

Shelby County Plan Commission

January 24, 2023 at 7:00 PM

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MEETING AGENDA

Shelby County Plan Commission
January 24, 2023 at 7:00 P.M.

CALL TO ORDER

ROLL CALL

ELECTION OF OFFICERS

PC APPOINTMENT TO THE BZA

PC APPOINTMENT OF BZA HEARING OFFICER

ATTORNEY CONTRACT

APPROVAL OF MINUTES

Minutes from the October 25, 2022 meeting.

WITHDRAWN BUSINESS

NORTHWEST SHELBY COUNTY ECONOMIC DEVELOPMENT AREA RESOLUTION: Resolution approving amendments to the Declaratory Resolution of the Shelby County Redevelopment Commission that established the Northwest Shelby County Economic Development Area.

BUSINESS CONTINUED TO FEBRUARY 28, 2023

RZ 22-19 – HERITAGE AGGREGATES LLC REZONING: Rezoning of 243.04-acres from the A1 (Conservation Agricultural) District and R1 (Single-Family Residential) District to the HI (High Impact) District to allow for expansion of aggregate mining operations. Located generally, north of CR 1200 S, south of Old SR 252, east of CR 100 W, and west of SR 9, Flat Rock, Washington Township.

OLD BUSINESS

None.

NEW BUSINESS

RZ 23-01 – APPLE REZONING: Rezoning of 0.34-acres from the R1 (Single-Family Residential) District to the M1 (Multiple-Family Residential) District to allow for the development of two duplexes & rezoning of 0.12-acres from the R1 (Single-Family Residential) District to the C2 (Highway Commercial) District to allow for expansion of an adjacent commercial property. Located at 15 Hale Rd, 17 Hale Rd, & 1016 W Hendricks St, Shelbyville, Addison Township.

RZ 23-02 – JANUARY REZONING: Rezoning of 18.23-acres from the A1 (Conservation Agricultural) District to the I2 (High Intensity Industrial) District to allow for development of a tractor/trailer repair and trucking company center. Located west of and adjoining 8111 N 850 W, Fairland, Moral Township.

RZ 23-03 – JUGAAD LLC REZONING: Rezoning of 6.971-acres from the A1 (Conservation Agricultural) District and I2 (High Intensity Industrial) District to allow for a truck parking facility. Located east of and adjoining 9075 N Frontage Rd, Fairland, Moral Township.

DISCUSSION

Approval of 2023 Meeting Calendar

Plan Commission Rules of Procedure

ADJOURNMENT

The next regular meeting of the Shelby County Plan Commission is scheduled for Tuesday, **February 28 2023 at 7:00 PM.**

Property Details

Location: 15 Hale Rd, 17 Hale Rd, & 1016 W Hendricks St, Shelbyville, Addison Township.

Property Size: 0.46-acres.

Current Land Use: Vacant.

Current Zoning Classification

R1 (Single-Family Residential)

This district is established for single-family detached, medium to large sized homes on medium to large sized lots.

Proposed Zoning Classification

M1 (Multiple-Family Residential)

This district is established for small-scale, two and three-family housing units.

Application: Existing and new development.

Small area zoning

Plan Commission: Use this zoning district for existing developments and carefully for new multiple-family residential development.

C2 (Highway Commercial)

This district is established for commercial uses that are closely related to the special needs of the traveling public, interstate commerce, trucking and, in general, vehicular traffic along interstates and major state highways.

Application: Only permitted within 600 feet of an interstate interchange or intersection of two major arterial streets; however, not appropriate at all interchanges or intersection of major arterial streets. Existing and new development. Small to medium area zoning.

Plan Commission: Use this zoning district for existing developments and carefully for new commercial development.

Future Land Use per Comp Plan

Incorporated Planning Area – Single-Family Residential

Single-family residential can indicate a few varieties of densities including high, medium and low densities.

Staff Report

Case Number: RZ 23-01

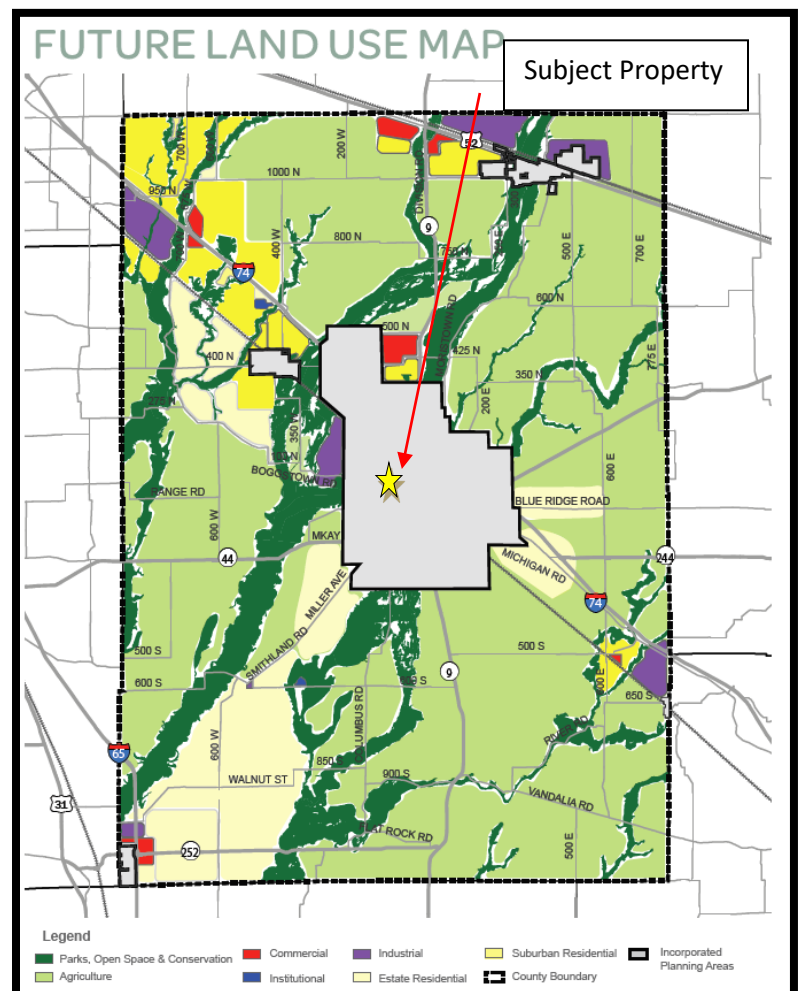
Case Name: Apple Rezoning – R1 (Single-Family Residential) to M1 (Multiple-Family Residential) and C2 (Highway Commercial)

Request

Rezoning of 0.34-acres from the R1 (Single-Family Residential) District to the M1 (Multiple-Family Residential) District to allow for the development of two duplexes.

Rezoning of 0.12-acres from the R1 (Single-Family Residential) District to the C2 (Highway Commercial) District to allow for expansion of an adjacent commercial property.

Future Land Use Map

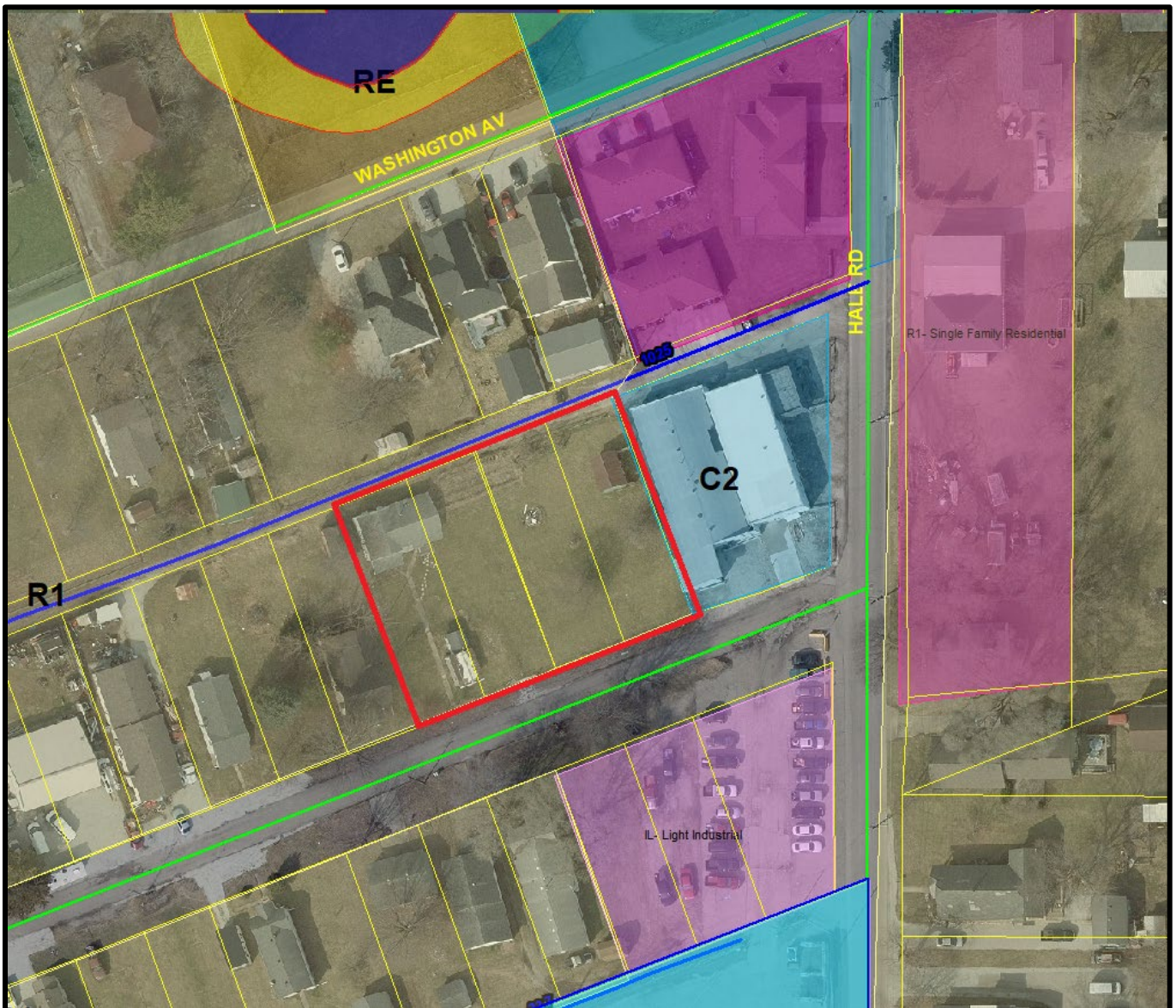


Property Details

Surrounding Development

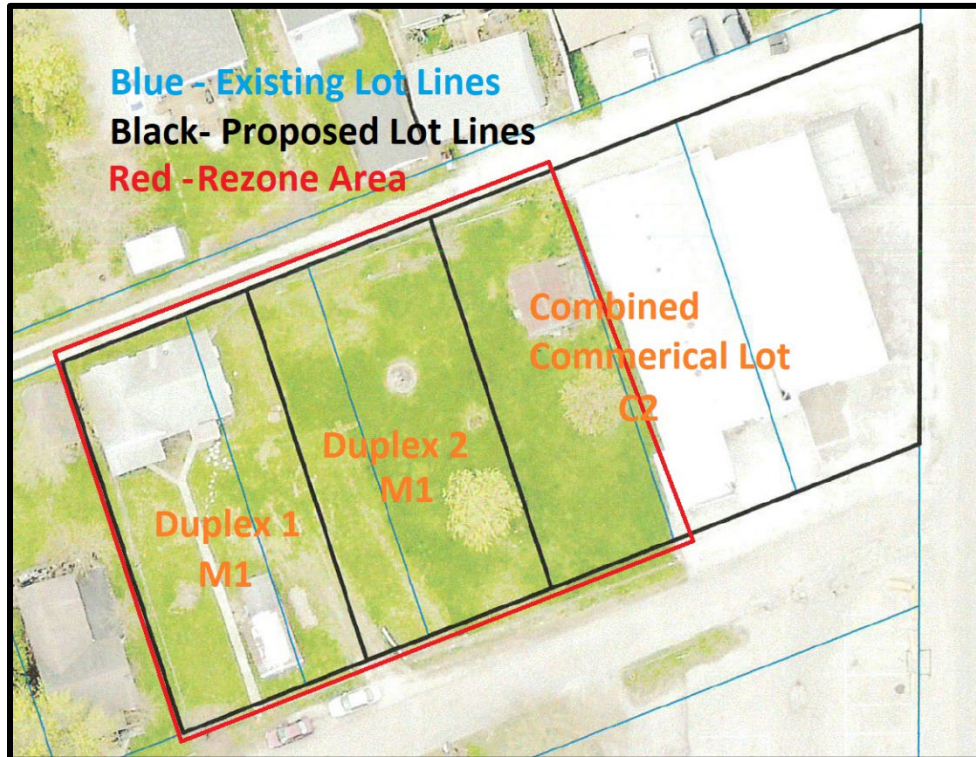
	Zoning	Land Use
North	R1	Single-Family Residential
South	IL (Shelbyville)	Institutional
East	C2	Commercial
West	R1	Single-Family Residential

Property Map



Case Description

- The property currently consists of four, vacant single-family residential lots in the Mapleton Subdivision. The petitioner plans to combine the three western lots into two lots, and to construct a duplex on each of these lots. The petitioner plans to add the fourth lot to the adjacent commercial lots to the east. The combined commercial lots would allow the petitioner to construct an addition to the west side of the existing building on the commercial lot.



- Approval of the rezoning would permit the proposed use of the lots; however, the Plan Commission would need to approve a new subdivision plat to allow the petitioner to rearrange the lots lines. The petitioner intends to request this approval from the Plan Commission in February of 2023.
- In 2022, the petitioner demolished a single-family residence on the western two lots.
- Commercial uses have operated on the adjacent lots to the east since the 1950s.
- Adjacent development primarily includes single-family residential lots, however adjacent property to the northeast includes three duplexes.
- A City of Shelbyville sewer line runs along Hale Rd. The Shelby County Health Department stated that any new residential units constructed on the property must connect to sanitary sewer.
- Members of the Site Plan/Technical Advisory Committee (TAC) would review a detailed site plan prior to issuing construction permits for the duplexes. The petitioner has contacted the City of Shelbyville Public Utility Office

regarding sewer hook-up and the City of Shelbyville Stormwater Department regarding drainage. The TAC will require approval from these entries prior to issuing construction permits.

