



STAFF REPORT

CITY OF COLUMBUS PLAN COMMISSION (April 8, 2026 Meeting)

Docket No. / Project Title: SUB-26-20 (Tipton Ridge Major Subdivision Preliminary Plat)
Staff: Andres M. Nieto
Applicant: Tim Thomas, PE
Property Size: +/- 107 acres
Current Zoning: RS4c (Residential: Single-family 4) w/ commitments
RMc (Residential: Multi-family) w/ commitments
Location: 7162 West State Road 46, in the City of Columbus.

Request Summary:

The applicant is requesting approval of a major subdivision preliminary plat consistent with Subdivision Control Ordinance Chapter 16.16. The proposed subdivision would create 180 new lots and 8 common areas totaling +/- 107 acres. This application includes 5 separate modification requests listed below.

Modifications:

The applicant is proposing the following modification(s) from the subdivision control ordinance design or improvement standards that would typically apply to this development:

1. Modification #1 (Length of Cul-de-sac - Golden Ray Court): To allow a cul-de-sac to extend +/- 707 feet, 57 feet longer than the maximum permitted length of 650 feet from the nearest intersection.
2. Modification #2 (Length of Cul-de-sac – Bur Oak Court): To allow a cul-de-sac to extend +/- 1,401 feet, 751 feet longer than the maximum permitted length of 650 feet from the nearest intersection.
3. Modification #3 (Sidewalk on Dogwood Way - South): To waive the requirement to install sidewalk along the south side of Dogwood Way between Belmont Drive and Golden Ray Court. The total length of this section of right-of-way is +/- 780 linear feet.
4. Modification #4 (Street trees on Dogwood Way): To waive the requirement to install street trees along a portion of Dogwood Way, on both the north and south side, between Belmont Drive and the beginning of the development (250 feet on the north side, and 820 feet on the south side).
5. Modification #5 (Required Open Space Configuration): To waive the requirement for the development's open space to be configured in a way that is suitable for potential lot subdivision by a future homeowner's association, with typical lot sizes and frontages common in the subdivision and the applicable minimum requirements of the Zoning Ordinance.

Discretionary Features:

The applicant is proposing the following feature(s) that are established by the Subdivision Control Ordinance as being subject to Plan Commission review and approval.

1. **Future Street Connections (Bur Oak Court):** The applicant is proposing to terminate Bur Oak Court in a cul-de-sac at the north end of the subject property, rather than abide by the recommendation of the Subdivision Control Ordinance to provide a stub street to the northeast where adjacent to potentially developable property. The Plan Commission has discretion over this decision regarding street system connectivity.

- 2. Additional Right-of-Way Dedication and Road Improvements (500 West):** The applicant is proposing to dedicate 27.5 feet of right-of-way along the site's frontage on 500 West, rather than the recommended width of 45 feet for Minor Arterial roads described in the Subdivision Control Ordinance. Furthermore, the applicant is proposing to omit certain street improvements (curb and gutter, sidewalk, etc.) along this frontage of the property. Section 16.24.030 of the Subdivision Control Ordinance gives the Plan Commission discretion, with the recommendation from the City Engineer, over design elements and corresponding right-of-way dedication for arterial streets.

Plan Commission Process, Options, & Preliminary Staff Recommendation:

Step 1 - Modification Request(s):

The initial step in the approval process is for the Plan Commission to determine whether or not any requests for modification from the design or improvement standards of the Subdivision Control Ordinance can be supported based on the decision criteria provided. Subdivision Control Ordinance Section 16.32.020 indicates that the Plan Commission may grant a modification of the standards upon the determination that each provided criterion has been met. A separate motion with specific findings is recommended for each requested modification. The Plan Commission may attach conditions to any approved modification that are related to that modification and "will reasonably secure the objectives and requirements" of the Subdivision Control Ordinance (Section 16.32.030(B)).

Requested Modification #1 (Length of Cul-de-sac – Golden Ray Court): The applicant proposes a cul-de-sac (Golden Ray Court) to extend +/- 707 feet from the nearest intersection at Dogwood Way. Table 16.24-1 of the Subdivision Control Ordinance states that cul-de-sacs should be a maximum length of 650 feet from the nearest intersection.

Preliminary Staff Recommendation: Approval, all criteria have been met.

Criteria #1: The modification will not be detrimental to the public health, safety, and general welfare.

Preliminary Staff Findings: The City Fire Inspector and City Engineer have no concerns regarding the length of the cul-de-sac on Golden Ray Court. The modification will not be detrimental to the public health, safety, and general welfare of the community. This criterion has been met.

Criteria #2: Adjacent property will not be adversely affected.

Preliminary Staff Findings: The adjacent lots meet all standards and requirements of the Subdivision Control Ordinance and will not be adversely affected by cul-de-sac that is 57 feet longer than permitted. The City Engineer and City Fire Inspector have expressed no concerns about its effect on the adjacent properties. This criterion has been met.

Criteria #3: The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, as opposed to mere inconvenience or financial disadvantage.

Preliminary Staff Findings: Topography and existing utilities require Golden Ray Court to extend 90 feet before the first lot can be platted along the frontage of the street. This challenging topography, which extends behind the existing single-family homes along State Road 46, limits the viable street connections internal to the subdivision. Based on this physical condition unique to the property, this criterion has been met.

Criteria #4: The modification is consistent with the intent of this (the Subdivision Control Ordinance) and other applicable ordinances and the Comprehensive Plan.

Preliminary Staff Findings: The Subdivision Control Ordinance limits the length of dead-end roads to ensure safe vehicle circulation, especially for emergency vehicles in the event of an emergency, and to promote connectivity. The design of the cul-de-sac meets all other standards required for safe turnarounds. Further, additional connectivity for this area of the subdivision is unlikely given the topography and limited access into the subdivision via 500 West and Belmont Drive. This modification is consistent with the intent of the Subdivision Control Ordinance and the Comprehensive Plan. This criterion has been met.

Criteria #5: The modification will not conflict with the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setback(s).

Preliminary Staff Findings: The unique topography of the subject property increases the difficulty of additional access points into this area of the subdivision. This condition is unique to the subject property and was not created by the owner or applicant. This criterion has been met.

Requested Modification #2 (Length of Cul-de-sac – Bur Oak Court): The applicant proposes a cul-de sac (Bur Oak Court) to extend +/- 1,401 feet from the nearest intersection at Redbud Run. Table 16.24-1 of the Subdivision Control Ordinance states that cul-de-sacs should be a maximum length of 650 feet from the nearest intersection.

Preliminary Staff Recommendation: Approval, all criteria have been met.

Criteria #1: The modification will not be detrimental to the public health, safety, and general welfare.

Preliminary Staff Findings: The City Fire Inspector and City Engineer have no concerns regarding the length of the cul-de-sac on Bur Oak Court. The emergency access easement access included in the adjacent common area will help first responders in the event of an emergency. The modification will not be detrimental to the public health, safety, and general welfare of the community. This criterion has been met. This criterion has been met.

Criteria #2: Adjacent property will not be adversely affected.

Preliminary Staff Findings: The adjacent lots meet all standards and requirements of the Subdivision Control Ordinance and will not be adversely affected by cul-de-sac that is +/- 751 feet longer than permitted. The City Engineer and City Fire Inspector have expressed no concerns about its effect on the adjacent properties. This criterion has been met.

Criteria #3: The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, as opposed to mere inconvenience or financial disadvantage.

Preliminary Staff Findings: The vast amount of floodplain/floodway included in this development, along with the challenging topography on the north side of the property, greatly limit other viable street connections internal to the subdivision. Based on this physical condition unique to the property, this criterion has been met.

Criteria #4: The modification is consistent with the intent of this (the Subdivision Control Ordinance) and other applicable ordinances and the Comprehensive Plan.

Preliminary Staff Findings: The Subdivision Control Ordinance limits the length of dead-end roads to ensure safe vehicle circulation, especially for emergency vehicles in the event of an emergency, and to promote connectivity. The design of the cul-de-sac meets all other standards required for safe turnarounds. Further, additional connectivity has been accounted for with the emergency access easement shown in the adjacent common area. In the event of an emergency, first responders will have the option to drive through this easement to reach the end of the cul-de-sac. This modification is consistent with the intent of the Subdivision Control Ordinance and the Comprehensive Plan. This criterion has been met.

Criteria #5: The modification will not conflict with the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setback(s).

Preliminary Staff Findings: The unique topography of the subject property increases the difficulty of additional access points into this area of the subdivision. This condition is unique to the subject property and was not created by the owner or applicant. This criterion has been met.

Requested Modification #3 (Sidewalk on Dogwood Way - South): The applicant proposes a section of Dogwood Way between the intersections of Belmont Drive and Golden Ray Court to be constructed without sidewalks on the south side of the street. Section 16.24.060(A) of the Subdivision Control Ordinance states that sidewalk installation shall be required on both sides of all new streets, based on the standards in the Design Elements Table.

Preliminary Staff Recommendation: Approval, all criteria have been met.

Criteria #1: The modification will not be detrimental to the public health, safety, and general welfare.

Preliminary Staff Findings: The County Engineer shared no concerns regarding the omission of sidewalks along the south side of Dogwood Way between Belmont Drive and Golden Ray Court. Proper curb ramps are planned to be installed across Dogwood Way to guide pedestrians safely toward sidewalks on the north side of Dogwood Way, which will connect. The modification will not be detrimental to the public health, safety, and general welfare of the public. This criterion has been met.

Criteria #2: Adjacent property will not be adversely affected.

Preliminary Staff Findings: The properties adjacent to this portion of Dogwood Way will have connectivity between the development and Belmont Drive through a sidewalk installed on the north side of the development. These properties will not be adversely affected by this modification. This criterion has been met.

Criteria #3: The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, as opposed to mere inconvenience or financial disadvantage.

Preliminary Staff Findings: The stub street that was provided on Belmont Drive for this future street connection is 50-foot wide, the typical right-of-way width for local streets. However, the typical 15-foot utility easements were not platted on edges of this right-of-way. This creates a condition where the applicant must fit the required public improvements and utilities completely within 50-foot right-of-way. This condition is unique to the property involved in this modification request. This criterion has been met.

Criteria #4: The modification is consistent with the intent of this (the Subdivision Control Ordinance) and other applicable ordinances and the Comprehensive Plan.

Preliminary Staff Findings: The Subdivision Control Ordinance requires sidewalks to be installed on both sides of new streets to promote connectivity throughout the development and adjacent properties. The topography on this side of the site, along with the constraints for road and utility installation, create a difficult condition to install sidewalks along the south side of Dogwood Way. Minimizing pedestrian crossing this terrain, and instead guiding pedestrians to the sidewalks on the north side of the street are consistent with the intent of the Subdivision Control Ordinance. This criterion has been met.

Criteria #5: The modification will not conflict with the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setback(s).

Preliminary Staff Findings: The unique topography of the subject property, along with the constraints for road and utility installation, increases the difficulty for sidewalk installation on the south side of Dogwood Way. This condition is unique to the subject property and was not created by the owner or applicant. This criterion has been met.

Requested Modification #4 (Street trees on Dogwood Way): The applicant proposes to waive the requirement to install street trees along a portion of Dogwood Way, on both the north and south side, between Belmont Drive and the beginning of the development (250 feet on the north side, and 820 feet on the south side). Section 16.24-1 of the Subdivision Control Ordinance states that street trees are required to be installed in the tree lawns of new streets, based on the length of right-of-way.

Preliminary Staff Recommendation: Approval, all criteria have been met.

Criteria #1: The modification will not be detrimental to the public health, safety, and general welfare.

Preliminary Staff Findings: The City Engineer has shared no concerns regarding this modification request to omit street tree plantings along portions of Dogwood Way between the development and Belmont Drive. This request will not be detrimental to the public health, safety, and general welfare of the community. This criterion has been met.

Criteria #2: Adjacent property will not be adversely affected.

Preliminary Staff Findings: The section of Dogwood Way included in this modification request is adjacent to neighboring property (included in The Belmont development). These adjacent properties will have other road frontages with sidewalk and street tree installation to promote pedestrian circulation throughout the development. The adjacent properties will not be adversely affected by this request. This criterion has been met.

Criteria #3: The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, as opposed to mere inconvenience or financial disadvantage.

Preliminary Staff Findings: The right-of-way provided for the connection of Dogwood Way and Belmont Drive is 50 feet wide with no surrounding utility easements. This will result in utilities being located within the right-of-way along with all other street improvements. Without this modification request, street trees would be required to be planted on top of utility locations, which is generally avoided if possible. This condition is unique to the property involved in this request; therefore the criterion has been met.

Criteria #4: The modification is consistent with the intent of this (the Subdivision Control Ordinance) and other applicable ordinances and the Comprehensive Plan.

Preliminary Staff Findings: The Subdivision Control Ordinance requires street trees to be installed on new streets to promote safe pedestrian connectivity throughout the development and surrounding properties. The properties adjacent to this modification request will have other frontages on Belmont drive with sidewalk access and street tree plantings. Based on the unique challenges of locating road improvements and utilities within the right-of-way, it is likely that street trees would be planted on top of underground utilities, creating future conflict with tree roots and safe utility operations. Waiving the requirement for street trees on the specified portions of Dogwood Way are consistent with the intent of the Subdivision Control Ordinance and the Comprehensive Plan. This criterion has been met.

Criteria #5: The modification will not conflict with the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setback(s).

Preliminary Staff Findings: The unique topography of the subject property, along with the constraints for road and utility installation, increases the difficulty for sidewalk installation on the south side of Dogwood Way. This condition is unique to the subject property and was not created by the owner or applicant. This criterion has been met. This criterion has been met.

Requested Modification #5 (Required Open Space Configuration): The applicant proposes to waive the requirement for the development's open space to be configured in a way that is suitable for potential lot subdivision by a future homeowners association, with typical lot sizes and frontages common in the subdivision and the applicable minimum requirements of the Zoning Ordinance.. Section 16.24.170 (A)(9) of the Subdivision Control Ordinance states that required open space should be arranged to be suitable for potential future residential use consistent with the typical lot size and frontages common in the subdivision.

Preliminary Staff Recommendation: Approval, all criteria have been met.

Criteria #1: The modification will not be detrimental to the public health, safety, and general welfare.

Preliminary Staff Findings: The City Engineer has not expressed any concern regarding the configuration of the required open space and its effect on the community. This modification will not be detrimental to the public health, safety, and general welfare of the community. This criterion has been met.

Criteria #2: Adjacent property will not be adversely affected.

Preliminary Staff Findings: The intent of this section of the Subdivision Control Ordinance is to promote orderly development of land in the event where a future homeowner's association desires to convert unnecessary open space, originally required by the Ordinance, into buildable lots. The open space included in this request is located in the floodplain and has significant challenges for future construction. This decreases the likelihood of any construction regardless of neighborhood circumstances. The adjacent properties will not be adversely affected by the configuration of the required open space. This criterion has been met.

Criteria #3: The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, as opposed to mere inconvenience or financial disadvantage.

Preliminary Staff Findings: The proposed configuration of open space in this development is guided by the presence of the mapped floodplain/floodway and the quality of the soils. This condition is unique to the property involved in this request and poses significant challenges for any type of future construction, regardless of future neighborhood circumstances. This criterion has been met.

Criteria #4: The modification is consistent with the intent of this (the Subdivision Control Ordinance) and other applicable ordinances and the Comprehensive Plan.

Preliminary Staff Findings: The intent of this requirement of the Subdivision Control Ordinance is to promote orderly growth and use of land in the event where a future homeowner's association seeks to convert previously required open space into buildable lots. In this case, the applicant would be required to construct new public streets for the sole reason of providing frontage along open space that has severely limited development potential due to soil condition and floodplain presence. Waiving this requirement would promote the best utilization of natural land and open space in the neighborhood, which is the intent of this requirement of the Ordinance. This criterion has been met.

Criteria #5: The modification will not conflict with the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setback(s).

Preliminary Staff Findings: The condition of the soil and presence of the floodplain and floodway, severely limits the future development potential of any required open space in this development. This condition is unique to the subject property and was not created by the owner or applicant. This criterion has been met.

Step 2 - Required Revision(s):

The Plan Commission should identify any needed corrections or additions to the proposed plat that are necessary to meet the requirements of the Subdivision Control Ordinance and for which modifications have not been approved. The Plan Commission should also stipulate any changes necessary for the subdivision to comply with the Commission's determinations on those design or improvement details that are at its discretion. Any required revisions must enforce the requirements of the Subdivision Control Ordinance. Discretionary features include those specifically indicated as such by the Subdivision Control Ordinance (such as the number of lots to be served by access easement) and those for which ensuring compliance requires the case-by-case application of the requirements by the Commission (such as street names, traffic calming, or supplementary travel lanes).

Preliminary Staff Recommendation: The following required revisions should be included as part of the plat approval:

1. Documentation from INDOT shall be provided regarding improvements to be made at the intersection of 500 West and State Road 46.
2. Cover Page:
 - a. The name of the developer shall be provided on this sheet.
 - b. Parcel numbers included on this sheet shall be revised and corrected to match parcels included in the subject property.

3. Existing Features Page (Sheet C2):
 - a. Road classification of 500 West shall be revised to (Minor Arterial, Residential, Suburban).
4. Lot Layout (Sheet C3):
 - a. Road classification of 500 West shall be revised to (Minor Arterial, Residential, Suburban).
 - b. Right-of-way to be dedicated shall be revised to 45 feet, per City Engineer's recommendation.
5. Lot Layout (Sheet C4):
 - a. Cul-de-sac radius measurements shall be revised to be taken from the center of the bulb.
6. Roadway Plan (Sheet C8):
 - a. Road classification of 500 West shall be revised to (Minor Arterial, Residential, Suburban).
 - b. Right-of-way to be dedicated shall be revised to 45 feet, per City Engineer's recommendation.
7. Roadway Plan (Sheet C9):
 - a. The radius of cul-de-sac pavement shall be revised to a minimum of 40 feet, measured from the center of pavement, as required by Table 16.24-1 of the Subdivision Control Ordinance.
8. Roadway Plan (Sheet C10):
 - a. Curb ramps shown near the beginning of the emergency access easement shall be revised to cross Redbud Run directly across from the easement.
9. Roadway Plan (Sheet C11):
 - a. Curb ramps shown near the beginning of the emergency access easement shall be revised to cross Redbud Run directly across from the easement.
 - b. The radius of cul-de-sac pavement shall be revised to a minimum of 40 feet, measured from the center of pavement, as required by Table 16.24-1 of the Subdivision Control Ordinance.
10. Sheet C13:
 - a. Road classification of 500 West shall be revised to (Minor Arterial, Residential, Suburban).
11. Sheet C14:
 - a. Road classification of 500 West shall be revised to (Minor Arterial, Residential, Suburban).
12. Sheet C15:
 - a. The 500 West cross-sections shall be revised to show a half right-of-way to match Sheets C3 and C8, and the "Proposed additional ROW" shall be revised to match Sheets C3 and C8, as well.
 - b. The utility easement shown on the intersection detail of 500 West and Dogwood Way shall extend across the whole 500 West frontage of the site, rather than just being shown within the Common Area.
 - c. A typical street section through the intersection of Dogwood Way and Belmont Drive shall be provided. This street section shall clearly indicate the median being curbed.
 - d. In the intersection detail of Dogwood Way and Belmont Drive, curb ramps shall be shown on both sides of Belmont Drive located on the north side of Dogwood Way.

Step 3 - Request Approval, Denial, or Continuance:

In reviewing a request for *major subdivision approval*, the Plan Commission shall (1) approve the request if the proposal meets the minimum standards of the Subdivision Control Ordinance, (2) deny the request if the minimum standards of the ordinance are not met and appropriate modifications are not obtained, or (3) continue the request to gather further information or otherwise as provided by the Plan Commission Rules of Procedure and Subdivision Control Ordinance Section 16.40.050. The Plan Commission should make, second, and vote on a motion for the approval, denial, or continuance of the request. Any motion for approval should (1) note any approved modification(s) and (2) incorporate any required revisions.

Preliminary Staff Recommendation: Approval, noting the approved modifications and including the required revision listed above.

Current Property Information (entire subdivision site):	
Land Use:	Single-family residential (large lot), Agriculture, woods
Site Features:	Single-family dwelling, woods
Flood Hazards:	The area contains property that is within the floodway, 100-year floodplain fringe, and 500-year floodplain.
Special Circumstances: (Airport Hazard Area, Wellfield Protection Area, etc.)	N/A
Vehicle Access:	State Road 46 (Primary Arterial, Residential, Suburban) 500 West (Minor Arterial, Residential, Suburban) Belmont Drive (Collector, Residential, Suburban)

Surrounding Zoning and Land Use (entire subdivision site):		
	Zoning:	Land Use:
North:	AP (Agriculture: Preferred)	Agriculture / Woods
South:	AP (Agriculture: Preferred) RM (Residential: Multi-family) RS2 (Residential: Single-family 2)	Agriculture Worship Facility Single-family Residential
East:	AP (Agriculture: Preferred) RM (Residential: Multi-family)	Agriculture / Woods Nursing Home / Assisted Living Facility (The Belmont Senior Living)
West:	AP (Agriculture: Preferred)	Agriculture / Woods

Interdepartmental Review:	
City Engineering:	Our department requests 45' of right-of-way be dedicated along the 500 West frontage of the site.
City Utilities:	No comments.
Parks Department:	No comments.
Fire Department:	No comments.

Technical Code Enforcement:	No comments.
INDOT:	No comments.
Department of Public Works:	No comments.
Police Department:	No comments.
AT&T	No comments.
Duke Energy:	No comments.
REMC:	No comments.
Comcast:	No comments.
Centerpoint Energy:	No comments.
BCSC:	No comments.

