

# **MONROE COUNTY PLAN REVIEW COMMITTEE**



**September 12, 2019  
5:30 pm**

**Monroe County Government Center  
Planning Department  
501 N. Morton Street, Suite 224  
Bloomington, IN 47404**

**A G E N D A**  
**MONROE COUNTY PLAN REVIEW COMMITTEE**

North Showers Building, 501 N. Morton Street, Suite 224, Bloomington, IN

September 12, 2019

5:30 p.m.

**OLD BUSINESS:**

**NEW BUSINESS:**

- |                       |   |                |
|-----------------------|---|----------------|
| <b>1. 1906-PUO-02</b> | <b>Holland Pines Outline Plan</b><br><b>Rezone to PUD from Estate Residential (RE1)</b><br><b>Preliminary Hearing.</b><br>One (1) parcels on 5.33 +/- acres in Section 21 of Perry Township at 4214 S Derby DR (Parcel #: 53-08-21-100-089.000-008).<br><b>Zoned RE1.</b>                                   | <b>PAGE 3</b>  |
| <br>                  |   |                |
| <b>2. 1908-REZ-08</b> | <b>NSSX Rezone from Agricultural Rural Reserve (AG/RR) to Light Industrial (LI).</b><br><b>Preliminary Hearing.</b><br>Two (2) parcels on 8.81 +/- acres in Section 4 of Clear Creek Township at 101 E Smithville Rd (Parcel #: 53-11-04-200-002.000-006; 53-11-04-300-017.000-006).<br><b>Zoned AG/RR.</b> | <b>PAGE 40</b> |

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Monroe County, should contact Monroe County Title VI Coordinator Angie Purdie, (812)-349-2553, [apurdie@co.monroe.in.us](mailto:apurdie@co.monroe.in.us), as soon as possible but no later than forty-eight (48) hours before the scheduled event.

Individuals requiring special language services should, if possible, contact the Monroe County Government Title VI Coordinator at least seventy-two (72) hours prior to the date on which the services will be needed.

The meeting will be open to the public.

**MONROE COUNTY PLAN REVIEW COMMITTEE****September 12, 2019**

**PLANNER** Tammy Behrman  
**CASE NUMBER** 1907-PUO-02, Holland Pines Outline Plan  
**PETITIONER** Charles Layne LLC c/o Bynum Fanyo & Associates  
**ADDRESS** 4214 S Derby DR  
Parcel #: 53-08-21-100-089.000-008  
**REQUEST** Outline Plan to rezone to PUD to allow 25 Lot subdivision for townhomes  
**ZONE** Estate Residential 1 (RE1)  
**ACRES** 5.34 acres +/-  
**TOWNSHIP** Perry  
**SECTION** 21  
**PLAT:** n/a  
**COMP PLAN**  
**DESIGNATION** MCUA Mixed Residential  
MCUA Phase 2: Neighborhood Development (N2)

**EXHIBITS**

1. Petitioner Letter (2 pages)
2. Petitioner Written Statement of Character (5 pages)
3. Petitioner Development Plan draft (2 pages) and road section
4. Capacity Letter –electric service
5. Capacity Letter –water/sanitary sewer service
6. Capacity Letter –natural gas service
7. Neighborhood meeting letter and report (3 pages)
8. Design Layout Proposal for Homes
9. Highway Department Comments

**RECOMMENDATION**

Staff gives a recommendation of **denial** to the Plan Review Committee based on findings of fact, and the staff concerns listed below.

**PLAN REVIEW COMMITTEE**

TBD

**SUMMARY**

The petition site is 5.34 +/- acres zoned Estate Residential (RE1) allowing for one residence per 1 acre. The petitioner proposes a rezone to Planned Unit Development (PUD) for a residential development with a density allowing for seven residences per acre (Exhibits [1](#), [2](#), [3](#)). Should the rezone to PUD be approved the petitioner would then be required to file a Development Plan and a Preliminary Plat for review by the Plan Commission. Though the Outline Plan closely resembles the High Density Residential (HR) zone the underlying zone would remain RE1 and where the Outline Plan falls silent on a design standard the RE1 standards will be utilized. The primary reason for this rezone to PUD is the original plan for the site was to rezone to HR however there was no mechanism in our ordinance to allow for a 0' setback to accommodate a townhome design where two single family residences share a structural wall. The only planning solution was to request a PUD using [Chapter 811](#) to allow for this design type and density.

**STAFF CONCERNS**

Staff has several concerns regarding the outline plan as proposed that should be discussed.

1. The proposed road cross section does not match the E Holland Drive cross section.
  - a. Street trees are located within the right of way which may be an issue if the road will ever be taken in by the Highway Department.
  - b. The eight foot side path that runs along the existing E Holland Drive is not noted in the outline plan.
  - c. When extending E Holland Drive the petitioner/developer must convert the existing cul-

de-sac from a temporary turnaround into a fully connected road as shown in the Holland Fields Phase 1 approved construction plans.

2. There is wording under the Development Standards and Design Standards sections referring to Impervious Surface Area (maximum) of 75% and Open Space Area % of Development (minimum) for 25%. It is unclear if this is intended for the entire subdivision or for each individual lot as currently worded. Staff recommends following the 25% open space requirement for the entire petition site and each lot should have a building envelope or buildable area designation that should be shown on the development plan but may not necessarily comply with the 25% for the subdivision for each lot.
3. Ownership: The statement as written is unclear. Staff also would like to see more guidance in the document with regards to if individual lot owners have responsibility to maintain the stormwater facilities / structures on their own lots. Also, will the HOA cover maintenance of common areas.
  - a. A sign is proposed and will that be maintained by the owner of the lot is on or by the proposed HOA.
  - b. Additionally, there is a statement that each lot will be owner occupied. Is there a mechanism to prevent an owner from renting? This may best be stated under the 'Conveyance' wording 811-3(E)(5)
4. Staff does not approve of the current design showing open space contributing to the minimum lot size of each lot. Our preference is that all open space be on a separate lot of record and that the developer create some type of amenity on the open space ie, park bench, garden, trees, playground.
  - a. This will alter the minimum lot size in the outline plan. In addition, staff does not support required open space along the rear yards of individual lots as future owners/renters would not be able to locate fences, pools, accessory structures, etc. Stormwater detention should be in addition to open space requirements.
5. Add a use table showing the permitted residential uses for the outline plan with related conditions. See Chapter 802 under residential uses.
6. Staff does not feel that all utilities (northern lot line –overhead power lines) and large trees for preservation have been identified on the plan.

Additionally, a neighborhood meeting was conducted and several community concerns and comments were expressed. Those can be found in Exhibit 7 in this report.

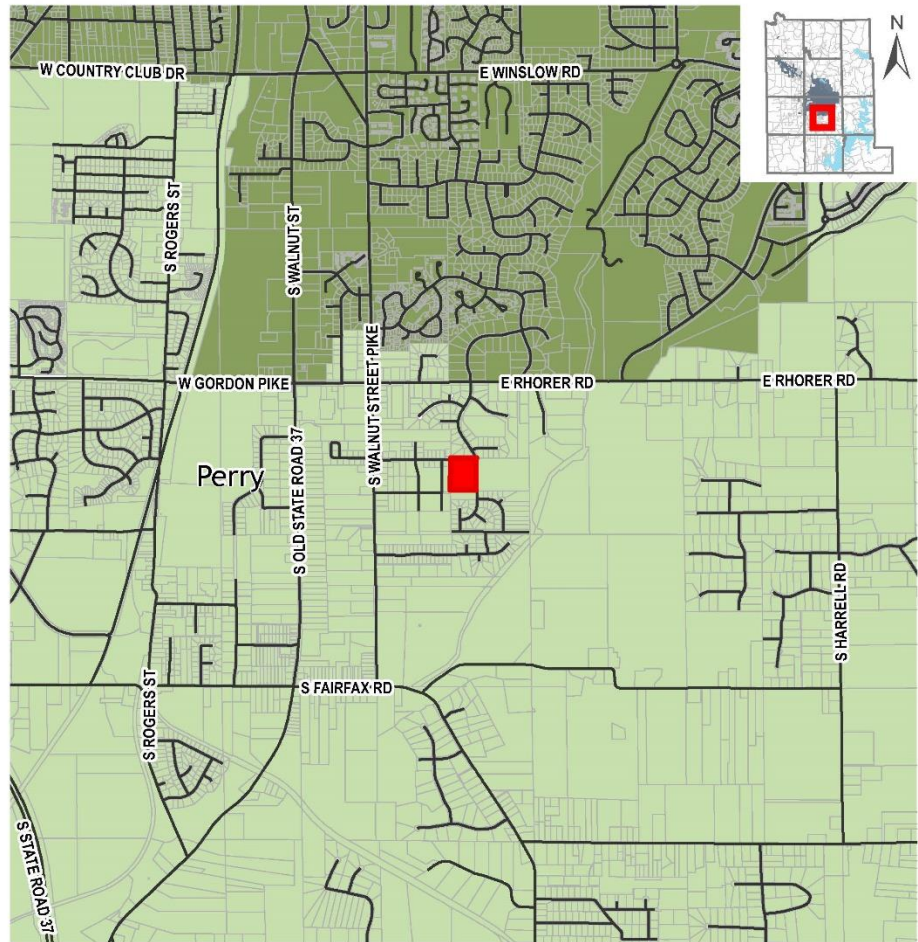


## LOCATION MAP


The petition site is located south of the City of Bloomington, with frontage along S Derby Drive in Perry Township in Section 21 at 4214 S Derby DR parcel # 53-08-21-100-089.000-008.

### Location Map

- Petitioner
  - Roads
  - Civil (Political) Townships
- Incorporated Areas**
- Bloomington
  - Parcels



0 0.2 0.4 0.8 Miles

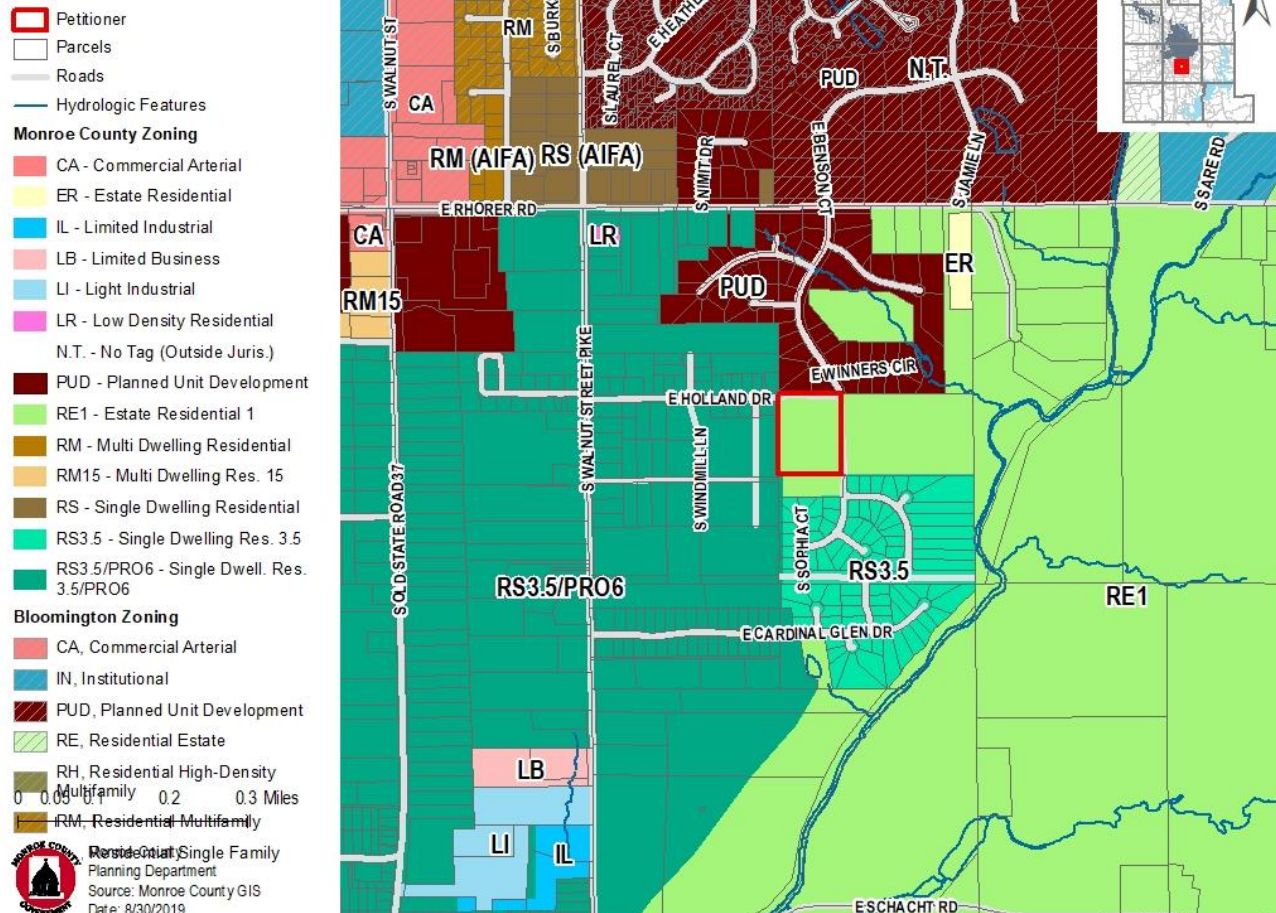
 Monroe County  
Planning Department  
Source: Monroe County GIS  
Date: 8/30/2019

## ZONING / USE / DENSITY

The petition site is zoned Estate Residential (RE1). The adjoining parcels to the east and south are also zoned RE1. The parcels to the north are zoned PUD. To the west is Single Family Dwelling 3.5 (RS3.5/PRO6)

The current use for the petitioner's 5.34 acre lot is single family residential and contains one residence. All of the surrounding uses with a quarter mile radius are single family residential.

### Current Zoning Map



Below is a Table depicting the surrounding subdivision lot size minimum and maximum in acres. This can give a sense of the density in the area. The proposed lot size for the Holland Pines PUO petition is also depicted at the bottom in green for comparison.

Subdivision (location)	Minimum Lot Size	Maximum Lot Size
Bridlewood Phase 1 (north)	0.26 acres	0.62 acres
Holland Fields Phase 1 (west)	0.22 acres	0.36 acres
Sutton Place PH 1 (south)	0.22 acres	0.24 acres
Sutton Place PH 2 (southeast)	0.22 acres	0.83 acres
Cardinal Glen PH 1 (far southwest)	0.22 acres	0.26 acres
Cardinal Glen PH 2 (far Southeast)	0.22 acres	0.73 acres
Holland Pines PUO	0.14 acres	0.32 acres

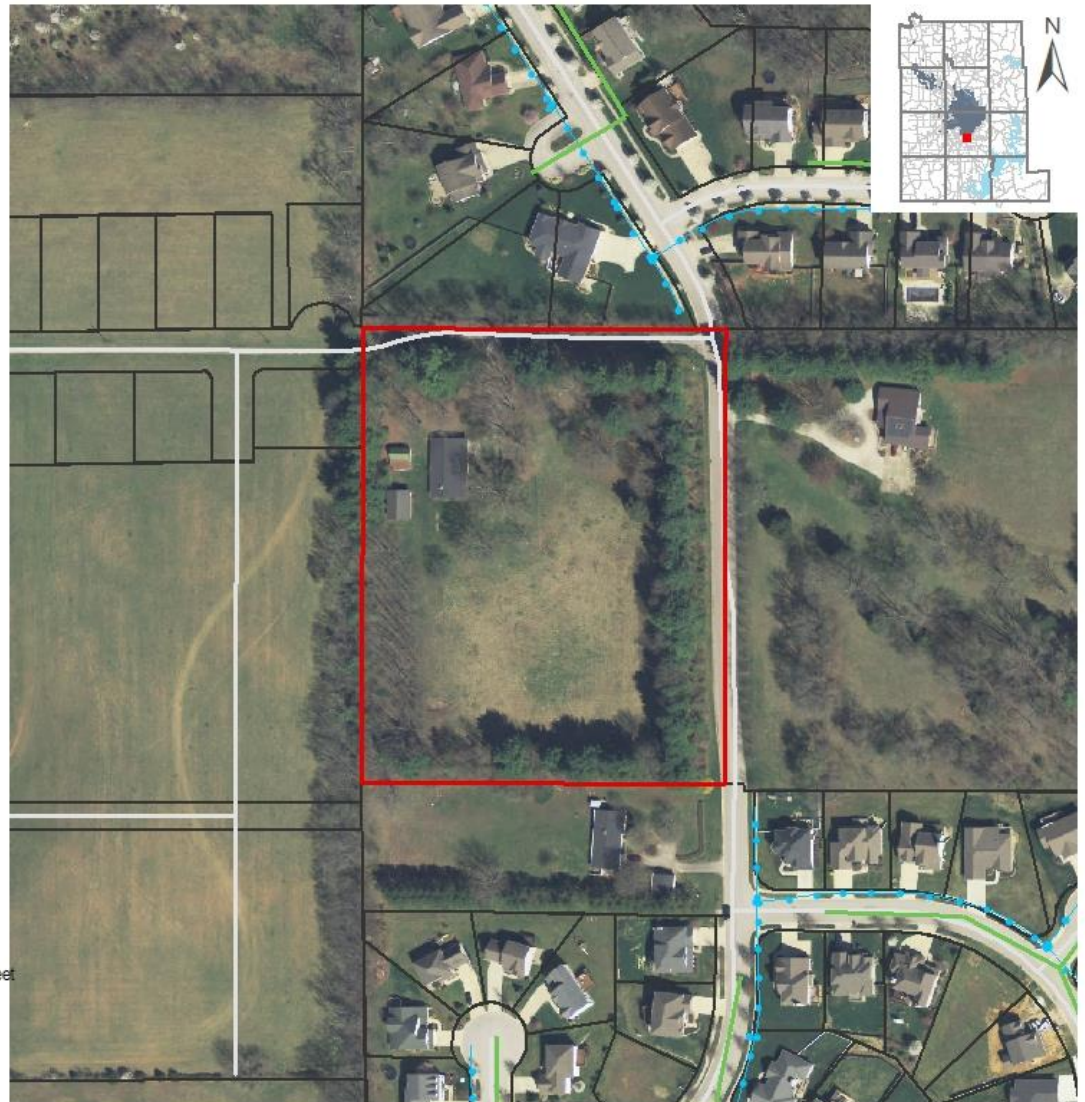


## SITE CONDITIONS

The petition site is currently occupied by a 1,400 sf residence built in 1968, a pole barn (ca. 2008) and detached garage (ca.1978). Much of the 5.34 acre parcel either in woods or a meadow. There are large, mature pine trees along north, east and south property line and a younger well established walnut grove to the west. The property maintains frontage along S Derby Drive, a designated local road that has curb and gutter already in place. Holland Drive stubs into the property in the northwest corner. There are no known karst on the property. The property has access to sewer and water lines. The site drains to Jackson Creek FEMA Floodplain located about 0.2 miles to the east. All slopes are under fifteen percent. The property is within 1/2 mile of a school, grocery store and bus stop.

