



**METROPOLITAN DEVELOPMENT COMMISSION** **February 19, 2025**

**Case Number:** 2024-ZON-098  
**Property Address:** 6200 and 6545 West Southport Road (Approximate Addresses)  
**Location:** Decatur Township, Council District #21  
**Petitioner:** Arbor Homes, by Domonic Dreyer  
**Current Zoning:** D-A  
**Request:** Rezoning of 104.8 acres from the D-A district to the D-P District to provide for a detached single-family residential development of a maximum of 323 dwelling units, with amenities and accessory, temporary and special exception uses permitted in the D-4 district, except for two-family dwellings and group homes, which would be prohibited.  
**Current Land Use:** Agricultural Land  
**Staff Recommendations:** Approval with commitments.  
**Staff Reviewer:** Marleny Iraheta, Senior Planner

**PETITION HISTORY**

Staff requested a continuance for cause from the December 18, 2024 hearing to the January 15, 2025 hearing to allow additional time for discussions between the petitioner, staff and DPW in addition to allowing sufficient time for new legal notices to be mailed to all required parties since staff was made aware of a deficient mailing list provided to the petitioner.

This petition was automatically continued from the January 15, 2025 hearing to the February 19, 2025 hearing at the request of a registered neighborhood organization.

**STAFF RECOMMENDATION**

Staff recommends approval of this request, subject to the following commitments being reduced to writing on the Commission's Exhibit "B" forms at least three days prior to the MDC hearing:

1. Approval shall be subject to final infrastructure approval by DPW prior to the issuance of any permit that either provides for the complete installation of the recommendations set forth in the Traffic Impact Study, but most importantly a separate left-turn and right-turn lane at the Southport Road and Mooresville Road westbound approach and the conversion of the Mooresville Road and Mills Road intersection into a single-lane roundabout, or that an agreement is made for partial development (50% or less) of the site with infrastructure improvements approved by DPW that would support the partial development. The complete development of the site would only occur if all recommendations of the Traffic Impact Study as approved by DPW are met.

2. A 40-foot half right-of-way shall be dedicated along the frontage of Southport Road, as per the request of the Department of Public Works (DPW), Engineering Division. Additional easements shall not be granted to third parties within the area to be dedicated as public right-of-way prior to the acceptance of all grants of right-of-way by the DPW. The right-of-way shall be granted within 60 days of approval and prior to the issuance of an Improvement Location Permit (ILP).
3. The Department of Public works request that an eastbound right-turn lane shall be installed at Southport Road and Proposed East Access Drive per the traffic impact study results.

## PETITION OVERVIEW

### LAND USE

The 104.8 -acre subject site is zoned D-A and is agricultural land with some wooded areas and Swamp Creek running along the northeast corner of the site. The property is in the West Newton neighborhood.

### REZONING

The request would rezone the site from the D-A district to the D-P classification to provide for a detached single-family residential development of a maximum of 323 dwelling units.

The established purpose of the D-P District follows:

1. To encourage a more creative approach in land and building site planning.
2. To encourage and efficient, aesthetic, and desirable use of open space.
3. To encourage variety in physical development pattern.
4. To promote street layout and design that increases connectivity in a neighborhood and improves the directness of routes for vehicles, bicycles, pedestrians, and transit on an open street and multi-modal network providing multiple routes to and from destinations.
5. To achieve flexibility and incentives for residential, non-residential, and mixed-use developments which will create a wider range of housing types as well as amenities to meet the ever-changing needs of the community.
6. To encourage renewal of older areas in the metropolitan region where new development and restoration are needed to revitalize areas.
7. To permit special consideration of property with outstanding features, including but not limited to historical significance, unusual topography, environmentally sensitive areas and landscape amenities.
8. To provide for a comprehensive review and processing of development proposals for developers and the Metropolitan Development Commission by providing for concurrent review of land use, subdivision, public improvements, and siting considerations.
9. To accommodate new site treatments not contemplated in other kinds of districts.

“Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage, and wildlife.



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Densities and development of a D-P are regulated and reviewed by the Metropolitan Development Commission. Creative site planning, variety in physical development, and imaginative uses of open space are objectives to be achieved in a D-P district. The D-P district is envisioned as a predominantly residential district, but it may include supportive commercial and/or industrial development.”

## **DESIGN / LAYOUT**

The Subdivision Control Ordinance provides for a logical street layout in relation to topography, public convenience, safety, multi-modal use, and land use. For each approximately 40-acre area that is defined by a network of arterial and collector streets, at least one local street shall be provided to every perimeter street unless there is a physical obstacle. The site has one perimeter street which is Southport Road and will have two entrances.

The trails, amenities, ponds and natural preservation areas would be evenly distributed throughout the development. Additionally, the two product types and lot sizes would be mixed within the northern half of the development.

The Ordinance provides for a Stream Protection Corridor 100 feet in width as measured back from the top of each bank along Swamp Creek, which runs through the northeast corner of the site. Development is generally not permitted within these corridors and any tree or vegetation removal must be replaced with trees and shrubs at a rate of one shade tree and four large shrubs for 1000 square feet of disturbed area. Per the conceptual site plan, the stream protection corridor would be preserved for Indian Creek.

## **TREE PRESERVATION**

There are areas on site where natural vegetation and trees are located and are planned to remain. Due to their inherent ecological, aesthetic, and buffering qualities, the maximum number of these existing trees should be preserved on the site. All development shall be in a manner that causes the least amount of disruption to the trees.

The D-P Statement notes a Natural Preservation Area where the Development will preserve approximately eighteen (18) acres of existing vegetation area. The location of the Preservation Areas is depicted on Exhibit C.

This area is predominantly comprised of the stream protection corridor of Swamp Creek that runs along the northeastern corner of the site, but also includes a wooded area that cuts through an east to west section that runs along the southern boundary at 6545 West Southport Road and continues east along an unnamed drainage ditch that feeds into Swamp Creek. The wooded area that runs along the southern half perimeter of 6200 West Southport Road is also included.

If any of the trees are heritage trees that would be impacted, then the Ordinance requires that the Administrator, Urban Forester or Director of Public Works determine whether the tree(s) would be preserved or removed and replaced.



