

MONROE COUNTY PLAN COMMISSION ADMINISTRATIVE MEETING



**May 5, 2016
6:00 pm**

**Monroe County Government Center
501 N. Morton Street, Suite 100B
Bloomington, IN 47404**

Agenda
Plan Commission Administrative Meeting
6:00 p.m. – 7:30 p.m.
May 5, 2016
501 N. Morton St., North Showers Building, Suite 100B

Please take notice that the Monroe County Plan Commission will hold an Administrative Meeting (Work Session) on Thursday, May 5, 2016 at 6:00 PM in the Suite 100B, North Showers Building, 501 N. Morton Street, Bloomington, Indiana. The work session agenda includes the following agenda items for the regularly scheduled Tuesday, May 17, 2016 Plan Commission meeting:

UNFINISHED BUSINESS:

- 1. 1601-SPP-01 Holland Fields Major Subdivision Preliminary Plat. PAGE 3**
Street Waiver, Tree Waiver and Sidewalk Waiver requested.
Final Hearing.
Fifty-six (56) parcels on 22.06 acres +/- . Located in Section 21 of Perry Township at 790 E Holland Drive. Zoned RS3.5/PRO6.

NEW BUSINESS:

- 1. 1602-REZ-01 Bluestone Tree (Oren) Rezone from Single Dwelling PAGE 39**
Residential 3.5/PRO6 (RS3.5/PRO6) to Low Density Residential (LR).
Preliminary Hearing. Waiver of Final Hearing requested.
One 0.51 acre +/- parcel in Perry Township, Section 21 at 4011 S Walnut Street Pike. Zoned RS3.5/PRO6.

PLANNER Tammy Behrman
CASE NUMBER 1601-SPP-01, Holland Fields Major Subdivision Preliminary Plat and Road Width Waiver, Sidewalk Waiver and Street Tree Waiver
OWNER Gardner, Michael D; Gardner, Mark A; & Gardner, Barry T
PETITIONER Hybrid Development Group c/o Smith Brehob
ADDRESS 790 E Holland Drive
REQUEST Major Subdivision Preliminary Plat to subdivide 1 parcel into 55 parcels
ZONE RE3.5/PRO6
ACRES 23.24 acres +/-
TOWNSHIP Perry
SECTION 21
COMP. PLAN
DESIGNATION Mixed Residential

EXHIBITS

1. Petitioner Letter and Statement
2. Petitioner Waiver Request
3. Holland Fields Major Subdivision Preliminary Plat (3 sheets)
4. Highway Department report

STAFF RECOMMENDATION

Staff gives a recommendation of **approval** of the Major Subdivision Preliminary Plat, and gives recommendations of **approval** for the Road Width Waiver, **approval** for the Sidewalk Waiver and **approval** for the Street Tree Waiver, based on the findings of fact and subject to the Monroe County Highway Department & Drainage Engineer reports, and with the following conditions:

Drainage Engineer requests:

1. Waivers
 - a. 761-7 (c) (4) watershed area for bioretention shall not exceed two acres (based on experience this does not work in single family residential areas because property owners don't like small practices scattered throughout the development.)
 - b. 761-7 (c) (1) (b) riparian buffers zones for all waterways greater than 10 acres (The waterway within this project is a broad swale in an open field. It contains no riparian habitat and does not hold storage necessary for mitigation of flood peaks.)
 - c. 761-5 (b) emergency spillway (This waiver allows for greater volume in the southern detention basin.)
 - d. AD26 – underdrain for bioretention (This waiver allows for greater volume in the southern detention basin.)
2. A plan showing re-use of existing topsoil on the site will be needed.
3. Permanent monuments describing all of the open areas shall be installed.
4. Drainage easements (minimum 20' wide) for all swales and other stormwater infrastructure are needed as specified in Chapter 761.
5. One inch of storage is needed for the new impervious surface draining to Walnut Street Pike and for the new impervious surface on Windmill and Hague Streets south of the southernmost street inlets.
6. A landscaping plan is needed for the detention basins utilizing trees, shrubs, and turf grass.
7. Detention basin outlets may need to be revised by adding another orifice in the riser pipes.
8. Final details will need to be worked out with the Drainage Engineer
9. As-built plans are required for stormwater infrastructure including detention basins in accordance with Chapter 761-10.

Highway Department report requests:

10. At the intersection of Holland Drive and Walnut Pike, wrap curb and gutter around radius and tapers. Transition curb and gutter height to 0” at the end of the curb and gutter.
11. A vertical curve design speed of 30 mph is recommended for all streets in this subdivision. The following vertical curves do not meet the 30 mph vertical curve design requirements on Holland Drive, Line R-1, Sta. 14+59.67 (25 mph)
12. Stop condition should be used at the following locations:
 - a. Crestline Drive stop at Windmill Lane
 - b. Windmill Lane stop at Holland Drive
 - c. Hague Drive stop at Holland Drive
 - d. Crestline Drive stop at Hague Drive
13. Signs are to be placed on the cul-de-sacs to discourage parking in the emergency turnaround areas.
14. Incorporate monuments that clearly designate common area boundaries.

PLAN COMMISSION ADMINISTRATION MEETING

The Plan Commissioners met at the April 7th, 2016 Admin Meeting and discussed several issues which have been expanded upon in the discussion or resolved during the meeting.

- At the intersection of Holland Drive and S Walnut Street Pike there is a proposed underground stormwater storage unit. This design was supported by the drainage engineer who indicated it can and will be maintained properly by the Highway Department.
- Tapering on S Walnut Street Pike to allow for acceleration and deceleration was discussed.
- There were concerns about what the traffic increase would be if S Walnut Street Pike and Derby Drive were ever to be connected by Holland Drive. The Highway Department will address this issue in their report.
- There were discussions about the road width and possibly meeting City of Bloomington standards. Snowplows accommodation, consistency with County road design requirements and allowance for on-street parking were staff rationales provided by staff for provision of widths exceeding City of Bloomington design standards.
- Street trees were discussed and more information is provided under the Waiver-Street Trees section of this report.
- Road width and sidewalk alternatives were discussed and more information is provided under the Waiver – Road Width and Sidewalk sections of this report.
- Cul-de-sac design was discussed and the reasons why Highway and Planning had to come to an agreement for the design which incorporates future connectivity options and also allows for emergency vehicle turn around. Sidewalks do not extend around the cul-de-sacs and are designed to be installed once connectivity to adjacent lots is achieved. The financial burden for the connection was decided to be placed upon future developers of the adjacent lots using the proposed connection design provided by the Holland Fields plat.
- There were concerns that there would be on-street parking in the emergency vehicle turnaround areas. A suggestion that a condition be placed on the petition requiring signage stating “no parking, emergency vehicle turnaround.”

PLAT COMMITTEE

The Plat Committee met on March 17, 2016 and forwarded the petition to the Plan Commission with a favorable recommendation (3-0) for all waivers and the major subdivision proposal subject to Highway and Drainage reports.

BACKGROUND

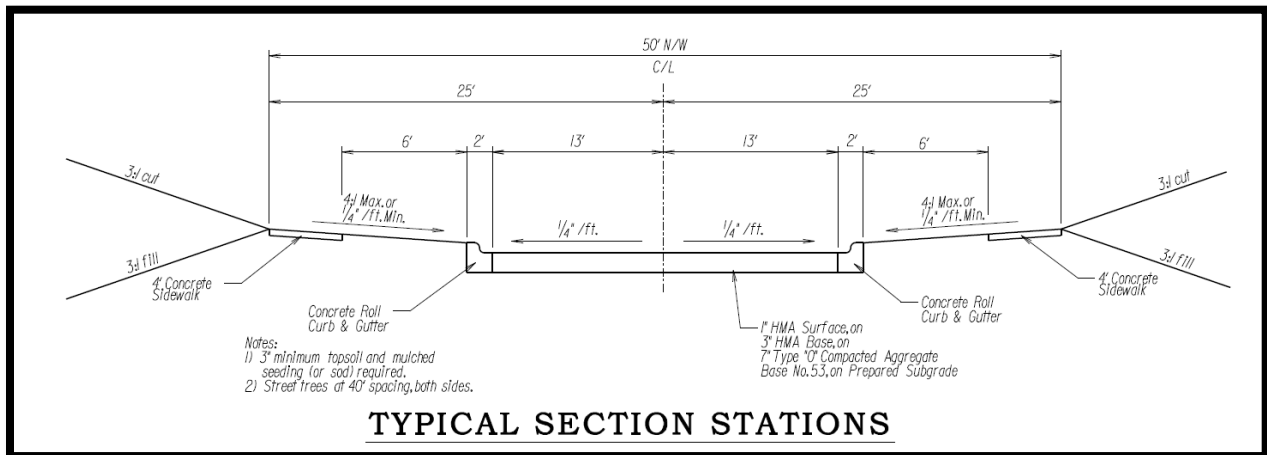
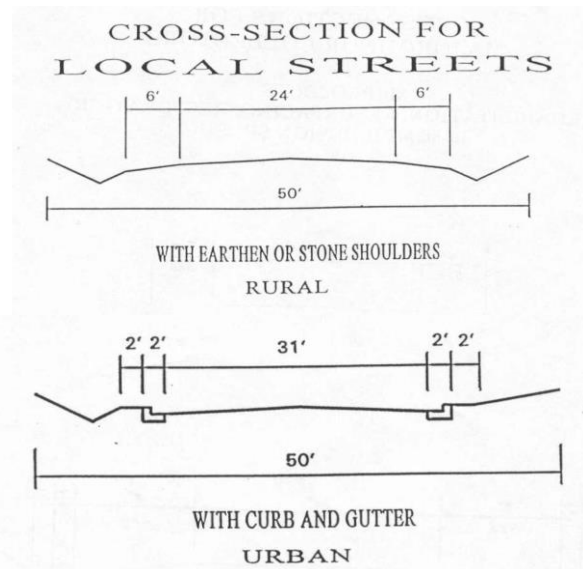
The petition site is a single lot of record, 23.24 +/- acre in size and divided into three tax parcels. It is located in Perry Township and maintains frontage along S Walnut Street Pike, a major collector and connects to the terminus of E Crestline Drive, a local road. The current use of the property is residential. The parcel contains a single family dwelling with attached garage which is to be demolished.

The Single Family Dwelling 3.5/ PRO6 (RS3.5/PRO6) zone has a minimum lot size of 9600 sf (0.22 acres) and the minimum lot width is 70'. The petitioner is proposing to subdivide one parcel into fifty-five (55) parcels that meet these minimum requirements and the lot development standards of Chapter 856 subdivisions. They will not be utilizing the PRO6 Overlay. Three of the lots will be for common area, two of which will provide bioretention areas for stormwater runoff. Lot sizes will range in size from 9600 sf to 40,095sf with the average being just over 11,000 sf. Four roads are proposed to run throughout the subdivision. One is an extension of E Crestline Drive and one is an extension of E Holland Drive despite the fact that they do not align with each other at the S Walnut Street Pike intersection. Two additional roads will run north-south and be roughly parallel to each other, S Windmill Lane and S Rotterdam Road.

WAIVERS TO DESIGN STANDARDS
ROAD WIDTH

In order to correct for a deed overlap that was discovered during the survey of the property, the width of 49.8' was used along the western portion of the proposed E Holland Drive. As a result, 240' of road standards were difficult to meet along E Holland Drive. Concerns were made that an 'S' Curve would need to be incorporated to plans thus offsetting the centerline and travel lanes.

The Subdivision Control Ordinance has only two design choices for local roads and neither one incorporates sidewalks into the design. The figures to the right represent the options available in the ordinance for local road design. The rural street version is 24' with 6' shoulders (36' wide) and the urban version is 31' wide with 2' curb and 2' gutter (39' wide), and again no sidewalks incorporated. The original plan submitted to staff proposed narrower streets with no on-street parking. The Highway Department and Planning Department recommended wider streets of 26' with 2' curb and gutter, (total 30' wide) to accommodate on-street parking and reduce vehicular parking in sidewalk corridors throughout the subdivision. Though this does add to impervious surface area from the original proposal however, staff believed that even with signage for no on-street parking there would be issues. The figure below is the recommended road width to be used throughout the subdivision with the exception of where the 8' sidepath is proposed.

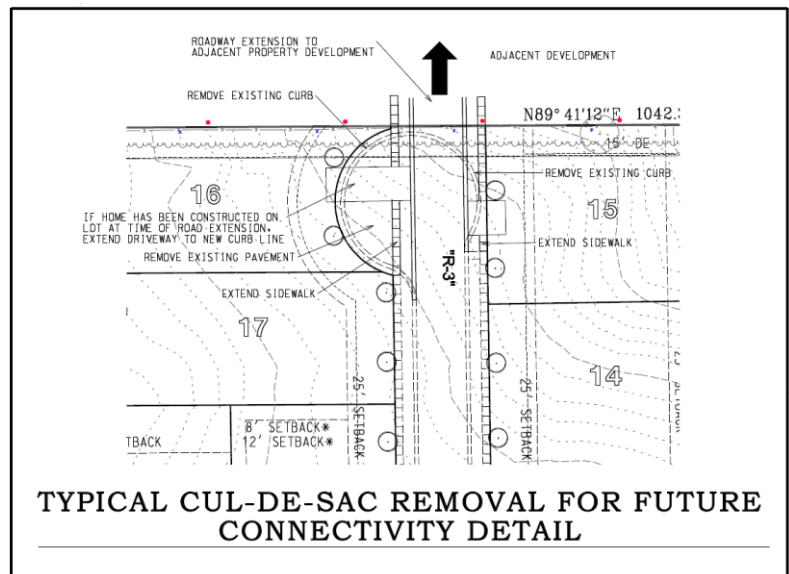


TYPICAL SECTION STATIONS

SIDEWALKS

4' wide sidewalks will be installed on both sides of the street throughout the subdivision's proposed roads with a few exceptions. Due to the 49.8' right-of-way and a 5' jog in the right-of-way which required the need for an S-curve in the road along the proposed E Holland Drive, it would be difficult to meet applicable standards of Chapter 856-40.

Additionally in coordination with the Highway Department it was determined and recommended not to use the S-curve design thus resulting in the elimination of sidewalk on the south side of E Holland Drive. The alternative proposed is to install 1250' of 8' side path along the northern side of E Holland Drive in lieu of the 4' required sidewalk and omit 680' of 4' sidewalk along the south side of E Holland Drive in the narrow section. Chapter 856-40(B) allows the Plan Commission to approve an alternative circulation plan. The other sidewalk exception is where the roads stub into the property lines as modified cul-de-sacs. The sidewalks do not reach all the way to the property line in those areas due to the design of the cul-de-sac that are specifically designed to allow for connectivity. Sidewalks will be built once subdivisions occur in adjacent areas and the design is already included in the preliminary plat.



STREET TREES

Street trees totaling 155 in number will be installed on both sides of the streets throughout the subdivision's proposed roads. Due to the narrow access width along the proposed E Holland Drive street trees cannot meet the standard 856-43(B)(1) that requires street trees to be planted within 5' of the right-of-way. Approximately 24 street trees will be omitted because the standard requires trees to be outside the right of way and the lot's configuration restricts this requirement. The Highway Department prefers trees to be outside the right of way due to maintenance issues. There are a few large trees within the site that are to be preserved and there will be tree preservation areas along the north, south and east subdivision boundary line. When counting the larger preserved trees we only see a net loss of 12 required trees. Additionally, the two bioretention areas will also be required to have trees and shrubs incorporated into them per the drainage board request.

