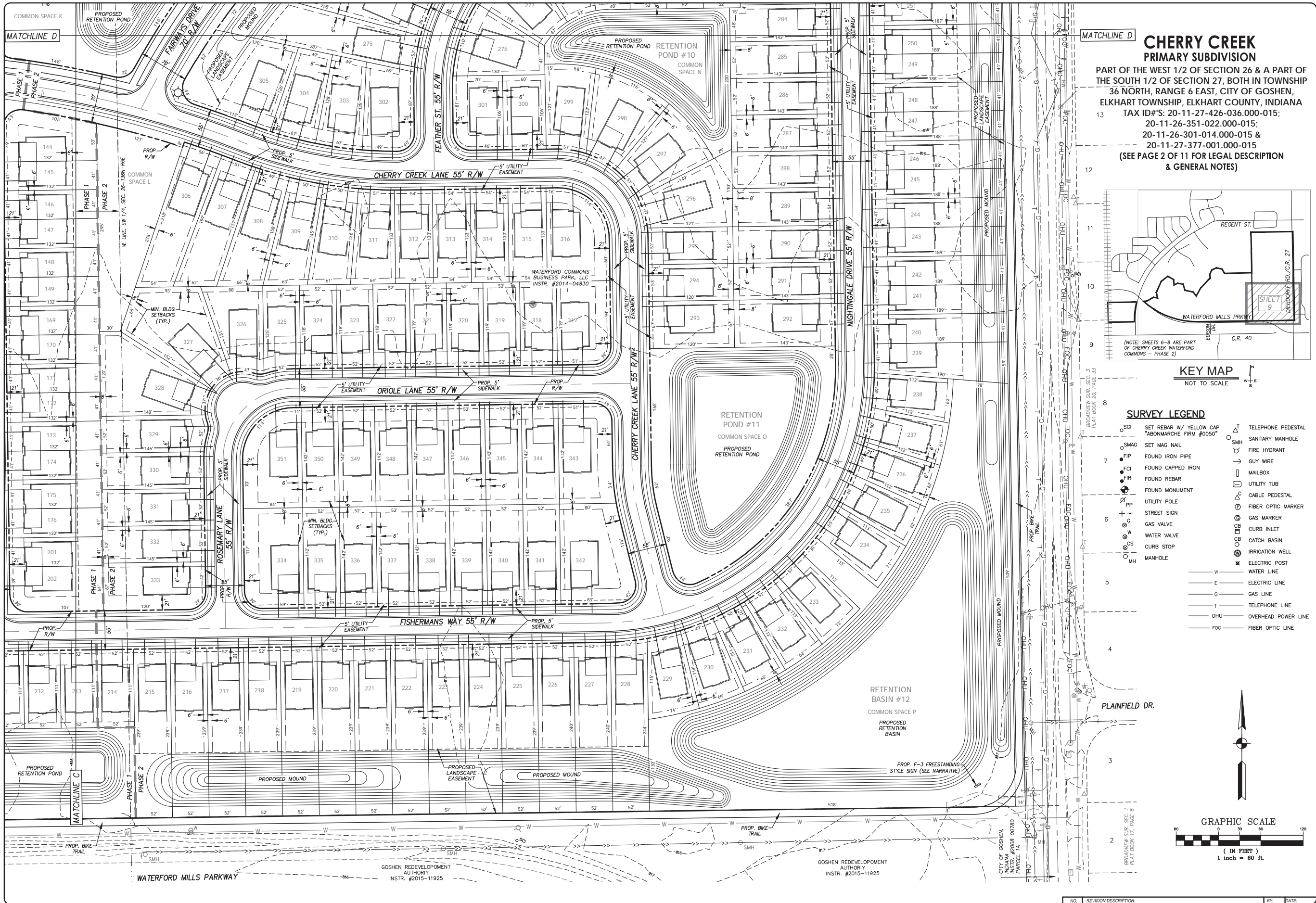
PLANNED UNIT DEVELOPMENT

PROJECT TITLE: CHERRY CREEK PLANNED UNIT DEVELOPMENT

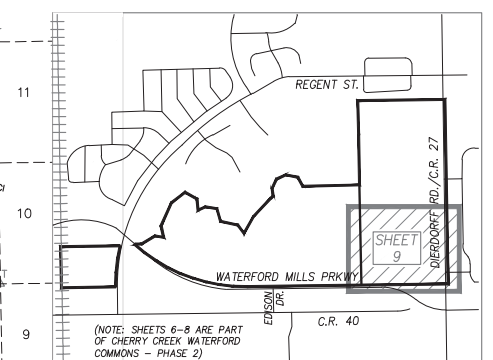
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 DESIGNED BY: KG
 PM REVIEW: BEM
 QA/QC REVIEW: RAN
 DATE: 09-27-2023
 SEAL:

