

# CITY OF BLOOMINGTON



# PLAT COMMITTEE

December 11, 2023 @ 4:00 p.m.

401 N. Morton Street  
Kelly Conference Room #155 & via Zoom:

<https://bloomington.zoom.us/j/86714253039?pwd=SXJ2bmNwRFhLeVZSRW44TVl0T3hZUT09>

Meeting ID: 867 1425 3039

CITY OF BLOOMINGTON  
PLAT COMMITTEE  
December 11, 2023 at 4:00 p.m.

401 N. Morton Street, City Hall  
Kelly Conference Room #155

**HYBRID MEETING:**

<https://bloomington.zoom.us/j/86714253039?pwd=SXJ2bmNwRFhLeVZSRW44TVI0T3hZUT09>

Meeting ID: 867 1425 3039

Password: 064896

PETITION MAP: <https://arcg.is/1LOzWPO>

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**ROLL CALL**

**MINUTES TO BE APPROVED:** September 11, 2023

**REPORTS, RESOLUTIONS, AND COMMUNICATIONS:**

**PETITIONS:**

- DP-37-23**      **Michael Flory**  
913 W. 11th Street  
Parcel: 53-05-32-110-001.000-005  
Request: Primary plat approval of a two-lot subdivision of 0.20 acres in the Residential Small Lot (R3) zoning district.  
*Case Manager: Eric Greulich*
- DP-40-23**      **Don Griffin**  
910 W. Ralston  
Parcel: 53-08-08-403-136.000-009  
Request: Subdivision of 1.09 acres in the Residential Medium Lot (R2) zoning district. *Case Manager: Katie Gandhi*

\*\*Next Meeting Date: January 8, 2024

Updated: 12/8/2023

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact the **Melissa Hirtzel** at [hirtzelm@bloomington.in.gov](mailto:hirtzelm@bloomington.in.gov) and provide your name, contact information, and a link to or description of the document or web page you are having problems with

*Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).*

**BLOOMINGTON PLAT COMMITTEE**  
**STAFF REPORT**  
**Location: 913 W. 11<sup>th</sup> Street**

**CASE #: DP-37-23 / PLAT2023-09-0011**  
**DATE: December 11, 2023**

**PETITIONER:** Michael Flory  
 913 W. 11<sup>th</sup> Street, Bloomington, IN

**CONSULTANT:** Smith Design Group  
 1467 W. Arlington Rd, Bloomington, IN

**REQUEST:** The petitioner is requesting primary plat approval to allow a two-lot subdivision of 0.20 acres in the Residential Small Lot (R3) zoning district. The petitioner has requested secondary plat approval be delegated to staff.

**BACKGROUND:**

**Area:** 0.20 acres  
**Current Zoning:** Residential Small Lot (R3)  
**Comprehensive Plan Designation:** Neighborhood Residential  
**Existing Land Use:** Dwelling, single-family (detached)  
**Proposed Land Use:** Dwelling, single-family (detached)  
**Surrounding Uses:** North – Dwelling, single-family (detached)  
 West – Dwelling, single-family (detached)  
 East – Dwelling, single-family (detached)  
 South – Dwelling, single-family (detached)

**REPORT:** The property is located at 913 W. 11<sup>th</sup> Street and is zoned Residential Small Lot (R3). The property and all surrounding properties are located in the Residential Small Lot (R3) zoning district. The property has frontage on 11<sup>th</sup> Street to the north and Cottage Grove to the south. The property has been developed with one single family residence and detached garage. All surrounding properties also contain detached single-family dwellings.

The petitioner is proposing to subdivide the existing property into two lots. Lot #5A would contain the existing house, which is intended to remain. Lot #5B would be sold and would have the existing detached garage which would either need to be removed or used in conjunction with an approved single family residence since an accessory structure is not allowed on a lot by itself.

No new public streets are proposed with the subdivision. There are existing 5' wide monolithic sidewalks on both frontages that have been determined to be in functional condition and are allowed to remain. Two street trees are required along both frontages and will be shown with the secondary plat. The petitioner is requesting the approval of two minor modifications with this plat for a reduction in the minimum lot area and rear yard setback for the garage to be used as a possible dwelling unit. The UDO allows a maximum 10% reduction from the minimum required lot area and in the R3 district, the minimum lot area is 5,000 square feet. The two proposed lots are 4,505 square feet each and would be allowed with the requested minor modification. The second requested modification is in regards to the existing accessory structure and the petitioner would like to keep open the possibility of this structure being converted into a dwelling unit. However, the structure is shown to be approximately 23'3" from the proposed lot line and would not meet the 25' rear yard setback if it was used as a primary dwelling unit. The UDO allows for a 25%

reduction which would allow for an up to 6.3' reduction, the proposed 1.3' reduction therefore falls into the allowable range.

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**20.06.060(b)(3)(E) PRIMARY PLAT REVIEW:** The Plan Commission or Plat Committee shall review the primary subdivision petition and approve, approve with conditions, or deny the petition in accordance with Section 20.06.040(g) (Review and Decision), based on the general approval criteria in Section 20.06.040(d)(6) (Approval Criteria) and the following standards:

- i. All subdivision proposals shall be consistent with the need to minimize flood damage.
- ii. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.
- iii. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards
- iv. Base flood elevation data shall be provided for subdivision proposals and other proposed development (including manufactured home parks and subdivisions), which is greater than the lesser of 50 lots or five acres.
- v. All subdivision proposals shall minimize development in the SFHA and/or limit intensity of development permitted in the SFHA
- vi. All subdivision proposals shall ensure safe access into/out of SFHA for pedestrians and vehicles (especially emergency responders).

**PROPOSED FINDING:** The subdivision proposal is consistent with the need to minimize flood damage. The site is not located in a Special Flood Hazard Area (SFHA). The site currently has adequate drainage to reduce exposure to flood hazards. This two-lot subdivision and associated improvements will not significantly reduce or impair the current adequacy of drainage. The site has public utilities along both frontages and no problems have been identified with connecting to those facilities.

**20.06.040(d)(6)(B) General Compliance Criteria**

- i. Compliance with this UDO
- ii. Compliance with Other Applicable Regulations
- iii. Compliance with Utility, Service, and Improvement Standards
- iv. Compliance with Prior Approvals

**PROPOSED FINDING:** The primary plat complies with all of the requirements of the UDO with the exception of the two requested minor modifications. The plat is compliant with the Transportation Plan and deviation allowed within the Transportation Plan in regards to the required amount of dedicated right-of-way. There are no other known applicable regulations that would apply to this subdivision. Final approval from the City of Bloomington Utilities Department is required prior to the issuance of any permits. There are no prior approvals applicable to the site.