Staff Analysis Findings of Fact

In accordance with IC 36-7-4-603 and the UDO, when considering a rezoning, the Plan Commission shall pay reasonable regard to:

1. **Current Conditions and the Character of Current Structures and Uses in Each District**
2. **The Most Desirable Use for Which the Land in Each District Is Adapted**
3. **The Conservation of Property Values throughout the Jurisdiction**
4. **Responsible Development and Growth**
5. **The Comprehensive Plan**
 - The surrounding area includes a variety of residential, commercial, industrial, and institutional uses. Development of the property for multi-family and commercial use would not deviate from the character of the area.
 - Development of the property would increase the value of the property, thereby potentially increasing the value of surrounding properties.
 - Approval of permits to allow for construction would require approval of a Site Plan by the TAC and applicable utility agencies.
 - The property lies within the City of Shelbyville’s Incorporated Planning Area. The city planning department does not oppose the rezoning, however, has noted that none of the lots have a tap to the sewer system, and that the lots appear too small for a septic system.

Staff Recommendation

Staff recommends **APPROVAL** primarily because the property lies within the City of Shelbyville’s Incorporated Planning Area and the city planning department does not oppose the rezoning.

Applicant/Owner Information

Applicant:	Steven Apple 15 Hale Rd. Shelbyville, IN 46176	Owner:	Same
Surveyor:	Scott T. Sumerford 3149 N Riley Hwy. Shelbyville, IN 46176		

From: [Adam Rude](#)
To: [Desiree Calderella](#)
Cc: [Allan Henderson](#)
Subject: Re: 15 Hale Rd, 17 Hale Rd, & 1016 W Hendricks St
Date: Friday, January 13, 2023 3:47:02 PM

We don't have opposition to the land uses being proposed and the districts they are requesting, they are generally in alignment with our Comp Plan. We do have some concerns about how the septic will work. According to our records, none of those lots have a tap on our sewer system, and the lots seem too small for a septic system. That's really our only concern after reviewing the staff report.

Thanks for the heads up!
Adam



Adam Rude, AICP
Director, Planning and Building Department

T: 317-392-5102 x 306 | M: 317-512-0090
E: arude@cityofshelbyvillein.com | W: www.cityofshelbyvillein.com
A: 44 W. Washington Street, Shelbyville, IN, 46176

On Thu, Jan 12, 2023 at 9:36 AM Desiree Calderella <dcaldarella@co.shelby.in.us> wrote:

We have a rezoning coming up at the end of the month for this property located in the Shelbyville Incorporated Planning Area. Can you provide a city recommendation by Monday? I have attached the draft staff report with completed case description.

Thanks,

Desiree Calderella, AICP

Planning Director

Shelby County Plan Commission / Building Inspector

25 W Polk St. Room 201, Shelbyville, IN 46176

317-392-6338

<http://www.co.shelby.in.us/plan-commission/>

<https://www.co.shelby.in.us/building-inspector/>

Staff Report

Property Details

Location: West of and adjoining 8111 N 850 W, Fairland, Moral Township.

Property Size: 18.23-acres

Current Land Use: Cropland.

Current Zoning Classification

A1 (Conservation Agricultural)

This district is established for the protection of agricultural areas and buildings associated with agriculture.

Proposed Zoning Classification

I2 (High Intensity Industrial)

This district is established for high intensity industrial uses and heavy manufacturing facilities.

Plan Commission:

Use this zoning district for existing developments and carefully for new industrial development.

**see attached district intent, permitted uses, special exception uses, and development standards.*

Future Land Use per Comp Plan

Industrial

The purpose of this category is to provide for a full range of light and heavy industrial uses. Types of uses include manufacturing, processing, distribution and storage. The designation should accommodate a variety of industrial establishments which:

- *Employ high environmental quality standards*
- *May function as an integral part of an overall development area*
- *Require large tracts of land because of their nature and function*
- *Have minimal impacts on adjacent uses*

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Case Number: RZ 23-02

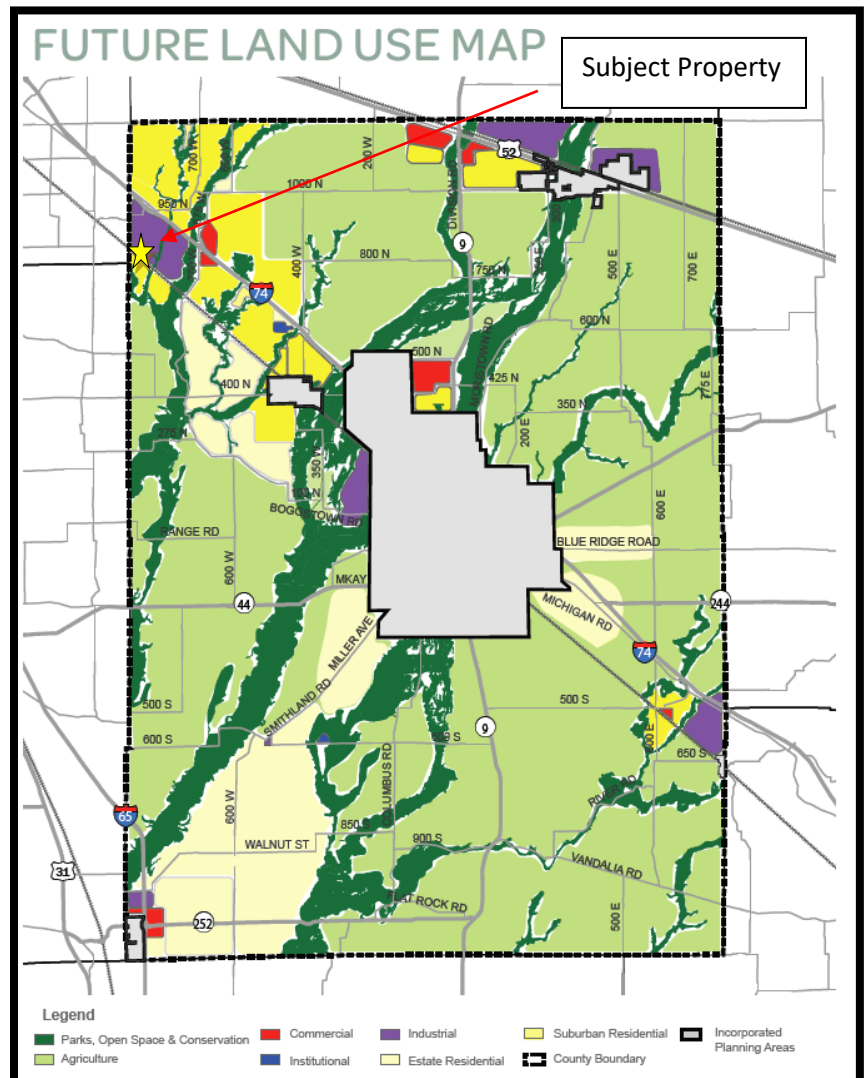
Case Name:

January Rezoning – A1 (Conservation Agricultural) to I2 (High Intensity Industrial)

Request

Rezoning of 18.23-acres from the A1 (Conservation Agricultural) District to the I2 (High Intensity Industrial) District to allow for development of a tractor/trailer repair and trucking company center.

Future Land Use Map



Property Details

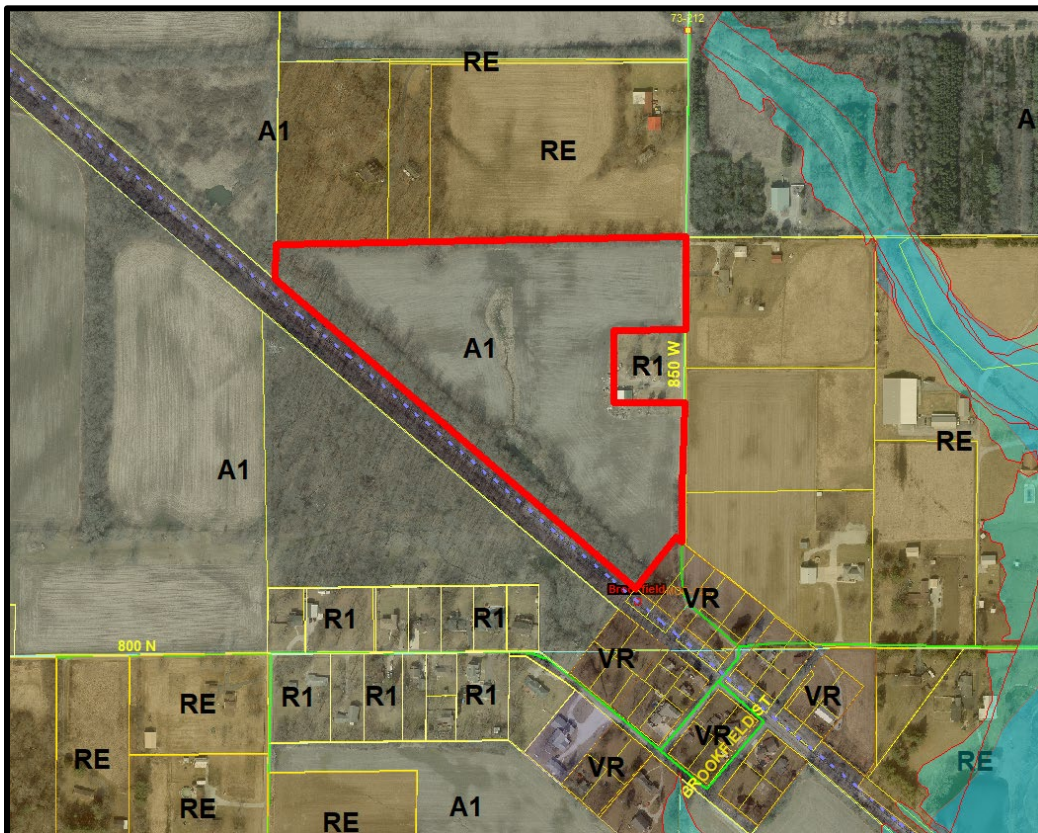
Focus Area #1- Northwest Corner

1. Cooperate with Indy MPO for project inclusion and future funding applications.
2. Build County partnerships for future development potential- focus on residential and commercial opportunities utilizing non-prime farmland and suitable soil conditions as development opportunities.
3. Target residential, commercial, and industrial development near existing interchanges.
4. Take advantage of the gateway opportunity into Shelby County; utilize this portion of the county as a highly visible marketing opportunity for Shelby County and its communities.
5. Encourage the extension of public water & sewer facilities to this area.
6. Take advantage of the opportunities associated with the floodplain and encourage floodplain mitigation in areas targeted for development.

Surrounding Development

	Zoning	Land Use
North	RE	Estate Residential
South	A1/VR	Railroad / Woodland
East	R1/RE	Single-Family Residential
West	A1	Woodland

Property Map



Case Description

- The petitioner intends to develop the property for a tractor/trailer repair and trucking company center.
- Proposed development includes a truck-service center and office building, outdoor trailer, tractor-trailer, and automobile parking areas, and parking and maneuvering areas.
- The petitioner initially proposes to develop the northeast corner of the site, however rezoning of the entire site would allow for future expansion of the business.
- The UDO permits outdoor accumulation of goods, junk, motor vehicles, equipment, products or materials for permanent or temporary holding in the I2 District. The UDO also permits flex-space in the I2 District, which would allow for the development of the truck-service center to service the trucks stored outdoors.
- Notable development standards included in the UDO which would apply to the development include the following:
 - Minimum sixty (60) foot setback from adjacent residential properties for all buildings.
 - Minimum thirty (30) foot setback from adjacent residential properties for parking and maneuvering areas.
 - Landscape Buffer “B” along the railroad: One (1) canopy tree and two (2) ornamental or evergreen trees shall be planted for every sixty (60) feet of contiguous boundary with the adjacent lot. Each tree shall be planted within fifteen (15) feet of the property line, but no closer than five (5) feet to the property line.
 - Landscape Buffer “D” along all adjacent residential property lines:
 - Canopy Tree: One (1) canopy tree shall be planted for every forty (40) feet of contiguous boundary with the adjacent lot. Each tree shall be planted within twenty (20) feet of the property line; and
 - Ornamental or Evergreen Tree: Two (2) ornamental or evergreens tree shall be planted for every fifty (50) feet of contiguous boundary with the adjacent lot. Each tree shall be planted within twenty (20) feet of the property line; and
 - Row of Evergreens: One (1) evergreen tree shall be planted for every twelve (12) feet of contiguous boundary with the adjacent lot. The evergreen trees shall be planted in an irregular row spaced no closer than nine (9) feet apart or more than fifteen (15) feet apart. The irregular row shall be planted at least twenty-five (25) feet from the property line; and
 - Fence or Mound: A minimum six (6) foot tall opaque fence or a minimum five (5) foot tall undulating mound shall be installed roughly parallel to the property line. The fence or undulating mound shall be installed at least twenty-five (25) feet from the property line.
 - All site lighting must be full cut-off fixtures.
 - All outdoor storage areas must be effectively screened from the street with a privacy fence and the ten (10) foot area immediately outside the fence shall be landscaped with trees (one per fifty (50) lineal feet of fence) and shrubs (one per thirty (30) lineal feet of fence).

- The property does *not* lie within a Federal Emergency Management Agency (FEMA) designated Flood Hazard Area or an Indiana Department of Natural Resources (IDNR) designated Flood Hazard Area.
- If the County chooses to approve the rezoning, members of the Site Plan/Technical Advisory Committee would review a detailed site plan prior to issuing construction permits. USI Consultants, Inc would review the drainage plans to ensure the project design complies with the County’s Drainage & Sediment Control Ordinance.
- Any non-residential development and use of the site must comply with all Indiana Department of Environmental Management (IDEM) regulations and County Environmental Regulations (see attached UDO Sec. 5.22 Environmental Standards). Staff will request that the petitioner submit all applicable IDEM site development approvals to the Technical Advisory Committee.
- In 2021, the County established the Shelby County Northwest Economic Development Area (EDA) and Tax Increment Financing District (TIF) for the Pleasant View area. Establishment of the TIF will capture incremental real property tax within the EDA to fund utility and road improvements in the EDA. The property **IS NOT** located within the EDA and the County has not proposed any road or utility improvements in the Pleasant View area outside the EDA.

