

CITY OF SHELBYVILLE

Adam M. Rude
Director



Allan Henderson
Deputy Director

PLAN COMMISSION

MEETING DATE: 1/27/2020

Case Number & Name:	PC 2019-18: Isabelle Farms PUD; Conceptual Plan			
Petitioner's Name:	Arbor Homes			
Owner's Name:	Gordon Farms, LLC			
Petitioner's Representative:	Paul Munoz			
Address of Property:	North Michigan Road/ North Riley Highway			
Subject Property Zoning Classification:	Current: A2 – Agricultural Proposed: Planned Unit Development			
Comprehensive Future Land use:	Single Family Residential			
	North	East	South	West
Surrounding Properties' Zoning Classifications:	R1 – Single Family Residential	IG – General Industrial	BH – Business Highway	IG – General Industrial
Surrounding Properties' Future Land Use	R1 – Single Family Residential	Gateway/Mixed Use	Commercial	Heavy/Medium Industrial
History:	The property encompasses approximately 83+ acres of farmland that is currently being farmed. The submitted application would establish a Planned Unit Development (PUD) district zoning classification for the subject site. The proposed PUD is to build a single-family housing development. Proposed road infrastructure would incorporate both public right-of-way with primary access from North Riley Highway and Michigan Road. PUD petitions must receive conceptual and detail plan approval. This request is only for conceptual plan approval. Detailed engineering, construction documents, and detailed site plans do not accompany a PUD concept petition. These elements will be required and evaluated in subsequent Preliminary and Final Plat petitions, Technical Review Committee meetings and Detailed PUD Plan petitions.			
Vicinity Map:				
Action Requested:	A request for approval of a PUD conceptual plan for the development of Isabelle Farms.			

NOTE: TEXT IN BLUE INDICATES REVISIONS THAT HAVE BEEN MADE TO THE STAFF REPORT AFTER THE JANUARY 8TH, 2020 PLAN COMMISSION MEETING.

1. The Unified Development Ordinance (Section 4.01) requires the Plan Commission pay reasonable regard to the following decision criteria:

- a. *Ensure the development exceeds the quality that would have resulted from the traditional application of the Unified Development Ordinance.*

Isabelle Farms provides a unique opportunity to build a residential housing community along the North Riley Highway corridor in the City of Shelbyville. The site is approximately 83 acres of land, consisting of three (3) parcels, situated between North Riley Highway on the east, Michigan Road on the west, and the existing Rolling Ridge subdivision to the north. The site is currently unimproved and used for farm land. Between the two larger parcels is a large stand of mature trees and a wooded ridge where the topography slopes to the south.

Current Standards for an R-1 District

The City of Shelbyville's Comprehensive Plan Future Land Use map calls for the parcel to be single family residential. Current R-1 standards, with the applicable Intensity Bonus Standards (UDO 6.08) call for:

Minimum lot area	6,500 square feet
Minimum lot widths	50 feet
Minimum living areas	1,100 square feet
Minimum ground floor area	800 square feet
Front Yard Setback	20 feet when adjacent to a local street
Rear Yard Setback	15 feet for primary structures
Side Yard Setback	7 feet for primary structures
Maximum Density	4.5 dwelling units per acre
Minimum Open Space Required	15%
Minimum Architectural Standards	- Minimum 1' Eave/Overhang Requirement

Based on these standards, the 83 acre site could potentially have a density of 4.3 housing units per acre or around 356 single family homes.

Proposed Standards

The proposed Planned Unit Development concept plan for the site consists of:

Minimum lot areas	6,000 square feet
Minimum lot widths	50 feet
Minimum living areas	1,200 square feet for one story 1,600 square feet for two story
Front Yard Setback	25 feet minimum for primary structures
Rear Yard Setback	15 feet minimum for primary structures
Side Yard Setback	5 feet minimum for primary structures
Requested Density	3.16 dwelling units per acre
Open Space	26%
Minimum Architectural Standards	- Minimum 1' Eave/Overhang Requirement - Anti-monotony Standards (Not allowing similar facades or colors next to one another) - Minimum 25% brick or masonry on the front façade of the home

Based on these standards, the petitioner is proposing to build 263 single family homes at a density of 3.16 housing units per acre.

The Planning Staff has determined the proposed development exceeds the quality that would have resulted from the traditional application of the Unified Development Ordinance. With the standard subdivision process, utilizing the development standards in the Unified Development Ordinance, the project would not be required to have any Architectural Features and would be permitted to decrease the open space to 15%. Utilizing the Planned Unit Development process, the Plan Commission and City Council have much more latitude to negotiate with the developer on all development standards. When the developer requests smaller setbacks, that gives the Plan Commission leverage to request the architectural standards, or anti-monotony standards that wouldn't necessarily be required if this project were a standard subdivision.

b. Confirm a PD District is necessary due to any of the following:

- i. A development with a complex mix of land uses, or mixes of land uses within buildings.
- ii. A development on a unique geological feature, or on a site with notable quality natural features, or on a site with a notable quantity of natural features.
- iii. A development with a notably unique or innovative design.

The proposed development is located on a site with unique geological and natural features. There is a 13.02 acre wooded area the developer intends to save as an amenity to the development. Additionally, dividing two of the larger parcels is a ridge with an elevation change of approximately twenty-five (25) feet. The proposed development intends to have around 26% open space.

The Planning Staff has determined a PD District is necessary because of unique natural features.

2. *The Unified Development Ordinance (Section 9) requires the Plan Commission pay reasonable regard to the relationship to the Comprehensive Plan.*

The City of Shelbyville undertook an update to their Comprehensive Plan in 2018-2019. And while the Comprehensive Plan is not law, it is intended to serve as a guide in making land use decisions. One of the Comprehensive Plans objectives in the Built Environment section, Objective 2: Guide healthy development patterns using future land use mapping with the specific action of utilizing the Future Land Use Map as a living, breathing document to guide future development decisions. The project site is shown as single family residential on the Future Land Use map.

Other expected outcomes of the plan were increasing property values "by transforming Shelbyville's current housing stock and neighborhoods by marketing areas of the city primed for desired residential development. Greater availability of housing choices will lead to increased market interest and improved community-wide property values". As the City continues to improve and grow its neighborhoods, other residents and property owners will see this commitment and

will invest in their properties. The final outcome of these investments is likely an increase in property values for the whole community.

In addition a focused goal of the plan in the *Built Environment* section is to “transform the City’s current Housing Stock and Neighborhoods”. The city needs a good mix of housing types, because a mix provides affordability for renters and a range of income levels. During the Comprehensive Plan process, the most common concern voiced by residents was “that there is not enough housing growth to sustain the schools and workforce within Shelbyville”. According to the public, there is a demand for both higher level housing and demand for affordable housing. The proposed housing development would help fill this gap. As more homes become available on the market, more housing options become available for local residents. There is a trickledown effect which opens up the housing market in a range that might not be currently available. The renter can become a first time homeowner, the previous first time homeowner can move into a bigger home and empty nesters and retirees can downsize into smaller homes. The combined effect of these shifts on the market is more availability of homes across a variety of prices ranges.

STAFF RECOMMENDATION: Approval

The Planning Staff reviewed the public comments from the January 8th, 2020 Plan Commission meeting and grouped the comments into three primary categories: drainage, setbacks, and connectivity. Although these topics are not part of the decision making criteria as established in the Unified Development Ordinance (UDO 4.01 and UDO 9.06) the Planning Staff has been working with other City departments and Arbor Homes to address all concerns. The following is in response to those comments.

Drainage

During the public comment period at the Plan Commission meeting, the public raised concerns about drainage in the area. The applicant has been working with neighboring property owners and the City Engineer to incorporate these needs into the neighborhood design where appropriate. The City Engineer has conveyed to the Planning Staff that the project will not be approved during tech review if the drainage does not meet the requirements, and he believes that the designer will be able to meet the requirements and fix the existing issues on the rear lots of Michigan Road and Riley Highway. It is a requirement of the City of Shelbyville that the drainage plan and supporting submittals shall demonstrate clearly that the post development peak rate of storm water runoff during a one-hundred (100) year return period storm is controlled sufficiently so that it shall not exceed the peak runoff rate from the same project site in its pre-development condition during a ten (10) year return period storm, and similarly a ten (10) year post-development storm is required not to exceed a two (2) year pre-development storm. This generally means that a vast majority of the water that is currently running off of the site will need to be captured and managed through a storm water system that is designed for these large rain events.

According to UDO 5.16 EN-01: Environmental Standards

H. Surface Water: It shall be the responsibility of the owner of any lot or parcel of land developed for any use to provide for adequate surface water drainage.

