

# CITY OF BLOOMINGTON



December 19, 2024 @ 5:30 p.m.  
City Hall, 401 N. Morton Street  
Common Council Chambers, Room #115

<https://bloomington.zoom.us/j/82448983657?pwd=enJxcnArK1pLVDI nWGROTU43dEpXdz09>

Meeting ID: 824 4898 3657  
Passcode: 319455

**CITY OF BLOOMINGTON  
BOARD OF ZONING APPEALS (Hybrid Meeting)**

City Hall, 401 N. Morton Street  
Common Council Chambers, Room #115 and via Zoom

December 19, 2024 at 5:30 p.m.

❖ **Virtual Meeting:**

<https://bloomington.zoom.us/j/82448983657?pwd=enJxcnArK1pLVdInWGROTU43dEpXdz09>

Meeting ID: 824 4898 3657

Passcode: 319455

Petition Map:

**ROLL CALL**

**APPROVAL OF MINUTES:** November 14, 2024

**PETITIONS CONTINUED TO:** January 16, 2025

- |                           |   |
|---------------------------|---|
| AA-17-22                  | <p><b>Joe Kemp Construction, LLC &amp; Blackwell Construction, Inc.</b><br/>Summit Woods (Sudbury Farm Parcel O) W. Ezekiel Dr.<br/>Parcel(s): 53-08-07-400-008.002-009, 53-08-07-400-008.004-009...<br/>Request: Administrative Appeal of the Notice of Violation (NOV) issued March 25, 2022. <u>Case Manager: Jackie Scanlan</u></p>   |
| V-27-22                   | <p><b>Cutters Kirkwood 123, LLC</b><br/>113 E. Kirkwood Ave.<br/>Parcel: 53-05-33-310-062.000-005<br/>Request: Variances from Downtown Character Overlay standards to allow less non-residential area and less large display windows; and a variance from the requirement to align with the front setback of an adjacent historic structure in the Mixed-Use Downtown zoning district with the Courthouse Square Character Overlay (MD-CS). <u>Case Manager: Jackie Scanlan</u></p> |
| CU-31-24/ USE2024-09-0064 | <p><b>Tim Henke</b><br/>915 &amp; 927 E Miller Drive<br/>Parcel(s): 53-08-09-104-124.000-009,<br/>53-08-09-104-120.000-009<br/>Request: Conditional use approval to allow a "Dwelling, cottage development" in the Residential Medium Lot (R2) zoning district. <u>Case Manager: Eric Greulich</u></p>  |

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

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 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.

CU-33-24/ USE2024-11-0068

**Hat Rentals, LLC**

202 N. Walnut Street

Parcel: 53-05-33-310-028.000-005

Request: Request for conditional use approval of "student housing or dormitory" to allow one four-bedroom unit in the Mixed-Use Downtown (MD) zoning district.

Case Manager: Jackie Scanlan

V-35-24/ VAR2024-11-0051

**City of Bloomington Fire Department**

3240 S. Walnut Street

Parcel: 53-08-16-300-046.000-009

Request: Variance from Architectural Standards to allow for the construction of a "Police, fire, or rescue station" in the Mixed-Use Institutional (MI) zoning district.

Case Manager: Eric Greulich

**PETITIONS:**

CU/V-32-24/ USE2024-11-0069

**800 Cottages, LLC**

800 E Grimes Lane

Parcel: 53-08-04-403-084.000-009

Request: Conditional use approval to allow a duplex in the Residential Small Lot (R3) zoning district. Also requested is a determinate sidewalk variance.