### Site Conditions Map

-  Petitioner
-  Sanitary Pipe
-  Water Pipe
-  Local Roads [50']
-  Parcels





Monroe County  
Planning Department  
Source: Monroe County GIS  
Date: 8/30/2019

# Slope Map

-  Petitioner
-  Parcels
-  2-Foot Contours
-  Roads

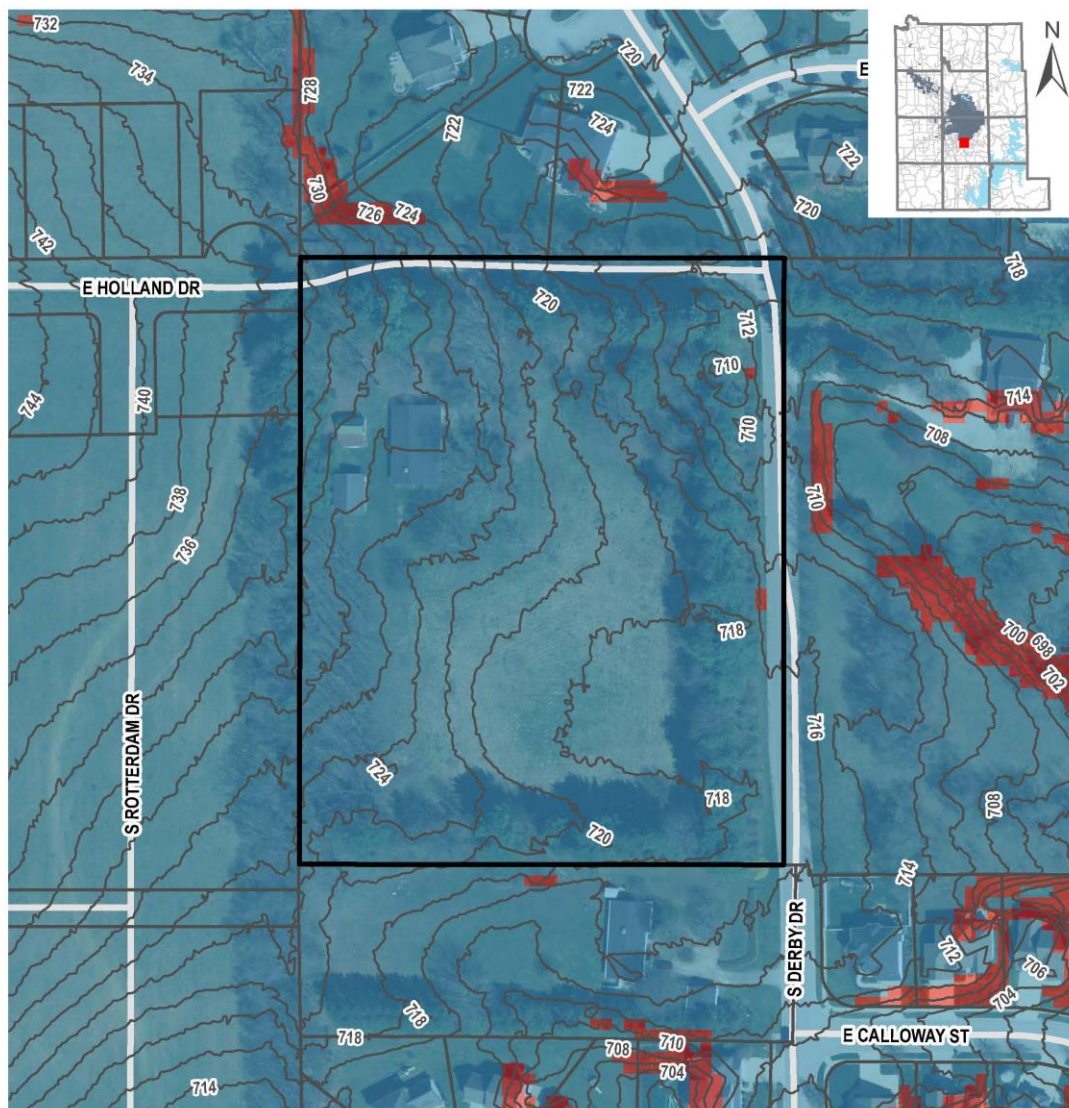
## Percent Slope (2010)

-  0 - 15
-  > 15

0 35 70 140 210 280 Feet



Monroe County  
Planning Department  
Source: Monroe County GIS  
Date: 8/30/2019





## SITE PICTURES



Figure 1. Facing north; view of frontage along S Derby Drive. Petition site is on the left and has mature pines adjacent to the road and a overhead powerline running along the property.



Figure 2. Facing west; petition site is on the left and S Derby DR is in the foreground. The driveway access runs along the northern property line as well as overhead powerlines. There are several utility easements within this area. This is intended to be the E Holland Dr connector street.





Figure 3. Facing south: view of existing 1968 built home and yard.



Figure 4. Facing southeast; view petitioner's yard showing mowed area near the house, meadow with much pollinator habitat and the mature pines that border the eastern property line along the road.





Figure 5. Facing south: view of the western property line that contains a well-established walnut grove.



Figure 6. Facing east along the northern property line. Driveway and utility lines are visible. The adjacent neighbor has many mature trees and a privacy fence along the property line.





Figure 7. Facing west: view of the northwest corner of the petition site where E Holland Drive is proposed to extend.



Figure 8. Holland Fields Subdivision Phase 1 where E Holland Drive currently ends in a cul-de-sac. Four foot sidewalks are proposed for the undeveloped lot on the right.





Figure 9. View of the newly built E Holland Drive and the eight foot sidepath that was approved along the northern side of the road. The petition site is in the background by the tree line.



Figure 10. Pictometry view facing north. Holland Fields to the west is not yet built out in the image from 2017.



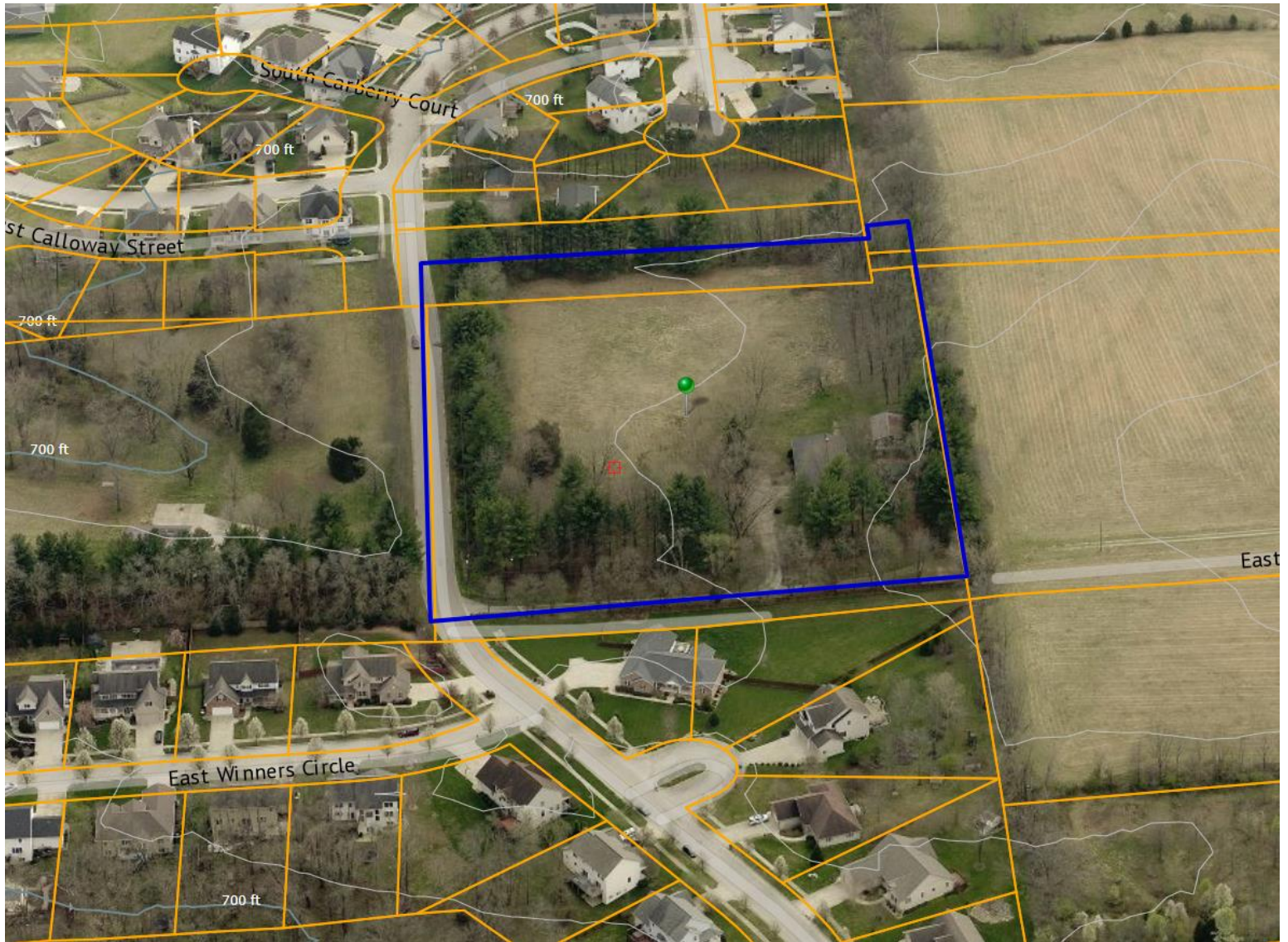


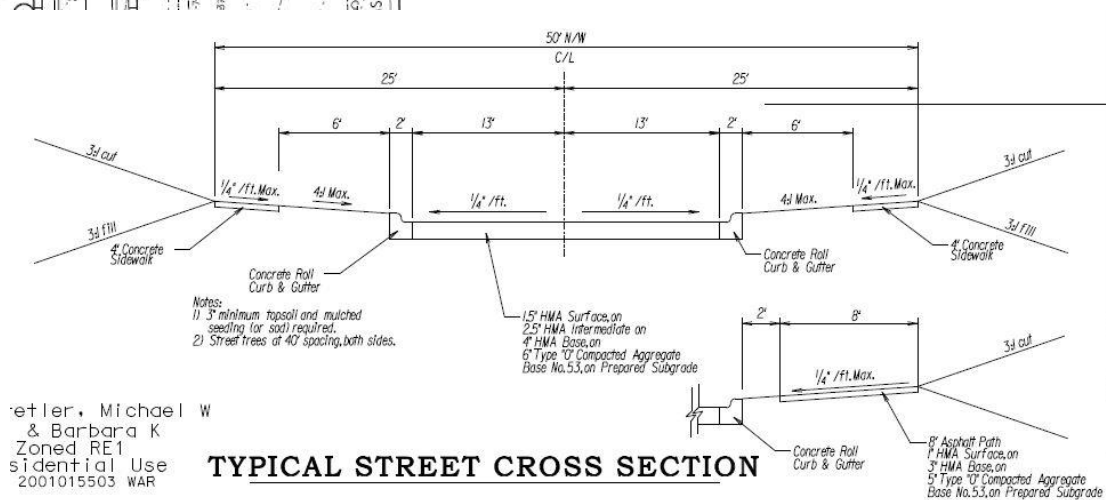
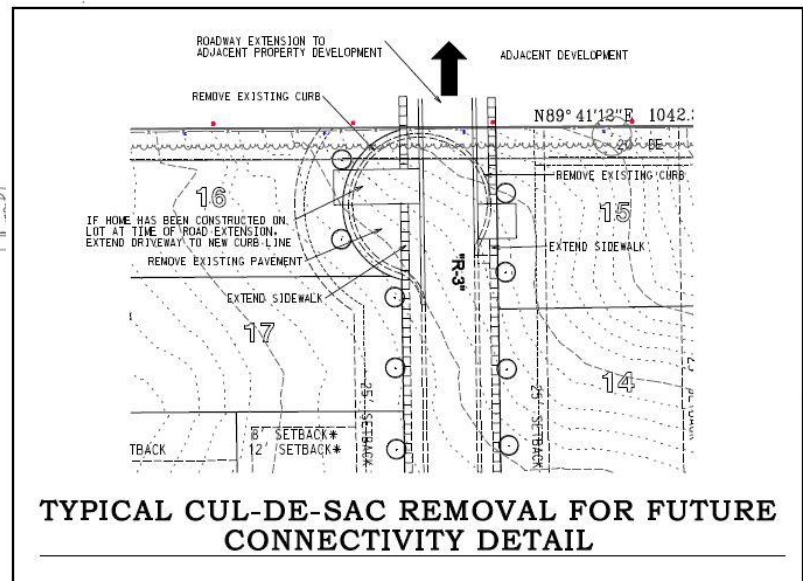
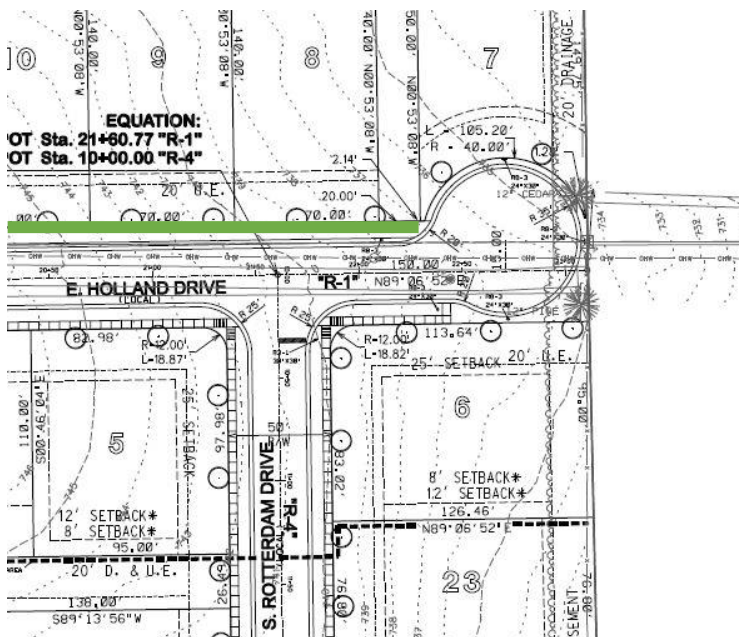
Figure 11. Pictometry view facing SOUTH. Several sidewalks are visible in this image that will connect to the petition site if developed. Holland Fields Phase 1 is on the right and undeveloped in this 2017 image.

## INFRASTRUCTURE AND ACCESS

The site has access to CBU water and sanitary sewer services as well as gas and electric (Exhibits 4, 5, 6). Stormwater infrastructure exists on the stub for Holland Drive and along S Derby DR as evident in a few staff photos above.