History of this Location:

The relevant history of this property includes the following:

1. The subject site was part of recent rezoning and annexation requests (RZ-2025-003 and ANX-2025-003). Approximately 97.96 acres were rezoned from AP (Agriculture: Preferred) to RS4 (Residential: Single-family 4) and 8.74 acres were rezoned from AP (Agriculture: Preferred) to RMc (Residential: Multi-family with commitments). The commitments of the rezoning were as follows:
 - The RS4-zoned portion of the subject property shall be limited to a maximum of 300 single-family residential lots.
 - The development of the RM area resulting from this rezoning shall include a Type B buffer, as specified by the zoning ordinance, where that area adjoins the homes at 233 through 401 North 500 West and/or 7220 through 7510 West State Road 46. However, the buffer plantings shall consist entirely of trees with an equal mix of deciduous and evergreen trees; and, specifically, no shrubs shall be counted as meeting the buffer planting requirement. The buffer shall be installed prior to occupancy of any development on the subject property.
 - Prior to any development of the subject property, the developer/ subdivider shall provide an update to the previously completed Belmont project traffic study that incorporates the development of the subject property as well as the development of the planned new Bartholomew Consolidated School Corporation elementary school to the south of State Road 46. The primary intent of the traffic study is to document evolving development and traffic conditions and provide data suitable for evaluating and justifying, if warranted, a traffic light at the intersection of Belmont Drive, State Road 46, and Tipton Lakes Boulevard. The traffic study shall meet all requirements of the City Engineer and the Indiana Department of Transportation and be found acceptable by both.

- No development of the RM-zoned portion of the subject property shall occur without that development having vehicle access to both Belmont Drive and 500 West. This access may be constructed with the RM property development, but must be complete prior to occupancy of that development.
- At the time that any development of the subject property includes vehicle access to 500 West, that development shall include any improvements to the intersection of 500 West and State Road 46, on the north side of State Road 46 and within existing right-of-way, specified by the City Engineer in coordination with the Indiana Department of Transportation. Such improvements may include, but are not limited to, the clearing of vegetation and grading to improve sight distance, restriping of lanes and/or stop bar locations, and other similar improvements. The specified improvements shall be complete prior to occupancy of that development.
- No multi-unit building on the property, those containing more than a single dwelling unit, shall exceed a maximum of 2 stories in height. Further, the RM-zoned portion of the subject property shall be limited to a maximum density of 15 dwelling units per acre.

History of this Application:

The relevant history of this application includes the following: The proposed preliminary plat was reviewed by the Columbus Subdivision Review Committee at its March 19, 2026 meeting and forwarded to the Plan Commission.

Planning Consideration(s):

The following general site considerations, community planning concepts, and other facts should be considered in the review of this application:

1. The applicant is requesting preliminary plat approval to create 180 new lots and 8 common areas over +/- 107 acres.
2. A majority of the subject property is currently zoned RS4c (Residential: Single-family 4) w/ commitments, with a small portion zoned RMc (Residential: Multi-family) w/ commitments. This month, the applicant has submitted a separate rezoning request to completely rezone the property to RS4 (Residential: Single-family 4) rather than pursuing the option to develop a portion of the property as multi-family.
3. Dogwood Way is proposed to be the main east/west street connecting Belmont Drive to 500 West. This street is proposed as a typical Local street and is included in the developer's 1st phase of development, meaning this connection will be established when development begins. Based on a commitment from the previously approved rezoning, improvements at the intersection of 500 West and State Road 46 will be required when this street connection is made onto 500 West.
4. State Road 46 is a Principle Arterial Road and is under the jurisdiction of the Indiana Department of Transportation (INDOT). Principle arterial roads are intended to provide a high degree of mobility and generally serve longer vehicle trips to, from, and within the community. The submitted materials show a "no-access" notation along the State Road 46 frontage of the site, meaning that drive accesses to this road will be prohibited.
5. Per SCO Section 16.24.030(C), the frontage of all existing streets bordering or adjacent to a parcel of land which is being subdivided shall be improved in all respects (including right-of-way dedication, widening, street trees, sidewalks, etc.). Improvements to local and collector streets are specified by the Subdivision Control Ordinance, while improvements to arterial streets are to be determined by the Plan Commission based on the recommendation of the City Engineer. 500 West is classified as a "Minor Arterial, Residential, Suburban" street. The following chart compares the current conditions, what is recommended by the Thoroughfare Plan, and the applicant's proposal.

	<i>Current Conditions</i>	<i>Thoroughfare Plan</i>	<i>Proposed</i>
<i>Min. Right-of-Way</i>	0 ft	90 feet (45 ft. ½ ROW)	27.5 ft. ½ ROW
<i>Lane Width</i>	10 ft.	12 feet	12 ft.
<i>Curb & Gutter</i>	None	2 ft.	None (2 ft. shoulder)
<i>Tree Lawn</i>	None	Min. 5 ft.	None
<i>Sidewalk Placement</i>	None	6 in. from back of ROW	None

6. The Thoroughfare Plan Element of the Comprehensive Plan recommends direct connections between neighborhoods allowing short trips without access to collector or arterial streets (page 15). As subdivisions develop, stub streets are added to allow connections to future adjoining subdivisions. This allows street connections to future adjoining subdivisions. The Subdivision Control Ordinance also requires local streets within a major subdivision to extend to the boundary lines of the subdivision in order to provide future connections to adjacent properties that have the potential to be developed, per Section 16.24.030(E)(1). The Subdivision Control Ordinance goes on to identify those situations when street connections should not be made, which include “when (a) natural topographic features exist at or near the subdivision property boundary which would make such a connection infeasible (such as a stream which would require a bridge), (b) other features exist at or near the property line which would make such a connection infeasible (such as a railroad), and/or (c) the existing development pattern of adjoining properties prohibits the possibility of a future street extension”.
7. The plans currently show Bur Oak Court extending north from Dogwood Way (approx. 2,100 feet) and culminating in a cul-de-sac. The eastern property boundary, and the parcel to the east of the site is commonly where a “stub street” would be located if it were recommended as part of the preliminary plat approval. As part of the development of The Belmont Senior Living, Belmont Drive was designed with a stub street to the northeast, connecting to this same neighboring parcel. This neighboring parcel, measuring approximately 80 acres, is partially affected by the mapped floodplain and has significant topographic changes along the property boundary it shares with this site and The Belmont.
8. Section 16.24.030(B)(Table 16.24-1) of the Subdivision Control Ordinance gives a maximum cul-de-sac length of 650 feet. The applicant is proposing a cul-de-sac at Bur Oak Court measuring +/- 1,400 feet, and another cul-de-sac on Golden Ray Court measuring +/- 707 feet. The applicant has requested two separate modifications to have two longer cul-de-sacs than permitted.
9. Dogwood Way is proposed to connect Belmont Drive to 500 West. It is connected to Belmont Drive via 50-foot-wide stub street that was platted when The Belmont was developed. The applicant plans to make improvements in this right-of-way and consider it part of the development. The submitted materials show a typical local street, curb and gutter, sidewalk on the north side of the street, and a 9-foot median (common area “D”) at the intersection. The plans do not show the required curb ramps on both sides of Belmont Drive, which are required by the Subdivision Control Ordinance. The applicant has also requested a modification to waive the requirement of installing sidewalk on the south side of Dogwood Way, as well as street trees within the tree lawn on both sides of Dogwood Way until the street meets the beginning of the new lots and internal streets. Local streets are commonly required to plat 15-foot utility easements on both sides of the right-of-way – this is commonly where utilities are placed to avoid conflicts with street construction and root systems for street trees. These utility easements are not provided along Dogwood Way near the intersection of Belmont Drive, which requires utilities to be placed within the 50-foot right-of-way.
10. Section 16.24.170(A)(9) requires open space to be configured in a way that is suitable for potential lot subdivision by a future homeowner’s association, with typical residential lot sizes and frontages common in the subdivision and the applicable minimum requirements of the Zoning Ordinance. The intent of this regulation is to promote orderly development of land if a future homeowners association wants to convert underutilized open space, originally required by the Subdivision Control Ordinance, into buildable lots. The applicant is requesting a modification to waive this specific requirement for open space configuration.

Applicable Subdivision Control Ordinance Requirement(s):

The following provisions of the Subdivision Control Ordinance apply to the consideration of this application:

1. Section 16.24.030(E)(1) Street Connections: Local streets shall extend to a subdivision’s boundary lines in all directions, specifically when (1) the adjoining property is likely to develop with a similar or generally compatible land use and (2) the adjoining parcel is large enough to support a street.
2. Section 16.24.030(C)(3) Arterial Streets: The required design elements and corresponding right-of-way for arterial streets shall be as determined by the Plan Commission, based on a recommendation from the City Engineer (for arterial streets).

3. Section 16.24.030 (D) Dedication of Additional Right-of-Way: Where necessary, right-of-way in addition to that which is specified by this Ordinance shall be provided by the subdivider for turning radii, turn lanes, street continuation, street alignment, and/or bicycle and pedestrian facilities as determined by the Plan Commission based on the Thoroughfare and/or Bicycle and Pedestrian Plans.
4. Section 16.24.060(A) Sidewalk Requirements: Sidewalks shall be installed along both sides of all streets as required in the Design Elements Tables of this Ordinance.
5. Section 16.24.170 (A)(9) Required Open Space Street Frontage: If required open space is to be donated to the City of Columbus or Park Foundation, it shall have a minimum of 50 feet of frontage on a public street. If it is to be owned by a homeowner's association, it shall be arranged to be suitable for potential future residential use consistent with the typical lot size and frontage common in the subdivision and the applicable minimum requirements of the zoning ordinance.



Record No: SUB-26-20

Subdivision Application

Status: Active

Submitted On: 3/9/2026

Primary Location

O NO STREET
, 00000

Owner

FERRY BRETT A & KATHERINE E
W SR 46 7162 COLUMBUS, IN 47201

Applicant Information

Hide

What is your Company/Business/Institution Name (if applicable)?

Milestone Design Group, Inc.

Are you filing this application on behalf of someone else or a client?*

Yes

Development Activity / Change Proposed

Hide

Subdivision Type*

Major - Preliminary Plat

Proposed Subdivision Name*

Tipton Ridge

Total Number of Existing Parcels*

3

Total Number of Proposed Parcels (all lots, common areas, tract, etc.)*

187

Total Number of New Lots

177

Total Land Area (Acres)*

106.698

Are you requesting any modifications of the Subdivision Control Ordinance requirements?*

Yes

Pre-Application Meeting

Hide

Have you had a pre-application meeting with the Planning Department?

Yes

What staff member did you meet with?*

Jeff Bergman

When did you meet?*

03/03/2026

Subdivision Control Ordinance Modification

Hide

I am requesting a waiver or modification from Subdivision Control Ordinance Section*

Table 16.24-1

To allow the following*

A cul-de-sac (Golden Ray Ct) to be 707 feet, 57 feet longer than the maximum of 650 feet for a local street.

Modification Request Justification:

The Subdivision Control Ordinance establishes specific criteria that must be met in order for a modification to be approved. Please describe how the modification request meets each of the following criteria.

The modification will not be detrimental to the public health, safety, or general welfare.*

The modification will not be detrimental to the public health, safety or general welfare. The request represents an increase of 8.8% over the permitted 650 feet and the street in question is proposed to serve 24 lots which is less than the allowable 30 lots on a cul-de-sac. Emergency response times should not be impacted by the extra 57 feet and the proposed street width (29 feet back of curb to back of curb) provides adequate access for emergency vehicles.

The modification will not adversely affect the adjacent property.*

The modification will not adversely affect the adjacent property. The request only involves the subject street in the proposed configuration. Free use and enjoyment of the adjacent properties would continue unaffected should the request be approved.

The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, and is not to correct mere inconvenience or financial disadvantage.*

The subject parcel is of a unique shape and is constrained by topographic features which make roadway and lot configurations more complex than on other sites. The street in question is located very near an inlet ditch to an existing retention pond and is adjacent to an existing utility easement. The location of the existing ditch and utilities necessitates the construction of nearly 90 feet of roadway before reaching the initial lot. As such a practical difficulty is experienced when attempting to comply with the 650-foot restriction.

The modification is consistent with the intent of the subdivision control ordinance and other applicable ordinances or the comprehensive plan.*

The modification is consistent with the intent of the subdivision control ordinance and comprehensive plan as it seeks to subdivide land in an orderly fashion with adequate access for residents and emergency personnel while also taking into reasonable regard the use of limited resources such as land and associated infrastructure.

The modification will not conflict with the powers and duties of the Board of Zoning Appeals or the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setbacks.*

This modification will not conflict with the powers and duties of the BZA. All proposed lots will comply with the applicable zoning requirements of lot area, lot frontage, lot width and setbacks.

The condition necessitating the modification was not created by the owner or applicant (Bartholomew County jurisdiction only).

**I am requesting a waiver or modification from
Subdivision Control Ordinance Section***

Table 16.24-1

To allow the following*

A cul-de-sac (Bur Oak Ct) to be 1,401 feet, 751 feet longer than the maximum of 650 feet for a local street.

Modification Request Justification:

The Subdivision Control Ordinance establishes specific criteria that must be met in order for a modification to be approved. Please describe how the modification request meets each of the following criteria.

The modification will not be detrimental to the public health, safety, or general welfare.*

The modification will not be detrimental to the public health, safety or general welfare. The proposed street will be constructed with the required paved with (29 feet from back of curb to back of curb) to help ensure clear access for emergency vehicles is provided at all times via the main roadway. Additionally, the developer proposes to install a 12' wide paved asphalt path protected by lockable bollards on each end to serve as an emergency access point having it intersect Bur Oak Ct at a point where there are no more than 30 lots and 650 feet of cul-de-sac beyond it in an effort to mitigate the concerns and risk of granting the request.

The modification will not adversely affect the adjacent property.*

The modification will not adversely affect the adjacent property. The request only involves the subject street in the proposed configuration. Free use and enjoyment of the adjacent properties would continue unaffected should the request be approved.

The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, and is not to correct mere inconvenience or financial disadvantage.*

This request is due to the unique topography of the site. The subject roadway courses around the western and northern boundaries of The Belmont facility which provides a substantial perimeter to traverse and blocks roadway continuity options. The subject street is also bordered to the north by Wolf Creek. A geotechnical analysis of the soils to the north of the subject street reported poor soils that make constructing a roadway or building pads practically difficult and constrains roadway connectivity.

The modification is consistent with the intent of the subdivision control ordinance and other applicable ordinances or the comprehensive plan.*

The modification is consistent with the intent of the subdivision control ordinance and comprehensive plan as it seeks to subdivide land in an orderly fashion with adequate access for residents and emergency personnel while also taking into reasonable regard the use of limited resources such as land and associated infrastructure.

The modification will not conflict with the powers and duties of the Board of Zoning Appeals or the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setbacks.*

This modification will not conflict with the powers and duties of the BZA. All proposed lots will comply with the applicable zoning requirements of lot area, lot frontage, lot width and setbacks.

The condition necessitating the modification was not created by the owner or applicant (Bartholomew County jurisdiction only).

I am requesting a waiver or modification from
Subdivision Control Ordinance Section*

16.24.060.A

To allow the following*

Sidewalks to be eliminated from the south side of proposed Dogwood Way from Belmont Drive to Golden Ray Ct (780 linear feet) where sidewalks would be required on both sides of the roadway.

Modification Request Justification:

The Subdivision Control Ordinance establishes specific criteria that must be met in order for a modification to be approved. Please describe how the modification request meets each of the following criteria.

The modification will not be detrimental to the public health, safety, or general welfare.*

The modification will not be detrimental to the public health, safety and welfare of the general public. There are no residential lots proposed along the south side of Dogwood Way in this segment of roadway.

Sidewalks will be provided, as required, on the northern side of the roadway where residential lots are proposed to provide pedestrian connectivity. Additionally, more severe topography is present on the south side of the roadway therefore it could be beneficial to safety to keep pedestrians away from steeper slopes.

The modification will not adversely affect the adjacent property.*

The modification will not adversely affect the adjacent property. The request only involves the subject street in the proposed configuration.

Free use and enjoyment of the adjacent properties would continue unaffected should the request be approved.

The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, and is not to correct mere inconvenience or financial disadvantage.*

The proposed southern right-of-way line of Dogwood Way is subject to steep topography that makes constructing a sidewalk practically difficult. Drainage flows through this area toward the existing pond on site. Given the lack of proposed residential lots on this side of the roadway it would be beneficial to minimize pedestrian crossings and their proximity to steeper terrain where possible. Additionally, the reserved right-of-way connection to Belmont Drive is only 50 feet wide without additional utility easements on either side. As such, all utility infrastructure to serve the subject development must pass through that limited space. The developer requests to eliminate the sidewalk on the southern side of the roadway in order to construct an entrance with a median island to help add character and identify for the subdivision.

The modification is consistent with the intent of the subdivision control ordinance and other applicable ordinances or the comprehensive plan.*

The modification is consistent with the intent of the subdivision control ordinance and comprehensive plan as it seeks to "promote health, safety, and protect property through wise development practices, and avoid litigation resulting from unwise development". Additionally, it seeks to ensure "safe, convenient, pedestrian-friendly neighborhood environments, which are accessible to all citizens. These pedestrian facilities should be provided in a cost-effective manner".

The modification will not conflict with the powers and duties of the Board of Zoning Appeals or the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setbacks.*

This modification will not conflict with the powers and duties of the BZA. All proposed lots will comply with the applicable zoning requirements of lot area, lot frontage, lot width and setbacks.

The condition necessitating the modification was not created by the owner or applicant (Bartholomew County jurisdiction only).

**I am requesting a waiver or modification from
Subdivision Control Ordinance Section***

Table 16.24-1

To allow the following*

Omit the street tree planting requirement for Dogwood Way on the south side of the roadway from Belmont Drive to Golden Ray Ct (820 linear feet) and on the north side of the roadway from Belmont Drive extending 250 feet westward into the subject site. Street trees would generally be required to be planted on both sides of the roadway.

Modification Request Justification:

The Subdivision Control Ordinance establishes specific criteria that must be met in order for a modification to be approved. Please describe how the modification request meets each of the following criteria.

The modification will not be detrimental to the public health, safety, or general welfare.*

The modification will not be detrimental to the public health, safety or general welfare. Omitting the tree planting requirement along a select portion of roadway within a larger development would not constitute a hazard or pose any safety risks.

The modification will not adversely affect the adjacent property.*

The modification will not adversely affect the adjacent property. The request only involves the subject street in the proposed configuration. Free use and enjoyment of the adjacent properties would continue unaffected should the request be approved.

The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, and is not to correct mere inconvenience or financial disadvantage.*

The eastern 250 feet of roadway in question is impacted by an existing Texas Gas main easement which houses a series of high-pressure gas mains. As such, installation of street tree plant material such as those required is not practical or advisable. Additionally, the reserved right-of-way connection to Belmont Drive is only 50 feet wide without additional utility easements on either side. As such, all utility infrastructure to serve the subject development must pass through that limited space making it practically difficult to plant the required trees. Further, existing topography on the southern side of the roadway on the subject site provides a practical difficulty due to steeper slopes. Trees planted in this area would be below the propose roadway and could conflict with thru drainage from the south in select areas.

The modification is consistent with the intent of the subdivision control ordinance and other applicable ordinances or the comprehensive plan.*

"Promote health, safety, and protect property through wise development practices, and avoid litigation resulting from unwise development".

Placing street trees within an existing high pressure gas main easement is an unnecessary risk. Additionally, planting trees on the south side of the roadway below the pavement elevation and near thru drainage pathways is not practical and only adds to initial development costs and future maintenance considerations.

The modification will not conflict with the powers and duties of the Board of Zoning Appeals or the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setbacks.*

This modification will not conflict with the powers and duties of the BZA.
All proposed lots will comply with the applicable zoning requirements of lot area, lot frontage, lot width and setbacks.

The condition necessitating the modification was not created by the owner or applicant (Bartholomew County jurisdiction only).

**I am requesting a waiver or modification from
Subdivision Control Ordinance Section***

16.24.170.A.9

To allow the following*

Provide a Common Open Space as configured on the Preliminary Plat consisting of irregularly shaped meadows and natural areas whereas the SCO requires "if it is to be owned by a homeowners association, it shall be arranged to be suitable for potential future residential use consistent with the typical lot size and frontage common in the subdivision and the applicable minimum requirements of the zoning ordinance".

Modification Request Justification:

The Subdivision Control Ordinance establishes specific criteria that must be met in order for a modification to be approved. Please describe how the modification request meets each of the following criteria.

The modification will not be detrimental to the public health, safety, or general welfare.*

The modification will not be detrimental to the public health, safety or general welfare of the community. No safety risks or health issues would arise by having an open space lot of irregular shape as proposed.

The modification will not adversely affect the adjacent property.*

The modification will not adversely affect the adjacent property. The request only involves the subject site in the proposed configuration. Free use and enjoyment of the adjacent properties would continue unaffected should the request be approved.

The modification is justified because of exceptional topographic or other physical conditions unique to the property involved, and is not to correct mere inconvenience or financial disadvantage.*

The modification arises from the irregular shape of the subject parcel and its varying topographic features (steeper slopes, existing pond and creek boundary, wetlands, meadowlands and floodplain impacts). In order to provide -and protect- the unique natural features of the site we feel providing a sizable and irregularly shaped common open space area is to the benefit of all involved. While it is certainly not the aim, as written, complying with the ordinance could result more in "open strip" than open space. We feel the proposed configuration is to the benefit of all involved and seeks to meet the intent for which the ordinance was written in the first place.