SIGNATURE: _____
 DATE: 10-30-2023
 SCALE: 1" = 60'
 ACI JOB #: 22-1784
 SHEET NO: 8 of 12



**CHERRY CREEK
PRIMARY SUBDIVISION**
PART OF THE WEST 1/2 OF SECTION 26 & A PART OF
THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP
36 NORTH, RANGE 6 EAST, CITY OF GOSHEN,
ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
TAX ID#'S: 20-11-27-426-036.000-015;
20-11-26-351-022.000-015;
20-11-26-301-014.000-015 &
20-11-27-377-001.000-015
(SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION
& GENERAL NOTES)



SURVEY LEGEND

○ SCI	SET REBAR W/ YELLOW CAP "ABONMARCHÉ FIRM #0050"	△ T	TELEPHONE PEDESTAL
○ SMAG	SET MAG NAIL	○ SMH	SANITARY MANHOLE
● FIP	FOUND IRON PIPE	→	FIRE HYDRANT
● FCI	FOUND CAPPED IRON	—	GUY WIRE
● FIR	FOUND REBAR	□	MAILBOX
● FOM	FOUND MONUMENT	□	UTILITY TUB
○ UP	UTILITY POLE	□	CABLE PEDESTAL
○ FOM	FOUND MONUMENT	○ FOM	FIBER OPTIC MARKER
○ S	STREET SIGN	○ G	GAS MARKER
○ W	WATER VALVE	○ C	CURB INLET
○ C	CURB STOP	○ CB	CATCH BASIN
○ MH	MANHOLE	○ IW	IRRIGATION WELL
— W	WATER LINE	— E	ELECTRIC POST
— E	ELECTRIC LINE	— W	WATER LINE
— G	GAS LINE	— T	TELEPHONE LINE
— T	TELEPHONE LINE	— OHU	OVERHEAD POWER LINE
— OHU	OVERHEAD POWER LINE	— FOC	FIBER OPTIC LINE
— FOC	FIBER OPTIC LINE		