DRAINAGE

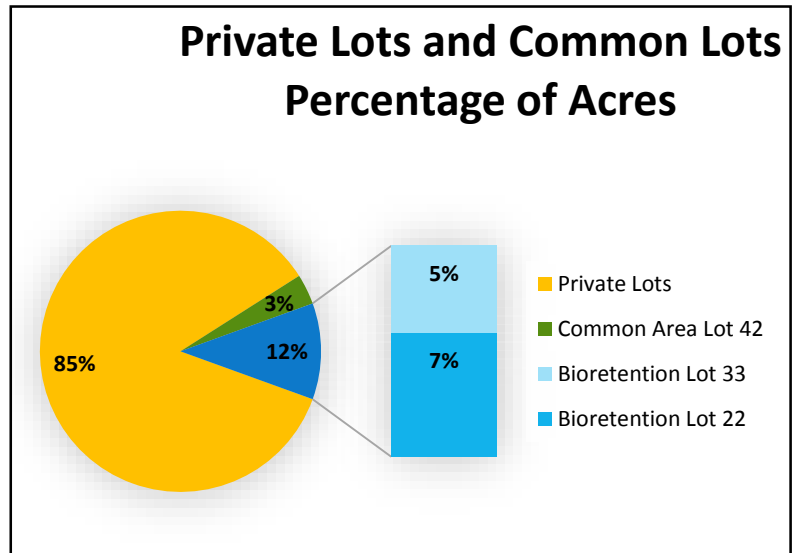
The stormwater management plan for Holland Fields was discussed at the March 2, 2016 Drainage Board meeting and at the Wednesday, April 6th, 2016 Drainage Board meeting. The Drainage Board gave approval of the plan with several waivers and conditions that are listed above.

NAMES

The name of the subdivision, Holland Fields. Emergency Services and addressing coordinators are reviewing the names for similar sounding or looking names in the same range. The names of the proposed streets were all approved after several other suggestions were rejected due to similarity of existing street names.

COMMON AREA

There are three lots that are designated as common area. This is not a requirement for major subdivisions in RS3.5 zoning. The figure demonstrates what percentage of the lot will be private and common. There is a further breakdown depicting the bioretention lots. Bioretention areas have been designed to hold water for and estimated 24 hours after storms. The Covenets and Restrictions designate that the Homeowners Association be responsible for maintaining the common areas. Common Area Lot 42 is 0.81 acres. Bioretention Lot 33 is 1.06 acres. Bioretention Lot 22 is 1.51 acres.

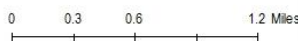
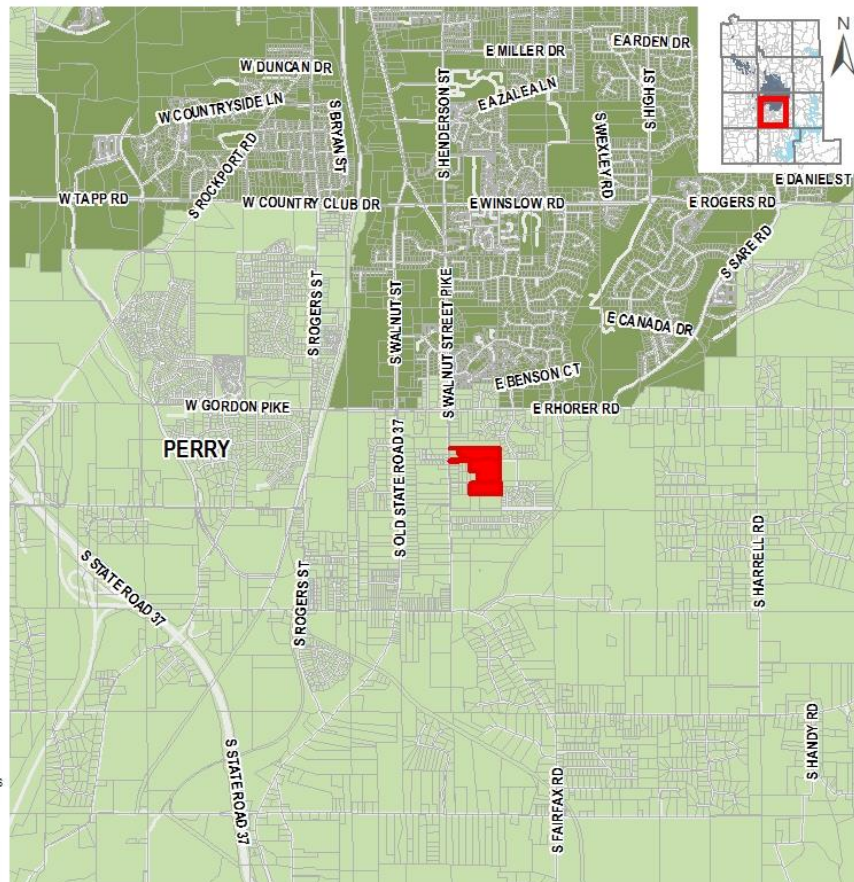


LOCATION MAP

The site is located at 790 E Holland Drive in Section 21 of Perry Township.

Location Map

- Petitioner
- Townships
- Roads
- Parcels
- Incorporated Areas**
- Bloomington



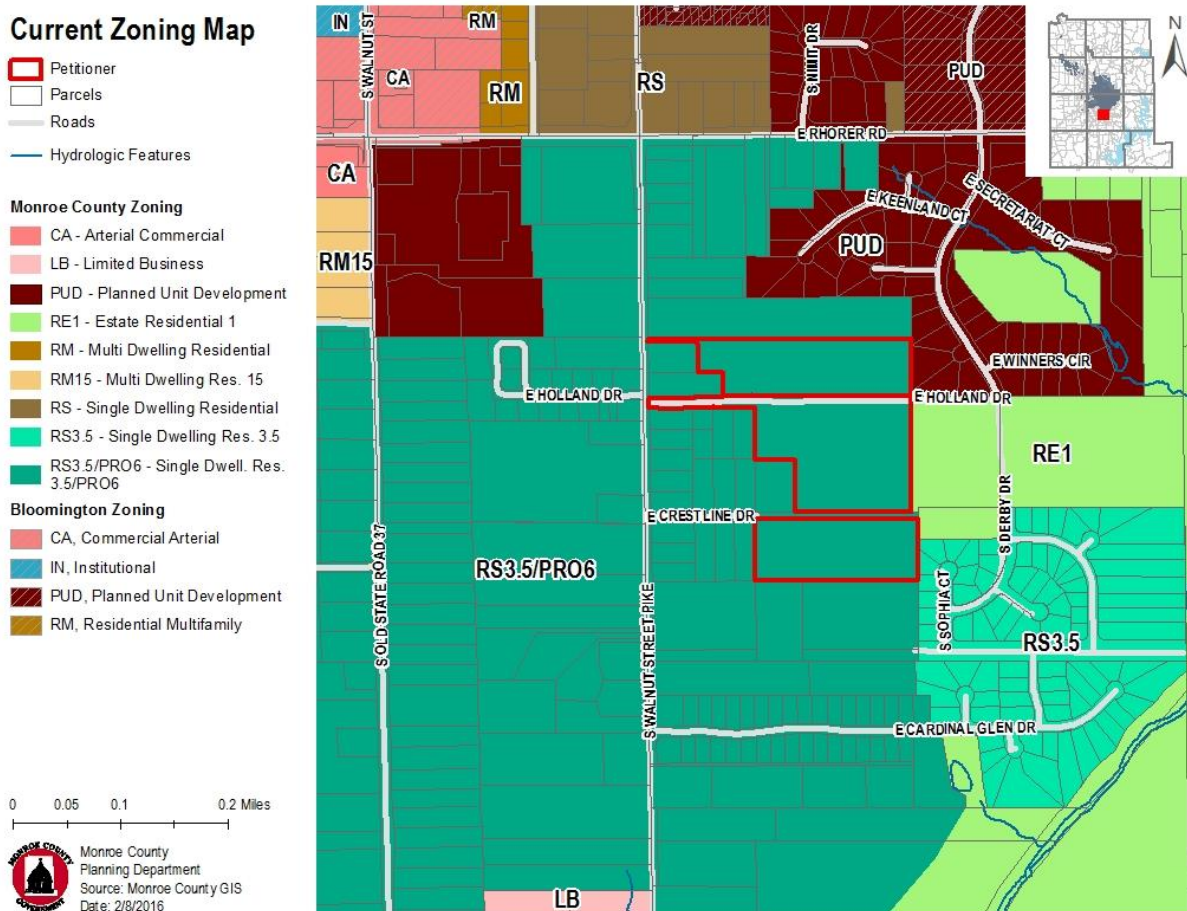
Monroe County
 Planning Department
 Source: Monroe County GIS
 Date: 2/9/2016

Note: The property is shown as three tax parcels on the Auditors parcel map, however the property is described in one legal description on one deed and has been determined to be a single legal lot of record.

ZONING DESIGNATION

The zoning for the petition site is a former fringe zone, Single Dwelling Residential 3.5/PRO6 (RE3.5/PRO6). The PRO6 overlay is 'intended to permit maximum residential densities recommended by the Comprehensive Plan on large sites which may be near properties previously developed to lower density standards or where such densities are appropriate with adequate buffering and mitigation of impacts. The intent is to allow mixed residential uses at an average overall density.' Holland Fields does not intend to utilize the overlay. The lots to the north, east and south are also RE3.6/PRO6. Estate Residential 1 (RE1) and Single Dwelling Residential 3.5 (RS3.5) are located directly to the east of the petition site. Zoning districts in the nearby area are a series of Planned Unit Developments (PUD) some of which are residential in nature and the one to the northwest being commercial. More commercial zones are located approximately a half mile to the northwest.

The use is single family residential and the adjacent lot uses are either single family residential or vacant.

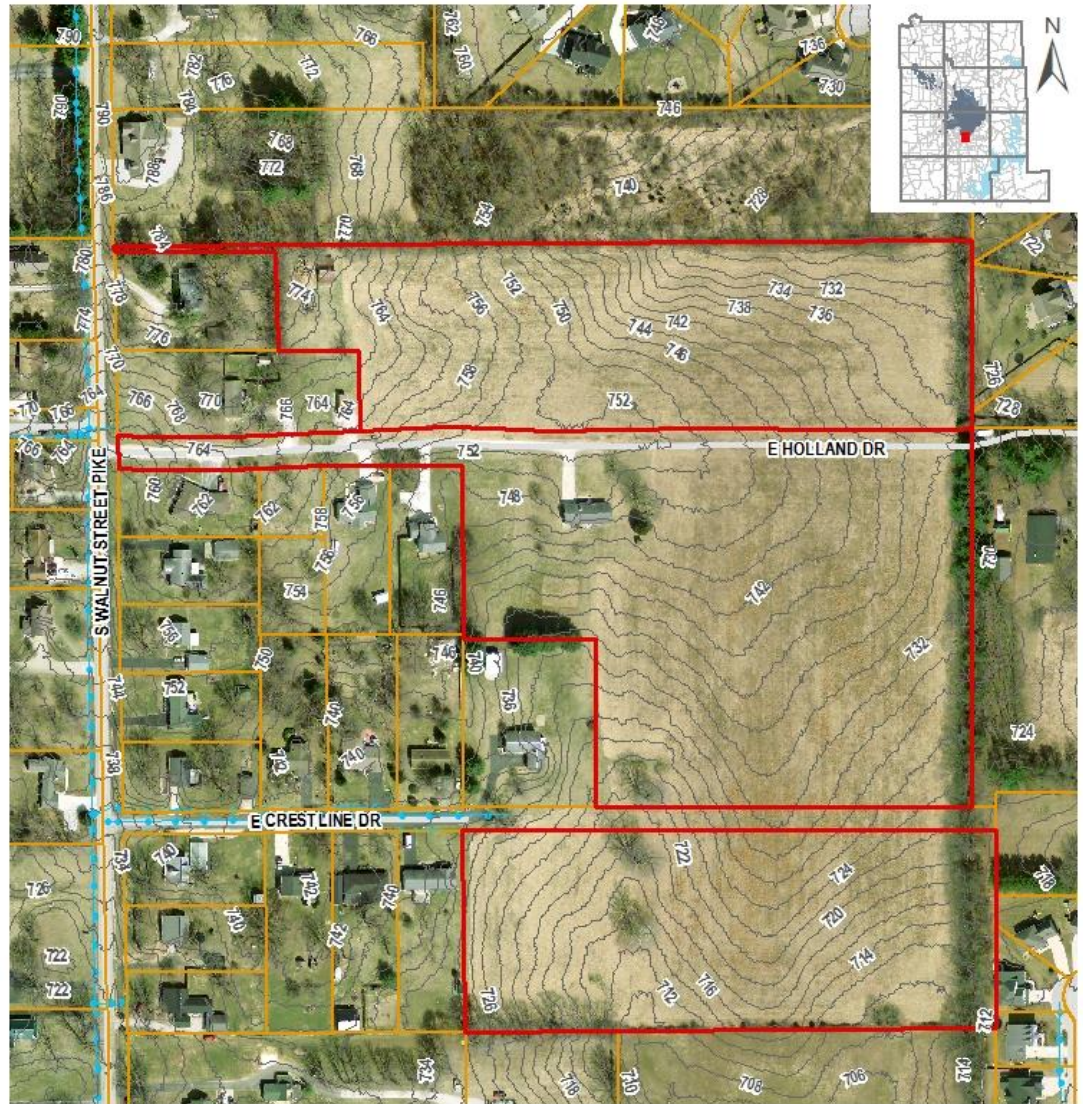


SITE CONDITIONS Part 1


The parcel currently contains a single family dwelling with attached garage circa 1976. There is also a barn and small shed on site. The remainder of the site is vacant, mowed fields. There is a small scour hole on the southeast corner that may be a karst feature. The depression on the northwest portion of the lot is known to be an old pond that was filled some time ago but not fully completed thus leaving a depression. Karst features are present on nearby properties. FEMA floodplain is not on the petition site. Jackson Creek runs about 1000' to the east and southeast. Drainage from the petition site runs both north and south and eventually ends up in Jackson Creek. The Bloomington Speedway track is approximately 0.37 miles to the south.