The modification is consistent with the intent of the subdivision control ordinance and other applicable ordinances or the comprehensive plan.*

"Provide for the community's park and recreation needs in a cost-effective manner". The development seeks to protect the unique natural features of the site. Constructing the required frontage infrastructure in this case would be detrimental to that goal. "Provide high-quality residential neighborhood environments." A natural open space with limited hard surfaces and infrastructure reduces runoff in a flood sensitive area and helps to provide the high-quality neighborhood environment Columbus desires.

The modification will not conflict with the powers and duties of the Board of Zoning Appeals or the requirements of the zoning ordinance, including but not limited to lot area, lot frontage, lot width, and setbacks.*

This modification will not conflict with the powers and duties of the BZA. All proposed lots will comply with the applicable zoning requirements of lot area, lot frontage, lot width and setbacks.

The condition necessitating the modification was not created by the owner or applicant (Bartholomew County jurisdiction only).

Applicant Signature / Acknowledgement

Hide

The undersigned acknowledges that the information included in and with this application is completely true and correct to the best of his/her knowledge and belief.

Applicant Signature*

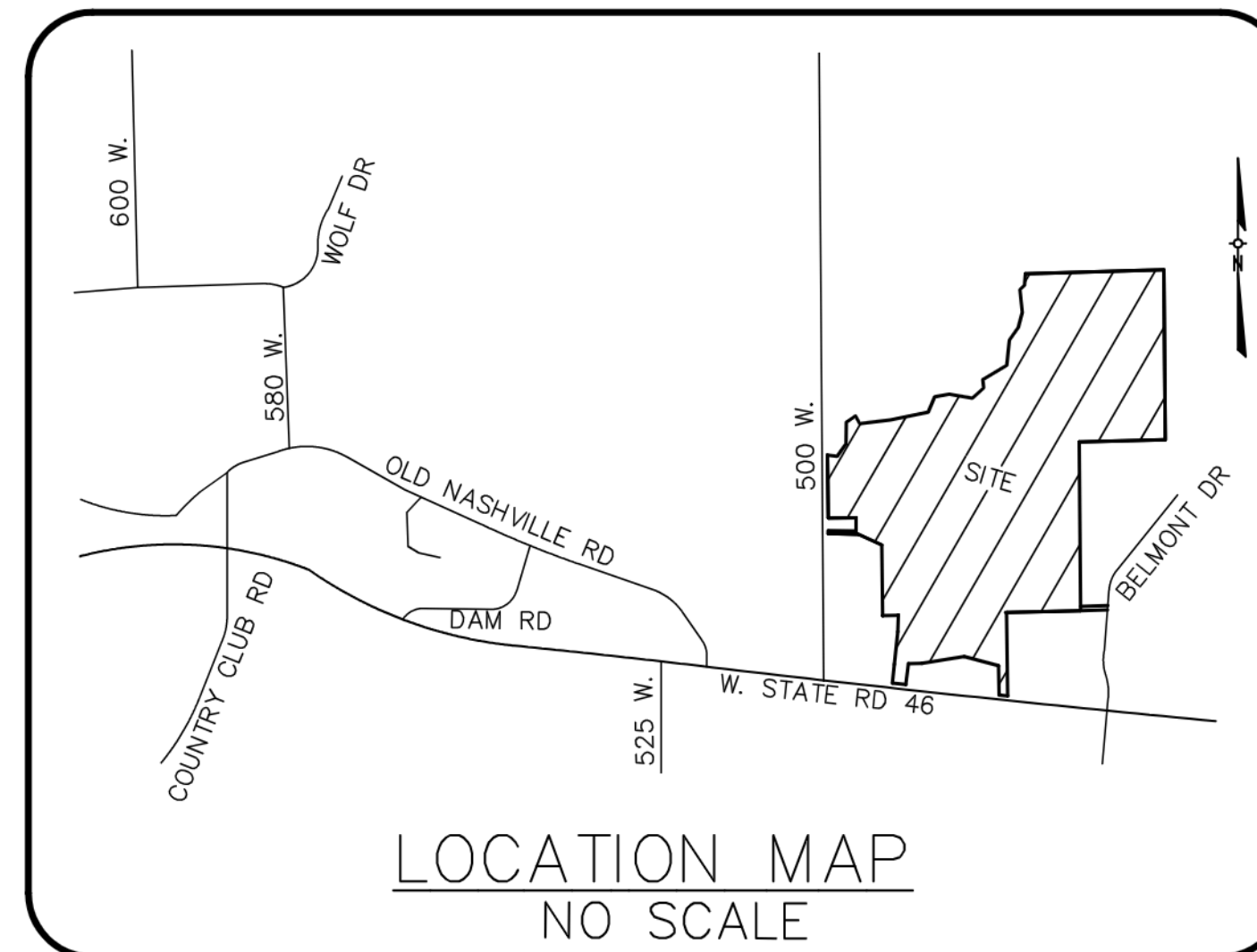
Timothy D Thomas
Mar 6, 2026

TIPTON RIDGE

MAJOR SUBDIVISION

PRELIMINARY PLAT

7162 W. STATE ROAD 46/303 N. 500 W. COLUMBUS, IN 47201



A PART OF THE NW 1/4, SEC. 29, T9N, R5E
 A PART OF THE NW 1/4, SEC. 20, T9N, R5E
 BARTHOLOMEW COUNTY, INDIANA

- C1. COVER SHEET
- C2. EXISTING CONDITIONS
- C3. LOT LAYOUT
- C4.-C8. ROADWAY & UTILITY PLAN
- C9.-C13. EROSION PREVENTION & SEDIMENT CONTROL PLAN
- C14. PRELIMINARY DRAINAGE PLAN
- C15. ROADWAY TYPICAL SECTIONS & INTERSECTION DETAILS
- P1. PHASE LAYOUT

PRIMARY APPROVAL

UNDER AUTHORITY PROVIDED BY IC 36-7-4-700, SUBDIVISION CONTROL, AND ANY AMENDMENTS THERETO, THIS PLAT WAS GIVEN PRIMARY APPROVAL BY THE CITY OF COLUMBUS, INDIANA AS FOLLOWS:

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____ 2026.

CHAIRPERSON: MICHAEL KINDER _____

SECRETARY: LAURA GARRETT _____

VOID UNLESS SECONDARY APPROVAL IS RECEIVED BY _____

ENGINEER:



1428 Lafayette Avenue Columbus, IN 47201
 812.372.7398 www.milestonedesign.org

OWNERS:

BRETT A. & KATHERINE E. FERRY

INST. 2022-7009

03-95-20-000-000.100-024

03-95-20-000-000.101-024

03-95-20-000-000.102-024

03-95-20-000-000.200-024

09-95-29-000-000.600-024

WOLF CREEK FARM, LLC

INST. 2026-1994



SURVEYORS CERTIFICATE

I, TED P. DARNALL, HEREBY CERTIFY THAT THIS PRELIMINARY PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION.

Ted P. Darnall
 TED P. DARNALL, PS #29600006



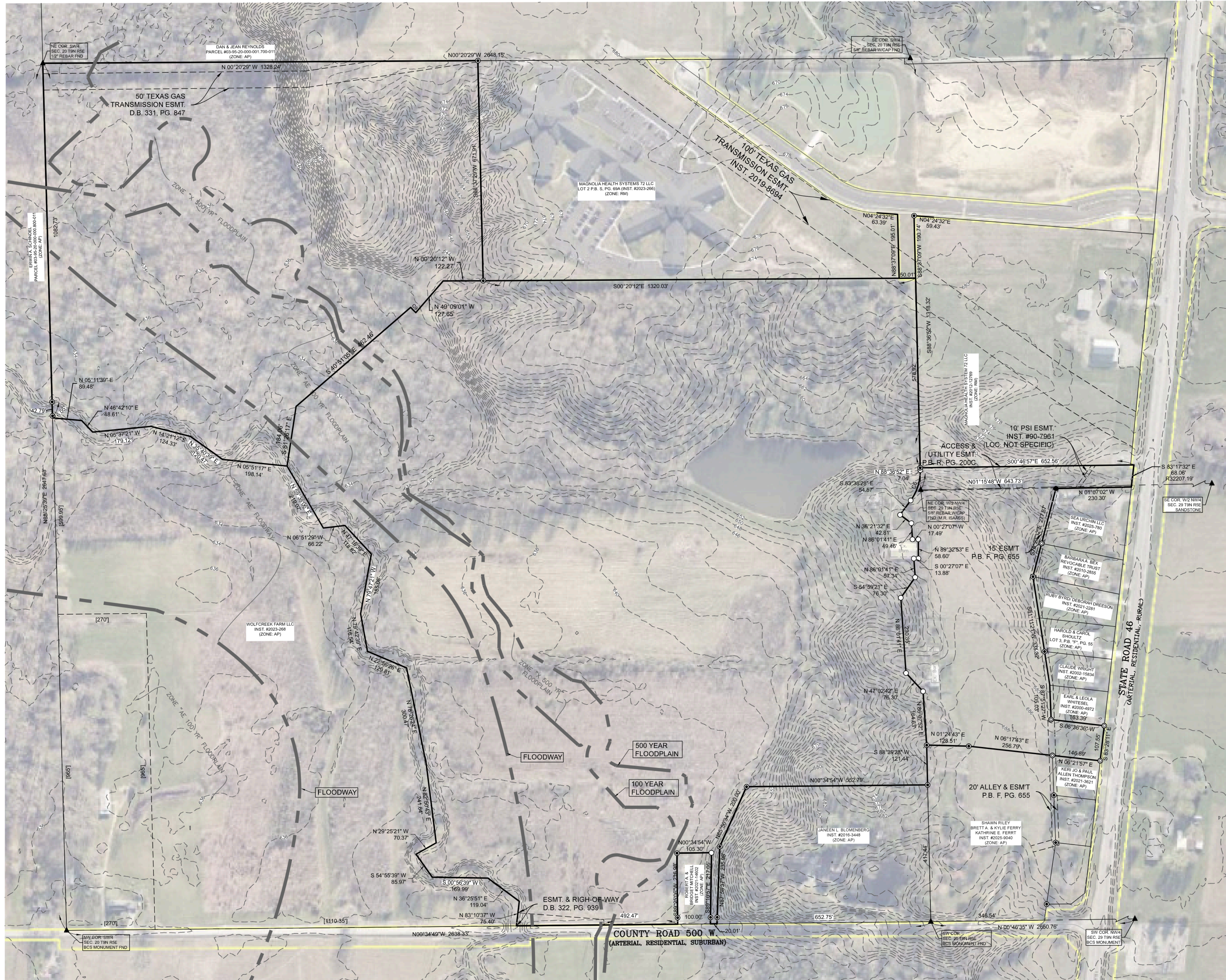
NO.	DATE	REVISION
△	03/26/26	CITY REVISIONS
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NOTES

- 1) NO RELIANCE SHOULD BE MADE ON FILES IN ELECTRONIC MEDIA FORMAT OF GRAPHICS, DATA, TEXT, OR OTHER TYPES, UNLESS FIRST COMPARED TO THE ORIGINAL SIGNED AND SEALED DOCUMENT. THE AUTHOR OF ANY SUCH FILES MAKES NO WARRANTY AS TO THE COMPLETENESS OR CORRECTNESS THEREOF. ANY CONCLUSIONS, OR INFORMATION OBTAINED FROM SUCH FILES WILL BE AT THE USER'S SOLE RISK.
- 2) THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON ABOVEGROUND STRUCTURES AND MARKING PAINT PROVIDED BY VARIOUS COMPANIES CONTACTED BY INDIANA UNDERGROUND PLANT PROTECTION SERVICES (INDIANA 811), TICKET NO. 2205046764. NOT ALL UTILITIES RESPOND TO REQUESTS FOR LOCATES FOR SURVEYS. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY EXIST. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. NO EXCAVATIONS WERE MADE DURING THE COURSE OF THIS SURVEY TO LOCATE UNDERGROUND UTILITIES/STRUCTURES. BEFORE DESIGN OR CONSTRUCTION IS BEGUN, MORE PRECISE LOCATIONS SHOULD BE OBTAINED FROM THE APPROPRIATE AGENCIES.
- 3) SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF OVERHEAD OR UNDERGROUND CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THESE TRACTS.
- 4) THE COORDINATE DATA REPRESENTED ON THIS DRAWING WAS GATHERED BY MEANS OF TRIGONOMETRIC LEVELING METHODS (TOTAL STATION) AND RTK GPS OBSERVATIONS. THE GPS OBSERVATIONS WERE MADE USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE. SAID ZONE IS A LOW DISTORTION PROJECTION DEFINED BY A SPECIFIC COMBINED SCALE FACTOR AND FALSE NORTHING AND EASTING VALUES. THE COORDINATE VALUES CREATED IN SAID ZONE ARE TRANSLATED FROM THE GRID TO THE GROUND, THEREFORE NO ADJUSTMENT IS NEEDED TO OBTAIN GROUND SURFACE DATA.
- 5) THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. THERE MAY BE EASEMENTS, RESTRICTIONS, RIGHT-OF-WAYS, OR OTHER ENCUMBRANCES THAT MIGHT AFFECT THE QUALITY OF TITLE TO THE TRACT SHOWN HEREON. THIS TRACT IS SUBJECT TO ALL EASEMENTS, RESTRICTIONS, RIGHT-OF-WAYS, OR OTHER ENCUMBRANCES OF RECORD.
- 6) THIS DRAWING DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PROPERTY DEPICTED. IT IS BASED ON AN ADMINISTRATIVE SUBDIVISION PLAT, WHICH MEETS THE REQUIREMENTS OF THE INDIANA ADMINISTRATIVE CODE, TITLE 865, ARTICLE 1, RULE 12, BY MILESTONE DESIGN GROUP, RECORDED IN P.B. "S", PG. 180C IN THE OFFICE OF THE BARTHOLOMEW COUNTY RECORDER.

LEGEND

- = WATER VALVE
- = WATER METER
- = UTILITY JUNCTION BOX
- = CURB INLET
- = FIRE HYDRANT
- = FENCE
- = GAS METER
- = CONTOUR
- = UTILITY POLE
- = OVERHEAD UTILITY LINES
- = GUY WIRE
- = LIGHT POST
- = MAIL BOX
- = SANITARY SEWER MANHOLE
- = STORM DRAINAGE MANHOLE
- = MANHOLE
- = TELEPHONE PEDESTAL
- = TREE CANOPY
- = DECIDUOUS TREE
- = GAS VALVE
- = MAIL BOX
- = ELECTRIC TRANSFORMER
- = SECTION CORNER AS LABELED
-
-
- = IRON PIPE FOUND
- = CONC. R/W MARKER FOUND

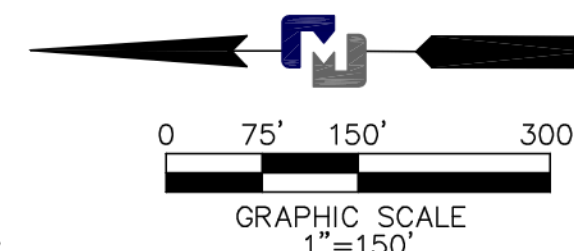


CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT
C1	150.00'	98.82'	97.04'	N 72°30'48\"/>	37°44'41\"/>	51.28'
C2	175.00'	138.05'	134.50'	N 22°56'09\"/>	45°11'55\"/>	72.84'
C3	175.00'	138.05'	134.50'	S 22°56'09\"/>	45°11'55\"/>	72.84'
C4	125.00'	136.99'	130.23'	S 31°03'29\"/>	62°47'23\"/>	76.28'
C5	32207.19'	68.06'	68.06'	S 83°17'32\"/>	0°07'16\"/>	34.03'
C6	150.00'	98.82'	97.04'	S 72°30'48\"/>	37°44'41\"/>	51.28'
C7	125.00'	136.99'	130.23'	N 31°03'29\"/>	62°47'23\"/>	76.28'
C8	225.00'	194.33'	188.34'	N 24°24'22\"/>	49°29'08\"/>	103.69'
C9	200.00'	22.34'	22.33'	S 45°56'54\"/>	6°24'03\"/>	11.18'

PROPERTY DESCRIPTION

LOTS IDENTIFIED AS ADMINISTRATIVE LOTS 2A, 3 & 4 IN "WOLF CREEK - 500 W PHASE II ADMINISTRATIVE SUBDIVISION" AS RECORDED IN PLAT BOOK "S", PAGE 180C IN THE OFFICE OF THE RECORDER, BARTHOLOMEW COUNTY, INDIANA.

BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.



25513ex.dwg

**TIPTON RIDGE MAJOR SUBDIVISION
 PRELIMINARY PLAT**

DATE: 01/16/26
 DRAWN BY: Z.A.M.
 CHECKED BY: T.D.T.
 SCALE: 1"=60' (HORZ)
 SCALE: N/A (VERT)

REVISIONS	
	03/26/26 CITY REV

EXISTING FEATURES

**JOB NUMBER
 25513**

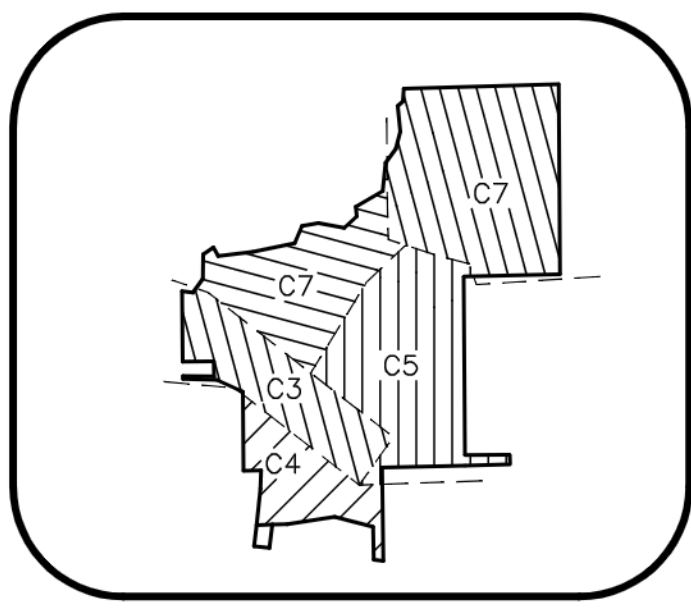
C2

CURVE TABLE

CURVE	RADIUS	CHORD BEARING	CHORD LENGTH	CURVE	RADIUS	CHORD BEARING	CHORD LENGTH	CURVE	RADIUS	CHORD BEARING	CHORD LENGTH	CURVE	RADIUS	CHORD BEARING	CHORD LENGTH
C1	25.00'	S45°27'52"E	35.36'	C34	50.00'	S59°44'20"E	33.33'	C67	200.00'	N01°08'39"W	5.64'	C100	150.00'	N11°18'30"E	53.14'
C2	25.00'	S44°32'08"W	35.36'	C35	50.00'	S20°47'47"E	33.33'	C68	200.00'	S09°48'53"E	54.49'	C101	150.00'	N00°23'03"E	3.77'
C3	180.00'	N85°07'46"W	33.47'	C36	50.00'	N18°08'46"E	33.33'	C69	200.00'	S25°31'49"E	55.11'	C102	25.00'	S44°39'48"W	35.36'
C4	180.00'	N72°47'23"W	43.90'	C37	50.00'	S57°05'19"W	33.33'	C70	200.00'	S39°29'32"E	42.11'	C103	200.00'	S30°11'31"W	86.96'
C5	180.00'	N58°46'49"W	43.90'	C38	50.00'	N70°22'07"W	54.57'	C71	25.00'	S00°32'07"E	35.36'	C104	200.00'	N61°27'20"E	128.30'
C6	180.00'	N44°46'15"W	43.90'	C39	50.00'	S32°42'27"E	7.86'	C72	150.00'	S41°28'22"W	15.66'	C105	475.00'	N84°22'49"E	69.85'
C7	180.00'	N32°54'46"W	30.46'	C40	25.00'	N63°32'47"W	28.87'	C73	150.00'	N28°42'21"E	50.93'	C106	475.00'	N87°11'11"W	69.85'
C8	500.00'	S28°58'43"E	16.04'	C41	250.00'	N75°35'57"E	48.70'	C74	150.00'	N09°17'50"E	50.21'	C107	475.00'	S82°08'58"E	13.60'
C9	500.00'	N33°50'24"W	68.75'	C42	250.00'	N68°28'57"E	13.32'	C75	25.00'	N23°45'29"E	20.41'	C108	25.00'	S78°13'02"E	2.71'
C10	500.00'	N41°43'27"W	68.75'	C43	50.00'	N41°15'25"E	43.36'	C76	50.00'	N31°16'51"E	28.52'	C109	25.00'	S54°18'58"E	17.75'
C11	500.00'	N49°14'59"W	62.50'	C44	50.00'	S18°49'51"W	30.12'	C77	50.00'	S12°14'44"E	45.33'	C110	50.00'	N55°47'37"W	37.89'
C12	500.00'	N53°14'13"W	7.05'	C45	50.00'	S17°30'23"W	27.91'	C78	50.00'	N6°33'51"W	41.33'	C111	50.00'	N81°55'25"E	34.23'
C13	25.00'	S81°21'32"W	35.36'	C46	50.00'	N53°10'52"E	33.33'	C79	50.00'	S67°33'25"W	41.33'	C112	50.00'	N42°26'09"E	33.33'
C14	25.00'	N08°38'28"W	35.36'	C47	50.00'	N81°58'39"E	16.20'	C80	50.00'	S18°43'41"W	41.33'	C113	50.00'	S03°29'36"W	33.33'
C15	100.00'	N72°30'48"W	64.69'	C48	50.00'	N81°32'31"W	12.46'	C81	50.00'	S27°06'23"E	36.52'	C114	50.00'	S35°26'57"E	33.33'
C16	25.00'	S52°05'11"W	29.76'	C49	50.00'	S54°54'56"E	33.33'	C82	25.00'	N24°25'54"W	20.41'	C115	50.00'	S77°37'23"E	38.60'
C17	25.00'	N21°08'27"W	29.88'	C50	50.00'	S15°58'23"E	33.33'	C83	100.00'	N17°33'56"E	61.48'	C116	50.00'	N64°53'06"E	25.53'
C18	150.00'	S55°44'26"E	10.99'	C51	50.00'	N22°58'10"E	33.33'	C84	100.00'	S39°57'59"W	15.69'	C117	25.00'	N74°22'59"E	20.57'
C19	25.00'	N81°21'32"E	35.36'	C52	50.00'	S61°54'42"W	33.33'	C85	25.00'	S89°27'53"W	35.36'	C118	525.00'	N82°32'09"W	22.11'
C20	25.00'	S08°38'28"E	35.36'	C53	50.00'	N80°54'57"W	30.41'	C86	150.00'	S22°56'09"E	115.28'	C119	525.00'	S86°20'51"E	47.73'
C21	550.00'	N53°20'50"W	5.64'	C54	25.00'	S59°02'38"W	42.28'	C87	100.00'	N13°56'24"E	49.32'	C120	525.00'	N88°26'31"E	47.73'
C22	550.00'	S50°31'26"E	48.55'	C55	100.00'	S18°49'51"W	27.91'	C88	100.00'	S45°20'06"W	58.87'	C121	525.00'	S83°13'54"W	47.73'
C23	550.00'	S45°30'10"E	47.83'	C56	200.00'	S63°00'40"W	60.24'	C89	150.00'	S81°21'26"W	22.21'	C122	525.00'	N80°23'42"E	4.24'
C24	550.00'	S40°31'08"E	47.83'	C57	150.00'	S58°52'57"W	114.92'	C90	150.00'	N45°44'53"E	42.86'	C123	250.00'	S77°19'33"W	24.75'
C25	550.00'	S35°32'06"E	47.83'	C58	150.00'	N85°32'05"E	21.60'	C91	150.00'	N29°19'18"E	42.86'	C124	250.00'	N69°16'21"E	45.45'
C26	550.00'	S30°32'50"E	47.90'	C59	25.00'	S48°02'05"E	33.65'	C92	150.00'	N12°53'42"E	42.86'	C125	250.00'	N58°50'26"E	45.45'
C27	130.00'	S59°15'28"E	13.71'	C60	200.00'	N12°25'05"W	46.57'	C93	150.00'	S02°10'21"W	13.13'	C126	250.00'	N48°24'32"E	45.45'
C28	100.00'	S33°14'55"W	60.77'	C61	200.00'	S27°01'21"E	55.11'	C94	200.00'	S08°38'59"W	62.48'	C127	250.00'	S40°19'37"W	25.00'
C29	100.00'	S58°56'50"W	27.86'	C62	200.00'	N40°14'19"W	36.93'	C95	250.00'	N10°07'32"E	45.45'	C128	250.00'	N31°37'02"E	50.91'
C30	300.00'	N68°15'30"E	13.64'	C63	150.00'	N24°00'46"W	110.06'	C96	250.00'	N02°17'11"E	22.88'	C129	250.00'	N20°33'26"E	45.45'
C31	300.00'	N73°58'22"E	46.15'	C64	150.00'	N01°24'49"W	5.64'	C97	100.00'	S31°03'29"W	104.19'				
C32	300.00'	N79°47'13"E	14.68'	C65	25.00'	S44°08'20"W	35.03'	C98	150.00'	S52°11'09"W	53.47'				
C33	50.00'	N89°00'38"W	17.02'	C66	25.00'	N45°51'40"W	35.68'	C99	150.00'	S31°42'54"W	53.14'				