1. Existing natural surface drainage should be used where practical.

- 2. Whenever the evidence available indicates that the natural surface drainage is inadequate, the owner shall provide the parcel with an adequate surface water drainage system that shall be integrated into the drainage patterns of surrounding properties.*
- 3. Swales that provide drainage for a property or properties other than that upon which they are located are required to be placed in an easement meeting the specifications of the Shelbyville Storm Water Technical Standards and the City Engineer to prohibit future filling or constructing.*
- 4. On-site detention meeting the standards set forth in the Shelbyville Storm Water Technical Standards shall be required unless a written statement by the City Engineer indicates that it is not necessary to prevent harm to adjoining properties.*
- 5. All drainage plans are subject to review and approval by the City Engineer and the City of Shelbyville MS4 Operator.*

As part of the construction plan review process, the Planning Staff is working with Arbor Homes to evaluate connecting the Isabelle Farms storm system to Rolling Ridge. Crest Drive, Edgehill Road, and Rolling Ridge Road currently drain south into Isabelle Farms property via front yard drainage ditches. Where possible, storm water systems will be sized appropriately so they may be used to collect water leaving Rolling Ridge, which would give the City an opportunity to improve drainage into the neighborhood.

Setbacks

During the public comment period at the Plan Commission meeting, concern was expressed over reducing the side yard setback from seven (7) feet to five (5) feet within the Isabelle Farms Planned Unit Development (PUD). The proposed front yard setback is twenty-five (25) feet, greater than the current standard of a twenty (20) foot setback. The proposed rear yard setback is ten (10) feet, the same as the current standard. The PUD process allows a developer to propose a site-specific regulatory ordinance that partially replaces the Unified Development Ordinance (UDO) to allow greater design flexibility, otherwise, a housing development would follow the standard subdivision process. Through the PUD process the City is able to increase architectural standards, require a certain percentage of brick on the front façade, increase landscaping and open space requirements, and increase the over-all quality of the development, while allowing the developer smaller side-yard setbacks in return. This level of negotiation with the developer is not possible with a standard subdivision utilizing the single family residential (R-1) zoning district standards.

The five (5) foot setback would represent a minimum setback. The proposed minimum lot width is fifty (50) feet. Arbor Homes is proposing 122 lots at the minimum fifty (50) foot lot width, which would equal the number of homes with the five (5) foot setback. The remaining 140 lots would have a lot width greater than fifty-one (51) feet and a setback greater than the five (5) foot minimum. If the side yard setback is set at seven (7) feet, it would eliminate 25+ homes within the Isabelle Farms development. From a fiscal standpoint, this would decrease tax revenue while not decreasing the amount of infrastructure that must be maintained by the City. With a one (1) percent tax cap for residential property, the City would lose around \$54,000 per year. The Planning Staff also believes that requiring larger lots will lower the overall quality of the development. If lots become more expensive, because there are fewer of them to spread the cost of the infrastructure with, more of the cost of the home will be spent in the land, decreasing the amount that will likely be spent on upgrades to the home. Upgrades to the base home make for a better product. This could create more homes on the

lower end of the price spectrum Arbor Homes is anticipating, which have historically not retained their value over time, and again affects the tax revenue generated by the over-all development. The last issue discussed regarding the decreased setback was fire separation. Fire separation is not a planning issue, but rather is addressed in the 2020 Indiana Residential Code, where there are provisions that require certain degrees of “Fire Rating” to the exterior walls when they are within a certain distance from a property line.

Connectivity

During the public comment period at the Plan Commission meeting, it was discussed that connecting to Rolling Ridge Road and Crest Drive would decrease safety on these roads due to increased traffic and the lack of sidewalks in Rolling Ridge.

The requirement for street connectivity comes from UDO 6.15 Street Arrangement Standards:

“A. General Requirements: the arrangement, character, width, grade, and location of all streets shall be consistent with existing and planned streets, existing topography, public convenience and safety, and the proposed land uses in the subdivision.

- 1. Thoroughfare Plan: The arrangement of all streets within each subdivision shall conform to the City of Shelbyville Thoroughfare Plan. Where the Thoroughfare Plan indicates the development of street system extensions or improvements, the construction and dedication of those streets shall be incorporated into the subdivision design. Rights-of-way shall be platted by the sub-divider in the location and of the width recommended by the Thoroughfare Plan.***
- 2. Access: The street layout shall provide adequate vehicular access to all lots and within the subdivision, to any remaining tract, and to all adjacent undeveloped properties and stubbed street systems.”***

The City of Shelbyville requires this connectivity for very specific reasons; first, it is simply good planning practice to provide better connected street networks. Planning and design practices over the past three decades have created a hierarchy of streets that collect traffic from cul-de-sacs or dead end streets which funnel cars onto collector streets and send them out onto arterial streets at limited subdivision entry points. This creates inefficient travel routes and concentrates traffic at these intersections. This method actually increases the amount of traffic, because it artificially induces auto-demand, making it less desirable to walk or bike. With fewer people on the street, drivers feel comfortable speeding to make up for winding travel routes, and speeding cars make streets less safe for everyone. Having a connected network of streets, trails, and sidewalks disperses and eases traffic by creating multiple options to get where you are going. Second, a poorly connected street network makes it harder to deliver public services ranging from school buses, that have to pick up kids everyday in all neighborhoods to take them to school, to the garbage trucks on a weekly basis, and the snow plows in the winter time. Streets, trails, and sidewalks should connect to each other, and to adjacent residential neighborhoods, commercial facilities, and parks. These connections are crucial for an effective transportation network — whether you’re a student with a shorter bus commute or a resident in need of emergency services. Third, a poorly connected street networks make it difficult to deliver emergency services. Emergency calls must receive rapid response in order to save lives and reduce property damage. Connected street networks allow emergency responders more routing

options to reach their emergency and allow them to access emergencies faster, knowing that first responders will be responding from different locations and will need access at numerous points. For the City of Shelbyville, the Fire Safety Standards contained within the Construction Standards require multiple ingress/egress locations when a subdivision exceeds a total of 50 homes. In the case of Isabelle Farms, if street connectivity with the stub streets in Rolling Ridge was not required, the City of Shelbyville Fire Department could find itself in the situation of having to provide fire service to between 200 - 220 homes from one ingress/egress point before the final phase of construction and the second entrance on Michigan Road was constructed. Lastly, dead-end streets can seem little more than publicly maintained private driveways. They are more expensive to build and maintain. And as a City looks to maintain its entire public infrastructure, it will have to start prioritizing and making tough choices; is the best use of tax dollars serving a limited segment of the city's population or multiple neighborhoods. Below is an excerpt from a "Planning Advisory Service Report" prepared by the American Planning Association, that discusses the benefits of neighborhood connectivity. A link to the full report can be found at the end of this staff report:

"Emergency medical service, trash collectors, police, and other municipal service providers have been strong supporters of greater connectivity. One issue in particular binds the group: the cul-de-sac. Dispatch practices for emergency services typically determine the order in which the vehicles arrive, but on cul-de-sacs, the first vehicle on the scene is blocked in by subsequent arrivals (West and Lowe 1997, 50). Trash collectors and police also find that the "doubling back" or "dead heading" that occurs on dead ends adds time and cost to their service. All service providers find discontinuous transportation networks difficult to navigate. Greater connectivity can help to improve the quality and efficiency of emergency and other municipal services." Page 17, Providing Greater Emergency Access and Improving Service Efficiency

Citation: Handy, Susan, et al. Planning for Street Connectivity: Getting from Here to There. American Planning Association, Planning Advisory Service, 2003.

As part of the project development process, the Planning Staff is recommending that sidewalks for Crest Drive and Rolling Ridge Road be included in the Five Year Capital Improvement Plan and be installed as the connections are made to the Isabelle Farms project. These connections will help bring the Rolling Ridge neighborhood closer to the current development standards present in other neighborhoods. After speaking with the City Engineer's Office, these two projects will be added to the City's Capital Improvement Plan so funds can be allocated for these projects in upcoming years.

Additional Planning Considerations:

In working with other departments within the City, the Planning Staff had extensive discussions with the City of Shelbyville Fire Department regarding emergency response and fire protection of both Isabelle Farms and Rolling Ridge. Rolling Ridge is currently one of the least fire protected areas of the City, because of the lack of availability of city water and fire hydrants. Both departments agreed the need to work with Arbor Homes to locate the new hydrants, which will be installed, within the Isabelle Farms development as close to the Rolling Ridge neighborhood as possible to reduce the length of hose runs and improve fire protection. Although this will assist with fire protection in Rolling Ridge, it is only a partial solution to the fire hydrant/fire protection needs of that neighborhood.

Link to Full PAS Report:

http://www.cityofshelbyvillein.com/wp-content/uploads/2020/01/Street-Connectivity_PAS_Report_515.pdf

PUD Conceptual Plan: PC 2019-18: Isabelle Farms PUD; Conceptual Plan

FINDINGS OF FACT BY THE SHELBYVILLE PLAN COMMISSION

Staff Prepared

Motion:

(I) would like to make a motion to approve the Isabelle Farms PUD Concept Plan as presented to this body pursuant to the planning staff's report and Findings of Fact.

1. ☐ The Plan Commission has paid reasonable regard to and finds that the proposed PUD Conceptual Plan **does ensure** a development that exceeds the quality that would have resulted from the traditional application of the Unified Development Ordinance.

☐ The Plan Commission has paid reasonable regard to and finds that the proposed PUD Conceptual Plan **does not ensure** a development that exceeds the quality that would have resulted from the traditional application of the Unified Development Ordinance.
2. ☐ The Plan Commission has paid reasonable regard to and finds that the proposed PUD Conceptual Plan **is necessary** for the development of the land.

