

# Staff Report – Plan Commission

<b>Docket #:</b>	PC2026-014 Grove at Stones Crossing Lot 1	<b>Hearing Date:</b>	April 27, 2026
<b>Applicant:</b>	Justen Hochstetler, Crossroad Engineers, 115 N 17 <sup>th</sup> Ave., Beech Grove, IN 46107		
<b>Owner:</b>	Franciscan Alliance, Inc., 8111 S Emerson Ave., Indianapolis, IN 46237		
<b>Subject Property:</b>	SE Corner of SR 135 and Grove Crossing Blvd.		
<b>Staff Contact:</b>	Gabe Nelson, nelsong@greenwood.in.gov, 317.887.5230		

**Request:**

Petitioner is requesting the following waivers from the Unified Development Ordinance:

1. Section 10-03-06(G) Commercial properties under 25,000 sf of GFA and institutional properties require a planting strip with minimum width of 10 feet along the full length of the foundation facing a street.

**Staff Comment:** The Board of Zoning Appeals previously approved variance increased the front yard setback along SR-135 from 80 ft to 105 ft, which provides adequate space for required landscaping. The proposed sidewalk corridor measures approximately 20–25 ft in places and can accommodate planting through planters, tree grates, or other integrated planting treatments to meet the 10-ft planting strip requirement.

2. Section 10-03-06(J)(2)(a) A minimum 5-foot wide, landscaped area with a continuous row of shrubs must be provided at the perimeter of the parking lot; (e) Drive aisles must also have perimeter plantings.

**Staff Comment:** Perimeter landscaping is required for all parking lots. The building is under construction with associated parking and drive aisles; therefore parking lot perimeter plantings and perimeter plantings adjacent to drive aisles must be provided in accordance with the UDO.

3. Section 10-03-06(H) Street trees shall be planted at a rate of one tree per 40 linear feet of frontage.

**Staff Comment:** Streets include thoroughfares that afford vehicle access to abutting property. The frontage should include street trees at a rate of 1 tree per 40 feet.

4. Section 10-06-09(C) Sidewalks and other pathways identified in the Comprehensive Plan shall take precedent over standard sidewalk widths and specifications. Where identified in the Plan, pathways shall be minimum ten (10) feet in width.

**Staff Comment:** Regional trails and pathways identified in the Comprehensive Plan must be constructed to the plan’s standards. Where the Plan requires a 10-ft pathway, that width takes precedence over standard sidewalk widths; the City Engineer may reduce width only for field constraints (slope, grade, topography, etc.). Reducing the pathway width would conflict with the petitioner’s stated goal of providing generous, safe pedestrian areas. In order to uphold the Comprehensive Plan, trials should be required.

**Location:**

This parcel is located at the Southeast corner of State Road 135 and Grove Crossing Blvd.

Parcel # 41-04-12-033-024.000-041

**Existing & Surrounding Land Use:**

Existing: Commercial Medium (CM), Vacant Land

North: Commercial Medium (CM), Residential Care Facility

South: Commercial Small (CS), Animal Hospital

East: Commercial Medium (CM), Vacant Land

West: Johnson County Zoning (MR), Church

**Recommendations:**

Staff recommends denial of all waiver requests.

**Attachments:**

Waiver Request

Waiver Justification

Zoning Map

Site Plat

Landscape Plan

Future Trail Network



City of Greenwood Plan Commission

# Attachment P: Subdivision, Parking and/or Landscape Waiver Request

Project and Docket Number: Lot 1-1 of Grove at Stones Crossing Commercial Subdivision PC2026-014

Applicant on Behalf of: Franciscan Alliance, Inc.

**Waivers from these Regulations.**

Where the Plan Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations and/or the purposes and intent of these regulations may be served to a greater extent by an alternative proposal, it may approve waivers to subdivision (Sec. 10-06-01), parking (Sec. 10-03-02), landscaping (Sec. 10-03-06) regulations so that substantial justice may be done and the public interest secured, provided that such waivers shall not have the effect of nullifying the intent and purpose of these regulations. Such waivers may be granted upon written request of the applicant stating the reasons for each waiver and may be waived by two-thirds (2/3) of the regular membership of the Plan Commission.

I respectfully request consideration by the Greenwood Plan Commission to waive the requirements established by the following Section(s) of the Greenwood Municipal Code for the Subdivision Control Ordinance (UDO) as it relates to subdivision, parking, or landscaping requirements for the City of Greenwood:

**Section 10-** 03\_06 : Requesting relief from the current foundation plantings width in order to maximize safe pedestrian travel

**Section 10-** 03\_06 : Requesting relief from the current drive aisle landscaping on the south side of the property.

**Section 10-** 06\_09 : Requesting relief from the current required trail per the Comprehensive Plan

**Section 10-03-06: Requesting relief from the current required street trees along the access drive.**

The Plan Commission may, in its discretion, authorize and approve waivers from the requirements and standards of these regulations upon finding that the four criteria, described on the following page(s) titled "Attachment P: Waiver Justification" have been justified.