LINE TABLE

LINE	BEARING	DISTANCE
L1	S89°25'06"W	27.15'
L2	S83°10'37"E	28.37'
L3	N89°25'06"E	14.83'
L4	N00°34'54"W	34.99'
L5	N36°59'15"W	31.60'
L6	N65°50'34"W	3.15'
L7	S00°34'54"E	25.57'
L8	N01°18'09"E	9.08'
L9	S15°33'30"W	10.39'
L10	N15°33'30"E	10.39'
L11	S88°36'52"W	8.09'
L12	N30°21'30"W	4.65'
L13	N30°21'30"W	24.93'
L14	N00°20'12"W	22.55'
L15	S00°20'12"E	19.08'
L16	N00°20'12"W	3.47'



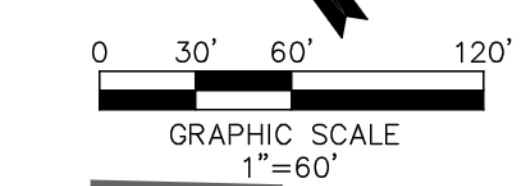
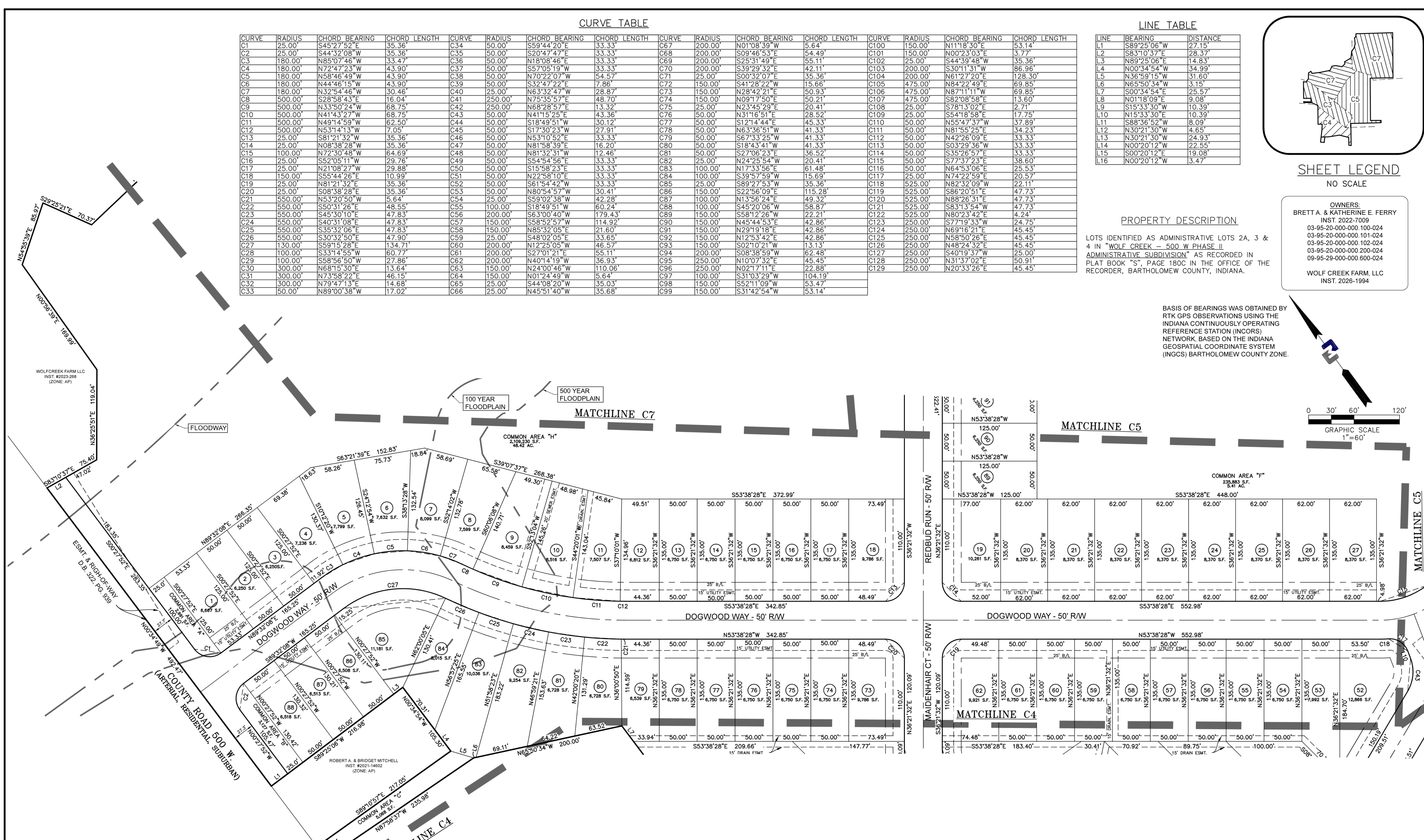
SHEET LEGEND
NO SCALE

OWNERS:
BRETT A. & KATHERINE E. FERRY
INST. 2022-7009
03-95-20-000-000.100-024
03-95-20-000-000.101-024
03-95-20-000-000.102-024
03-95-20-000-000.200-024
09-95-29-000-000.600-024
WOLF CREEK FARM, LLC
INST. 2026-1994

PROPERTY DESCRIPTION

LOTS IDENTIFIED AS ADMINISTRATIVE LOTS 2A, 3 & 4 IN "WOLF CREEK - 500 W PHASE II ADMINISTRATIVE SUBDIVISION" AS RECORDED IN PLAT BOOK "S", PAGE 180C IN THE OFFICE OF THE RECORDER, BARTHOLOMEW COUNTY, INDIANA.

BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.



COMMON AREA "A" and "B" NOTES:
DUE TO THEIR LOCATION ALONG THE FRONTAGE OF COUNTY ROAD 500 W, COMMON AREA "A" AND/OR "B" MAY BE USED IN THE FUTURE FOR THE PURPOSES OF A PUBLIC UTILITY EXTENSION.
ANY LIGHTING, SIGNAGE, LANDSCAPE OR OTHER IMPROVEMENTS THAT EXISTING IN THOSE AREAS AT THE TIME OF PUBLIC MAIN EXTENSION SHALL BE RELOCATED OR REPLACED IN KIND AT THE EXPENSE OF THE ENTITY EXTENDING SAID MAIN OR UTILITY.

COMMON AREA "C" NOTES:
COMMON AREA "C" AS SHOWN IS NOT PROVIDED AS AN AMENITY SPACE OR FOR THE FREE USE AND/OR ENJOYMENT OF THE OWNERS AND/OR RESIDENTS OF LOTS WITHIN THE TIPTON RIDGE DEVELOPMENT.
COMMON AREA "C" IS NOT USED TO MEET ANY OPEN SPACE OR BUFFER REQUIREMENTS NOTED IN THE SUBDIVISION CONTROL ORDINANCE AT THE TIME OF PRELIMINARY PLAT APPROVAL.

AS SUCH, ONCE LEGALLY CREATED BY AN APPROVED AND RECORDED SUBDIVISION PLAT, COMMON AREA "C" MAY BE SOLD OR OTHERWISE TRANSFERRED BY THE OWNER TO ANOTHER PARTY WITHOUT BEING SUBJECT TO PLAN COMMISSION APPROVAL.

DATE: 01/16/26
DRAWN BY: Z.A.M.
CHECKED BY: T.D.T.
SCALE: 1"=60' (HORZ)
SCALE: N/A (VERT)

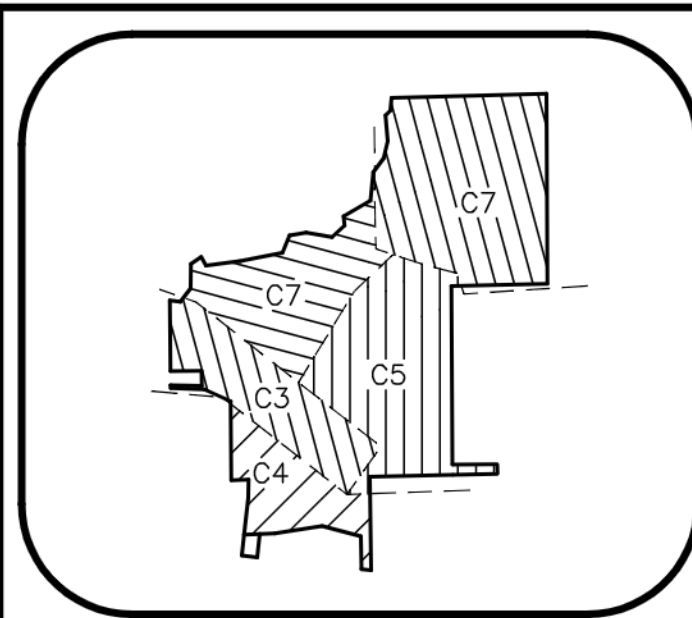
REVISIONS
03/26/26 CITY REV

LOT LAYOUT

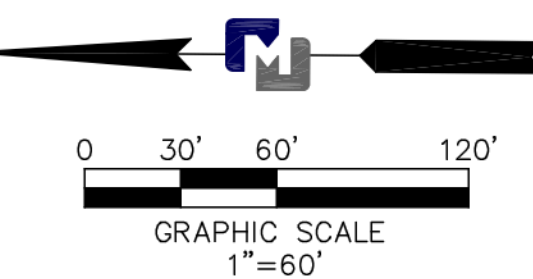
JOB NUMBER
25513

C3



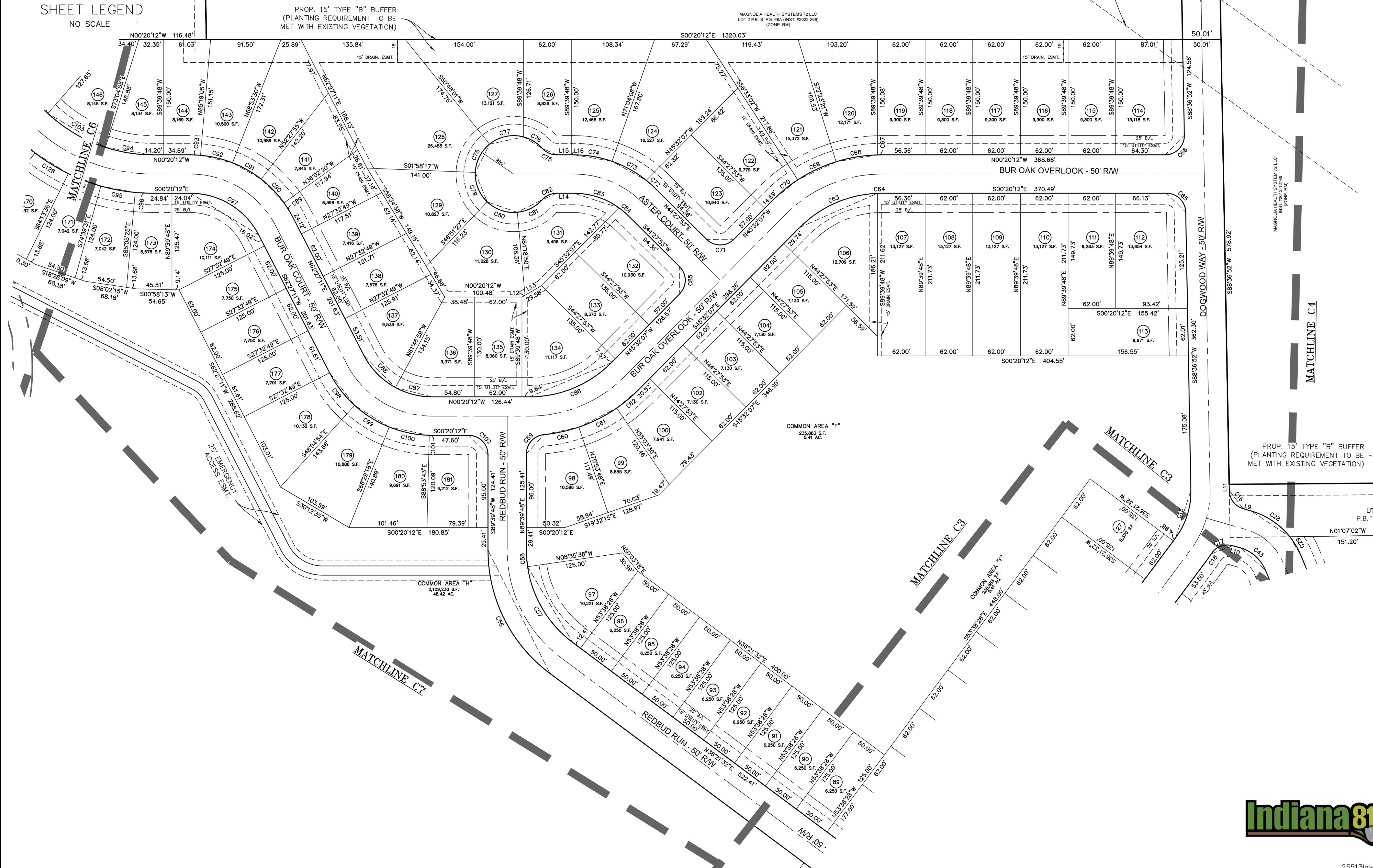


(SEE C3 FOR CURVE/LINE TABLE)



BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.

SHEET LEGEND
NO SCALE



BELMONT DR.
(LOCAL, RESIDENTIAL, SUBURBAN)

100' TEXAS GAS
TRANSMISSION ESMT.
INST. 2019-0894

MAGNOLIA HEALTH SYSTEMS 72 LLC
LOT 2 P.B. S. PG. 49A (INST. #2023-396)
(ZONE: RM)

BUR OAK OVERLOOK - 50' RW

DOGWOOD WAY - 50' RW

25' EMERGENCY
ACCESS ESMT.

MATCHLINE C7

MATCHLINE C3

MATCHLINE C3

MATCHLINE C4



Milestone
design group

1428 Lafayette Avenue Columbus, IN 47201
812.572.7598 www.milestonedesign.org

TIPTON RIDGE MAJOR SUBDIVISION
PRELIMINARY PLAT

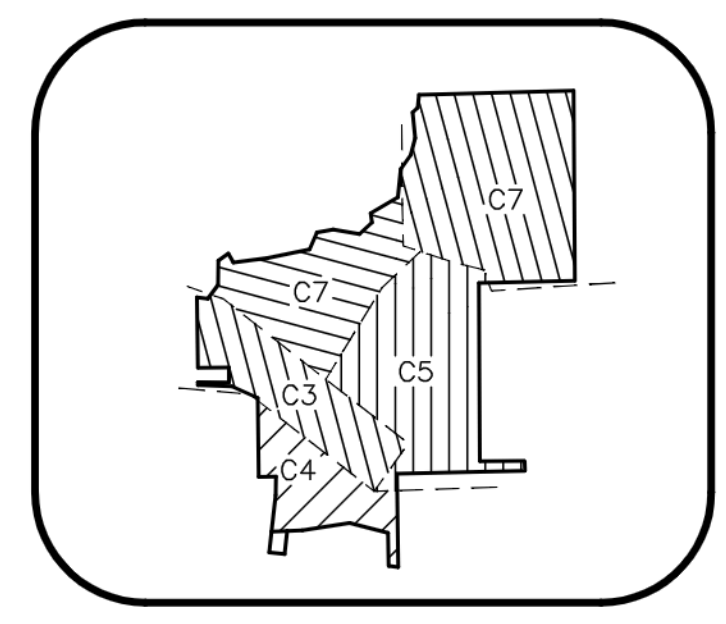
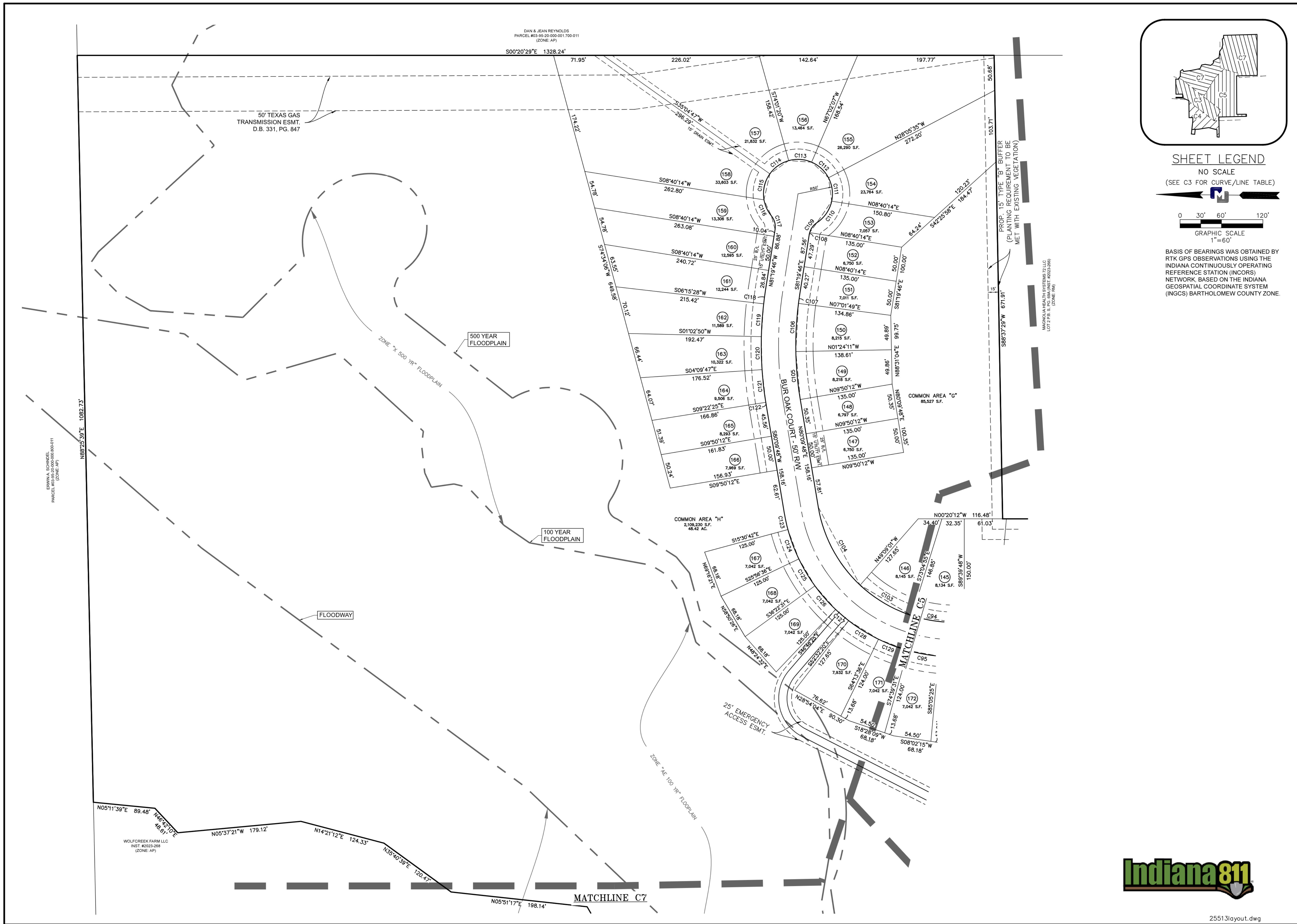
DATE: 01/16/26
DRAWN BY: Z.A.M.
CHECKED BY: T.D.T.
SCALE: 1"=60' (HORZ)
SCALE: N/A (VERT)

REVISIONS	
03/26/26	CITY REV

LOT LAYOUT

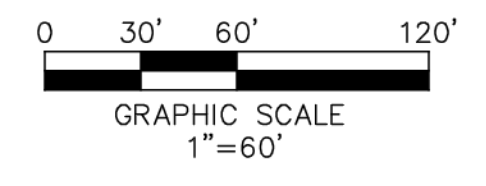
JOB NUMBER
25513

C5



SHEET LEGEND

NO SCALE
(SEE C3 FOR CURVE/LINE TABLE)



BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.