Staff Analysis Findings of Fact

In accordance with IC 36-7-4-603 and the UDO, when considering a rezoning, the Plan Commission shall pay reasonable regard to:

- 1. Current Conditions and the Character of Current Structures and Uses in Each District**
- 2. The Most Desirable Use for Which the Land in Each District Is Adapted**
- 3. The Conservation of Property Values throughout the Jurisdiction**
- 4. Responsible Development and Growth**
- 5. The Comprehensive Plan**

Considerations Contradicting Rezoning:

- Unlike property in Pleasant View closer to I-74, the property is adjacent to higher-density residential development in the unincorporated community of Brookfield and several residential estate lots. Use of the property for trucking related use would negatively impact these residential properties. A few potential impacts include alteration to the aesthetic character of the area, noise from mechanical operations and trucks, truck traffic, and impacts to groundwater and surrounding wells if the property owner improperly stores or disposes of materials.
- The Comprehensive Plan designates properties directly south of the property for suburban residential development. To promote economic development, the Plan specifically encourages residential development in this area of Moral Township due to proximity to existing residential development and I-74. Impacts to residential properties from a trucking related use would likely discourage future residential development in the area.
- The UDO does not designate the zoning districts adjoining the property as appropriate adjacent districts to the I2 District.

- Existing adjacent residential property provides a buffer between the property and industrial development occurring near the I-74 interchange. This buffer supports future residential development of the site.
- The property IS NOT located within the Shelby County Northwest Economic Development Area (EDA) and the County has not proposed any road or utility improvements in the Pleasant View area outside the EDA.
- The Comprehensive Plan (text directly from Comprehensive Plan document)
 - Focus Area #1- Northwest Corner. Challenges include:
 - Need for county roads to connect to interchange to ensure a complete transportation network to and from I-74.
 - Lack of access to water and sewer facilities and aging septic systems
 - Land Use Goal 1: Welcome and promote future development in appropriate areas of the County.
 - Strategy 1: Balance development patterns and character with available transportation and utility resources and *existing* character context.
 - Strategy 6: Focus resources on areas having infrastructure that will support development and encourage transition of developed areas without infrastructure to agricultural uses.
 - Transportation System Goal 1: Coordinate with adjacent jurisdictions to identify opportunities for future transportation and expansion of utilities.
 - Strategy 1: Plan ahead for an efficient and effective roadway system.
 - Strategy 4: Improve roads and infrastructure to areas identified for future development. Ensure roadways can handle future traffic volumes and vehicle types based on intended and anticipated future uses.
 - Utility Infrastructure Goal 2: Provide utility infrastructure support and coordination resources to support targeted growth.
 - Strategy 1: Identify and plan ahead for where utilities are located and where future expansion should be located as indicated on Future Land Use Map.
 - Strategy 2: Make needed investments (upgrades, utility infrastructure, high speed internet, etc.) to areas where growth is being promoted.
 - Strategy 5: Invest in critical infrastructure needs within targeted growth areas.
 - Strategy 6: Encourage Infrastructure investment and development along the I-74 corridor as identified on the Future Land Use Map.
 - Economic Development Goal 1: Attract *new residential*, businesses, and employers to key parts of the County.

- Strategy 1: Encourage development of commercial/retail, multi-family, and *single-family housing* along the I-74 corridor.
- Strategy 2: Identify and target specific areas for residential development along the I-74 corridor in Moral Township.
- Strategy 3: Identify and promote compact residential development in Moral Township along the I-74 corridor.
- Strategy 4: Encourage housing in existing communities and ensure appropriate amenities are included with new development.
- Strategy 5: Develop incentives to encourage residential building and development in desired growth locations.

Considerations Supporting Rezoning:

- The property is desirable for a trucking related use due to proximity to I-74 and proximity to warehouse development.
- Development of the property for industrial use would provide for job creation and produce tax revenue.
- Compliance with the development standards included in the UDO, County drainage standards, and State codes would reduce nuisance and environmental impacts.
- The Comprehensive Plan (text directly from Comprehensive Plan document)
 - Land Use Recommendation: Industrial
 - Focus Area #1- Northwest Corner. Opportunities include:
 - First interchanges off I-74 into Shelby County an opportunity to market Shelby County communities make this a prime location for increasing/encouraging development for job creation.
 - I-74 has the highest regional traffic volumes of any other roadway – this drives development potential for areas within a few miles of the interchange with easy access.
 - High desirability for travel related services and attractions.
 - Interchange access creates potential high value development opportunities.
 - Land Use Goal 1: Welcome and promote future development in appropriate areas of the County.
 - Strategy 2: Encourage additional development of residences, recreational venues, industries, and retail establishments in areas which will benefit currently populated portions of the county.
 - Strategy 3: Identify and promote development areas for all major land use types identified on the Future Land Use Map.

- Strategy 5: Actively recruit investment at identified prime locations/ destinations/opportunity areas.
- Land Use Goal 3: Focus on reinvestment and improvement within existing populated areas and rural town centers first.
- Economic Development Goal 1: Attract new residential, *businesses, and employers* to key parts of the County.
- Economic Development Goal 2: Encourage diversity in bussiness and industry throughout the County.
 - Strategy 3: Identify Industrial development locations.

Staff Recommendation

Unlike property in Pleasant View closer to I-74, the property is adjacent to higher-density residential development in the unincorporated community of Brookfield and several residential estate lots. Development of the property for a trucking-related use would pose nuisance impacts to these properties and would likely discourage future residential development in the area supported by the Comprehensive Plan. Also, the property is not located within the Shelby County Northwest Economic Development Area (EDA) and the County has not proposed any road or utility improvements in the Pleasant View area outside the EDA.

Staff recommends **DENIAL**.

Applicant/Owner Information

Applicant:	Insight Engineering, Inc. 9755 Randall Drive, Suite 101A Carmel, IN 46280	Owner:	Sharon January PO Box 427 Whiteface, TX 79379
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High Intensity Industrial (I2) District

2.35 I2 District Intent, Permitted Uses, and Special Exception Uses

District Intent	Permitted Uses	Special Exception Uses
<p>The I2 (High Intensity Industrial) District is intended to be used as follows:</p> <p>Use, Type and Intensity</p> <ul style="list-style-type: none"> Moderate to high intensity industrial uses Industrial parks, manufacturing facilities, and utility usage Stand alone buildings or multiple primary structures <p>Application of District</p> <ul style="list-style-type: none"> Existing and new development <p>Development Standards</p> <ul style="list-style-type: none"> Enact quality time, place, and manner development standards to minimize impacts on adjacent properties while encouraging economic vitality Minimize light, noise, water, and air pollution <p>Appropriate Adjacent Districts</p> <ul style="list-style-type: none"> OP, A3, C2, I1, I2, and HI <p>Plan Commission</p> <ul style="list-style-type: none"> Use this zoning district for existing developments and carefully for new industrial development <p>Board of Zoning Appeals</p> <ul style="list-style-type: none"> Allow a special exception use only when it is compatible with the surrounding areas Be sensitive to the potential for light pollution, noise pollution, loading berth placement, pedestrian safety, and vehicular safety 	<p>Agricultural Permitted Uses</p> <ul style="list-style-type: none"> processing of agricultural products storage of agricultural products <p>Commercial Permitted Uses</p> <ul style="list-style-type: none"> farm implement sales <p>Industrial Permitted Uses</p> <ul style="list-style-type: none"> assembly distribution facility flex-space food processing heavy manufacturing light manufacturing liquid fertilizer storage/distribution outdoor storage radio/TV station recycling processing sewage treatment plant sign painting/fabrication storage tanks (non-hazardous) telecommunication facility testing lab tool and die shop transfer station warehouse warehouse storage facility water treatment plant welding <p>Institutional Permitted Uses</p> <ul style="list-style-type: none"> police, fire, or rescue station recycling collection point 	



Insight Engineering, Inc.
9755 Randall Drive, Suite 101A
Carmel, IN 46280
Telephone: (317) 848-9040
Fax: (317) 848-9080

12/06/2022

Statement of Intent:

Petitioner requests to ReZone the property at approximately 8155 North CR 850 West, Shelby County from A1 (Agriculture) zoning to I2 (Industrial) zoning to construct a Tractor/Trailer Repair and Trucking Company Center.

**APPLICATION FOR REZONING
FINDINGS OF FACT**

The applicant (or their representative) must fill out the findings of fact on the following pages. The Plan Commission may review the applicant's findings of fact to assist with their decision-making process. Please see below for general guidance related to completing the findings of fact.

Applicant: Insight Engineering, Inc./Don Fisher

Case #: _____

Location: Approximately 8155 North CR 850 West, Shelby County

1. The request is consistent with the Shelby County Comprehensive Plan because: The Comprehensive Plan recognizes this site to be located on a road with an Interstate Interchange as well as adjacent to a Railway and is designated to Industrial Development.

2. The request is consistent with the current conditions and the character of structures and uses in each district because: There are existing Industrial facilities as well as multiple Proposed facilities along the CR 850 W Corridor in alignment with the Comprehensive Plan.

3. The request is consistent with the most desirable use for which the land in each district is adapted because: _____
The configuration of the property does not fit Large Scale Distribution Center needs. The proposed Smaller Scale Development provides support for the Larger Scale Properties.

4. The request is consistent with the conservation of property values throughout the jurisdiction because: The Reduced Scale Development provides a buffer to the Large Scale Industrial Sites while adhering to the Comprehensive Plan.

The value of Industrial Property exceeds the value of Agricultural Land. This Proposed Development is positioned to minimize impacts on adjoining properties.

5. The request is consistent with responsible growth and development because: The Reduced Scale Development provides a buffer to the Large Scale Industrial Sites while adhering to the Comprehensive Plan.

The value of Industrial Property exceeds the value of Agricultural Land. This Proposed Development is positioned to minimize impacts on adjoining properties.

General Guidance – Rezoning (not to be considered legal advice):

Finding 1: How is the proposed new zoning designation consistent with the future land use of the property identified in the Comprehensive Plan? If you do not know the future land use of the property, please ask the Planning Director.

Finding 2: How is the proposed use, and/or other possible future uses permitted in the proposed zoning district, similar to surrounding structures and uses of land?

Finding 3: Why is the proposed use, and/or other possible future uses permitted in the proposed zoning district, the most desirable use for the land?

Finding 4: Explain why the proposed use, and/or other possible future uses permitted in the proposed zoning district, would not negatively impact property values.

Finding 5: Why is the change in zoning designation consistent with responsible growth and development?

IEI #
2210
DWF

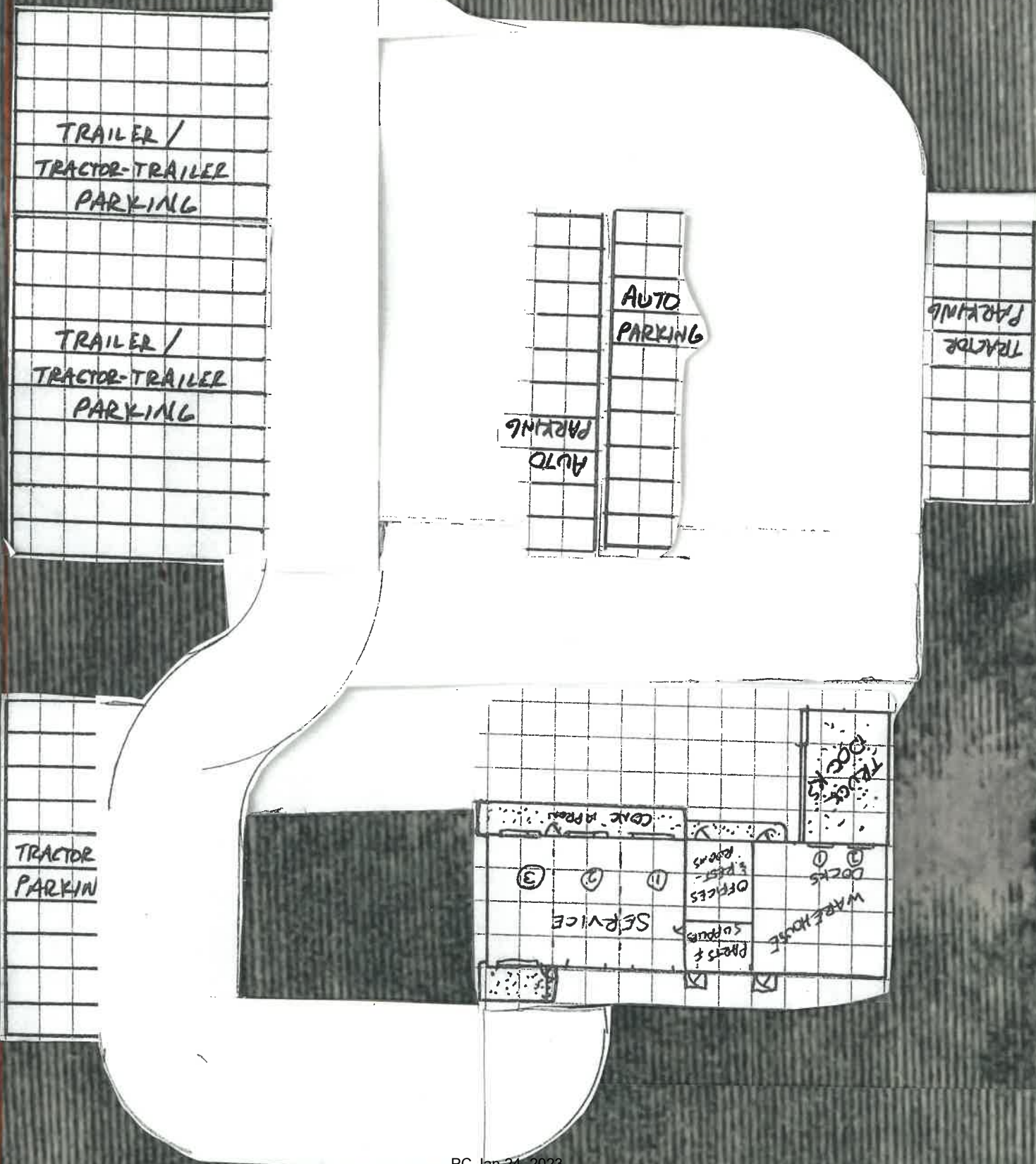


Google

1" = 147.21'

60' SIDE YARD SETBACK

30' WIDE RAMP DRIVE



Property Details

Location: East of and adjoining 9075 N Frontage Rd, Fairland, Moral Township.

Property Size: 6.971-acres.

Current Land Use: Natural Resources.