**20.06.040(d)(6)(D) Additional Criteria Applicable to Primary Plats and Zoning Map Amendments (Including PUDs)**

- i. Consistency with Comprehensive Plan and Other Applicable Plans  
The proposed use and development shall be consistent with and shall not interfere with the achievement of the goals and objectives of the Comprehensive Plan and any other adopted plans and policies.
- ii. Consistent with Intergovernmental Agreements



The proposed use and development shall be consistent with any adopted intergovernmental agreements and shall comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this UDO.

iii. Minimization or Mitigation of Adverse Impacts

1. The proposed use and development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.
2. The proposed use and development shall not result in the excessive destruction, loss or damage of any natural, scenic, or historic feature of significant importance.
3. The proposed use and development shall not result in significant adverse fiscal impacts on the city.
4. The petitioner shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in the pre-submittal neighborhood meeting for the specific proposal, if such a meeting is required.

iv. Adequacy of Road Systems

1. Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed use and development shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services.
2. The proposed use and development shall neither cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

v. Provides Adequate Public Services and Facilities

Adequate public service and facility capacity shall exist to accommodate uses permitted under the proposed development at the time the needs or demands arise, while maintaining adequate levels of service to existing development. Public services and facilities include, but are not limited to, streets, potable water, sewer, stormwater management structures, schools, public safety, fire protection, libraries, and vehicle/pedestrian connections and access within the site and to adjacent properties.

vi. Rational Phasing Plan

If the petition involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date and shall not depend upon subsequent phases for those improvements

**PROPOSED FINDING:** The proposed plat is consistent with the Comprehensive Plan, allowing new infill development in a centrally located neighborhood that “respect[s] the prevailing character and development pattern of adjacent properties” (2018 Comprehensive Plan, page 84). There are no expected adverse impacts as a result of this plat. The proposed plat allows the creation of a new lot that is consistent with the pattern of development within this neighborhood. Other lots have been subdivided in this area to create new lots along Cottage Grove in the same manner as this proposal. The proposed plat preserves the existing house and allows for the possible preservation of the existing accessory structure to be converted into a possible dwelling unit. The existing road system, public services, and public facilities, including existing pedestrian facilities, are adequate to support all allowed uses. No phasing of the plat is expected.

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**PLAT REVIEW:** The proposed subdivision is following the Infill Subdivision (IS) design standards.

**Infill Subdivision Standards:**

**Parent tract size:** No minimum parent tract size. The maximum parent tract size is 3 acres. The parent tract is 0.22 acres, which is less than the maximum.

**Open space required:** Not required. The proposal does not dedicate any open space.

**Lots served by alleys:** Not required, however both lots have direct access to an existing alley on the east side. Access to any parking areas will be required to come from the alley.

**Block length:** Not required. No new blocks are created by the proposal.

**Cul-de-sac length:** Not permitted. No new culs-de-sac are proposed.

**Transportation facilities:** As mentioned previously, there are existing 5' wide monolithic sidewalks on both frontages that have been determined to be in functional condition. The Planning and Transportation Department Director has determined that these are allowed to remain in their current location and configuration.

**On-street parking:** Not required, but where provided shall comply with City standards. On-street parking is prohibited on 11<sup>th</sup> Street and is allowed on the north side of Cottage Grove.

**Tree plot width:** There are existing sidewalks along both frontages with no tree plot. The Planning and Transportation Department Director has approved the existing facilities to remain and therefore not have a new tree plot installed. The required street trees will be installed behind the existing sidewalks and will be part of the secondary plat approval.

**Lot Establishment Standards:**

**Lot area and lot width:** In the R3 zoning district, the minimum lot size is 5,000 square feet and the minimum lot width is 50 feet. The proposed lots meet the minimum 50' lot width requirement and have requested the approval of a minor modification to allow the lots to be 4,500 square feet rather than the 5,000 square feet that is required. The proposed modification is within the 10% reduction allowed. The proposed lot sizes allow adequate area for a new residence to be constructed and meet all other UDO standards. In addition, the proposed reduced lot sizes are consistent with other lots in this area and are therefore appropriate.

**Lot shape:** All lots meet the UDO requirement for regular lot size and a depth-to-width ratio not to exceed four to one.

**Lot access:** All new residential lots shall have frontage on a public street right-of-way. Both proposed lots have frontage on existing public street right-of-way. Access to any parking areas shall come from the improved alley along the east side of the site.

**Setbacks for the existing structure:** As mentioned previously, the petitioner is requesting the use of a minor modification to allow for a reduced rear yard setback to allow the existing accessory structure shown on Lot #5B to remain and approve a reduced setback to allow for a 23'3" setback. This reduced setback is minor in nature and would not cause any adverse impacts on adjacent properties. The Department finds this request appropriate.

**Stormwater Standards:** All proposed subdivisions shall provide for the collection and management of all surface water drainage, and all subdivision requests shall include the submittal of a drainage plan to the City of Bloomington Utilities (CBU). No on-site drainage facilities have been requested by CBU. Both lots drain to the south (to Cottage Grove) and there are existing stormwater inlets along Cottage Grove to handle stormwater drainage.

**Right-of-Way Standards:**

**ROW width:** No new public streets are proposed. The Transportation Plan requires a 60-foot-wide right-of-way for Cottage Grove and 74' of right-of-way for 11<sup>th</sup> Street. The Transportation Plan allows for deviations from the standards contained within it, including the amount of right-of-way required to be dedicated. The Department has analyzed several factors along 11<sup>th</sup> Street that complicate the full dedication of right-of-way including previous subdivisions that have dedicated right-of-way, the width of existing right-of-way, and the location of existing structures along the corridor (including the location of the existing house on this lot) that exist within the proposed 74' right-of-way along the corridor. Based on these factors it has been determined that 32.5' of right-of-way dedication is appropriate at this location. Cottage Grove is required to have 60' of right-of-way (30' from centerline) and there is only 18' of right-of-way from centerline currently. The petitioner will be dedicating an additional 12' of right-of-way on Cottage Grove to achieve the 30' from centerline that is required.

**Pedestrian facilities and tree plot:**

Cottage Grove is designated as a Neighborhood Residential street typology in the Transportation Plan and required to have 6' sidewalk and 5' tree plot. 11<sup>th</sup> Street is classified as a Neighborhood Connector typology and required to have a 7' sidewalk and 8' tree plot. The property has a 5' wide monolithic sidewalk on both frontages. The Department has analyzed both facilities and determined them to be in functional condition and therefore allowed to remain without being required to install the required tree plot. The required street trees will be installed behind the existing sidewalks.

**Street trees:** Both frontages would be required to install 3 large canopy street trees. There are existing overhead utility lines along 11<sup>th</sup> Street and therefore small or medium trees are allowed be installed along that frontage.

**Environmental Considerations:** There are no known steep slopes, karst features, or wetlands on the site. There are no portions of the site that have been deemed to be a closed canopy and subject to the tree preservation standards.

**Utilities:** There are existing utilities along both frontages and no problems have been identified connecting to those utilities. Approval from the City of Bloomington Utility Department is required prior to any new connections.

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**CONCLUSION:** As mentioned previously, the petitioner is requesting to utilize two minor modifications to allow a reduced lot size and reduced rear yard building setback. The Department finds that both of these requested modifications are appropriate. The proposed subdivision complies with all standards in UDO with the approval of the modifications. The small two-lot subdivision is appropriate in-fill development within an already developed neighborhood.

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**RECOMMENDATION:** The Planning and Transportation Department recommends that the Plat Committee adopt the proposed findings and approve the primary plat of DP-36-23 with the following condition:

1. Secondary plat approval is delegated to staff.
2. With this petition, a rear yard setback modification is approved to allow for the existing accessory structure to utilize the existing setback. Any new construction must meet all UDO standards.
3. The accessory structure must either be removed or a permit issued for a use on Lot #5B within 6 months of the recording of the secondary plat.

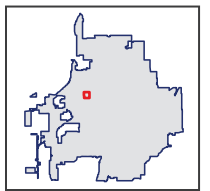






Map Legend

-  Parcels
-  Buildings







Eric Greulich &lt;greulice@bloomington.in.gov&gt;

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## 913 W. 11th - revised Petitioner Statement

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**Michael Flory** <michael.flory@gmail.com>  
To: Eric Greulich <greulice@bloomington.in.gov>

Wed, Sep 6, 2023 at 3:06 PM

Please accept the following as my Petitioner's Statement for my request to subdivide my lot at 913 W. 11th Street into two lots, with the newly created back half fronting on West Cottage Grove. I will attend the public hearing in October and can provide more information and answer any questions at that time—or any you might ask prior to that meeting.