Site Conditions Map

-  Petitioner
-  Parcels
-  2-Foot Contours
-  Sanitary Pipe
-  Water Pipe
-  Roads



0 115 230 460 Feet

 Monroe County
Planning Department
Source: Monroe County GIS
Date: 2/8/2016







SITE CONDITIONS Part 2

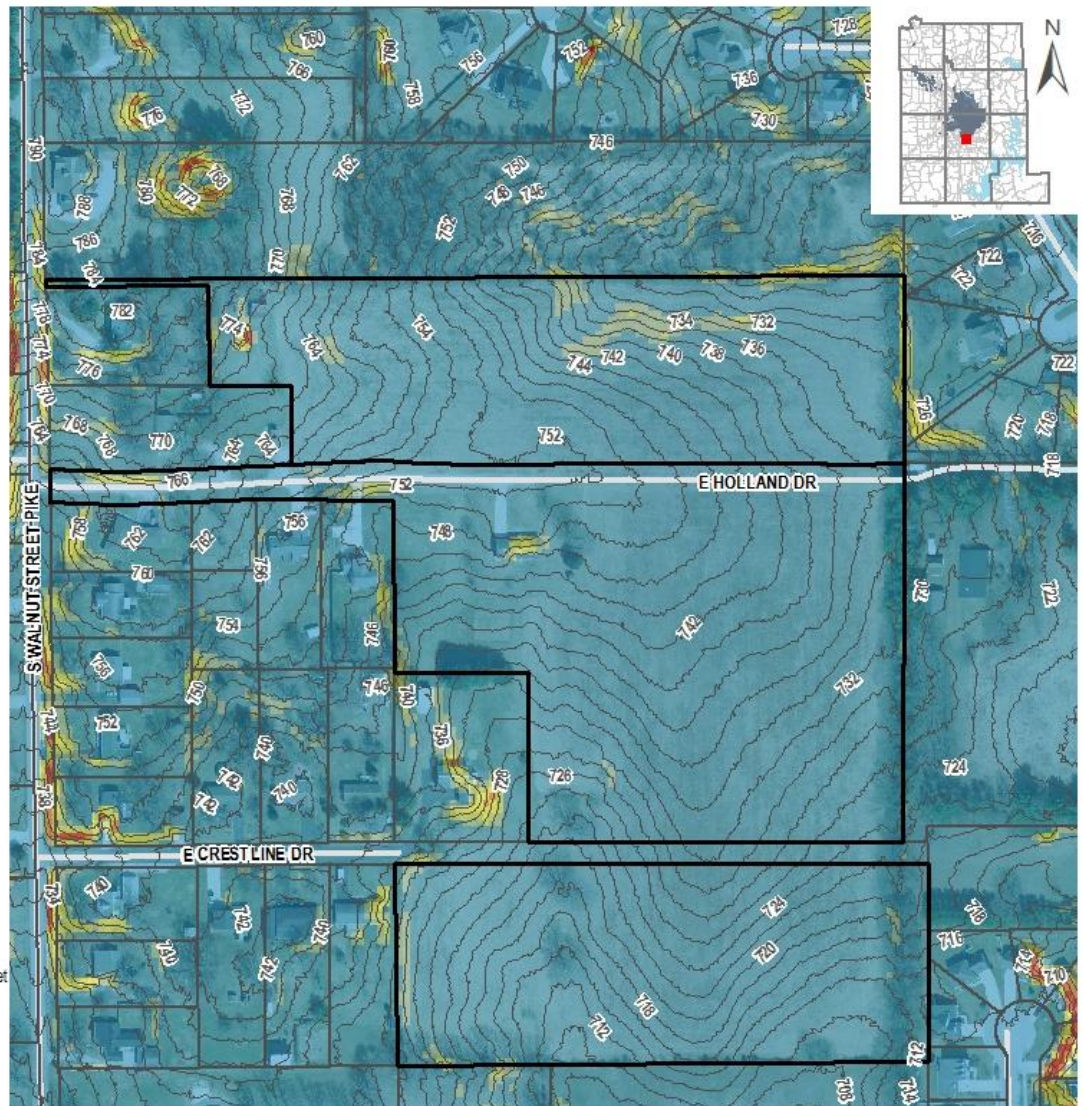
Most all of the petition site meets the Buildable Area requirements as stated in the Subdivision Control Ordinance for Chapter 856-7 with the exception of the old pond in the northwest corner. Most of the site has slopes less than 12 percent with a few areas being between 13-15 percent.

Slope Map

-  Petitioner
-  Parcels
-  2-Foot Contours
-  Roads

Percent Slope (2010)

-  0 - 12
-  13 - 15
-  16 - 18
-  19 - 21
-  22 - 24
-  > 25
















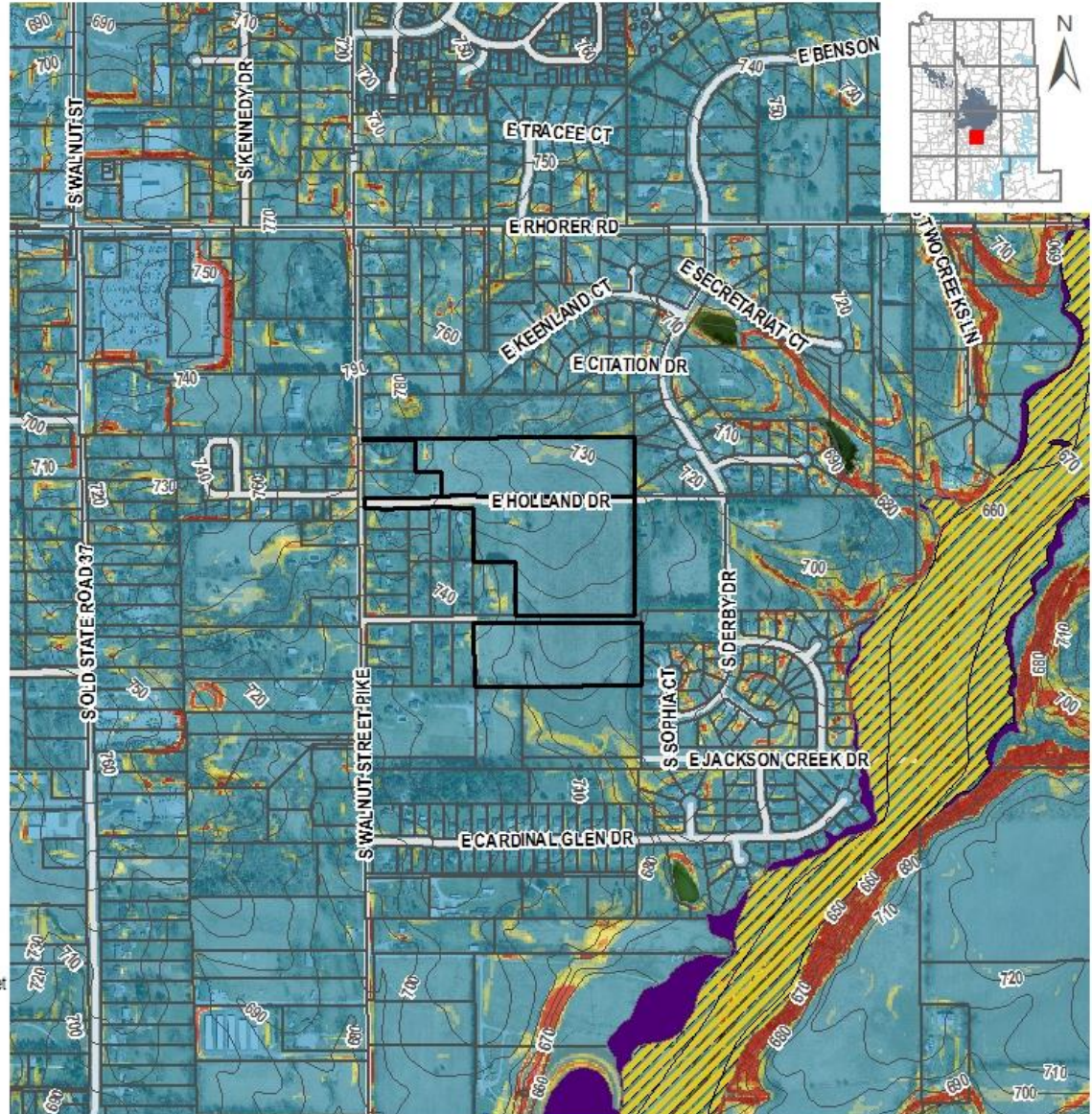
Monroe County
Planning Department
Source: Monroe County GIS
Date: 2/8/2016

SITE CONDITIONS Part 3


This map depicts the overall site conditions in the area. Notice the floodplain location, Speedway track at the bottom center in purple and the slope type found in the area. Commercial areas are within walking distance from the petition site. There are several opportunities for additional connectivity and development in the surrounding area.

Slope Map

-  FEMA Flood Zone
-  Shaded X
-  Zone AE
-  Petitioner
-  Parcels
-  10-Foot Contours
-  Roads
- Percent Slope (2010)**
-  0 - 12
-  13 - 15
-  16 - 18
-  19 - 21
-  22 - 24
-  > 25



0 375 750 1,500 Feet

 Monroe County
 Planning Department
 Source: Monroe County GIS
 Date: 2/9/2016

SITE PICTURES



Figure 1. Facing east; View of E Crestline Drive from S Walnut Street Pike taken 2014.



Figure 2. Facing east; eastern terminus of E Crestline Drive. Petition site is the field beyond the driveway taken 2013.



Figure 3. Facing east; proposed E Holland Drive. This is currently an easement to several homeowners, taken 2014.



Figure 4. Facing northeast; view of intersection of proposed E Holland Drive and S Walnut Street Pike taken 2014.



Figure 5. Facing southeast; view of intersection of proposed E Holland Drive and S Walnut Street Pike Taken 2014.



Figure 6. Facing southeast; existing home.



Figure 7. Facing north; Pictometry oblique view. <http://www.bing.com/mapspreview>

INFRASTRUCTURE AND ACCESS

Utilities are currently under review by the City of Bloomington Utilities. All lots have access to water, electric, and sewer services and are to be buried underground within easements or the road right of way as per Ch. 856-41. Storm sewers are throughout the subdivision and are under review by the drainage engineer and drainage board.

Access is derived from a 49.8' wide private drive known as E Holland Dive. Several adjacent homeowners have an easement to use this for ingress/egress. The other access is E Crestline Drive, a designated as local road in the Thoroughfare Plan that terminates on the western lot line of the petitions site. Both E Holland Drive and E Crestline Drive adjoin to S Walnut Street Pike, a designated major collector in the Thoroughfare Plan. There will be two new roads created that run north / south. All roads that do not have direct access to S Walnut Street Pike will terminate at the property line in a modified cul-de-sac. This will allow for both emergency vehicle turnaround points and connectivity opportunities to future adjacent development.

The petitioner is required to construct 4' wide sidewalks within the right-of-way. A waiver has been proposed to allow an 8' side path alternative along the northern side of E Holland Drive. Sidewalks and side paths are proposed to be omitted where the cul-de-sacs are at the property line. See the intro for more details. A note/condition will be added to the plat to allow for completion of sidewalks in the cul-de-sacs areas if connectivity is gained in the future.

There are 155 street trees proposed for installation just outside of the right of way. There are a few interior trees that will be preserved and a tree preservation areas on the east, north and south sides of the subdivision property line.

COMPREHENSIVE PLAN DISCUSSION

The petition site is located within the **Mixed Residential** designation of the 2015 Comprehensive Plan. The Comprehensive Plan states the following for this designation:

5.1.1 Mixed Residential

Mixed residential neighborhoods accommodate a wide array of both single-family and attached housing types, integrated into a cohesive neighborhood. They may also include neighborhood commercial uses as a local amenity.

These neighborhoods are intended to serve growing market demand for new housing choices among the full spectrum of demographic groups. Residential buildings should be compatible in height and overall scale, but with varied architectural character. These neighborhoods are often located immediately adjacent to mixed-Use districts, providing a residential base to support nearby commercial activity within a walkable or transit-accessible distance.

A. Transportation

Streets

Streets in mixed residential neighborhoods should be designed at a pedestrian scale. Like mixed-Use districts, the street system should be interconnected to form a block pattern, although it is not necessary to be an exact grid. An emphasis on multiple interconnected streets which also includes alley access for services and parking, will minimize the need for collector streets, which are common in more conventional Suburban residential neighborhoods. Cul-de-sacs and dead-ends are not appropriate for this development type. Unlike typical Suburban residential subdivisions, mixed residential development is intended to be designed as walkable neighborhoods. Most residents will likely own cars, but neighborhood design should de-emphasize the automobile.

Bike, pedestrian, and Transit modes

Streets should have sidewalks on both sides, with tree lawns of sufficient width to support large shade trees. Arterial streets leading to or through these neighborhoods may be lined with multi-use paths. Neighborhood streets should be designed in a manner that allows for safe and comfortable bicycle travel without the need for separate on-street bicycle facilities such as bike lanes. As with mixed-Use districts, primary streets in mixed residential neighborhoods should be designed to accommodate transit.

B. Utilities

Sewer and water

The majority of mixed residential areas designated in the land Use Plan are located within existing sewer service areas. Preliminary analysis indicates that most of these areas have sufficient capacity for additional development. Detailed capacity analyses will be necessary with individual development proposals to ensure existing infrastructure can accommodate new residential units and that agreements for extension for residential growth are in place.

Power

Overhead utility lines should be buried to eliminate visual clutter of public streetscapes and to minimize system disturbance from major storm events.

Communications

Communications needs will vary within mixed residential neighborhoods, but upgrades to infrastructure should be considered for future development sites. Creating a standard for development of communications corridors should be considered to maintain uniform and adequate capacity.

C. Open space

Park Types

Pocket parks, greens, squares, commons, neighborhood parks and greenways are all appropriate for mixed residential neighborhoods. Parks should be provided within a walkable distance (one-eighth to one-quarter mile) of all residential units, and should serve as an organizing element around which the neighborhood is designed.

Urban Agriculture

Community gardens should be encouraged within mixed residential neighborhoods. These may be designed as significant focal points and gathering spaces within larger neighborhood parks, or as dedicated plots of land solely used for community food production.

D. Public Realm Enhancements

Lighting

Lighting needs will vary by street type and width but safety, visibility and security are important. Lighting for neighborhood streets should be of a pedestrian scale (16 to 18 feet in height).

Street/Site furnishings

Public benches and seating areas are most appropriately located within neighborhood parks and open spaces, but may be also be located along sidewalks. Bicycle parking racks may be provided within the tree lawn/ landscape zone at periodic intervals.

E. Development Guidelines

Open Space

Approximately 200 square feet of publicly accessible open space per dwelling unit. Emphasis should be placed on creating well-designed and appropriately proportioned open spaces that encourage regular use and activity by area residents.

Parking Ratios

Single-family lots will typically provide 1 to 2 spaces in a garage and/or driveway. Parking for multi-family buildings should be provided generally at 1 to 1.75 spaces per unit, depending on unit type/number of beds. On-street parking should be permitted to contribute to required parking minimums as a means to reduce surface parking and calm traffic on residential streets.

Site design

Front setbacks should range from 10 to 20 feet, with porches, lawns or landscape gardens between the sidewalk and building face. Buildings should frame the street, with modest side setbacks (5 to 8 feet), creating a relatively continuous building edge. Garages and parking areas should be located to the rear of buildings, accessed from a rear lane or alley. If garages are front-loaded, they should be set back from the building face. Neighborhoods should be designed with compatible mixtures of buildings and unit types, rather than individual subareas catering to individual market segments.

Building form

Neighborhoods should be designed with architectural diversity in terms of building scale, form, and style. Particular architectural themes or vernaculars may be appropriate, but themes should not be overly emphasized to the point of creating monotonous or contrived streetscapes. Well-designed neighborhoods should feel as though they have evolved organically over time.