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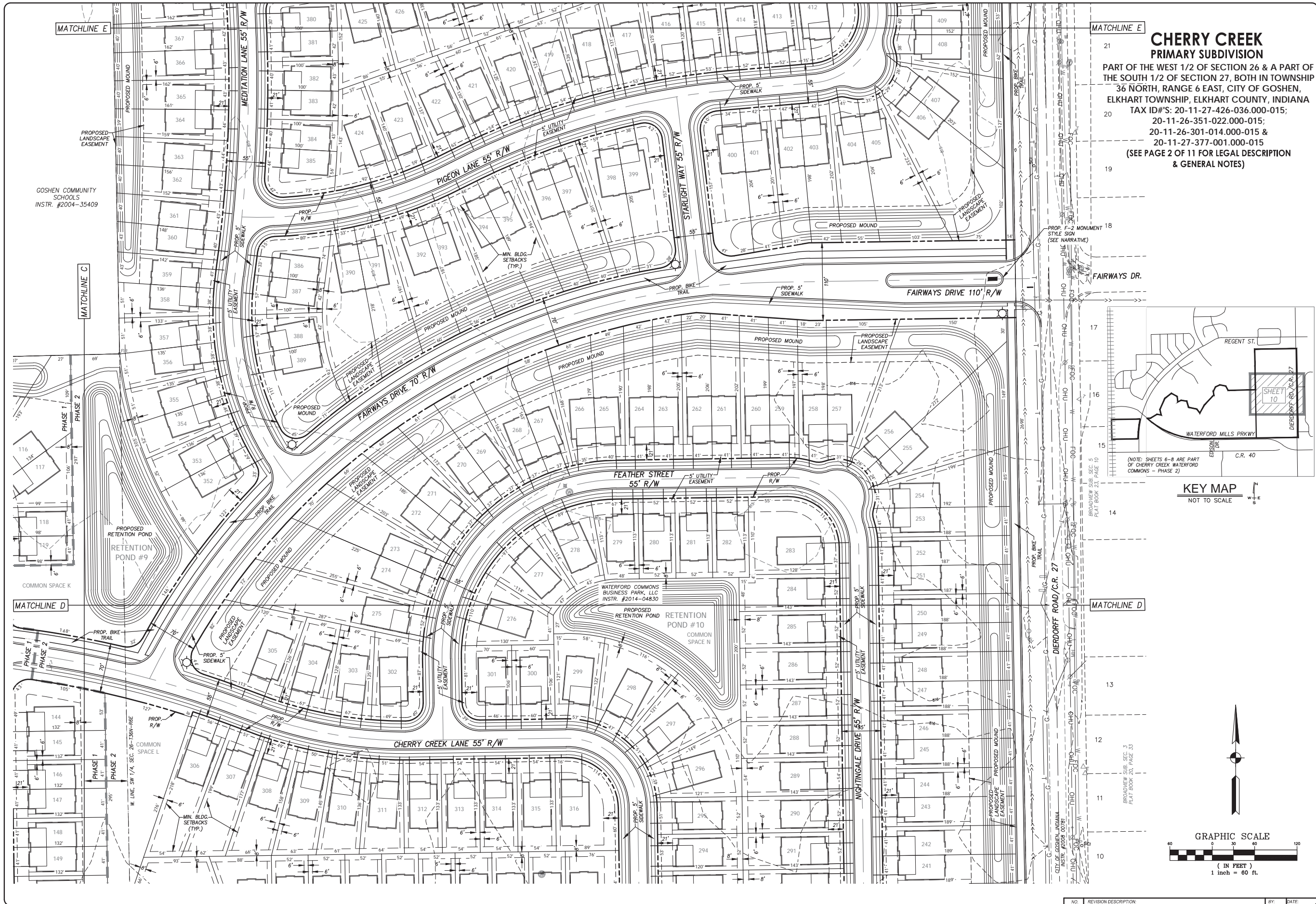
**CHERRY CREEK
WATERFORD MILLS PARKWAY
REGENT STREET/DIERDORFF ROAD
GOSHEN, IN 46526**

PROJECT:
PLANNED UNIT DEVELOPMENT

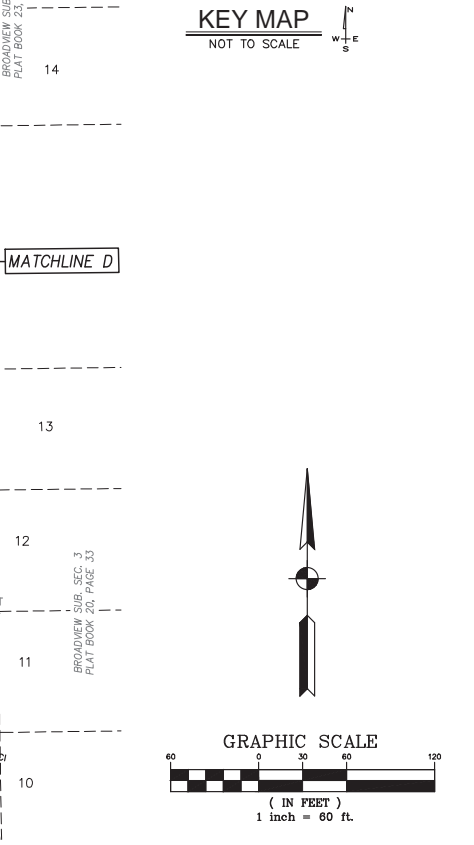
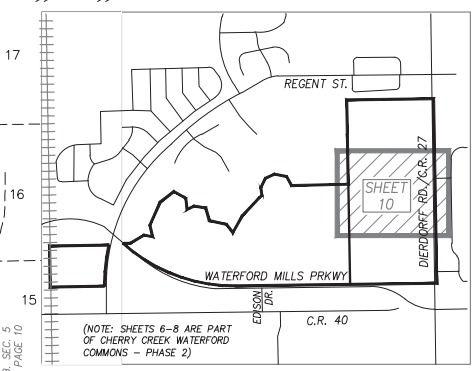
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DATE:	10-30-2023
SCALE:	1" = 60'
ACI JOB #	22-1784
SHEET NO.	9 of 12