Essentially, the request is made as a logical response to the community's need for infill housing. Over the past several decades the City of Bloomington has made infrastructure improvements and adopted policies that encourage the development that can take place with this subdivision.

The parcel at 913 W. 11th is approximately 10,000 sq. ft. In area, with a single family residence fronting W. 11th and a garage set back further on the lot. It sits next to a church building, and has access to a major bus route and the B-Line Trail. An elementary school is just a few blocks away.

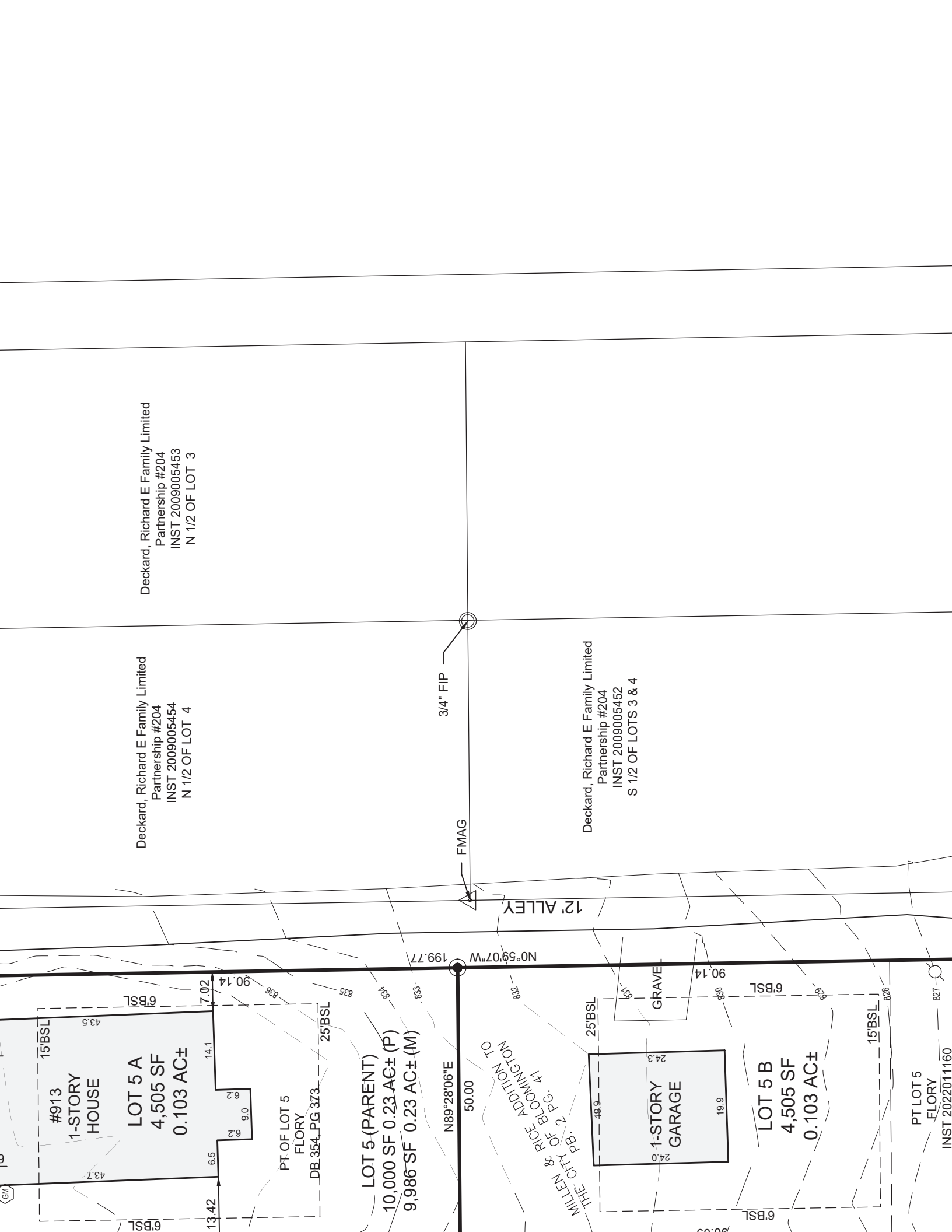
Several decades ago the City made a substantial infrastructure investment in the area, improving Cottage Grove street and adding a sidewalk along the west side of Cottage Grove. Sewer and water infrastructure was extended along West Cottage Grove. CBU staff have been helpful in providing information for connection to this infrastructure.

The newly created lot will be close to the B-Line Trail and the newly developed Trail View community (a major Habitat for Humanity project). I'd also note that on W.11th Street, nearby, the City has made infrastructure investments (signage, etc.) that increase the safety protections for the students and parents walking from this area to the elementary school serving the neighborhood. This subdivision request is in line with the policies and investments put in place by the City in this area over the past decades.

I would request secondary plat approval be delegated to staff, and thank the city staff for their assistance in bringing this forward.

/s/ R. Michael Flory

Sent from my iPhone



Deckard, Richard E Family Limited  
Partnership #204  
INST 2009005453  
N 1/2 OF LOT 3

Deckard, Richard E Family Limited  
Partnership #204  
INST 2009005454  
N 1/2 OF LOT 4

Deckard, Richard E Family Limited  
Partnership #204  
INST 2009005452  
S 1/2 OF LOTS 3 & 4



3/4" FIP

FMAG

12' ALLEY

#913  
1-STORY HOUSE  
LOT 5 A  
4,505 SF  
0.103 AC±

LOT 5 (PARENT)  
10,000 SF 0.23 AC± (P)  
9,986 SF 0.23 AC± (M)

1-STORY GARAGE

LOT 5 B  
4,505 SF  
0.103 AC±

PT OF LOT 5  
FLORY  
DB 354, PG 373

MILLEN & RICE ADDITION TO  
THE CITY OF BLOOMINGTON  
THE PB. 2 PG. 41

PT LOT 5  
FLORY  
INST 2022011160

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**BLOOMINGTON PLAT COMMITTEE  
STAFF REPORT**

**CASE #: DP-40-23 / PLAT2023-10-0013**

**DATE: December 11, 2023**

**Location: 910 W Ralston Drive (parcel #53-08-08-403-136.000-009)**

**PETITIONER:** Suzanne Young  
2315 Moores Pike

**CONSULTANT:** Don Griffin  
735 S College Ave

**REQUEST:** The petitioner is requesting primary plat approval to allow a four-lot subdivision in the Residential Medium Lot (R2) zoning district.

**BACKGROUND:**

**Area:** 1.04 acres (.94 acres after right-of-way dedication)

**Current Zoning:** Residential Medium Lot (R2)

**Comprehensive**

**Plan Designation:** Mixed Urban Residential

**Existing Land Use:** Dwelling, single-family (detached)

**Proposed Land Use:** Dwelling, single-family (detached)

**Surrounding Uses:** North – Dwelling, single-family (detached)

West – Dwelling, single-family (detached)

East – Dwelling, single-family (detached)

South – Dwelling, single-family (detached)

**REPORT:** The property is located at 910 W Ralston Drive and is zoned Residential Medium Lot (R2). The property and all surrounding properties are located in the Residential Medium Lot (R2) zoning district. The property has frontage on S Banta Avenue to the west and W Ralston Drive to the south. The property has been developed with one single family residence and detached garage. All surrounding properties also contain detached single-family dwellings.