Materials

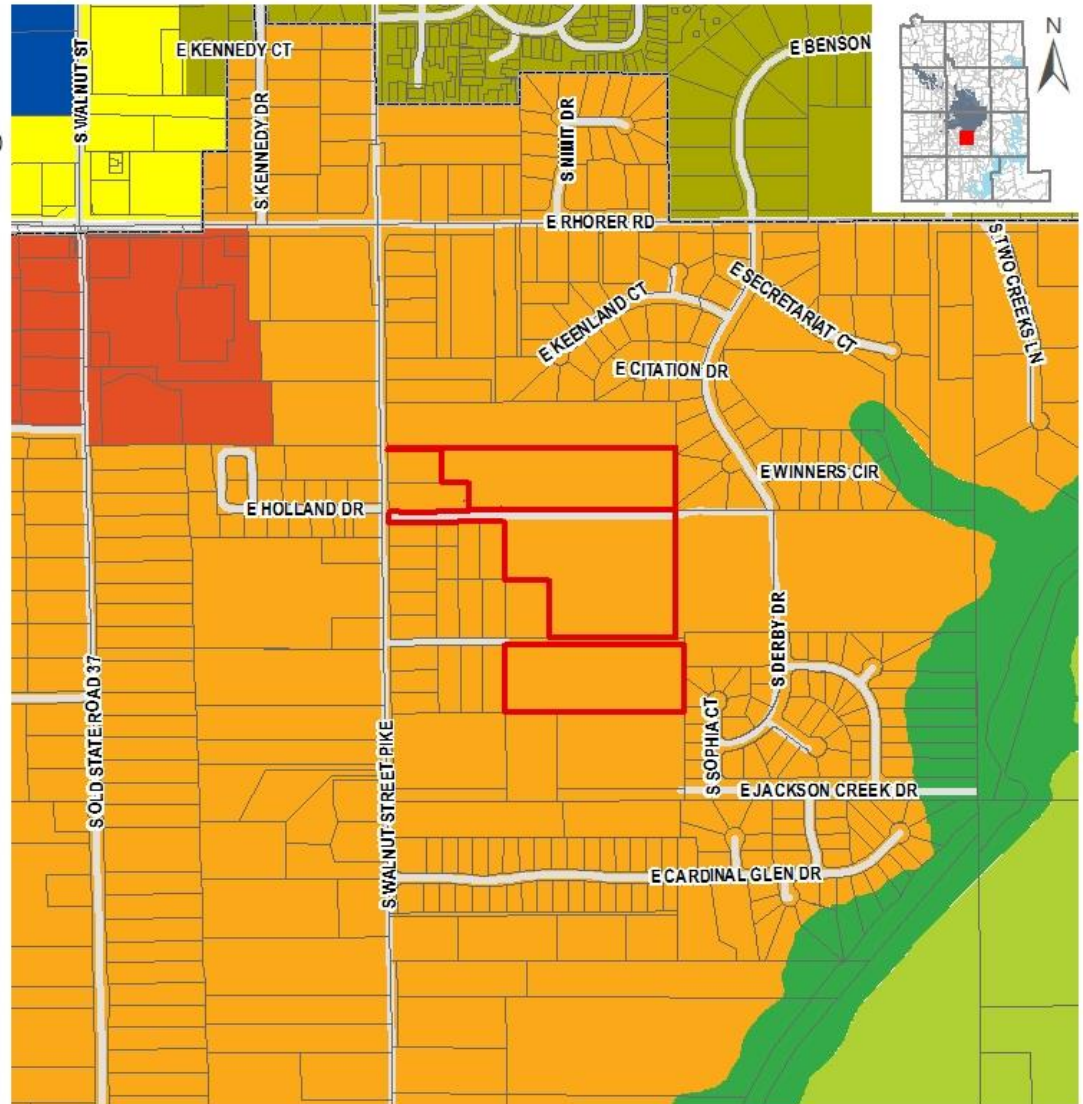
High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged. Vinyl and exterior insulated finishing Systems (eifS) may be appropriate as secondary materials, particularly to maintain affordability, but special attention should be paid to material specifications and installation methods to ensure durability and aesthetic quality.

Private Signs


Mixed residential neighborhoods should not feel like a typical tract subdivision. It may be appropriate for neighborhoods to include gateway features and signs, but these should be used sparingly and in strategic locations, rather than for individually platted subareas.

Comprehensive Plan

-  Petitioner
-  Townships
-  Monroe Co. Urbanizing Area (MCUA)
-  Parcels
-  Roads
- Comp. Plan Land Use (Updated 2015)**
-  MCUA Conservation Residential
-  MCUA Mixed Residential
-  MCUA Mixed Use
-  MCUA Open Space
- Bloomington Growth Policies Plan**
-  Community Activity Center
-  Public/ Semi-Public/ Institutional
-  Urban Residential



0 0.05 0.1 0.2 Miles

 Monroe County
 Planning Department
 Source: Monroe County GIS
 Date: 2/8/2016

FINDINGS OF FACT - Subdivisions

850-3 PURPOSE OF REGULATIONS

- (A) To protect and provide for the public health, safety, and general welfare of the County.

Findings

- The 55 lot subdivision will conform to all major subdivision ordinance provisions unless a waiver is granted by the Plan Commission;
- Roads will meet Chapter 856 ordinance provisions except where waivers have been requested;
- Sidewalk or side paths are proposed throughout the subdivision with the exception of the south side of E Holland Drive where right of way width does not meet the current standard so a waiver has been requested;
- Street trees total 155 in number are proposed throughout the subdivision except along the constricted area along E Holland Drive where the side path is proposed and a waiver has been requested;
- Highway and Drainage engineers have both reviewed the plans and requested design modifications and adjustments that have been incorporated or are included in the submitted reports;
- Roads were designed to promote connectivity to adjoining areas encouraging future adjacent subdivisions and accommodate on street parking;
- Where a road ends at the property line a modified cul-de-sac has been required that allows for emergency vehicle turnaround and method of future connectivity to adjacent properties.
- The subdivision has three proposed phases;
- Utilities will be underground throughout for electric, sewer, water and telephone;
- Comments from the fire department were positive;
- Comments from MCCSC indicated that the proposed subdivision would have no significant impact on their district;

- (B) To guide the future development and renewal of the County in accordance with the Comprehensive Plan and related policies, objectives and implementation programs.

Findings

- The Comprehensive Plan designates the site as Mixed Residential which supports a wide array of both single-family and attached housing types, integrated into a cohesive neighborhood. They may also include neighborhood commercial uses as a local amenity;
- The site is within 2000' +/- of a commercial area and transit stop;
- The sidewalk and sidepath facilities are consistent with the Monroe County Alternative Transportation and Greenways System Plan;
- The site is within a mile radius of two public middle schools and one public elementary schools;
- See findings under Section A;

- (C) To provide for the safety, comfort, and soundness of the built environment and related open spaces.

Findings

- The proposed use category for lots 1-21, 23-32, 34-43 and 45-55 is residential;
- The proposed use category for lots 22, 33 and 42 is common area;
- Common area makes up 15% of the proposed subdivision, an attribute that is not required under RS3.5 zoning;
- Structures may not cover more than 65 percent of the lot;
- The surrounding uses are residential or vacant in nature;
- See findings under Section A;

- (D) To protect the compatibility, character, economic stability and orderliness of all development through reasonable design standards.

Findings

- The property is currently zoned Single Dwelling Residential 3.5/PRO6 (RE3.5/PRO6);
- Adjacent properties are zoned Single Dwelling Residential 3.5/PRO6 (RE3.5/PRO6), Planned Unit Development, Single Dwelling Residential 3.5 and Estate Residential 1 (RE1);
- The developer is choosing to not use the PRO6 overlay;
- Within a quarter square mile that are three major subdivisions: Cardinal Glen Phase 1 has an average lot size of 0.25 acres, Sutton Place Subdivision lots sizes are 0.22 acres and Bridlewood lots are about 0.33 acres in size;
- Approval of the subdivision would create fifty-six (55) lots that meet the design standards for the zoning designation RE3.5;
- The proposed subdivision is within proximity and has access to shopping, schools, roads, utilities and fire protection;
- See findings under Sections A & C;

- (E) To guide public and private policy and action to ensure that adequate public and private facilities will be provided, in an efficient manner, in conjunction with new development, to promote an aesthetically pleasing and beneficial interrelationship between land uses, and to promote the conservation of natural resources (e.g., natural beauty, woodlands, open spaces, energy and areas subject to environmental constraints, both during and after development).

Findings

- See findings under Sections A & C & D;
- The Comprehensive Plan states, “These neighborhoods are intended to serve growing market demand for new housing choices among the full spectrum of demographic groups. Residential buildings should be compatible in height and overall scale, but with varied architectural character. These neighborhoods are often located immediately adjacent to mixed-Use districts, providing a residential base to support nearby commercial activity within a walkable or transit-accessible distance.”
- There are tree preservation areas along the north, south and east boundary lines for the proposed subdivision;
- Three lots are designated as Common Area and make up 15% of the proposed subdivision;
- Two of the Common Area lots will consist of vegetated bioretention and are designed to capture stormwater and release it slowly over 24 hours after storm events.

- (F) To provide proper land boundary records, i.e.:

- (1) to provide for the survey, documentation, and permanent monumentation of land boundaries and property;

Findings:

- The petitioner has submitted a preliminary plat drawn by a registered surveyor;
- Efforts were made during the survey to avoid deed overlap discrepancies thus resulting in 49.8’ width where property intersects with S Walnut Street Pike;
- A condition of approval is to incorporate monuments that clearly delineate the common areas;

(2) to provide for the identification of property; and,

Findings:

- The petitioner submitted a survey with correct references, to township, section, and range to locate parcel. Further, the petitioner has provided staff with a copy the recorded deed of the petition site.

(3) to provide public access to land boundary records.

Findings

- The land boundary records are found at the Monroe County Recorder’s Office and, if approved, this petition will be recorded there as a plat. The plat must comply with Chapter 860 - Document Specifications to be recorded.

FINDINGS OF FACT – WAIVER OF ROAD WIDTH REQUIREMENT

The petitioner has requested a waiver from the *Streets: Design Standards Requirement* outlined in in 856-22(C) which reads:

(C) Approved street cross-section drawings are set forth in Appendix 856-1 to these regulations (Drawings are shown in the report above under Waivers to Design Standards)

Section 850-12 of the Monroe County Subdivision Control Ordinance states: “The Commission may authorize and approve modifications from the requirements and standards of these regulations (including the waiver of standards or regulations) upon finding that:

1. Practical difficulties have been demonstrated:

Findings:

- The site gains access from S Walnut Street Pike by S Crestline Drive and the proposed S Holland Drive;
- The minimum right of way width required for the proposed local road is 50’;
- During the survey a deed overlap was discovered and the developer opted to correct this situation thus leading to a 240’ length of E Holland Road being 49.8’ wide;
- The shortage of 2 3/8 inches lead to difficulty in engineering a complete street encompassing road width, sidewalks, street trees and gutters such as having to incorporate an ‘S curve’ in the design and offsetting the travel lanes and centerline;
- The Subdivision Control Ordinance (SCO) requires a 31’ road width for urban local roads and the road width proposed and supported by the Monroe County Highway Engineer is 26’ throughout the subdivision;
- At the intersection of S Walnut Street Pike and E Holland Drive a 40’ radius is required but due to the limitations of right of way on both roads the radius is 30’. This will allow a tapering on S Walnut Street Pike to allow for acceleration and deceleration on S Walnut Street Pike as approved by the Highway Engineer;
- Offsite acquisition would be required to obtain more right of way;

- 2. The requested modifications would not, in any way, contravene the provisions of the Zoning Ordinance, the Comprehensive Plan or the Official Map of the County;**

Findings:

- See findings under Section 1;
- The Monroe County Thoroughfare Plan that helped establish our Subdivision Control Ordinance was last revised in 1995 and has not been updated;

- 3. Granting the modifications waiver would not be detrimental to the public safety, health, or welfare and would not adversely affect the delivery of governmental services (e.g. water, sewer, fire protection, etc.):**

Findings:

- See findings under Section 1;
- There is adequate sidepath and sidewalks throughout the subdivision;
- Utility easements are throughout the subdivision;
- Utilities capacity is present and will be underground throughout for electric, sewer, water and telephone;
- There are turnarounds incorporated into the phases and where future connectivity is anticipated;
- The highway and drainage engineers' recommendations and modifications will result in road and stormwater designs deemed adequate to accommodate the delivery of government services that would not compromise public safety, health, or welfare;
- Comments from the fire department were positive;

- 4. Granting the modifications would neither substantially alter the essential character of the neighborhood nor result in substantial injury to other nearby properties;**

Findings:

- See findings under Section 1;
- Sutton Place Subdivision adjoining the site to the east has road widths of 28' from back of curb to back of curb;
- Bridlewood Subdivision also adjoining the site to the east has variable road widths ranging from 24' to 31' in width.

- 5. The conditions of the parcel that give rise to the practical difficulties are unique to the parcel and are not applicable generally to other nearby properties;**

Findings:

- See findings under Section 1 & 2;

- 6. Granting the requested modifications would not contravene the policies and purposes of these regulations;**

Findings:

- See findings under Section 1;
- Highway Department comments indicated that safety standards can be met (See Highway Engineering Report);

7. **The requested modifications are necessary to ensure that substantial justice is done and represent the minimum modifications necessary to ensure that substantial justice is done;**

Findings:

- See findings under Section 1;

8. **The practical difficulties were not created by the Developer, Owner, Subdivider or Applicant; and,**

Findings:

- See findings under Section 1;

9. **The practical difficulties cannot be overcome through reasonable design alternatives;**

Findings:

- See findings under Section 1;
- See Exhibit 2;

In approving modifications, the Commission may impose such conditions as will in its judgment substantially secure the objectives of these regulations.

FINDINGS OF FACT – WAIVER OF SIDEWALK REQUIREMENT

The petitioner has requested a waiver from the *Improvement, Reservation and Design Standards* outlined in 856-40 (A) (Sidewalks), which reads:

Sidewalks shall be included within the dedicated, unpaved portions of the rights-of-way on both sides of all streets when any of the following are applicable:

- (3) the proposed subdivision is within the Urban Service boundary as shown in the comprehensive plan, or;

Section 850-12 of the Monroe County Subdivision Control Ordinance states: “The Commission may authorize and approve modifications from the requirements and standards of these regulations (including the waiver of standards or regulations) upon finding that:

1. **Practical difficulties have been demonstrated:**

Findings:

- The site gains access from S Walnut Street Pike by S Crestline Drive and the proposed S Holland Drive;
- The minimum right of way width required for the proposed local road is 50’;
- During the survey a deed overlap was discovered and the developer opted to correct this situation thus leading to a 240’ length of E Holland Road being 49.8’ wide;
- Due to the 49.8’ right-of-way and a 5’ jog in the right-of-way which required the need for an S-curve in the road along the proposed E Holland Drive, it would be difficult to meet applicable standards of Chapter 856-40;
- In coordination with the Highway Department it was determined and recommended not to use the S-curve design thus resulting in the elimination of sidewalk on the south side of E Holland Drive;
- 4’ sidewalks are proposed throughout the subdivision with two exceptions: 1) the south side of S Holland drive between S Walnut Street Pike and the first intersection with E Windmill Road will not have sidewalks for 680’ and 2) where each new road stubs into the adjacent property,

modified cul-de-sac are proposed that allow both connectivity to other sites and also provide turnaround points for emergency vehicles (figure included under Waivers to Design Standards portion of the staff report);

- Offsite acquisition would be required to obtain more right of way;
- An alternative 8' sidepath is proposed along the north side of E Holland Drive for 1260' that will connect to S Walnut Street Pike;
- The 8' sidepath will help accommodate increased future bike and pedestrian capacity when and if connectivity to the east into the Sutton Place and Bridlewood Subdivisions would occur;
- A condition has been made by staff that a plan be submitted depicting the post connectivity layout of the subdivision showing all sidewalks and sidepath connecting to the adjacent lots (figure included under Waivers to Design Standards portion of the staff report);

2. The requested modifications would not, in any way, contravene the provisions of the Zoning Ordinance, the Comprehensive Plan or the Official Map of the County;

Findings:

- See findings under #1 above;
- The Comprehensive Plan calls for an alternative transportation system throughout the county;
- Under the Urbanizing Area Plan the site is classified as Mixed Residential which states the following regarding 'Bike Pedestrian and Transit Modes': 'Streets should have sidewalks on both sides, with tree lawns of sufficient width to support large shade trees. Arterial streets leading to or through these neighborhoods may be lined with multi-use paths. Neighborhood streets should be designed in a manner that allows for safe and comfortable bicycle travel without the need for separate on-street bicycle facilities such as bike lanes. As with mixed-Use districts, primary streets in mixed residential neighborhoods should be designed to accommodate transit;'
- The sidewalk improvement is required due to the petition site's location in the Urban Service boundary;
- S Walnut Street Pike is not identified by the Monroe County Alternative Transportation and Greenways System Plan as Road Improvement Opportunities or as part of the Alternative Transportation Vision Plan for a specific facility type;
- Sidewalks can alleviate safety concerns for pedestrians and promote alternative modes of transportation that are consistent with the Comprehensive Plan and the Zoning Ordinance;
- The Subdivision Control Ordinance state in Chapter 856-40(B) that 'the Plan Commission may approve an alternate circulation plan, outside of the right-of-way, if sidewalk and/or access easement (for sidewalks, bikepaths, public access, private access, etc.) locations are clearly identified on the plat. This alternative circulation network may be constructed with an alternative material, approved by the County Highway Engineer that does not comply with Sections C - G of this section.'