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The Ordinance defines “heritage tree” as a tree over 18 inches Diameter at Breast Height (DBH) and one of the Heritage tree species. Heritage tree species include: Sugar Maple (*Acer saccharum*), Shagbark Hickory (*Carya ovata*), Hackberry (*Celtis occidentalis*), Yellowwood (*Cladrastus kentukea*), American Beech (*Fagus grandifolia*), Kentucky Coffeetree (*Gymnocladus dioica*), Walnut or Butternut (*Juglans*), Tulip Poplar (*Liriodendron tulipifera*), Sweet Gum (*Liquidambar styraciflua*), Black Gum (*Nyssa sylvatica*), American Sycamore (*Platanus occidentalis*), Eastern Cottonwood (*Populus deltoides*), American Elm (*Ulmus americana*), Red Elm (*Ulmus rubra*) and any oak species (*Quercus*, all spp.)

The Ordinance also provides for replacement of heritage trees if a heritage tree is removed or dies within three years of the Improvement Location issuance date. See Staff Exhibit 1 for Table 744- 503-3: Replacement Trees.

### **D-P STATEMENT**

The D-P Statement, file-dated January 24, 2025, describes the project as a residential neighborhood with a mixture of two lot types and home products within the Development.

The Arbor Series would include detached single-family dwellings consisting of one- story and two-story homes on individual deeded lots. There would be no more than 217 homes within the Development and would generally adhere to the homesite placement as shown on Exhibit C.

The Genesis Series would include detached single-family dwellings consisting of two-story and three-story homes on individual deeded lots. There would be no more than 97 homes within the Development and generally adhere to the homesite placement as shown Exhibit C.

The D-P Statement addresses development standards, an anti-monotony standard that would prevent the same front elevation or exact color scheme from being immediately adjacent and across the street, architectural standards, lighting, signage, and landscaping.

Landscaping includes minimum open space, landscaping proposed at both entrances, buffer yards would be proposed adjacent to West Southport Road and along the west side of the development where natural vegetation and trees do not currently exist.

Amenities would include a pool and pool house, three playgrounds, gazebo gathering area, bocce ball courts, a disc golf course within the stream protection corridor, approximately one mile of multipurpose path, three picnic/BBQ areas, and approximately 18 acres of preserved natural vegetation.

The development also proposes covered school bus shelters to be placed throughout the neighborhood in common areas once direction from the school district on quantity and location is gathered.

All permitted, accessory, temporary, and special exception uses permitted in the Dwelling District Four (D-4) zoning district shall be permitted except for two-family dwellings and group homes.

If any development standard is not set forth in the Preliminary Plan and DP Statement, the D-4 zoning district standards shall apply.



## TRAFFIC IMPACT STUDY

The Department of Public Works reviewed the submitted the traffic impact study submitted on September 3, 2024.

The scope of work included the following intersections between the hours of 6:30 A.M to 9:00 A.M. and 3:30 P.M. to 6:30 P.M.:

- Southport Road & Mooresville Road
- Southport Road & Mann Road
- Mooresville Road & Camby Road
- Mooresville Road & Mills Road

The study estimated the 2029 background traffic volumes by applying a 1% per year growth rate to the existing traffic volumes, estimated the number of peak hour trips that will be generated by the proposed developments, assigned and distributed the generated traffic volumes from the proposed developments to the study intersections, and prepared a capacity analysis, level of service analysis, and turn lane analysis at the study intersections for the existing traffic volumes, year 2024 background traffic volumes, and year 2029 proposed development traffic volumes.

The study area was defined to include the four intersections noted above and the following:

- Southport Road & Proposed West Access Drive
- Southport Road & Proposed East Access Drive

DPW noted that although the study did not provide a passing blister analysis, two passing blisters are needed at the West Access, east bound and East Access, west bound. In addition, an eastbound right-turn lane is warranted at the Southport Road and Proposed East Access Drive. The eastbound right-turn lane will be requested as a commitment for the approval since the installation of two passing blisters were agreed to as a commitment for another rezoning petition to the north, 2024-ZON-097.

The Southport and Mooresville intersection results are concerning to DPW with a Level-of-Service (LOS) of F even when turn lanes are added, but the bridge proximity makes turn lanes difficult to construct. The report did not provide a suitable solution for this intersection.

Mooresville and Mills intersection resulted in LOS F and recommendation of a roundabout. It is unclear whether the petitioner is prepared to construct a roundabout at this location, but DPW is willing to discuss this further.

## DEPARTMENT OF PUBLIC WORKS

The Department of Public Works, Traffic Engineering Section, has requested the dedication and conveyance of a 40-foot half right-of-way along Southport Road. This dedication would also be consistent with the Marion County Thoroughfare Plan.



**STAFF ANALYSIS**

Based on the Concept Plan, the two lot types and home products would be integrated throughout the layout of the subdivision as recommended by staff instead of separated as originally proposed. Although the request notes a maximum of 323 dwelling units, the D-P Statement would limit the development of the site to no more than 314 dwelling units or a maximum approximate gross density of 3.0 units per acre.

A significant number of changes were made by the petitioner in working with staff to address the expectations set for a D-P development, which were incorporated with the latest Concept Plan. This included more amenity features such as trail location, landscaping, increased amenities, and passive recreation opportunities. Heritage trees should be preserved in the amenity spaces, especially when determining the location of the proposed trails and disc golf course within the stream protection corridor.

The greatest concern to be addressed will be the lack of infrastructure improvements and traffic impact to occur with the proposal. For this reason, staff is recommending that approval be subject to final infrastructure approval by DPW prior to the issuance of any permit that either provides for the complete installation of the recommendations set forth in the Traffic Impact Study, but most importantly a separate left-turn and right-turn lane at the Southport Road and Mooresville Road westbound approach and the conversion of the Mooresville Road and Mills Road intersection into a single-lane roundabout, or that an agreement is made for partial development (50% or less) of the site with infrastructure improvements approved by DPW that would support the partial development. The complete development of the site would only occur if all recommendations of the Traffic Impact Study as approved by DPW are met.

This commitment would allow for the rezoning of the site, while also ensuring that approval of the development would not create a disservice to the community. Ultimately, the development would not be able to be developed unless infrastructure improvements are made and approved by DPW.