Access to the site is currently from S Derby DR, a local road with a 50' dedicated right of way and an adjacent 10' ingress/egress /utility easement on the petition site. The Outline Plan explains the proposal will connect E Holland Drive through to S Derby Drive along the northern property line. It is unclear if the Highway Department will require a three way stop at this intersection. An additional un-named road will run through the 5.34 acre petition site to connect the new segment of E Holland Drive to S Derby Drive.

Cross Sections for the proposed roads are shown in Exhibit 3. Staff would like for the proposed E Holland Drive to align with the existing cross section found in E Holland DR. The cul-de-sac design found in the approved construction plans for the Holland Fields Subdivision should be incorporated when the connection is made. See the images below for the connectivity design. The eight foot side path should be utilized rather than the 4' sidewalk design (green). Sidewalks will be connected into the existing developed neighborhood as described in the Outline Plan.



etler, Michael W  
& Barbara K  
Zoned RE1  
idential Use  
2001015503 WAR

**TYPICAL STREET CROSS SECTION**

## **COMPREHENSIVE PLAN DISCUSSION**

The petition site is located in the **Mixed Residential** district in the Monroe County Urbanizing Area Plan portion of the Monroe County Comprehensive Plan. The immediate surroundings are also Mixed Residential.

### **MONROE COUNTY URBANIZING AREA PLAN PHASE I: Mixed Residential**

**The Comprehensive Plan describes Mixed Residential as follows:**

*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

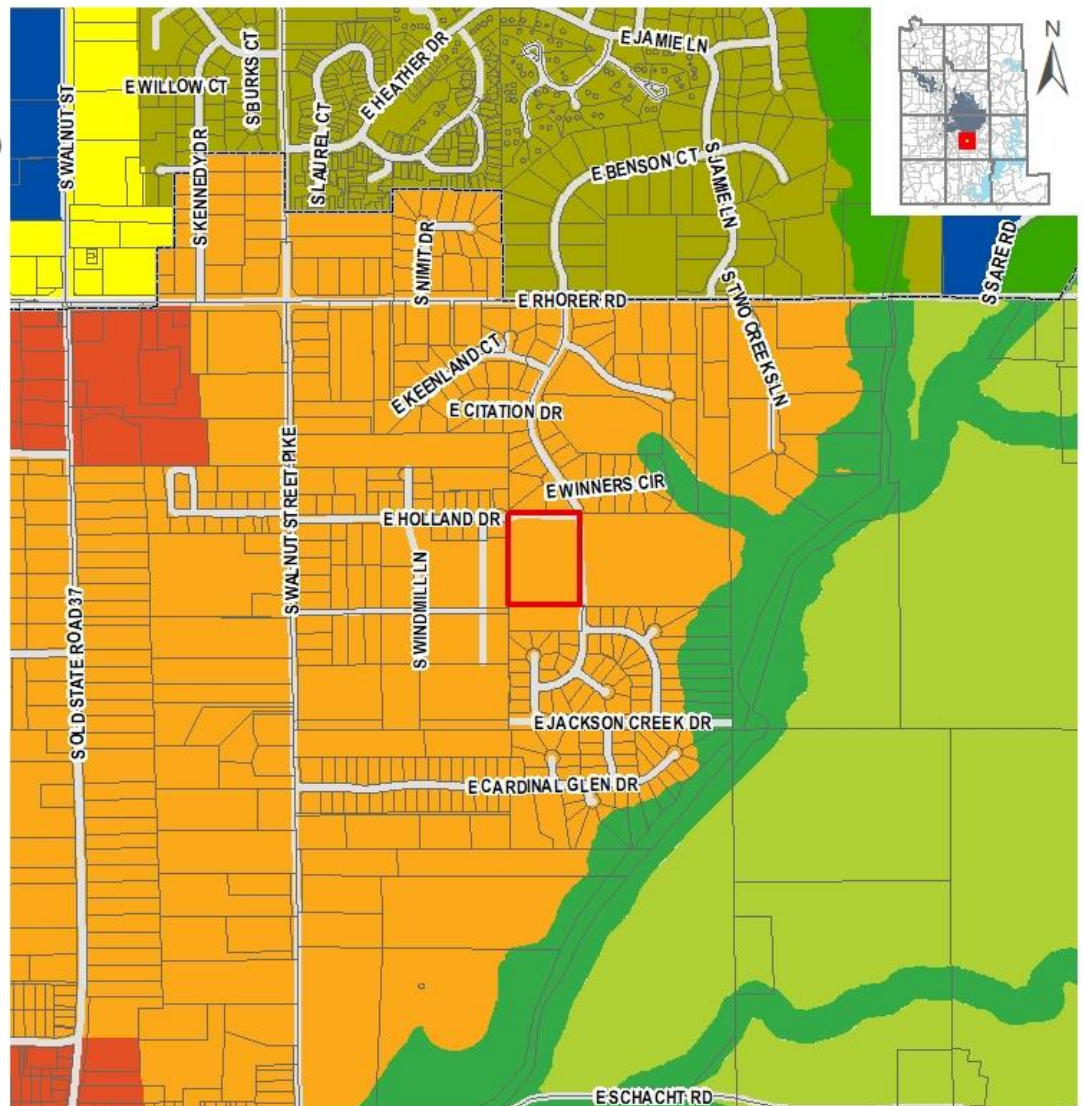
## Bloomington Growth Policies Plan

- Community Activity Center
- Employment Center
- Parks/Open Space
- Public/ Semi-Public/ Institutional
- Urban Residential

0 0.075 0.15 0.3 Miles



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Planning Department  
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Date: 8/30/2019



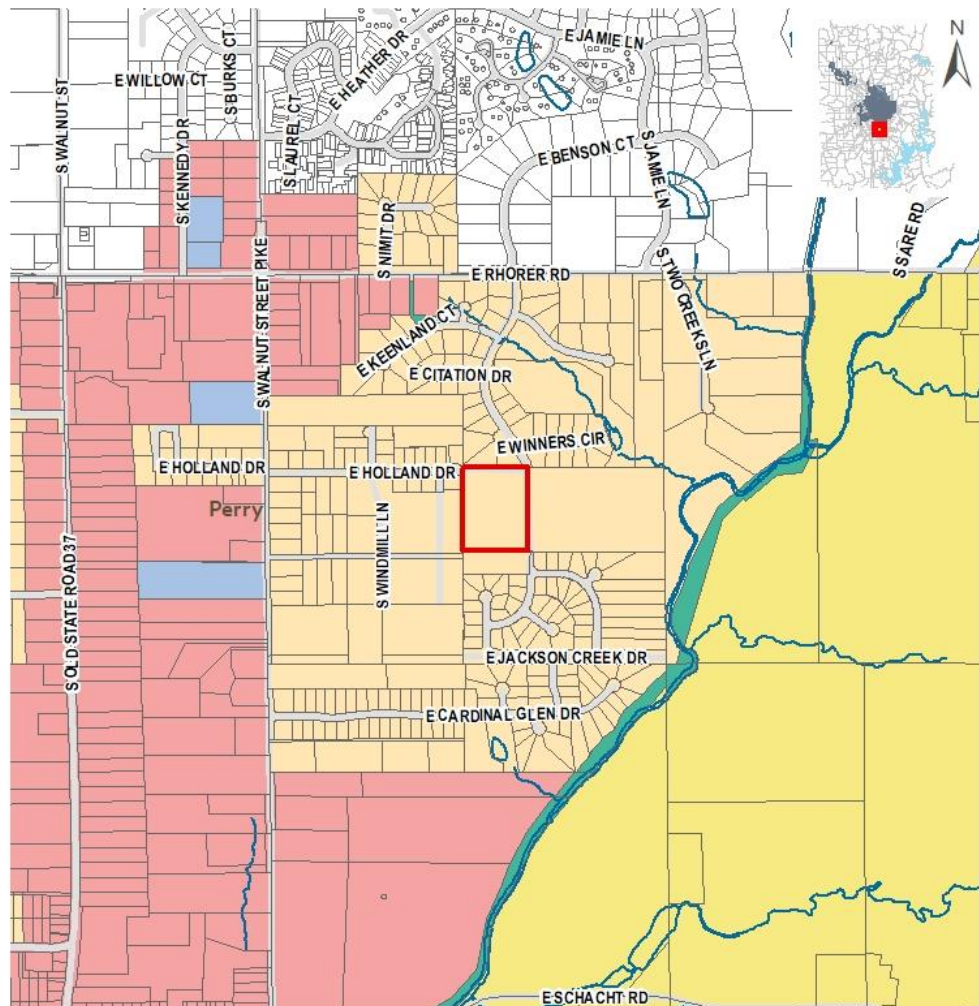
## MONROE COUNTY URBANIZING AREA PLAN PHASE II: N2 Neighborhood Development

### N2 NEIGHBORHOOD DEVELOPMENT

This district includes several existing residential subdivisions with primarily single-family lots, and is intended to provide a greater opportunity for diverse housing types and densities. Mixed use nodes may be appropriate at key locations within this larger district, consistent with the recommendations of the Mixed Residential land use type designated in the Urbanizing Area Plan.

#### Proposed Zoning Map (2016)

- Petitioner
- Parcels
- Roads
- Hydrologic Features
- Proposed Zoning**
- G2 - Gateway South
- N2 - Neighborhood Development
- N3 - Conservation Development
- OS - Open Space
- CV - Civic



0 0.05 0.1 0.2 0.3 Miles



Monroe County  
Planning Department  
Source: Monroe County GIS  
Date: 8/30/2019

## **PUD REVIEW CONSIDERATIONS**

Section 811-6 (A) of the Monroe County Zoning Ordinance states: “The Plan Commission shall consider as many of the following as may be relevant to the specific proposal:

- (a) The extent to which the Planned Unit Development meets the purposes of the Zoning Ordinance, the Comprehensive Plan, and any other adopted planning objectives of the County.

### **Findings:**

- The Comprehensive Plan designates the property as MCUA Mixed Residential;
  - MCUA Mixed Residential states, “*Mixed residential neighborhoods accommodate a wide array of both single-family and attached housing types, integrated into a cohesive neighborhood;*”
  - Several items in the Comprehensive Plan that this proposal supports are the following; sidewalk, multiple interconnected streets, no cul-de-sacs, appropriate utility capacity, private sign to designate the gateway of the community and open space;
  - The Phase II Plan frameworks designates the property as Neighborhood Development (N2);
  - N2 states the area is for, “*primarily single-family lots, and is intended to provide a greater opportunity for diverse housing types and densities;*”
  - The property is currently zoned Estate Residential 1 (RE1) that allows for 1 acre lots size;
  - The proposed density is seven homes per lot or 0.14 acre lots size;
  - The High Density Residential (HR) zone is very similar to what is proposed but there was not option to offer a 0’ setback to allow for townhome housing where a single family home shares a structural wall along the lot line;
- (b) The extent to which the proposal departs from zoning and subdivision regulations such as density, dimension, bulk, use, required improvements, and construction and design standards.

### **Findings:**

- See Findings (a);
  - The underlying zoning will always be RE1 per the Ordinance requirements and where any design standards fall silent those would be utilized;
  - Most of the design standards follow the High Density Residential (HR) zoning however there was no mechanism to allow for a 0’ setback to accommodate a townhome design where two single family residences share a structural wall;
  - The proposed development will require a preliminary platting and follow the Subdivision Control Ordinance unless specifically stated in the Outline Plan;
  - Once specific difference from the subdivision control ordinance is the road cross section design;
- (c) The extent to which the PUD meets the purposes of this Zoning Ordinance, the Comprehensive Plan, and other planning objectives. Specific benefits shall be enumerated.

### **Findings:**



- See Findings (a) and (b)
  - Chapter 811 requires specific standards for a PUD such as a 25 percent open space requirement;
  - The current design showing open space contributing to the minimum lot size of each lot. Open space should be on a separate lot of record and that the developer create some type of amenity on the open space;
- (d) The physical design and the extent to which it makes adequate provision for public services, provides adequate control over vehicular traffic, provides for and protects common open space, and furthers the amenities of light, air, recreation and visual enjoyment.

**Findings:**

- See Findings (a) & (b)
  - The 25 percent open space requirement is being fulfilled;
  - Proposed road and connectivity have received favorable comments from the Highway Department;
  - Several sidewalks will be added to the area and connected to existing sidewalks;
  - Stormwater detention will be reviewed more during the preliminary plat petition;
  - Setbacks between the paired condominiums will be 10' (5' from each property line);
- (e) The relationship and compatibility of the proposal to the adjacent properties and neighborhoods, and whether the proposal would substantially interfere with the use of or diminish the value of adjacent properties and neighborhoods.

**Findings:**

- See Findings (a), (b) & (d);
  - Lot size table reference;
  - Connectivity of sidewalks and roads;
  - HOA and owner occupied;
- (f) The desirability of the proposal to the County's physical development, tax base, and economic well-being.

**Findings:**

- See Findings under Section (e);
- (g) The proposal will not cause undue traffic congestion and can be adequately served by existing or programmed public facilities and services.

**Findings:**

- TBD
- (h) The proposal preserves significant ecological, natural, historical and architectural resources to the extent possible.

**Findings:**

- The lot is currently occupied by one single family residence a meadow and forested area;

- No karst or floodplain is found on the petition parcel;
- (i) The proposed development is an effective and unified treatment of the development possibilities on the site.

**Findings:**

- See Findings (a) & (b)



BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE  
CIVIL ENGINEERING  
PLANNING

August 6, 2019

Monroe County Planning Department  
And Monroe County Plan Commission  
501 N. Morton Street, Suite 224  
Bloomington, Indiana 47404

SUBJECT: Hostetler Pines Major Subdivision  
Hostetler Pines Outline Plan

Monroe County Plan Commission or To Whom It May Concern:

On behalf of Charles Layne, LLC, Bynum Fanyo & Associates, Inc. would like to request approval of an Outline Plan and Major Subdivision. This Outline Plan would affect the lot addressed as 4214 South Derby Drive in Bloomington, Indiana 47401, located at the southwest corner of the intersection of South Derby Drive and East Holland Drive. This lot contains 5.34 acres and is in the SE quarter of section 21, T8N, R1W, Perry township.

The Outline Plan that is being sought is attached along with a plan of the proposed subdivision layout. This Outline Plan is designed to be closely related to the rules and regulations of the current zoning standards in the Monroe County, IN zoning ordinance of 'HR' (High Density Residential). However, this is a unique subdivision that requires written out regulations to govern the design and development that fit the existing neighborhood and provide connectivity to the current streets and sidewalks in place. We believe the attached Outline Plan and layout achieves this.

Here are some additional considerations of the character of the outline plan:

1. We are planning and attempting to comply with the county's current and new land use policies. We believe we are not deviating from the current land use that this parcel is intended for.
2. Again, we'd like to highlight that this Outline Plan is designed to be closely related to the rules and regulations of the current zoning standards in the Monroe County, IN zoning ordinance of 'HR' (High Density Residential). We will not be any denser in number of units, use different design or development standards than this current County 'HR' zone.
3. We do not wish to depart from any safety standards used by the County ordinances or national ordinances. We think that this development will add to public safety by adding public sidewalk connections, public street connections, and possibly an additional stop sign (if warranted by the Monroe County Public Works Department.)
4. The proposed development will enhance the public health and safety by reducing stormwater pollution and runoff by introducing stormwater detention/quality facilities. There is no anticipated noise and air pollution addition with this development proposal besides what is typical in single family neighborhoods. The Monroe County Public

528 NORTH WALNUT STREET  
812-332-8030

BLOOMINGTON, INDIANA 47404  
FAX 812-339-2990

**EXHIBIT 1: Petitioner Letter page 2/2**

Works Department has given initial feedback on road layout that we incorporated to the plan that would not inhibit public services and emergency service to the area.

5. The proposed outline plan should add to the current neighborhood's establishment and not diminishment. The proposal type of condominiums and type of peoples attracted to the area would add to the diversity of the neighborhood (consistent with the current comprehensive plan for this area.) The project will be focused on retired persons that are downsizing, and /or families. By making the project's condominiums owner occupied, the new owners would have a vested interest in the neighborhood and area.
6. There is no foreseen reason that the project would add a level of traffic that could not currently be served by the existing road layouts. The extension of Holland Drive with this proposal would help give connectivity between neighborhoods.
7. No known historical homes or any other resources are on this parcel of land. There are measures within this proposed outline plan to preserve existing trees, otherwise.

Also, on behalf of Charles Layne, LLC, Bynum Fanyo & Associates, Inc. would like to request the Plan Commission waive the need for a 2<sup>nd</sup> hearing and make a determination for a recommendation to the Monroe County Commissioners after the 1<sup>st</sup> hearing.

Please let us know if you have any questions or concerns for this proposed Outline Plan and Major Subdivision on this parcel of land.

Sincerely,  
Bynum Fanyo & Associates, Inc.

A handwritten signature in black ink, appearing to read 'D. Butler', written over a horizontal line.