TIPTON RIDGE MAJOR SUBDIVISION
PRELIMINARY PLAT

DATE: 01/16/26
DRAWN BY: Z.A.M.
CHECKED BY: T.D.T.
SCALE: 1"=60' (HORZ)
SCALE: N/A (VERT)

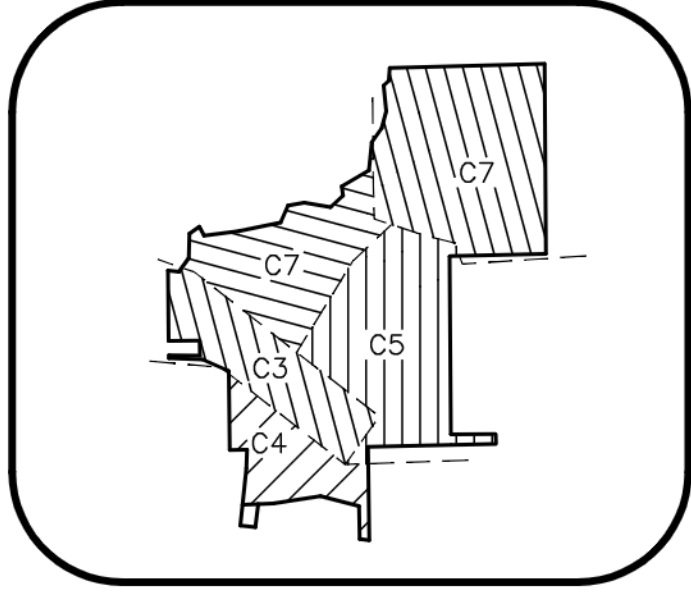
REVISIONS	
03/26/26	CITY REV

LOT LAYOUT

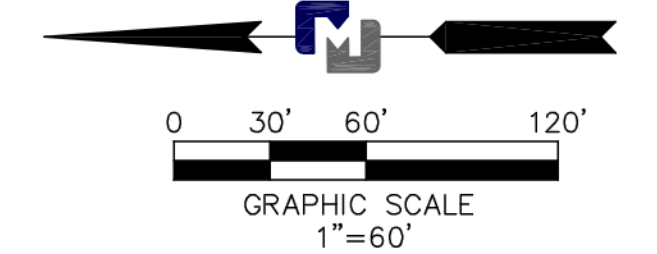
JOB NUMBER
25513

C6





SHEET LEGEND
NO SCALE



BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.

Milestone
design group

1428 Lafayette Avenue Columbus, IN 47201
812.572.7598 www.milestonedesign.org

TIPTON RIDGE MAJOR SUBDIVISION
PRELIMINARY PLAT

DATE: 01/16/26
DRAWN BY: Z.A.M.
CHECKED BY: T.D.T.
SCALE: 1"=60' (HORZ)
SCALE: N/A (VERT)

REVISIONS	
△	03/26/26 CITY REV
△	
△	
△	
△	

LOT LAYOUT

JOB NUMBER
25513

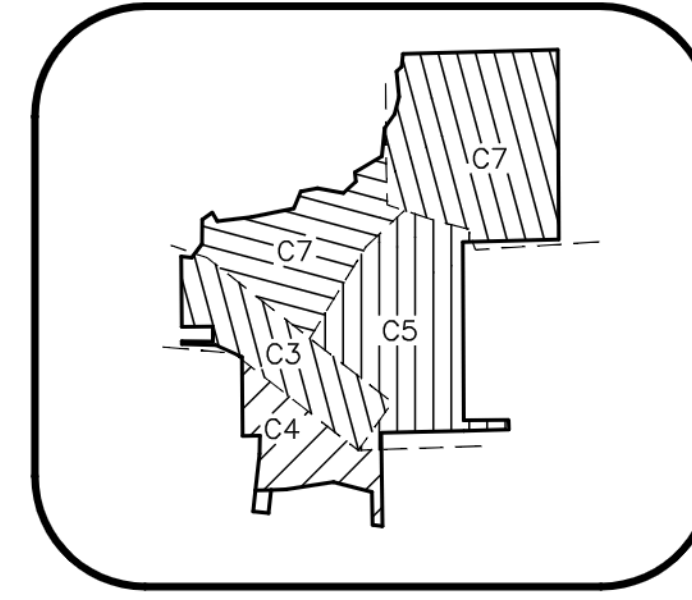
C7



SS Line ID	SS MH ID	Station	Rim El.	Invert El.	Distance to Next	Slope	Pipe Size (in)	MH Depth (ft)	Notes
D	24	2900.21	682.08	675.62	387.67	1.35%	8	6.46	
D	23	2512.54	676.07	670.40	254.48	3.64%	8	5.67	
D	22	2258.06	667.52	661.14	107.51	0.50%	8	6.38	
D	21	2150.55	667.31	660.60	294.55	2.30%	8	6.71	
D	20	1856.00	659.54	653.82	248.00	6.42%	8	5.72	
D	19	1608.00	645.32	637.90	75.00	0.45%	8	7.42	
D	18	1533.00	643.83	637.56	166.38	0.63%	8	6.27	
D	17	1366.62	642.28	636.51	366.62	0.37%	8	5.77	
D	2	1000.00	644.20	635.16			8	9.04	
E	28	1461.48	655.60	649.59	157.29	1.61%	8	6.01	
E	27	1304.19	653.52	647.05	91.94	4.94%	8	6.47	
E	26	1212.25	648.58	642.51	88.70	4.95%	8	6.07	
E	25	1123.55	644.05	638.12	123.55	0.45%	8	5.93	
E	18	1000.00	643.83	637.56			8	6.27	
F	34	1972.15	642.12	636.45	251.38	1.25%	8	5.67	
F	33	1720.77	638.97	633.31	130.45	0.45%	8	5.66	
F	32	1590.32	638.45	632.72	153.27	0.45%	8	5.73	
F	31	1437.05	637.41	632.03	218.52	0.45%	8	5.38	
F	30	1218.53	638.91	631.05	218.53	0.45%	8	7.86	
F	29	1000.00	641.38	630.06			8	11.32	DROP
J	37	1395.58	639.70	633.05	146.17	0.45%	8	6.65	
J	36	1249.41	638.09	632.39	89.57	0.45%	8	5.70	
J	35	1159.84	638.74	631.99	159.84	-0.46%	8	6.75	
J	32	1000.00	638.45	632.72			8	5.73	

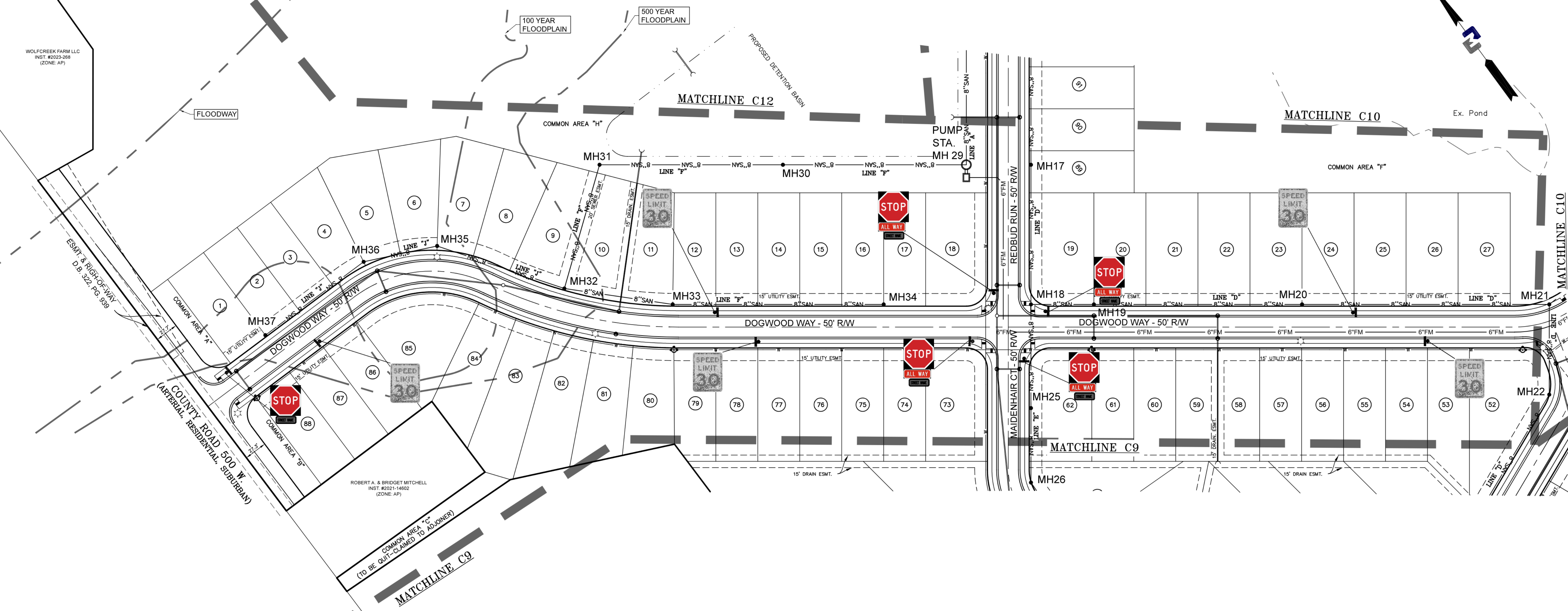
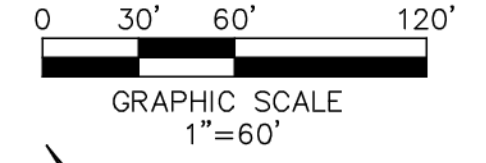
LEGEND

- PROPOSED STREET SIGNS (AS NOTED)
- INSTALL (1) STOP SIGN
- INSTALL (2) STREET NAME SIGNS
- STREETLIGHT - AT ALL INTERSECTIONS AND CUL-DE-SACS
- INSTALL (1) ALL WAY
- INSTALL (1) 30 MPH SPEED LIMIT SIGN
- = PROPOSED D.I. WATERLINE
- = PROPOSED FIRE HYDRANT
- = PROPOSED SANITARY SEWER MAIN WITH MANHOLE
- = PROPOSED STORM SEWER WITH STRUCTURE (CI OR CB)



SHEET LEGEND

NO SCALE
BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.



Milestone design group
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812.572.7598 www.milestonedesign.org

TIPTON RIDGE MAJOR SUBDIVISION
PRELIMINARY PLAN

DATE: 01/16/26
DRAWN BY: Z.A.M.
CHECKED BY: T.D.T.
SCALE: 1"=60' (HORZ)
SCALE: N/A (VERT)

REVISIONS	
03/26/26	CITY REV

ROADWAY, UTILITY & LANDSCAPE PLAN

JOB NUMBER
25513

C8

TIPTON RIDGE MAJOR SUBDIVISION
PRELIMINARY PLAT

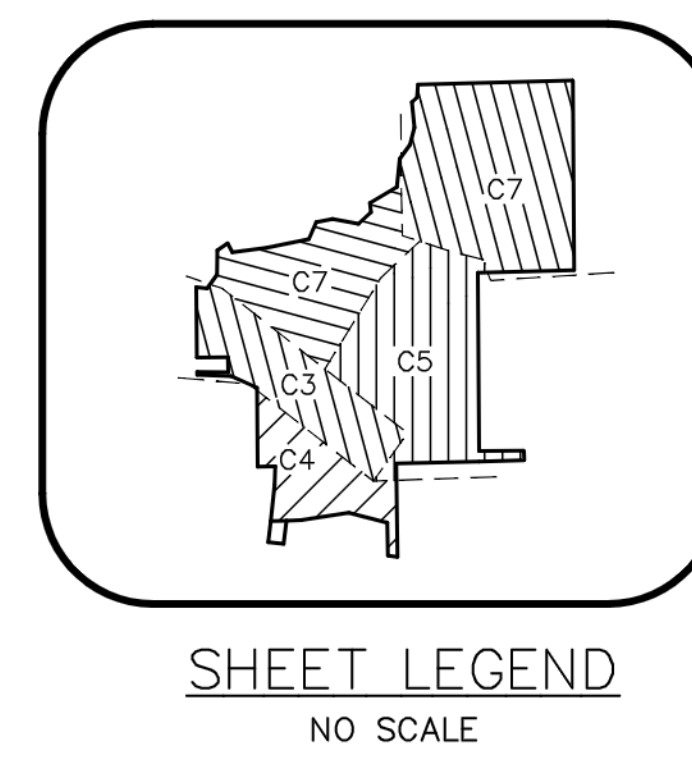
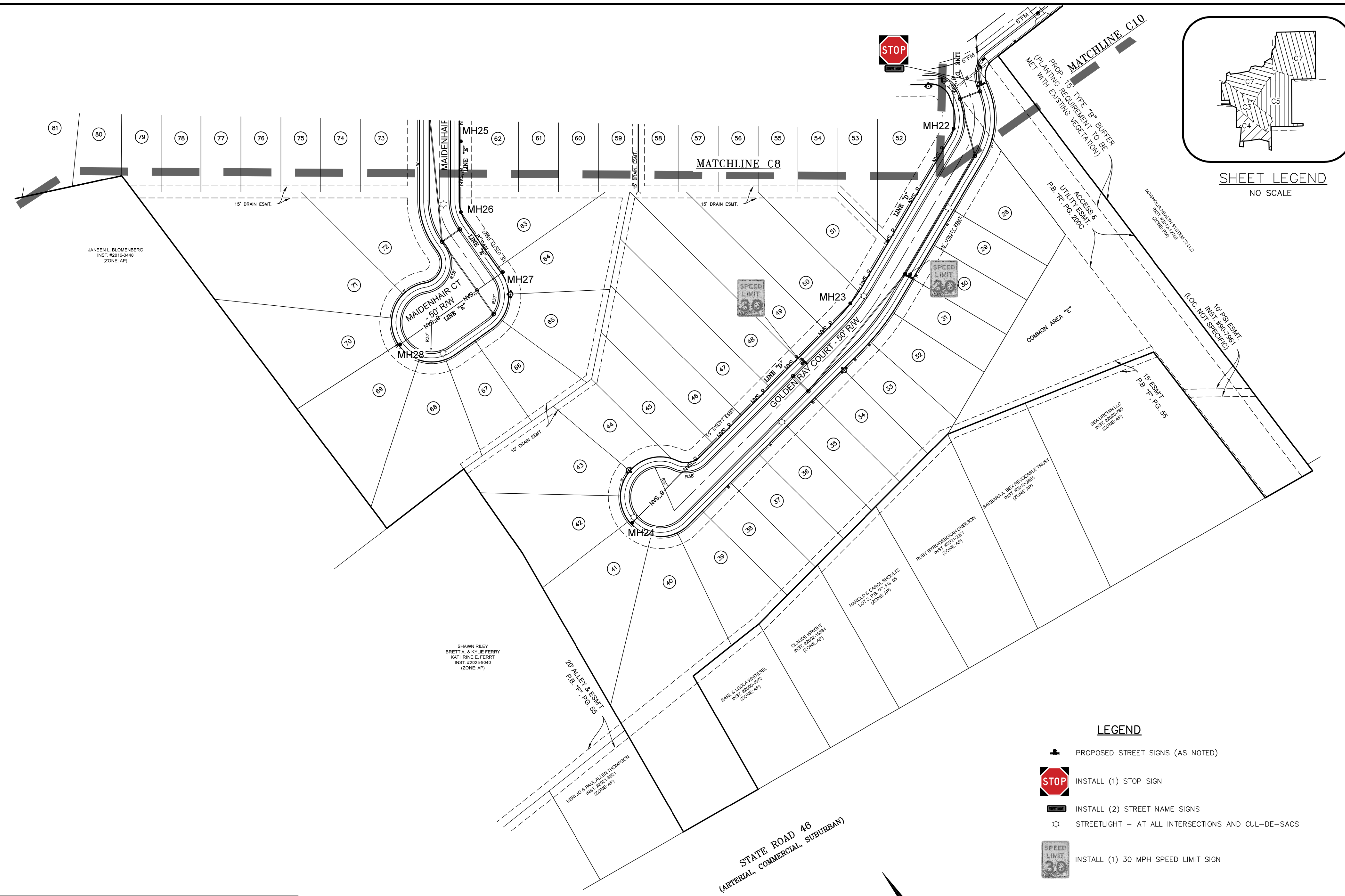
DATE: 01/16/26
DRAWN BY: Z.A.M.
CHECKED BY: T.D.T.
SCALE: 1"=60' (HORZ)
SCALE: N/A (VERT)

REVISIONS	
03/26/26	CITY REV

ROADWAY, UTILITY &
LANDSCAPE PLAN

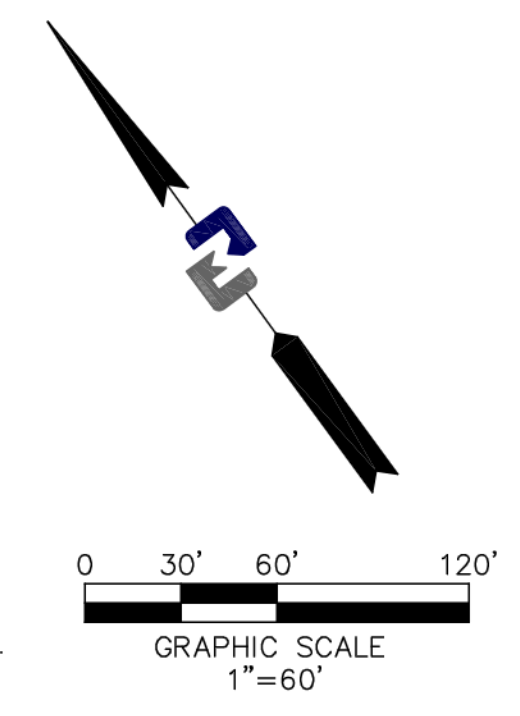
JOB NUMBER
25513

C9



LEGEND

- PROPOSED STREET SIGNS (AS NOTED)
- INSTALL (1) STOP SIGN
- INSTALL (2) STREET NAME SIGNS
- STREETLIGHT - AT ALL INTERSECTIONS AND CUL-DE-SACS
- INSTALL (1) 30 MPH SPEED LIMIT SIGN
- PROPOSED D.I. WATERLINE
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER MAIN WITH MANHOLE
- PROPOSED STORM SEWER WITH STRUCTURE (CI OR CB)

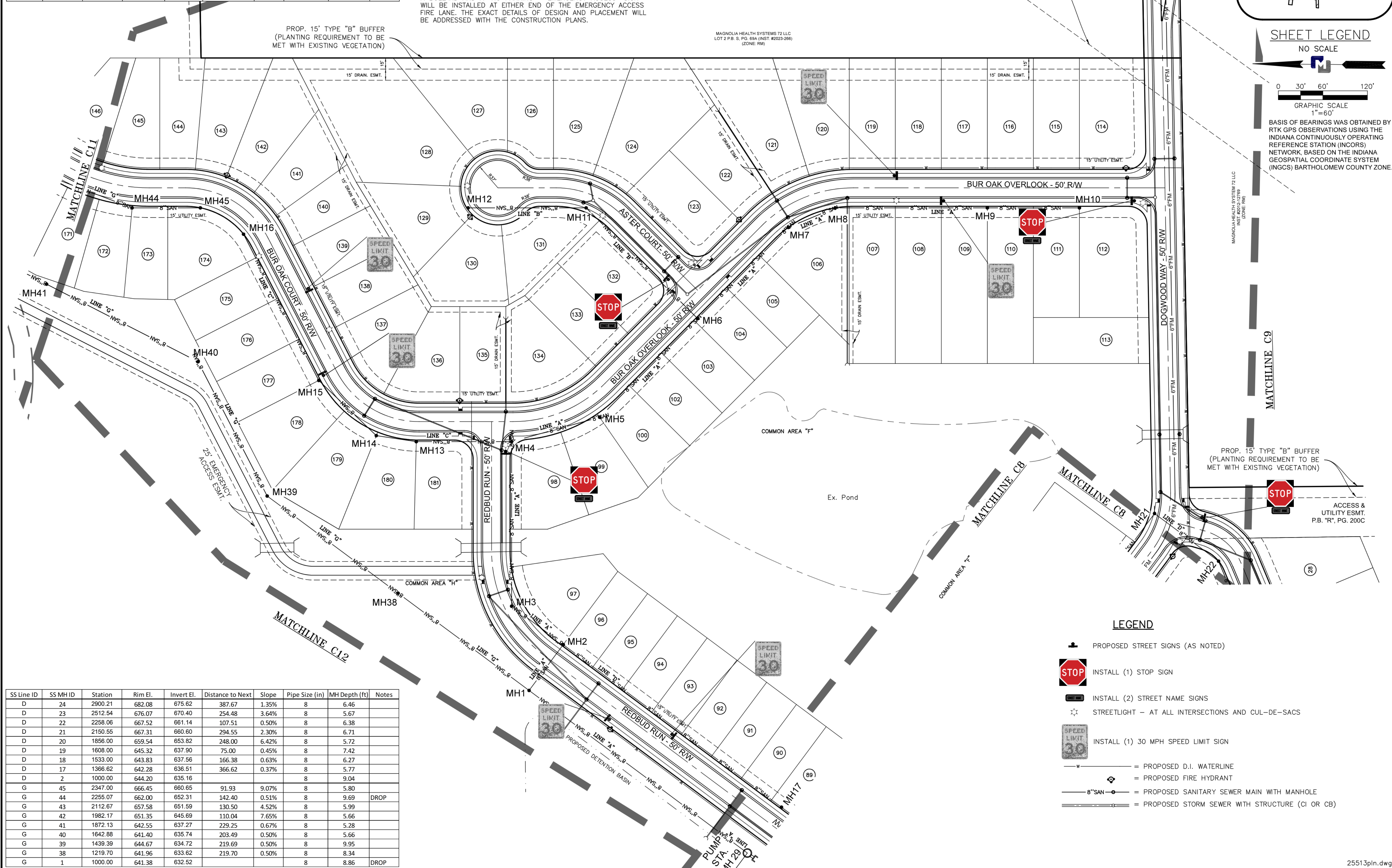


BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.