The petitioner is proposing to subdivide the existing property into four lots. Lots 176 A, B and C will initially be vacant. In the future, these lots may be developed with any use allowed under the Unified Development Ordinance (UDO) in the R2 zoning district, or whichever zoning district is applicable at that time. Lot 176D would contain the existing house and detached garage, which are intended to remain. And an existing wood shed located on proposed Lot 176B would not meet new setback standards and will be removed as part of this subdivision.

No new public streets are proposed with the subdivision. Public right-of-way will be dedicated in order to establish a 30 foot right-of-way, as required by the current UDO, perpendicular to and parallel with the existing centerlines on the east side of S Banta Avenue and the north side of W Ralston Drive. New six-foot-wide sidewalks and tree plots will be installed on both street frontages, in compliance with the Transportation Plan. Safety ramps will be installed at the intersection of S Banta Avenue and W Ralston Drive at the southwest corner of proposed Lot 176C. Eight (8) large canopy street trees are required in the tree plot along S Banta Avenue and six (6) large canopy street trees are required in the tree plot along W Ralston Drive and will be shown with the secondary plat.

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**20.06.060(b)(3)(E) PRIMARY PLAT REVIEW:** The Plan Commission or Plat Committee shall review the primary subdivision petition and approve, approve with conditions, or deny the petition in accordance with Section 20.06.040(g) (Review and Decision), based on the general approval criteria in Section 20.06.040(d)(6) (Approval Criteria) and the following standards:

- i. All subdivision proposals shall be consistent with the need to minimize flood damage.
- ii. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.
- iii. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards
- iv. Base flood elevation data shall be provided for subdivision proposals and other proposed development (including manufactured home parks and subdivisions), which is greater than the lesser of 50 lots or five acres.
- v. All subdivision proposals shall minimize development in the SFHA and/or limit intensity of development permitted in the SFHA
- vi. All subdivision proposals shall ensure safe access into/out of SFHA for pedestrians and vehicles (especially emergency responders).

**PROPOSED FINDING:** The site is not located in a Special Flood Hazard Area (SFHA) and the risk of flood hazards is low. The subdivision proposal is being further assessed by City of Bloomington Utilities (CBU) for its consistency with the need to minimize flood damage.

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**20.06.040(d)(6)(B) General Compliance Criteria**

- i. Compliance with this UDO
- ii. Compliance with Other Applicable Regulations
- iii. Compliance with Utility, Service, and Improvement Standards
- iv. Compliance with Prior Approvals

**PROPOSED FINDING:** The primary plat complies with all of the requirements of the UDO. The plat is compliant with the Transportation Plan. There are no other known applicable regulations that would apply to this subdivision. Final approval from CBU Department is required prior to the issuance of any permits. There are no prior approvals applicable to the site.

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**20.06.040(d)(6)(D) Additional Criteria Applicable to Primary Plats and Zoning Map Amendments (Including PUDs)**

- i. Consistency with Comprehensive Plan and Other Applicable Plans
  - The proposed use and development shall be consistent with and shall not interfere with the achievement of the goals and objectives of the Comprehensive Plan and any other adopted plans and policies.
- ii. Consistent with Intergovernmental Agreements
  - The proposed use and development shall be consistent with any adopted intergovernmental agreements and shall comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this UDO.
- iii. Minimization or Mitigation of Adverse Impacts
  1. The proposed use and development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.

2. The proposed use and development shall not result in the excessive destruction, loss or damage of any natural, scenic, or historic feature of significant importance.
  3. The proposed use and development shall not result in significant adverse fiscal impacts on the city.
  4. The petitioner shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in the pre-submittal neighborhood meeting for the specific proposal, if such a meeting is required.
- iv. Adequacy of Road Systems
1. Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed use and development shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services.
  2. The proposed use and development shall neither cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
- v. Provides Adequate Public Services and Facilities
- Adequate public service and facility capacity shall exist to accommodate uses permitted under the proposed development at the time the needs or demands arise, while maintaining adequate levels of service to existing development. Public services and facilities include, but are not limited to, streets, potable water, sewer, stormwater management structures, schools, public safety, fire protection, libraries, and vehicle/pedestrian connections and access within the site and to adjacent properties.
- vi. Rational Phasing Plan
- If the petition involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date and shall not depend upon subsequent phases for those improvements

**PROPOSED FINDING:** The proposed plat is consistent with the Comprehensive Plan, allowing new infill development in a centrally located neighborhood that “respect[s] the prevailing character and development pattern of adjacent properties” (2018 Comprehensive Plan, page 84). There are no expected adverse impacts as a result of this plat. The existing road system, public services, and public facilities, including existing pedestrian facilities, are adequate to support all allowed uses. Based on the drainage report, there is concern from CBU that stormwater from one proposed lot may affect the structures on other proposed lots. Stormwater drainage plans will be addressed with the building permits for each lot. No phasing of the plat is expected.

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**PLAT REVIEW:** The proposed subdivision is following the Infill Subdivision (IS) design standards.

**Infill Subdivision Standards:**

**Parent tract size:** No minimum parent tract size. The maximum parent tract size is 3 acres. The parent tract is 0.71 acres, which is less than the maximum.

**Open space required:** Not required. The proposal does not dedicate any open space.

**Lots served by alleys:** Not required. The proposal does not include any lots served by alleys.

**Block length:** Not required. No new blocks are created by the proposal.

**Cul-de-sac length:** Not permitted. No new culs-de-sac are proposed.

**Transportation facilities:** Required to meet Transportation Plan guidance. The Transportation Plan calls for a 60-foot-wide right-of-way for W Ralston Drive and S Banta Ave – 30 feet from the centerline of each road. The proposed plat dedicates additional new public right-of-way width to bring the east side of S Banta Ave and the north side of W Ralston Drive up to the required width.

**On-street parking:** Not required, but where provided shall comply with City standards. On-street parking is not prohibited on S Banta Avenue or W Ralston Drive adjacent to the proposed subdivision. No site improvements for on-street parking are proposed.

**Tree plot width:** Required per Transportation Plan. The proposal provides a five-foot-wide tree plot along the entire frontage of both lots, as called for in the Transportation Plan.

**Sidewalk/multiuse path width:** Required per Transportation Plan. The proposal provides a six-foot-wide sidewalk along the entire frontage of both lots, as called for in the Transportation Plan.

**Lot Establishment Standards:**

**Lot area and lot width:** In the R2 zoning district, the minimum lot size is 7,200 square feet or 0.165 acres and the minimum lot width is 60 feet.

- Proposed lot 176A is approximately .24 acres in area with approximately 60.06 feet of lot width.
- Proposed lot 176B is approximately .25 acres in area with 60.06 feet of lot width.
- Proposed lot 176C is approximately .20 acres in area with 63.58 feet of lot width.
- Proposed lot 176D is approximately .25 acres in area with 99.89 feet of lot width.

The proposed lots comply with standards for lot area and lot width.

**Lot shape:** All lots shall be designed with a depth-to-width ratio not to exceed four to one (4 to 1).

- Proposed lot 176A has a depth-to-width ratio of approximately 2.91 to 1.
- Proposed lot 176B has a depth-to-width ratio of approximately 2.99 to 1.

- Proposed lot 176C has a depth-to-width ratio of approximately 1.72 to 1.
- Proposed lot 176D has a depth-to-width ratio of approximately 1.09 to 1.

**Lot access:** All new residential lots shall have frontage on a public street right-of-way. Proposed lot 176A, 176B, and 176C have frontage on the existing public street right-of-way of S Banta Avenue. Proposed lot 176C and 176D have frontage on the existing public street right-of-way of W Ralston Drive.