I submit that this request is not in conflict with the Plan Commission guidelines for review of waiver requests outlined above.

**CrossRoad Engineers, PC** 3/27/26

Signature of Applicant

Printed Name

Date



## Attachment P: Waiver Justification

*Provide a unique "Attachment P: Waiver Justification" for each waiver request.*

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**Section 10-** 03\_06 : Requesting relief from the current foundation plantings width in order to maximize safe pedestrian travel.

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### **Describe why this waiver request is necessary:**

This is necessary due to the size constraints of the site and to provide safe pedestrian travel throughout the site.

### **Explain and justify how this Waiver Request meets each of the criteria outlined below:**

- (1) The approval of the waiver request will not be detrimental to the public safety, health, and welfare, or injurious to property within a reasonable proximity to the subject property involved in the waiver request.

The landscaping areas are still being provided in different locations near the building footprint where safe pedestrian travel is still feasible.

- (2) The strict application of the applicable ordinance standard will result in practical difficulties in the development due to the particular physical surroundings, unique constraints, or topographical conditions of the subject property. These conditions will not substantially alter the character of the subject district or neighborhood.

In order to provide proper pedestrian, fire department, and vehicle access throughout the site the required foundation landscaping could not be installed in all areas. The width and length were maximized in feasible areas and plantings were made up in other areas.

- (3) The practical difficulties were not self-imposed and cannot be overcome by reasonable design alternatives. Financial hardship does not constitute grounds for a waiver.

The site has been maximized to accommodate safe pedestrian routes and feasible fire department access, which cannot be maintained if this requirement was met.

- (4) The waiver request is necessary and represents a minimal deviation from explicit ordinance standards.

The request still includes foundation landscaping, but deviates in some locations to accommodate safe pedestrian access, vehicle access, and fire department access.



## Attachment P: Waiver Justification

*Provide a unique "Attachment P: Waiver Justification" for each waiver request.*

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**Section 10-** 03\_06 : Requesting relief from the current drive aisle landscaping on the south side of the property.

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**Describe why this waiver request is necessary:**

This request reflects anticipated development that may affect infrastructure and landscaping on the south side. Addressing it with the adjacent property's development will improve overall constructability.

**Explain and justify how this Waiver Request meets each of the criteria outlined below:**

- (1) The approval of the waiver request will not be detrimental to the public safety, health, and welfare, or injurious to property within a reasonable proximity to the subject property involved in the waiver request.

This will not result in the issues described above, as the requirements will be satisfied by anticipated future development to the south.

- (2) The strict application of the applicable ordinance standard will result in practical difficulties in the development due to the particular physical surroundings, unique constraints, or topographical conditions of the subject property. These conditions will not substantially alter the character of the subject district or neighborhood.

Construction of the development to the south of the subject property would damage, alter, or require removal of any landscaping and associated plantings if installed with Lot 1-1 of the Grove at Stones Crossing development.

- (3) The practical difficulties were not self-imposed and cannot be overcome by reasonable design alternatives. Financial hardship does not constitute grounds for a waiver.

The current design already includes additional plantings in other areas to satisfy prior waivers, limiting the ability to add more to the subject property without overplanting. The site has been maximized to accommodate safe pedestrian routes and feasible fire department access.

- (4) The waiver request is necessary and represents a minimal deviation from explicit ordinance standards.

The required landscaping area and associated plantings will be installed in conjunction with anticipated future development to the south of the subject property.



## Attachment P: Waiver Justification

*Provide a unique "Attachment P: Waiver Justification" for each waiver request.*

**Section 10-** 03 - 06 : Requesting relief from the current required street trees along the access drive.

### **Describe why this waiver request is necessary:**

This is necessary due to the water main that runs north to south along the access drive. The water utility requires maintaining the current location of the water main and typically does not allow trees to be planted on top of its facilities to allow for protection of the water main and for future repairs.

### **Explain and justify how this Waiver Request meets each of the criteria outlined below:**

- (1) The approval of the waiver request will not be detrimental to the public safety, health, and welfare, or injurious to property within a reasonable proximity to the subject property involved in the waiver request.