3. Granting the modifications waiver would not be detrimental to the public safety, health, or welfare and would not adversely affect the delivery of governmental services (e.g. water, sewer, fire protection, etc.):

Findings:

- See findings under #1 above;
- The presence of sidewalks does not have a relationship to the delivery of governmental services (e.g. water, fire protection, etc.) to facilitate the new building sites;
- Sidewalks can alleviate safety concerns for pedestrians and promote alternative modes of transportation;
- 8' sidepath is to be provided on the northern side of the street by the developer of Holland

Fields Phase I subdivision;

- The omission of the sidewalks in the modified cul-de-sacs will allow for easier future connectivity and emergency vehicle turnarounds. The post connectivity sidewalk plan is included on the Preliminary Plat;

4. Granting the modifications would neither substantially alter the essential character of the neighborhood nor result in substantial injury to other nearby properties;

Findings:

- See findings under #1 above;
- Sidewalks are to be provided throughout the 55 lot Holland Fields subdivision;
- In coordination with the Highway Department it was determined and recommended not to use the S-curve design thus resulting in the elimination of sidewalk on the south side of E Holland Drive;
- Proposed lot 22, 33, 42 are a common area lots and will not add to the density of the area;
- Requiring sidewalks on both sides could compromise the street design both along E Holland Drive and the cul-de-sacs;
- Most of the subdivisions in the surrounding area have sidewalks;

5. The conditions of the parcel that give rise to the practical difficulties are unique to the parcel and are not applicable generally to other nearby properties;

Findings:

- See findings under #1 above
- In coordination with the Highway Department it was determined and recommended not to use the S-curve design thus resulting in the elimination of sidewalk on the south side of E Holland Drive;
- 4' sidewalks are proposed throughout the subdivision with two exceptions: 1) the south side of S Holland drive between S Walnut Street Pike and the first intersection with E Windmill Road will not have sidewalks for 680' and 2) where each new road stubs into the adjacent property, modified cul-de-sac are proposed that allow both connectivity to other sites and also provide turnaround points for emergency vehicles (figure included under Waivers to Design Standards portion of the staff report);
- See Exhibit 2 for details;

6. Granting the requested modifications would not contravene the policies and purposes of these regulations;

Findings:

- See findings under #1, #2 and #3 above;

7. The requested modifications are necessary to ensure that substantial justice is done and represent the minimum modifications necessary to ensure that substantial justice is done;

Findings:

- See findings under #1, #2 and #3 above;

8. The practical difficulties were not created by the Developer, Owner, Subdivider or Applicant; and,

Findings:

- See findings under #1 above;

9. The practical difficulties cannot be overcome through reasonable design alternatives;

Findings:

- A design alternative is proposed in the form of an 8' sidepath along the north side of E Holland Drive;
- See findings under #1 and #4 above;

In approving modifications, the Commission may impose such conditions as will in its judgment substantially secure the objectives of these regulations.

FINDINGS OF FACT – WAIVER OF STREET TREE REQUIREMENT

The petitioner has requested a waiver from the Improvement, Reservation and Design Standards outlined in Ch. 856-43 (B)(1) (Preservation of Natural Features and Amenities), which reads:

(B) As a requirement of final approval, the applicant shall plant and/or preserve trees on the property or the subdivision in accordance with the following:

(1) Street trees shall be planted or preserved within five (5) feet of the right-of-way of the street or streets within and abutting the subdivision, or at the discretion of the Plan Commission and the County Engineer, within the right-of-way of such streets. One tree shall be planted or preserved for every forty (40) feet of frontage along each street. Such trees shall be planted or preserved when any of the following are applicable:

- a.** the proposed subdivision will connect with an existing or proposed subdivision or business development that has street trees, or has adjoining road frontage to a street that has street trees.

Section 850-12 of the Monroe County Subdivision Control Ordinance states: “The Commission may authorize and approve modifications from the requirements and standards of these regulations (including the waiver of standards or regulations) upon finding that:

Practical difficulties have been demonstrated:

Findings:

- The site gains access from S Walnut Street Pike by S Crestline Drive and the proposed S Holland Drive;
- The minimum right of way width required for the proposed local road is 50’;
- During the survey a deed overlap was discovered and the developer opted to correct this situation thus leading to a 240’ length of E Holland Road being 49.8’ wide;
- In coordination with the Highway Department it was determined and recommended not to use the S-curve design thus resulting in the elimination of sidewalk on the south side of E Holland Drive;
- It would be difficult to obtain more right of way between the two residential lots on either side of the proposed Holland Drive;
- Trees are to be planted outside the right of way;
- The Highway Department prefers to keep trees out of the right of way due to maintenance issues;
- Along E Holland Drive there are 24 trees that are unable to be planted due to lot constraints;
- There are 155 trees to be planted in the subdivision of the required 179;
- According to the plans there are tree preservation areas along the north, south and east

subdivision boundaries that contain at least 12 trees with a diameter greater than 11 inches and at least four trees to be preserved in the interior;

- Counting the preserved trees and the proposed street trees there will only be a net loss of 12 trees from the required street trees;
- There will be two bioretention areas that will include trees and shrubs as required by the Drainage Engineer;

2. The requested modifications would not, in any way, contravene the provisions of the Zoning Ordinance, the Comprehensive Plan or the Official Map of the County;

Findings:

- See findings under #1 above;
- Objective 6 in the Urbanizing Area Plan: Promote Green Infrastructure means to integrate sustainable design practices into roadways to create “green streets” by way of “Ecological Support” in that “streets are capable of providing significant habitat through the use of native or adapted street trees and ground level plantings. These support native wildlife and provide shade, color, texture and other experiential benefits to commercial corridors and neighborhoods;”

3. Granting the modifications waiver would not be detrimental to the public safety, health, or welfare and would not adversely affect the delivery of governmental services (e.g. water, sewer, fire protection, etc.):

Findings:

- See findings under #1 above;
- Trees are to be planted within 5’ of the right of way but not in the right of way for road maintenance purposes;
- There is a utility easement of 20’ along the proposed roads that will also contain the proposed trees;

4. Granting the modifications would neither substantially alter the essential character of the neighborhood nor result in substantial injury to other nearby properties;

Findings:

- See findings under #1 above;

5. The conditions of the parcel that give rise to the practical difficulties are unique to the parcel and are not applicable generally to other nearby properties;

Findings:

- See findings under #1 above

6. Granting the requested modifications would not contravene the policies and purposes of these regulations;

Findings:

- See findings under #1, #2 and #3 above;

7. The requested modifications are necessary to ensure that substantial justice is done and represent the minimum modifications necessary to ensure that substantial justice is done;

Findings:

- See findings under #1, #2 and #3 above;

8. The practical difficulties were not created by the Developer, Owner, Subdivider or Applicant; and,

Findings:

- See findings under #1 above;

9. The practical difficulties cannot be overcome through reasonable design alternatives;

Findings:

- See findings under #1;

In approving modifications, the Commission may impose such conditions as will in its judgment substantially secure the objectives of these regulations.

EXHIBIT 1: Petitioner Letter and Statement

Smith Brehob & Associates, Inc.



"Providing professional land planning, design, surveying and approval processing for a quality environment"

Stephen L. Smith, P.E., L.S.
Steven A. Brehob, BS.CNT.

January 5, 2016

Tammy Behrman
Monroe County Planning Department
Monroe County
Government Center
501 N. Morton St., Suite 224
Bloomington, IN 47404

Re: Holland Fields Subdivision

Dear Tammy,

On behalf of our client, Donald Turner and Yi Qin of Hybrid Development Group, LLC, we respectfully request to be placed on the schedule for Plan Commission approval with a Waiver of Second Hearing for Preliminary Plat of a 56 lot Major Subdivision. The project is located on an approximate 22 acre parcel of land at the east end of E. Holland Drive and E. Crestline Drive. Details of the petition are contained in the attached Petitioner's Statement and accompanying application materials.

We look forward to working with you and the Planning staff on this petition. Should you have any questions concerning our application, please contact me.

Sincerely,

Steve A. Brehob
Smith Brehob & Associates, Inc.

Cc: Yin Qin, Don Turner

Attachments:

- Petitioner's Statement
- Application form and filing fee
- Construction Plans including draft final plat
- Draft Covenants and Restrictions
- Deed, Auditor's Plat Map
- IDEM NPDES Storm Water NOI (Rule 5)
- Drainage Calculations, Driveway Permit Applications
- Adjacent property owner list
- Consent Form, CBU Capacity Letter

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Bloomington, Indiana 47401
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FAX 812 336-0513
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Petitioner's Statement

Location

The project is located in Section 21, Township 8 North, Range 1 West, Perry Township on a 22 acre parcel of land located at the east end of Crestline Drive and a private drive known as E. Holland Drive. The property is west of Sutton Place Subdivision and southwest of Bridlewood Subdivision.

Topography

The site is rolling in nature. There are no steep slopes on the site. One karst feature is located near the northwest corner of the property. The property is currently a grass covered open field with a tree line along the north, south and east sides. There are no streams, springs or floodways on the property.

Current Access

Access to the property is currently derived from E. Crestline Drive and E. Holland Drive. E. Holland Drive is a part of the property with easements rights along the existing gravel drive granted to adjacent properties. Both E. Crestline Drive and E. Holland Drive connect to S. Walnut Street Pike.

Existing Zoning

The property is zoned RS3.5/PRO6 which is a former City zone. This zoning designation permits development at a density of 3.5 units per acre, which is compatible with the adjacent development to the north, south, east and west. The maximum density of the property based on zoning would be 77 lots.

Proposed Zoning

There is no request for a change in zoning. The proposed subdivision will utilize the existing zoning standards.

Proposed Subdivision

This is an infill project in accordance with the zoning for the property. It is compatible with adjacent single family residential development both in lot size and arrangement. The proposal for subdivision includes a total of 56 lots, 3 of which are common area lots. Residential lots will total 53. Development standards are as follows:

Minimum lot area = 9600 SF
Minimum lot width = 70'

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Steven A. Brehob, BS.CNT.

Front and rear yard setback = 25'

Side yard setback = 8' minimum, plus 4' additional for ea. story

The actual density of the development equates to 2.4 units per acre. Dedicated common area open space totals 3.10 acres or 14% of the property area. (Dedicated open space is not required). The average lot size is over 10,000 SF (11,336 SF). The subdivision will be developed in 3 phases, beginning at the north end with the improvement of E. Holland Drive.

Proposed Access

Access to the property will be derived from an extension of E. Crestline Drive and development of a County roadway along the route of the existing private gravel drive known as E. Holland Drive. The roadways within the subdivision will be public roadways within a 50' right-of-way. The roadway section will consist of 24' of pavement, 2' roll curb, tree plots and sidewalks on each side. Street trees will be planted at 40' spacing. Public roadways will be stubbed to the north, south and east property lines.

Storm Water Management

Two storm water detention areas will be constructed. One will collect runoff from the development that generally flows northeast and one will collect runoff that generally flows south. Storm water detention areas will be located on common area lots. The detention basins will utilize bio-retention and infiltration practices.

Public Utilities

The project is within the City of Bloomington Utilities service area and will utilize public sewer and water systems adjacent to the property. The systems in place have adequate capacity to meet the needs of the development.

Private Utilities

Electric, telephone and gas are available to serve the site.

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EXHIBIT 2: Waiver request letter

Smith Brehob & Associates, Inc.



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Stephen L. Smith P.E., L.S.
Steven A. Brehob B.S.Cn.T.

February 19, 2016

Tammy Behrman
Monroe County Planning Department
501 N. Morton Street, Suite 224
Bloomington, IN. 47404

RE: Holland Fields
Preliminary Plat
Waiver Request

Dear Tammy,

Based on our meeting with the County Highway Department and County Planning on 2/4/16 and prior and subsequent discussions, we are requesting a waiver to roadway development standards as described below.

Minimum R/W Width

The minimum right-of-way width of a public local street is 50'. The property contains a strip of land that varies in width from 54.55' to 49.80' that extends from the development area out to South Walnut Street Pike. This strip of land is not an easement but is actually part of the property. As other parcels were subdivided off of a once large tract, easement rights were granted along this strip of land for ingress and egress. The gravel private drive serving these parcels became known as Holland Drive. An error in adjacent deeds near the intersection of Holland Drive and S. Walnut Street Pike results in an overlap of property ownership. The professional thing to do in this instance is resolve the boundary location such that no overlap occurs and there are no future questions regarding right-of-way width and property ownership once the project is completed and right-of-way dedicated to the County. That is what we choose to do and the result is a width of 49.8' over a distance of 240'. The area of R/W that will be 2 3/8 inches short of the required 50' is 240' in length. The shortage of 2 3/8 inches is inconsequential. Accordingly, a waiver is required.

Roadway Typical Cross Section

The typical cross section for a roadway contained in the Subdivision Control Ordinance indicates a width of 31' of pavement with 2' curb within a 50' right-of-way. The section does not contemplate street trees or sidewalks. The section was prepared in 1996, prior to developments of an urban nature within

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Smith Brehob & Associates, Inc.



the County Planning area and has never been updated. The width of pavement is not consistent with other developments in the area, creates more impervious surface area resulting in an increase in storm water runoff and results in a higher long term maintenance cost for the County in terms of snow removal and future potential maintenance. The typical sections within the SCO are outdated and need to be revised. A pavement width of 31' is unnecessary.

In looking at the adopted Urbanizing Area Plan vs. the current SCO, many roadway sections necessary for that type of desired development (alley loaded residential, on-street parking, pedestrian friendly) are not present in the current SCO. A major revision will be necessary. Though not within City jurisdiction, the roadway section for a project such as this would include 20'-24' of pavement, 6'-8' tree plot and 5' sidewalks within the same R/W width. A narrow street reduces storm water runoff, future and current maintenance costs, and promotes slower speeds in a residential area where pedestrians are more likely to be present. Though the County concern seems to be focused on the issue of on-street parking, that issue can be controlled by covenants and restrictions and signage prohibiting such.

Over the years, many developments have been completed with roadway standards of less than 31' of pavement and within urbanizing areas. However, most of these developments were within a PUD, where road standards could be varied as part of the PUD. This development is a straight RS3.5 zoned subdivision and not a PUD. However, the same varying of roadway width is desirable for many reasons. We had originally proposed a pavement width of 24' with 2' curbs and 5' sidewalks with street trees located between the sidewalk and curb. After discussion with County Planning, County Highway and the County Drainage Engineer, it was agreed that a roadway section containing 26' of pavement and 2' curbs would be adequate. In the event that a vehicle were parked on the street (8' width required due to the presence of roll curb), two 9' wide lanes would remain. That is the standard width of a parking lot space and is adequate for two vehicles to still be able to pass. Sidewalks would be reduced to 4' to provide for a wider grass plot and street trees would be moved outside of the R/W. Based on this agreement, a waiver to required street width standards is necessary.