☐ The Plan Commission has paid reasonable regard to and finds that the proposed PUD Conceptual Plan **is not necessary** for the development of the land.
3. ☐ The Plan Commission has paid reasonable regard to and finds that the proposed PUD Conceptual Plan **is consistent** with The City of Shelbyville Comprehensive Plan and all other applicable, adopted planning studies or reports.

☐ The Plan Commission has paid reasonable regard to, and finds that the proposed PUD Conceptual Plan **is not consistent** with The City of Shelbyville Comprehensive Plan and all other applicable, adopted planning studies or reports.

Additional Conditions Imposed by the Shelbyville Plan Commission:

- 1.
- 2.
- 3.

Shelbyville Plan Commission

By: _____
Chairperson

Attest: _____
Secretary



PUD CONCEPTUAL PLAN APPLICATION

Shelbyville Planning & Building Department
44 West Washington Street
Shelbyville, IN 46176
P: 317.392.5102

RECEIVED / FILED
NOV 04 2019

For Office Use Only:

Case #: PC 2019-18

Hearing Date: 01-08-20

Fees Paid: \$ 1,740.00

Final Decision:

Approved

Denied

1.

Applicant

Name: Arbor Homes

Address: 9225 Harrison Park Ct
Indianapolis, IN 46216

Phone Number: 317-842-1875

Fax Number: _____

Email: _____

Property Owners Information (if different than Applicant)

Name: Gordon Farms, LLC

Address: 77 Olive Ct, Iowa City, IA 52246

Phone Number: _____

Fax Number: _____

Email: _____

2.

Applicant's Attorney/Representative

Name: Paul Munoz

Address: 9225 Harrison Park Ct
Indianapolis, IN 46216

Phone Number: 317-842-1875

Fax Number: _____

Email: _____

Project Engineer

Name: Jeff Smith - Projects Plus

Address: 2650 Fairview Place, Suite W
Greenwood, IN 46142

Phone Number: 317-882-5003

Fax Number: _____

Email: _____

3. Project Information:

General Location of Property (and address is applicable): N Michigan Rd
Shelbyville, IN 46176

Current Zoning: Shelby County - A2

Proposed Zoning: PUD

Proposed Name of Development: Isabelle Farms

Existing Use of Property: Farming

Proposed Use: Single-Family Residential

Proposed No. of Lots/Density: 263 Lots / 3.2 lots per acre

4. Attachments

- ☒ Affidavit and Consent of Property Owner (if applicable)
- ☒ Proof of Ownership (copy of deed, recent property card)
- ☒ Letter of Intent
- ☒ Proposed Conceptual Plan

- ☒ Vicinity Map
- ☒ Application Fee
- ☐ Additional Supporting Materials (Optional)

The undersigned states the above information is true and correct as s/he is informed and believes.

Applicant: Ernest M. Cypher Date: 11/01/19

State of IN
County of Madison SS:

Subscribed and sworn to before me this 1 day of November, 2019.

Kristen Harris Trimpe / Kristen Harris Trimpe
Notary Public Printed

Residing in Hamilton County.

My Commission Expires: May 24, 2024



**AFFIDAVIT & CONSENT OF PROPERTY OWNER
APPLICATION TO THE SHELBYVILLE PLAN COMMISSION**

State of Indiana)
County of Shelby) SS:

I, Melissa Roberts, AFTER BEING DULY SWORN, DEPOSE AND SAY THE
(Name of the property owner)

FOLLOWING:

1. That I am the owner of real estate located at St. road 9 Shelbyville, IN
(Address of affected property)
2. That I have read and examined the Application made to the Shelbyville Plan Commission
Appeals by: Albore Homes
(Name of applicant)
3. That I have no objections to and consent to the request(s) described in the Application made to
the Shelbyville Plan Commission.

Melissa Roberts
Owner's Name (Please print)

[Signature]
Owner's Signature

Iowa
State of ~~Indiana~~)
County of ~~Shelby~~) SS:
Johnson

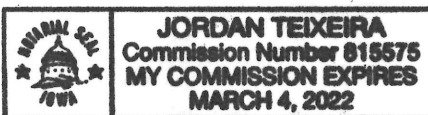
Subscribed and sworn to before me this 18th day of July, 2019

[Signature]
Notary Public

Jordan Teixeira
Printed

Residing in Johnson County.

My Commission Expires 3/4/2022



Statement of Intent:

Arbor Homes (“Petitioner”) seeks to rezone approximately 83 acres of land surrounded by the City of Shelbyville, Indiana. The property is zoned by Shelby County zoning as R-2A. Arbor is proposing to rezone the property to Planned Development (PD). The proposed development will include 263 detached single-family dwellings. Isabelle Farms will provide a new housing opportunity to the City. The quality development of residential along the State Road 9 corridor will

The property is located east of Mausoleum Road on the east side of Michigan Road and between Michigan Road and State Road 9. The property is adjacent to Knauf Insulation to the east, Ryobi Die Casting and other industrial uses to the west and Rolling Ridge subdivision to the North. The property is contiguous to a detention pond/pit to the south. The quality infill development of residential will help improve the look and feel of the State Road 9 corridor.

The proposed development is consistent with the goals and objectives of the City of Shelbyville Comprehensive Plan. Isabelle Farms is currently listed as single family residential in the Future Land Use Map. Development such as this one will help continue to provide quality affordable housing options within the community. Housing options that will focus on recruiting and attraction of new families and workforce as reference on page 34 of the Comprehensive Plan. Annexation of this property will allow for infill that prevents piecemeal development and helps with the responsible use of city services. The proximity to the City, existing infrastructure and existing services are key objectives to the growth and annexation plans.

Exhibit A

The following described real estate located in Addison Township, Shelby County, Indiana:

Beginning at the southeast corner of the West Half of the Southwest Quarter of Section 29 in Township 13 North and Range 7 East and running thence North 20.58 chains; thence West to the west line of the East Half of the Southeast Quarter of Section 30 in Township 13 North and Range 7 East; thence south on said west line to the center of the Michigan Road; thence southeast on said road to the south line of said Section 30; thence East 34.78 chains to the place of beginning, containing 80 Acres, more or less.

EXCEPT the following described part and portion thereof: Beginning on the east line of the West Half of the Southwest Quarter of Section 29 in Township 13 North and Range 7 East at a point 10 chains and 10 links 4-3/4 inches north of the southeast corner of said half quarter section; thence West 5 chains; thence North 2 chains and 63 links; thence East 5 chains to the east line of said half quarter section; thence South 2 chains and 63 links to the place of beginning, containing 1.31 Acres, more or less.

EXCEPT THEREFROM: Beginning at a point 467½ feet south of the northeast corner of the Southwest Quarter of the Southwest Quarter of Section 29 in Township 13 North, Range 7 East and running thence West 240 feet; thence South 50 feet; thence East 240 feet and thence North 50 feet to the place of beginning.

ALSO EXCEPT: Beginning at a point 300 feet south of the northeast corner of the Southwest Quarter of the Southwest Quarter of Section 29 in Township 13 North, Range 7 East and running thence West 240 feet; thence South 150 feet; thence East 240 feet; and thence North 150 feet to the place of beginning.

ALSO EXCEPT: Beginning at the northeast corner of the Southwest Quarter of the Southwest Quarter of Section 29 in Township 13 North, Range 7 East and running thence West 240 feet; thence South 150 feet; thence East 240 feet; and thence North 150 feet to the place of beginning.

ALSO EXCEPT: Beginning at a point 150 feet south of the northeast corner of the Southwest Quarter of the Southwest Quarter of Section 29 in Township 13 North, Range 7 East, and running thence West 240 feet; thence South 150 feet; thence East 240 feet and thence North 150 feet to the place of beginning.

ALSO EXCEPT: Beginning at a point on the east line of the Southwest Quarter of the Southwest Quarter of Section 29 in Township 13 North, Range 7 East, which point is 467½ feet south of the northeast corner of said quarter quarter section and running thence West 240 feet for a beginning point; thence South 50 feet to the north line of a 1.31 acre tract now owned by grantees and conveyed to them by Jewett Hord and wife in the year 1945; thence West 90 feet on and along the north line of said 1.31 acre tract to the

northwest corner of said real estate now owned by grantees; thence northeast in a straight line 103 feet, more or less, to the place of beginning, and containing 5/100 of an acre, more or less.

ALSO EXCEPT: A part of the Southeast Quarter of the Southeast Quarter of Section 30 in Township 13 North, Range 7 East and more particularly described as follows:

Beginning in the center line of U. S. and State Highway Number 421 (sometimes called the Old Michigan Road), at a point 200 feet north of the south line of said section, measured along a line running north from said south section line and parallel to the west line of said quarter quarter section, said beginning point being approximately 1050 feet due west of the east line of said section; running thence East along a line parallel to the south line of said section 461 feet; thence North along a line parallel to the east line of said section 470 feet; thence West along a line parallel to the south line of said Section 651 feet, to the center line of said highway; thence South 22 degrees East along the center line of said highway 506.9 feet to the place of beginning, containing 6 Acres, more or less; subject to any and all existing highway rights and easements of record.