The elimination of trees along the proposed driveway/drive aisle has no bearing on public safety, health, and welfare. The exclusion of these trees will provide for greater site lines for vehicles maneuvering internally to the developed Block. The adjacent properties will benefit from the safer travel, but will still be required to provide their respective perimeter landscaping.

- (2) The strict application of the applicable ordinance standard will result in practical difficulties in the development due to the particular physical surroundings, unique constraints, or topographical conditions of the subject property. These conditions will not substantially alter the character of the subject district or neighborhood.

The request for street trees applies to an internal access driveway/drive aisle proposed to provide integrated access within a Block of a commercial subdivision. While the driveway/drive aisle is designed to meet local street standards to withstand anticipated traffic, it is not a street in practical application or definition, and its distinction as a driveway/drive aisle should be recognized. The intent of the ordinance for trees along this driveway/drive aisle will be met through required perimeter landscaping of adjacent developments as they come online.

- (3) The practical difficulties were not self-imposed and cannot be overcome by reasonable design alternatives. Financial hardship does not constitute grounds for a waiver.

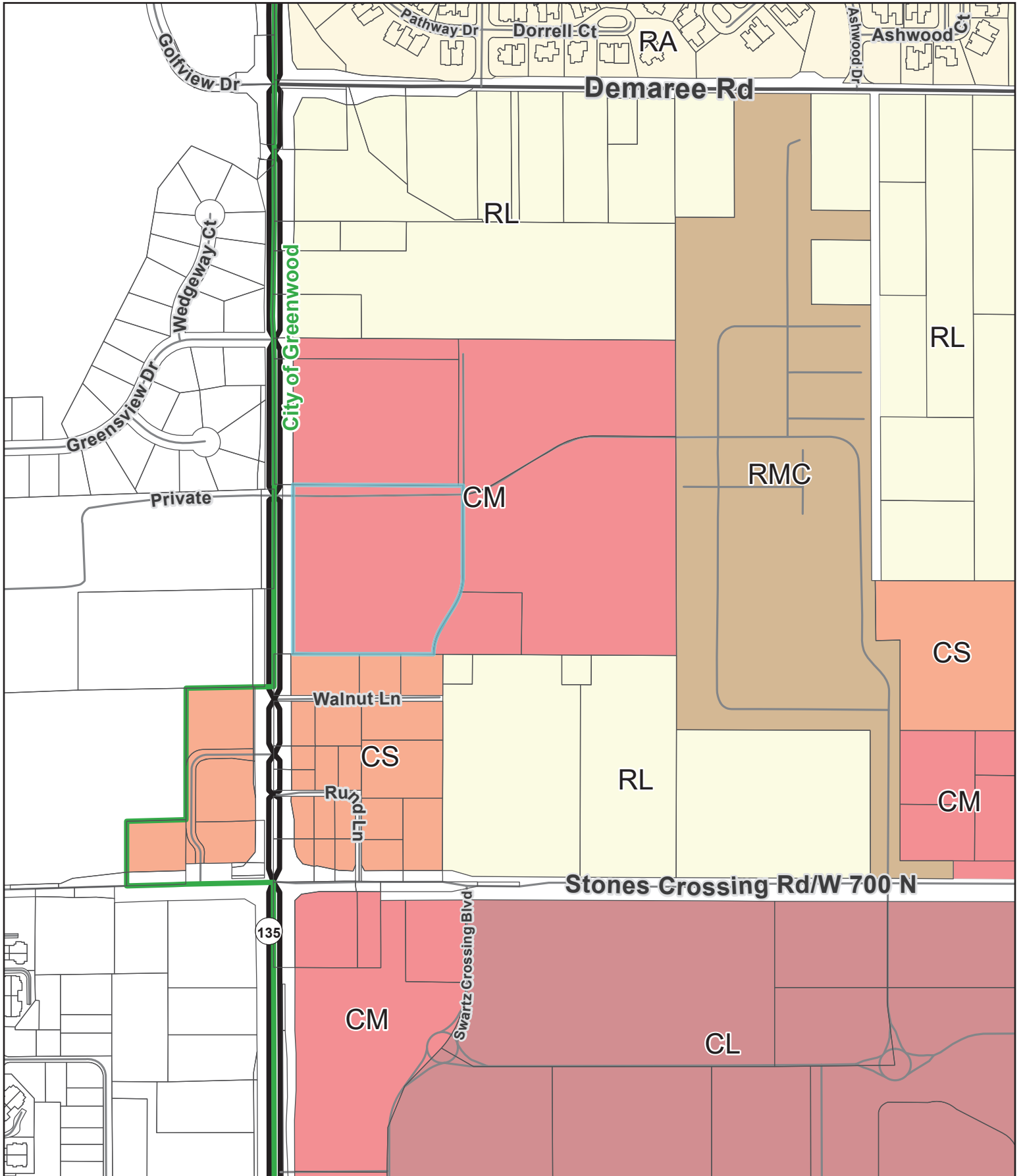
For development of the Block, there are required tie in locations for stormwater, installation of both water and sanitary utilities, and the request for a sidewalk all about this driveway/drive aisle. These infrastructures do not allow for additional landscaping adjacent to the perimeter landscaping already required of each lot as it is developed.