Daniel Butler, PE, Project Engineer

Copy: BFA File #401925

**Holland Pines Subdivision**  
**Planned Unit Development**  
**Outline Plan**  
**BFA Project Number 401925**  
**For**  
**Charles Layne, LLC**  
**Prepared by:**  
**Bynum Fanyo and Associates, Inc**  
**July 25, 2019**

**PROPOSED USES AND PURPOSE:**

The proposed uses for Holland Pines Subdivision shall consist of 'paired condominiums/homes' or single family homes or a combination thereof. Each 'paired condominium/home' will consist of two units that will be placed on two sperate lots. Each unit will be equivalent to one single family home for the computation of density standards. The single family homes will also be computed as 1 unit each in the density standards. Every unit shall be platted on an individual lot in order to allow for sale and become owner occupied. In addition, there shall be at least one platted lot in the subdivision for combined green space and a stormwater detention and quality facility.

**PROPOSED DENSITY:**

7.14 Units per acre max.

**ARCHITECTURE:**

1. Size of Dwelling. The main dwelling must contain at least \_\_\_\_\_ square feet above grade, excluding patios, porches, balconies and decks and garages. Split-level and bi-level structures shall be deemed a single-story structure. All dwellings shall have an attached two-car garage
2. No Unattached Structures. No structure that is unattached to the residence, such as trailers, tents, RV's, motor homes, shacks, garages, barns, out buildings, flag poles or any other unattached structure, shall be constructed upon the Property either temporarily or permanently. Above or below ground swimming pools are allowed.
3. Foundations. No dwelling units having wooden foundation shall be constructed upon the Property
4. Downspouts. All downspouts must be buried and connected to buried drainage pipes extended away from the dwelling a sufficient distance to ensure water drainage away from the foundation or connected to a common storm water drainage line.

**DEVELOPMENT STANDARDS:**

Lot Area (minimum)**	6,099 sf (0.14 acres)
Lot width (minimum) at front building face	50 ft.
Front setback (minimum) (any street)	20 ft.
Side setback (minimum)*	5 ft.

## EXHIBIT 2: Petitioner Written Statement of Character Page 3/5

Rear setback (minimum) 10 ft.

Impervious surface area (maximum) 75%

Structure height (maximum) 35'

\* 0' side setback if paired condominiums/homes are constructed

\*\* With exception to lot 25 that contains open space/stormwater detention and quality facility

### DESIGN STANDARDS:

Open Space area % of development (minimum)\*\*\* 25%

Existing tree conservation strips (area not to be disturbed)  
along south and west property lines (minimum) 10' wide

Public ROW width dedication on public roads 50'

Public Road pavement width (minimum) 27'

Public Road Rolled/Chairback curb and gutter width \*\*\*\* 2'

Public Road Tree Plot width (minimum) \*\*\*\*\* 4.5'

Public Road sidewalk width (minimum)\*\*\*\*\* 5'

\*\*\*shall include conserved existing vegetated/tree areas, landscaped areas, stormwater detention and quality facilities, or grassed areas. These areas can be only within platted residential lots or open space/stormwater detention and quality facility lots. Individual lot owners shall have the responsibility to maintain areas intended for open space as delineated on the site map.

\*\*\*\* Shall be concrete and placed on both sides of 27' wide minimum road pavement

\*\*\*\*\*Required on both sides of public road with the exception of: north side of East Holland Drive and east side of South Derby Drive

**LANDSCAPE STANDARDS:**

Buffer yards –conserved width of existing vegetation/trees along south and west subdivision property lines (minimum) 10'

Street trees plantings in tree plots spacing (minimum) (2" caliper trees min.) 40'

Additional conservancy of existing trees - 20 (twenty) trees at 12" caliper (minimum) (this equates to 240" of diameter of existing trees – equivalent diameter trees conservancy shall equate to 240". i.e. – 10 (ten) trees at 24" caliper would equal 240") (this would be additional to the 10' buffer yard conservancy requirement)

No other landscaping is required

**LIGHTING:**

The project will contain only lighting that comes attached to the individual units/homes or yards of the individual units/homes within the subdivision. There is no other public street lighting proposed with this project.

**PHASING:**

Projected approximate start date: 03-01-20

Project approximate end date: 03-01-22

The project will be developed in one phase for infrastructure only, which includes: public roads (except surface section of pavement until at least 1 lot's unit/home is constructed and receives an occupancy permit), public sidewalks/tree plots along East Holland Drive and South Derby Drive, utilities, tree clearing, stormwater detention and quality facilities, and mass grading.

Individual lots shall be developed beyond the infrastructure and constructed as demand dictates. This will include the sections of remaining public sidewalk along South Holland Pines Drive that are directly adjacent to each new lot construction. Length of construction of sidewalk responsible for each lot is determined by length of individual lot property line that touches South Holland Pines Drive public ROW.



**CONNECTIONS:**

The project will require a connection of the proposed extension of East Holland Drive to the cul-de-sac in Holland Fields Subdivision to the west of the property. The project will also require two proposed sidewalk connections:

1. proposed sidewalk along the west side of South Derby Drive to connect to the existing sidewalk to the northeast of the project.
2. proposed sidewalk along the south side of extension of East Holland Drive to connect to the existing sidewalk to the north west of the project.

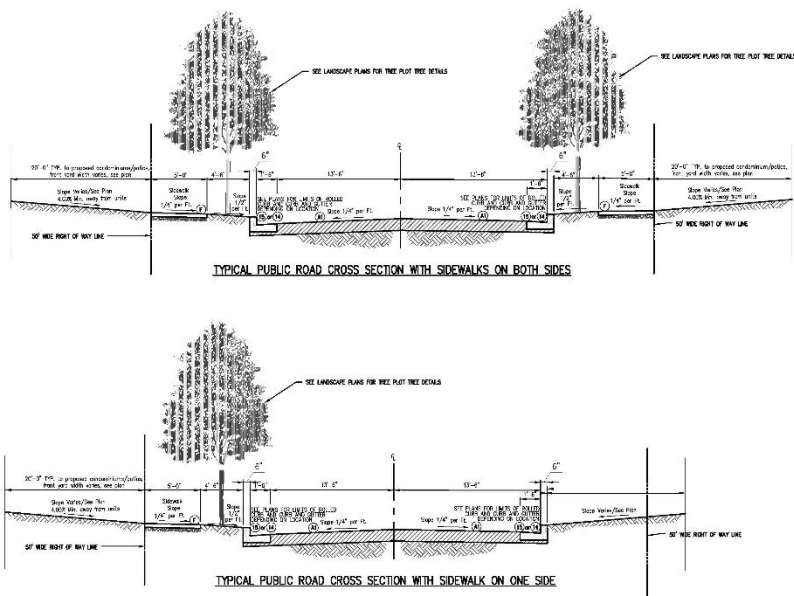
**SIGNAGE:**

There may one monument sign for this project. This sign may not exceed 60 square feet in size. The sign can have two faces or double sided, maximum. Each face can be 60 square feet in size, maximum. The sign must be setback from the public ROW by 10', min.

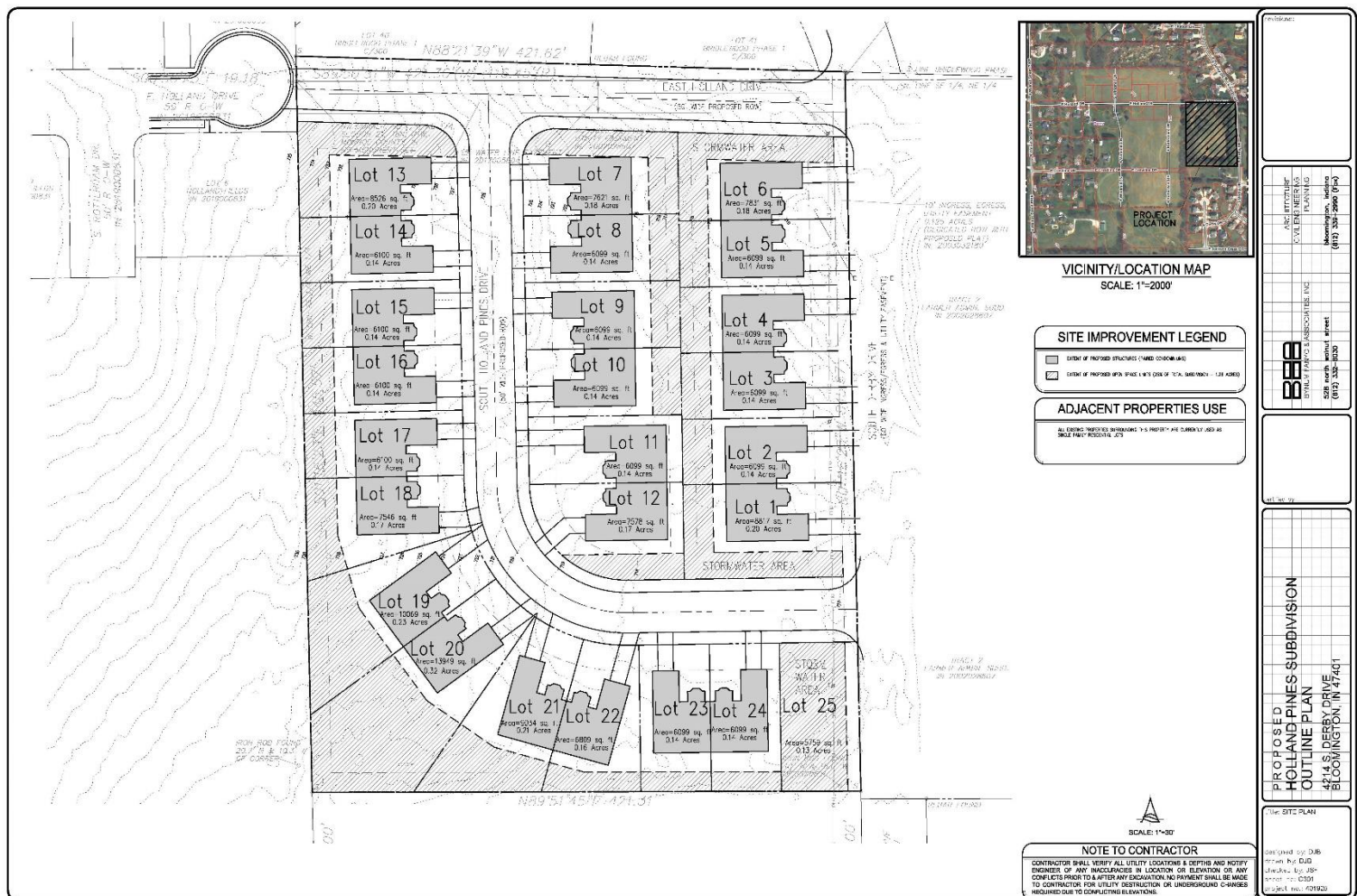
**OWNERSHIP:**

Each unit and its associated lot will be owner occupied. The subdivision will be owned by Charles Layne, LLC. However, there will be Covenants and Restrictions along with an HOA setup to govern this subdivision.

# EXHIBIT 3: Petitioner Development Plan draft Page 1of 2



**EXHIBIT 3: Petitioner Development Plan draft Page 2 of 2**



**EXHIBIT 4: Letter of Capacity for Electric**



Duke Energy  
1100 West Second Street  
Bloomington, IN 47403

June 19, 2019

Dishman Enterprise Inc.  
PO 36, Clear Creek, IN 47426

To Whom it may concern,

We are pleased to learn of your proposed project, Hostetler Pines, at 4214 Derby Dr.

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.

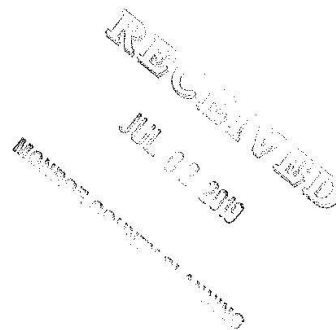
If I can be of further assistance, please call me at 812-332-1671.

Sincerely,

Seth A. Ferguson  
Engineering Technologist II

cc: Nancy Ashlock

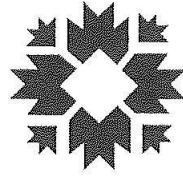
A handwritten signature in black ink, appearing to read 'Seth A. Ferguson'.



[www.duke-energy.com](http://www.duke-energy.com)



**EXHIBIT 5: Letter of Capacity for Water / Sewer Service**



**CITY OF BLOOMINGTON UTILITIES**  
Engineering Department

June 13, 2019

**RE: 4214 S Derby Drive  
Bloomington, IN  
47401**

To whom it may concern:

In response to your request concerning the availability of Sanitary Sewer and Water 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.

Should you need further information, feel free to contact me at (812) 349-3625.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Nettleton", is written over a faint, circular official stamp.

Greg Nettleton  
Senior Project Coordinator  
City of Bloomington Utilities  
(812)349-3625

RECEIVED  
JUL 12 2019  
BLOOMINGTON UTILITIES

**EXHIBIT 6: Letter of Capacity for Gas Service**



6/25/2019

Kerry Dishman  
Dishman Construction LLC

Re: 4214 S. Derby Dr.  
Bloomington, IN

Dear Kerry:

Please be advised that the proposed development, 4214 S. Derby Dr. in Bloomington, IN. is located within the gas service territory of Vectren Energy Delivery of Indiana, Inc. ("Vectren").

The preliminary discussion regarding the above referenced project has determined that Vectren has the capacity and facilities to provide adequate service to this proposed property; subject to our standard policies and procedures. Under Vectren's Terms and Conditions Applicable to Gas Service, Vectren shall locate the point to which the service connection will be made, and subject to other provisions of Vectren's Terms and Conditions, shall furnish, install and maintain all piping up to and including the meter set.

Once a new service request has been received, Vectren's engineering department will commence the design and engineering work necessary to extend service to the proposed site and will provide cost estimates to you. Vectren looks forward to working with you to finalize a mutually acceptable proposal for the provision of gas service in Bloomington, IN.

Sincerely,

Kim Kelly  
Lead Account Manager  
Vectren A CenterPoint Energy Company  
317-736-2915

RECEIVED  
JUL 01 2019  
BLOOMINGTON, IN

**EXHIBIT 7: Neighborhood meeting letter and report Page 1/3**



BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE  
CIVIL ENGINEERING  
PLANNING

August 15, 2019

Monroe County Planning Department  
and Monroe County Plan Commission  
501 N. Morton Street, Suite 224  
Bloomington, Indiana 47404

SUBJECT: Holland Pines Major Subdivision  
Holland Pines Outline Plan

Monroe County Plan Commission or To Whom It May Concern:

This letter serves as a synopsis of the neighborhood meeting that was held last on August 13, 2019 at 6:00pm at the Monroe County Convention Center here in Bloomington. We have attached the neighbors that were invited via a letter in the mail and the sign-in sheet of those who came to the meeting.

The meeting started with a short presentation that included the following order and notes:

1. The proposal – 25 lots that include 24 paired homes/condominiums. Dedicated ROW for extension of East Holland Drive and South Holland Pines Drive.
2. Traffic implications:
  - a. Extension of East Holland Drive to South Derby Drive
  - b. 3 to 6 driveways connecting to South Derby Drive plus South Holland Pines Drive connection to South Derby Drive
  - c. Very low amount of traffic generated with this development. Traffic would have opportunity to go onto South Derby Drive or East Holland Drive.
3. Preservation of existing features on-site
  - a. 10' existing vegetation buffer along south and west property lines to be preserved
  - b. At a minimum conserve 20 trees at 12" or less at larger diameters.
  - c. Many pines along South Derby Drive should come down with the development
  - d. 25% green space minimum on-site
4. Sidewalk connections
  - a. Connection to existing sidewalk along South Derby Drive north of site.
  - b. Connection to existing sidewalk along East Holland Road west of site.
  - c. No all-purpose path connection along East Holland Drive being proposed.
5. Phasing of development
  - a. All infrastructure under 1 phase with exception of sidewalks along each lot length and surface coat of asphalt.
  - b. Paired Condominiums will be constructed as market demands.
6. Stormwater runoff
  - a. Introducing 3 stormwater detention facilities on-site

528 NORTH WALNUT STREET  
812-332-8030

BLOOMINGTON, INDIANA 47404  
FAX 812-339-2990

## **EXHIBIT 7: Neighborhood meeting letter and report Page 2/3**

- b. Current low spot in South Derby Drive in front of site. Possible current flooding issues in South Derby Drive.
- c. Extension of East Holland Drive and South Holland Pines Drive to contain adequate stormwater inlets to be directed to ponds introduced.