The proposed D-P district would promote a mix of single-family dwelling options, provide a variety of amenities for the residents, preserve existing wooded areas, and promote connectivity and accessibility within the subdivision and along Southport Road.

For all these reasons, staff supports the rezoning request, subject to the D-P Statement, conceptual site plan, TIS recommendations and proposed staff commitments.

**GENERAL INFORMATION**

<b>Existing Zoning</b>	D-A		
<b>Existing Land Use</b>	Agricultural Land		
<b>Comprehensive Plan</b>	Suburban Neighborhood and Rural or Estate Neighborhood		
<b>Surrounding Context</b>	<b>Zoning</b>	<b>Land Use</b>	
	North:	D-4 / D-A	Residential / Agricultural Land
	South:	D-A	Agricultural Land
	East:	D-A	Residential and Agricultural Land
	West:	D-A	Residential and Agricultural Land

Thoroughfare Plan		
Southport Road	Primary Collector Street	80-foot proposed right-of-way and 40-foot existing right-of-way.
<b>Context Area</b>	Metro	
<b>Floodway / Floodway Fringe</b>	No	
<b>Overlay</b>	No	
<b>Wellfield Protection Area</b>	No	
<b>Site Plan</b>	August 11, 2024	
<b>Site Plan (Amended)</b>	January 24, 2025	
<b>Elevations</b>	January 24, 2025	
<b>Elevations (Amended)</b>	N/A	
<b>Landscape Plan</b>	N/A	
<b>Findings of Fact</b>	N/A	
<b>Findings of Fact (Amended)</b>	N/A	
<b>C-S/D-P Statement</b>	January 24, 2025	

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

- Marion County Land Use Plan Pattern Book (2019)

### Pattern Book / Land Use Plan

- The Comprehensive Plan recommends suburban neighborhood development for most of the site and rural or estate neighborhood development east of Swamp Creek on the northeast corner of the site.
- The Suburban Neighborhood typology is predominantly made up of single-family housing but is interspersed with attached and multifamily housing where appropriate. This typology should be supported by a variety of neighborhood-serving businesses, institutions, and amenities. Natural Corridors and natural features such as stream corridors, wetlands, and woodlands should be treated as focal points or organizing systems for development. Streets should be well-connected, and amenities should be treated as landmarks that enhance navigability of the development. This typology generally has a residential density of 1 to 5 dwelling units per acre, but a higher density is recommended if the development is within a quarter mile of a frequent transit line, greenway, or park.
- **Conditions for All Land Use Types**
  - All land use types except small-scale parks and community farms/gardens in this typology must have adequate municipal water and sanitary sewer.
  - All development should include sidewalks along the street frontage.
  - Hydrological patterns should be preserved wherever possible.

- Curvilinear streets should be used with discretion and should maintain the same general direction.
- In master-planned developments, block lengths of less than 500 feet, or pedestrian cut-throughs for longer blocks, are encouraged.
- **Conditions for All Housing**
  - A mix of housing types is encouraged.
  - Developments of more than 30 housing units must have access to at least one arterial street of 3 or more continuous travel lanes between the intersections of two intersecting arterial streets.
  - Should be within a one-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly accessible recreational or cultural amenity that is available at no cost to the user.
  - Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.
  - Developments with densities higher than 5 dwelling units per acre should have design character compatible with adjacent properties. Density intensification should be incremental with higher density housing types located closer to frequent transit lines, greenways or parks.
- **Detached Housing**
  - The house should extend beyond the front of the garage.
  - Lots should be no more than 1.5 times the size (larger or smaller) of adjacent/surrounding lots, except in cases where lots abut existing residential lots of one acre or more in size. In those cases, lots should be no smaller than 10,000 square feet and no larger than 1.5 times the size of the abutting lot.
- The Rural or Estate Neighborhood typology applies to both rural or agricultural areas and historic, urban areas with estate-style homes on large lots. In both forms, this typology prioritizes the exceptional natural features – such as rolling hills, high quality woodlands, and wetlands – that make these areas unique. Development in this typology should work with the existing topography as much as possible. Typically, this typology has a residential density of less than one dwelling unit per acre unless housing is clustered to preserve open space.
- **Detached Housing**
  - Should preserve open space.
  - In older, established historic areas, lots should be deep and narrow with deep setbacks. This allows for city services such as streets and sewer lines to be used more efficiently. Mature trees should be preserved whenever possible.
  - In more rural areas, the protection of open space is even more critical. Lots should be both deep and wide.
  - Denser development is appropriate only if the houses are clustered together and public open space is provided.
  - “Flag lots” (lots that are behind other lots, buildings, or otherwise not visible from the road) should be avoided.
  - Lots should be no larger than one and a half times the adjacent lots.





- Not Applicable to the Site.

**Neighborhood / Area Specific Plan**

- Not Applicable to the Site.

**Infill Housing Guidelines**

- Not Applicable to the Site.

**Indy Moves**

(Thoroughfare Plan, Pedestrian Plan, Bicycle Master Plan, Greenways Master Plan)

- Not Applicable to the Site.



## ZONING HISTORY

### Zoning History - Vicinity

**2024-ZON-097; 6402 West Southport Road and 7300 South Mooresville Road** (south of site), Rezoning of 48.4 acres from the D-A district to the D-4 district for a residential development, **approved**.

**2020-ZON-032; 6007 West Southport Road** (east of site), Rezoning of 4.78 acres from the D-A district to the D-S district, **withdrawn**.

**2012-UV3-018; 5901 West Southport Road** (east of site), Variance of use and development standards of the Dwelling Districts Zoning Ordinance to provide for a photovoltaic renewable project / Solar Farm with a 6.5-foot-tall perimeter fence topped with one-foot of security wire, **granted**.

**94-Z-51; 5630 West Southport Road** (northeast of site), Rezoning of 80 acres, being in the D-A District, to the D-4 classification to provide for single-family residential subdivision, **approved**.

**90-Z-15; 6649 Milton Street** (west of site), Rezoning of 9 acres, being in the A-2 District, to the SU-10 classification, to permit the expansion of an existing cemetery, **approved**.