Sidewalks

Due to the shape of the strip of property extending to S. Walnut Street Pike and the necessity to maintain a straight roadway, sidewalk cannot be constructed on both sides of the roadway. A bend could be placed in the road to accommodate sidewalks on both sides of the road, but the bend seems like

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a solution that is not necessary and would be added for satisfaction of a code issue. In a meeting with County Planning and County Highway, it was agreed that a continuous 8' wide asphalt path along the north side of the roadway would be more beneficial to the area. This path would extend east from S. Walnut Street Pike to the eastern line of the development. It could be further extended east to Derby Drive with development of an adjacent property where the roadway has been stubbed. This path could in turn serve more of the surrounding area. Granting this waiver results in a straight roadway and continuous path with a safe crossing from public sidewalks within the development at an intersection.

Should you have any questions regarding the waiver request, please contact me.

Sincerely,

Steve A. Brehob

Cc: 5233 approval processing
Attachments: Revised Plans – 2 sets
Mark-ups received

J:\5233_Holland Drive\Approval processing\Waiver request_2-19-16.docx

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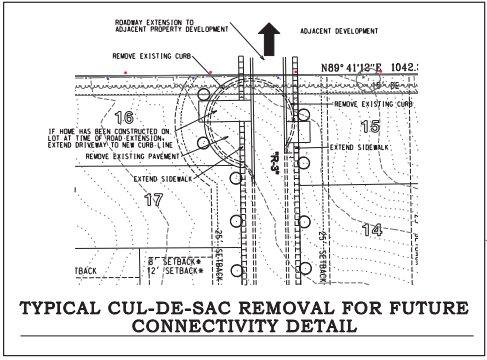
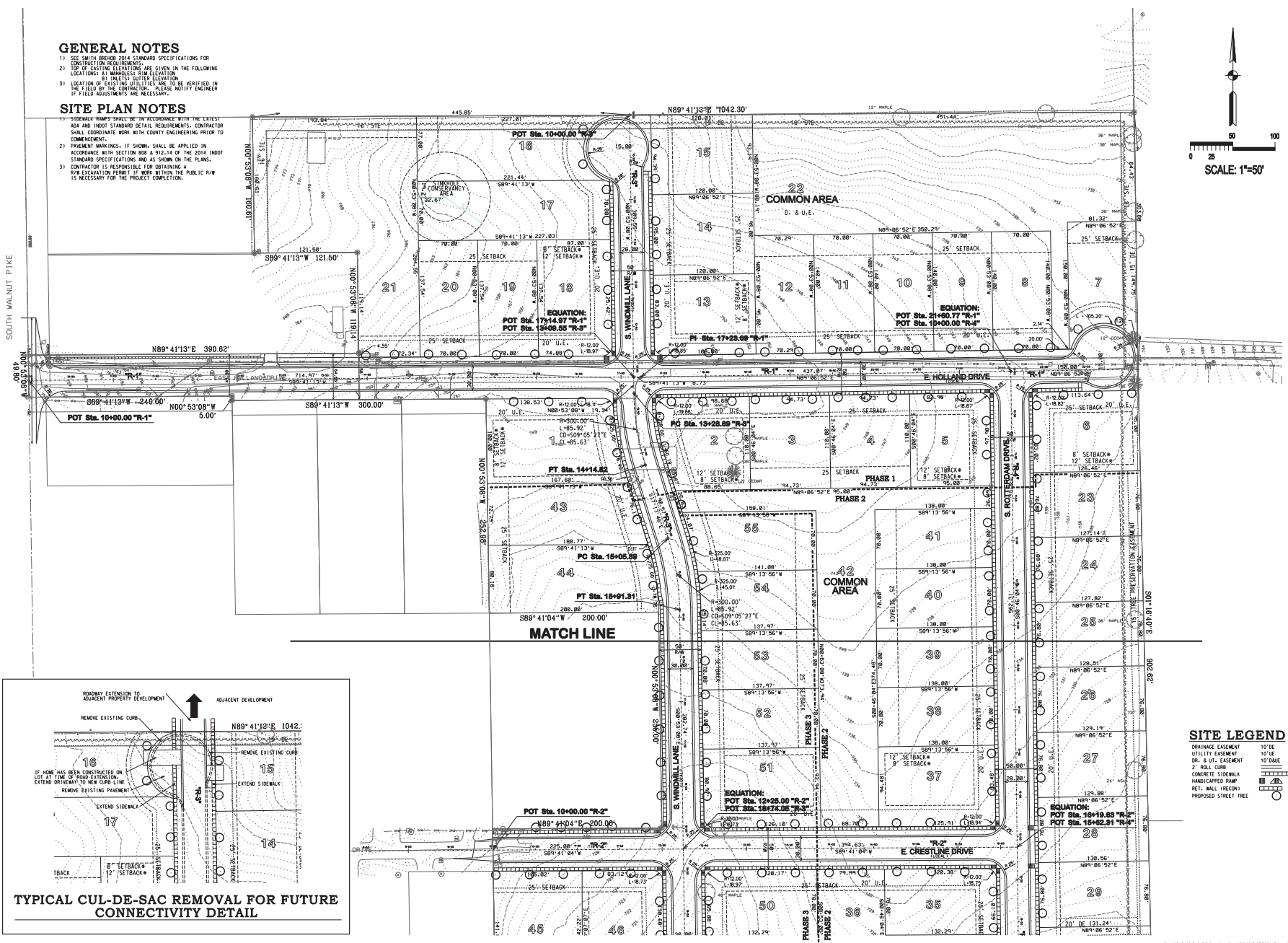
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GENERAL NOTES

- 1) SEE SOUTH BEND CITY STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.
- 2) TOP OF EXISTING ELEVATIONS ARE SHOWN IN THE FOLLOWING LOCATIONS AT HANDEDLESS RIM ELEVATION BY INGRESS UTILITY ELEVATION.
- 3) LOCATION OF EXISTING UTILITIES ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR. PLEASE NOTIFY ENGINEER IF FIELD ADJUSTMENTS ARE NECESSARY.

SITE PLAN NOTES

- 1) "STORMWATER" SHALL BE IN ACCORDANCE WITH THE LATEST ASH AND INDOT STANDARD DETAIL REQUIREMENTS. CONTRACTOR SHALL COORDINATE WORK WITH COUNTY ENGINEERING PRIOR TO COMMENCEMENT.
- 2) PAVEMENT MARKINGS, IF SHOWN, SHALL BE APPLIED IN ACCORDANCE WITH SECTION 800 & 912.14 OF THE 2014 INDOT STANDARD SPECIFICATIONS AND AS SHOWN ON THE PLANS. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A R/W EXCAVATION PERMIT TO WORK WITHIN THE PUBLIC R/W IS NECESSARY FOR THE PROJECT COMPLETION.



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REGISTERED PROFESSIONAL ENGINEER
NO. 16156
STATE OF INDIANA
SMITH BRUBAKER & ASSOCIATES, INC.
2/19/16

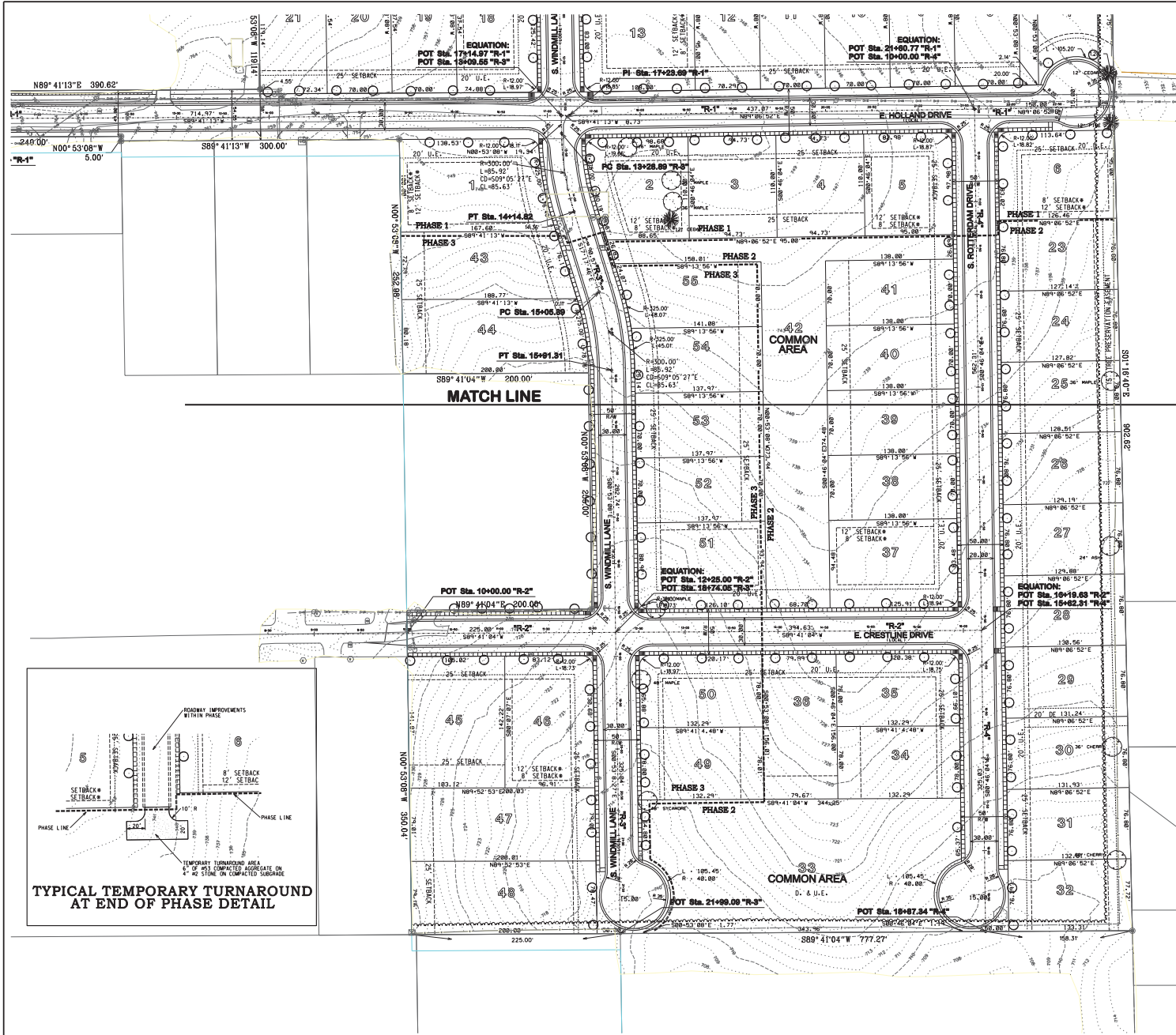
JOB TITLE
HOLLAND FIELDS SUBDIVISION


NO.	DATE	BY	DESCRIPTION

APPROVED
SAB
WDW
DATE

JOB NUMBER
5233
SHEET
3 OF 19
DATE
03/03/16

SITE PLAN




 SCALE: 1"=50'
SITE LEGEND
 DRAINAGE EASEMENT 10'-DE
 UTILITY EASEMENT 10'-DE
 DR. & UT. EASEMENT 10'-DE
 2" ROLL CURB
 CONCRETE SIDEWALK
 HANDICAPPED RAMP
 RET. WALL (FREQ.)
 PROPOSED STREET TREE

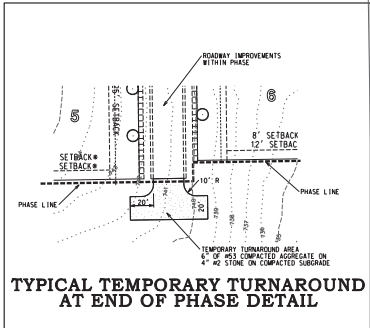
Smith Brubaker & Associates, Inc.
 445 S. Center Boulevard
 Bloomington, Indiana 47404
 Tel: 317.332.5513
 Fax: 317.332.5513
 Web: http://smithbrubaker.com


 Steven L. Brubaker
 PROFESSIONAL ENGINEER

COMPLETION DATE
 2/19/16

JOB TITLE
**HOLLAND FIELDS
 SUBDIVISION**

- GENERAL NOTES**
- SEE SMITH BRUBAKER 2014 STANDARD SPECIFICATIONS FOR COMPLETION REQUIREMENTS.
 - CONSTRUCTION REQUIREMENTS ARE GIVEN IN THE FOLLOWING LOCATIONS: AT MANHOLES: FIN ELEVATION. AT INLET'S: GUTTER ELEVATION.
 - LOCATION OF EXISTING UTILITIES ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR. PLEASE NOTIFY ENGINEER IF FIELD ADJUSTMENTS ARE NECESSARY.
- SITE PLAN NOTES**
- SIDEWALK RAMP SHALL BE IN ACCORDANCE WITH THE LATEST ADA AND INDIAN STANDARD DETAIL REQUIREMENTS. CONTRACTOR SHALL COORDINATE WORK WITH COUNTY ENGINEERING PRIOR TO COMMENCEMENT.
 - PAVEMENT MARKINGS, IF SHOWN, SHALL BE APPLIED IN ACCORDANCE WITH SECTION 808 & 912.14 OF THE 2014 INDIAN STANDARD SPECIFICATIONS AND AS SHOWN ON THE PLANS.
 - CONTRACTOR IS RESPONSIBLE FOR OBTAINING A NEW EASEMENT PRIOR TO WORK WITHIN THE PUBLIC ROW IS NECESSARY FOR THE PROJECT COMPLETION.



NO.	DATE	BY	REVISIONS

DRAWN BY: SAB
 CHECKED BY: WDW
 DATE: 03/03/16

JOB NUMBER
5233
 SHEET
4 OF 19
 DATE
 03/03/16
 SITE PLAN

**MONROE COUNTY HIGHWAY DEPARTMENT
ENGINEERING DIVISION**

501 N. MORTON ST, SUITE 216 • BLOOMINGTON, INDIANA • 47404

PHONE: (812) 349-2555 • FAX: (812) 349-2959

www.co.monroe.in.us/highway

April 11, 2016

TO: Larry Wilson, Monroe County Planning Director
FROM: Lisa Ridge, Monroe County Public Works Director
RE: Plan Commission Meeting for April 19, 2016

Dear Mr. Wilson:

Please be advised that this office has inspected the locations below and make the following preliminary recommendations. Be further advised that this office reserves the right to revise and/or make further comments on these petitions as final plans are developed.

NEW BUSINESS

1601-SPP-01 Holland Fields Major Subdivision Preliminary Plat

- 1) Driveway permits have been applied for and will be approved for Crestline and Holland Drive
- 2) See Drainage Engineers comments for this petition
- 3) See Highway Engineers comments that were addressed with the developer and agreed upon
- 4) Monroe County Highway will perform ditching along Walnut Street Pike in this year's maintenance program
- 5) In working with the developer and the Plan Commission staff we agreed to the narrower pavement width for the on-street parking and being consistent with what we has been approved in the past. In looking at our existing road inventory we only have about 30 roads that have been approved with the 31' road width that is required in the subdivision control ordinance. We are in support of having No Parking requirements in the cul-de-sacs for emergency vehicles and maintenance personnel.
- 6) If Holland Fields was to connect to the adjacent subdivision the traffic could increase by an additional 525 vehicles per day. In comparing the entering and exiting volumes with the subdivision, the Highway Engineering does not expect a significant impact on Walnut Street Pike.