NO.	REVISION DESCRIPTION	BY	DATE
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**CHERRY CREEK
PRIMARY SUBDIVISION**
PART OF THE WEST 1/2 OF SECTION 26 & A PART OF
THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP
36 NORTH, RANGE 6 EAST, CITY OF GOSHEN,
ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
TAX ID#S: 20-11-27-426-036.000-015;
20-11-26-351-022.000-015;
20-11-26-301-014.000-015 &
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(SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION
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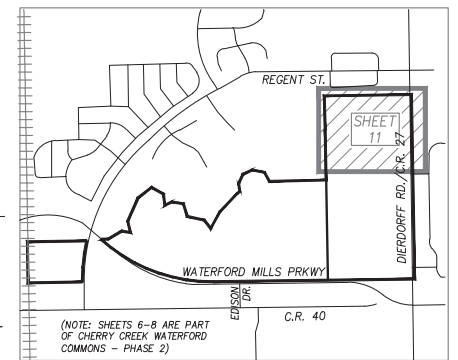
**CHERRY CREEK
WATERFORD MILLS PARKWAY
REGENT STREET/DIERDORFF ROAD
GOSHEN, IN 46526**

PROJECT:
PLANNED UNIT DEVELOPMENT

SHEET TITLE:

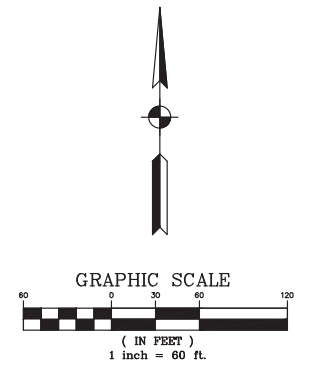
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DATE: 09-27-2023
SCALE: 1" = 60'
SIGNATURE:
DATE: 10-30-2023
SCALE: 1" = 60'
ACI JOB #: 22-1784
SHEET NO: 10 of 12

**CHERRY CREEK
PRIMARY SUBDIVISION**
PART OF THE WEST 1/2 OF SECTION 26 & A PART OF
THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP
36 NORTH, RANGE 6 EAST, CITY OF GOSHEN,
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20-11-27-377-001.000-015
(SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION
& GENERAL NOTES)



SURVEY LEGEND

○ SCI	SET REBAR W/ YELLOW CAP "ABONMARCHÉ FIRM #0050"	○ T	TELEPHONE PEDESTAL
○ SMAG	SET MAG NAIL	○ SMH	SANITARY MANHOLE
● FIP	FOUND IRON PIPE	○ FH	FIRE HYDRANT
● FCI	FOUND CAPPED IRON	○ GW	GLY WIRE
● FIR	FOUND REBAR	○ M	MAILBOX
● FM	FOUND MONUMENT	○ UT	UTILITY TUB
○ PP	UTILITY POLE	○ CP	CABLE PEDESTAL
○ S	STREET SIGN	○ FMK	FIBER OPTIC MARKER
○ G	GAS VALVE	○ G	GAS MARKER
○ W	WATER VALVE	○ CI	CURB INLET
○ CS	CURB STOP	○ CB	CATCH BASIN
○ MH	MANHOLE	○ IW	IRRIGATION WELL
		○ EP	ELECTRIC POST
		○ WL	WATER LINE
		○ EL	ELECTRIC LINE
		○ GL	GAS LINE
		○ TL	TELEPHONE LINE
		○ OHL	OVERHEAD POWER LINE
		○ FOC	FIBER OPTIC LINE