ALSO EXCEPT: A part of the Southeast Quarter of Section 30, in Township 13 North, Range 7 East, described as follows:

Beginning at the point where the south line of said Southeast Quarter of Section 30 crosses the center line of the Michigan road, formerly known as U.S. Highway Number 421; running thence North 22 degrees 42 minutes West along the center line of said road 216.79 feet; thence North 90 degrees 0 minutes East 461 feet along the south line of a tract heretofore conveyed by grantors to the Trustees of St. Mark's Lutheran Church; thence south 0 degrees 0 minutes 200 feet to the south line of said quarter section; thence North 90 degrees 0 minutes West 377.34 feet to the point of beginning, containing 1.92 Acres, more or less.

ALSO: Beginning at the northwest corner of Section 32 in Township 13 North and Range 7 East, and running thence South to the center of the C.C.C. & St. L. Railroad track; thence southeast on said railroad track to where the same intersects the Shelbyville and Morristown Turnpike Road at the bridge crossing the ravine on the northeast side of the railroad; thence in a general northerly course up the east side of the ground of said turnpike road to the north line of said Section 32 aforesaid; thence West to the place of beginning, containing 72 Acres, more or less.

EXCEPT, part of the West Half of the Northwest Quarter and part of the West Half of the Southwest Quarter of Section 32, Township 13 North, Range 7 East of the Second Principal Meridian: Beginning at a point on the west line of said section 12 chains and 40 links south of the northwest corner; thence South on said line 29 chains and 52 links to the middle of the C.C.C. and St. L. R.R. track; thence southeasterly and with the said line, with a curve to the right having a radius of 1750 feet, a distance of 14 chains and 67 links to the right of way of State Highway Number 9; thence North 31 degrees and 10

minutes East with said right of way 1.77 chains; thence North 7 degrees and 54 minutes East 17 chains and 50 links; thence North 10 degrees and 45 minutes East, 22 chains and 85 links to a point 12 chains and 40 links south of the north line of said Section 32 aforesaid; thence West and parallel with said north line 16 chains and 67 links to the place of beginning, containing 47 Acres, more or less.

EXCEPT THEREFROM: Beginning at a point 792 feet east and 308 feet south of the northwest corner of the Northwest Quarter of Section 32, Township 13 North, Range 7 East, and running thence East 489.5 feet to the center of State Road Number Nine (9); thence South 10 degrees 7 minutes West, 507.8 feet; thence West 400 feet to an iron pipe; thence North 500 feet to the place of beginning, containing in all 5.10 Acres, more or less. Subject to existing rights of way.

ALSO EXCEPT: Beginning at a point where the north line of the Northwest Quarter of Section 32, Township 13 North, Range 7 East, Second Principal Meridian intersects the center line of pavement of State Road #9, said point being 1333.9 feet east of the northwest corner of said Northwest Quarter Section; thence in a southwesterly direction along the center of said State Road #9, 165.2 feet to the point of beginning of this tract; thence South 10 degrees 15 minutes West 152.4 feet along the center of said State Road #9; thence West 240.6 feet to an iron rod; thence North 150.0 feet; thence East 267.8 feet to the point of beginning, containing 0.88 of an acre, more or less, and subject to the right of way of the public highway.

ALSO EXCEPT THE FOLLOWING: (Tract conveyed to Ruth Roberts)

A part of the Southwest Quarter of the Southwest Quarter of Section 29, Township 13 North, Range 7 East, Shelby County, Indiana, described as follows:

Commencing at the northeast corner of the above described Southwest Quarter of the Southwest Quarter of Section 29; thence with the east line of the quarter quarter South 00 degrees 00 minutes 00 seconds East 691.08 feet to the southeast corner of a 1.31 acre tract described at Deed Record 189, Page 193 in the Office of Recorder of Shelby County and the true point of beginning of the tract herein described;

Thence continue with the east line of the quarter quarter South 00 degrees 00 minutes 00 seconds East 184.00 feet; thence parallel with the south line of the above mentioned 1.31 acre tract North 88 degrees 46 minutes 37 seconds West 355.00 feet; thence parallel with the east line of the quarter quarter North 00 degrees 00 minutes 00 seconds East 184.00 feet; thence with the extended south line and south line of said 1.31 acre tract South 88 degrees 46 minutes 37 seconds East 355.00 feet to the point of beginning, containing 1.50 Acres, more or less, and subject to 40 feet of even width off of the entire east line of the tract for the right of way of State Road #9 and also subject to any other existing right of ways, easements or restrictions.

Course data used in this description assumes the east line of the quarter quarter to run South.

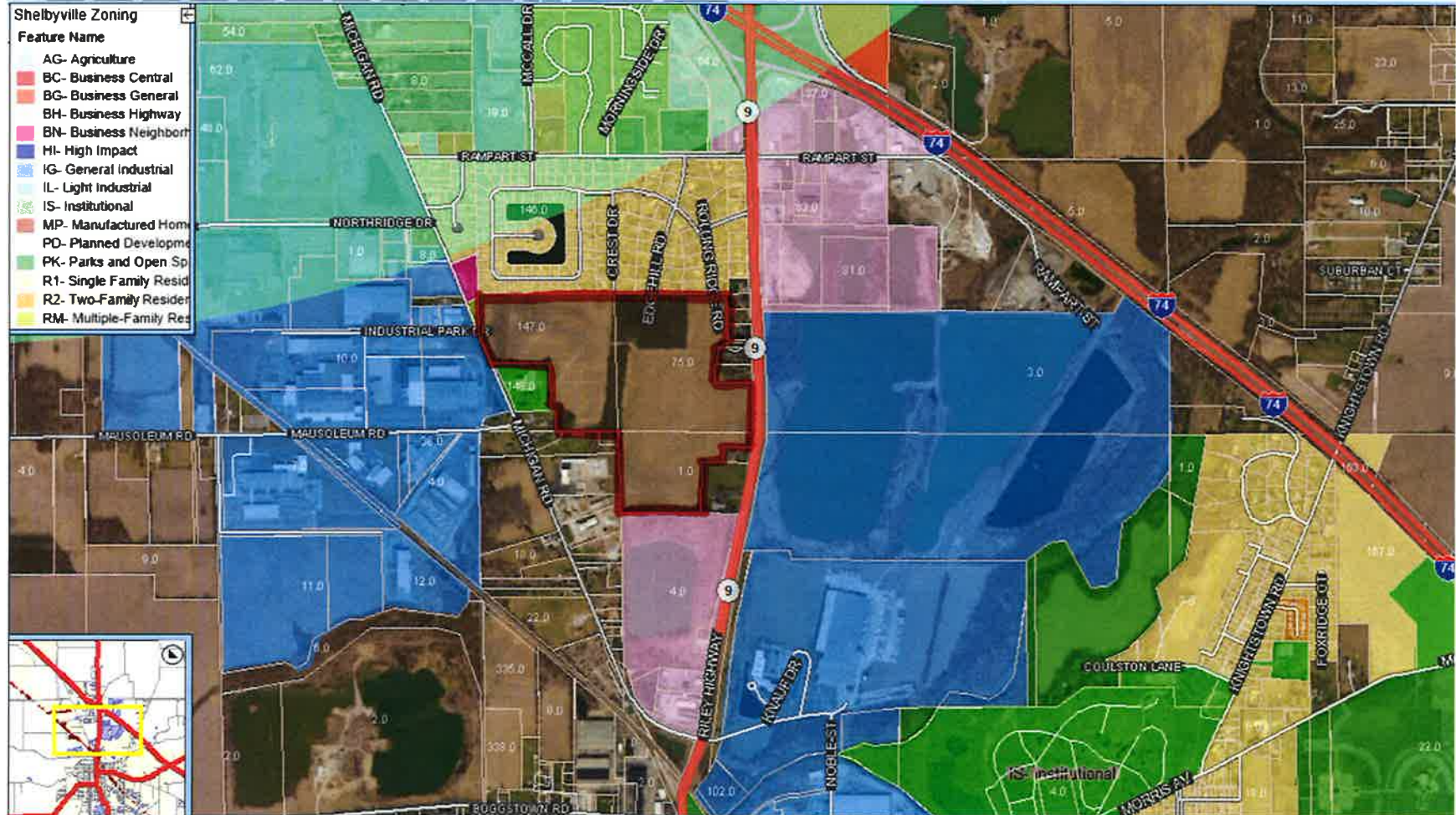
ALSO EXCEPT THE FOLLOWING: (Tract conveyed to Robert Adams)

A part of the Southwest Quarter of the Southwest Quarter of Section 29, Township 13 North, Range 7 East, Shelby County, Indiana, described as follows:

Commencing at the northeast corner of the quarter quarter, thence with the east line of the quarter quarter South 517.50 feet; thence parallel with the north line of the quarter quarter West 330.00 feet to the westerly corner of an 0.0516 acre tract heretofore described and the true point of beginning of the tract herein described;