There was then different questions and concerns brought up from neighbors:

1. HOA to be introduced with this project for just this new subdivision?  
Response: Yes. There is currently no HOA for neighborhood along South Derby Drive.
2. Could there be a way to flip driveways or reduce number of driveways that connect to South Derby Drive?  
Response: Yes. Maybe have side loaded garages with the driveways on the very south and north sides of the units adjacent to South Derby Drive connect to East Holland Drive and South Holland Pines Drive instead. Maybe bring center garages from paired condominiums adjacent to South Derby Drive together for one connection to South Derby Drive. Also, connections to South Derby Drive will act as traffic calming for through traffic on South Derby Drive.
3. Could there be a three way stop sign placed at the new intersection of Southern Derby Drive and East Holland Drive?  
Response: That would be a decision for the Monroe County Highway Engineer.
4. Additional concern for current stormwater runoff that travels south and east of our property.  
Response: We will be reducing runoff rates from current conditions to the south and east. We will be calculating amount of off-site runoff along with our development to detain appropriate run-off rates.
5. Will this development reduce property values around it?  
Response: This development will have a similar price per square foot as the surrounding homes even though the overall prices for each home will be \$300,000-\$350,000. This should not diminish current values around the development. However, we encouraged neighbors to discuss with experts or real estate agents that could verify this statement for this area.
6. HOA to be introduced will be taking care of what in the new subdivision?  
Response: We have drafted a CCR document that will govern the HOA. This is available for review for anyone who would like.
7. Will construction traffic be coming and going from East Holland Drive or South Derby Drive?  
Response: We will plan on showing the construction entrance on the plans from East Holland Drive. However, this will be a decision by the Monroe County Public Works Department.
8. Snow removal is not occurring on South Derby Drive.  
Response: We will note this but encourage neighbors to let the Monroe County Highway Department know this.
9. Could there be extra trees and vegetation shielding the view from South Derby Drive from the paired condominiums adjacent to South Derby Drive?  
Response: We are trying to save some existing trees along South Derby Drive and will have street trees along South Derby Drive introduced. Otherwise, we believe these structures will not contain eye sore architecture. These will only enhance the views along South Derby Drive.
10. Could there be no all-purpose path constructed along the north side of the new extension of East Holland Drive?  
Response: We are not proposing this now especially because we are connecting the sidewalk from East Holland Drive on the south side of the road extension. Also, because there is



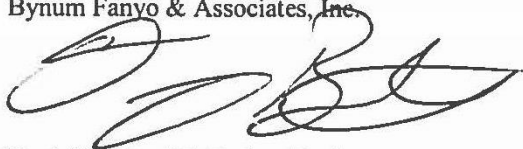
**EXHIBIT 7: Neighborhood meeting letter and report Page 3/3**

no all-purpose path along South Derby Drive currently, so this may be an option to leave this out.

11. Could there be a no rental clause in the CCRs for the new subdivision HOA?

Response: We will consider having something official in the CCR document even though there is no desire for these to be rented once owned. The desire is for each lot to be owner occupied from the outset and in perpetuity.

Sincerely,  
Bynum Fanyo & Associates, Inc.



Daniel Butler, PE, Project Engineer

## Hostetler Pines Subdivision


### Neighborhood Meeting Sign-In – 08/13/19

#### Name and Address please

1.	Judy Jeanne Hays	1119 E Calloway St
2.	Carolynn McCart	4184 S. Derby Dr.
3.	Nade M. May	4415 S. Derby Dr.
4.	Adam Chester	4431 S. Corberry Ct.
5.	Michelle McCart	Derby Drive
6.	Paula Chapman	4166 S. Derby Drive
7.	Steve & Pat Farmer	4215 S Derby Dr
8.	Don Rodda	1120 E Keenland
9.	Sylvia Kovacs	4169 S Derby Dr
10.	HEIDI REITER	4001 S. MANDARIN CT.
11.	MIKE PASKASH	4440 S. SOPHIA CT.
12.	Angela Mullen	1162 E Citation
13.	Patrice Madura Ward-Stemman	1159 E Winners Cir
14.		
15.		

[www.graberdrafting.com](http://www.graberdrafting.com)





12400178  
FOOTING  
0902 050-7822  
Phone 090-7822-0001

ISSUED BY  
FBI-3-22-0015

7/24/14  
782200  
0406000

PLANS FOR:  
Disman Construction LLC - Hostetter Flies

PAGE  
1 OF 4



**GD**  
GRUBBS  
CONSTRUCTION  
INC. 500-7005  
www.grubbsconstruction.com

PROJECT: GRUBBS  
1522414  
02/20/14  
0100100

PRELIMINARY PLAN

PLANS FOR:  
Dietman Construction LLC - Hester, Pines

PAGE  
2 OF 4

PAGE  
4



**GD**  
 GROUP  
 CONTRACTING  
 10000 10th Ave  
 Suite 100  
 Denver, CO 80202  
 Tel: 303.733.1000  
 Fax: 303.733.1001  
 www.gdgroup.com

PRELIMINARY PLAN

PLANS FOR  
**Distman Construction LLC - Hoeszler Plaza**

PAGE  
**4** OF **4**

**4**




**GD**  
 DESIGN GROUP  
 10000 W. 10th Ave., Suite 100  
 Denver, CO 80231  
 Tel: 303.733.1000  
 Fax: 303.733.1001  
 Email: info@gdgroup.com  
 Website: www.gdgroup.com

## **EXHIBIT 9: Highway Department Comments**

---

**From:** Paul Satterly  
**Sent:** Monday, August 12, 2019 4:24 PM  
**To:** Tammy Behrman  
**Subject:** RE: Hostettler Pines PUD 1907-PUO-02

Tammy,

With 24 units and 10 trips per unit, total traffic generated by this development would be about 240 vehicle per day.

For the peak hour in the morning and evening, there would be approximately 24 vehicles per hour generated by the development.

24 vehicles per hour equates to about one vehicle every 2.5 minutes which is not very significant. This development will have little to no impact on the traffic in the existing subdivisions along Derby Drive.

The connection to Holland Drive will allow motorists right turn access to northbound Walnut Street Pike instead of having to turn left onto Rhorer Road from Derby Drive to get to northbound Walnut Street Pike. The right turn at Walnut Street Pike will be safer and easier than the left turn at Rhorer Road from Derby Drive.

Paul

**Paul B. Satterly, P.E.**  
**Highway Engineer**  
**Monroe County Highway Department**

---

**From:** Paul Satterly  
**Sent:** Friday, August 9, 2019 10:15 AM  
**To:** Tammy Behrman  
**Subject:** RE: Hostettler Pines PUD 1907-PUO-02

Tammy,

The roadway should meet the following requirements:

- Roadway pavement width of 26 ft.
- 2 ft. rolled curb and gutter
- No trees planted within the right of way.
- 6.5" asphalt pavement on 6" of No. 53 compacted aggregate base.

Thanks,

Paul

**Paul B. Satterly, P.E.**  
**Highway Engineer**  
**Monroe County Highway Department**

**MONROE COUNTY PLAN REVIEW COMMITTEE****September 12, 2019**

**PLANNER** Anne Crecelius  
**CASE NUMBER** 1908-REZ-08, NSSX Rezone  
**PETITIONER** NSSX Properties LLC, c/o Michael Carmin, Carmin Parker  
**ADDRESS** 101 E Smithville Road  
(53-11-04-200-002.000-006; 53-11-04-300-017.000-006)  
**REQUEST** Rezone from Agricultural/Rural Reserve (AG/RR) to Light Industrial (LI)  
**ACRES** 8.81 acres +/- (2 legal lots of record: 7.97 acres/0.84 acres)  
**ZONE** Agricultural/Rural Reserve (AG/RR)  
**TOWNSHIP** Clear Creek  
**SECTION** 4  
**COMP. PLAN**  
**DESIGNATION:** Phase I: MCUA Employment  
Phase II: MCUA Southside Employment

**EXHIBITS**

1. Petitioner letter
2. Site Plan
3. Planning Use Determination Form (June 2019)
4. Uses Permitted for Agricultural/Rural Reserve Zoning
5. Uses Permitted for Light Industrial Zoning

**RECOMMENDATION**

Staff recommends **approval** based on the Findings of Fact.

**PLAN REVIEW COMMITTEE – Sept. 12, 2019**

-

**SUMMARY**

The petition site is made up of two parcels totaling 8.81 +/- acres located in Clear Creek Township. The current zoning of the site is Agricultural/Rural Reserve (AG/RR). The petitioners' representative states that the parcels will be combined for planning and zoning purposes. The southern parcel, is 0.84 +/- acres and maintains approximately 240' of road frontage along E Smithville Road and the northern parcel is 7.97 +/- acres.

The rezone to Light Industrial (LI) is requested to permit an Automotive/Boat Repair Shop under Chapter 802 of the zoning ordinance. The petitioner's representative states:

*"Petitioner seeks rezoning to LI to permit development of an equipment and vehicle maintenance center for Petitioner's own vehicles and equipment and vehicles and equipment of an affiliated company. Petitioner proposes to develop a structure on the property for interior maintenance and repair of equipment and vehicles"* (see [Exhibit 1](#))

A use determination was requested and supplied in June 2019 where the use was stated as:

*"The operations NSSX perform at their existing warehouse and site are equipment repair related to their National Salvage business. Trucks and any other equipment that is required for their work. It is not for hire business on the site, it is only for maintenance and repair of their equipment."* (see [Exhibit 3](#))

Upon detailed review, the use would likely be "Industrial Equipment Repair, which is defined as:



**Industrial Equipment Repair.** An establishment primarily engaged in repairing industrial equipment, including repairing heavy-construction and earth-moving equipment.

**Industrial Equipment Repair is a permitted use in the LI zone, subject to the following conditions:**

7. Outdoor storage areas shall not be visible from streets and/or adjacent properties. This condition does not apply to heavy machinery sales, welding, and wood products when the uses are located in a Heavy Industrial (HI) District.
16. Use shall be conducted within the buildings or structures on the site. Non-agricultural tools, vehicles, and equipment shall be stored so as to not be visible from the street or adjoining property. In addition, storage areas must be screened from view by an appropriate fence or similar enclosure.

If the rezone is approved, the property owner(s) would be required to meet commercial site plan standards when the parcel (pending combination for planning and zoning purposes) is developed.

**BACKGROUND**

The petition parcels are currently zoned as Agriculture/Rural Reserve. The petitioner purchased the parcels in August 2010 and would like to rezone both to allow the use of Automotive/Boat Repair Shop. The southern parcel is unoccupied and contains a dilapidated mobile home, and the northern parcel is undeveloped. Chapter 802 defines the AG/RR zone as:

**Agriculture/Rural Reserve (AG/RR) District.** The character of the Agriculture/Rural Reserve (AG/RR) District is defined as that which is primarily intended for agriculture uses including, but not limited to, row crop or livestock production, forages, pasture, forestry, single family residential uses associated with agriculture uses and limited, very low density, rural non-farm related single family uses and not in (major) subdivisions. Its purposes are to encourage the continuation of agriculture uses, along with the associated single family residential uses, to discourage the development of residential subdivisions and non-farm-related nonresidential uses, to protect the environmentally sensitive areas, such as floodplain and steep slopes, and to maintain the character of the surrounding neighborhood. Therefore, the number of uses permitted in the AG/RR District is limited. Some uses are conditionally permitted. The conditions placed on these uses are to insure their compatibility with the agriculture-related uses. The development of new non-farm residential activities proximate to known mineral resource deposits or extraction operations may be buffered by increased setback distance.

A list of uses permitted within the AG/RR zone can be found in [Exhibit 4](#). Chapter 802 defines the LI zone as:

**Light Industrial (LI) District.** The character of the Light Industrial (LI) District is defined as that which is primarily intended for industrial uses that have minimal exterior movement of vehicles and goods. Its purposes are: to establish areas for the exclusive development of light industries; to discourage residential and commercial uses; to protect environmentally sensitive areas, such as floodplain, karst, and steep slopes; and to maintain the character of the surrounding neighborhood. Uses shall be restricted to activities that are not a nuisance because of dust, fumes, noise, odor, refuse matter, smoke, vibration, water-carried waste or other adverse effects on surrounding uses. Some uses are conditionally permitted. The conditions placed on these uses are to insure their compatibility with adjacent non-industrial uses. The LI District shall provide open space, landscaping and buffering in order to achieve desirable site development.

A list of uses permitted within the Light Industrial (LI) zone can be found in [Exhibit 5](#).

If the rezone request is approved, development of the site would be required to meet commercial site plan standards when the parcel once the parcels are combined for planning and zoning purposes.



## LOCATION MAP

The petition parcels (53-11-04-200-002.000-006; 53-11-04-300-017.000-006) are located at 101 E Smithville Road, in Section 4 of Clear Creek Township. The parcels are currently undeveloped. The southern parcel currently contains a dilapidated mobile home.

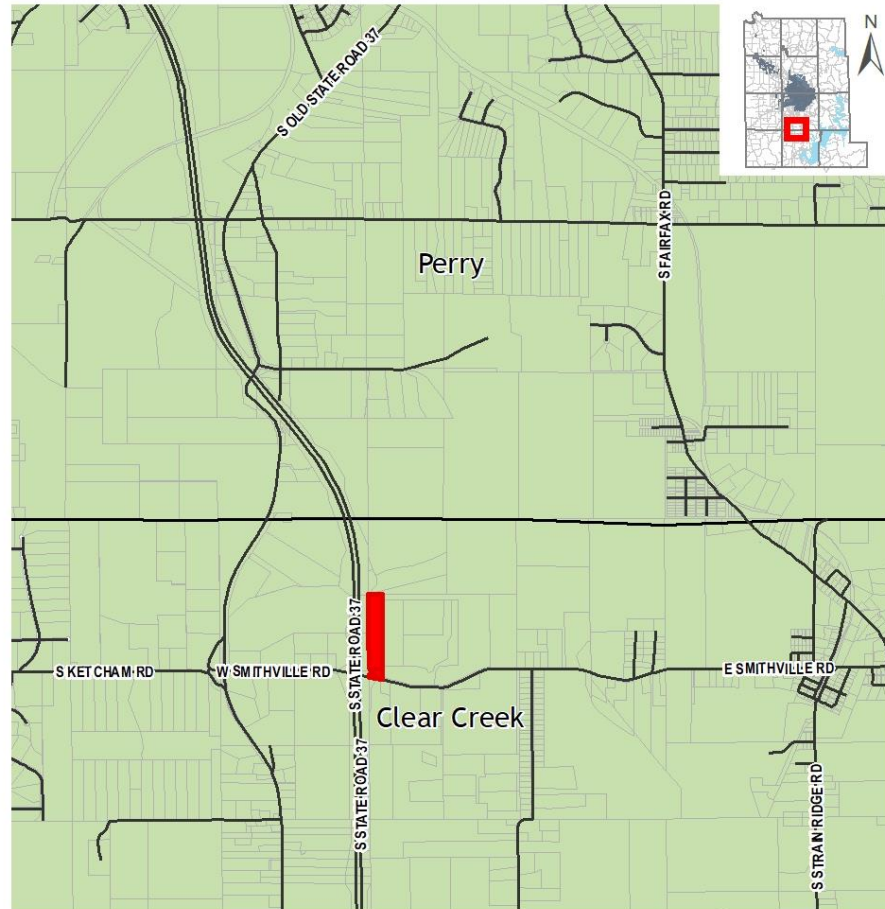
### Location Map

- Petitioner
- Roads
- Civil (Political) Townships
- Parcels

0 0.2 0.4 0.8 Miles











Monroe County  
Planning Department  
Source: Monroe County GIS  
Date: 8/19/2019




## ZONING

The petition site is zoned Agricultural Rural Reserve (AG/RR) and is adjacent to the east with other Light Industrial (LI) zoned parcels. Adjacent parcels are zoned Agricultural Rural Reserve (AG/RR) and Mineral Extraction (ME).

### Current Zoning Map

-  Petitioner
-  Parcels
-  Roads
-  Hydrologic Features
- Monroe County Zoning**
-  AG/RR - Agriculture/Rural Reserve
-  HI - Heavy Industrial
-  LI - Light Industrial
-  ME - Mineral Extraction

0 0.05 0.1 Miles



Monroe County  
Planning Department  
Source: Monroe County GIS  
Date: 8/19/2019



## SITE CONDITIONS / INFRASTRUCTURE

The petition parcels total 8.81 +/- acres. The front parcel has approximately 240' of road frontage along E Smithville Road.

The site doesn't have access to sewer or adequate water pressure for a sprinkler system. If the rezone request is approved and the site is developed commercially, the type of septic required will depend on the number of employees. The known issues with water pressure may limit the proposed equipment/vehicle repair use.