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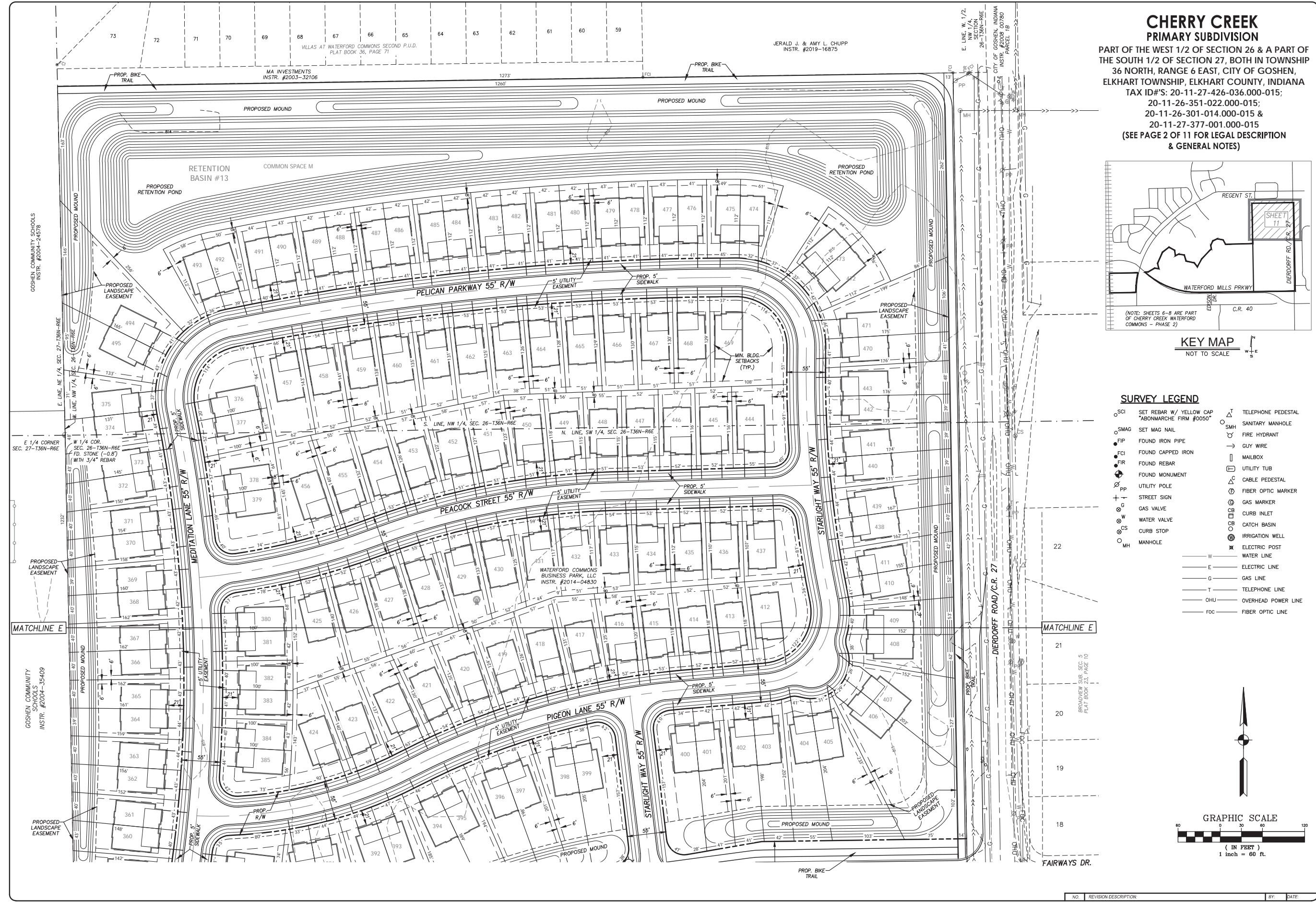
Engineering - Architecture - Land Surveying

CHERRY CREEK
WATERFORD MILLS PARKWAY
REGENT STREET/DIERDORFF ROAD
GOSHEN, IN 46526

PLANNED UNIT DEVELOPMENT

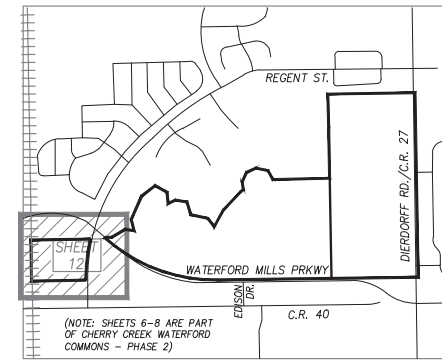
PROJECT TITLE: CHERRY CREEK PRIMARY SUBDIVISION

DRAWN BY: TRM/KG
DESIGNED BY: KG
PM REVIEW: BEM
QA/QC REVIEW: RAN
DATE: 09-27-2023
SCALE: 1" = 60'
SHEET NO: 22-1784
11 of 12