Holland Drive (Private Road)	
Width	10'-12'
ADT	N/A
LOS	N/A
Edge of Pavement	Shoulders
Accident Summary	N/A
Functional Class	Local

Crestline Drive	
Width	19'
ADT	No existing traffic counts, 10 residents
LOS	-
Edge of Pavement	Earth shoulder
Accident Summary	No reported accidents on Crestline for the last 3 years
Functional Class	Local

Walnut Street Pike	
Width	21'
ADT	4,900
LOS	C(195)
Edge of Pavement	Earth shoulder
Accident Summary	One reported crash in the vicinity of Holland and Crestline
Functional Class	Major Collector

PLANNER Jordan Yanke
CASE NUMBER 1602-REZ-01, Bluestone Tree Service Rezone
PETITIONER Jerad and Tiffany Oren
ADDRESS 4011 S Walnut Street Pike, Bloomington, IN 47468
REQUEST Rezone from Single Dwelling Residential (RS3.5/PRO6) to Low Density Residential (LR)
ACRES 0.51 acres +/-
ZONE RS3.5/PRO6
TOWNSHIP Perry
SECTION 21
COMP PLAN
DESIGNATION: MCUA Mixed Residential

EXHIBITS

1. Petitioner Letter
2. Plat Map
3. Site Plan

RECOMMENDATION

Staff recommends **approval** based on the Findings of Fact subject to the county highway and drainage engineer reports.

PLAN REVIEW COMMITTEE

N/A – There was not a quorum at the April 14, 2016 Plan Review Committee meeting.

SUMMARY

In 2015, it came to the Monroe County Planning Department's attention Bluestone Tree Service was operating on the petition site pertaining to this case. While its operation can be classified as a Home Based Business (HBB), HBB's are not a permitted use within the petition site's zoning (Single Dwelling Residential (RS3.5)). Therefore, the Planning Department worked with the petitioner's to begin a rezone process in order to have their lot rezoned to a district that would permit their current business use while also keeping the residence on the property. In sum, if the rezone is approved, the petitioners will need to obtain a Home Based Business permit after formal approval of the zoning change.

The petition site is one parcel constituting 0.51 +/- acres located in Perry Township. The site maintains frontage along S Walnut Street Pike. The current zoning of the lot is Single Dwelling Residential (RS3.5)/Planned Residential Overlay (PRO6). The rezone request is to change the parcel in question to the Low Density Residential (LR) Zoning District. The parcel maintains frontage along E State Road 45, which is classified as a major collector. The impetus for the rezone request is to allow the petitioner's to continue the operation of their business (Bluestone Tree Service) on their lot as a Home Based Business. Please see the Monroe County Zoning Ordinance's definition of a Home Based Business below:

***Home Based Business.** An accessory occupational use conducted in a residential dwelling by the inhabitants that is clearly incidental to the use of the structure for residential purposes and does not change the residential character of the site. A home based business is conducted in the primary residential structure or one accessory structure, that shall not have more than two employees living off-site, permitting on-site sales of merchandise constructed on-site or are incidental to services performed on-site, and are identified with minimal advertising signs as given in Chapter 807.*

LOCATION MAP

The petition site is located at 4011 S Walnut Street Pike in Section 21 of Perry Township.

Location Map

-  Petitioner
-  Townships
-  Roads
-  Parcels
- Incorporated Areas**
-  Bloomington



0 0.05 0.1 0.2 Miles



Monroe County
Planning Department
Source: Monroe County GIS
Date: 3/18/2016

ZONING

The one parcel site is located in the Single Dwelling Residential (RS3.5)/Planned Residential Overlay (PRO6) Zoning District of the Monroe County Zoning Ordinance. The neighboring zones include mostly Single Dwelling Residential (RS) and Planned Unit Development (PUD).




Current Zoning Map

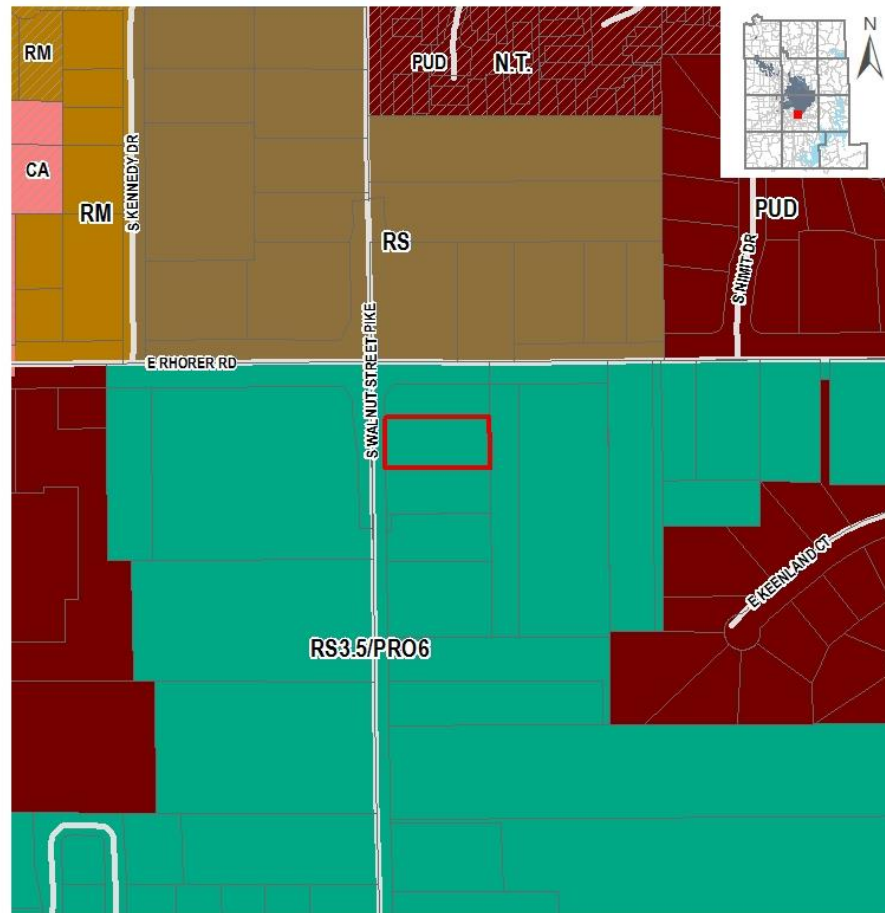
-  Petitioner
-  Parcels
-  Roads

Monroe County Zoning

-  PUD - Planned Unit Development
-  RM - Multi Dwelling Residential
-  RS - Single Dwelling Residential
-  RS3.5/PRO6 - Single Dwell. Res. 3.5/PRO6

Bloomington Zoning

-  CA, Commercial Arterial
-  PUD, Planned Unit Development
-  RM, Residential Multifamily



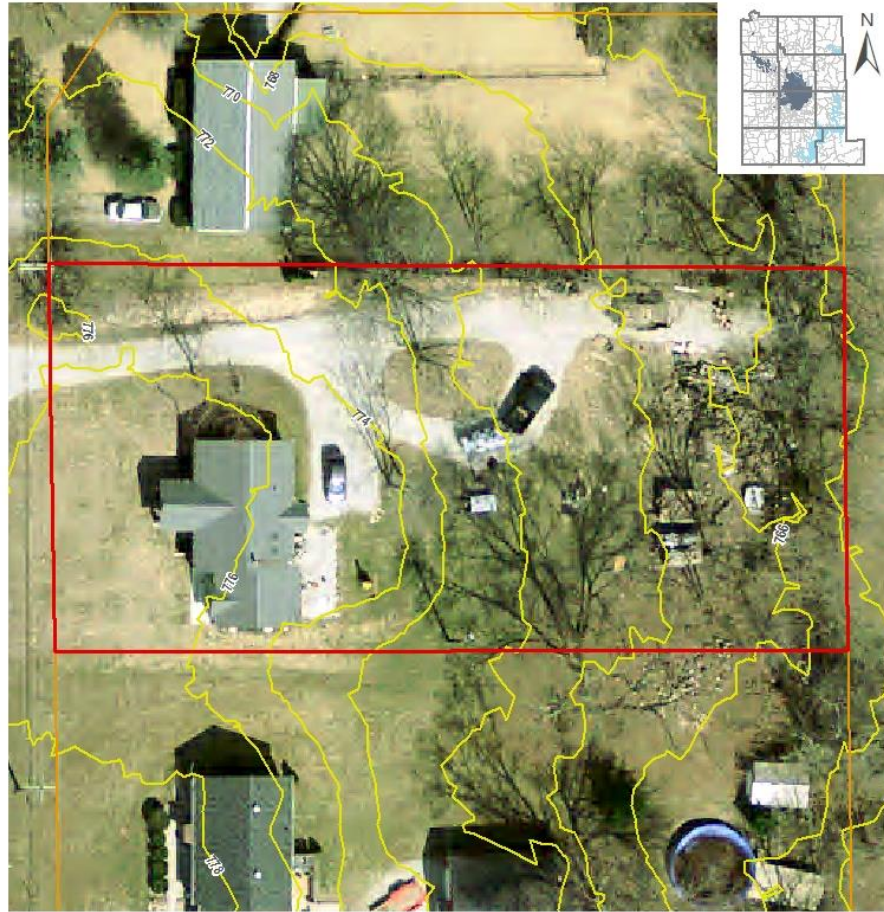
Monroe County
Planning Department
Source: Monroe County GIS
Date: 3/18/2016

SITE CONDITIONS

The petition site contains a residence and small accessory structures in the rear. The lot is relatively flat. It is bordered by other residential uses to the north and south, as show below. The parcel is not located in FEMA Floodplain, and there are no known Karst areas.

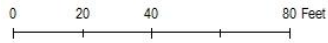
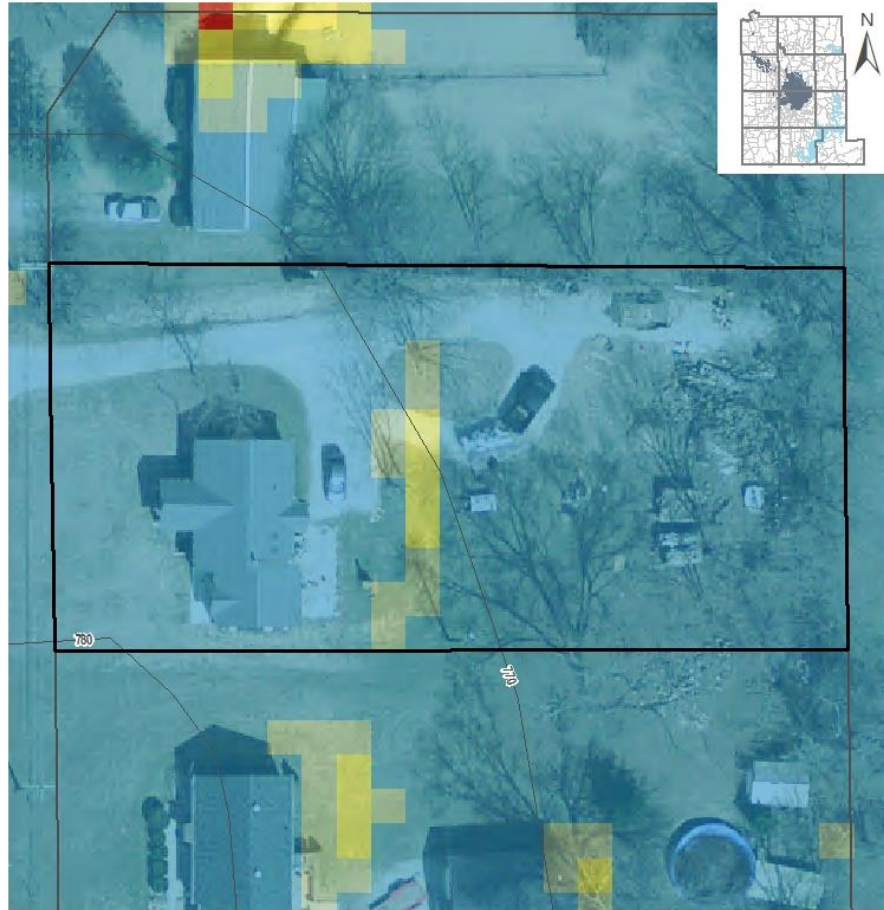
Site Conditions Map

-  Petitioner
-  Parcels
-  2-Foot Contours



Slope Map

- Petitioner
 - Parcels
 - 10-Foot Contours
- Percent Slope (2010)**
- 0 - 12
 - 13 - 15
 - 16 - 18
 - 19 - 21
 - > 25



Monroe County
Planning Department
Source: Monroe County GIS
Date: 3/18/2016

SITE PICTURES



Figure 1: Photo of petition site's road frontage off of S Walnut Street Pike, facing north.



Figure 2: Photo of residence on petition site.



Figure 3: Photo of rear of petition site, taken from the southeastern property marker.



Figure 4: Photo of rear of petition site, taken from driveway entrance off of S Walnut Street Pike.



Figure 5: Photo of rear of petition site, standing near petitioner's home.

COMPREHENSIVE PLAN DISCUSSION

The petition site is located within the Mixed Residential designation of the Monroe County Urbanizing Area Plan (MCUA), which states:

5.1.1 Mixed Residential

Mixed residential neighborhoods accommodate a wide array of both single-family and attached housing types, integrated into a cohesive neighborhood. They may also include neighborhood commercial uses as a local amenity.

These neighborhoods are intended to serve growing market demand for new housing choices among the full spectrum of demographic groups. Residential buildings should be compatible in height and overall scale, but with varied architectural character. These neighborhoods are often located immediately adjacent to mixed-Use districts, providing a residential base to support nearby commercial activity within a walkable or transit-accessible distance.

A. Transportation

Streets

Streets in mixed residential neighborhoods should be designed at a pedestrian scale. Like mixed-Use districts, the street system should be interconnected to form a block pattern, although it is not necessary to be an exact grid. An emphasis on multiple interconnected streets which also includes alley access for services and parking, will minimize the need for collector streets, which are common in more conventional Suburban residential neighborhoods. Cul-de-sacs and dead-ends are not appropriate for this development type. Unlike typical Suburban residential subdivisions, mixed residential development is intended to be designed as walkable neighborhoods. Most residents will likely own cars, but neighborhood design should de-emphasize the automobile.

Bike, pedestrian, and Transit modes

Streets should have sidewalks on both sides, with tree lawns of sufficient width to support large shade trees. Arterial streets leading to or through these neighborhoods may be lined with multi-use paths. Neighborhood streets should be designed in a manner that allows for safe and comfortable bicycle travel without the need for separate on-street bicycle facilities such as bike lanes. As with mixed-Use districts, primary streets in mixed residential neighborhoods should be designed to accommodate transit.

B. Utilities

Sewer and water

The majority of mixed residential areas designated in the land Use Plan are located within existing sewer service areas. Preliminary analysis indicates that most of these areas have sufficient capacity for additional development. Detailed capacity analyses will be necessary with individual development proposals to ensure existing infrastructure can accommodate new residential units and that agreements for extension for residential growth are in place.

Power

Overhead utility lines should be buried to eliminate visual clutter of public streetscapes and to minimize system disturbance from major storm events.

Communications needs will vary within mixed residential neighborhoods, but upgrades to infrastructure should be considered for future development sites. Creating a standard for development of communications corridors should be considered to maintain uniform and adequate capacity.