CONCEPT PLAN



AMENDED CONCEPT PLAN





Department of Metropolitan Development  
Division of Planning  
Current Planning

PRELIMINARY PLAN  
AND DP STATEMENT

FOR

WEST NEWTON

January 24, 2025

Developer:

Arbor Homes  
9225 Harrison Park Court  
Indianapolis, IN 46216



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Exhibits:

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Legal Description - Exhibit B

Concept Plan - Exhibit C

Illustrative Architectural Exhibit (Arbor Lots) - Exhibit D

Illustrative Architectural Exhibit (Genesis Lots) - Exhibit E

Illustrative Examples of Development's Amenities - Exhibit F

Landscaping Exhibit - Exhibit G

### Overview of Proposed Development and General Development Standards

**Location & Surrounding Area:** The proposed West Newton D-P (the “Development”) is located in Decatur Township and consists of approximately 105 acres on the south side of West Southport Road as depicted on the attached **Exhibit A** and more particularly described on the attached **Exhibit B** (the “Site”). The Site is bordered by agricultural fields, residential parcels, and a solar field.

**Proposed Development.** Petitioner proposes to develop a residential neighborhood with a mixture of two lot types and home products within the Development. The description of the homes is detailed below and the general location and distribution of these lot types will be as depicted on **Exhibit C**:

1. **Arbor Series** shall include detached single-family dwellings consisting of one- story and two-story homes on individual deeded lots. There shall be no more than 217 homes within the Development. The Arbor Series shall generally adhere to the homesite placement as shown on the attached **Exhibit C**.
2. **Genesis Series** shall include detached single-family dwellings consisting of two-story and three-story homes on individual deeded lots. There shall be no more than 97 homes within the Development. The Genesis Series shall generally adhere to the homesite placement as shown on the attached **Exhibit C**.

**Density.** There shall be no more than 314 dwelling units or a maximum approximate gross density of approximately 3.0 units per acre.

**Minimum Open Space.** The minimum amount of permanent open space shall be approximately 35 acres or approximately 33% of the total land area.

**Amenities.** Community Amenities installed within the Development are depicted in **Exhibit C** and shall include the following:

- a) a pool and pool house;
- b) three (3) playgrounds;
- c) gazebo gathering area;
- d) bocce ball courts;
- e) a disc golf course;
- f) approximately 1 mile of multipurpose path;
- g) three (3) picnic/BBQ areas;
- h) and approximately 18 acres of preserved natural vegetation.

**Streets.** The streets within the Development shall be built to the Indianapolis Department of Public Work’s current specifications.

**School Bus Shelters.** Covered school bus shelters will be placed throughout the neighborhood in common areas. Direction from the school district on quantity and location



will be sought.

**Street Lights.** The Development shall have uniform street lights at each intersection and the Development's entryway shall be lighted. Such street lights shall conform with the standards of the current Marion County Subdivision Control Ordinance ("Subdivision Ordinance").

**Signage.** Signage within the Development, including neighborhood entrance identification signage, directional signage, and any amenity area signage shall conform with the standards of the current Dwelling District Sign Regulations.

**East Entrance Landscaping.** The East entrance to the neighborhood shall include, at a minimum, an entry monument and a 150 square foot landscape bed that will be substantially covered with a variety of planting types such as groundcover, perennials, shrubs, and ornamental trees.

**West Entrance Landscaping.** The West entrance to the neighborhood shall be designed as a boulevard entrance and include, at a minimum, an entry monument landscaped bed that will be substantially covered with a variety of planting types such as groundcover, perennials, shrubs, and ornamental trees.

**Buffer Zones.** A buffer yard shall be placed adjacent to West Southport Road and along the West Side of the Development in the general areas shown on **Exhibit C, Concept Plan.** The buffer yard along West Southport Road shall include an undulated mound and have three (3) shade trees, three (3) evergreens, and ten (10) shrubs every 100 lineal feet. The buffer yard located along the West perimeter shall have three (3) shade trees, three (3) evergreens, and ten (10) shrubs every 100 lineal feet.

**Natural Preservation Area.** The Development will preserve approximately eighteen (18) acres of existing vegetation area. The location of the Preservation Areas is depicted on **Exhibit C.**

**Homeowners' Association/Covenants.** The maintenance and upkeep of the Common Areas as approximately shown on the attached **Exhibit C** including detention ponds, open space, and amenities within the Development shall be the responsibility of a mandatory homeowners' association ("HOA"), to be established pursuant to the terms of a Declaration of Covenants, Conditions and Restrictions ("Covenants") to be recorded prior to final plat approval for the Development. The Covenants shall apply to all real estate within the Development.

The Covenants shall include language requiring an initial two (2) year owner-occupied residency requirement prior to allowing rental use unless renting to immediate family or in case of financial hardship that is approved by the Homeowner's Association (HOA), or unless otherwise required by the terms of a federally insured mortgage encumbering a home or if invalidated by Local, State, or Federal Law.

The Covenants shall include language prohibiting Accessory Dwelling Units (ADUs) and other Accessory Structures such as sheds, detached garages, and storage structures.

**Anti-Monotony Standard.** A subject lot shall not have the same front elevation or exact color scheme with the homes immediately adjacent to the subject lot and as the home immediately across the street from the subject lot.

**Permitted Uses and Underlying Zoning District.** All permitted, accessory, temporary, and special exception uses permitted in the Dwelling District Four (D-4) zoning district set forth in the Zoning Ordinance for Marion County, Indiana in effect at the time this Development is approved by the City-County Council (the “Zoning Ordinance”) shall be permitted on the Arbor District Lots, except as specified below. If any development standard is not set forth in this Preliminary Plan and DP Statement (“DP Statement”), the D-4 zoning district standards shall apply.

**Prohibited Uses.** Two-Family Dwelling and Group Home.

## **Arbor Lots Development and Architectural Standards**

### **I. Intent**

The Development will permit up to two hundred seventeen (217) detached, single-family dwellings with the development standards listed below. The dwellings will be designed as one-story and two-story homes on individual deeded lots having underground utilities, centralized water and centralized sewer facilities. The homes will reflect the character as shown on the attached **Exhibit E, Arbor Character Exhibit**. These Character Exhibits are incorporated as a compilation of images designed to capture the intended quality of structures to be constructed on the Arbor Lots in this Development.