**Setbacks for the existing structure:** The existing house is located approximately 20 feet from the proposed front property line of lot 176D, which is more than the required minimum front setback of 15 feet in the R2 zoning district.

**Stormwater Standards:** All proposed subdivisions shall provide for the collection and management of all surface water drainage, and all subdivision requests shall include the submittal of a drainage plan to the City of Bloomington Utilities (CBU). The petitioner submitted a drainage plan and report to CBU on November 22, 2023.

#### **Right-of-Way Standards:**

**ROW width:** No new public streets or rights-of-way are proposed. Existing streets are required to meet guidance in the Transportation Plan. Both S Banta Ave and W Ralston Dr are designated as the Neighborhood Residential street typologies in the Transportation Plan, which require a 60-foot-wide right-of-way (30 feet from centerline). Dedication of additional right-of-way width on both S Banta Avenue and on W Ralston Drive is required in order to achieve a 30-foot right-of-way from the centerline of each road. The proposed plat dedicates additional right-of-way width along both streets, bringing each street up to the proposed 30 feet from the center of the right-of-way.

**Pedestrian facilities and tree plot:** Public improvements in the public right-of-way, including newly dedicated right-of-way, are required to comply with the standards in the Transportation Plan. Both S Banta Avenue and W Ralston Drive are designated as the Neighborhood Residential street typology in the Transportation Plan. The design parameters in table 5 of the Transportation Plan call for a six-foot-wide sidewalk and a five-foot-wide greenscape (tree plot) between the sidewalk and the curb (or edge of pavement) on Neighborhood Residential Streets. The proposed plat provides the required six-foot-wide sidewalk and five-foot-wide tree plot along the entire frontage of both lots.

**Street trees:** The property frontage along S Banta Avenue is 210.52 feet, which requires at least eight large street trees. The property frontage along W Ralston Drive is 163.47 feet, which requires at least six large street trees. Large street trees must be planted at least 10 feet from public utility lines; where this isn't possible, medium or small street trees can be planted instead, in a quantity at least double the requirement for large trees.

**Environmental Considerations:** There are no known karst features, waterbodies, or wetlands on the site. Lot 176D includes approximately 500 square feet of steep sloping. The existing site has two existing interior trees – one on Lot 176A and the other on Lot 176C. Additionally, six street trees have recently been planted along S Banta Ave; however, their current health is unknown.

**Utilities:** The existing house on proposed Lot 176D is served by existing public water and sewer connections. New public sewer connections are approved by CBU to serve up to five parcels at this site.

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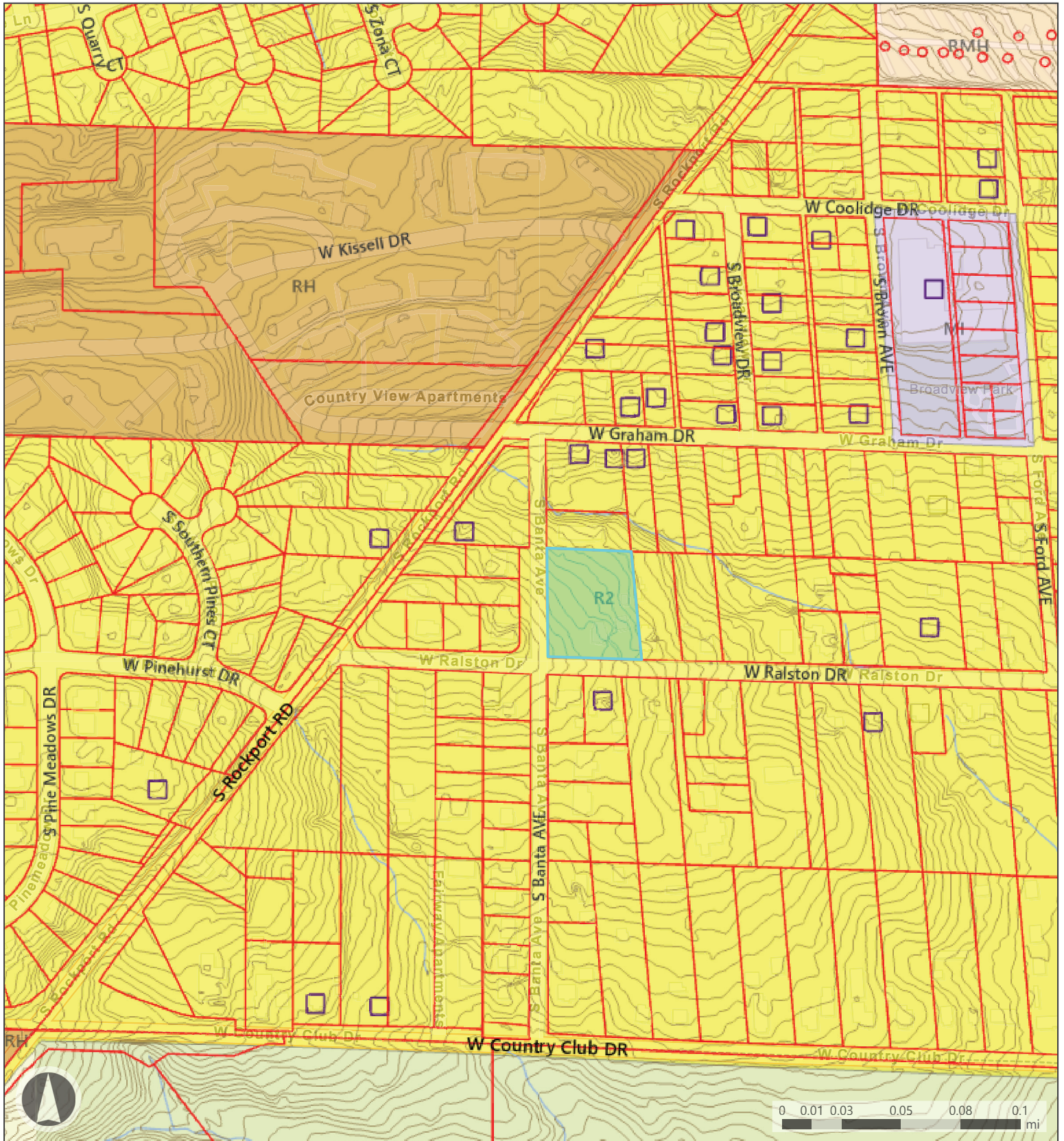
**CONCLUSION:** The proposed subdivision complies with all standards in UDO. This four-lot subdivision is appropriate in-fill development within an already developed neighborhood.

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**RECOMMENDATION:** The Planning and Transportation Department recommends that the Plat Committee adopt the proposed findings and approve the primary plat of DP-40-23 / PLAT2023-10-0013 with the following condition:

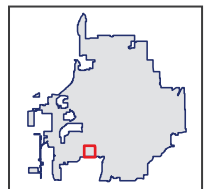
1. The wood shed located on Lot 176 B is to be removed before the recording of the secondary plat as it would not meet new setback standards.
2. Drainage plan approval is required by CBU.
3. Secondary plat approval is delegated to staff.