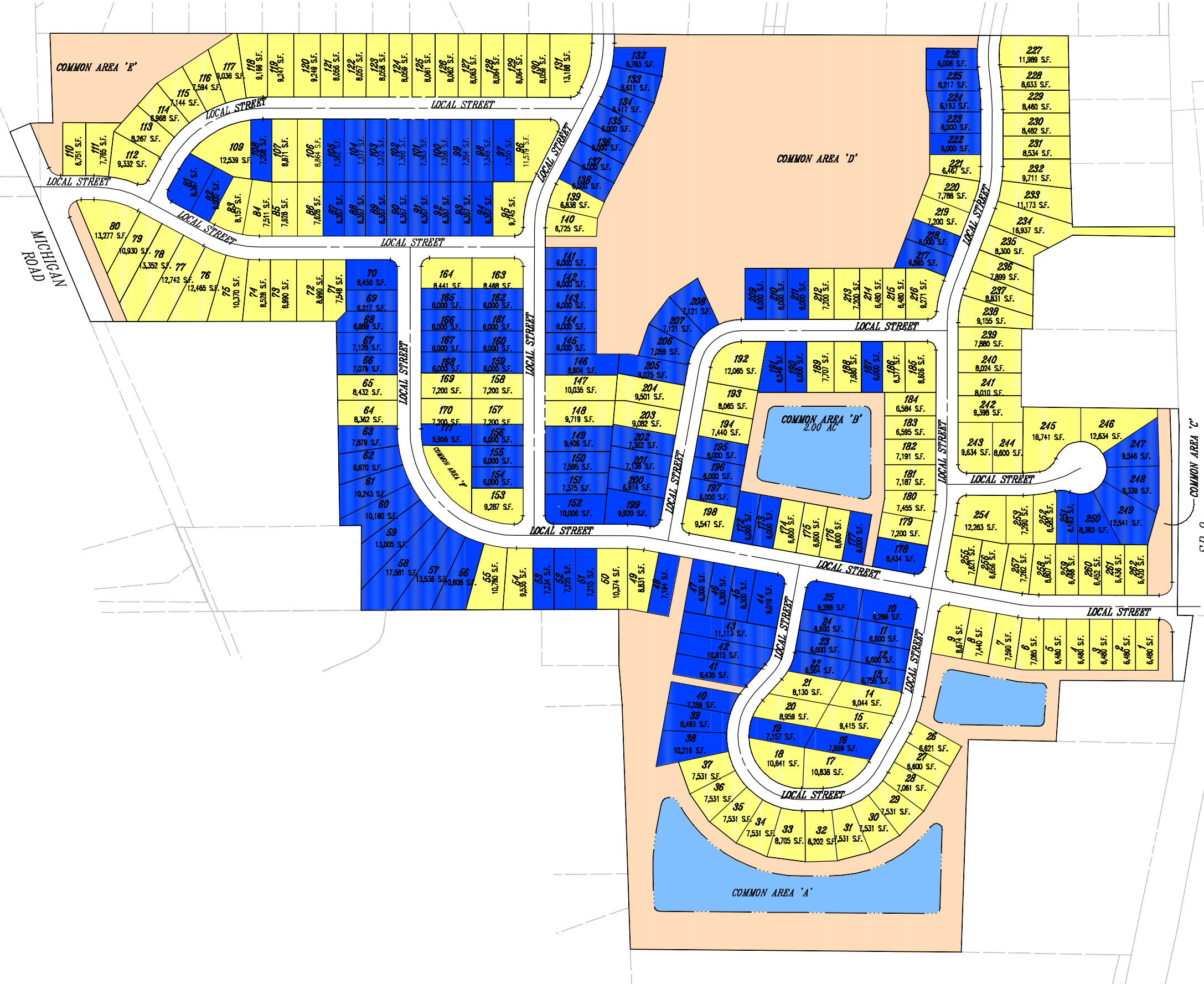
thence parallel with the east line of the quarter quarter South 173.58 feet (2.63 chains) to the southwest corner of a 1.31 acre tract described at Deed Record 189 page 193; thence with the extended south line (extended westerly) of said 1.31 acre tract West 25.00 feet; thence parallel with the east line of the quarter quarter North 166.58 feet to a point 7.00 feet south and 25.00 feet west of the point of beginning; thence northeasterly 25.81 feet more or less to the point of beginning, containing 0.0976 acres, more or less.

Shelbyville, IN Zoning Vicinity Map

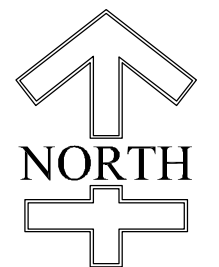


ISABELLA FARMS

CITY OF SHELBYVILLE, INDIANA



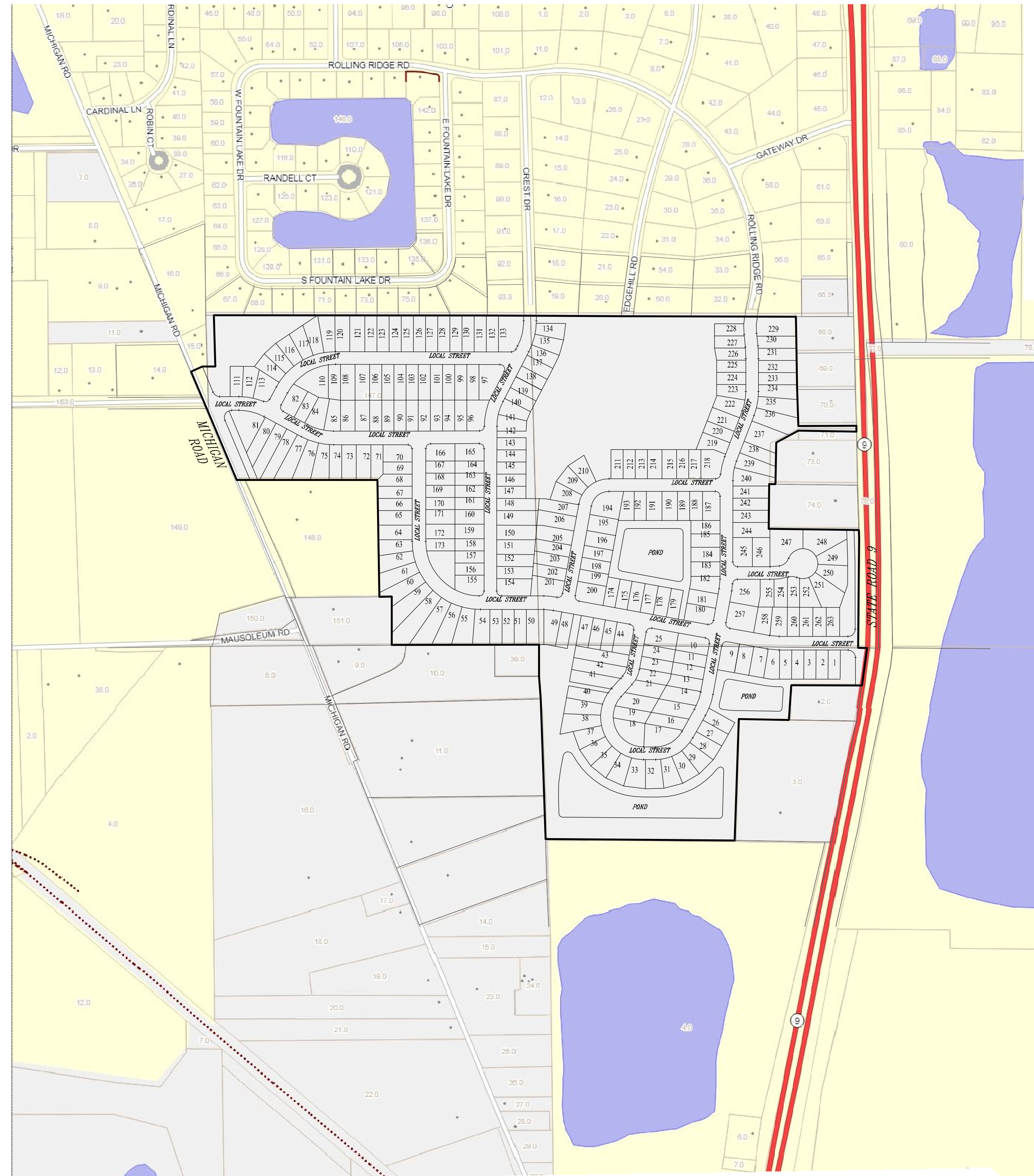
- 50' WIDE LOT
(122 LOTS)
- 54'+ WIDE LOT
(140 LOTS)
- COMMON AREA
- DETENTION
POND



PROJECTS *plus*

GREENWOOD SURVEYING COMPANY

CIVIL ENGINEERING - LAND SURVEYING
LAND PLANNING - CONSTRUCTION MANAGEMENT
2650 Fairview Place Suite W - Greenwood, Indiana 46142
(317)-882-5003