### Site Conditions Map

- Major Collector [70']
- Freeway
- Petitioner
- 10-Foot Contours
- Local Roads [50']
- Hydrologic Features
- Parcels

0 115 230 460 Feet



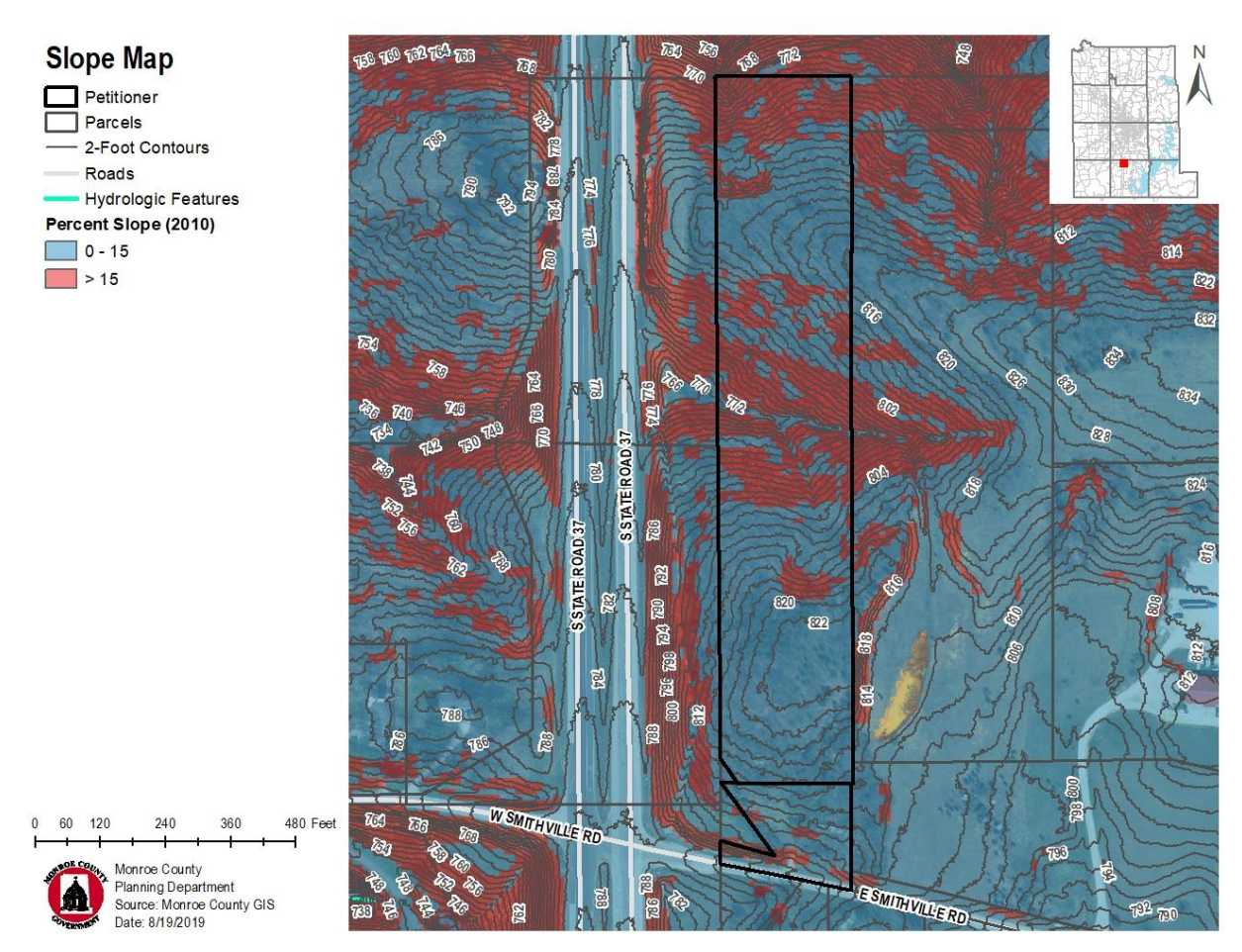
Monroe County  
Planning Department  
Source: Monroe County GIS  
Date: 8/19/2019





## SLOPE MAP

The petition parcels total 8.81 +/- acres. The majority of buildable area can be accessed from E Smithville Rd.





## SITE PHOTOS



Photo 1. Pictometry photo from Google Street View

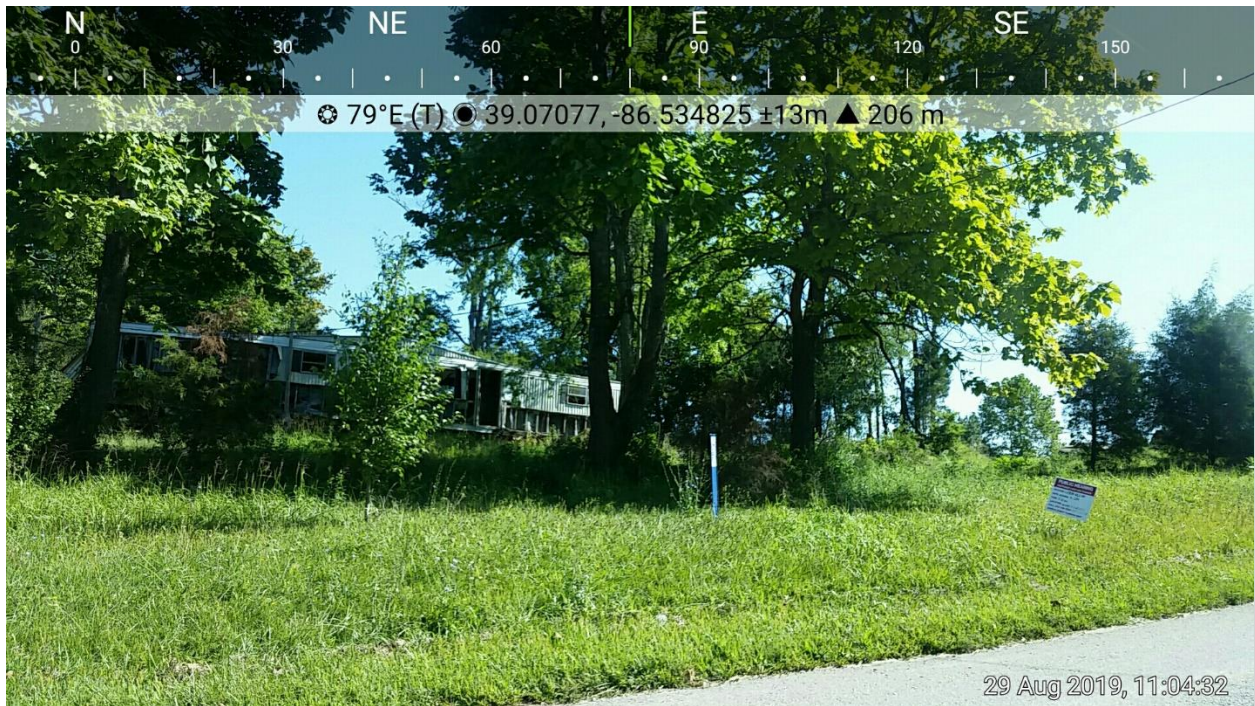


Photo 2. Taken August 29, 2019.





Photo 3. Taken August 29, 2019..



Photo 4. Taken August 29, 2019.





Photo 5: Billboard located on site.



Photo 6: Taken August 29, 2019.





Photo 7: Taken August 29, 2019.



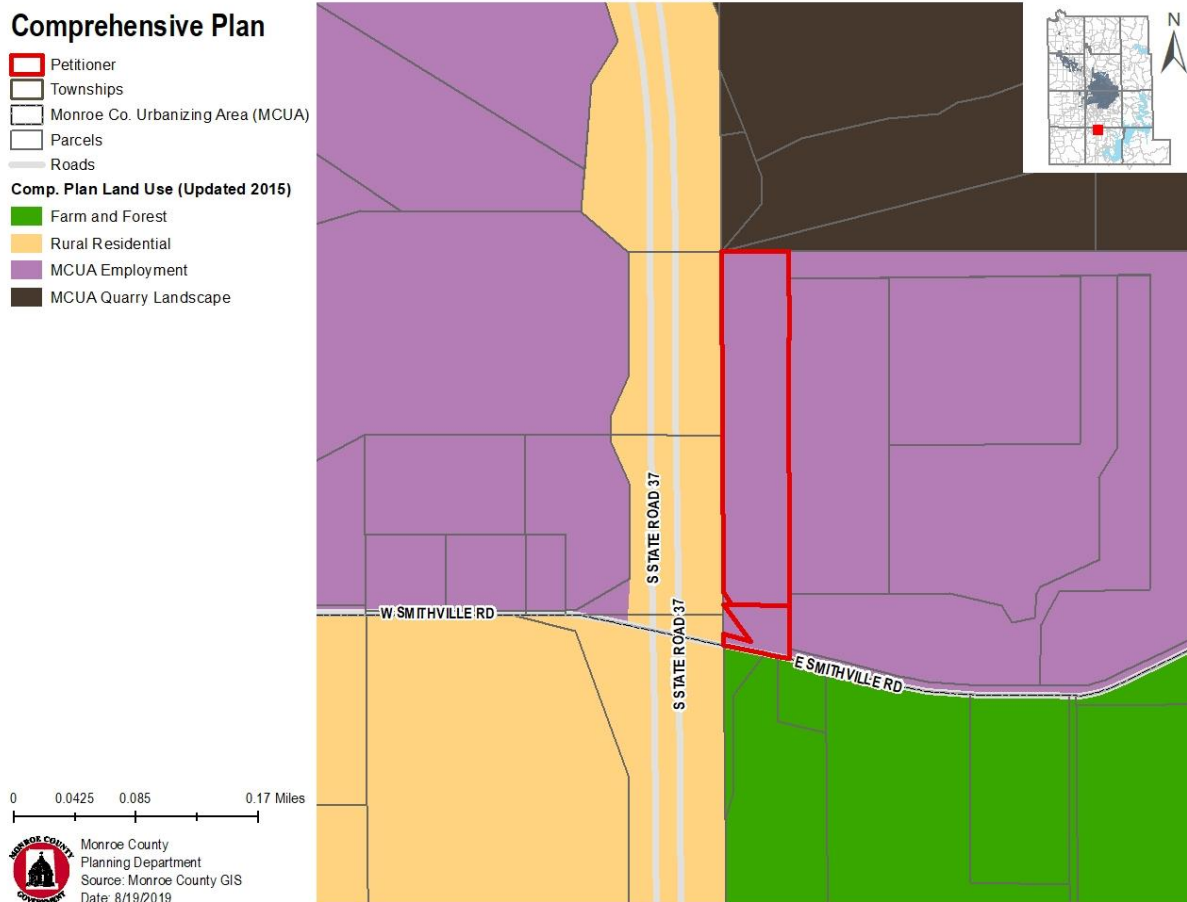
Photo 8: Taken August 29, 2019.



## COMPREHENSIVE PLAN DISCUSSION

The petition site is located within the Employment designation area of the Comprehensive Plan:

### MCUA Phase I: 5.1.4 Employment



*Employment-oriented uses include light industrial, manufacturing and assembly, research and development facilities, flex/office space, construction trades, warehousing and other types of commercial uses that may not be easily integrated into a mixed-use environment.*

These uses may require large, isolated sites for large-format facilities, or multiple facilities may be organized into coordinated campus-style or industrial park settings. This land use category is intended to accommodate the expansion and changing operations of a wide variety of companies and to foster a well-rounded and diverse economy as part of the Greater Bloomington area.

Special attention should be paid to vehicular access management, buffering and landscape aesthetics, building and parking orientation, and basic architectural design standards. Business support services are encouraged to be integrated into larger employment areas.

#### A. Transportation

##### *Streets*

Employment areas require special considerations in roadway design. These areas are typically accessed



through arterial connections from the freeway and require accommodations for heavy truck traffic. Arterial connections may include mixed-use corridors, and special attention must be paid to balance the needs of all travel modes while also facilitating industrial deliveries and commuter traffic flow. Arterial streets, such as Third Street, should not exceed five lanes in width (four travel lanes with center turn lane). Local and collector streets will typically be two or three-lanes (two travel lanes with center turn lane). Street connections are encouraged to help distribute traffic, but should be balanced with access management plans to maximize safety. Center medians for select arterial roadways should be considered to improve access management and corridor aesthetics.

### *Freight*

Appropriate routes for truck traffic to and from I-69 should be designated with thoroughfares designed accordingly. Major highway access points to employment areas west of I-69 will include SR-46, 3<sup>rd</sup> Street/SR-48, 2<sup>nd</sup> Street/SR-45 and Tapp road. Fullerton Pike will provide access to potential employment areas to the east of I-69. A new roadway connection between That road and South Walnut Street (old SR-37) should be considered to open land between the highway and clear creek for employment uses.

### *Bike, Pedestrian, and Transit modes*

Commuting by automobile will likely remain the primary form of transportation to work in the larger employment centers within the Urbanizing Area. However, opportunities to expand transportation options should be provided wherever possible. Streets within employment areas should include sidewalks and/or shared-use sidepaths and encourage connections to karst farm Greenway and clear creek Trail. Opportunities to expand City of Bloomington and rural Transit service to employment areas should also be explored.

## **B. Utilities**

### *Sewer and water*

Employment-generating uses provide a fiscal benefit to the community that may warrant additional investments in and possible geographic expansion of sewer systems. Some areas designated for employment uses in the land Use Plan are located outside of current sewer service areas, most notably the area between Clear Creek and IN-37. Additional studies should be undertaken to determine the potential for sewer expansion and necessary capital improvements to serve these areas. Additional studies and surveys may be required to determine the geographic restrictions within developable areas.

### *Power*

Where possible, overhead utility lines should be buried to minimize disruption during major weather events. Care should be taken to locate underground utilities in a manner that does not interfere with site development or business expansion. Opportunities to create redundant power systems with new electrical substations should be explored.

### *Communications*

State of the art communications systems should be prioritized in employment areas. Street infrastructure improvements should reserve space for burial of fiber-optic systems and/or other forms of high-speed internet and communications networks.

## **C. Open space**

### *Park Types*

Employment areas should provide open spaces primarily through the preservation of sensitive lands and creation of landscape buffers. Where opportunities exist, shared use path connections to the broader greenway network should be incorporated, providing a recreational amenity and alternative transportation option for employees, as well as linkages to the broader Bloomington/Monroe county system.

### *Urban Agriculture*

Community gardens and urban agricultural systems should be encouraged in near employment areas as a recreational and wellness opportunity for employees. However, soil suitability in existing industrial areas should be verified.

## **D. Public Realm Enhancements**

### *Wayfinding*

Regularly-located route signage for truck traffic to and from I-69 should be provided. business and industrial parks may incorporate multi-business panel signs at gateway locations to improve wayfinding, and should use high- quality materials, be aesthetically coordinated with surrounding architecture, and include attractive landscape features.

### *Lighting*

Roadways should be lighted for safety and will typically require taller poles ( $\pm 30$  feet).

### *Street/Site furnishings*

Street furnishings will be limited in employment districts, but may include bus stops/shelters and benches.

## **E. Development guidelines**

### *Open Space*

Open space in employment areas should be provided on-site (with the exception of significant environmental preservation areas) and determined through maximum lot coverage requirements, with 15 to 20% of a site reserved for landscaping, buffering, stormwater management and outdoor amenities for employees.

### *Parking ratios*

Parking needs will vary by business. In campus and business park settings, shared parking arrangements should be encouraged, although most businesses will require some amount of dedicated parking. Large industrial facilities, warehouses, and flex/r&d space will often have relatively low parking needs (e.g. 1 space per 2,000 square feet). Parking requirements should be based on the needs of individual businesses as opposed to mandatory minimum requirements.

### *Site Design*

Buildings should be oriented toward the front of the lot to create a street presence, but will typically be set back from the front property line by 30 to 50 feet. Parking in front of the building should be avoided, and limited to small visitor-oriented parking lots with close access to the main entrance. Employee parking

should be located to the rear or side of the building. Sufficient maneuvering aisles and loading spaces will be necessary for freight delivery. Loading docks and bays should be oriented away from public streets or screened with landscaping or architecturally integrated walls extending from the building.

### *Building form*

Industrial, flex and warehouse buildings should balance economic construction with basic aesthetics. Office components and main visitor entrances should be located on the front facade, be designed as distinct elements from the rest of the building, and incorporate high amounts of window transparency. Facilities may require light-controlled environments, but where possible, high windows above eye level should be incorporated, particularly along street-facing facades. Buildings will have simple forms and flat roofs. Parapets should be used to screen rooftop mechanical units.

### *Materials*

Acceptable primary building materials include brick, stone (natural or cultured), pre-cast concrete panels, concrete masonry units, architectural metal panels, fiber-cement siding and EIFS (exterior insulated finishing Systems). Smooth-faced and textured-faced metal panels are preferred, but corrugated or ribbed panels are also acceptable. Split-faced block may be acceptable if combined with other primary materials. Careful attention should be paid to how materials are installed, joined, and detailed, particularly at edges, corners and material transitions. Shadow lines, expression lines and variations in color and texture are encouraged to break up monolithic facades. Trees, shrubs and other vertical landscape elements should be incorporated along large, blank facades.