**Map Legend**

- |               |                  |                                      |
|---------------|------------------|--------------------------------------|
| Parcels       | Non-Contributing | Mixed-Use Institutional              |
| <b>Rating</b> | Contours 2021    | Residential Medium Lot               |
| Contributing  | Waterlines       | Residential High-Density Multifamily |

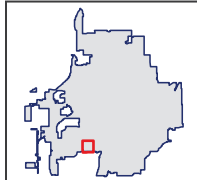






**Map Legend**

- Parcels
- Non-Contributing
- Rating**
- Contributing
- Waterlines
- Waterbodies

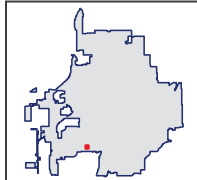






**Map Legend**

- Addresses
- Parcels
- Rating  
Contributing
- Non-Contributing
- Waterlines







**REFERENCED SURVEYS:**

- 1) Reference is made to the plat of subdivision of Broadview Park First Addition to the City of Bloomington as found in Plat Cabinet "B" Envelope 42 in the office of the Recorder of Monroe County, Indiana.
- 2) Reference is made to a survey performed by Eric L. Deckard for Hogan dated October 31, 2008.

**Table per City of Bloomington Transportation Plan**

Typology	Franchise Zone	Pedestrian Zone	Greenpace / Furnishing Zone	Total Width
Shared Street	8'	10'	Greenpace / Furnishing Zone Street lights, utility poles, street trees, landscaping, bike paths, parking meters, transit displays, building projects, landscaping and all need obstacles, signs, street furniture, signage, Zone 1	15-23'
Neighborhood Street	N/A	6'	5'	11'
Main Street	8'	7'	5'	12-19'
General Urban Street	8'	10'	8'	18-26'
Neighborhood Connector Street	8'	7'	8'	15-23'
Suburban Connector Street	N/A	12'	8'	20'

**CERTIFICATION**

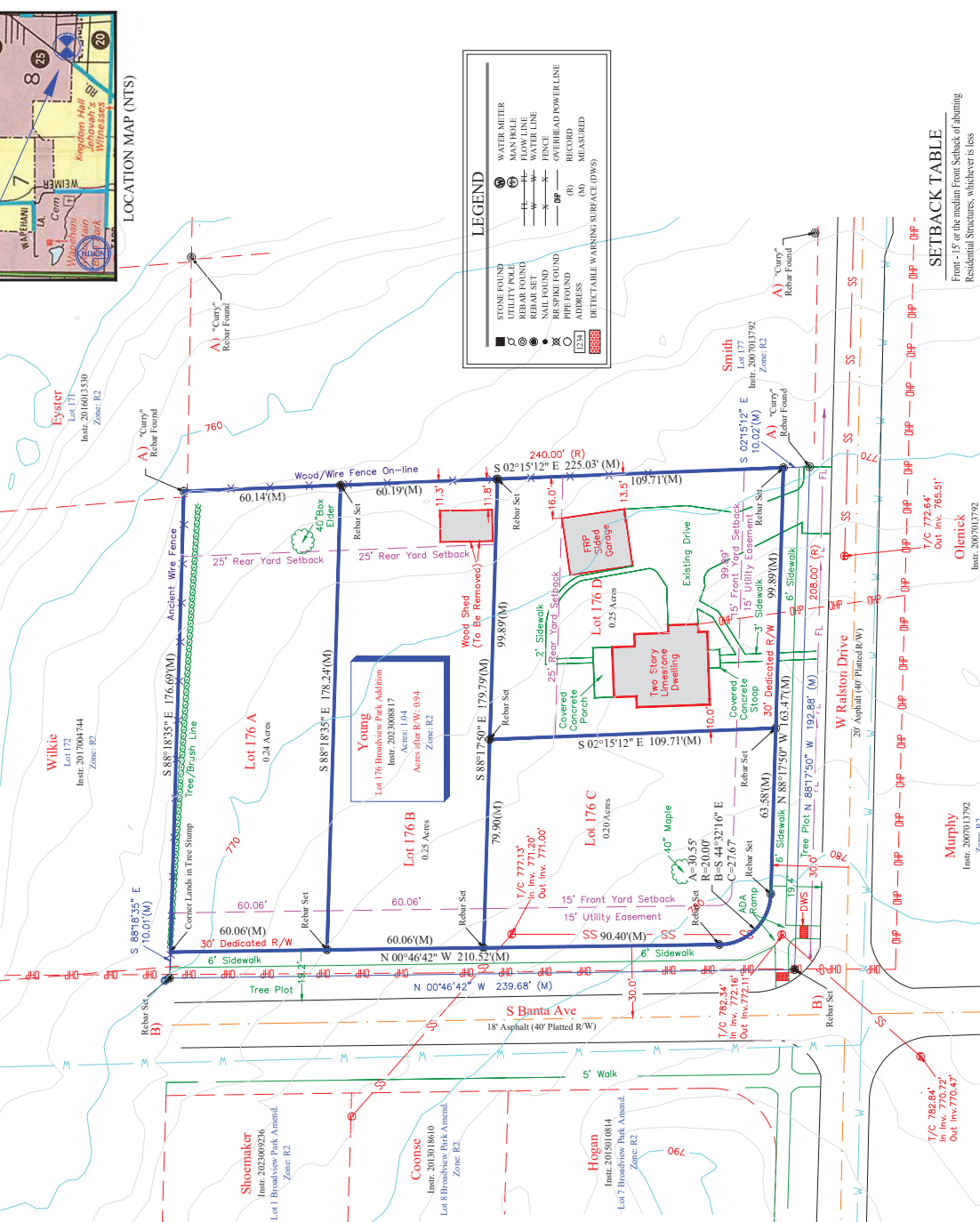
The within survey was performed without the benefit of source of title and is subject to any statement of facts revealed by the same.  
 Easements have been located in the field and prepared with this survey drawing. This qualification will be removed upon receipt and inspection of current title work.  
 Subject to the above reservation, the survey work shown hereon was performed either by me or under my direct supervision and control and to the best of my knowledge and belief was performed according to the survey requirements in 865 IAC 1-2-1 through 19.  
 Certified this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Eric L. Deckard  
 Registered Surveyor LS 299/0012  
 State of Indiana

**BROADVIEW PARK FIRST ADDITION LOT 176 PLAT AMENDMENT  
 AN ADDITION TO THE CITY OF BLOOMINGTON  
 MONROE COUNTY, INDIANA**

**LEGAL DESCRIPTION:**

Lot Number One Hundred Seventy-six (176) in Broadview Park (First Addition), a subdivision of part of the Southeast quarter of Section Eight (8), Township Eight (8) North, Range One (1) West, in Monroe County, Indiana.



**PROJECT LOCATION**



DECKARD SURVEYING  
 1606 S. HENRIKSON STREET  
 BLOOMINGTON, IN 47403  
 PHONE 812.322.1599  
 FAX 812.322.1598  
 ERECKARD@DECKARD.COM

BROADVIEW PARK FIRST ADDITION  
 LOT 176 PLAT AMENDMENT  
 A PART OF SECTION 8, T8N, R1W

**LEGEND**

- STONE FOUND
- UTILITY POLE
- REBAR FOUND
- REBAR SET
- REBAR FOUND
- PIPE FOUND
- ADDRESS
- RECORD
- MEASURED
- DEFLECTABLE WARNING SURFACE (DWS)
- WATER METER
- MAN HOLE
- FLOW LINE
- WATER LINE
- COCHHEAD POWER LINE
- REBAR FOUND
- REBAR FOUND
- REBAR FOUND

**SETBACK TABLE**

Front - 15' or the median Front Setback of abutting Residential Structures, whichever is less  
 Attached front-loading garage or carport - 25 feet or equal to the setback of the primary structure, whichever is greater  
 Side - First Floor - 8 feet  
 Each story above ground floor - 10 feet  
 Rear - 10 feet  
 Accessory Structure Setbacks differ from Primary Structure Set City of Bloomington LDO  
 See City of Bloomington LDO  
 These lots are for "Single Family" use.  
 ZONE-RESIDENTIAL (R2)

DECKARD SURVEYING  
 1606 S. HENRIKSON STREET  
 BLOOMINGTON, IN 47403  
 PHONE 812.322.1599  
 FAX 812.322.1598  
 ERECKARD@DECKARD.COM



**CITY OF BLOOMINGTON UTILITIES**  
Engineering Department

August 3, 2023

Rachel LaGrange  
Griffin Realty  
735 S College Ave  
Bloomington, IN 47403  
Email; rachel@leanong.com

Re: Will Serve; 910 W Ralston Dr

Dear Ms LaGrange;

In response to your request concerning the availability of Sanitary Sewer Service to the above referenced location, please be advised that we will be able to provide service to you under our approved terms and conditions of service.