### **II. Development Standards**

Maximum Dwelling Units	217
Minimum Lot Area	6,500 sq. ft.*
Minimum Lot Width	50’*
* A minimum of 43 lots within the Arbor Homes District shall have a minimum lot area of 7,800 sq. ft. and a minimum lot width of 60’	
Minimum Living Area (sq. ft.)	
One-Story Homes	1,200 sq. ft.
Two-Story Homes	1,600 sq.ft.
Minimum Main Floor Area (sq. ft.)	800
Minimum Open Space	55%
Maximum Building Height	35’
Minimum Front Yard Building Setback	25’
Minimum Side Yard Setback	5’
Minimum Rear Yard Setback	20’
Minimum Width of Side Yard (Aggregate)	10’

### III. Architectural Standards

The following architectural standards shall apply to the Arbor District Lots:

1. Vinyl siding shall be .044 gauge with ¾" butt.
1. The roof pitch over the main body of each house shall be a minimum of 6/12 and each house shall have a minimum of a 12" overhang on all sides measured from the frame of the house. Dormer, shed or porch roofs may be a different pitch.
2. The driveways shall be at least 16' wide and a minimum of approximately 25' in length measured from the leading edge of the garage to the sidewalk.
3. Each dwelling shall have an attached 2-car attached garage, at minimum. An offset or separate garage bay shall be required for all homes with a three-car garage.
4. A 5' wide grass strip shall be maintained between the curbs and sidewalks.
5. Each lot shall contain a minimum of 2 trees and 5 shrubs.
6. All homes shall have fully sodded front yards installed by the home builder. This includes the five (5') foot wide grass strip in front of every home. The rear and side yards shall be seeded by the builder.
7. There shall be one dusk to dawn lights on the front of each garage.
8. All homes shall have dimensional or architectural grade shingles.
9. The garage door width of the home shall not exceed 50% of the front façade width. This does not apply when a 3<sup>rd</sup> car garage is installed.
10. Windows shall be required on all sides of the home that are adjacent to a street or common area.
11. All homes in the Arbor District shall have a minimum of a 24-inch masonry wainscot on the front elevation.

Character Exhibits: Character exhibits, attached hereto as **Exhibit E**, are incorporated as a compilation of images designed to capture the intended quality of structures to be constructed in the Arbor District. Although the exhibits do not necessarily represent final design or specify a required architectural style or element, they do hereby establish a benchmark for the quality and appearance of structures that are required to be constructed and that

contribute to the Arbor District’s intent and vision. It is not the intent to limit the architectural styles shown in Exhibit E, but to encourage diversity in architectural styles of Dwellings within the Arbor District.

**Genesis Lots Development and Architectural Standards**

**II. Intent**

The Development will permit up to one hundred seven (97) detached, single-family dwellings. The dwellings will be designed as two-story and three-story homes on individual deeded lots having underground utilities, centralized water and centralized sewer facilities. The homes will reflect the character as shown on the attached **Exhibit F, Genesis Character Exhibit**. These Character Exhibits are incorporated as a compilation of images designed to capture the intended quality of structures to be constructed on the Genesis Lots in this Development.

**III. Development Standards**

Maximum Dwelling Units	97
Minimum Lot Area	4,000 sq. ft.
Minimum Lot Width	40’
Minimum Living Area (sq. ft.)	
Two-Story Homes	1,100 sq. ft.
Three-Story Homes	1,800 sq.ft.
Minimum Main Floor Area (sq. ft.)	550*
Minimum Open Space	60%
Maximum Building Height	35’
Minimum Front Yard Building Setback	20’
Minimum Side Yard Setback	5’
Minimum Rear Yard Setback	10’
Minimum Width of Side Yard (Aggregate)	10’

\* Minimum Main Floor Living Area may be less than 550 SF provided that total Finished Floor Area is at least 1,900 SF

**IV. Architectural Standards**

The following architectural standards shall apply to the Genesis Lots:

1. Vinyl siding shall be .044 gauge with ¾” butt.
2. The roof pitch over the main body of each house shall be a minimum of 5/12 and each house shall have a minimum of a 12” overhang on the front elevation measured from the frame of the house. Dormer, shed or porch roofs may be a different pitch.

3. The driveways shall be at least 16' wide and a minimum of approximately 20' in length measured from the leading edge of the garage to the sidewalk.
4. Each dwelling shall have an attached 2-car attached garage.
5. A 5' wide grass strip shall be maintained between the curbs and sidewalks for lots adjacent to public street.
6. Each lot shall contain a minimum of 1 tree and 3 shrubs.
7. All homes shall have fully sodded front yards installed by the home builder. The rear and side yards shall be seeded by the builder.
8. There shall be one dusk to dawn lights on the front of each garage.
9. All homes shall have dimensional or architectural grade shingles.
10. The garage door width of the home shall not exceed 55% of the front façade width..
11. Character Exhibits: Character exhibits, attached hereto as **Exhibit F**, are incorporated as a compilation of images designed to capture the intended quality of structures to be constructed on the identified Genesis Lots. Although the exhibits do not necessarily represent final design or specify a required architectural style or element, they do hereby establish a benchmark for the quality and appearance of structures that are required to be constructed and that contribute to the intent and vision of the Genesis homes. It is not the intent to limit the architectural styles shown in **Exhibit F**, but to encourage diversity in architectural styles of the homes on the Genesis Lots.

Exhibit A  
Area Map



## Exhibit B

### Legal Description

The Land referred to herein below is situated in the County of Marion, State of Indiana, and is described as follows:  
(Tract 1 / Parcel Nos. 49-13-14-109-003.000-200 & 49-13-14-109-002.000-200)

Thirty-two (32) acres off of the North end of the East one-half (1/2) of the Southeast quarter of Section Fourteen (14) North, Township Fourteen (14), Range Two (2) East,

**EXCEPT:**

Part of the East half of the Southeast quarter of Section 14, Township 14 North, Range 2 East of Marion County, Indiana, more particularly bounded and described as follows, to-wit: Beginning 4.0 feet east of the northwest corner on the north line of said east half, run thence southerly and parallel to the east line of said East half for (138.0) feet; run thence easterly and parallel to the north line of said East half for (50) feet; run thence south and parallel to the east line of the east half for (80) feet; run thence easterly and parallel to the north line of the east half for (194.0) feet; run thence northerly and parallel to the east line of the east half for (218.0) feet to the north line of the east half; run thence westerly on said north line in Southport County Road for (244.0) feet to the place of beginning, containing (1.129) acres, more or less, and subject to all legal easements and rights-of-way of record.