Current Zoning Classification

A1 (Conservation Agricultural)

This district is established for the protection of agricultural areas and buildings associated with agriculture.

Proposed Zoning Classification

I2 (High Intensity Industrial)

This district is established for high intensity industrial uses and heavy manufacturing facilities.

Plan Commission:

Use this zoning district for existing developments and carefully for new industrial development.

**see attached district intent, permitted uses, special exception uses, and development standards.*

Future Land Use per Comp Plan

Parks, Open Space, & Conservation
The purpose of this category is to provide for passive and active recreational activities, permanent preservation of significant natural areas, and preservation of natural features within clustered developments. This category applies to public and private lands.

Industrial

The purpose of this category is to provide for a full range of light and heavy industrial uses. Types of uses include manufacturing, processing, distribution and storage. The designation should accommodate a variety of industrial establishments which:

Continued next page...

Staff Report

Case Number: RZ 23-03

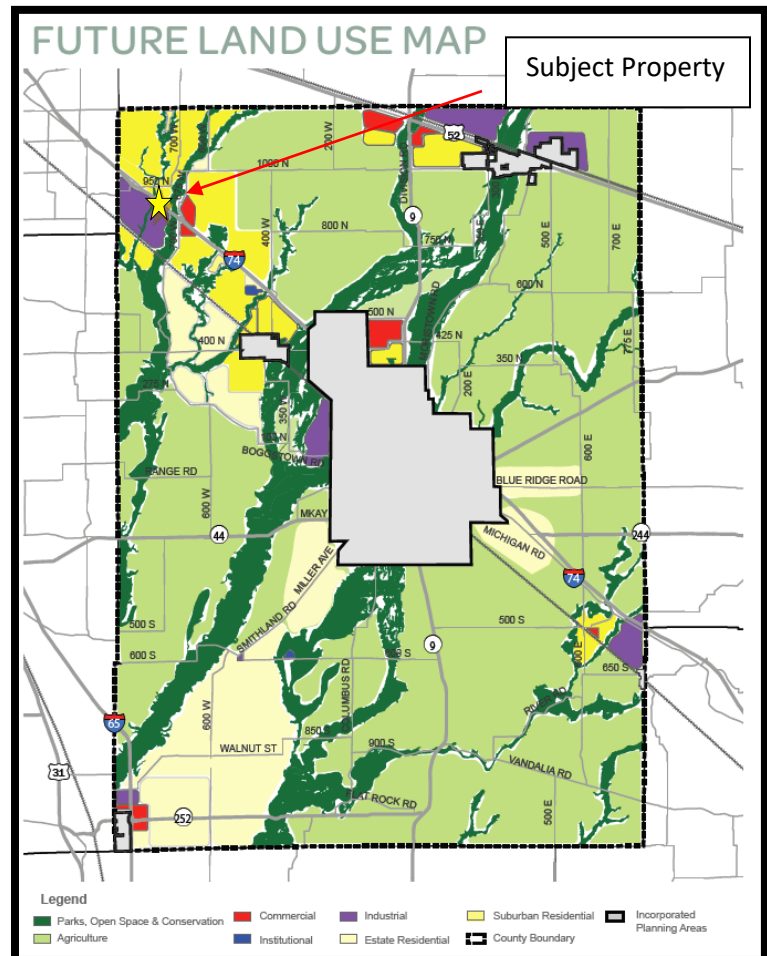
Case Name: Jugaad LLC Rezoning – A1 (Conservation Agricultural) to I2 (High Intensity Industrial)

Request

Rezoning of 6.971-acres from the A1 (Conservation Agricultural) District and I2 (High Intensity Industrial) District to allow for a truck parking facility.

Approval of a Traffic Study determining that public street(s) are designed to effectively and safely convey the existing and added traffic generated by the development.

Future Land Use Map



Property Details

- *Employ high environmental quality standards*
- *May function as an integral part of an overall development area*
- *Require large tracts of land because of their nature and function*
- *Have minimal impacts on adjacent uses*

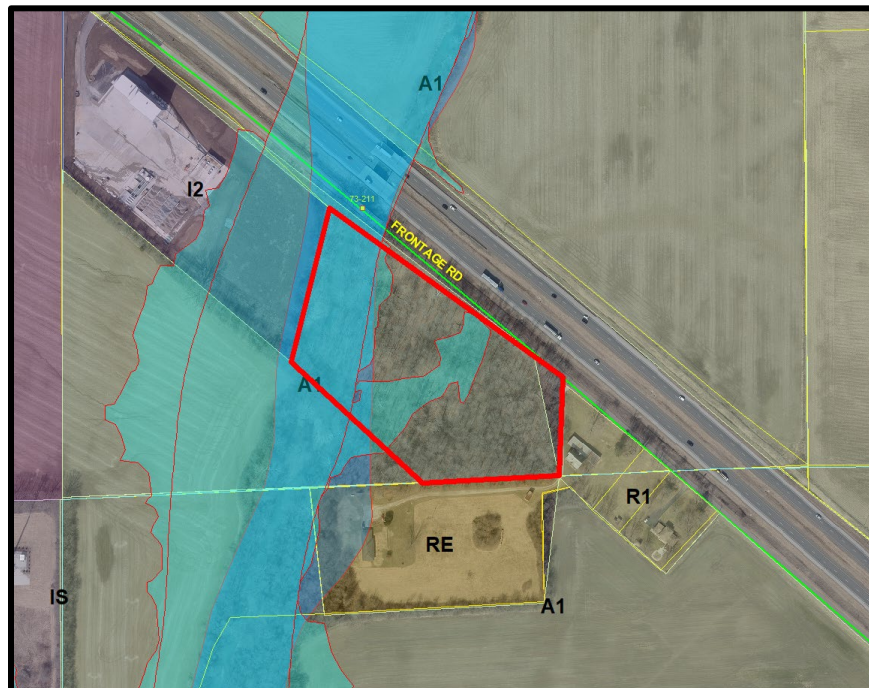
Focus Area #1- Northwest Corner

1. *Cooperate with Indy MPO for project inclusion and future funding applications.*
2. *Build County partnerships for future development potential- focus on residential and commercial opportunities utilizing non-prime farmland and suitable soil conditions as development opportunities.*
3. *Target residential, commercial, and industrial development near existing interchanges.*
4. *Take advantage of the gateway opportunity into Shelby County; utilize this portion of the county as a highly visible marketing opportunity for Shelby County and its communities.*
5. *Encourage the extension of public water & sewer facilities to this area.*
6. *Take advantage of the opportunities associated with the floodplain and encourage floodplain mitigation in areas targeted for development.*

Surrounding Development

	Zoning	Land Use
North	NA	I-74
South	RE	Estate Residential
East	R1	Single-Family Residential
West	I2 / A1	Concrete Plant / Cropland

Property Map



Case Description

Case Overview

- The petitioner intends to use the property for a truck parking facility to support nearby warehousing operations.
- Proposed development includes a paved parking lot which would accommodate seventy-six (76) semi-tractor trailer trucks and stormwater facilities. The petitioner indicated that they intend to preserve trees on the site to buffer use of the site from adjacent residential properties.
- The UDO permits outdoor accumulation of goods, junk, motor vehicles, equipment, products or materials for permanent or temporary holding in the I2 District.
- Notable development standards included in the UDO which would apply to the development include:
 - Minimum thirty (30) foot setback from adjacent residential properties.
 - All site lighting must be full cut-off fixtures.
 - Parking lot must be effectively screened from the street with a privacy fence and the ten (10) foot area immediately outside the fence must be landscaped with trees (one per fifty (50) lineal feet of fence) and shrubs (one per thirty (30) lineal feet of fence).
- If the County chooses to approve the rezoning, members of the Site Plan/Technical Advisory Committee (TAC) would review a detailed site plan prior to issuing an Improvement Location Permit for the parking lot. USI Consultants, Inc would review the drainage plans to ensure the project design complies with the County's Drainage & Sediment Control Ordinance.
- In 2021, the County established the Shelby County Northwest Economic Development Area (EDA) and Tax Increment Financing District (TIF) for the Pleasant View area. Establishment of the TIF will capture incremental real property tax within the EDA to fund utility and road improvements in the EDA. The property **IS NOT** located within the EDA and the County has not proposed any road or utility improvements in the Pleasant View area outside the EDA.

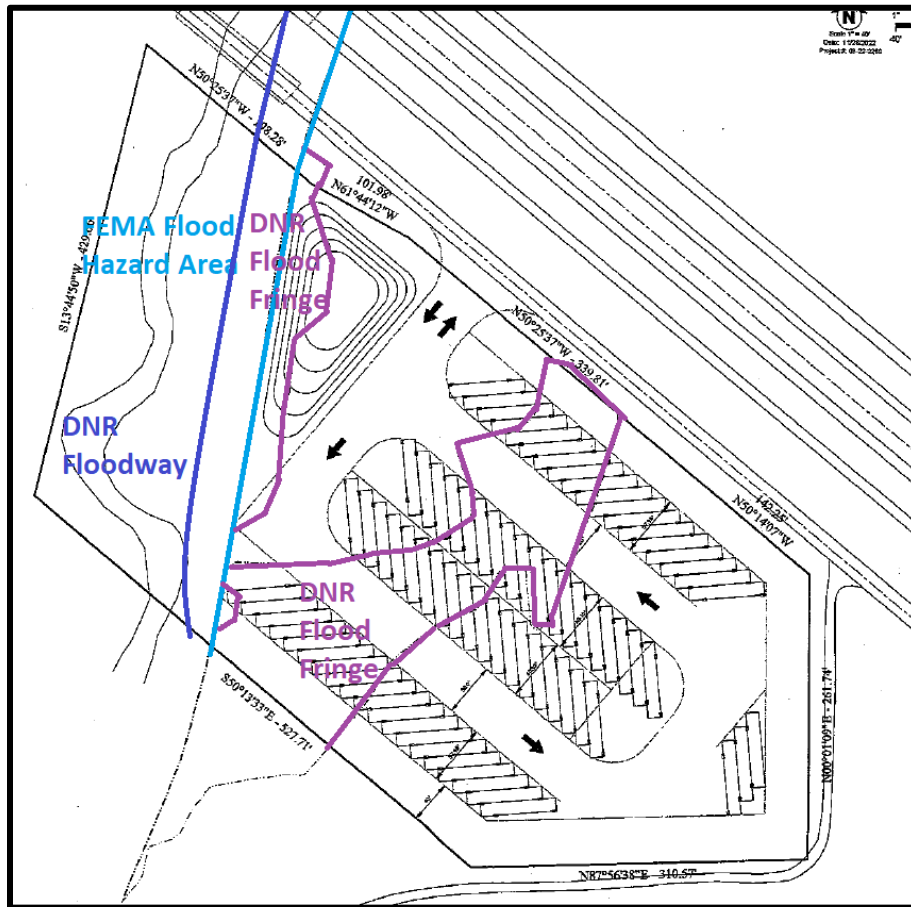
Traffic & Road Improvements

- The property is located approximately one-mile from the Pleasant View / I-74 interchange. Trucks would access the interchange utilizing Frontage Rd., which includes County Bridge 73-00211 over West Little Sugar Creek.
- The UDO requires that the Plan Commission approve a traffic study for any development that generates more than ten (10) semi-tractor trailer trips to and from the site per day and not located on or within 1,260 feet of a highway or major arterial street. The study must show that public street(s) are designed to effectively and safely convey the existing and added traffic generated by the development.
- The petitioner has submitted a traffic study certified by a registered engineer. The study found that the development would not cause an unacceptable delay at the intersection of Walnut St. and Frontage Rd. The study does not recommended changes to the existing roadway or proposed development plan.

- Per the County 2021 Bridge Inventory, Bridge 73-00211 has a design load of HS-20, which can accommodate standard semi-trailer trucks. The Report recommends local maintenance of the bridge, primarily filling animal holes. The Report lists the maintenance of the bridge at priority level 58 out of the 130 bridges the Report identifies as needing local maintenance.
- The County has begun improvements to Frontage Rd, however planned improvements do not extend past the entrance to the Blue Star Redi-Mix plant located north of the property.

Flood Hazard Area

- West Little Sugar Creek runs along the northwest side of the subject property. Historical aerial photography indicates that the property has consisted of woodland for over eighty years. Previous owners likely chose to not use the property for crop production due to the presence of the creek and the property's susceptibility to flooding.
- Approximately 1.74-acres along the northwest property line of the subject property lies within a Federal Emergency Management Agency (FEMA) designated Flood Hazard Area and Indiana Department of Natural Resources (IDNR) designated Flood Hazard Area Floodway.
 - The Comprehensive Plan designates the future land use of this area as Parks, Open Space, and Conservation.
 - The petitioner does not propose any development within this area of the property.
- Approximately 1-acre of the property lies within IDNR Flood Fringe.
 - The proposed parking lot and detention pond would lie within this area.
 - IDNR flood data indicates that the ground level of the lowest portion of the site would sit approximately 2-feet below the Base Flood Elevation.
 - The UDO states: The flood hazard areas of Shelby County are subject to periodic inundation which results in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare.
 - The UDO requires a County permit for any development within an IDNR Flood Fringe, however the UDO does not include any regulations applicable to development of parking lots or stormwater facilities in the Flood Fringe.



Staff Analysis Findings of Fact

In accordance with IC 36-7-4-603 and the UDO, when considering a rezoning, the Plan Commission shall pay reasonable regard to:

1. Current Conditions and the Character of Current Structures and Uses in Each District
2. The Most Desirable Use for Which the Land in Each District Is Adapted
3. The Conservation of Property Values throughout the Jurisdiction
4. Responsible Development and Growth
5. The Comprehensive Plan

Considerations Contradicting Rezoning:

- Unlike other proposed development in Pleasant View, truck parking and maneuvering areas would directly adjoin residential properties. The UDO does not require larger setbacks or landscape buffers between properties without structural development and residential properties. A few potential impacts to adjacent residential properties include alteration to the aesthetic character of the area, noise from trucks, truck traffic, and impacts to groundwater and surrounding wells from truck fuels if the property owner does not properly maintain the parking lot.