- (4) The waiver request is necessary and represents a minimal deviation from explicit ordinance standards.

The necessity of this waiver is because the expectation for additional trees to be planted adjacent to a driveway/drive aisle greatly restricts the development of the Block in an integrated fashion. This is a minimal deviation from the intent of the ordinance in that the site will still include the required landscaping and planting in areas as the internal areas are developed and where the proposed infrastructure can be protected.

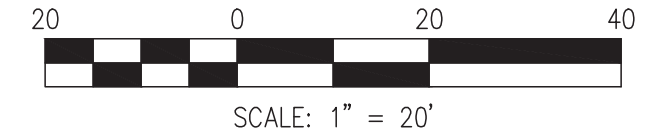
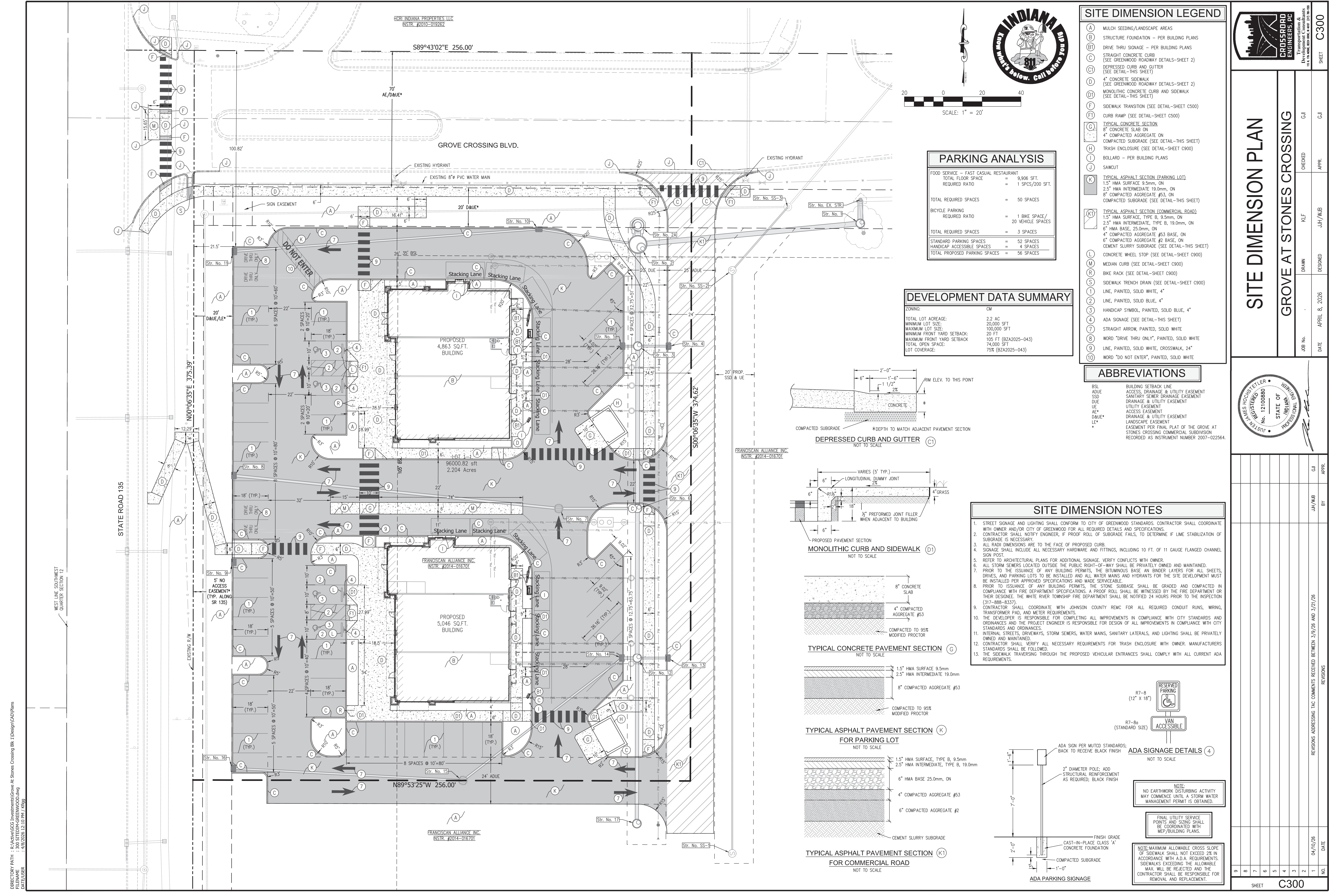