C. Open space

Park Types

Pocket parks, greens, squares, commons, neighborhood parks and greenways are all appropriate for mixed residential neighborhoods. Parks should be provided within a walkable distance (one-eighth to one-quarter mile) of all residential units, and should serve as an organizing element around which the neighborhood is designed.

Urban Agriculture

Community gardens should be encouraged within mixed residential neighborhoods. These may be designed as significant focal points and gathering spaces within larger neighborhood parks, or as dedicated plots of land solely used for community food production.

D. Public Realm Enhancements

Lighting

Lighting needs will vary by street type and width but safety, visibility and security are important. Lighting for neighborhood streets should be of a pedestrian scale (16 to 18 feet in height).

Street/Site furnishings

Public benches and seating areas are most appropriately located within neighborhood parks and open spaces, but may be also be located along sidewalks. Bicycle parking racks may be provided within the tree lawn/ landscape zone at periodic intervals.

E. Development Guidelines

Open Space

Approximately 200 square feet of publicly accessible open space per dwelling unit. Emphasis should be placed on creating well-designed and appropriately proportioned open spaces that encourage regular use and activity by area residents.

Parking Ratios

Single-family lots will typically provide 1 to 2 spaces in a garage and/or driveway. Parking for multi-family buildings should be provided generally at 1 to 1.75 spaces per unit, depending on unit type/number of beds. On-street parking should be permitted to contribute to required parking minimums as a means to reduce surface parking and calm traffic on residential streets.

Site design

Front setbacks should range from 10 to 20 feet, with porches, lawns or landscape gardens between the sidewalk and building face. Buildings should frame the street, with modest side setbacks (5 to 8 feet), creating a relatively continuous building edge. Garages and parking areas should be located to the rear of buildings, accessed from a rear lane or alley. If garages are front-loaded, they should be set back from the building face. Neighborhoods should be designed with compatible mixtures of buildings and unit types, rather than individual subareas catering to individual market segments.

Building form

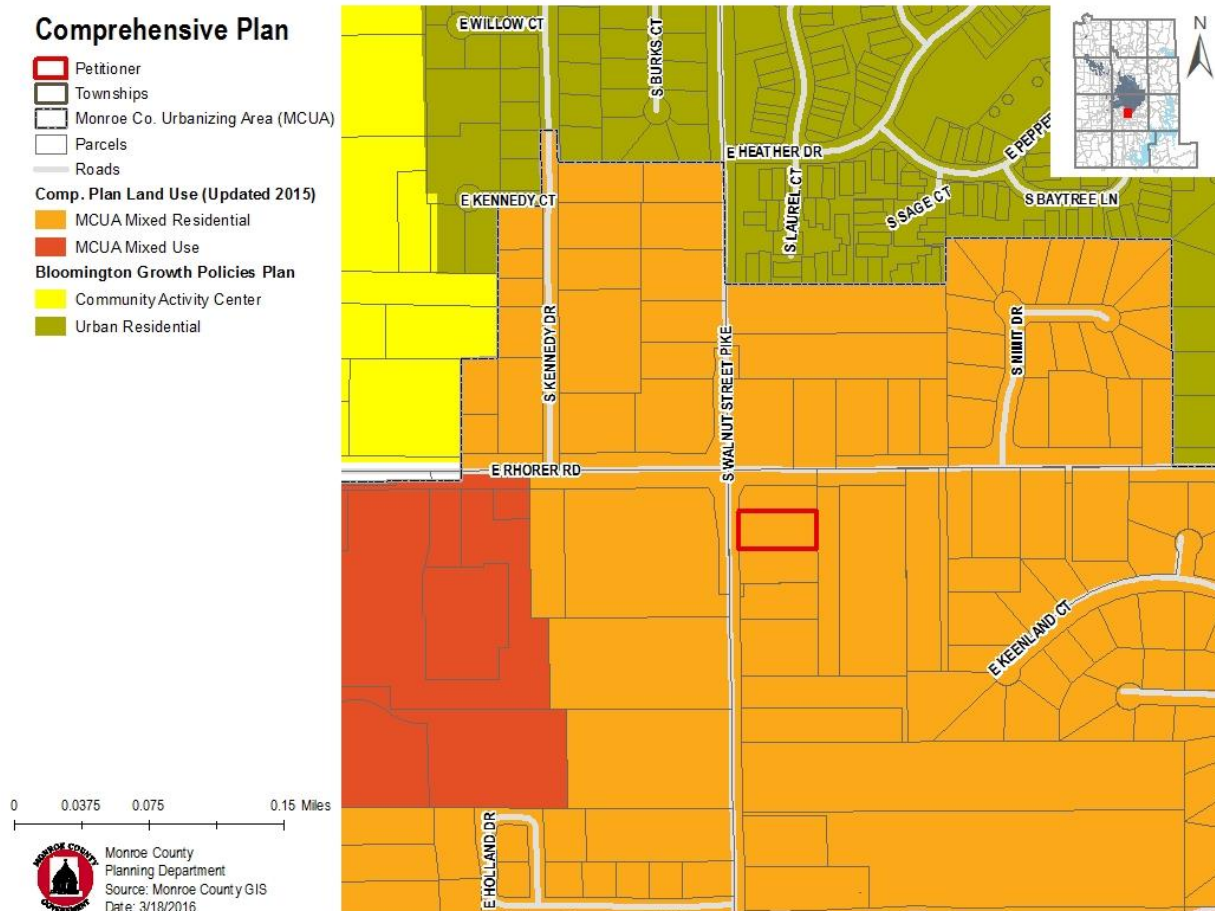
Neighborhoods should be designed with architectural diversity in terms of building scale, form, and style. Particular architectural themes or vernaculars may be appropriate, but themes should not be overly emphasized to the point of creating monotonous or contrived streetscapes. Well-designed neighborhoods should feel as though they have evolved organically over time.

Materials

High quality materials, such as brick, stone, wood, and cementitious fiber should be encouraged. Vinyl and exterior insulated finishing Systems (eifS) may be appropriate as secondary materials, particularly to maintain affordability, but special attention should be paid to material specifications and installation methods to ensure durability and aesthetic quality.

Private Signs

Mixed residential neighborhoods should not feel like a typical tract subdivision. It may be appropriate for neighborhoods to include gateway features and signs, but these should be used sparingly and in strategic locations, rather than for individually platted subareas.



FINDINGS OF FACT - REZONE

In preparing and considering proposals to amend the text or maps of this Zoning Ordinance, the Plan Commission and the Board of County Commissioners shall pay reasonable regard to:

(A) The Comprehensive Plan;

Findings:

- The Comprehensive Plan designates the petition site as MCUA Mixed Residential;
- The petition site is currently has a primary residence and a business that can be classified as a Home Based Business operating;
- The Comprehensive Plan directly addresses the importance of Home Based Businesses and their impacts on the local economy
- The Monroe County Urbanizing Area Plan states the neighborhood is directed to accommodate mixed uses and commercial amenities;

(B) Current conditions and the character of current structures and uses in each district;

Findings:

- The petition site is currently located in the Single Dwelling Residential (RS3.5)/Planned Residential Overlay (PRO6) Zoning District;
- The site contains a residence, accessory storage sheds, tree waste, and vehicles used in Bluestone Tree Service's operation;
- The property is used for residential and business activity;
- The residence was built in 1959;
- Current zoning does not permit a Home Based Business;
- The rezone request would allow the petitioners to apply for a Home Based Business permit, enabling the continued operation of Bluestone Tree Service on the property;

(C) The most desirable use for which the land in each district is adapted;

Findings:

- The petition site is currently located in the Single Dwelling Residential (RS3.5)/Planned Residential Overlay (PRO6) Zoning District;
- The site contains a residence, accessory storage sheds, tree waste, and vehicles used in Bluestone Tree Service's operation;
- The property is used for residential and business activity;
- The 0.51 +/- acre petition site's school is most desirable in Low Density Residential (LR);

(D) The conservation of property values throughout the jurisdiction; and

Findings:

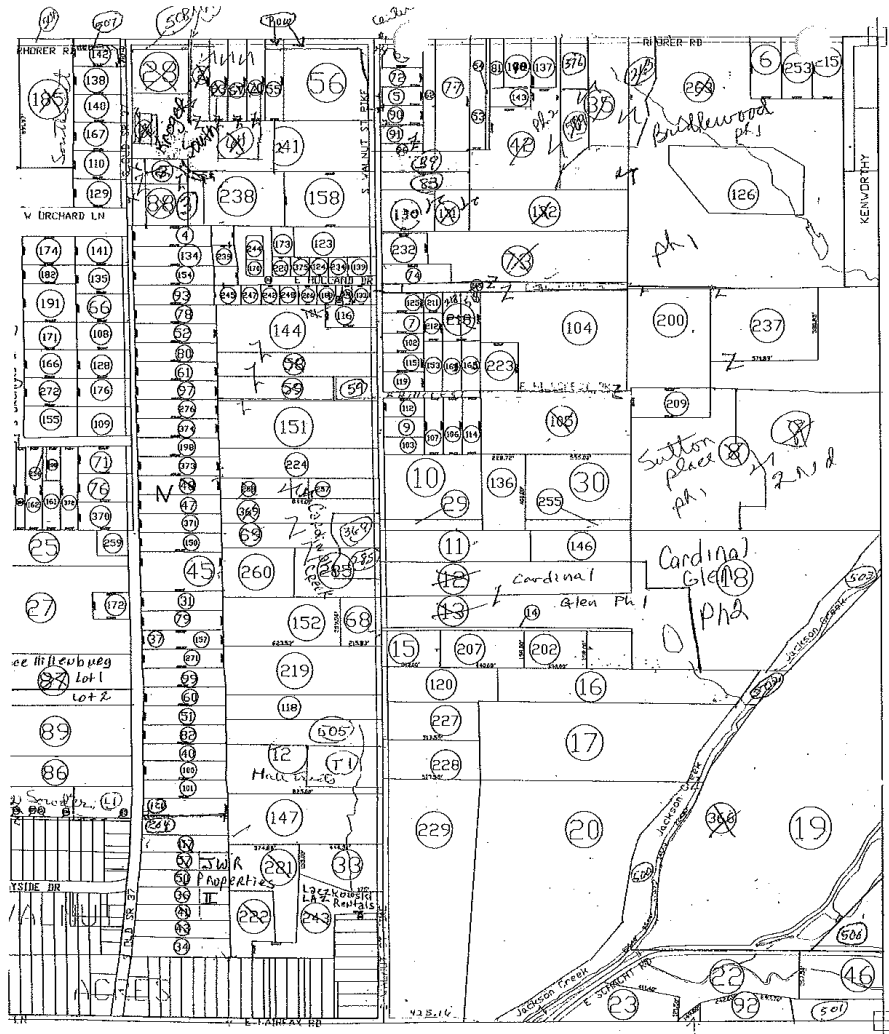
- The effect of the approval of the rezone on property values is difficult to determine;
- Property value tends to be subjective;
- The effect of the rezone will be minimal on property values, as the zoning designation is only to match the current use;
- Values may vary significantly dependent upon future planning and zoning in the area;

(E) Responsible development and growth.

Findings:

- The petition site is 0.51 acres +/-;
- The site is used for residential and business purposes;
- The site is situated off of S Walnut Street Pike, classified as a Major Collector in the Monroe County Thoroughfare Plan;
- There is one access point to the property from S Walnut Street Pike;
- The site contains a residence, accessory structures, and vehicles used in Bluestone Tree Service's operation.

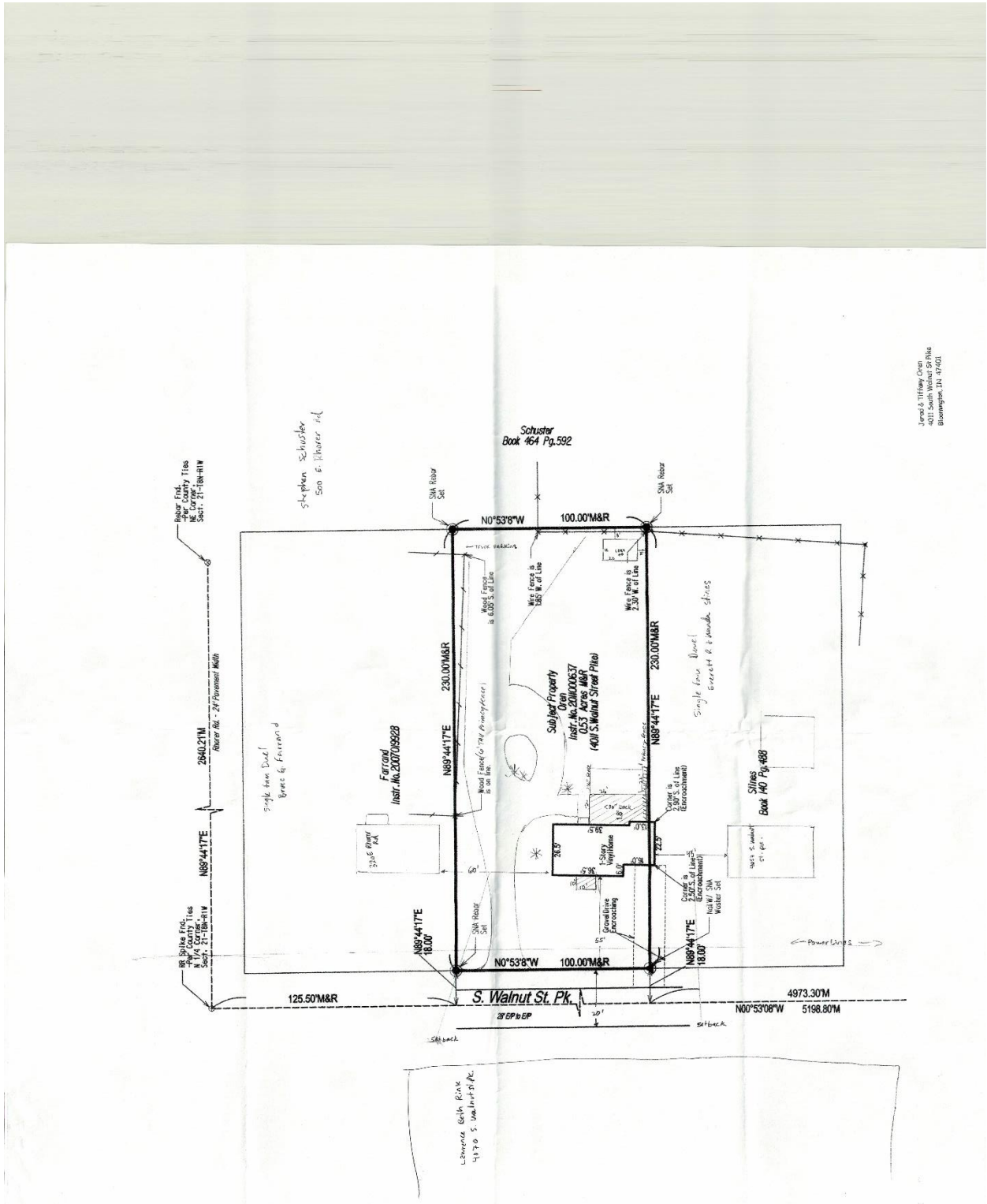
EXHIBIT 2: Plat Map



BEAM, LONGEST & NEFF, INC.
 Consulting Engineers
 Indianapolis, Indiana

This Drawing is a Graphical Representation of Land Ownership Records on file in the Court-house, and are Accurate within Standard mapping Accuracies. Not to be Construed as a Legal Land Survey Document.

EXHIBIT 3: Site Plan



Lance S. Tiffany, Owner
4011 South Walnut St. Pk.
Bloomington, IN 47401