- The UDO does not designate the agricultural and residential zoning districts adjoining the property as appropriate adjacent districts to the I2 District.
- The property lies within view of the I-74 gateway into Shelby County. A truck parking lot would not contribute to the aesthetic quality of the gateway. The Comprehensive Plan recommends utilizing the gateway as a highly visible marketing opportunity for Shelby County and its communities.
- Flood Hazard maps, property elevations, and historical preservation of natural resources on the property indicated that the property is susceptible to flooding. Use of property in an area susceptible to flooding for a truck parking lot could negatively impact the community during a flood event, including contamination of floodwaters and strain on emergency services.
- The Comprehensive Plan recommends preservation of natural and water-based resources. Development of the property would eliminate a forest and water-based natural resource present on the property for over eighty years.
- A truck parking lot would not generate a significant amount of tax revenue and would not directly create jobs.
- The property is not located within the Shelby County Northwest Economic Development Area (EDA) and the County has not proposed any road or utility improvements in the Pleasant View area outside the EDA.
- The Comprehensive Plan (text directly from Comprehensive Plan document)
 - Focus Area #1- Northwest Corner
 - Opportunities:
 - First interchanges off I-74 into Shelby County an opportunity to market Shelby County communities make this a prime location for increasing/encouraging development for job creation. Job creation may also boost residential growth.
 - High potential for enhanced recreational and agricultural development options in flood prone portions of the study area.
 - Interchange access creates potential high value development opportunities.
 - Land Use Goal 1: Welcome and promote future development in appropriate areas of the County.
 - Strategy 1: Balance development patterns and character with available transportation and utility resources and existing character context.
 - Natural Resources Goal 1: Develop improved access to existing natural resource assets for recreational activities.
 - Strategy 1: Encourage the use of existing natural assets for recreational activities and tourism development.
 - Strategy 3: Preserve woodland, wetland, and agricultural resources for future generations.
 - Natural Resources Goal 2: Protect and enhance local water-based resources, such as surface water, groundwater, and wetlands.

- Strategy 3: Protect and enhance the county’s land-based natural resources, such as floodplains, wooded areas, riparian areas and soils.

Considerations Supporting Rezoning:

- The property is desirable for a trucking related use due to proximity to I-74 and proximity to warehouse development.
- The property adjoins another property in the I2 District.
- The petitioner intends to preserve trees where possible to buffer impacts to adjacent residential properties.
- Compliance with the development standards included in the UDO, County drainage standards, and State codes would reduce nuisance and environmental impacts.
- A traffic study conducted by a registered engineer has found that the development would not cause an unacceptable delay at the intersection of Walnut St. and Frontage Rd. The study does not recommended changes to the existing roadway or proposed development plan. County Bridge 73-00211 has sufficient load capacity and structural stability to support the additional truck traffic.
- The use may attract additional industrial development to the area, thereby indirectly generating tax revenue and creating jobs.
- The Comprehensive Plan (text directly from Comprehensive Plan document)
 - Land Use Recommendation: Industrial
 - Focus Area #1- Northwest Corner. Opportunities include:
 - I-74 has the highest regional traffic volumes of any other roadway – this drives development potential for areas within a few miles of the interchange with easy access.
 - High desirability for travel related services and attractions.
 - Land Use Goal 1: Welcome and promote future development in appropriate areas of the County.
 - Strategy 2: Encourage additional development of residences, recreational venues, industries, and retail establishments in areas which will benefit currently populated portions of the county.
 - Strategy 3: Identify and promote development areas for all major land use types identified on the Future Land Use Map.
 - Economic Development Goal 1: Attract new residential, *businesses, and employers* to key parts of the County.
 - Economic Development Goal 2: Encourage diversity in bussiness and industry throughout the County.
 - Strategy 1: Research key desirable market sectors and actively recruit and attract prospects to locate within the county.

- Transportation System Goal 1: Coordinate with adjacent jurisdictions to identify opportunities for future transportation and expansion of utilities.
 - Strategy 4: Improve roads and infrastructure to areas identified for future development. Ensure roadways can handle future traffic volumes and vehicle types based on intended and anticipated future uses.

Staff Recommendation

Staff recommends **DENIAL of the Rezoning** primarily because residential properties would directly adjoin truck parking and maneuvering areas, the use would not contribute to the aesthetic quality of the I-74 gateway, development would occur in a designated floodplain, and development of the property would remove natural and water-based resources.

If the Board chooses to approve the rezoning, Staff recommends **APPROVAL of the Traffic Study**.

Applicant/Owner Information

Applicant:	Jugaad, LLC 9755 Randall Drive, Suite 101A Carmel, IN 46280	Owner:	William L & Lisa A Luebke 5512 Hickory Rd. Indianapolis, IN 46329
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High Intensity Industrial (I2) District

2.35 I2 District Intent, Permitted Uses, and Special Exception Uses

District Intent	Permitted Uses	Special Exception Uses
<p>The I2 (High Intensity Industrial) District is intended to be used as follows:</p> <p>Use, Type and Intensity</p> <ul style="list-style-type: none"> Moderate to high intensity industrial uses Industrial parks, manufacturing facilities, and utility usage Stand alone buildings or multiple primary structures <p>Application of District</p> <ul style="list-style-type: none"> Existing and new development <p>Development Standards</p> <ul style="list-style-type: none"> Enact quality time, place, and manner development standards to minimize impacts on adjacent properties while encouraging economic vitality Minimize light, noise, water, and air pollution <p>Appropriate Adjacent Districts</p> <ul style="list-style-type: none"> OP, A3, C2, I1, I2, and HI <p>Plan Commission</p> <ul style="list-style-type: none"> Use this zoning district for existing developments and carefully for new industrial development <p>Board of Zoning Appeals</p> <ul style="list-style-type: none"> Allow a special exception use only when it is compatible with the surrounding areas Be sensitive to the potential for light pollution, noise pollution, loading berth placement, pedestrian safety, and vehicular safety 	<p>Agricultural Permitted Uses</p> <ul style="list-style-type: none"> processing of agricultural products storage of agricultural products <p>Commercial Permitted Uses</p> <ul style="list-style-type: none"> farm implement sales <p>Industrial Permitted Uses</p> <ul style="list-style-type: none"> assembly distribution facility flex-space food processing heavy manufacturing light manufacturing liquid fertilizer storage/distribution outdoor storage radio/TV station recycling processing sewage treatment plant sign painting/fabrication storage tanks (non-hazardous) telecommunication facility testing lab tool and die shop transfer station warehouse warehouse storage facility water treatment plant welding <p>Institutional Permitted Uses</p> <ul style="list-style-type: none"> police, fire, or rescue station recycling collection point 	



STEPHENSON
RIFE
LLP

Eric M. Glasco
Direct Dial: 317-680-2052
EricGlasco@SRTrial.com

January 17, 2023

Re: Letter of Intent for rezoning of 6.971 acres on N. Frontage Road
Applicant: Jugaad, LLC
Owner: William & Lisa Luebkehan

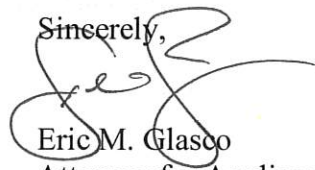
Dear Shelby County Plan Commission:

This letter will serve as an amendment to the previously filed application and supporting documents regarding the rezone request by Jugaad, LLC, on behalf of the property owners, William & Lisa Luebkehan. Said application proposes to rezone property on N. Frontage Road situated within Shelby County, Indiana. The property is located near the Pleasant View interchange and northwest of CR 750W and consists of approximately 6.971 acres. The subject real estate is presently zoned A-1 and the property owner requests that the subject real estate be rezoned to I-2 to accommodate the operation of a truck parking operation. The decision to amend the application and seek an I-2 designation as opposed to the I-1 designation was made after consultation with the Planning Director.

Jugaad is an Indiana limited liability company that was established in 2013 and intends to use the subject property for a truck parking facility to support the nearby warehousing operations in the industrial park located off of the Pleasant View interchange. The subject parcel has been identified as appropriate for industrial development in Shelby County's future land use map set forth in its Comprehensive Plan and is adjacent to land already zoned I-2. Jugaad intends to utilize the natural mature trees located on the property and other landscaping to reduce any impact that adjacent property owners may see with respect to the proposed development.

The entrance to the proposed parking facility on the subject real estate will be located on Frontage Road, such that truck traffic accessing the parking facility will not impact adjacent agricultural and residential properties. The subject real estate is approximately 6.981 acres, sufficiently large enough to accommodate the proposed parking facility, even excluding the approximate 1.740 acres located in the Sugar Creek floodway that will not be developed.

The requested rezone and proposed development will enable Shelby County to continue to achieve the industrial growth outlined in the Comprehensive Plan while balancing its rural roots.

Sincerely,

Eric M. Glasco
Attorney for Applicant

**APPLICATION FOR REZONING
FINDINGS OF FACT**

The applicant (or their representative) must fill out the findings of fact on the following pages. The Plan Commission may review the applicant's findings of fact to assist with their decision-making process. Please see below for general guidance related to completing the findings of fact.

Applicant: Jugaad, LLC

Case #: _____

Location: N. Frontage Road, Fairland, IN 46176

1. The request is consistent with the Shelby County Comprehensive Plan because: The Comprehensive Plan identifies the subject parcel as appropriate for industrial development and use. The subject parcel is adjacent to the recently established industrial park off of the Pleasant View Interchange on I-74. The subject parcel will be utilized to support the existing and planned industrial projects in the adjacent industrial park.

2. The request is consistent with the current conditions and the character of structures and uses in each district because: The current conditions of the area and the subject parcel support the proposed rezone. The subject parcel has been identified as appropriate for industrial use and is adjacent to land previously zoned and used for industrial purposes. The property is vacant woodland. The rezone will allow the development of the parcel while also providing sufficient mature trees to create a buffer to adjacent farm and residential ground.

3. The request is consistent with the most desirable use for which the land in each district is adapted because: The subject parcel is presently undeveloped and is adjacent to the existing industrial park. The property has also been identified by Shelby County as appropriate for industrial use. The subject property allows for support to the adjacent industrial park while utilizing the natural conditions of the property to buffer adjacent farm and residential property.

4. The request is consistent with the conservation of property values throughout the jurisdiction because: The proposed rezone will not negatively affect the property values throughout the area. The industrial properties will benefit from the support provided by the proposed rezone and the adjacent residential and agricultural lands will be sufficiently buffered from the proposed rezone and development to see no effect as a result of the granting of this application.

5. The request is consistent with responsible growth and development because: The subject parcel has been identified by Shelby County as appropriate for supporting the established industrial park. The nature of the subject parcel allows for a natural barrier to the adjacent properties zoned agriculture and residential. The proposed rezone furthers Shelby County's stated vision for the Pleasant View Interchange while continuing to protect agricultural and residential lands in the vicinity of the industrial park.

General Guidance – Rezoning (not to be considered legal advice):

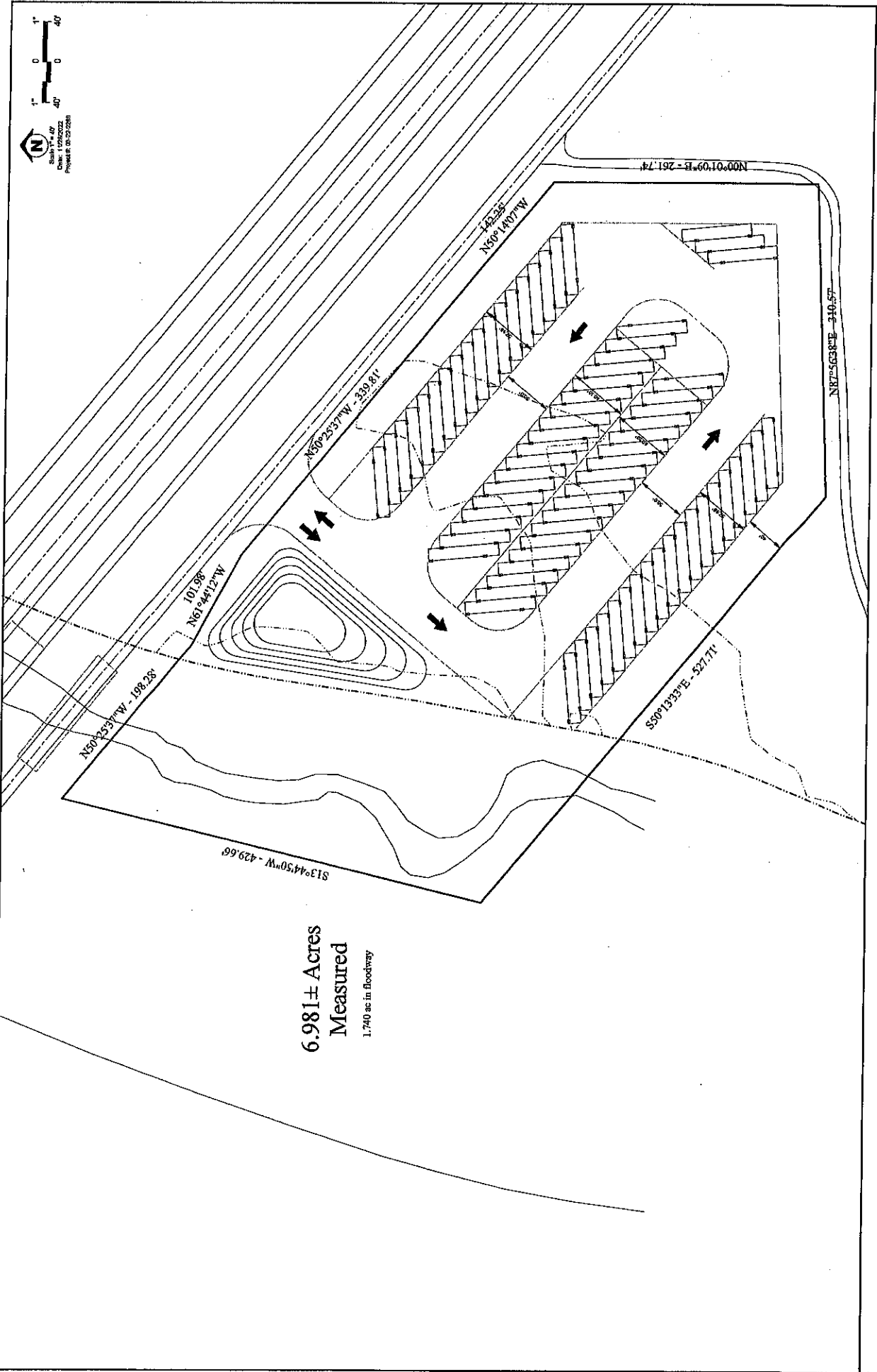
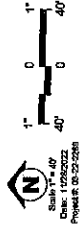
Finding 1: How is the proposed new zoning designation consistent with the future land use of the property identified in the Comprehensive Plan? If you do not know the future land use of the property, please ask the Planning Director.