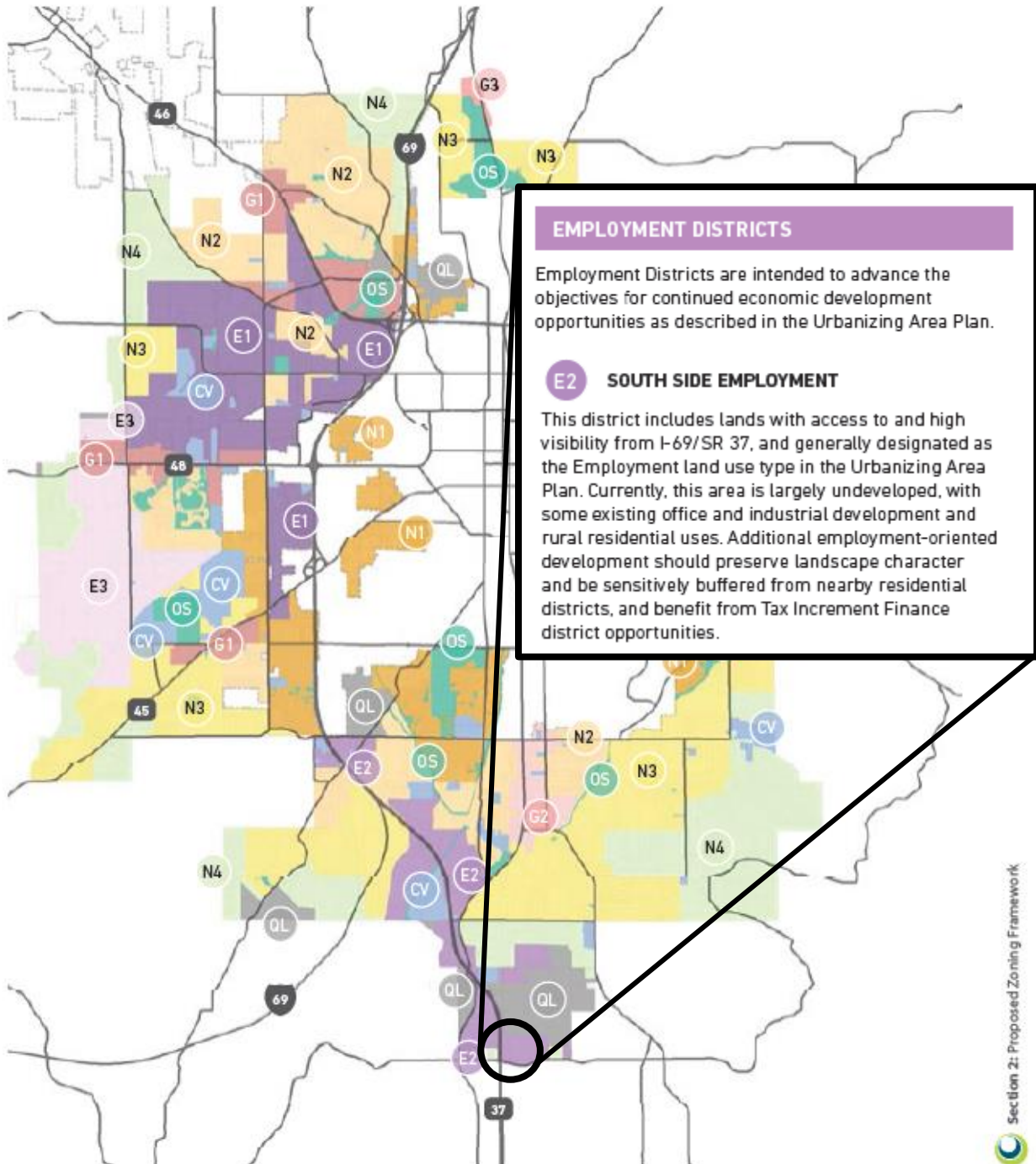
### *Private Signs*

Sign designs should be coordinated with the character of the building, and may be building-mounted or ground-mounted monument signs. Pole signs should be prohibited. Monument signs should be located in landscape beds and may include exterior ground lighting. Digital and changeable copy signs are not appropriate. Sites will typically require directional signage for visitors, employees and freight delivery.



## MCUA PHASE II: South Side Employment

### Conceptual Zoning Map



## Building Type Locations

	GATEWAY DISTRICTS			EMPLOYMENT DISTRICTS			NEIGHBORHOOD DISTRICTS				SPECIAL DISTRICTS		
	GATEWAYWEST	GATEWAY SOUTH	GATEWAY NORTH	WEST SIDE EMPLOYMENT	SOUTH SIDE EMPLOYMENT	AIRPORT	URBAN INFILL NEIGHBORHOOD	NEIGHBORHOOD DEVELOPMENT	CONSERVATION DEVELOPMENT	RURAL TRANSITION	QUARRY LANDSCAPE	OPEN SPACE	CIVIC
	G1	G2	G3	E1	E2	E3	N1	N2	N3	N4	QL	OS	CV
Single Family - Small Lot (Rear-Loaded)		+					+	+	+				
Single Family - Small Lot (Front-Loaded)		+					+	+	+				
Single Family - Contemporary							+	+					
Single Family - Mid-Century							+	+					
Single Family - Rural Residential									+	+			
Attached Townhome	+	+		+			+	+					
Attached Courtyard		+		+				+					
Two-Family Home (Duplex)		+					+	+	+	+			
Multi-Family	+	+		+			+	+					
Commercial	+	+	+	+	+		+	+					
Commercial Outlot	+	+	+	+	+								
Neighborhood Mixed-Use	+	+					+	+					
Mixed-Use	+	+		+			+	+					
Office Building	+	+	+	+	+		+	+					
Civic/Institutional Building	+	+	+				+	+					+
Flex Building - Option A	+	+	+	+	+	+							
Flex Building - Option B				+	+	+							
Large-Format Flex Industrial				+	+	+							
Re-Use/Retrofit	+	+	+	+	+	+	+	+	+	+	+	+	+

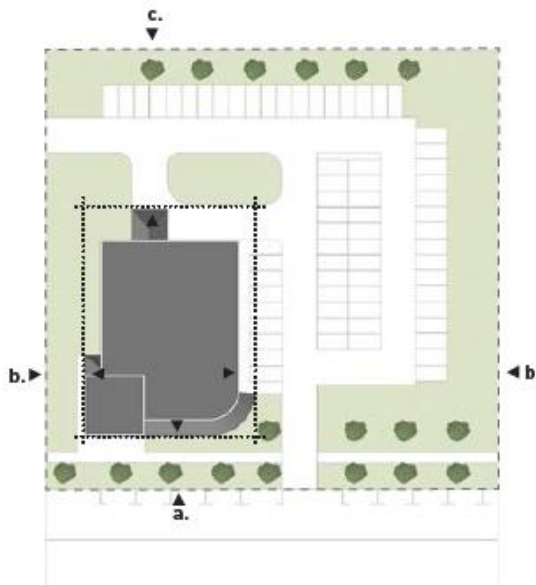
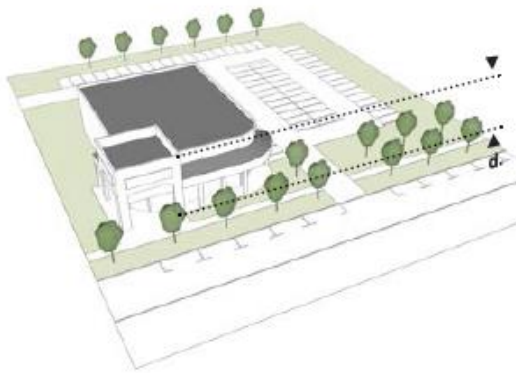
# Building Typologies

## Commercial

### COMMERCIAL BUILDING DESCRIPTION

An individual building designed to accommodate a single commercial tenant. Parking is located to the side or rear.

### TYPICAL LOT CONFIGURATION



MONROE COUNTY Urbanizing Area Plan | Phase II

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### BENCHMARK EXAMPLES



	E1, E2		
	MIN.	MAX.	MIN.
Lot Width:	30'	Context Dependent	30'
Lot Coverage:	no min	60%	no min
Street Yard (a):	5'	25'	5'
Side Yard (b):	5'	no max	5'
Rear Yard (c):	15'	no max	15'
Stories:	1		1
Height (d):	no min	35'	no min
Sign Types	Wall, monument, blade, awning		
Parking Types	Side or Rear		
Development Type	AB		



## **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 Urbanizing Area Plan designates the petition site as Employment;
- According to the Urbanizing Area Plan, Employment area “uses may require large, isolated sites for large-format facilities, or multiple facilities may be organized into coordinated campus-style or industrial park setting”;
- Employment areas also “require special considerations in roadway design. These areas are typically accessed through arterial connections from the freeway and require accommodations for heavy truck traffic”;
- The rezone request is to change the zoning for the entirety of the two parcels from Agricultural/Rural Reserve (AG/RR) to Light Industrial (LI);

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

#### **Findings:**

- See Findings under Section A;
- The petitioner purchased the properties in August 2010 and the site holds one structure, a dilapidated mobile home;
- The site is accessed through E Smithville Rd, a Major Collector [70'] according to the Thoroughfare Plan;
- The parcels contain a majority of buildable area with small patches of slopes greater than 15% slope (see [Slope Map](#));
- The site does not have access to sewer and has known water pressure limitations of which may limit an equipment/vehicle repair use;
- The petitioner will be subject to review by Building, Highway, Planning, and Health Departments once the commercial site plan is submitted;
- The petition site is not located in FEMA Floodplain or within a known environmentally-sensitive area;
- There are no known karst areas;
- If approved, the petitioner or property owner(s) would be required to meet commercial site plan requirements;

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

#### **Findings:**

- See Findings (A) and (B);
- Adjacent parcels are mainly zoned Agricultural Rural Reserve (AG/RR), parcels directly to the east are zoned Light Industrial (LI);
- The property to the east was rezoned to Light Industrial from Pre-Existing Business (PB) and Agriculture/Rural Reserve (AG/RR) in 2017;

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

#### **Findings:**

- Property value tends to be subjective;

- The effect of the approval of the rezone on property values is difficult to determine;

**(E) Responsible development and growth.**

**Findings:**

- See Findings (A), (B), (C), and (D);
- Access to IN SR-37 is within approximately 300' of the existing driveway;
- According to the Monroe County Thoroughfare Plan, E Smithville Road is a Major Collector (70'), and IN-37 is a Freeway;
- Sewer is not accessible at the site
- Known issues with water pressure may limit the proposed equipment/vehicle repair use;

## EXHIBIT ONE: Petitioner Letter



116 West 6<sup>th</sup> Street, Suite 200  
P.O. Box 2639  
Bloomington, Indiana 47402-2639  
TEL: 812.332.6556  
FAX: 812.331.4511  
michael@carminparker.com

August 7, 2019

Monroe County Plan Commission  
Monroe County Planning Department  
501 N. Morton Street, Suite 224  
Bloomington, IN 47404

RE: Zoning Petition

Dear Plan Commission Members:

NSSX Properties, LLC petitions to rezone property located at 101 E. Smithville Road, Bloomington, Indiana from Agriculture/Rural Reserve (AG/RR) to Light Industrial (LI).

The property owned by NSSX Properties, LLC consists of two parcels, one parcel is approximately .84 acre and one parcel is approximately 7.97 acres. The two parcels will be developed together and for planning and zoning purposes will be considered as one legal lot.

The zoning for the property to the east is LI. The LI zone encompasses several parcels. That part of the LI property immediately adjacent to the east is undeveloped and is vacant with limited agricultural use.

The property adjacent to the north is zoned mineral extraction and remains undeveloped.

The property to the west is zoned AG/RR and constitutes the State Road 37 right-of-way.

The property on the south side is bounded by East Smithville Road. On the south side of East Smithville Road the real estate is zoned AG/RR. A single family home is developed at the north end of the parcel adjacent to East Smithville Road.

Petitioner will make a zoning commitment that the two parcels will be joined, used and developed as a single parcel in accordance with the provisions of the applicable Monroe County Code.



Committed to Client. Committed to Community.

August 7, 2019  
Page 2

Petitioner seeks rezoning to LI to permit development of an equipment and vehicle maintenance center for Petitioner's own vehicles and equipment and vehicles and equipment of an affiliated company. Petitioner proposes to develop a structure on the property for interior maintenance and repair of equipment and vehicles.

Sanitary sewer is not available at the property at this time. The distance to the nearest sanitary sewer connection makes extension of sewer service impractical at this time. Petitioner's anticipated use of the property will involve limited employees. Petitioner anticipates development of the property utilizing a commercial septic permit.

The 2002 Comprehensive Land Use Plan identifies the property and surrounding areas for employment-based zoning. The site provides good access to State Road 37 for movement of vehicles and equipment. The property has significant slopes severely limiting development of the parcel. A large portion of the property is not suitable for agricultural uses. Rezoning to LI is consistent with adjacent zoning and Petitioner's intended use is consistent with the Comprehensive Land Use Plan.

Petitioner requests waiver of a second meeting before the Monroe County Plan Commission on this rezoning petition.

Very truly yours,

  
Michael L. Carmin

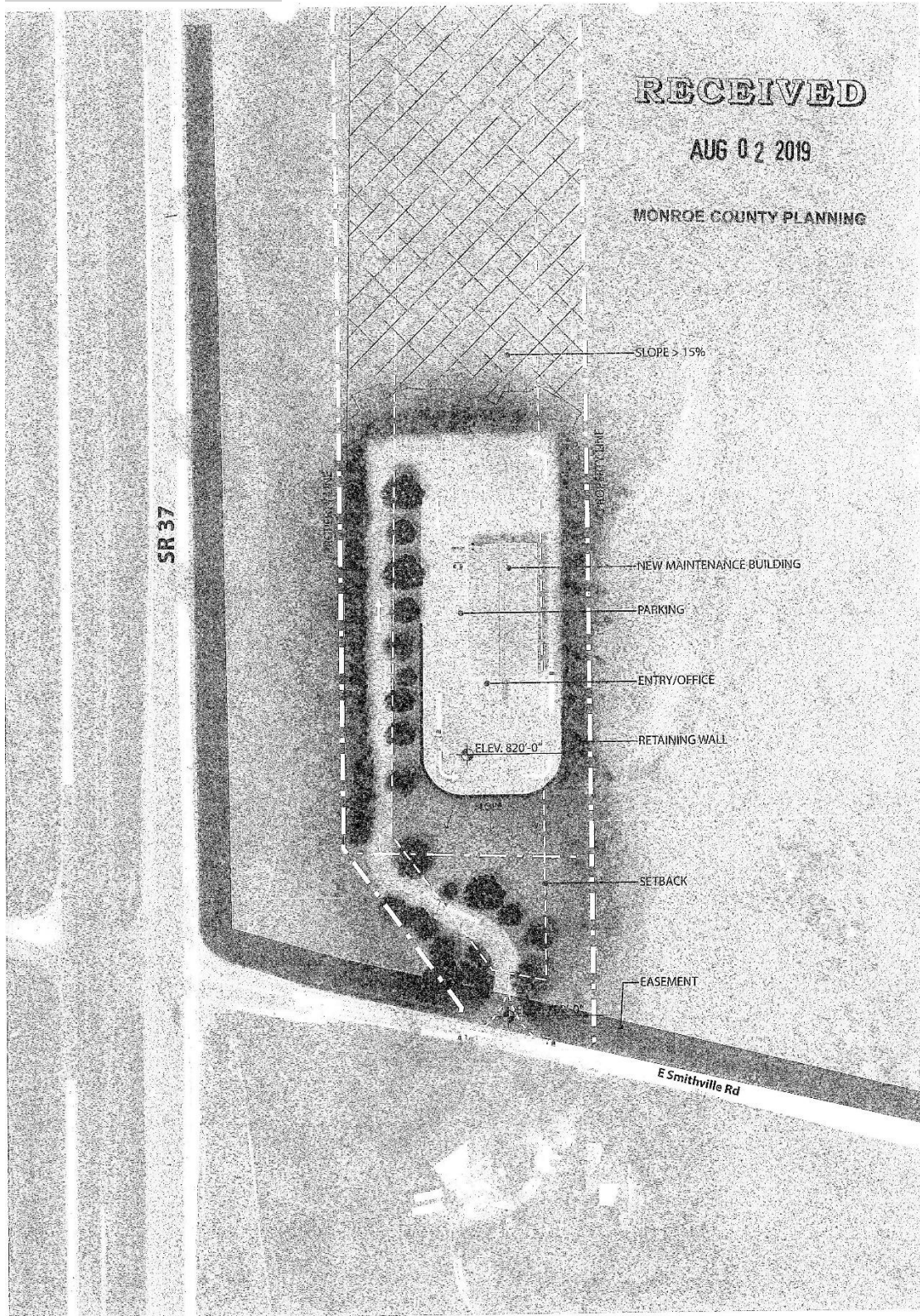
MLC/srh  
415674 / 19856-6



Committed to Client. Committed to Community.