**ALSO EXCEPT:**

Part of the East half of the Southeast quarter of Section 14, Township 14 North, Range 2 East, Marion County, Indiana, more particularly bounded and described as follows, to wit: Beginning at the northwest corner of said east half, run thence southerly and parallel to the east line thereof for (138.0) feet; run thence easterly parallel to the north line of the east half for (4.0) feet; run thence northerly parallel to the east line of the east half for (138.0) feet to the north line thereof; run thence westerly on said north line for (4.0) feet to the place of beginning, containing (620 square feet), more or less, and subject to all legal easements and rights-of-way of record.

**ALSO EXCEPT:**

Part of the East half of the Southeast quarter of Section 14, Township 14 North, Range 2 East, Marion County, Indiana, more particularly bounded and described as follows, to-wit: Beginning (138.0) feet south of the northwest corner of said east half, and on the east line of a (1.3) acre tract; run thence easterly parallel to the north line of the east half for (54.0) feet; run thence southerly parallel to the east line of the east half and the east line of said (1.3) acre tract for (110.0) feet; run thence westerly parallel to the north line of the east half (54.0) feet to the east line of said (1.3) acre tract; run thence northerly on the east line of said (1.3) acre tract (110.0) feet to the place of beginning. Containing (5940.0 feet) or (.14) acre, more or less, and subject to all legal easements and rights-of-way of record.

**ALSO EXCEPT** that portion conveyed by Warranty Deed by and between West Newton Land Company, LLC and Greenwald Enterprises, Inc., recorded March 10, 2015 as Instrument No. 201500020907 and re-recorded June 9, 2015 as Instrument No. [201500054285](#), in the Office of the recorder of Marion County, Indiana, more particularly described as follows:

That portion of the East Half of the Southeast Quarter of Section 14, Township 14 North, Range 2 East of the Second Principal Meridian in Decatur Township, Marion County, Indiana, described as follows:

Commencing at the Northwest corner of said East Half; thence South 00 degrees 04 minutes 44 seconds West (assumed bearing) along the West line thereof 248.00 feet to a 5/8 inch rebar with "Banning Eng Firm #0060" cap (herein referred to as "rebar") set at the POINT OF BEGINNING, said point being the Southwest corner of a 54.0 foot by 110.0 foot parcel described in the deed for Mills recorded as Instrument Number 20080023650 in the Office of the Recorder of said County; thence continue South 00 degrees 04 minutes 44 seconds West along said West line 786.80 feet to a rebar set at the Southwest corner of the land of West Newton Land Company LLC as described in Instrument Number 201200140811 in said County records; thence North 89 degrees 44 minutes 18 seconds East along the South line of said land 54.00 feet to a rebar set; thence North 00 degrees 04 minutes 44 seconds East parallel with said West line 786.80 feet to a rebar set at the Southeast corner of the said Mills parcel; thence South 89 degrees 44



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Division of Planning  
Current Planning

minutes 18 seconds West along the South line of said parcel 54.00 feet to the POINT OF BEGINNING, containing 0.975 acres, more or less.

(Tract 2 / Parcel No. 49-13-13-110-001.000-200)

The West one-half of the Southwest quarter Section 13, Township 14 North, Range 2 East, containing Eighty (80) acres more or less, in Marion County, Indiana. (Also known as the Yeager farm.) Recorded as Instrument #36833, July 8, 1947.

EXCEPT:

Part of the West half of the Southwest quarter of Section 13, Township 14 North, Range 2 East, Marion County, Indiana, more particularly described as follows:

Beginning at a point on the North line of said half quarter section, distant 317.80 feet West of the northeast corner thereof; running thence West along said north line 190 feet; thence south making an interior angle of 92 degrees 26 minutes a distance of 200 feet; thence east making an interior angle of 89 degrees 11 minutes a distance of 201.30 feet; thence north making an interior angle of 87 degrees 37 minutes a distance of 205.50 feet to the Point of Beginning, containing in all 0.91 acres, more or less.

ALSO EXCEPT that portion conveyed by Warranty Deed by and between West Newton Land Company, LLC and Greenwald Enterprises, Inc., recorded March 10, 2015 as Instrument No. 201500020907 and re-recorded June 9, 2015 as Instrument No. [201500054285](#), in the Office of the recorder of Marion County, Indiana, more particularly described as follows:

That portion of the West Half of the Southwest Quarter of Section 13, Township 14 North, Range 2 East of the Second Principal Meridian in Decatur Township, Marion County, Indiana, described as follows:

BEGINNING at a Harrison monument found marking the Southwest corner of said West Half; thence North 00 degrees 04 minutes 58 seconds East (bearings per record survey under Instrument No. 201400091750) along the West line thereof 80.00 feet to a 5/8 inch rebar with "Banning Eng Firm #0060" cap set; thence South 46 degrees 08 minutes 21 seconds East 110.70 feet to a 5/8 inch rebar with "Banning Eng Firm #0060" cap set on the South line of said West Half; thence South 87 degrees 38 minutes 21 seconds West along said South line 80.00 feet to the POINT OF BEGINNING, containing 3197 square feet more or less.