Finding 2: How is the proposed use, and/or other possible future uses permitted in the proposed zoning district, similar to surrounding structures and uses of land?

Finding 3: Why is the proposed use, and/or other possible future uses permitted in the proposed zoning district, the most desirable use for the land?

Finding 4: Explain why the proposed use, and/or other possible future uses permitted in the proposed zoning district, would not negatively impact property values.

Finding 5: Why is the change in zoning designation consistent with responsible growth and development?



**6.981± Acres
 Measured**
 1.740 ac in floodway

Traffic Impact Study
Traffic Impact Study for Truck Parking Lot on I 74 Frontage Road
Fairland, Indiana

Prepared for: Jugaad LLC
7642 BALLY SHANNON ST
INDIANAPOLIS, IN 46217

Contact: Sukhwinder Singh



Prepared by
First Group Engineering

January 16th, 2023

I certify that this TRAFFIC IMPACT ANALYSIS has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

A handwritten signature in blue ink, reading "Shawn H. Strange, P.E.", is written over a horizontal line.

Shawn H. Strange, P.E.
Indiana Reg. #PE10100255
First Group Engineering, Inc.
5925 Lakeside Blvd.
Indianapolis, Indiana 46278
317-290-9549

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Trip Generation & Capacity Analysis	4
Summary	5
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Executive Summary

The proposed plan consists of a new truck parking lot on N Frontage road that runs along Highway 74 in town of Fairland, Shelby county, Indiana. This Parking Lot locations consist of about 7 acres of land, 1.75 of which is within a floodway. The planned parking lot has 5 parking areas, adding up to a total of 76 spaces.



The intersection being analyzed is at the intersection of Walnut St and W 940 N. Traffic counts were taken at this location on December 28th, 2022, and it was found the morning peak Hour was from 7 AM - 8 AM and the evening peak hour was from 4 PM – 5 PM.

Traffic counts and generated trips were analyzed using McTrans Highway Capacity Software 2021, and a Level of Service (LOS), calculated by determining delay at this location, was determined for post-development conditions using the existing population with 5 years of 3% growth.

The intersection level of service (LOS) is used to grade the level of delay at an intersection with the following conditions:

Level of Service	UNSIGNALIZED <u>Control Delay (seconds/vehicle)</u>
A	Less than or equal to 10
B	Between 10.1 and 15
C	Between 15.1 and 25
D	Between 25.1 and 35
E	Between 35.1 and 50
F	Greater than 50

A LOS lower than a D is undesirable while a LOS of F is considered a failure and warrants improvements to the capacity of the intersection. A Level of Service that is calculated to be less than D shows an unacceptable delay that will result in congestion, higher accident rates, and driver frustration.

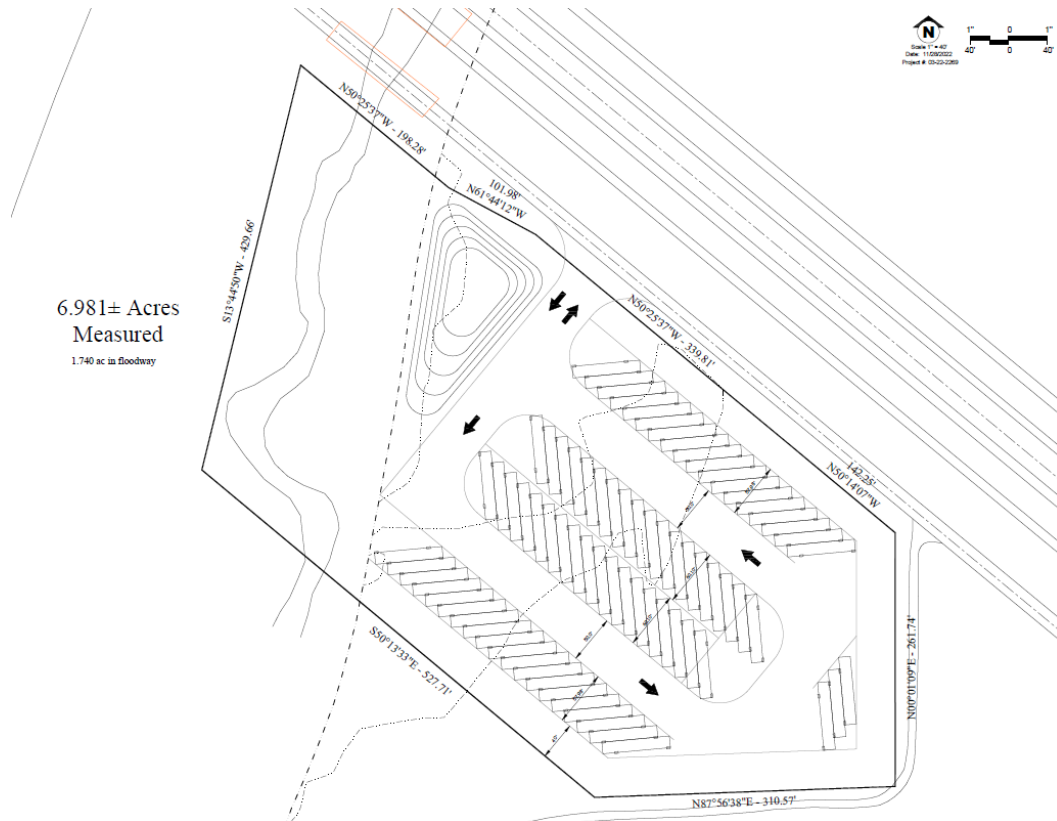
Intersections were analyzed under post-development conditions, using the existing traffic counts as the base of the model.

This Model was then used to determine the LOS of the intersection and it was found that under existing conditions the intersection operates at a LOS of "A" and under future conditions it maintains its LOS of "A".

Truck Parking Lot on I 74 Frontage Road Traffic Impact Study

Introduction

The Proposed parking lot consists of 76 total spaces with a single lane for entering and exiting the facility on the north end of the parking lot. The purpose of this parking lot is to accommodate the increase in truck traffic in the area by the new batch plant that is proposed to the north of the parking lot.



Traffic counts and generated trips were analyzed using McTrans Highway Capacity Software 2021, and a Level of Service (LOS) was determined for post-development conditions. The trips were generated using the proposed development plans outlined in the South TIF Connectivity Improvements Project.

The post-development model assumed a growth of 3% per year over the next 5 years to the existing traffic data to estimate the traffic volumes under post-development conditions.

This traffic study includes:

- Field Data Collection
- Trip Generation Analysis
- Highway Capacity Analysis

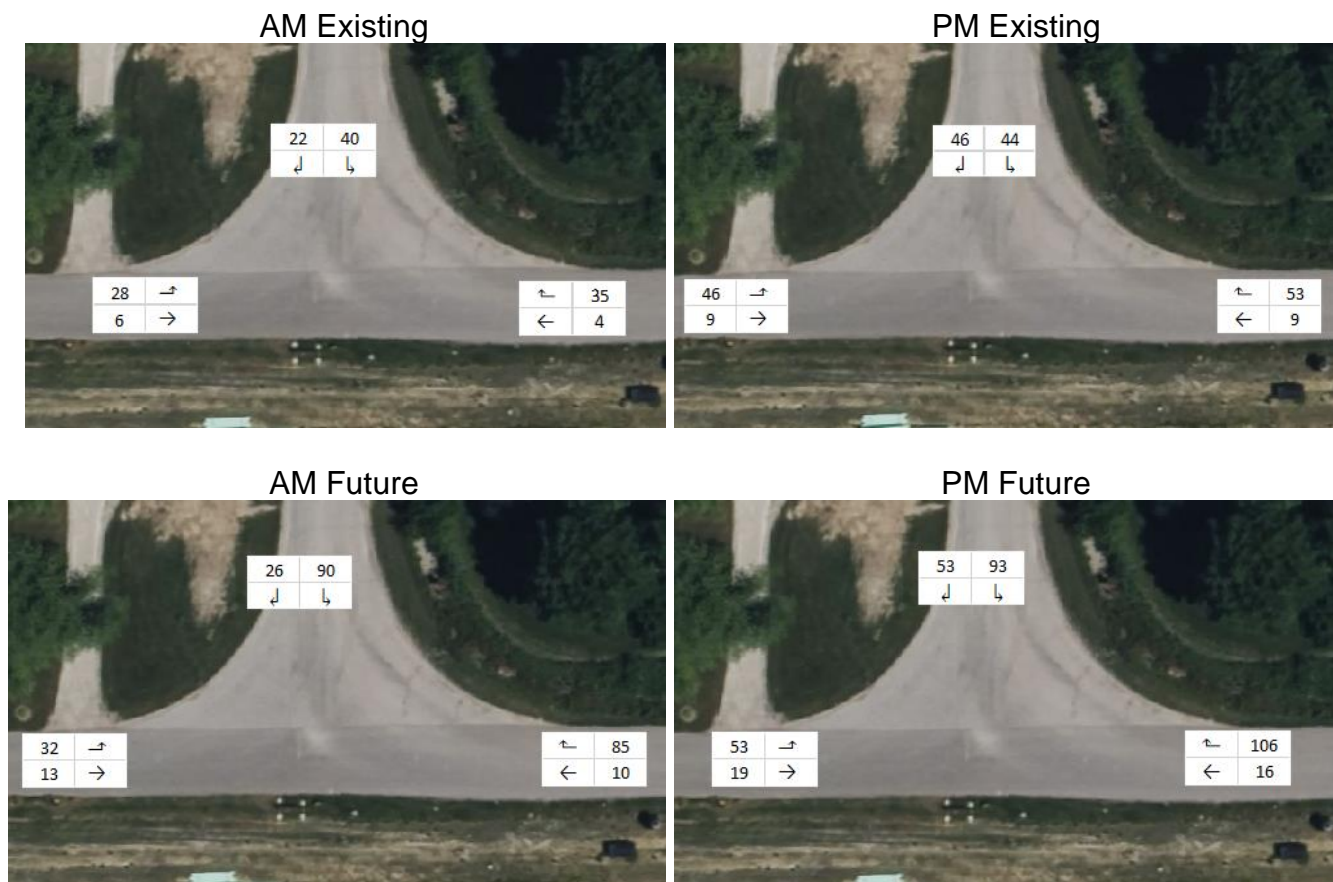
- Intersection Evaluation

Highway capacity and level of service calculations were made based on Highway Capacity Software 2022 (HCS2022). Intersection evaluation and recommendations were evaluated utilizing output from HCS2022, the Indiana Department of Transportation Design Manual, and AASHTO Policy on Geometric Design.

All of the traffic counts were taken on Wednesday, December 28th, 2022.

Traffic Distribution & Capacity Analysis

The traffic distribution was found by using the existing traffic distribution on a daily bases and taking that distribution and using it to find the usual truck distribution. This truck distribution was used with the total number of spaces to be able to create a model for the typical creation of truck traffic. The traffic counts and proposed traffic counts can be found below.



The Level of Service (LOS) of an intersection or an approach is the way the operational condition of the intersection or approach is described. Levels of Service are ranked from A to F, with an A being very good and an F representing failure. Generally, LOS D is the minimum acceptable Level of Service before roadway improvements are warranted. Existing traffic

counts at the intersection were used to develop a traffic model of the future traffic conditions after the construction of the parking lot. The Analysis found that it currently operates at a LOS of "A" and maintains a LOS of "A" under future conditions. The full results of that analysis can be found in the Appendix A1-A4.

Summary

The results of this study found that the intersection of Walnut St and W 940 N currently operates at a LOS of "A" and will continue to operate at a LOS of "A" after the construction of the parking lot. There are no recommended changes to the existing roadway and proposed plan.

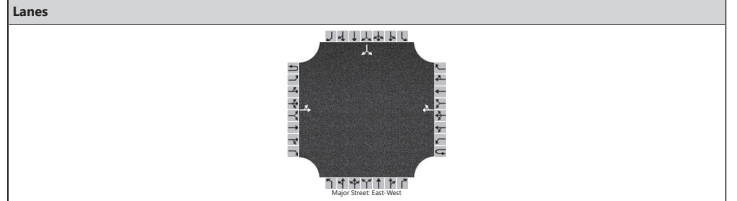
APPENDIX

Highway Cap. Analysis: Existing Conditions A1 – A2
 Highway Cap. Analysis: Future Conditions A3 – A4
 Traffic Counts A5 – A11

HCS Two-Way Stop-Control Report

A-1

General Information		Site Information	
Analyst	Grant Barker	Intersection	Walnut St & W 940 N
Agency/Co.	First Group Engineering	Jurisdiction	Greenfield
Date Performed	1/13/2023	East/West Street	W 940 N
Analysis Year	2023	North/South Street	Walnut St
Time Analyzed	AM Peak	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	TIS for Truck Parking Lot on I74 Frontage Rd		



Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound			Southbound					
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0		
Configuration	LT				TR							LR					
Volume (veh/h)	28	6					4	35						40		22	
Percent Heavy Vehicles (%)	4												0			9	
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized																	
Median Type Storage	Undivided																

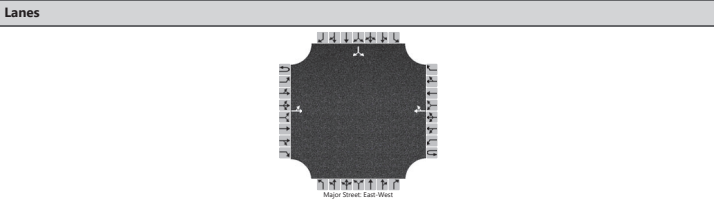
Critical and Follow-up Headways																
Base Critical Headway (sec)	4.1												7.1			6.2
Critical Headway (sec)	4.14												6.40			6.29
Base Follow-Up Headway (sec)	2.2												3.5			3.3
Follow-Up Headway (sec)	2.23												3.50			3.38

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)	29															65
Capacity, c (veh/h)	1559															1260
v/c Ratio	0.02															0.05
95% Queue Length, Q ₉₅ (veh)	0.1															0.2
Control Delay (s/veh)	7.4	0.1														8.0
Level of Service (LOS)	A	A														A
Approach Delay (s/veh)	6.1											8.0				
Approach LOS	A											A				