CHERRY CREEK PRIMARY SUBDIVISION

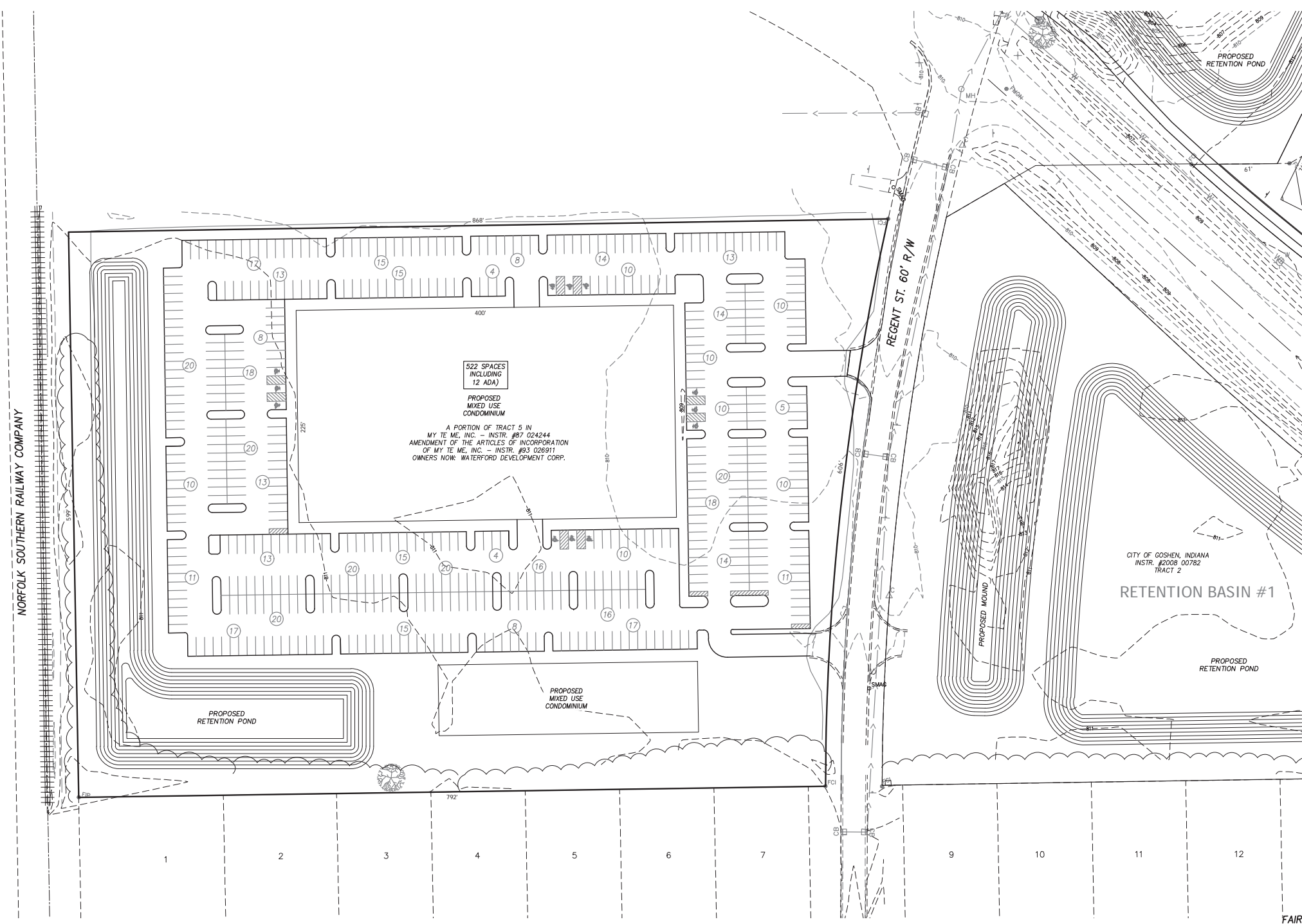
PART OF THE WEST 1/2 OF SECTION 26 & A PART OF THE SOUTH 1/2 OF SECTION 27, BOTH IN TOWNSHIP 36 NORTH, RANGE 6 EAST, CITY OF GOSHEN, ELKHART TOWNSHIP, ELKHART COUNTY, INDIANA
 TAX ID#'S: 20-11-27-426-036.000-015; 20-11-26-351-022.000-015; 20-11-26-301-014.000-015 & 20-11-27-377-001.000-015
 (SEE PAGE 2 OF 11 FOR LEGAL DESCRIPTION & GENERAL NOTES)