Please note, this approval is limited to a single parcel being subdivided into no more than 5 Single Family Residential parcels with a maximum capacity of 350 gallons per day, per parcel. Should any of the following changes occur, this approval is considered void, and a new letter must be requested:

- Change in use type
- Increase in maximum capacity
- Increase in density

If the following criteria are not met within 3 years of the date of this letter, this Will Serve will expire:

- On-site construction activity, including but not limited to, the installation of water and sewer services must have begun

If you have any questions, please contact us.

Sincerely,

Phil Peden  
Assistant Director - Engineering  
City of Bloomington Utilities

cc: Document Imaging – Correspondence

August 1, 2023

Rachel LaGrange  
rachel@leanong.com  
812-320-4605

To Whom it may concern,

We are pleased to learn of your proposed project at 910 W Ralston Dr, Bloomington, IN.

Duke Energy will provide electric service within Duke Energy's service area boundaries, as prescribed by the tariffs on file with the Indiana Utility Regulatory Commission. Duke Energy will extend electric lines for your development at no cost, so long as the estimated cost to serve does not exceed the estimated revenues generated by your project.

Please call 1-800-774-0246 to set up an Engineering appointment for one of our representatives to meet with you on site.

If I can be of further assistance, please call me at 1-812-340-8107.

Sincerely,

***Cameron West***

**Engineering Technologist III – Distribution Design**

Bloomington Operations Center

Cell: 812-340-8107

[cameron.west@duke-energy.com](mailto:cameron.west@duke-energy.com)



910 W RALSTON DR. - PROPOSED SUBDIVISION

Trapezoidal Channel

<p><b>Input</b></p> <p>n = 0.050  b = 70 ft  z = 0.2857  d = 1 ft  S = 0.036 ft/ft</p>	<p>MANNING'S # (NATURAL, WINDING EARTH)  AVERAGE CHANNEL WIDTH  AVERAGE CHANNEL BOUNDARY SLOPE  MAX DEPTH  AVERAGE CHANNEL SLOPE FROM WEST TO EAST</p>
--	--

<p><b>Output</b></p> <p>A = 70.3 sf  P = 72.1 ft  Rh = 1.0 ft  V = 5.56 fps  Q<sub>cap</sub> = 390.78 cfs</p>
---

<p>Actual Q = 101 cfs      MAX FLOW FROM 100 YEAR STORM</p>
---

**DRAINAGE ANALYSIS:**  
**910 W RALSTON - PROPOSED SUBDIVISION**

ZONE: MEDIUM RESIDENTIAL LOT (R2)

CURRENT IMPERVIOUS COVERAGE = 5.01% (2270.44 SQ FT.)

MAXIMUM IMPERVIOUS COVERAGE ALLOWED = 40% (18121 SQ FT.)

**HYDROGRAPH RESULTS:**

PEAK FLOW FROM WATERSHED: 93.78 CFS

PEAK FLOW FROM PROPERTY (5% IMPERVIOUS): 5.696 CFS

PEAK FLOW FROM PROPERTY (40% IMPERVIOUS) : 7.240 CFS

POTENTIAL CHANGE IN PEAK FLOW FROM PROPERTY: 1.544 CFS

**CHANNEL SIZING:**

MAXIMUM FLOW ALLOWABLE BY EXISTING DRAINAGE PATH: 390.78 CFS

TOTAL POTENTIAL FLOW FROM WATERSHED AND PROPERTY: 100.12 CFS



**DRAINAGE AREA LEADING TO CHANNEL NORTHEAST OF PROPERTY**



WATERSHED AREA: 960,672 SQ FT. (22.05 ACRES)





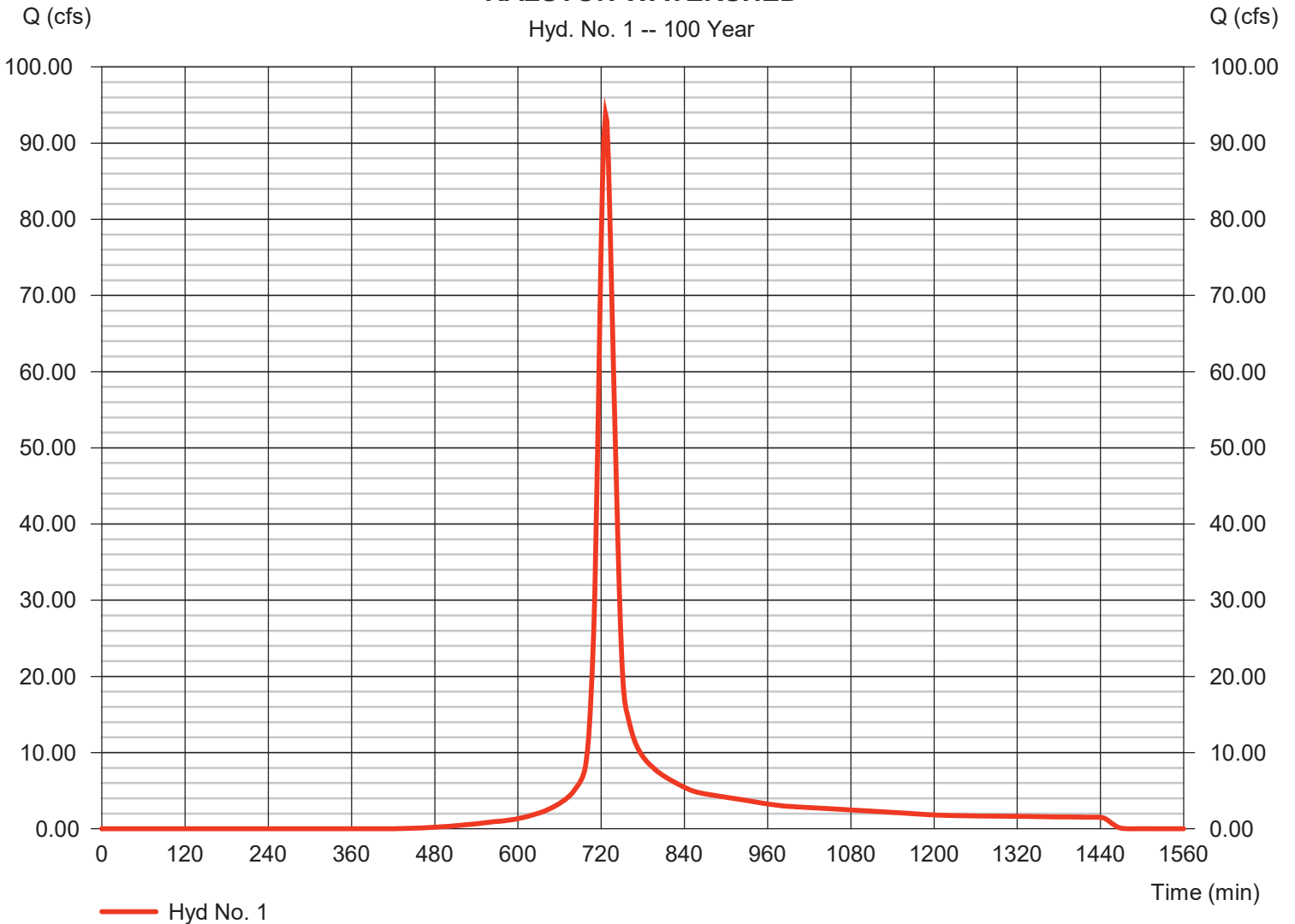
## Hyd. No. 1

### RALSTON WATERSHED

Hydrograph type	= SCS Runoff	Peak discharge	= 93.78 cfs
Storm frequency	= 100 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 323,741 cuft
Drainage area	= 22.050 ac	Curve number	= 75
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 22.60 min
Total precip.	= 6.80 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