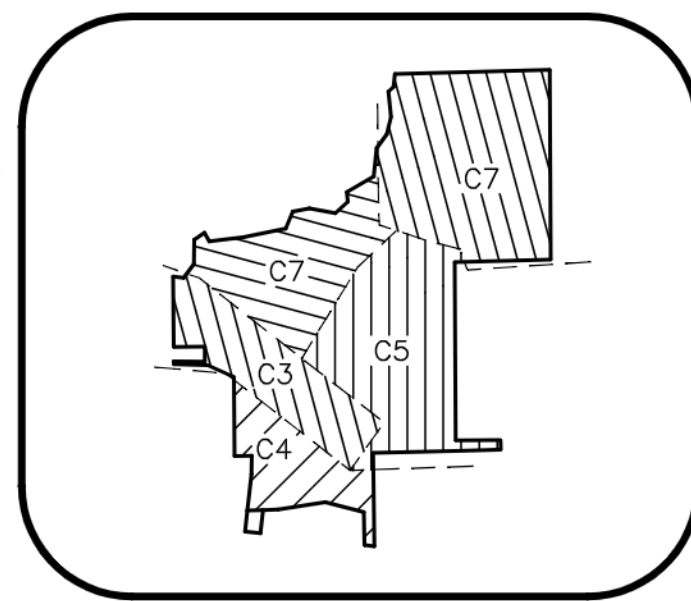
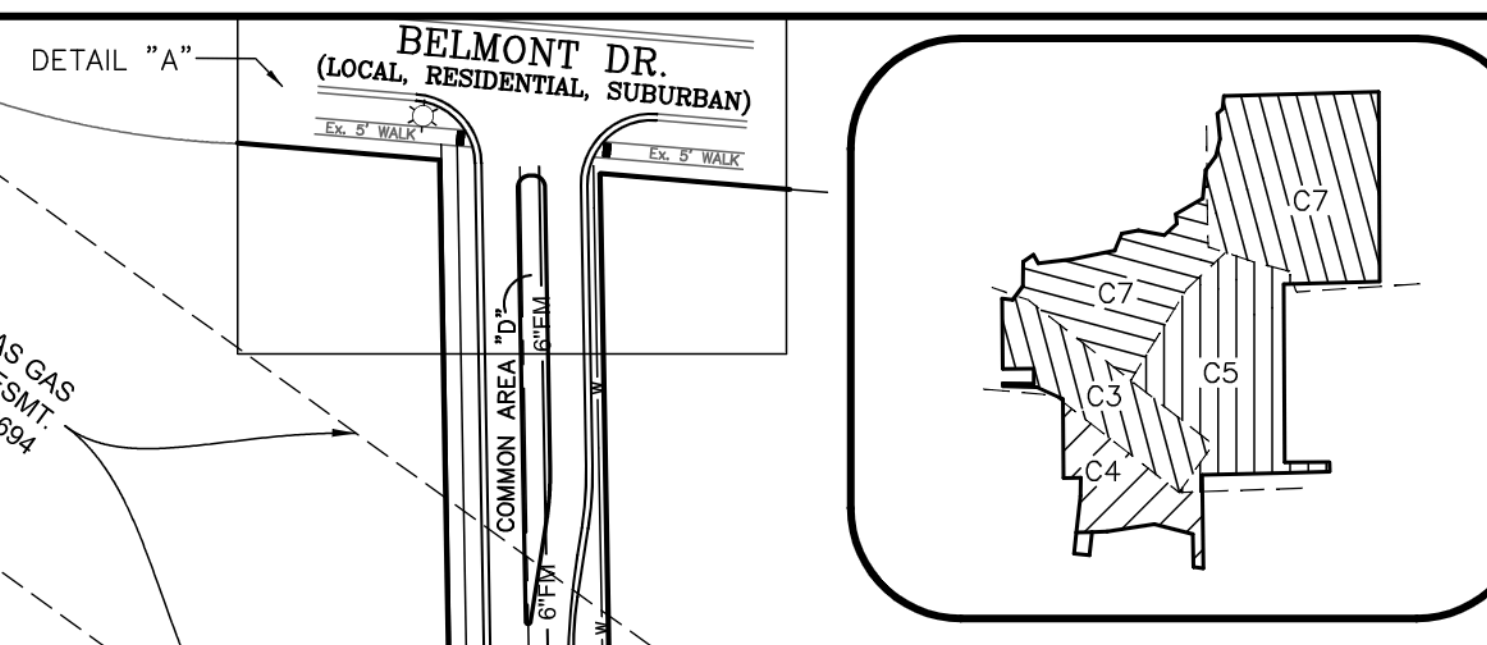
SS Line ID	SS MH ID	Station	Rim EL.	Invert EL.	Distance to Next	Slope	Pipe Size (in)	MH Depth (ft)	Notes
D	24	2900.21	682.08	675.62	387.67	1.35%	8	6.46	
D	23	2512.54	676.07	670.40	254.48	3.64%	8	5.67	
D	22	2258.06	667.52	661.14	107.51	0.50%	8	6.38	
D	21	2150.55	667.31	660.60	294.55	2.30%	8	6.71	
D	20	1856.00	659.54	653.82	248.00	6.42%	8	5.72	
D	19	1608.00	645.32	637.90	75.00	0.45%	8	7.42	
D	18	1533.00	643.83	637.56	166.38	0.63%	8	6.27	
D	17	1366.62	642.28	636.51	366.62	0.37%	8	5.77	
D	2	1000.00	644.20	635.16			8	9.04	
E	28	1461.48	655.60	649.59	157.29	1.61%	8	6.01	
E	27	1304.19	653.52	647.05	91.94	4.94%	8	6.47	
E	26	1212.25	648.58	642.51	88.70	4.95%	8	6.07	
E	25	1123.55	644.05	638.12	123.55	0.45%	8	5.93	
E	18	1000.00	643.83	637.56			8	6.27	

SS Line ID	SS MH ID	Station	Rim El.	Invert El.	Distance to Next	Slope	Pipe Size (in)	MH Depth (ft)	Notes
A	10	2305.83	675.32	669.66	124.00	0.50%	8	5.66	
A	9	2181.83	674.95	669.04	204.77	5.07%	8	5.91	
A	8	1977.06	665.03	658.66	68.67	0.50%	8	6.37	
A	7	1908.39	664.10	658.32	173.11	0.50%	8	5.78	
A	6	1735.28	667.55	657.46	187.34	0.50%	8	10.09	
A	5	1547.94	664.87	656.52	123.02	5.01%	8	8.35	
A	4	1424.92	660.19	650.36	221.69	3.63%	8	9.83	
A	3	1203.23	648.22	642.32	86.70	4.60%	8	5.90	
A	2	1116.53	644.20	635.16	77.00	0.44%	8	9.04	Drop MH
A	1	1039.53	644.66	634.82	366.61	1.13%	8	9.84	
A	29	672.92	643.00	630.68			8	12.32	

EMERGENCY ACCESS NOTE:
 A BOLLARD AND A "NO PARKING - EMERGENCY ACCESS" SIGN WILL BE INSTALLED AT EITHER END OF THE EMERGENCY ACCESS FIRE LANE. THE EXACT DETAILS OF DESIGN AND PLACEMENT WILL BE ADDRESSED WITH THE CONSTRUCTION PLANS.



SS Line ID	SS MH ID	Station	Rim El.	Invert El.	Distance to Next	Slope	Pipe Size (in)	MH Depth (ft)	Notes
D	24	2900.21	682.08	675.62	387.67	1.35%	8	6.46	
D	23	2512.54	676.07	670.40	254.48	3.64%	8	5.67	
D	22	2258.06	667.52	661.14	107.51	0.50%	8	6.38	
D	21	2150.55	667.31	660.60	294.55	2.30%	8	6.71	
D	20	1856.00	659.54	653.82	248.00	6.42%	8	5.72	
D	19	1608.00	645.32	637.90	75.00	0.45%	8	7.42	
D	18	1533.00	643.83	637.56	166.38	0.63%	8	6.27	
D	17	1366.62	642.28	636.51	366.62	0.37%	8	5.77	
D	2	1000.00	644.20	635.16			8	9.04	
G	45	2347.00	666.45	660.65	91.93	9.07%	8	5.80	
G	44	2255.07	662.00	652.31	142.40	0.51%	8	9.69	DROP
G	43	2112.67	657.58	651.59	130.50	4.52%	8	5.99	
G	42	1982.17	651.35	645.69	110.04	7.65%	8	5.66	
G	41	1872.13	642.55	637.27	229.25	0.67%	8	5.28	
G	40	1642.88	641.40	635.74	203.49	0.50%	8	5.66	
G	39	1439.39	644.67	634.72	219.69	0.50%	8	9.95	
G	38	1219.70	641.96	633.62	219.70	0.50%	8	8.34	
G	1	1000.00	641.38	632.52			8	8.86	DROP



SHEET LEGEND
 NO SCALE
 GRAPHIC SCALE
 1"=60'
 BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.

- LEGEND**
- PROPOSED STREET SIGNS (AS NOTED)
 - INSTALL (1) STOP SIGN
 - INSTALL (2) STREET NAME SIGNS
 - STREETLIGHT - AT ALL INTERSECTIONS AND CUL-DE-SACS
 - INSTALL (1) 30 MPH SPEED LIMIT SIGN
 - PROPOSED D.I. WATERLINE
 - PROPOSED FIRE HYDRANT
 - PROPOSED SANITARY SEWER MAIN WITH MANHOLE
 - PROPOSED STORM SEWER WITH STRUCTURE (CI OR CB)

Milestone design group
 1428 Lafayette Avenue Columbus, IN 47201
 812.572.7598 www.milestonedesign.org

TIPTON RIDGE MAJOR SUBDIVISION
 PRELIMINARY PLAT

DATE: 01/16/26
 DRAWN BY: Z.A.M.
 CHECKED BY: T.D.T.
 SCALE: 1"=60' (HORZ)
 SCALE: N/A (VERT)

REVISIONS	
03/26/26	CITY REV

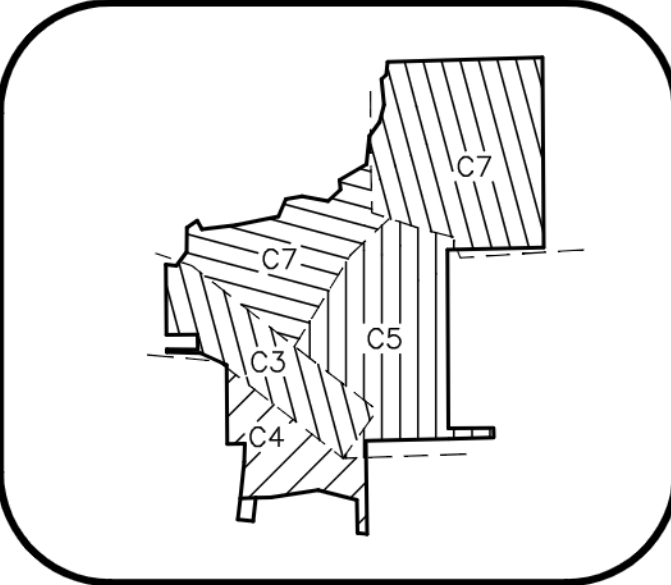
ROADWAY, UTILITY & LANDSCAPE PLAN

JOB NUMBER
25513

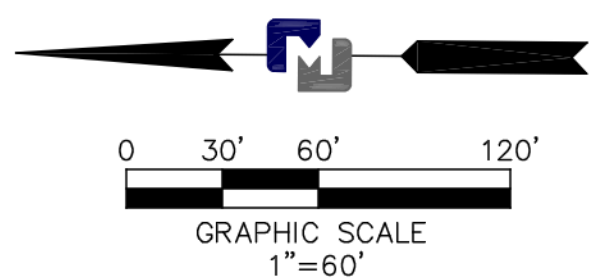
C10

DAN & JEAN REYNOLDS
 PARCEL #03-95-20-000-001-700-011
 (ZONE: AP)

50' TEXAS GAS
 TRANSMISSION ESMT.
 D.B. 331, PG. 847



SHEET LEGEND
 NO SCALE



BASIS OF BEARINGS WAS OBTAINED BY
 RTK GPS OBSERVATIONS USING THE
 INDIANA CONTINUOUSLY OPERATING
 REFERENCE STATION (INCORS)
 NETWORK, BASED ON THE INDIANA
 GEOSPATIAL COORDINATE SYSTEM
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TIPTON RIDGE MAJOR SUBDIVISION
 PRELIMINARY PLAT

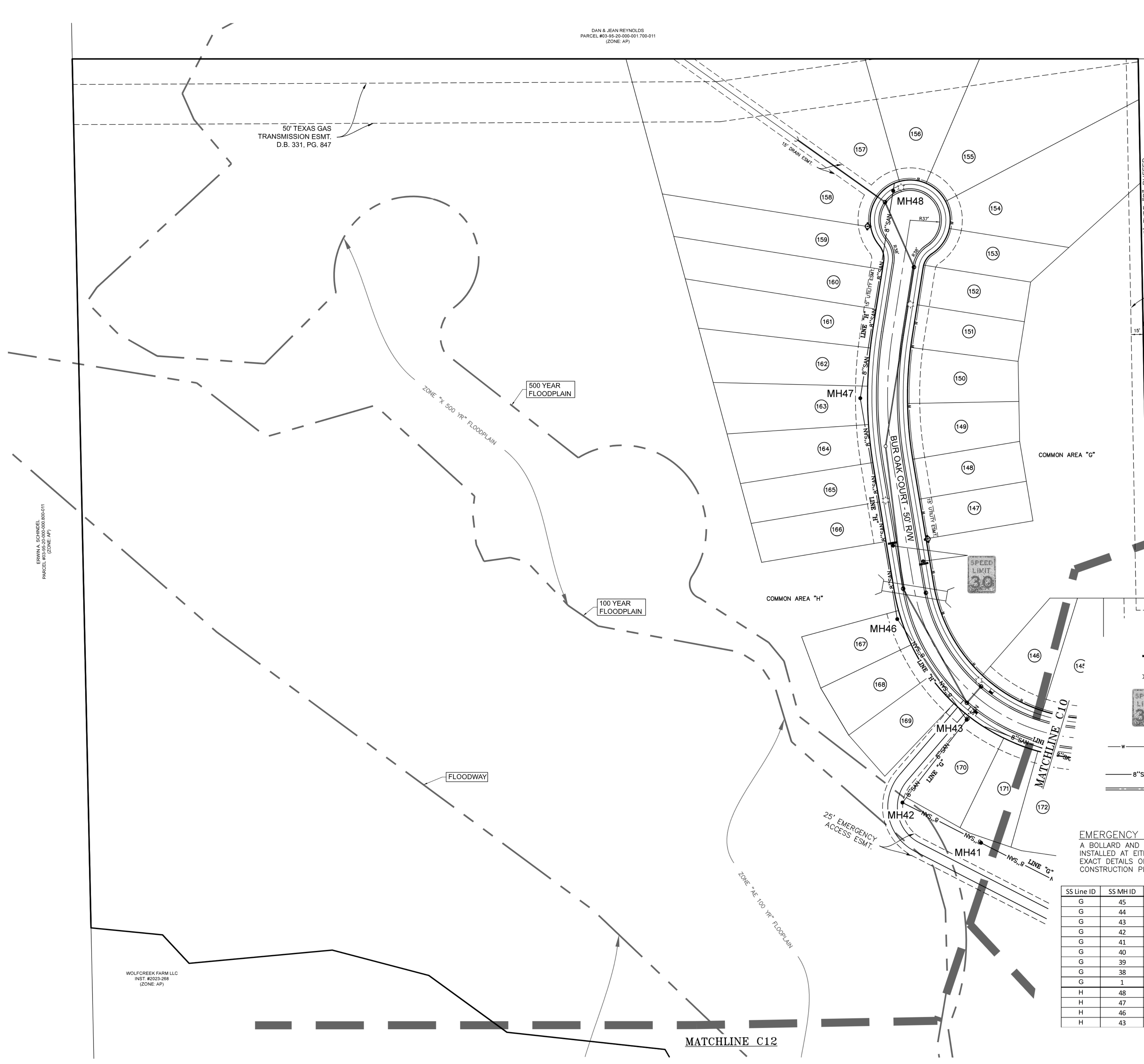
DATE: 01/16/26
 DRAWN BY: Z.A.M.
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 SCALE: 1"=60' (HORZ)
 SCALE: N/A (VERT)

REVISIONS	
03/26/26	CITY REV

ROADWAY, UTILITY &
 LANDSCAPE PLAN

JOB NUMBER
 25513

C11



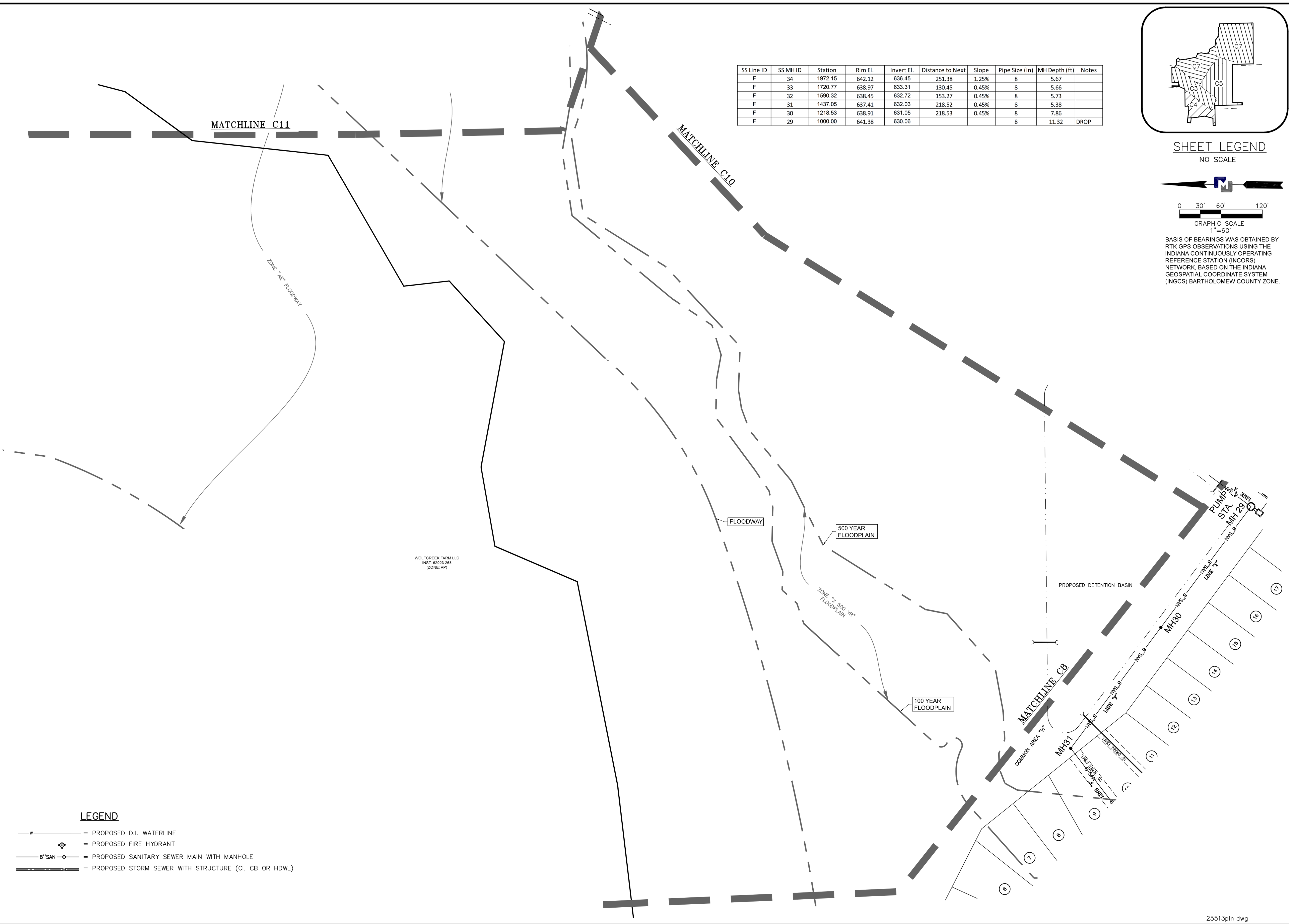
LEGEND

- PROPOSED STREET SIGNS (AS NOTED)
- STREETLIGHT - AT ALL INTERSECTIONS AND CUL-DE-SACS
- INSTALL (1) 30 MPH SPEED LIMIT SIGN
- PROPOSED D.I. WATERLINE
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER MAIN WITH MANHOLE
- PROPOSED STORM SEWER WITH STRUCTURE (CI OR CB)

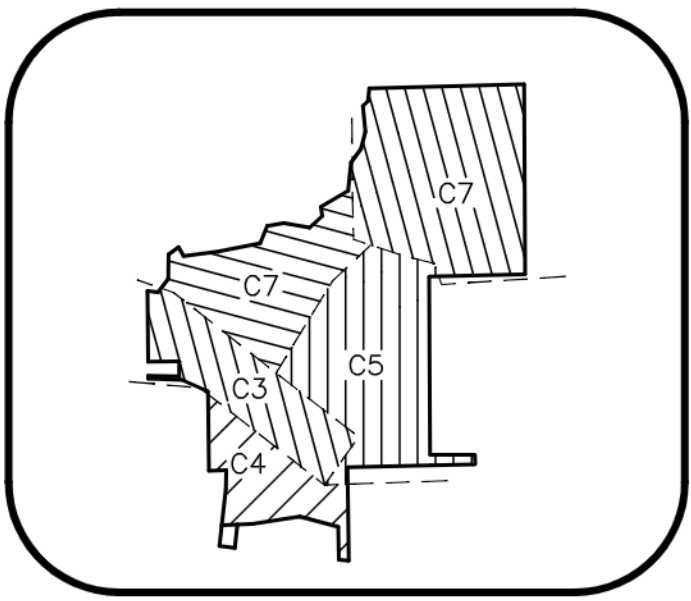
EMERGENCY ACCESS NOTE:

A BOLLARD AND A "NO PARKING - EMERGENCY ACCESS" SIGN WILL BE INSTALLED AT EITHER END OF THE EMERGENCY ACCESS FIRE LANE. THE EXACT DETAILS OF DESIGN AND PLACEMENT WILL BE ADDRESSED WITH THE CONSTRUCTION PLANS.