# Existing Zoning Map



- |                         |                            |                                |   |
|-------------------------|----------------------------|--------------------------------|---|
| Greenwood City Boundary | CS - Commercial Small      | OTR - Old Town Residential     | RA - Residential Attached Single-Family |
| AC - Airport            | IC - Interstate Commercial | OS - Open Space                | RMC - Residential Multi-Unit Complex    |
| AG - Agriculture        | IL - Industrial Large      | PUD - Planned Unit Development | RMH - Residential Mobile Home           |
| CL - Commercial Large   | IM - Industrial Medium     | RL - Residential Large Lot     |   |
| CM - Commercial Medium  | OT - Old Town              | RM - Residential Medium Lot    |   |





### PARKING ANALYSIS

FOOD SERVICE - FAST CASUAL RESTAURANT  
 TOTAL FLOOR SPACE = 9,906 SFT.  
 REQUIRED RATIO = 1 SPCS/200 SFT.

TOTAL REQUIRED SPACES = 50 SPACES

BICYCLE PARKING  
 REQUIRED RATIO = 1 BIKE SPACE / 20 VEHICLE SPACES

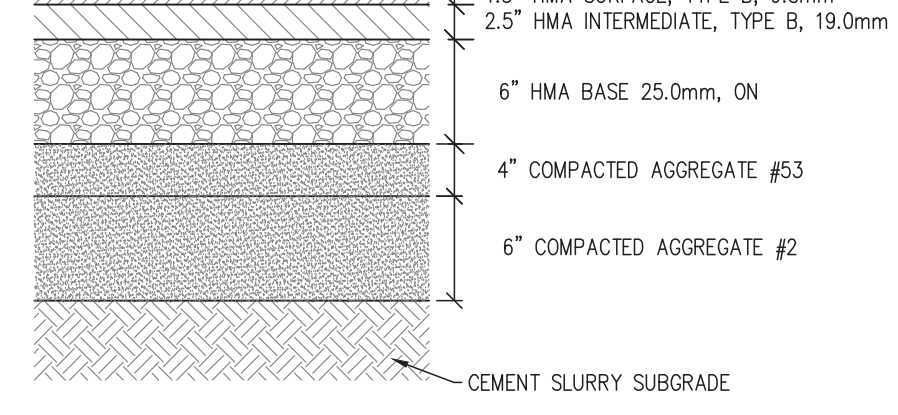
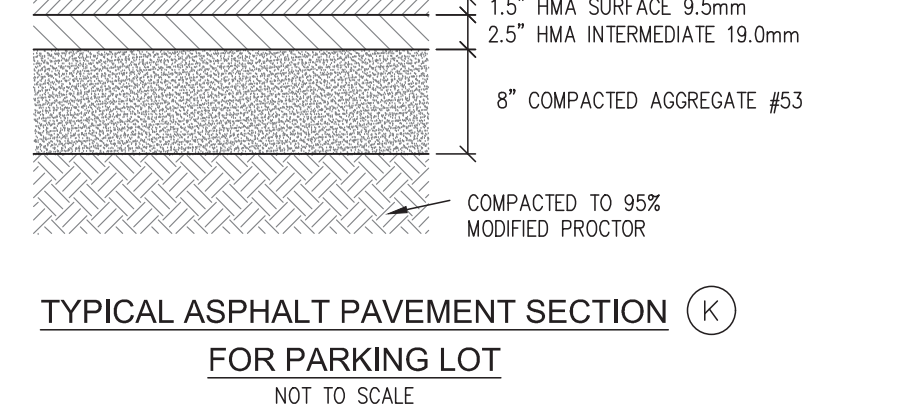
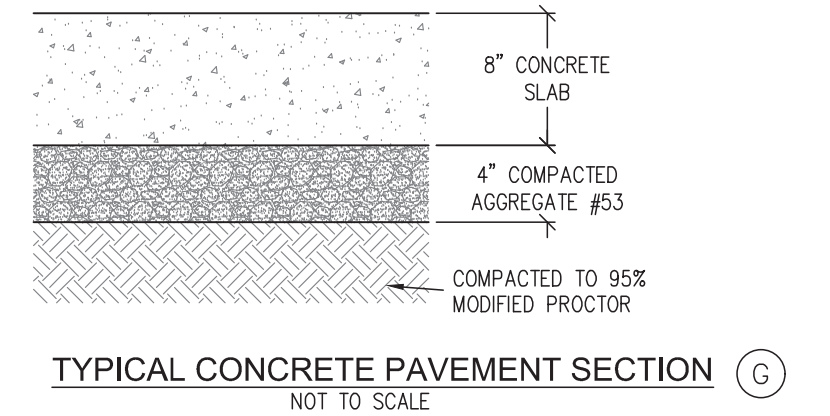
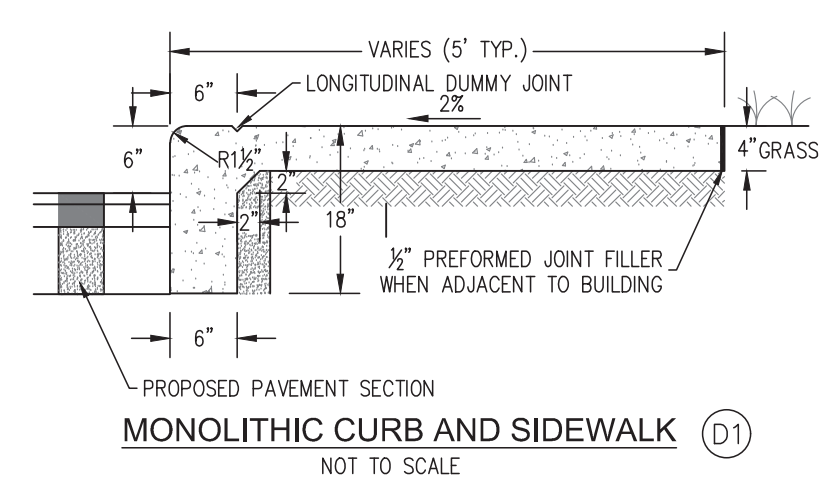
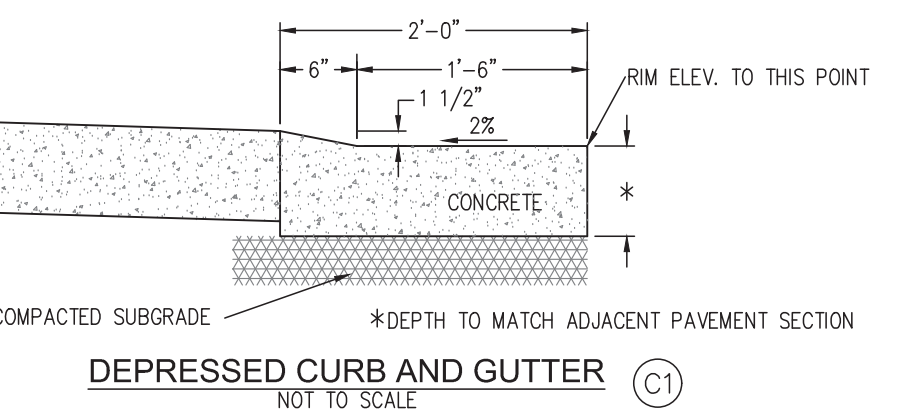
TOTAL REQUIRED SPACES = 3 SPACES

STANDARD PARKING SPACES = 52 SPACES  
 HANDICAP ACCESSIBLE SPACES = 4 SPACES  
 TOTAL PROPOSED PARKING SPACES = 56 SPACES

### DEVELOPMENT DATA SUMMARY

ZONING: CM

TOTAL LOT ACREAGE: 2.2 AC  
 MINIMUM LOT SIZE: 20,000 SFT  
 MAXIMUM LOT SIZE: 100,000 SFT  
 MINIMUM FRONT YARD SETBACK: 20 FT  
 MAXIMUM FRONT YARD SETBACK: 105 FT (BZA2025-043)  
 TOTAL OPEN SPACE: 74,000 SFT  
 LOT COVERAGE: 75% (BZA2025-043)