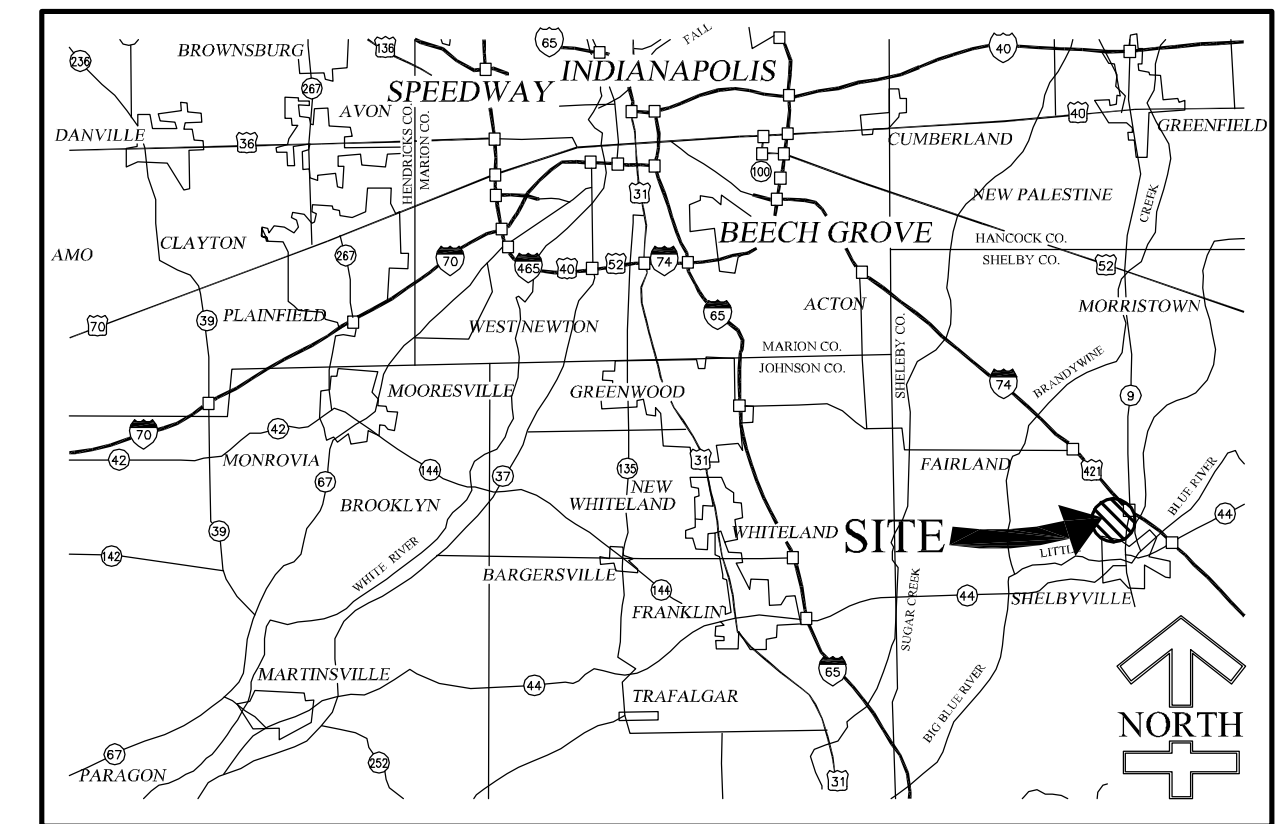


SUBDIVISION: ISABELLE FARMS
SUBDIVIDER/: ARBOR INVESTMENTS, LLC
APPLICANT: 9225 HARRISON PARK CT.
INDIANAPOLIS, IN 46216
317-557-4466

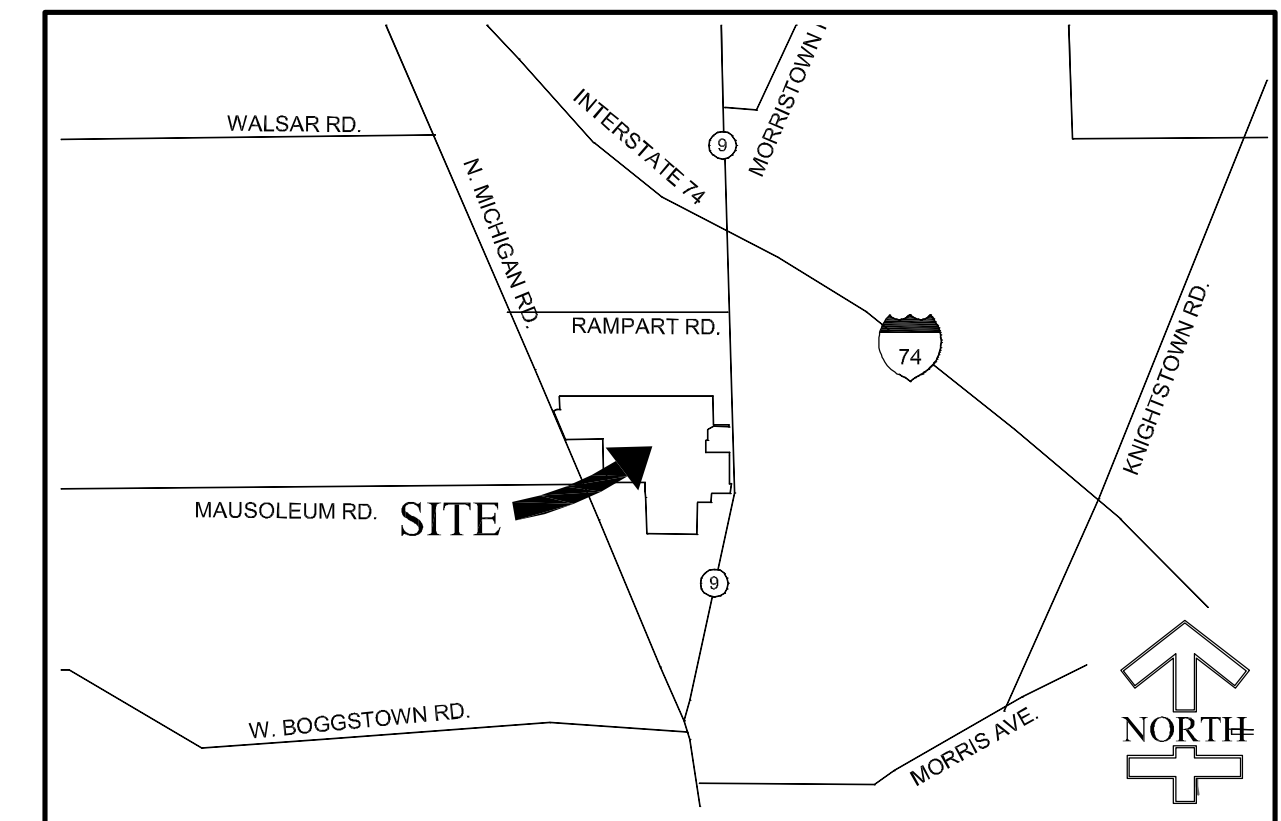
ENGINEER/: PROJECTS PLUS
SURVEYOR: 2850 FAIRVIEW PLACE, SUITE W
GREENWOOD, INDIANA 46142
PHONE NO. (317) 882-5003
JEFFERY K. SMITH P.E. #19419
JEFFREY D. KNARR L.S. #200100068

DENSITY: TOTAL ACREAGE - 83.24 AC.
SINGLE-FAMILY LOTS - 263
LOTS PER ACRE - 3.16

ZONING: "PUD"



AREA MAP
NOT TO SCALE

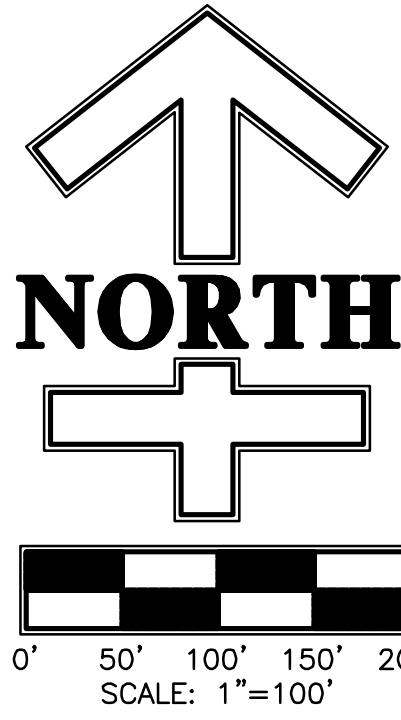


LOCATION MAP
SCALE: 1" = 3000'

<div style="text-align: center;"> <h1>PROJECTS</h1> <p><i>plus</i></p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> GREENWOOD SURVEYING COMPANY </div> <div style="margin-top: 10px;"> CIVIL ENGINEERING — LAND SURVEYING LAND PLANNING — CONSTRUCTION MANAGEMENT 2555 Fairview Place Suite A — Greenwood, Indiana 46142 (317) — 882-5003 </div> </div>	SEAL			
	<i>Jeffery K. Smith</i> 11/24/19			
	JOB NUMBER 19027			
	SHEET 1			
	OF 3 SHEETS			
DATE		NOVEMBER 26, 2019		
		TITLE		
		AREA MAP		
		CITY OF SHELBYVILLE, SHELBY COUNTY, INDIANA		
		DRAWN JPH		
		CHECKED JPH		
		CERTIFIED JKS		
		SCALE 1" = 300'		
		SYMBOL		
		REVISION		
		DATE		

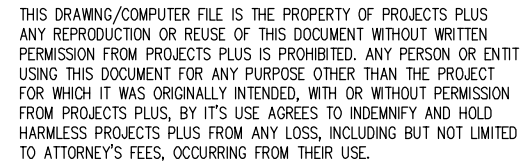
1. AT LEAST 1200 SQUARE FEET OF LIVING SPACE SINGLE STORY AND 1600 SQUARE FEET OF LIVING SPACE TWO STORY
2. THE WIDTH OF EACH LOT SHALL BE AT A MINIMUM 50 FEET.
3. THE MINIMUM LOT SQUARE FOOTAGE SHALL BE 6,000 SQUARE FEET.
4. THE MINIMUM LOT FRONT WIDTH IS 50 FEET.
5. MINIMUM SIDE YARD SETBACK IS 5 FEET.
6. MINIMUM REAR YARD SETBACK IS 15 FEET.
7. MINIMUM FRONT YARD SETBACK IS 25 FEET.