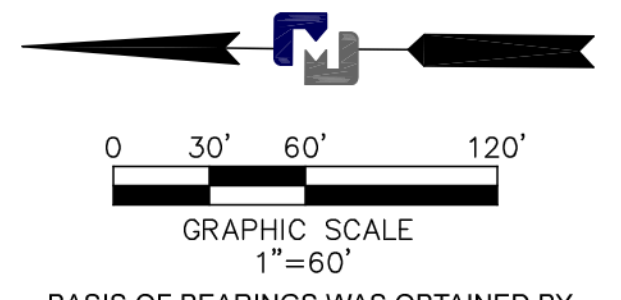
SS Line ID	SS MH ID	Station	Rim El.	Invert El.	Distance to Next	Slope	Pipe Size (in)	MH Depth (ft)	Notes
G	45	2347.00	666.45	660.65	91.92	9.07%	8	5.80	
G	44	2255.07	662.00	652.31	142.40	0.51%	8	9.69	DROP
G	43	2112.67	657.58	651.59	130.50	4.52%	8	5.99	
G	42	1982.17	651.35	645.69	110.04	7.65%	8	5.66	
G	41	1872.13	642.55	637.27	229.25	0.67%	8	5.28	
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G	39	1439.39	644.67	634.72	219.69	0.50%	8	9.95	
G	38	1219.70	641.96	633.62	219.70	0.50%	8	8.34	
G	1	1000.00	641.38	632.52			8	8.86	DROP
H	48	1692.98	668.83	663.17	261.64	0.50%	8	5.66	
H	47	1431.34	673.64	661.86	278.99	2.24%	8	11.78	
H	46	1152.35	661.27	652.36	152.35	0.51%	8	8.91	DROP
H	43	1000.00	657.58	651.59			8	5.99	



SS Line ID	SS MH ID	Station	Rim El.	Invert El.	Distance to Next	Slope	Pipe Size (in)	MH Depth (ft)	Notes
F	34	1972.15	642.12	636.45	251.38	1.25%	8	5.67	
F	33	1720.77	638.97	633.31	130.45	0.45%	8	5.66	
F	32	1590.32	638.45	632.72	153.27	0.45%	8	5.73	
F	31	1437.05	637.41	632.03	218.52	0.45%	8	5.38	
F	30	1218.53	638.91	631.05	218.53	0.45%	8	7.86	
F	29	1000.00	641.38	630.06			8	11.32	DROP



SHEET LEGEND
NO SCALE



BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.

LEGEND

- W — = PROPOSED D.I. WATERLINE
- ⊕ = PROPOSED FIRE HYDRANT
- 8" SAN — ○ — = PROPOSED SANITARY SEWER MAIN WITH MANHOLE
- — — — — ○ — = PROPOSED STORM SEWER WITH STRUCTURE (C1, C2 OR HDWL)

Milestone
design group

1428 Lafayette Avenue Columbus, IN 47201
812.572.7598 www.milestonedesign.org

TIPTON RIDGE MAJOR SUBDIVISION
PRELIMINARY PLAT

DATE: 01/16/26
DRAWN BY: Z.A.M.
CHECKED BY: T.D.T.
SCALE: 1"=60' (HORZ)
SCALE: N/A (VERT)

REVISIONS	
△	03/26/26 CITY REV
△	
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ROADWAY, UTILITY & LANDSCAPE PLAN

JOB NUMBER
25513

C12

LEGEND

- SF = SILT FENCE
(LIMITS OF DISTURBANCE CONTAINED WITHIN PROPERTY BOUNDARY AND SILT FENCE = 62 AC ±)
- TC = TEMPORARY CONSTRUCTION ENTRANCE (150'L x 24'W)

EROSION PREVENTION AND SEDIMENT CONTROL NOTE

THE APPROVED EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLAN SHALL BE IMPLEMENTED PRIOR TO ANY LAND-DISTURBING ACTIVITY ON THE CONSTRUCTION SITE. ANY MODIFICATIONS TO THE APPROVED EPSC PLAN MUST BE REVIEWED AND APPROVED. EPSC BMP'S SHALL BE INSTALLED PER THE PLAN.

ACTIONS MUST BE TAKEN TO MINIMIZE THE TRACKING OF MUD AND SOIL FROM CONSTRUCTION AREAS ONTO PUBLIC ROADWAYS. SOIL TRACKED ONTO THE ROADWAY SHALL BE REMOVED DAILY.

SOIL STOCKPILES SHALL BE LOCATED AWAY FROM STREAMS, PONDS, SWALES, AND CATCH BASINS. STOCKPILES SHALL BE SEEDED, MULCHED, AND ADEQUATELY CONTAINED THROUGH THE USE OF SILT FENCE.

CSGP REQUIRES THAT ALL DISTURBED AREAS THAT WILL POTENTIALLY BE IDLE FOR 7 DAYS OR MORE BE STABILIZED (SEEDED, MULCHED, ETC.). STABILIZATION MEASURES MUST BE STARTED WITHIN 7 DAYS AND COMPLETE WITHIN 14 DAYS THEREAFTER.

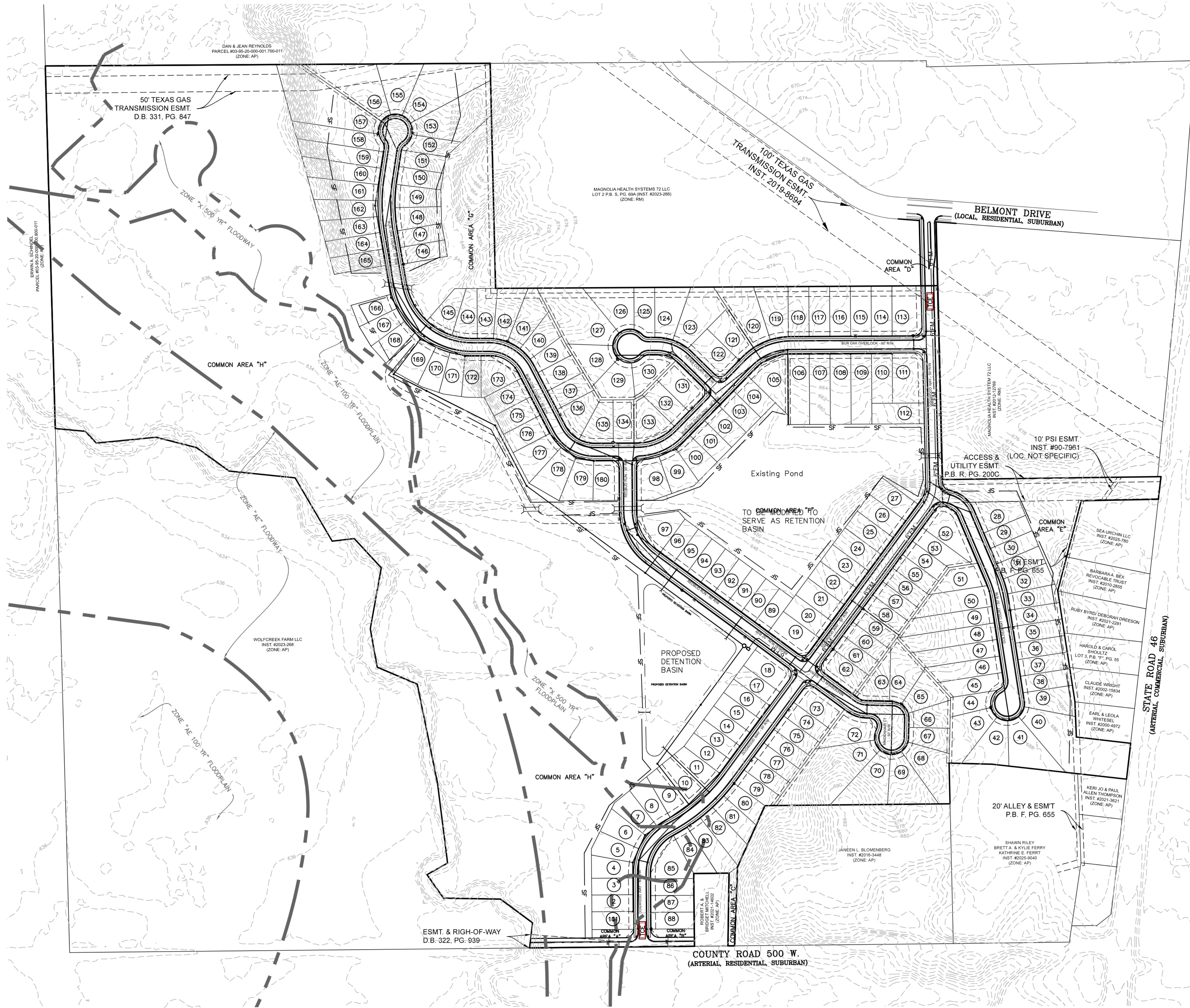
SEDIMENT-LADEN GROUNDWATER ENCOUNTERED DURING TRENCHING, BORING OR OTHER EXCAVATION ACTIVITIES SHALL BE PUMPED TO A SEDIMENT TRAPPING DEVICE PRIOR TO BEING DISCHARGED INTO A STREAM, POND, SWALE OR CATCH BASIN.

STORM WATER BMP MAINTENANCE SCHEDULE:

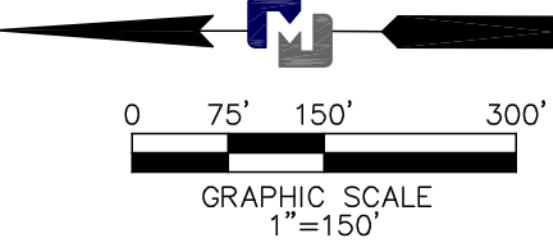
1. SILT FENCING AND OTHER BMP'S SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER EACH RAIN EVENT THAT PRODUCES MORE THAN OR EQUAL TO 1/2" OF RAIN. ALL DAMAGED OR DISTURBED BMP'S SHALL BE IMMEDIATELY REPAIRED TO AN OPERATIONAL CONDITION.
2. ANY MAJOR SILT SPILLS ESCAPING THE CONSTRUCTION SITE SHALL IMMEDIATELY BE REPORTED TO THE CITY OF COLUMBUS STORMWATER COORDINATOR AND THE ENGINEER SO REMEDIATION MEASURES CAN BE IMPLEMENTED.
3. COPIES OF ALL BMP INSPECTION REPORTS SHALL BE MAINTAINED ON-SITE AND MADE AVAILABLE FOR REVIEW BY THE ENGINEER OR CITY OF COLUMBUS INSPECTOR.
4. MEASURES TO BE TAKEN TO KEEP SEDIMENT OFF NEWLY CONSTRUCTED PAVEMENT UNTIL DISTURBED AREAS CAN BE STABILIZED.

CONSTRUCTION SEQUENCING/PHASING:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE IN LOCATION SHOWN ON THE PLAN.
2. INSTALL PERIMETER SILT FENCE AS SHOWN. CONDUCT SELECTIVE CLEARING AS NECESSARY TO INSTALL.
3. CLEAR SITE AS NECESSARY TO CONSTRUCT IMPROVEMENTS.
4. DEMOLISH AND REMOVE EXISTING STRUCTURES.
5. STRIP TOPSOIL AND STOCKPILE. INSTALL SILT FENCE ALONG PERIMETER OF STOCKPILE BASE.
6. BEGIN MASS EARTHWORK.
7. BEGIN CONSTRUCTION OF PROPOSED ROAD BEDS.
8. BEGIN CONSTRUCTION OF PROPOSED DETENTION BASIN AND MODIFICATION TO EXISTING POND TO SERVE AS A RETENTION BASIN.
9. INSTALL PROPOSED UTILITIES, SERVICE LINES AND STORM PIPE SYSTEM.
10. GRADE BUILDING PADS.
11. CONSTRUCT ROCK BASE COURSE FOR ROADWAYS.
12. POUR CONCRETE CURBS.
13. BEGIN CONSTRUCTION OF ASPHALT PAVEMENT.
14. POUR CONCRETE SIDEWALKS.
15. FINISH GRADE, SEED AND STRAW ALL DISTURBED AREAS.
16. SCHEDULE A FINAL INSPECTION MEETING WITH THE CITY PLANNING AND ENGINEERING DEPARTMENTS FOR INFRASTRUCTURE INSPECTION AND/OR ACCEPTANCE.
17. ONCE PROJECT SITE IS STABILIZED STORM WATER BMP'S WILL BE REMOVED, CONTOURS WILL BE RESTORED TO FINAL GRADES AND DISTURBED AREAS WILL BE PERMANENTLY SEEDED.
18. FINAL INSPECTION AND PROJECT CLOSE OUT.



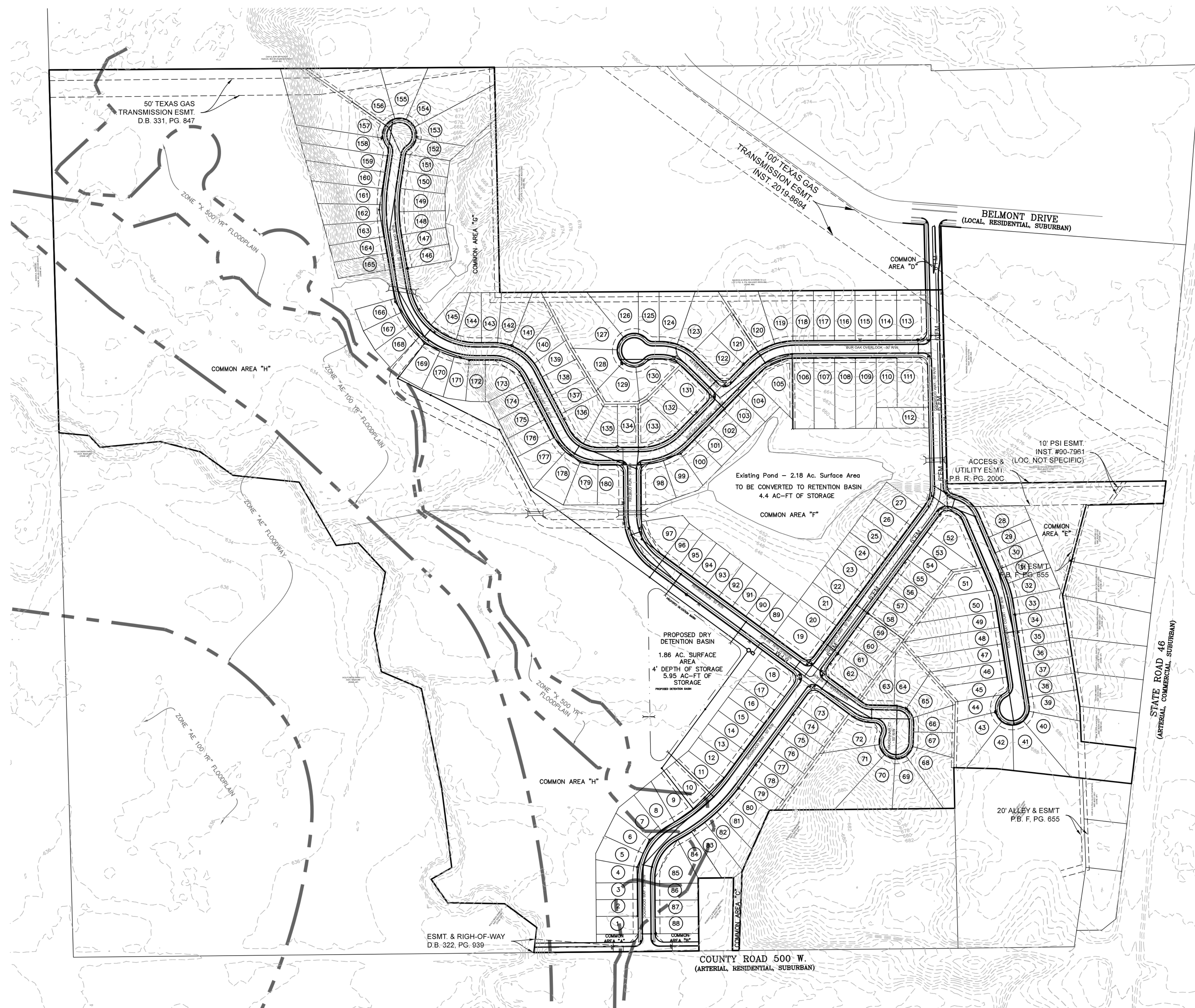
BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.



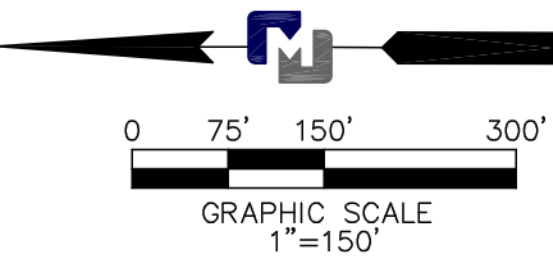
REVISIONS	
1	03/26/26 CITY REV

PRELIMINARY DETENTION CALCULATIONS:

PRE-DEVELOPMENT 100-YEAR RUNOFF: SOIL TYPE B - 106.70 ACRES	17.16 AC-FT
CURVE NUMBER 100 (WATER) 2.18 ACRES	
CURVE NUMBER 58 (MEADOW) 20.62 ACRES	
CURVE NUMBER 65 (WOODS OR FOREST) 43.64 ACRES	
CURVE NUMBER 56 (BRUSH-WEED MIXTURE) 40.26 ACRES	
POST-DEVELOPMENT 100-YEAR RUNOFF: SOIL TYPE B	24.81 AC-FT
CURVE NUMBER 100 (WATER) 2.18 ACRES	
CURVE NUMBER 80 (RESIDENTIAL, 50% IMPERVIOUS) 52.20 ACRES	
CURVE NUMBER 61 (LAWN, GOOD CONDITION) 9.20 ACRES	
CURVE NUMBER 58 (MEADOW) 11.60 ACRES	
CURVE NUMBER 65 (WOODS OR FOREST) 21.50 ACRES	
CURVE NUMBER 56 (BRUSH-WEED MIXTURE) 10.02 ACRES	
INCREASE IN RUNOFF POST-DEVELOPMENT:	7.65 AC-FT
PROPOSED RETENTION POND SURFACE AREA:	2.18 AC
PROPOSED PONDING/STORAGE DEPTH:	2 FEET
PROPOSED STORAGE PROVIDED:	4.4 AC-FT
PROPOSED DETENTION POND SURFACE AREA:	1.86 AC
PROPOSED PONDING/STORAGE DEPTH:	4 FEET
PROPOSED STORAGE PROVIDED:	5.95 AC-FT
TOTAL STORMWATER STORAGE:	9.95 AC-FT
NOTE: AN ADDITIONAL 30% EXCESS STORAGE VOLUME IS PROVIDED	



BASIS OF BEARINGS WAS OBTAINED BY RTK GPS OBSERVATIONS USING THE INDIANA CONTINUOUSLY OPERATING REFERENCE STATION (INCORS) NETWORK, BASED ON THE INDIANA GEOSPATIAL COORDINATE SYSTEM (INGCS) BARTHOLOMEW COUNTY ZONE.