HCS Two-Way Stop-Control Report

A-2

General Information		Site Information	
Analyst	Grant Barker	Intersection	Walnut St & W 940 N
Agency/Co.	First Group Engineering	Jurisdiction	Greenfield
Date Performed	1/13/2023	East/West Street	W 940 N
Analysis Year	2023	North/South Street	Walnut St
Time Analyzed	PM Peak	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	TIS for Truck Parking Lot on I74 Frontage Rd		



Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound			Southbound					
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0		
Configuration	LT				TR							LR					
Volume (veh/h)	46	9					9	53						44		46	
Percent Heavy Vehicles (%)	4												9			7	
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized																	
Median Type Storage	Undivided																

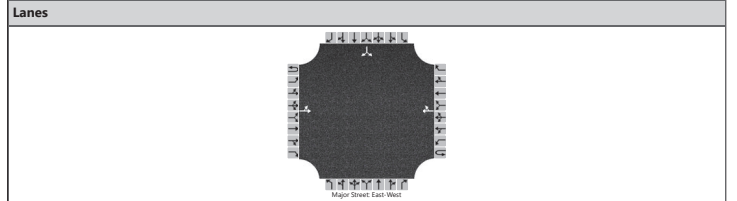
Critical and Follow-up Headways																
Base Critical Headway (sec)	4.1												7.1			6.2
Critical Headway (sec)	4.14												6.49			6.27
Base Follow-Up Headway (sec)	2.2												3.5			3.3
Follow-Up Headway (sec)	2.24												3.58			3.36

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)	52															102
Capacity, c (veh/h)	1516															1257
v/c Ratio	0.03															0.08
95% Queue Length, Q ₉₅ (veh)	0.1															0.3
Control Delay (s/veh)	7.5	0.3														8.1
Level of Service (LOS)	A	A														A
Approach Delay (s/veh)	6.3											8.1				
Approach LOS	A											A				

HCS Two-Way Stop-Control Report

A-3

General Information		Site Information	
Analyst	Grant Barker	Intersection	Walnut St & W 940 N
Agency/Co.	First Group Engineering	Jurisdiction	Greenfield
Date Performed	1/13/2023	East/West Street	W 940 N
Analysis Year	2023	North/South Street	Walnut St
Time Analyzed	AM Peak	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	TIS for Truck Parking Lot on I74 Frontage Rd		



Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound			Southbound					
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0		
Configuration	LT				TR							LR					
Volume (veh/h)	32	13					10	85						90		26	
Percent Heavy Vehicles (%)	7												50			5	
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways																
Base Critical Headway (sec)	4.1												7.1			6.2
Critical Headway (sec)	4.17												6.90			6.25
Base Follow-Up Headway (sec)	2.2												3.5			3.3
Follow-Up Headway (sec)	2.26												3.95			3.35

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)	33															121
Capacity, c (veh/h)	1463															933
v/c Ratio	0.02															0.13
95% Queue Length, Q ₉₅ (veh)	0.1															0.4
Control Delay (s/veh)	7.5	0.2														9.4
Level of Service (LOS)	A	A														A
Approach Delay (s/veh)	5.4											9.4				
Approach LOS	A											A				

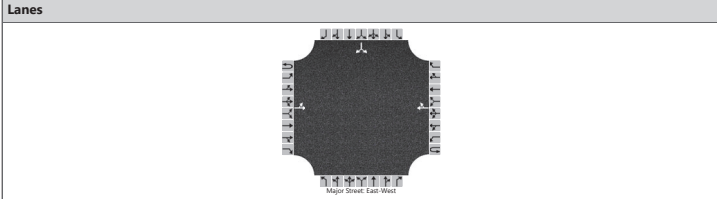
HCS Two-Way Stop-Control Report

A-4

A-5

General Information		Site Information	
Analyst	Grant Barker	Intersection	Walnut St & W 940 N
Agency/Co.	First Group Engineering	Jurisdiction	Greenfield
Date Performed	1/13/2023	East/West Street	W 940 N
Analysis Year	2023	North/South Street	Walnut St
Time Analyzed	PM Peak	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	TIS for Truck Parking Lot on I74 Frontage Rd		

Study Name Walnut St & W 940 N
 Project 2022.D805 Fairland, IN
 Project Code
 Legs and Movements All Processed Legs & Movements
 Bin Size 15 minutes
 Time Zone America/Indiana/Indianapolis
 Start Time 2022-12-28 07:00:00
 End Time 2022-12-28 18:00:00
 Location Walnut St & W 940 N
 Latitude and Longitude 39.658627,-85.944673
 AM Peak 7 AM - 8 AM (0.964)
 PM Peak (Overall Peak Hour) 4 PM - 5 PM (0.881)



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0	
Configuration	LT				TR								LR			
Volume (veh/h)	53	19					16	106						93		53
Percent Heavy Vehicles (%)	7													47		4
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways															
Base Critical Headway (sec)	4.1												7.1		6.2
Critical Headway (sec)	4.17												6.87		6.24
Base Follow-Up Headway (sec)	2.2												3.5		3.3
Follow-Up Headway (sec)	2.26												3.92		3.34

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)	60													166		
Capacity, c (veh/h)	1415													953		
v/c Ratio	0.04													0.17		
95% Queue Length, Q ₉₅ (veh)	0.1													0.6		
Control Delay (s/veh)	7.7	0.3												9.6		
Level of Service (LOS)	A	A												A		
Approach Delay (s/veh)	5.7												9.6			
Approach LOS	A												A			

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Leg Direction Start Time	Walnut St Southbound			W 940 N Westbound			W 940 N Eastbound		
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
2022-12-28 07:00:00	7	10	0	7	0	0	1	7	0
2022-12-28 07:15:00	3	12	0	5	0	0	1	5	0
2022-12-28 07:30:00	6	8	0	6	2	0	1	7	0
2022-12-28 07:45:00	4	4	0	7	2	0	2	8	0
2022-12-28 08:00:00	5	6	0	7	1	0	0	7	0
2022-12-28 08:15:00	3	8	0	1	0	0	1	8	0
2022-12-28 08:30:00	3	5	0	4	0	0	0	6	0
2022-12-28 08:45:00	4	8	0	5	0	0	0	1	0
2022-12-28 16:00:00	6	7	0	15	2	0	3	15	0
2022-12-28 16:15:00	10	6	0	14	1	0	1	10	0
2022-12-28 16:30:00	17	10	0	10	1	0	1	9	1
2022-12-28 16:45:00	10	8	0	8	4	0	2	8	0
2022-12-28 17:00:00	14	7	0	8	0	0	2	7	0
2022-12-28 17:15:00	9	7	0	13	1	0	1	8	0
2022-12-28 17:30:00	8	2	0	11	2	0	2	12	0
2022-12-28 17:45:00	6	4	0	12	2	0	1	10	0

Leg Direction Start Time	Walnut St Southbound			W 940 N Westbound			W 940 N Eastbound		
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
2022-12-28 07:00:00	0	0	0	0	0	0	0	0	0
2022-12-28 07:15:00	1	0	0	0	0	0	0	0	0
2022-12-28 07:30:00	1	0	0	0	0	0	0	0	0
2022-12-28 07:45:00	0	0	0	1	0	0	0	1	0
2022-12-28 08:00:00	1	0	0	0	0	0	0	0	0
2022-12-28 08:15:00	1	0	0	0	0	0	0	0	1
2022-12-28 08:30:00	0	0	0	2	0	0	0	0	1
2022-12-28 08:45:00	1	0	0	0	0	0	0	0	1
2022-12-28 16:00:00	0	1	0	0	0	0	0	0	0
2022-12-28 16:15:00	1	1	0	0	0	0	0	0	0
2022-12-28 16:30:00	2	0	0	0	0	0	0	0	1
2022-12-28 16:45:00	0	2	0	0	0	0	0	0	1
2022-12-28 17:00:00	0	0	0	0	0	0	0	0	0
2022-12-28 17:15:00	0	0	0	0	0	0	0	0	0
2022-12-28 17:30:00	0	0	0	0	0	0	0	0	0
2022-12-28 17:45:00	0	0	0	0	0	0	0	0	0

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Leg Direction Start Time	Walnut St Southbound			W 940 N Westbound			W 940 N Eastbound			App Total	Int Total
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn		
2022-12-28 07:00:00	0	0	0	2	0	0	1	0	0		
2022-12-28 07:15:00	0	1	0	3	0	0	0	0	0		
2022-12-28 07:30:00	0	3	0	1	0	0	0	0	0		
2022-12-28 07:45:00	0	2	0	3	0	0	0	0	0		
2022-12-28 08:00:00	0	3	0	2	2	0	0	0	0		
2022-12-28 08:15:00	0	1	0	0	1	0	0	1	0		
2022-12-28 08:30:00	0	0	0	1	0	0	0	1	0		
2022-12-28 08:45:00	0	0	0	1	0	0	0	0	0		
2022-12-28 16:00:00	0	2	0	1	0	0	0	0	0		
2022-12-28 16:15:00	0	0	0	1	0	0	1	0	0		
2022-12-28 16:30:00	0	3	0	2	1	0	1	0	0		
2022-12-28 16:45:00	0	4	0	2	0	0	0	2	0		
2022-12-28 17:00:00	0	1	0	0	0	0	0	0	0		
2022-12-28 17:15:00	1	2	0	0	0	0	1	0	0		
2022-12-28 17:30:00	0	1	0	0	0	0	0	1	0		
2022-12-28 17:45:00	1	1	0	0	0	0	0	1	0		

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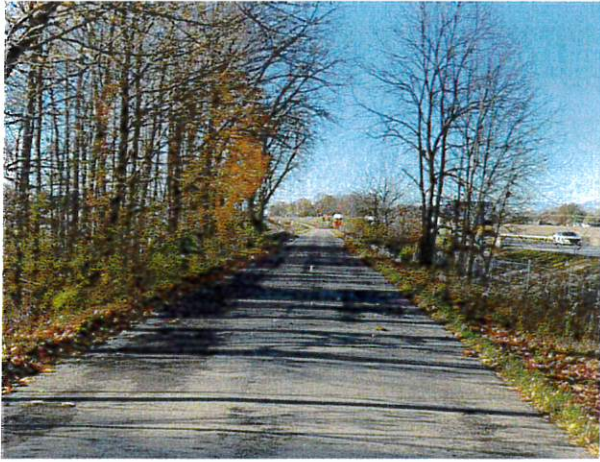
Leg Direction Start Time	Walnut St Southbound			W 940 N Westbound			W 940 N Eastbound			App Total	Int Total			
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn					
2022-12-28 07:00:00	7	10	0	17	9	0	0	0	9	2	7	0	9	35
2022-12-28 07:15:00	4	13	0	17	8	0	0	0	8	1	5	0	8	35
2022-12-28 07:30:00	7	11	0	18	7	2	0	0	9	1	7	0	8	35
2022-12-28 07:45:00	4	6	0	10	11	2	0	0	13	2	9	0	11	34
2022-12-28 08:00:00	6	9	0	15	9	3	0	0	12	0	7	0	7	34
2022-12-28 08:15:00	4	9	0	13	1	1	0	0	2	1	10	0	11	26
2022-12-28 08:30:00	3	5	0	8	7	0	0	0	7	0	8	0	8	23
2022-12-28 08:45:00	5	8	0	13	6	0	0	0	6	0	2	0	2	21
2022-12-28 16:00:00	6	10	0	16	16	2	0	0	18	3	15	0	18	82
2022-12-28 16:15:00	11	7	0	18	15	1	0	0	16	2	10	0	12	66
2022-12-28 16:30:00	19	13	0	32	12	2	0	0	14	2	10	1	13	89
2022-12-28 16:45:00	10	14	0	24	10	4	0	0	14	2	11	0	13	51
2022-12-28 17:00:00	14	8	0	22	8	0	0	0	8	2	7	0	9	39
2022-12-28 17:15:00	10	9	0	19	13	1	0	0	14	2	8	0	10	43
2022-12-28 17:30:00	8	3	0	11	11	2	0	0	13	2	13	0	16	39
2022-12-28 17:45:00	7	5	0	12	12	2	0	0	14	1	10	0	11	37
Grand Total	125	140	0	265	155	22	0	0	177	23	139	1	163	668
% Approach	47.2%	52.8%	0.0%	43.8%	25.6%	3.6%	0.0%	0.0%	29.3%	3.8%	23.0%	0.2%	26.9%	
% Total	20.7%	23.1%	0.0%	43.8%	25.6%	3.6%	0.0%	0.0%	29.3%	3.8%	23.0%	0.2%	26.9%	
Lights	115	112	0	227	133	18	0	0	151	19	128	1	148	526
% Lights	92.0%	80.0%	0.0%	85.7%	85.8%	81.8%	0.0%	0.0%	85.3%	82.6%	92.1%	100.0%	90.9%	96.9%
Articulated Trucks	8	4	0	12	3	0	0	0	3	0	6	0	6	21
% Articulated Trucks	6.4%	2.9%	0.0%	4.5%	1.9%	0.0%	0.0%	0.0%	1.7%	0.0%	4.3%	0.0%	3.7%	3.9%
Buses and Single-Unit Trucks	10	34	0	26	19	4	0	0	22	4	5	0	13	58
% Buses and Single-Unit Trucks	1.6%	17.1%	0.0%	9.8%	12.3%	18.2%	0.0%	0.0%	13.0%	17.4%	3.6%	0.0%	5.5%	9.8%