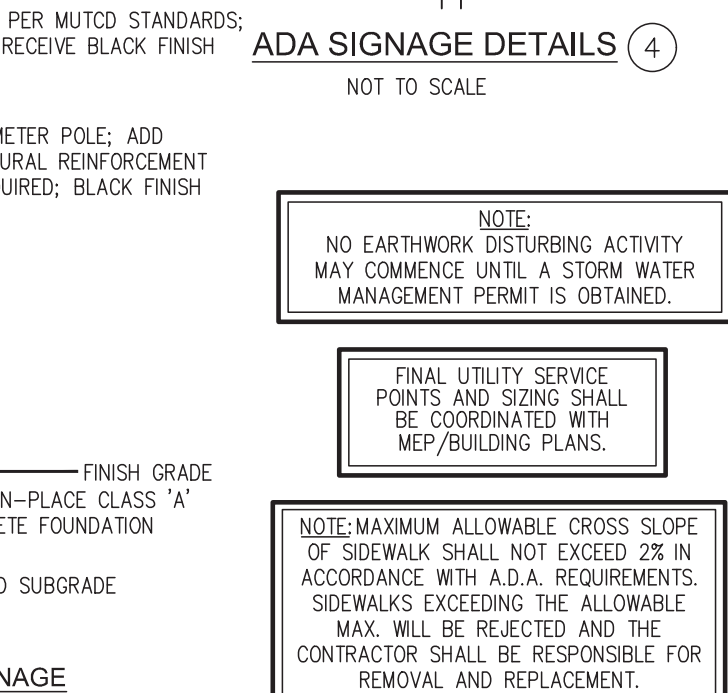
- ### SITE DIMENSION NOTES
- STREET SIGNAGE AND LIGHTING SHALL CONFORM TO CITY OF GREENWOOD STANDARDS. CONTRACTOR SHALL COORDINATE WITH OWNER AND/OR CITY OF GREENWOOD FOR ALL REQUIRED DETAILS AND SPECIFICATIONS.
  - CONTRACTOR SHALL NOTIFY ENGINEER, F. PROOF ROLL OF SUBGRADE FAILS, TO DETERMINE IF LINE STABILIZATION OF SUBGRADE IS NECESSARY.
  - ALL RADI DIMENSIONS ARE TO THE FACE OF PROPOSED CURB.
  - SIGNAGE SHALL INCLUDE ALL NECESSARY HARDWARE AND FITTINGS, INCLUDING 10 FT. OF 11 GAUGE FLANGED CHANNEL SIGN POST.
  - REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL SIGNAGE. VERIFY CONFLICTS WITH OWNER.
  - ALL STORM SEWERS LOCATED OUTSIDE THE PUBLIC RIGHT-OF-WAY SHALL BE PRIVATELY OWNED AND MAINTAINED.
  - PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS, THE BITUMINOUS BASE AND BINDER LAYERS FOR ALL SHEETS, DRIVES, AND PARKING LOTS TO BE INSTALLED AND ALL WATER MAINS AND HYDRANTS FOR THE SITE DEVELOPMENT MUST BE INSTALLED PER APPROVED SPECIFICATIONS AND MADE SERVICEABLE.
  - PRIOR TO ISSUANCE OF ANY BUILDING PERMITS, A PROOF ROLL SHALL BE WITNESSED BY THE FIRE DEPARTMENT OR THEIR DESIGNEE. THE WHITE RIVER TOWNSHIP FIRE DEPARTMENT SHALL BE NOTIFIED 24 HOURS PRIOR TO THE INSPECTION (317-898-8377).
  - CONTRACTOR SHALL COORDINATE WITH JOHNSON COUNTY REMC FOR ALL REQUIRED CONDUIT RUNS, WRING, TRANSFORMER PAD, AND METER REQUIREMENTS.
  - THE DEVELOPER IS RESPONSIBLE FOR COMPLETING ALL IMPROVEMENTS IN COMPLIANCE WITH CITY STANDARDS AND ORDINANCES AND THE PROJECT ENGINEER IS RESPONSIBLE FOR DESIGN OF ALL IMPROVEMENTS IN COMPLIANCE WITH CITY STANDARDS AND ORDINANCES.
  - INTERNAL STREETS, DRIVEWAYS, STORM SEWERS, WATER MAINS, SANITARY LATERALS, AND LIGHTING SHALL BE PRIVATELY OWNED AND MAINTAINED.
  - CONTRACTOR SHALL VERIFY ALL NECESSARY REQUIREMENTS FOR TRASH ENCLOSURE WITH OWNER. MANUFACTURERS STANDARDS SHALL BE FOLLOWED.
  - THE SIDEWALK TRAVERSING THROUGH THE PROPOSED VEHICULAR ENTRANCES SHALL COMPLY WITH ALL CURRENT ADA REQUIREMENTS.

### ABBREVIATIONS

BSL BUILDING SETBACK LINE  
 ADUE ACCESS, DRAINAGE & UTILITY EASEMENT  
 SSD SANITARY SEWER DRAINAGE EASEMENT  
 DUE DRAINAGE & UTILITY EASEMENT  
 UE UTILITY EASEMENT  
 AE ACCESS EASEMENT  
 D&UE DRAINAGE & UTILITY EASEMENT  
 LE LANDSCAPE EASEMENT  
 \* EASEMENT PER FINAL PLAT OF THE GROVE AT STONES CROSSING COMMERCIAL SUBDIVISION RECORDED AS INSTRUMENT NUMBER 2007-022564.