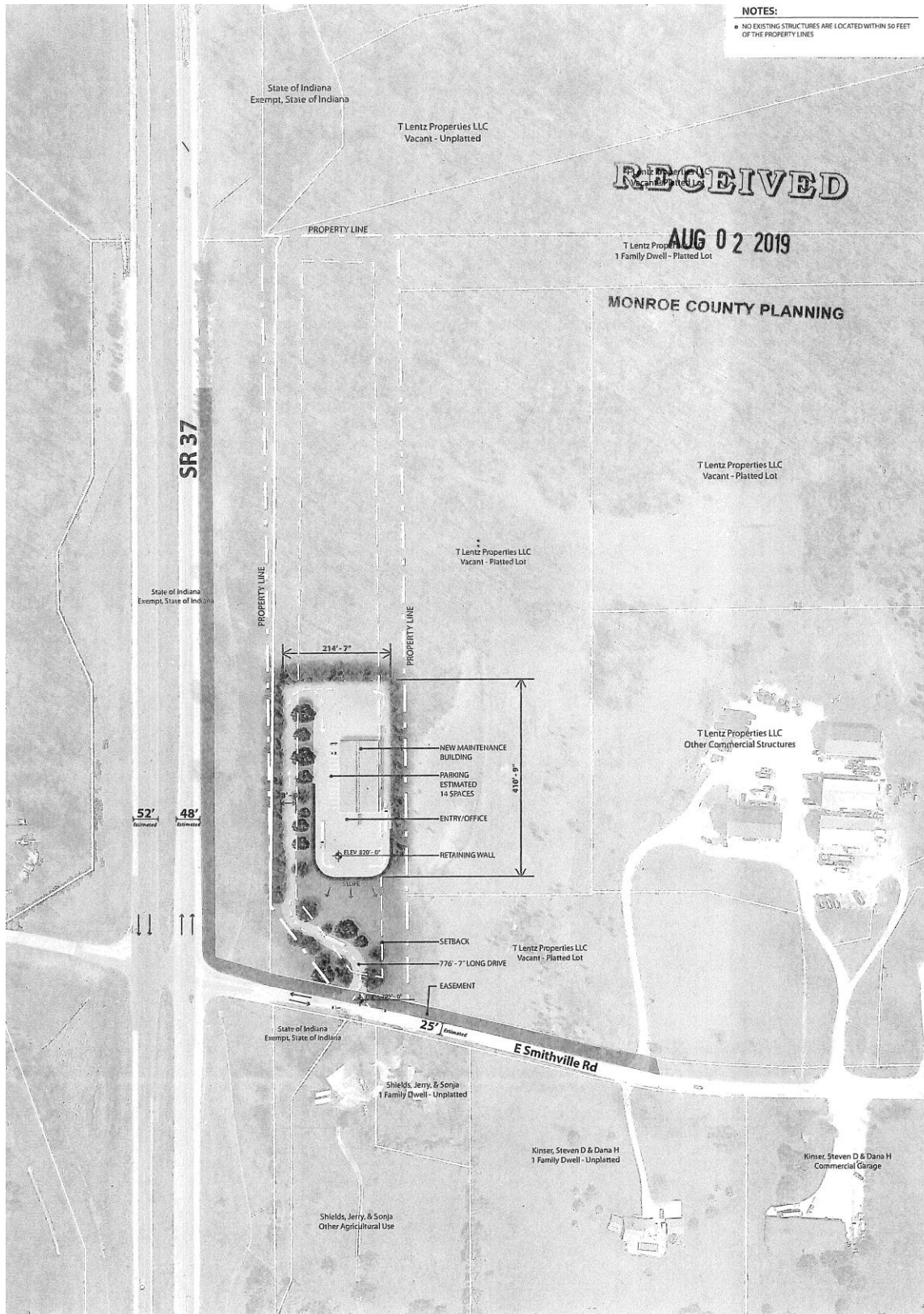
**EXHIBIT TWO: Site Plan**



VPS ARCHITECTURE

**E. Smithville Rd. Site Plan**  
National Salvage & Service Corporation  
NSSX Properties LLC

June 2019  
Not to Scale



VPS ARCHITECTURE

**E. Smithville Rd. Site Plan**  
 National Salvage & Service Corporation  
 NSSS Properties LLC

July 2019  
 Not to Scale

### EXHIBIT THREE: Planning Use Determination (June 2019)



**MONROE COUNTY PLANNING DEPARTMENT**  
Monroe County Government Center, 501 N. Morton St., Suite 224  
Bloomington, IN 47404  
Telephone: (812) 349-2560 / Fax: (812) 349-2967

## Use Determination Form

*In the case where a land use is not clearly listed in Chapter 802 or Chapter 833 of the Monroe County Zoning Ordinance, the Monroe County Planning Department may issue a formal determination based on the information provided herein. This determination allows the applicant to know if a land use is permitted use or conditional use, or not permitted.*

### PROPERTY OWNER CONTACT INFORMATION

Name: NSSX Properties LLC

Address: P.O. Box 300

City, ZIP: Clear Creek, IN 47426

Phone: 812-339-9000

Email: grazyna.tondel@nssccorp.com

### REPRESENTATIVE CONTACT INFORMATION - if applicable

Name: Michael E. Davis

Address: 528 Main Street - Suite 400

City, ZIP: Evansville, IN 47708

Phone: 812-423-7729

Email: mdavis@vpsarch.com

Review of a **Use Determination** will begin only after this form is submitted to the Planning Department by the applicant.

Upon receipt of all required information, the Planning Department will review the materials and notify the applicant of the outcome by email or mail, as indicated below.

### Required property information:

Date: 06/19/2019

### Notification Preference:

☒ Email

☐ Mail

Address for Land Use: E. Smithville Rd., Bloomington, IN 47401

Parcel Number or Tax ID: 53-11-04-200-002.000-006

Total acreage: 7.97 Township & Section #: Clear Creek

### Required land use information:

Business title or Owner name: NSSX Properties LLC, Victoria Schopp, Member

Size of operation in total *square feet* or *acres*: +/- 10,000 sf

Number of Employees (On-site, both full-time & part-time): 12

Number of Vehicles (used in operation of industry): 5-6 at any given time

Hours of Operation: 7am-4pm

Use, manufacture, or generation of any hazardous materials and/or waste:  
minor quantities of parts' cleaners

*(Continued on other side)*



**Required: Detailed description of the land use(s):**

Note: The more complete this information, the more accurate the determination. It may also be necessary to request additional information.

The operations NSSX perform at their existing warehouse and site are equipment repair related to their National Salvage business. Trucks and any other equipment that is required for their work. It is not for hire business on the site, it is only for maintenance and repair of their equipment.

**Useful Code References:**

Monroe County Zoning Ordinance: **Chapters 802 & 833**

**Jacqueline Nester**

---

**From:** Jacqueline Nester  
**Sent:** Wednesday, June 26, 2019 9:53 AM  
**To:** 'Michael Davis'; William Riggert  
**Cc:** Larry Wilson (lwilson@co.monroe.in.us)  
**Subject:** RE: NSSX Smithville Road Property | Monroe County--Zoning Map Amendment  
**Attachments:** Use Determination\_NSSX Full.pdf

Hello Michael –

Based on your use determination attached, staff determined the use would be automobile/boat repair as stated in [Chapter 802](#). The zoning of the property at 101 E Smithville RD is AG/RR, which does not permit automobile/boat repair. You will need to look for a property that is zoned General Business (GB), Light Industrial (LI), or Heavy Industrial (HI). You may also file for a rezone for your property if you wish to do so.

Please let me know if you have questions.

**Jackie Nester, AICP**  
Senior Planner  
Monroe County Planning Department  
501 N. Morton St., Suite 224  
Bloomington, IN 47404  
[jnester@co.monroe.in.us](mailto:jnester@co.monroe.in.us)  
Phone: (812) 349-2560  
Fax: (812) 349-2967

**Automotive/Boat Repair Shop.** An establishment primarily engaged in general or specialized automotive, motorcycle, or watercraft repairs.

Automotive and Transportation	i	GB	LI	HI	Condition
Accessory Use		P	P	P	13
Automobile Repair Services, Minor	H				50; 53
Automotive Paint Shop	L		P	P	
Automotive Rentals	M	P			21
Automotive/Boat Repair Shop	H	P	P	P	6

#### Conditions Pertaining to Permitted Uses in Zoning Districts

6. All storage of materials shall be indoors. This condition does not apply to automotive repair when the use is located in a Heavy Industrial (HI) district.

**EXHIBIT FOUR: Uses Permitted for Agricultural/Rural Reserve Zoning**  
**Agricultural/Rural Reserve Permitted and Conditional Uses**

Monroe County Zoning Ordinance Chapter 802 & Chapter 833

<b>Agricultural Uses</b>	<b>(i)</b>	<b>AG</b>	<b>(C)</b>
Accessory Use		P	53
Accessory Structures for Agricultural Use	L	P	
Agriculture	H	P	53
Agricultural Event Center, Small	H	C	
Agricultural Event Center, Medium	H	C	
Agricultural Event Center, High	H	C	
Agricultural-Related Industry	H	P	53
Agricultural Uses-Land Animal	H	P	22; 53
Agricultural Uses-Non Animal	H	P	22; 53
Agritourism / Agritainment (i.e. corn mazes, petting zoos, hay tunnels)	H	P	53
Aquaculture	M	P	22; 53
Christmas Tree Farm	H	P	53
Commercial facilities for the sale, repair, and service of agricultural equipment, vehicles, feed, or supplies	H	C	53
Commercial Non-Farm Animals	M	P	53
Confined Feeding Operations	H	C	24;44
Equestrian Center	H	C	53
Equine Services	L	P	
Feed Lot	H	P	24
Feed Mill	L	P	6;25
Historic Adaptive Reuse		P	15; 44
Horse Farm	L	P	53
Nursery/greenhouse	H	P	53
Orchard	H	P	53
Pick-your-own operation	H	P	53
Roadside farm stand, Permanent	M	P	52
Roadside farm stand, Temporary	L	P	51
Stockyard	H	P	24
Winery	H	P	53
<b>Residential Uses</b>	<b>(i)</b>	<b>AG</b>	<b>(C)</b>
Accessory Apartments	L	P	26
Accessory Dwelling Units	L	P	53; 55
Accessory Livestock	L	P	43
Accessory Use		P	5
Guest House	L	P	
Historic Adaptive Reuse		P	15; 44
Home Based Business	L	P	16
Home Occupation	L	P	16
Residential Storage Structure	L	P	15
Single Family Dwelling	n/a	P	1
Temporary Dwelling	L	P	3; 53
Two Family Dwelling	n/a	P	2
<b>Public &amp; Semipublic</b>	<b>(i)</b>	<b>AG</b>	<b>(C)</b>
Accessory Use		P	13
Cemetery	H	P	
Governmental Facility	H	P	7;40
Historic Adaptive Reuse		P	15; 44
Religious Facilities	H	P	22
Remote Garbage/Rubbish Removal	H	C	34

Solar Farm	L	C	
Telephone and Telegraph Services	L	P	32
Utility Service Facility	M	P	31
Wastewater Treatment Facility	H	C	15
Water Treatment Facility	H	C	
Wired Communication Services	M	P	32
<b>Business &amp; Personal Services</b>	<b>(i)</b>	<b>AG</b>	<b>(C)</b>
Accessory Use		P	13
Artisan Crafts	M	C	15, 22, 44
Bed and Breakfast	L	P	8
Composting Operation	H	P	31; 53
Greenfill	M	P	7;15;22;47
Historic Adaptive Reuse		P	15; 44
Kennel, including commercial animal breeding operations	H	C	10;15; 53
Real Estate Sales office Or Model	L	P	9
Taxidermist	L	P	6
Temporary Seasonal Activity	M	P	46; 54
Tourist Home or Cabin	L	P	48
Veterinary Service (Indoor)	H	C	15
Veterinary Service (Outdoor)	M	C	10; 15
<b>Retail &amp; Wholesale Trade</b>	<b>(i)</b>	<b>AG</b>	<b>(C)</b>
Accessory Use		P	13
Agricultural Sale Barn	H	P	35
Fruit Market	L	P	
Garden Center	H	C	53
Historic Adaptive Reuse		P	15; 44
<b>Automotive &amp; Transportation</b>	<b>(i)</b>	<b>AG</b>	<b>(C)</b>
Automobile Repair Services, Minor	H	C	50; 53
Historic Adaptive Reuse		P	15; 44
Accessory Use		P	13
Camping Facility	H	P	27; 53
Historic Adaptive Reuse		P	15; 44
Park and Recreational Services	H	C	14;20
Private Recreational Facility	H	C	20
Recreational Vehicle (RV) Park	H	C	53
<b>Manufacturing, Mining</b>	<b>(i)</b>	<b>AG</b>	<b>(C)</b>
Accessory Use		P	13
Historic Adaptive Reuse		P	15; 44
Sawmill	H	C	15;22
Wood Products	M	C	7;15

**(i) Use Intensity**  
**(P) Permitted**  
**(C) Conditional**  
**(AG) Agricultural/Rural Reserve**

Created September 2019



# EXHIBIT FIVE: Uses Permitted for Light Industrial Zoning

## Light Industrial Permitted and Conditional Uses

### Monroe County Zoning Ordinance Chapter 802 & Chapter 833

<b>Agricultural Uses</b>	<b>(I)</b>	<b>LI</b>	<b>(C)</b>
Accessory Use		P	53
Agricultural Uses-Land Animal	H	P	22; 53
Agricultural Uses-Non Animal	H	P	22; 53
Feed Mill	L	P	6;25
Historic Adaptive Reuse		P	15; 44
Stockyard	H	P	24
<b>Residential Uses</b>	<b>(I)</b>	<b>LI</b>	<b>(C)</b>
Historic Adaptive Reuse		P	15; 44
<b>Public &amp; Semipublic</b>	<b>(I)</b>	<b>LI</b>	<b>(C)</b>
Accessory Use		P	13
Daycare Facility	M	P	22;30;42
Historic Adaptive Reuse		P	15; 44
Remote Garbage/Rubbish Removal	H	C	34
Solar Farm	L	C	
Telephone and Telegraph Services	L	P	32
Utility Service Facility	M	P	31
Wastewater Treatment Facility	H	P	15
Water Treatment Facility	H	P	
<b>Business &amp; Personal Services</b>	<b>(I)</b>	<b>LI</b>	<b>(C)</b>
Accessory Use		P	13
Air Cargo and Package Service	H	P	6
Air Craft Charter Service	L	P	
Appliance Repair	L	P	6
Convenience Storage	M	P	4;6;21
Electrical Repair	L	P	6
Exterminating Service	L	P	
Gunsmith	L	P	
Historic Adaptive Reuse		P	15; 44
Industrial Equipment Repair	L	P	7;16
Kennel, including commercial animal breeding ops.	H	P	10;15; 53
Locksmith	L	P	
Office	L	P	
Office Equipment Repair	L	P	6
Parking Facility	H	P	31
Small Engine and Motor Repair	L	P	6;21
Taxidermist	L	P	6
Upholstery Service	L	P	
Veterinary Service (Indoor)	H	P	15
Veterinary Service (Outdoor)	M	P	10; 15
<b>Retail &amp; Wholesale Trade</b>	<b>(I)</b>	<b>LI</b>	<b>(C)</b>
Accessory Use		P	13
Auction House	H	P	
Bakery (Wholesale)	L	P	7;15
Building Materials	H	P	7;31
Fertilizer Sales (Packaged)	M	P	7;21
Florist (Wholesale)	N	P	
Garden Center	H	P	53
Gunshop	M	CU	
Heavy Machinery Sales	M	P	7
Historic Adaptive Reuse		P	15; 44
Industrial Supplies	L	P	
Office Showroom	M	P	
<b>Automotive &amp; Transportation</b>	<b>(I)</b>	<b>LI</b>	<b>(C)</b>
Accessory Use		P	13
Automotive Paint Shop	L	P	
Automotive/Boat Repair Shop	H	P	6
Automotive Tire Repair	M	P	7;21
Cold Storage Plant	L	P	

Gasoline Services Station	H	P	7
Historic Adaptive Reuse		P	15; 44
Transfer or Storage Terminal	H	P	7
Wrecker Service	M	P	7
Accessory Use		P	13
Historic Adaptive Reuse		P	15; 44
Park and Recreational Services	H	P	14;20
<b>Manufacturing, Mining</b>	<b>(I)</b>	<b>LI</b>	<b>(C)</b>
Accessory Use		P	13
Apparel	H	P	7;16
Appliance Assembly	H	P	7;16
Beverage Products	H	P	7;16
Bottling Machinery	L	P	7;16
Commercial Printing	H	P	6
Construction Trailer	L	P	17
Electronic Devices and	L	P	7;16
Engineering and Scientific	L	P	7;16
Food Products	M	P	15
Furniture	H	P	15
General Contractor	M	P	15
Historic Adaptive Reuse		P	15; 44
Jewelry Products	L	P	7;16
Laboratories	M	P	17;16
Leather Goods	L	P	7;16
Machine Assembly	M	P	15
Machine Shop	H	P	15
Metal Fabrication	H	P	15
Metalworking Machinery	M	P	15
Musical Instruments	L	P	7;16
Office and Computer Equipment	H	P	7;16
Optical Instruments and Lenses	L	P	7;16
Paper Products	M	P	15
Plastic Products Assembly	H	P	7;16
Plating and Polishing	L	P	15
Sign and Advertising Displays	L	P	7;15
Warehousing and Distribution	H	P	7;16
Watches and Clocks	L	P	7;16
Welding	L	P	7;15
Wood Products	M	P	7;15
<b>Multi-Use</b>	<b>(I)</b>	<b>LI</b>	<b>(C)</b>
Business or Industrial Center	H	P	22
Commercial/Industrial Adaptive Reuse		P	22; 56

**(I) Use Intensity**  
**(P) Permitted**  
**(C) Conditional**  
**(LI) Light Industrial**

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