### RALSTON WATERSHED

Hyd. No. 1 -- 100 Year



## Hyd. No. 1

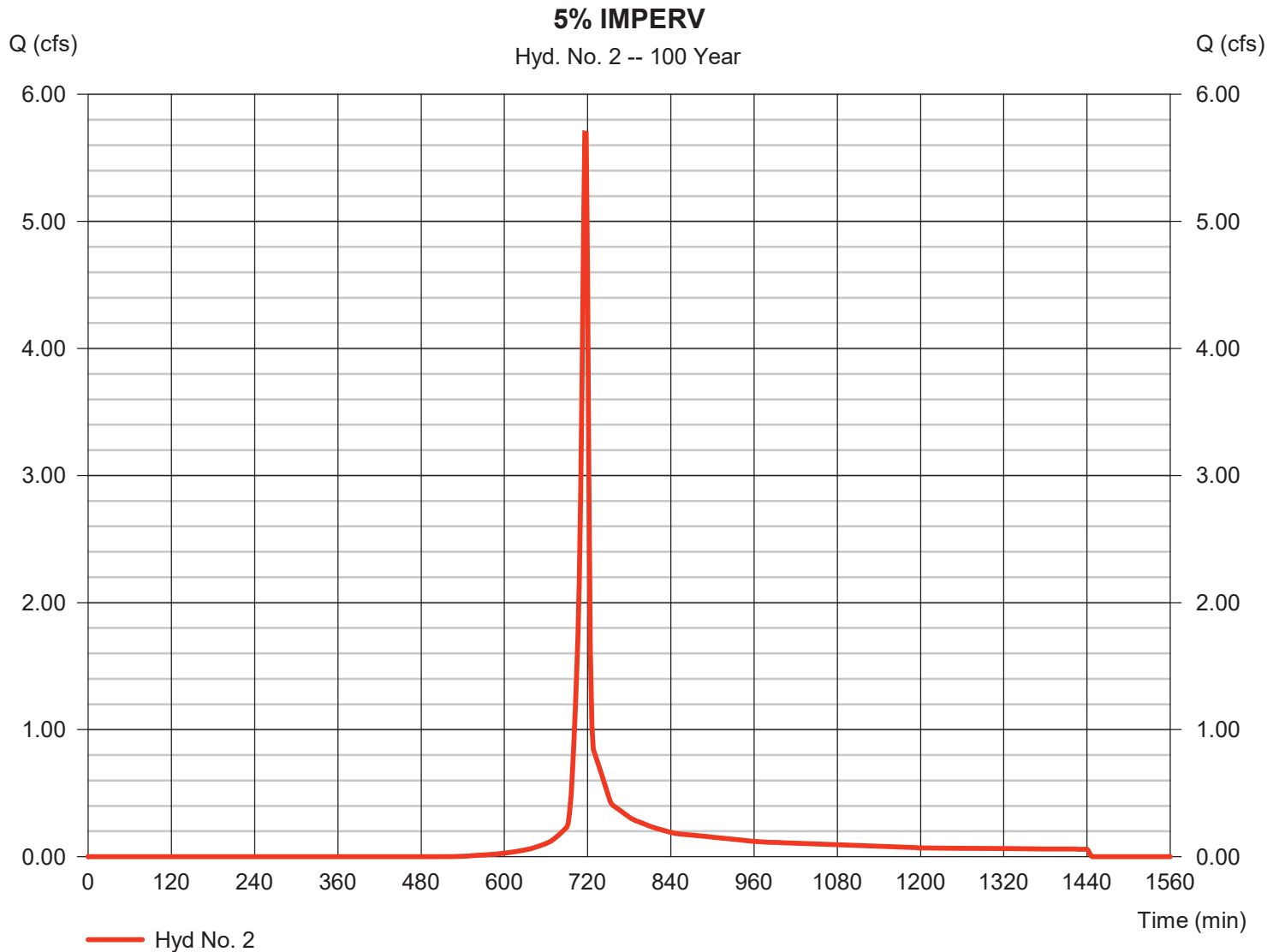
RALSTON WATERSHED

<u>Description</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>Totals</u>
<b>Sheet Flow</b>				
Manning's n-value	= 0.150	0.011	0.011	
Flow length (ft)	= 280.0	0.0	0.0	
Two-year 24-hr precip. (in)	= 3.07	0.00	0.00	
Land slope (%)	= 2.90	0.00	0.00	
<b>Travel Time (min)</b>	<b>= 19.65</b>	<b>+ 0.00</b>	<b>+ 0.00</b>	<b>= 19.65</b>
<b>Shallow Concentrated Flow</b>				
Flow length (ft)	= 330.00	0.00	0.00	
Watercourse slope (%)	= 6.10	0.00	0.00	
Surface description	= Unpaved	Paved	Paved	
Average velocity (ft/s)	=3.98	0.00	0.00	
<b>Travel Time (min)</b>	<b>= 1.38</b>	<b>+ 0.00</b>	<b>+ 0.00</b>	<b>= 1.38</b>
<b>Channel Flow</b>				
X sectional flow area (sqft)	= 15.00	0.00	0.00	
Wetted perimeter (ft)	= 10.00	0.00	0.00	
Channel slope (%)	= 3.20	0.00	0.00	
Manning's n-value	= 0.050	0.015	0.015	
Velocity (ft/s)	=6.99	0.00	0.00	
Flow length (ft)	{{0}}670.0	0.0	0.0	
<b>Travel Time (min)</b>	<b>= 1.60</b>	<b>+ 0.00</b>	<b>+ 0.00</b>	<b>= 1.60</b>
<b>Total Travel Time, Tc .....</b>				<b>22.60 min</b>

## Hyd. No. 2

5% IMPERV

Hydrograph type	= SCS Runoff	Peak discharge	= 5.696 cfs
Storm frequency	= 100 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 11,499 cuft
Drainage area	= 1.040 ac	Curve number	= 68
Basin Slope	= 7.0 %	Hydraulic length	= 301 ft
Tc method	= LAG	Time of conc. (Tc)	= 6.48 min
Total precip.	= 6.80 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



## Hyd. No. 3

40% IMPERV

Hydrograph type	= SCS Runoff	Peak discharge	= 7.240 cfs
Storm frequency	= 100 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 14,817 cuft
Drainage area	= 1.040 ac	Curve number	= 77
Basin Slope	= 7.0 %	Hydraulic length	= 301 ft
Tc method	= LAG	Time of conc. (Tc)	= 5.05 min
Total precip.	= 6.80 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