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DATE	REVISION	SYMBOL	SCALE	PROJECT	PROJECT CONCEPTUAL PLAN FOR ISABELLE FARMS CITY OF SHELBYVILLE, SHELBY COUNTY, INDIANA	TITLE EXISTING SITE CONDITIONS
			1"=100'			
			DRAWN	JPH		
			CHECKED	JPH		
			CERTIFIED	JKS		
PROJECTS plus GREENWOOD SURVEYING COMPANY CIVIL ENGINEERING LAND SURVEYING LAND PLANNING CONSTRUCTION MANAGEMENT 2555 Fairview Place Suite A - Greenwood, Indiana 46142 (317)-882-5003						
<div>SEAL</div> <div>JEFFERY K. SMITH REGISTERED No. 19419 STATE OF INDIANA PROFESSIONAL ENGINEER <i>Jeffery K. Smith</i> 11/29/19</div>						
JOB NUMBER 19027						
SHEET 2A						
OF	3 SHEETS					DATE NOVEMBER 26, 2019


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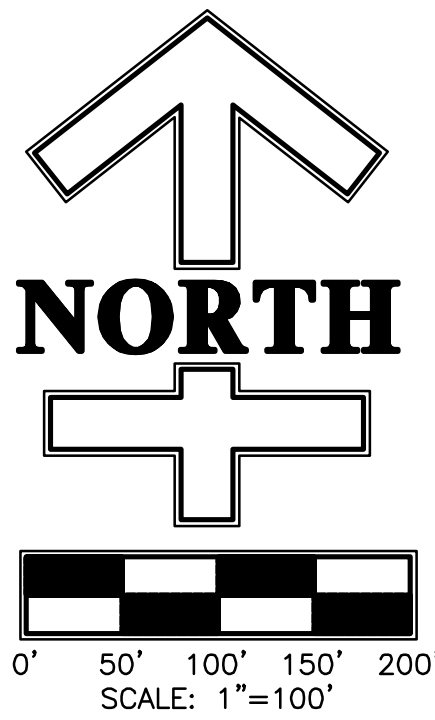
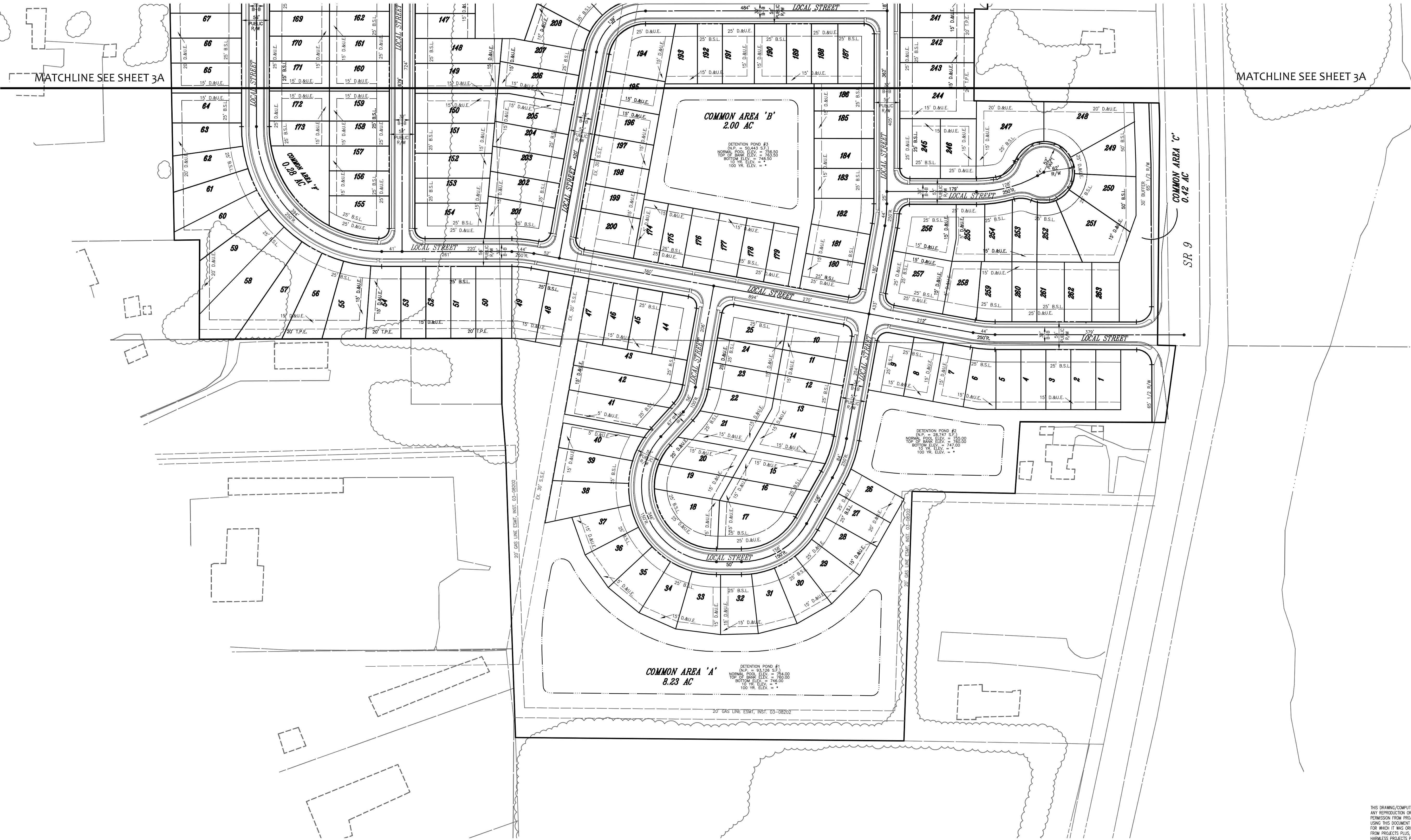


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<div style="text-align: center;"> <h1>PROJECTS</h1> <p><i>plus</i></p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">GREENWOOD SURVEYING COMPANY</div> <p>CIVIL ENGINEERING — LAND SURVEYING LAND PLANNING — CONSTRUCTION MANAGEMENT 2555 Fairview Place Suite A — Greenwood, Indiana 46142 (317) — 882-5003</p> </div>	SEAL					
	 <i>Jeffrey K. Smith</i> 11/26/19					
	JOB NUMBER					
	19027					
	SHEET					
	2B					
OF	3	SHEETS				
DATE		NOVEMBER 26, 2019				
<div style="float: left; width: 30%;"> PROJECT CONCEPTUAL PLAN FOR ISABELLE FARMS CITY OF SHELBYVILLE, SHELBY COUNTY, INDIANA </div> <div style="float: right; width: 70%; text-align: right;"> TITLE EXISTING SITE CONDITIONS </div>			SCALE 1" = 100'	SYMBOL	REVISION	DATE
			DRAWN			
			JPH			
			CHECKED			
			JPH			
			CERTIFIED			
			JKS			



<div style="text-align: center;"> <h1>PROJECTS <i>plus</i></h1> <div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: fit-content;"> GREENWOOD SURVEYING COMPANY </div> <p>CIVIL ENGINEERING CONSTRUCTION PLANNING DESIGN MANAGEMENT 2555 Farmersville Suits A Greenwood, Indiana 46142 (317)---892-5003</p> </div>						<div style="text-align: center;">  <p>JEFFREY K. SMITH REGISTERED No. 19419 STATE OF INDIANA PROFESSIONAL ENGINEER</p> <p><i>Jeffrey K. Smith</i> 11/26/19</p> </div>						JOB NUMBER <div style="background-color: black; color: white; padding: 2px 10px;">19027</div>						SHEET <div style="font-size: 4em; font-weight: bold; text-align: center;">3A</div>						OF <div style="background-color: black; color: white; padding: 2px 10px;">3</div> SHEETS					
DATE												NOVEMBER 26, 2019																	
SYMBOL																													
REVISION																													
SCALE												1" = 100'																	
DRAWN												JPH																	
CHECKED												JPH																	
CERTIFIED												JKS																	
TITLE												PROPOSED SITE CONDITIONS (GEOMETRICS)																	
PROJECT												CONCEPTUAL PLAN FOR ISABELLE FARMS CITY OF SHELBYVILLE, SHELBY COUNTY, INDIANA																	