### SITE DIMENSION LEGEND

(A) MULCH SEEDING/LANDSCAPE AREAS  
 (B) STRUCTURE FOUNDATION - PER BUILDING PLANS  
 (C) DRIVE THRU SIGNAGE - PER BUILDING PLANS  
 (D) STRAIGHT CONCRETE CURB (SEE GREENWOOD ROADWAY DETAILS-SHEET 2)  
 (E) DEPRESSED CURB AND GUTTER (SEE DETAIL-THIS SHEET)  
 (F) 4" CONCRETE SIDEWALK (SEE GREENWOOD ROADWAY DETAILS-SHEET 2)  
 (G) MONOLITHIC CONCRETE CURB AND SIDEWALK (SEE DETAIL-THIS SHEET)  
 (H) SIDEWALK TRANSITION (SEE DETAIL-SHEET C500)  
 (I) CURB RAMP (SEE DETAIL-SHEET C500)  
 (J) TYPICAL CONCRETE SECTION  
 (K) 8" CONCRETE SLAB ON 4" COMPACTED AGGREGATE ON COMPACTED SUBGRADE (SEE DETAIL-THIS SHEET)  
 (L) TRASH ENCLOSURE (SEE DETAIL-SHEET C900)  
 (M) BOLLARD - PER BUILDING PLANS  
 (N) SAWCUT  
 (O) TYPICAL ASPHALT SECTION (PARKING LOT) 1.5" HMA SURFACE 9.5mm, ON 2.5" HMA INTERMEDIATE 19.0mm, ON 8" COMPACTED AGGREGATE #53, ON COMPACTED SUBGRADE (SEE DETAIL-THIS SHEET)  
 (P) TYPICAL ASPHALT SECTION (COMMERCIAL ROAD) 1.5" HMA SURFACE, TYPE B, 9.5mm, ON 2.5" HMA INTERMEDIATE, TYPE B, 19.0mm, ON 6" HMA BASE, 25.0mm, ON 4" COMPACTED AGGREGATE #53 BASE, ON 6" COMPACTED AGGREGATE #2 BASE, ON CEMENT SLURRY SUBGRADE (SEE DETAIL-THIS SHEET)  
 (Q) CONCRETE WHEEL STOP (SEE DETAIL-SHEET C900)  
 (R) MEDIAN CURB (SEE DETAIL-SHEET C900)  
 (S) BIKE RACK (SEE DETAIL-SHEET C900)  
 (T) SIDEWALK TRENCH DRAIN (SEE DETAIL-SHEET C900)  
 (U) LINE, PAINTED, SOLID WHITE, 4"  
 (V) LINE, PAINTED, SOLID BLUE, 4"  
 (W) HANDICAP SYMBOL, PAINTED, SOLID BLUE, 4"  
 (X) ADA SIGNAGE (SEE DETAIL-THIS SHEET)  
 (Y) STRAIGHT ARROW, PAINTED, SOLID WHITE  
 (Z) WORD "DRIVE THRU ONLY", PAINTED, SOLID WHITE  
 (AA) LINE, PAINTED, SOLID WHITE, CROSSWALK, 24"  
 (AB) WORD "DO NOT ENTER", PAINTED, SOLID WHITE



**CROSSROAD ENGINEERS, P.C.**  
Development Consultants  
1111 W. 10th Street, Suite 100  
Greenwood, IN 46030  
Tel: 317.898.8377  
Fax: 317.898.8378

**C300**  
SHEET

**SITE DIMENSION PLAN**

**GROVE AT STONES CROSSING**

DATE: APRIL 8, 2026  
 DESIGNED: JAH/NB  
 DRAWN: KLF  
 CHECKED: GJ  
 APPR.: GJ

REVISIONS ADDRESSING TAG COMMENTS RECEIVED BETWEEN 3/9/26 AND 3/27/26

DATE: 04/10/26

NO. 1

DATE

NO. 2

DATE

NO. 3

DATE

NO. 4

DATE

NO. 5

DATE

NO. 6

DATE

NO. 7

DATE

NO. 8

DATE

NO. 9

DATE

DIRECTORY PATH : R:\Active\GCG Investments\Grove At Stones Crossing\CAD\Plans  
 DATE USER : 4/8/2026 12:10 PM J.KRGG



FIGURE 7.1: FUTURE TRAIL NETWORK MAP