ALSO EXCEPT that portion conveyed by Special Warranty Deed by and between West Newton Land Company LLC and Drees Premier Homes, Inc., recorded October 22, 2014 as Instrument No. 201400102011 and re-recorded June 4, 2015 as Instrument No. [201500052365](#), in the Office of the Recorder of Marion County, Indiana, more particularly described as follows:

That portion of the West Half of the Southwest Quarter of Section 13, Township 14 North, Range 2 East of the Second Principal Meridian in Decatur Township, Marion County, Indiana, described as follows:

BEGINNING at a Mag nail with "Firm #0066" tag found marking the Northeast corner of said West Half; thence South 00 degrees 06 minutes 50 seconds West (assumed bearing) along the East line thereof 986.02 feet to 5/8 inch rebar with "Banning Eng Firm #0060" cap set; thence South 87 degrees 10 minutes 46 seconds West parallel with the North line of said Southwest Quarter 166.96 feet to a 5/8 inch rebar with "Banning Eng Firm #0060" cap set on the Southerly extension of an existing woven wire fence; thence North 00 degrees 03 minutes 45 seconds West along said fence and its Southerly extension 680.02 feet to a rebar set; thence South 87 degrees 10 minutes 46 seconds West parallel with said North line 128.99 feet to a rebar set on the Southerly extension of the East line of the land of Murphy as described in Instrument Number 1997-0189579 in the Office of the Recorder of said county; thence North 03 degrees 35 minutes 14 seconds West along said East line and its Southerly extension 305.52 feet to a Mag nail with "Banning Eng #0060" tag set on said North line; thence North 87 degrees 10 minutes 46 seconds East along said North line 317.80 feet to the POINT OF BEGINNING, containing 4.779 acres, more or less.





Exhibit D - Illustrative Architectural Exhibit (Arbor Lots)





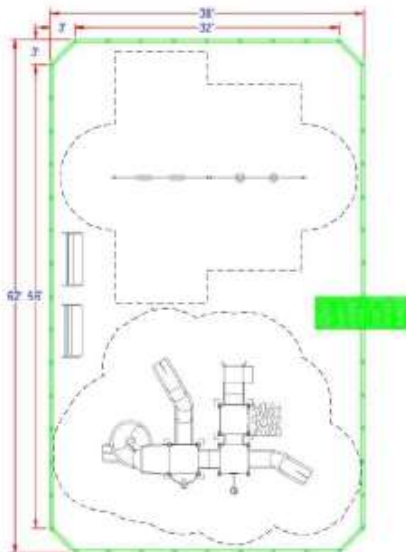
Exhibit E - Illustrative Architectural Exhibit (Genesis Lots)



**Exhibit F – Illustrative Examples of Development’s Amenities**



*Three Playgrounds will be installed throughout the Development and will be accessed by sidewalk and/or the internal trail system. Illustrative examples shown are to show the character of the playground equipment that will be installed at each playground site. General location of each playground will adhere to Exhibit C.*



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*Three Picnic/BBQ areas will be installed throughout the Development in easily accessible locations. Each distinct area will be a minimum of 2,000 SF and feature a shelter, seating and grill similar to the areas shown as illustrative examples. In addition, a Gazebo gathering area will be installed near the northwestern most pond in the Development. The general locations of each Picnic/BBQ area and Gazebo will adhere to Exhibit C.*

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*A Pool and Pool House amenity will be located near the East entrance to the Development. The general location of the Pool and Pool House will adhere to Exhibit C.*

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*Active Play amenities will be included in the Development and located in the area east of Swamp Creek (see Exhibit C). At a minimum, four bocce courts with bench seating will be installed and will be of similar character to the illustrative example provided. A four-hole Disc Golf Course will be installed in the Development. Signs marking each tee off area as well as baskets will be installed.*

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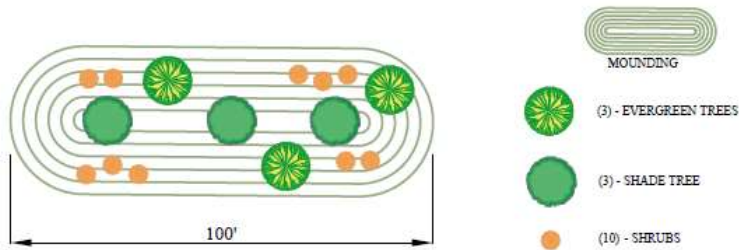




# Exhibit G - Landscaping Exhibit

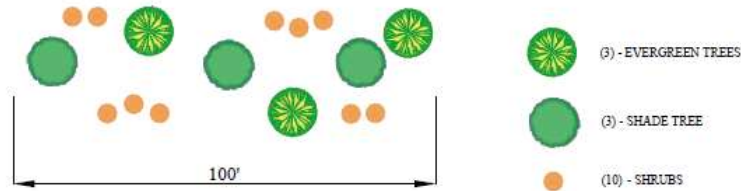
## LANDSCAPE & MOUNDING

### WEST SOUTHPORT ROAD



## LANDSCAPE

### NORTHWEST PORTION OF SITE



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## ***TRAFFIC IMPACT STUDY***

### ***PROPOSED RESIDENTIAL DEVELOPMENTS "WEST NEWTON" AND "GOOSE CREEK FARMS"***

***MOORESVILLE ROAD & SOUTHPORT ROAD  
DECATUR TOWNSHIP, INDIANA***

***PREPARED FOR***



**ARBOR  
HOMES**

***JUNE 2024***

### *INTRODUCTION*

This **TRAFFIC IMPACT STUDY**, prepared on behalf of Arbor Homes, is for two proposed residential developments known as “Goose Creek Farms” and “West Newton” that will be located to the north and south of Southport Road, between Mooresville Road and Mann Road in Decatur Township, Indiana.

### *PURPOSE*

The purpose of this analysis is to determine what impact the traffic generated by the proposed developments will have on the existing adjacent roadway system. This analysis will identify any existing roadway deficiencies or ones that may occur when this site is developed.

Conclusions will be reached that will determine if the roadway system can accommodate the anticipated traffic volumes or will determine the modifications that will be required to the system if there are identified deficiencies.

Recommendations will be made that will address the conclusions resulting from this analysis. These recommendations will address feasible roadway system improvements to provide safe ingress and egress, to and from the proposed developments, with minimal interference to traffic on the public street system.

### *SCOPE OF WORK*

The scope of work for this analysis is as follows:

First, obtain turning movement traffic volume counts between the hours of 6:30 A.M. to 9:00 A.M. and 3:30 P.M. to 6:30 P.M. during a typical weekday while school was in session in April 2024 at the following intersections:

- Southport Road & Mooresville Road
- Southport Road & Mann Road
- Mooresville Road & Camby Road
- Mooresville Road & Mills Road

Second, estimate the year 2029 background traffic volumes by applying a 1% per year growth rate to the existing traffic volumes.