(NOTE: SHEETS 6-8 ARE PART OF CHERRY CREEK WATERFORD COMMONS - PHASE 2)

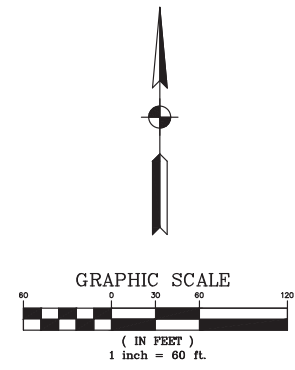
KEY MAP
NOT TO SCALE

SURVEY LEGEND	
○ SCI	SET REBAR W/ YELLOW CAP "ABONMARCHÉ FIRM #0050"
○ SMAG	SET MAG NAIL
● FIP	FOUND IRON PIPE
● FCI	FOUND CAPPED IRON
● FIR	FOUND REBAR
⊕	FOUND MONUMENT
⊕ PP	UTILITY POLE
⊕	STREET SIGN
⊕ G	GAS VALVE
⊕ W	WATER VALVE
⊕ CS	CURB STOP
○ MH	MANHOLE
△	TELEPHONE PEDESTAL
○ SMH	SANITARY MANHOLE
⊕	FIRE HYDRANT
→	GUY WIRE
⊕	MAILBOX
⊕	UTILITY TUB
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⊕	CATCH BASIN
⊕	IRRIGATION WELL
⊕	ELECTRIC POST



SURVEY LEGEND

○ SCI	SET REBAR W/ YELLOW CAP "ABONMARCHÉ FIRM #0050"	△	TELEPHONE PEDESTAL
○ SMAG	SET MAG NAIL	○ SMH	SANITARY MANHOLE
● FIP	FOUND IRON PIPE	⊕	FIRE HYDRANT
● FCI	FOUND CAPPED IRON	→	GUY WIRE
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⊕	FOUND MONUMENT	⊕	UTILITY TUB
⊕ PP	UTILITY POLE	△	CABLE PEDESTAL
⊕	STREET SIGN	⊕	FIBER OPTIC MARKER
⊕ G	GAS VALVE	⊕	GAS MARKER
⊕ W	WATER VALVE	⊕	CURB INLET
⊕ CS	CURB STOP	⊕	CATCH BASIN
○ MH	MANHOLE	⊕	IRRIGATION WELL
		⊕	ELECTRIC POST
		— W —	WATER LINE
		— E —	ELECTRIC LINE
		— G —	GAS LINE
		— T —	TELEPHONE LINE
		— OHU —	OVERHEAD POWER LINE
		— FOC —	FIBER OPTIC LINE



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 Fax: 773.433.9113
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CHERRY CREEK
 WATERFORD MILLS PARKWAY
 REGENT STREET/DIERDORFF ROAD
 GOSHEN, IN 46526

PROJECT:
PLANNED UNIT DEVELOPMENT

SHEET TITLE:

DRAWN BY:	TRM/KG
DESIGNED BY:	KG
PM REVIEW:	BEM
QA/QC REVIEW:	RAN
DATE:	09-27-2023
SEAL:	

SIGNATURE:

DATE:

10-30-2023

SCALE:

1" = 60'

ACI JOB #

22-1784

SHEET NO.

12 of 12

BROADVIEW SUB. SEC. 5
 PLAT BOOK 231, PAGE 10

FAIRWAYS DR.

NO.	REVISION DESCRIPTION	BY	DATE