TIPTON RIDGE MAJOR SUBDIVISION
PRELIMINARY PLAT

DATE: 01/16/26
DRAWN BY: Z.A.M.
CHECKED BY: T.D.T.
SCALE: 1"=60' (HORZ)
SCALE: N/A (VERT)

REVISIONS	
03/26/26	CITY REV

PRELIMINARY DRAINAGE PLAN

JOB NUMBER 25513

C14

TIPTON RIDGE MAJOR SUBDIVISION
PRELIMINARY PLAT

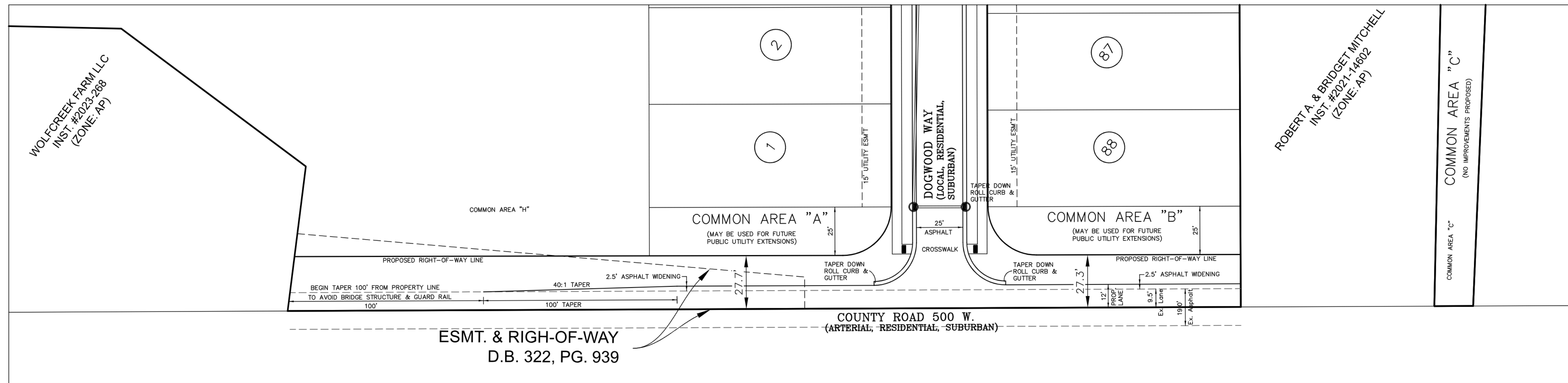
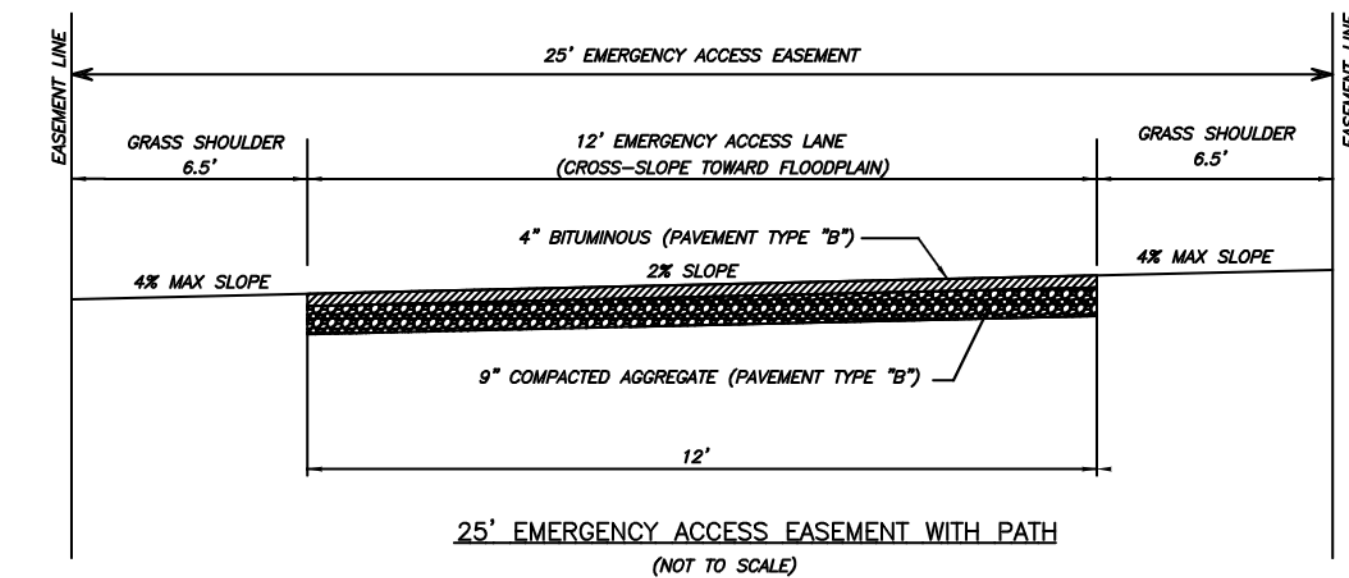
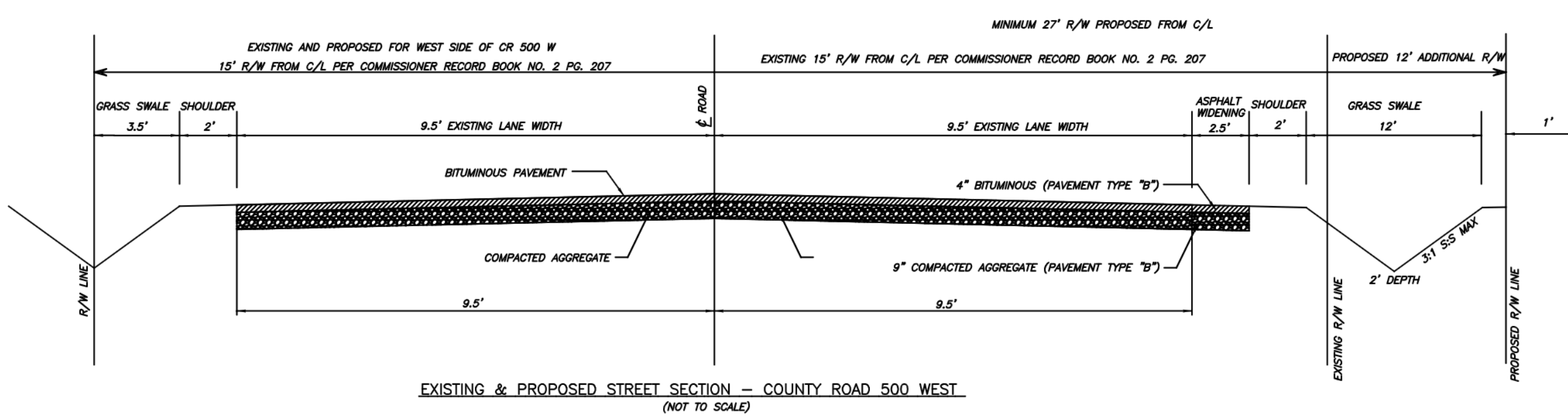
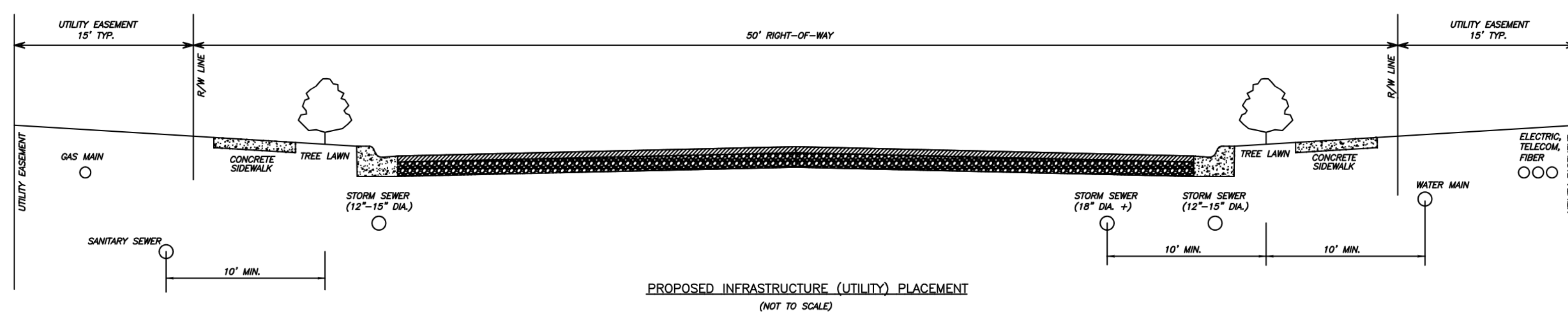
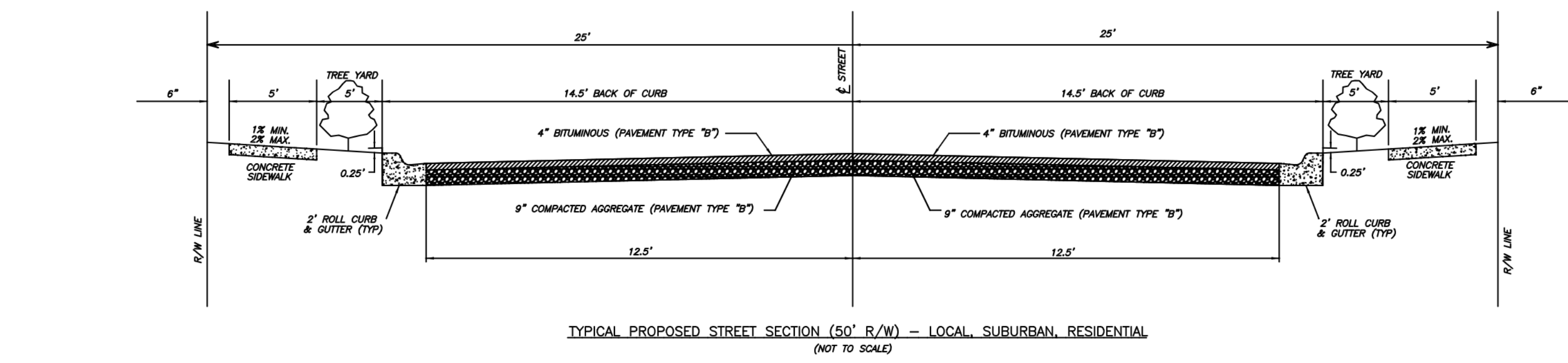
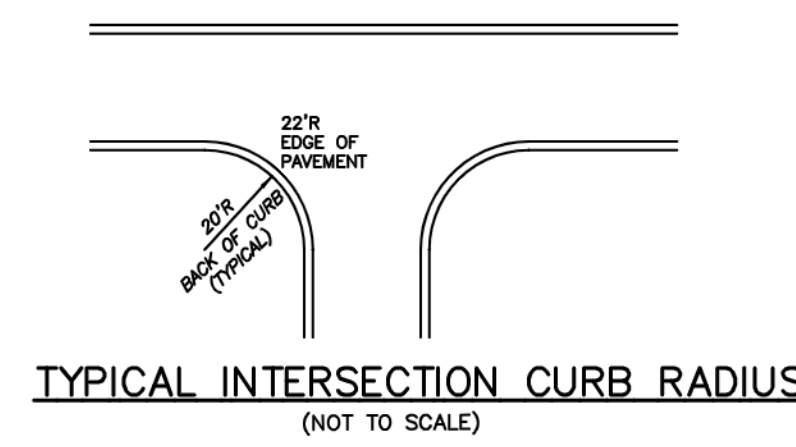
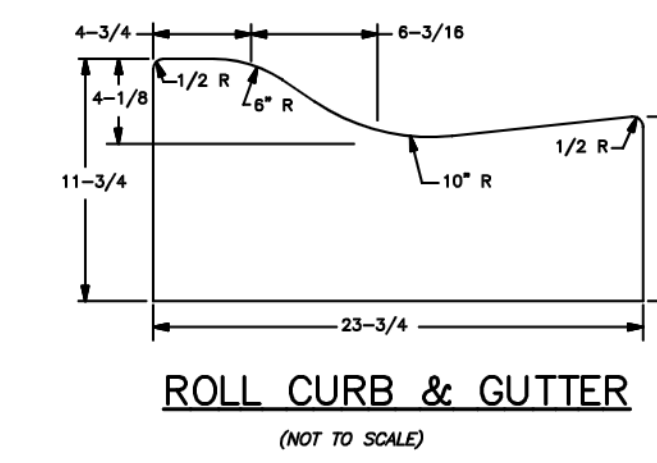
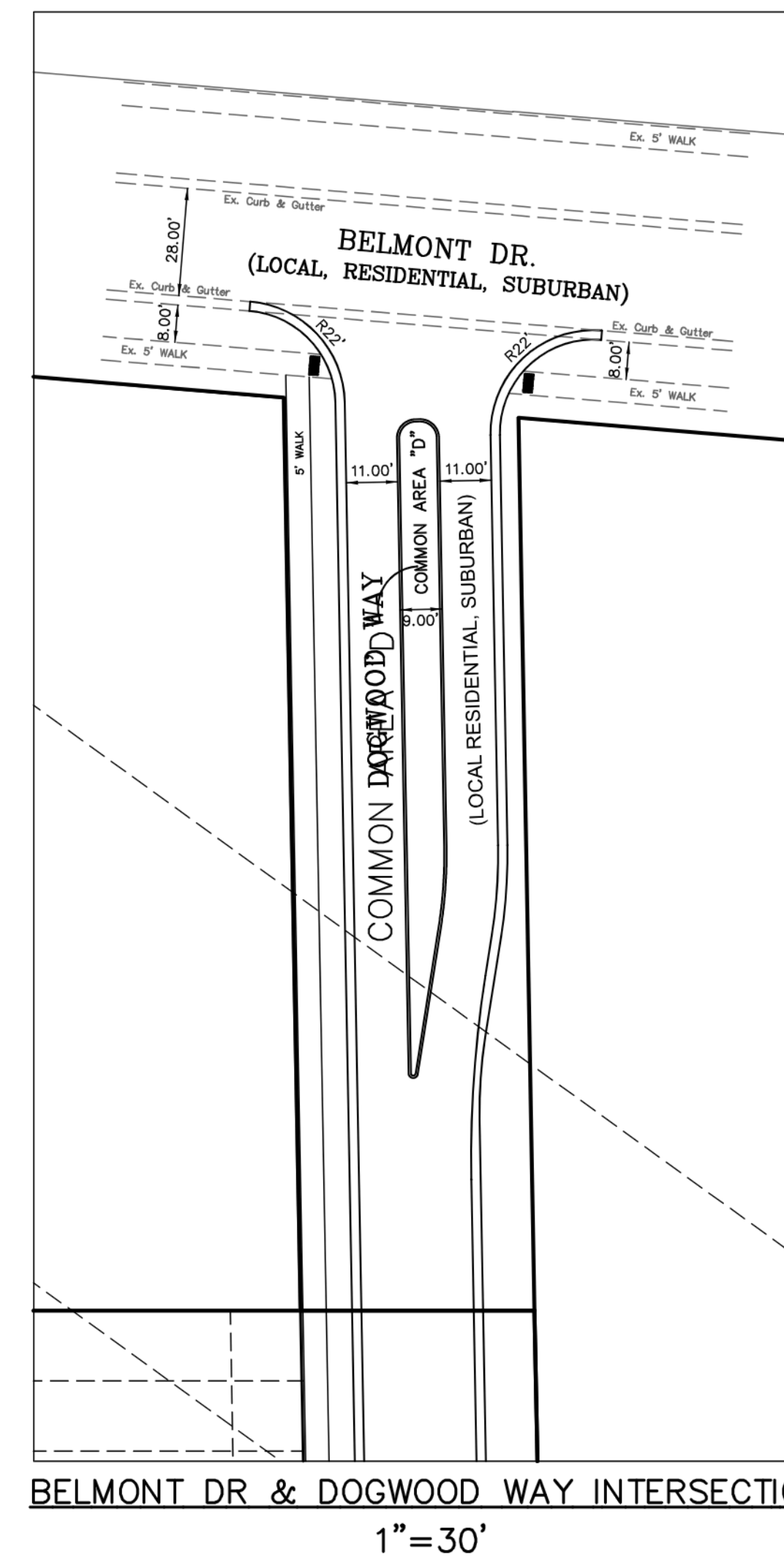
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REVISIONS	
03/26/26	CITY REV

ROADWAY TYPICAL
SECTIONS &
INTERSECTION
DETAILS


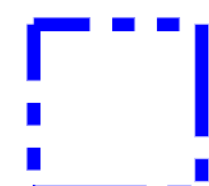

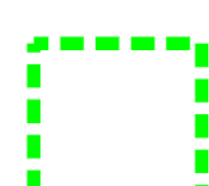

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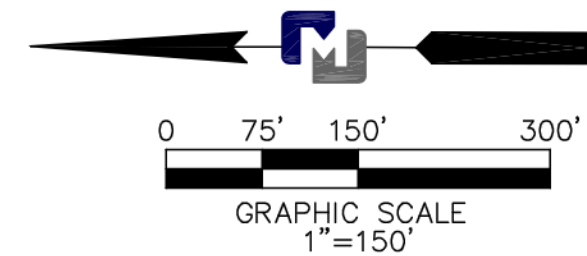
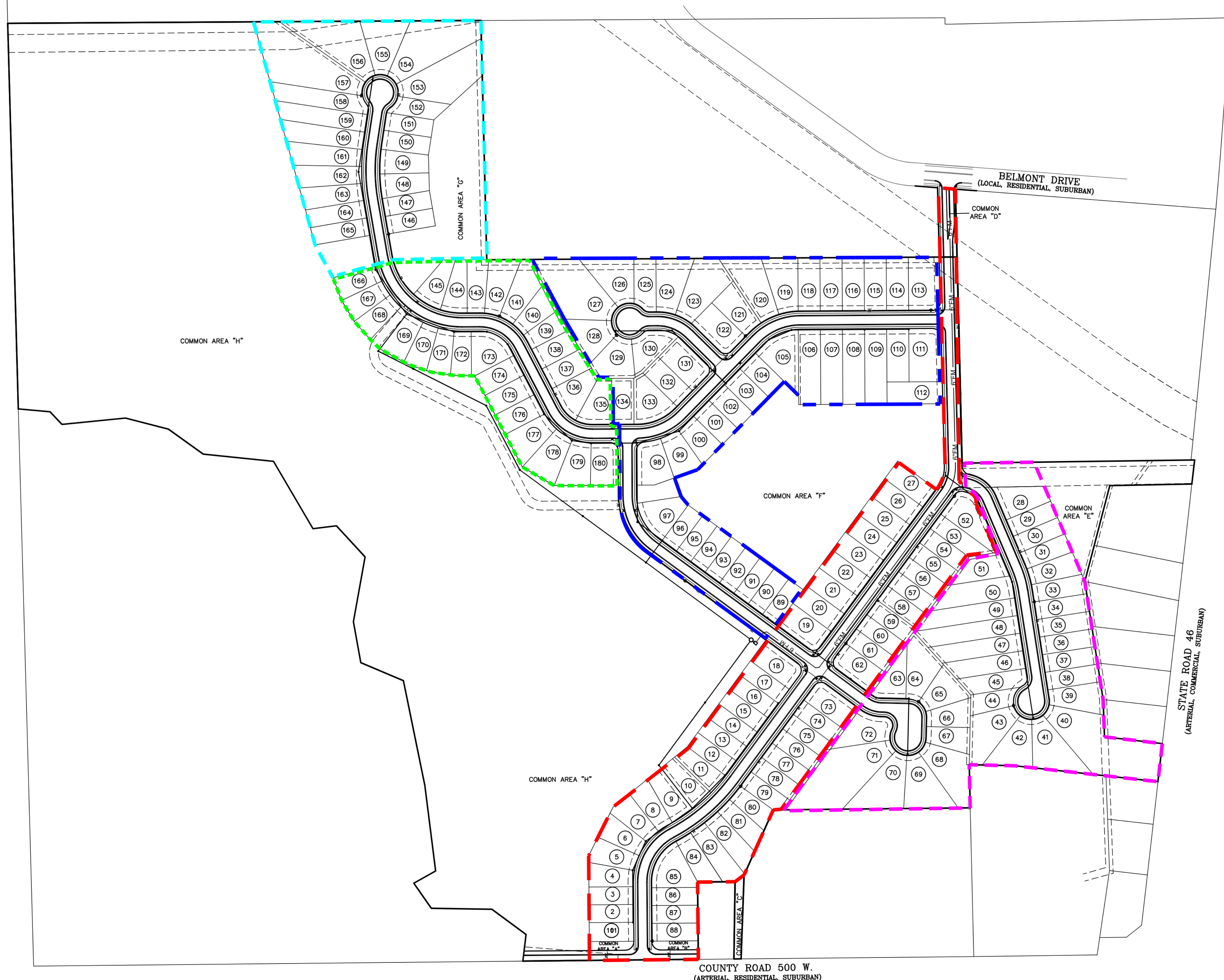
C15



COUNTY ROAD 500 W & DOGWOOD WAY INTERSECTION
1"=30'





PHASE LEGEND

-  = PHASE 1
-  = PHASE 2
-  = PHASE 3A
-  = PHASE 3B
-  = PHASE 4



TIPTON RIDGE MAJOR SUBDIVISION
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PHASE LAYOUT

JOB NUMBER
25513

P1