Third, estimate the number of peak hour trips that will be generated by the proposed developments.

Fourth, assign and distribute the generated traffic volumes from the proposed developments to the study intersections.

Fifth, prepare a capacity analysis, level of service analysis, and turn lane analysis at the study intersections for each of the following scenarios:

*Scenario 1: Existing Traffic Volumes* – Based on existing peak hour traffic volumes.

*Scenario 2: Year 2029 Background Traffic Volumes* – Based on applying a 1.0% per year annual growth rate to the existing traffic volumes.

*Scenario 3: Year 2029 Proposed Developments Traffic Volumes* – Based on the sum of year 2029 background traffic volumes and generated traffic volumes from the proposed developments.

Sixth, prepare recommendations for the roadway geometrics that will be needed to accommodate the total traffic volumes once the proposed developments are constructed.

Finally, prepare a **TRAFFIC IMPACT STUDY** report documenting all data, analyses, conclusions and recommendations to provide for the safe and efficient movement of traffic through the study area.

### ***DESCRIPTION OF THE PROPOSED DEVELOPMENTS***

The subject sites are located to the north and south of Southport Road between Mooresville Road and Mann Road in Decatur Township, Indiana. “Goose Creek Farms”, on the north side of Southport Road, will consist of 133 single-family homes. “West Newton”, on the south side of Southport Road will consist of 292 single-family homes. Both the developments will be served by two full access drives along Southport Road. **Figure 1** is an area map showing the location and general layout of the site.

### ***STUDY AREA***

The study area for this analysis has been defined to include the following intersections:

- Southport Road & Mooresville Road
- Southport Road & Mann Road
- Mooresville Road & Camby Road
- Mooresville Road & Mills Road
- Southport Road & Proposed West Access Drive
- Southport Road & Proposed East Access Drive

**Figure 2** shows the existing intersection geometrics at the existing study intersections.

### TURN LANE ANALYSIS

The year 2029 background traffic volumes were combined with the generated traffic volumes from the proposed developments to determine if right-turn or left-turn lanes would be required along Southport Road at the proposed access drive locations. This analysis was done in accordance with the INDOT *Driveway Permit Manual*<sup>2</sup>. The results are summarized in the following table.

TABLE 3 – TURN LANE WARRANT ANALYSIS SUMMARY

LOCATION	SCENARIO	EASTBOUND		WESTBOUND	
		RIGHT-TURN LANE	LEFT-TURN LANE	RIGHT-TURN LANE	LEFT-TURN LANE
Southport Road & Proposed West Access Drive	Total Year 2029 Traffic Volumes + Generated Traffic Volumes	X	X	X	X
Southport Road & Proposed East Access Drive	Total Year 2029 Traffic Volumes + Generated Traffic Volumes	✓	X	X	X

✓ = Turn Lane warranted; X = Turn Lane not warranted

Where turn lanes are not shown to be warranted, it should be noted that turn lanes could be required based on local standards. The graphs that show the turn lane warrant criteria are shown in the Appendix.

### CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/SimTraffic*<sup>3</sup>. This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 7<sup>th</sup> Edition)*<sup>4</sup>. The following list shows the delays related to the levels of service for unsignalized intersections:

<sup>2</sup> INDOT *Driveway Permit Manual*, Indiana Department of Transportation, 2018

<sup>3</sup> *Synchro/SimTraffic 12*, Cubic Transportation Systems, 2023.

<sup>4</sup> *Highway Capacity Manual (HCM), 7<sup>th</sup> Edition* Transportation Research Board, The National Academies of Sciences, Washington, DC, 2022.

### ***CONCLUSIONS & RECOMMENDATIONS***

The conclusions that follow are based on the data and analyses presented in this study and a field review conducted at the site. Based on the analysis and the resulting conclusions of this study, recommendations are formulated to ensure that the roadway system will accommodate future traffic volumes.

#### **SOUTHPORT ROAD & MOORESVILLE ROAD**

Capacity analyses have shown that the westbound approach at this intersection will operate with increased delays during the PM peak hour when the proposed developments traffic volumes are added to the roadway network. These delays can be substantially reduced if separate left-turn and right-turn lanes are constructed along the westbound approach. However, the presence of the bridge over Goose Creek substantially limits feasible improvements on this approach.

#### **SOUTHPORT ROAD & MANN ROAD**

Capacity analyses have shown that all approaches to this intersection currently operate and will continue to operate at acceptable levels of service during the AM and PM peak hours for all traffic scenarios. Therefore, no improvements are recommended at this location.

#### **MOORESVILLE ROAD & CAMBY ROAD**

Capacity analyses have shown that all approaches to this intersection currently operate and will continue to operate at acceptable levels of service during the AM and PM peak hours for all traffic scenarios. Therefore, no improvements are recommended at this location.

#### **MOORESVILLE ROAD & MILLS ROAD**

Capacity analyses have shown that this intersection will operate below acceptable levels of service when the proposed developments traffic volumes are added to the roadway network. Further analyses have shown that this intersection will operate at acceptable levels of service if converted to a single-lane roundabout.

#### **SOUTHPORT ROAD & PROPOSED WEST ACCESS DRIVE**

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following intersection conditions:

- Construction of the proposed full access drive with one inbound and at least one outbound lane on each side of Southport Road.
- The intersection should be stop-controlled with the access drive stopping for Southport Road.

SOUTHPORT ROAD & PROPOSED EAST ACCESS DRIVE

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following intersection conditions:

- Construction of the proposed full access drive with one inbound and at least one outbound lane on each side of Southport Road.
- Construction of eastbound right-turn lane along Southport Road.
- The intersection should be stop-controlled with the access drive stopping for Southport Road.

DRAFT



Looking west on Southport Road with the subject site on the left.



Looking east on Southport Road with the subject site on the right at the northeast corner of the site.





Eastern boundary along Swamp Creek that falls within the stream protection corridor.



Photo of the subject site looking southwest.



Looking west on Southport Road with the subject site on the left.



Looking east on Southport Road with the subject site on the right.



Western property boundary of the subject site looking south.



Photo of the single-family dwelling west of the subject site.



Single-family dwelling east of Swamp Creek at the northeast corner of the site.