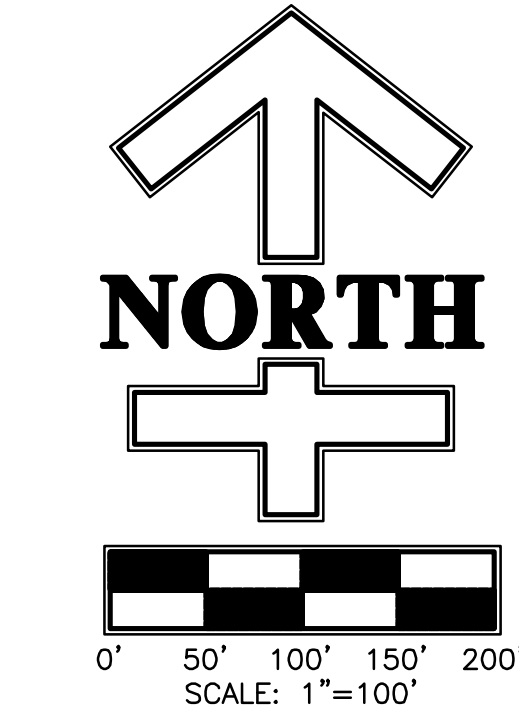
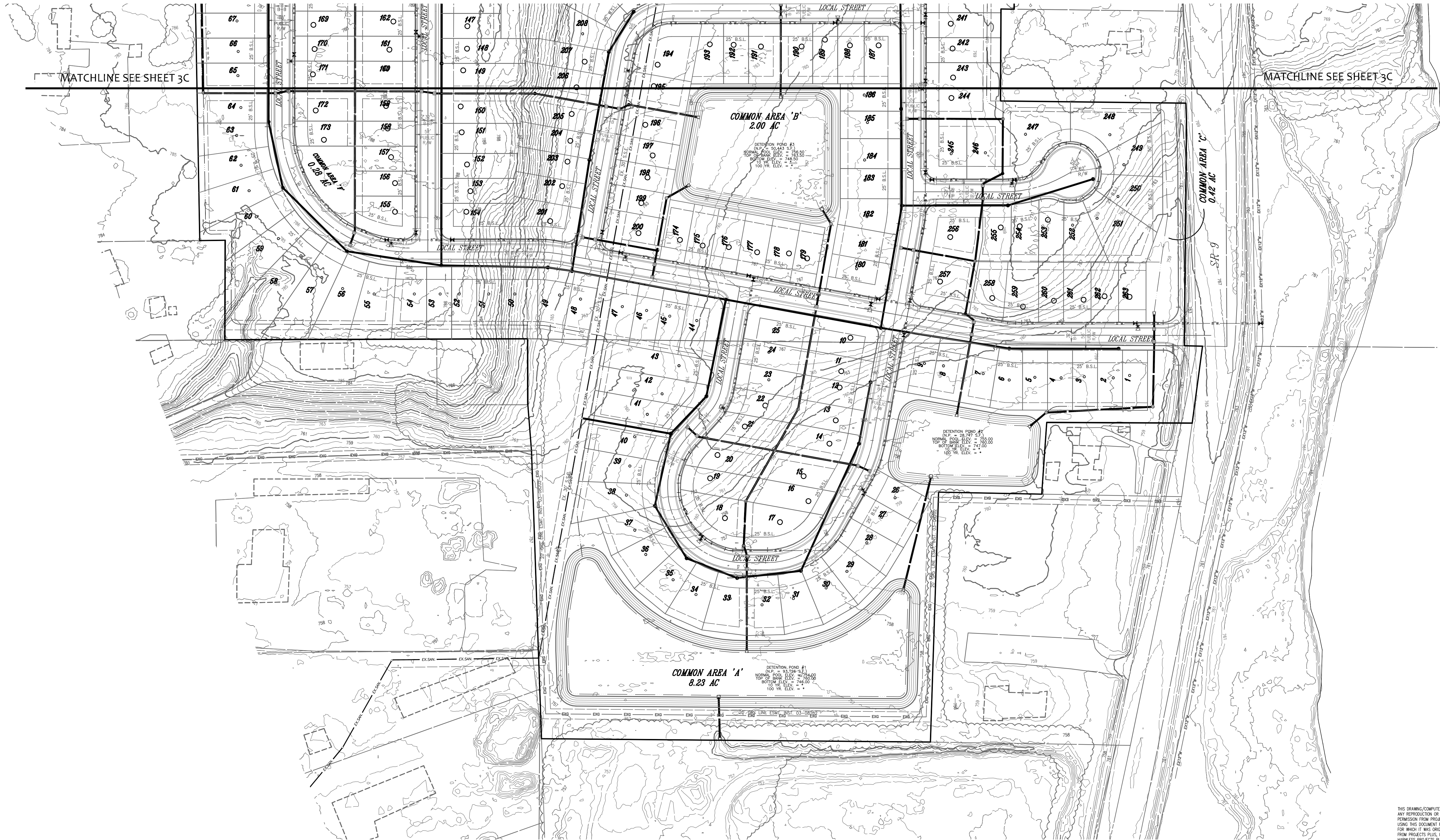


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PROJECT	SYMBOL	REVISION	DATE
CONCEPTUAL PLAN FOR ISABELLE FARMS CITY OF SHELBYVILLE, SHELBY COUNTY, INDIANA	DRAWN	JPH	
	CHECKED	JPH	
	CERTIFIED	JKS	
	PROPOSED SITE CONDITIONS (GEOMETRICS)		
PROJECTS <i>plus</i> GREENWOOD SURVEYING COMPANY CIVIL ENGINEERING LAND SURVEYING PLANNING CONSTRUCTION MANAGEMENT 2555 Fairview Plaza Suite A - Greenwood, Indiana 46142 (317)-882-5003			
SEAL JEFFERY K. SUIT REGISTERED No. 19419 STATE OF INDIANA PROFESSIONAL ENGINEER <i>Jeffery K. Suit</i> 11/29/19			
JOB NUMBER 19027 SHEET 3B			
OF	3	SHEETS	
DATE NOVEMBER 26, 2019			



PROJECTS plus						SCALE 1"=100' DRAWN JPH CHECKED JPH CERTIFIED JKS		SYMBOL	REVISION	DATE
<p align="center">CONCEPTUAL PLAN FOR ISABELLE FARMS CITY OF SHELBYVILLE, SHELBY COUNTY, INDIANA</p>										
<p align="center">TITLE PROPOSED SITE CONDITIONS (UTILITIES)</p>										
<div style="display: flex; justify-content: space-between;"> <div> <h1>PROJECTS plus</h1> <div style="border: 1px solid black; padding: 5px; width: fit-content;">GREENWOOD SURVEYING COMPANY</div> <p>CIVIL ENGINEERING AND LAND SURVEYING REGISTERED PROFESSIONAL ENGINEERS 2555 Fairview Place Suite A - Greenwood, Indiana 46142 (317) --882--5003</p> </div> <div style="text-align: center;"> <p><i>Jeffrey K. Smith</i> 11/26/19</p> </div> </div>										
JOB NUMBER 19027										
SHEET <div style="font-size: 4em; font-weight: bold; text-align: center;">3C</div>										
OF 3 SHEETS										
DATE NOVEMBER 26, 2019										



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PROJECT		SYMBOL		REVISION		DATE	
CONCEPTUAL PLAN FOR		SCALE		DRAWN		JPH	
ISABELLE FARMS		1"=100'		CHECKED		JPH	
CITY OF SHELBYVILLE, SHELBY COUNTY, INDIANA		TILE		CERTIFIED		JKS	
PROPOSED SITE CONDITIONS		PROPOSED SITE CONDITIONS		PROPOSED SITE CONDITIONS		PROPOSED SITE CONDITIONS	
(UTILITIES)		(UTILITIES)		(UTILITIES)		(UTILITIES)	
PROJECTS plus		GREENWOOD SURVEYING COMPANY		LAND SURVEYING		LAND SURVEYING	
GREENWOOD SURVEYING COMPANY		LAND SURVEYING		LAND SURVEYING		LAND SURVEYING	
CIVIL ENGINEERING		LAND SURVEYING		LAND SURVEYING		LAND SURVEYING	
LAND PLANNING		CONSTRUCTION MANAGEMENT		CONSTRUCTION MANAGEMENT		CONSTRUCTION MANAGEMENT	
2555 Fairview Place Suite A - Greenwood, Indiana 46142		(317) 882-5003		(317) 882-5003		(317) 882-5003	
SEAL		JEFFERY K. SMITH		REGISTERED		No. 19419	
INDIANA		STATE OF		INDIANA		STATE OF	
PROFESSIONAL ENGINEER		PROFESSIONAL ENGINEER		PROFESSIONAL ENGINEER		PROFESSIONAL ENGINEER	
Jeffery K. Smith		11/29/19		11/29/19		11/29/19	
JOB NUMBER		19027		SHEET		3D	
OF 3 SHEETS		DATE		NOVEMBER 26, 2019		NOVEMBER 26, 2019	