

## **RESOLUTION 12-109**

### **RESOLUTION OF THE CITY OF WESTFIELD RECOMMENDING DESIGN IMPROVEMENTS TO 146<sup>th</sup> STREET**

**WHEREAS**, the City of Westfield (the “City”) and Hamilton County (the “County”) have entered into an inter-local agreement (the “Inter-local Agreement) which authorizes Hamilton County to improve and maintain certain thoroughfare infrastructure within the right-of-way of 146<sup>th</sup> Street within the City of Westfield, Washington Township, Hamilton County, Indiana; and,

**WHEREAS**, the County has designed a plan to expand 146<sup>th</sup> Street in certain locations within the City of Westfield which would significantly change the City’s access to 146<sup>th</sup> Street (the “146<sup>th</sup> Street Plan”); and,

**WHEREAS**, the City plans for the orderly growth and development of land in Washington Township, including parcels along 146<sup>th</sup> Street; and,

**WHEREAS**, the 146<sup>th</sup> Street Plan will have a significant impact on the City’s plans for public infrastructure, public safety infrastructure, park and recreation infrastructure, land use development and economic development; and,

**WHEREAS**, the City wishes to engage the County to develop a mutually beneficial design for the 146<sup>th</sup> Street corridor;

**NOW, THEREFORE, BE IT RESOLVED** that the Westfield City Common Council hereby endorses the recommendations included in Exhibit “A” and further requests that the County consider these requests as it finalizes the design of the 146<sup>th</sup> Street improvements within and adjacent to the City of Westfield.

ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF WESTFIELD,  
HAMILTON COUNTY, INDIANA THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2012.

**WESTFIELD CITY COUNCIL  
HAMILTON COUNTY, INDIANA**

**Voting For**

**Voting Against**

**Abstain**

\_\_\_\_\_  
Jim Ake

\_\_\_\_\_  
Jim Ake

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Jim Ake

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John Dippel

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John Dippel

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John Dippel

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Steven Hoover

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Steven Hoover

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Steven Hoover

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Robert L. Horkay

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Robert L. Horkay

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Robert L. Horkay

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Robert J. Smith

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Robert J. Smith

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Robert J. Smith

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Cindy Spoljaric

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Cindy Spoljaric

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Cindy Spoljaric

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Robert W. Stokes

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Robert W. Stokes

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Robert W. Stokes

ATTEST:

\_\_\_\_\_  
Cindy J. Gossard, Clerk-Treasurer

I hereby certify that RESOLUTION 12-109 was delivered to the Mayor of Westfield on the \_\_\_\_\_ day of \_\_\_\_\_, 2012, at \_\_\_\_\_ m.

\_\_\_\_\_  
Cindy J. Gossard, Clerk-Treasurer

I hereby APPROVE RESOLUTION 12-109

this \_\_\_\_\_ day of \_\_\_\_\_,  
2012.

\_\_\_\_\_  
J. Andrew Cook, Mayor

I hereby VETO RESOLUTION 12-109

this \_\_\_\_\_ day of \_\_\_\_\_,  
2012.

\_\_\_\_\_  
J. Andrew Cook, Mayor

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law: Kevin M. Todd

Prepared by: Kevin M. Todd, AICP; Senior Planner, City of Westfield; 2728 East 171<sup>st</sup> Street, Westfield, IN 46074; (317) 804-3170.

## EXHIBIT A

### CITY OF WESTFIELD PRIORITIES FOR 146<sup>TH</sup> STREET IMPROVEMENTS

1. In order to provide street access to parcels along 146<sup>th</sup> Street without providing numerous direct access points onto 146<sup>th</sup> Street, the City will agree to require such parcels, as they develop, to be accessed from access roads that would likely run parallel to, but not necessarily immediately adjacent to, 146<sup>th</sup> Street. The City of Westfield has addressed this same issue along State Highway 32 by implementing the standards summarized in Exhibit B, included in the City's State Highway 32 Overlay Zone ordinance.
2. In order to accommodate the City's priorities for good land use planning, economic development, police and fire emergency response, community connectivity and infrastructure planning, the City desires:
  - a. To permit one full vehicular access point (the City's preference would be that such access take the form of a roundabout intersection) along currently undeveloped portions of 146<sup>th</sup> Street at the approximate midpoint between major intersections (which are assumed for the purpose of this paragraph to be located approximately one mile apart);
  - b. To permit one right-in/right-out vehicular access point along currently undeveloped portions of 146<sup>th</sup> Street approximately mid-way between full access points (as contemplated in the previous paragraph) and the major intersections;
  - c. That existing direct driveway access points on 146<sup>th</sup> Street be maintained as they are today (including appropriate acceleration/deceleration improvements) until such property is redeveloped (at such point the City would require alternative access as contemplated in paragraph 1 above) or alternative vehicular access is otherwise provided. If vehicular safety issues reveal themselves as the undeveloped parcels along 146<sup>th</sup> are developed, the City will be supportive of restricting such accesses to right-in/right-out.
  - d. That "complete streets" infrastructure be incorporated into the design of 146<sup>th</sup> Street in order to accommodate higher speed bicycle traffic and bus transit.
    - i. In order to accommodate higher speed bicycle traffic, it is recommended that, in addition to the asphalt paths included in the current 146<sup>th</sup> Street Plan, dedicated cycle tracks be incorporated into the design. Such accommodations may be accomplished in a variety of ways. The City looks forward to providing additional input as it works with the County on this item.

- ii. In order to accommodate bus transit stops, the City desires that “bump-outs” be provided at appropriate locations along 146<sup>th</sup> Street. The City is deeply involved in planning for bus access to and from the City and within the City. Significant increases in such traffic are anticipated as the City’s Grand Park project begins operation in the spring of 2014.

## **EXHIBIT B**

### **CITY OF WESTFIELD STATE HIGHWAY 32 OVERLAY ZONE ACCESS CONTROL REQUIREMENTS SUMMARY**

- a) The purpose of the access control standards is to make the closing of all private curb cuts along State Highway 32 possible by establishing a common access road to provide access to and through lots abutting State Highway 32.
- b) New road cuts are only permitted if specifically approved by the Westfield City Council and the Indiana Department of Transportation (presumably, the County would be the approval agency here in lieu of INDOT) prior to installation.
- c) Access roads in compliance with the City's design plans are required to be provided by developers of lots along State Highway 32 unless the Westfield City Council approves development of a lot without providing the normally required access road.
- d) Approval of an illustrative concept plan showing vehicular drive cuts as part of a zoning petition does not constitute approval of the drive cuts by the Westfield City Council. A specific approval of such cuts is required.
- e) In those cases where tracts can be accessed via a connection to an arterial, collector, frontage road or an adjoining parking lot, new curb cuts are not permitted on State Highway 32.
- f) All developments along State Highway 32 are required to provide for vehicular and pedestrian interconnectivity between neighboring uses, parking lots and developments in order to encourage and facilitate east/west vehicular movements without directly accessing State Highway 32. Cross access easements are required to be provided to ensure continued access and connectivity between and through uses along the 32 Overlay Zone.
- g) As a policy, any existing road cuts along State Highway 32 are required to be vacated and eliminated as a condition of a discretionary approval for use or development of land if an alternative vehicular access is available.