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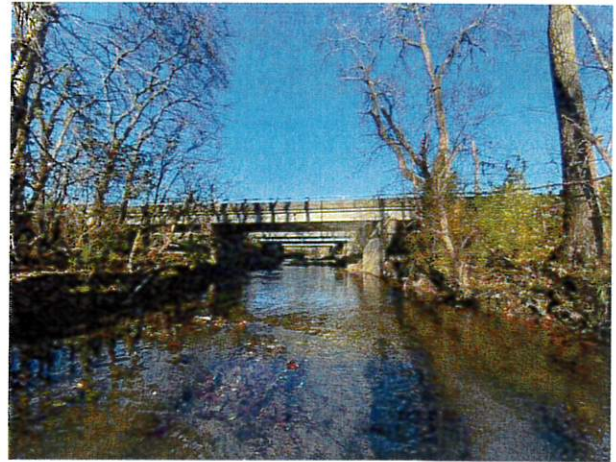
Leg Direction Start Time	Walnut St Southbound			W 940 N Westbound			W 940 N Eastbound			App Total	Int Total			
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn					
2022-12-28 07:00:00	7	10	0	17	9	0	0	0	9	2	7	0	9	35
2022-12-28 07:15:00	4	13	0	17	8	0	0	0	8	1	5	0	6	31
2022-12-28 07:30:00	7	11	0	18	7	2	0	0	9	1	7	0	8	35
2022-12-28 07:45:00	4	6	0	10	11	2	0	0	13	2	9	0	11	34
Grand Total	22	40	0	62	35	4	0	0	39	6	28	0	34	133
% Approach	35.5%	64.5%	0.0%	45.9%	89.7%	10.3%	0.0%	0.0%	23.8%	17.6%	82.4%	0.0%	25.2%	
% Total	16.3%	29.6%	0.0%	45.9%	25.9%	3.0%	0.0%	0.0%	23.8%	4.4%	20.7%	0.0%	25.2%	
PHF (7 AM - 8 AM)	0.786	0.769	0	0.861	0.795	0.5	0	0	0.775	0.778	0	0	0.773	0.864
Lights	20	34	0	54	25	4	0	0	29	5	27	0	32	116
% Lights	90.9%	85.0%	0.0%	87.1%	71.4%	100.0%	0.0%	0.0%	74.4%	83.3%	96.4%	0.0%	94.1%	85.2%
Articulated Trucks	2	0	0	2	1	0	0	0	1	0	1	0	1	4
% Articulated Trucks	9.1%	0.0%	0.0%	3.2%	2.9%	0.0%	0.0%	0.0%	2.5%	0.0%	3.6%	0.0%	2.9%	3.0%
Buses and Single-Unit Trucks	0	6	0	6	9	0	0	0	9	1	0	0	1	16
% Buses and Single-Unit Trucks	0.0%	15.0%	0.0%	9.7%	25.7%	0.0%	0.0%	0.0%	23.1%	16.7%	0.0%	0.0%	2.9%	11.9%

A-11

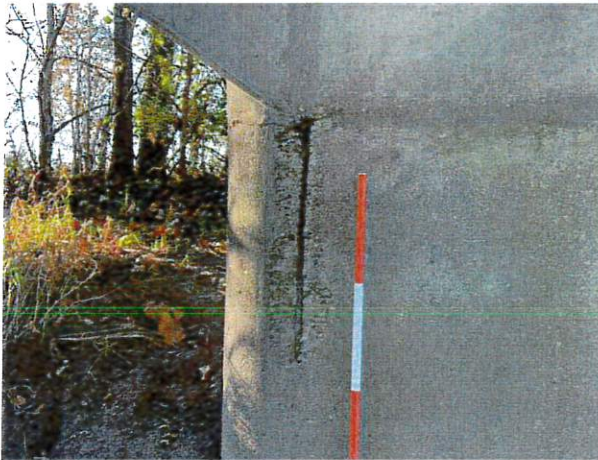
Leg Direction Start Time	Walnut St Southbound			W 940 N Westbound			W 940 N Eastbound			App Total	Int Total			
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn					
2022-12-28 16:00:00	6	10	0	16	16	2	0	0	18	3	15	0	18	82
2022-12-28 16:15:00	11	7	0	18	15	1	0	0	16	2	10	0	12	46
2022-12-28 16:30:00	19	13	0	32	12	2	0	0	14	2	10	1	13	89
2022-12-28 16:45:00	10	14	0	24	10	4	0	0	14	2	11	0	13	51
Grand Total	46	44	0	90	53	9	0	0	62	9	46	1	56	208
% Approach	51.1%	48.9%	0.0%	43.3%	85.5%	14.5%	0.0%	0.0%	29.8%	16.1%	82.1%	1.8%	26.9%	
% Total	22.1%	21.2%	0.0%	43.3%	25.5%	4.3%	0.0%	0.0%	29.8%	4.3%	22.1%	0.3%	26.9%	
PHF (4 PM - 5 PM)	0.605	0.786	0	0.703	0.828	0.563	0	0	0.881	0.75	0.767	0.25	0.778	0.881
Lights	43	31	0	74	47	8	0	0	55	7	42	1	58	179
% Lights	93.5%	70.5%	0.0%	82.2%	88.7%	88.9%	0.0%	0.0%	88.7%	77.8%	91.3%	100.0%	89.3%	86.1%
Articulated Trucks	3	4	0	7	0	0	0	0	0	0	2	0	2	9
% Articulated Trucks	6.5%	9.1%	0.0%	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	3.6%	4.3%
Buses and Single-Unit Trucks	0	9	0	9	6	1	0	0	7	2	2	0	4	20
% Buses and Single-Unit Trucks	0.0%	20.5%	0.0%	10.0%	11.3%	11.1%	0.0%	0.0%	11.3%	22.2%	4.3%	0.0%	7.1%	9.8%



Southeast Approach Looking Northwest



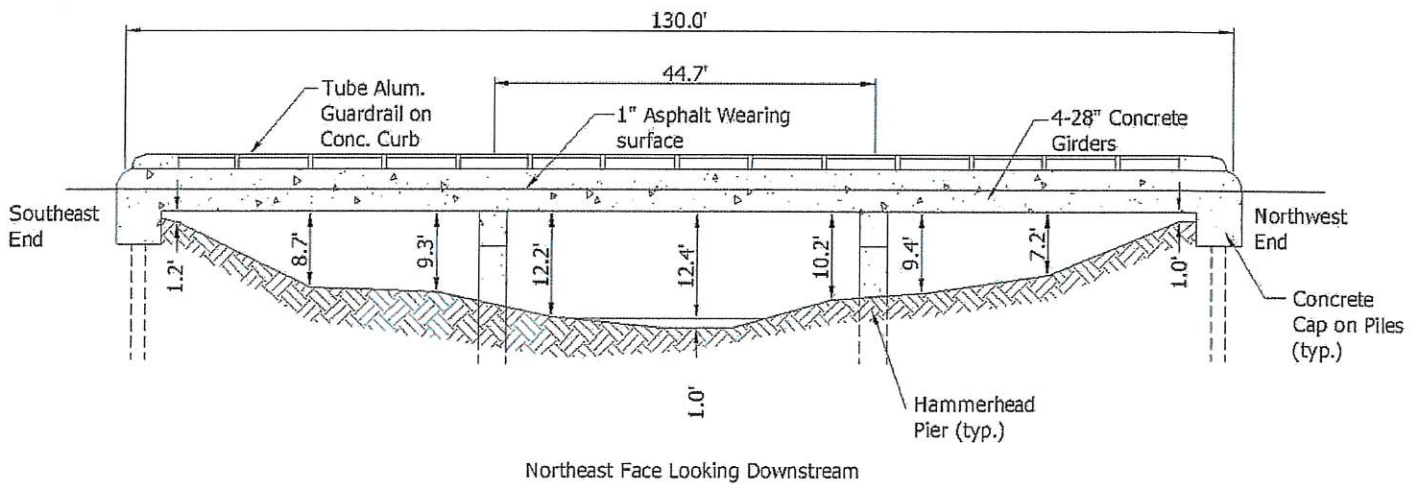
Southwest Face Looking Upstream



Looking at Spall and Exposed Rebar Pier 3 Downstream Nose



Looking at Bottom of Beams and Deck Span B



SHELBY COUNTY - BRIDGE NO. 73-00211
 SYCAMORE ROAD over WEST LITTLE SUGAR CREEK

STRUCTURE INVENTORY & APPRAISAL SHORT FORM

ASSET NAME: 73-00211

IDENTIFICATION

1. State: 185 - Indiana
 2. District: 03 - Greenfield
 3. County: 073 - SHELBY
 4. Place Code: 00000 - N/A
 6. Features Intersected: WEST LITTLE SUGAR CREEK
 7. Facility Carried: SYCAMORE ROAD
 8. NBI #: 7300164
 9. Location: 00.30 W OF CR 750 W
 16. Latitude: 39.65544 Decimal Degrees
 17. Longitude: -85.93048 Decimal Degrees

STRUCTURE TYPE

43. Structure Type - Main:
 A. Material: 2 - Concrete continuous
 B. Type of Design: 02 - Stringer/Multi-beam or Girder
 44. Structure Type - Approach:
 A. Material: 0 - Other
 B. Type of Design: 00 - Other
 45. No. of Spans - Main: 3
 46. No. of Spans - Approach: 0000
 107. Deck Type: 1 - Concrete Cast-in-Place
 108. Wearing Surface / Protection System
 A. Wearing Surface: 6 - Bituminous
 B. Deck Membrane: 0 - None
 C. Deck Protection: 0 - None

AGE OF SERVICE

27. Year Built: 1960
 106. Reconstructed: 0
 42. Type of Service:
 A. On Bridge: 1 - Highway
 B. Under Bridge: 5 - Waterway
 28. Lanes
 A. On Bridge: 2
 B. Under Bridge: 0
 29. ADT: 150 VPD
 30. ADT Year: 2021
 109. ADTT: 5 %

GEOMETRIC DATA

48. Maximum Span Length: 43.0 Ft.
 49. Total Structure Length: 130.0 Ft.
 50A. Sidewalk/Curb Left: 0.8 Ft.
 50B. Sidewalk/Curb Right: 0.8 Ft.
 51. Bridge Roadway Width: (Curb-Curb): 24.2 Ft.
 52. Deck Width (o-o): 28.0 Ft.
 32. Approach Roadway Width: 18.0 Ft.
 34. Skew: 10 Degree(s)
 47. Total Horizontal Clearance: 24.2 Ft.
 53. Vertical Clearance over Deck: 99.99 Ft.
 54. Min. Vertical Underclearance: 0.00 Ft.
 55. Min. Lateral Underclearance - Right: 0.0 Ft.
 56. Min. Lateral Underclearance - Left: 0.0 Ft.

LOAD RATING AND POSTING

31. Design Load: 5 - HS 20
 64. Operating Rating: 45 Tons
 66. Inventory Rating: 36 Tons
 66B. Inventory Rating (H): 20 Tons
 70. Bridge Posting: 5 - Equal to or above legal loads
 41. Open, Posted, or Closed: A - Open
 66C. Tons Posted: Tons
 66D. Date Posted/Closed:

INSPECTIONS

90. Inspection Date: 11/18/2021
 91. Des. Inspection Frequency: 24 Months
 92. Critical Feature Inspected:
 A: N Mos. B: N Mos. C: N Mos.
 93. Critical Feature Inspection Date:
 A: B: C:

PROPOSED IMPROVEMENTS

97. Year Needed:
 75A. Type Work:
 76. Improvement Length: 0.0 Ft.
 94. Bridge Improvement Cost: 0 x 1000
 95. Roadway Improvement Cost: 0 x 1000
 96. Total Project Cost: 0 x 1000
 Sufficiency Rating (Unofficial): 100.0

CONDITION

	CONDITION / MATERIAL	RATING
58. Deck:	SATISFACTORY-MINOR CRACKS & LEACHING Material: 6" REINFORCED CONCRETE DECK	6
58.01. Wearing Surface:	GOOD-RECENTLY RESURFACED-NOT FULL WIDTH Material: 3" ASPHALT	7
59. Superstructure:	SATISFACTORY-CRACKS & SPALLS OVER PIER CAPS Material: 28" REINFORCED CONCRETE GIRDERS	6
Paint:	NOT APPLICABLE	N
60. Substructure:	SATISFACTORY-SPALLS-EXPOSED REBAR Material: CONCRETE HAMMERHEAD PIERS-END BENTS	6
61. Channel:	SATISFACTORY-BANK EROSION Material: VEGETATION	6
62. Culvert:	N/A Material: N/A	N

APPRAISAL

67. Structural:		9
68. Geometry:		6
69. Underclearance:		N
	<u>DEFICIENCIES</u>	<u>RATING</u>
71. Waterway Adequacy:	APPEARS ADEQUATE	7
72. Roadway Alignment:	SATISFACTORY-CRACKS Material: CONCRETE-ASPHALT (72): VERY GOOD-LEVEL-CURVE NORTHWEST	8
113. Scour Rating:	STABLE - WITHIN LIMITS PER SCOUR ASSESSMENT FORM	5 - Scour within limits of footing or piles

EXECUTIVE SUMMARY

NORTHWEST APPROACH SHOULDER ERODED, SETTLED, APPROACH CORNER UNDERCUT. GUTTERS FILLED WITH VEGETATION AND DEBRIS. MINOR HAIRLINE CRACKS IN DECK WITH LEACHING. PIERS HAVE MINOR SPALLS WITH EXPOSED REBAR ON STEMS AND NOSES. MINOR SPALLS AT GIRDER BEARING SEATS DUE TO EXPANSION AND OPEN JOINTS. CRACKS, MINOR SPALLS AND LEACHING ON EXTERIOR GIRDERS AT PIER CAPS. PIER CAPS HAVE MINOR CRACKS WITH LEACHING AT THE NOSES. SOUTH CORNER BRIDGE RAIL MISSING. MULTIPLE ANIMAL HOLES LOCATED AT BENT 4. LOCAL MAINTENANCE: IN 2022, CLEAN DECK AND GUTTERS. MILL WEARING SURFACE, CLEAN AND SEAL JOINTS AND PLACE NEW HMA WEARING SURFACE. FILL ANIMAL HOLES ESTIMATED COST - \$25,000.

Shelby County Plan Commission

25 West Polk Street, Room 201

Shelbyville, Indiana 46176

(317) 392-6338

Planning Director

Desiree Calderella

The following are the meeting dates for the Shelby County Plan Commission (SCPC) and the Shelby County Board of Zoning Appeals (BZA) for 2023. All Plan Commission and BZA meetings begin at 7:00 p.m. unless noted/announced otherwise.

Shelby County Plan Commission

<u>SCPC Scheduled Meetings</u>	<u>SCPC Application Deadline</u>	<u>SCPC Legal Notice Deadline*</u>
January 24, 2023	January 3, 2023	January 14, 2023
February 28, 2023	February 7, 2023	February 18, 2023
March 28, 2023	March 7, 2023	March 18, 2023
April 25, 2023	April 4, 2023	April 15, 2023
May 23, 2023	May 2, 2023	May 13, 2023
June 27, 2023	June 6, 2023	June 17, 2023
July 25, 2023	July 4, 2023	July 15, 2023
August 22, 2023	August 1, 2023	August 12, 2023
September 26, 2023	September 5, 2023	September 16, 2023
October 24, 2023	October 3, 2023	October 14, 2023
November 28, 2023	November 7, 2023	November 18, 2023
December 26, 2023	December 5, 2023	December 16, 2023

*Completed Preliminary Plats are due by the Notice Deadline