Case Manager: Eric Greulich

V-34-24/ VAR2024-11-0050

**Heath Adkins**

921 N. Lindbergh Drive

Parcel: 53-05-32-201-034.070-005

Request: Variance approval to allow driveway access directly off of Lindbergh Drive due to a karst conservancy easement on the property abutting the alley in the Residential Medium Lot (R2) zoning district. Case

Manager: Joe Patterson

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**BLOOMINGTON BOARD OF ZONING APPEALS**  
**STAFF REPORT**  
**LOCATION: 800 E. Grimes Lane**

**CASE#: CU/V-32-24**  
**DATE: December 19, 2024**

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**PETITIONER:** 800 Cottages, LLC  
 400 W. 7<sup>th</sup> Street, Suite #233  
 Bloomington, IN 47402

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**REQUEST:** The petitioner is requesting Conditional Use approval to allow a “Dwelling, duplex” use in the Residential Small Lot (R3) zoning district. Also requested is a determinate sidewalk variance.

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**REPORT:** The property is located at the southeast corner of E. Grimes Lane and S. Stull Avenue. This site and all surrounding properties are zoned Residential Small Lot (R3) and have been developed with single family residences. The property currently contains a single family residence and is within the Bryan Park Neighborhood Association area.

The petitioner is proposing to remove the existing residence and develop the site with a new “Dwelling, duplex”. The residence has been designed to have one unit facing Grimes Lane to the north and one unit facing Stull Avenue to the west. The proposed duplex would be one-story with each unit having two bedrooms. A driveway is shown along the south side of the residence. Water and sewer connections are proposed from Grimes Lane. Since there is a sidewalk on the adjacent property to the south, Section 20.04.050(d) of the UDO requires a sidewalk to be constructed along both street frontages on this property with the construction of a new residence on this lot. Street trees would also be required along both frontages and have been shown.

Grimes Lane is classified as a Neighborhood Connector typology and the Transportation Plan recommends pedestrian facilities on both sides of the street for that typology. Traffic counts conducted in 2019 along this section of Grimes found that the average daily traffic volume (ADT) was approximately 1,898 vehicles with an 85<sup>th</sup> percentile speed of 33 mph.

Stull Avenue is classified as a Neighborhood Residential typology and traffic counts conducted in 2016 found an average daily traffic volume (ADT) of 340 vehicles with an 85<sup>th</sup> percentile speed of 28 mph. The Transportation Plan states that it may be appropriate for streets with this typology with existing or expected ADT of less than 500 vehicles per day and an expected operating speed of 20 mph or less to not have a sidewalk along either side, except when community amenities like schools, libraries, grocery stores, etc. are present. It should be noted that Templeton Elementary school is to the south of this site and Stull Avenue serves as one of the direct roads leading to that school.

This petition was presented to the Bryan Park Neighborhood Association. At that meeting neighbors had questions regarding the orientation of roof pitches, number of bedrooms, and appropriateness of requiring sidewalks along the frontages.

The petitioner is requesting conditional use approval to allow the establishment of a “Duplex, dwelling” use on the property. Also requested is a determinate sidewalk variance to not require a



sidewalk to be constructed on either street frontage.

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## CRITERIA AND FINDINGS FOR CONDITIONAL USE PERMIT

**20.06.040(d)(6)(B) General Compliance Criteria:** All petitions shall be subject to review and pursuant to the following criteria and shall only be approved if they comply with these 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:** There are use-specific standards that apply to the use “dwelling, duplex” within the R3 zoning district and this petition meets those standards. The property owner does not have any notices of violation on file. The UDO requires certain design elements to be similar in general shape, size and design of the majority of existing single-family or duplex structures on the same block face. In accordance with those standards, each unit has its own separate exterior entrance as required and the design of the building incorporates many elements similar to surrounding residences on this block face including-roof pitch design, front porch width and depth, front building setback, and vehicle parking access. There are covered porches shown on each unit that are similar in depth and width to other structures on this block face. The building has been shown at the required build-to-line. Each dwelling unit has two bedrooms and meets the maximum 6 bedroom limitation. The petitioner did attend the Bryan Park Neighborhood Association meeting and presented this petition as required. There are no other known applicable regulations for this petition. There are water and sewer connections available in Grimes Lane and no conflicts with connecting to those services have been identified. There are no known prior approvals for this site.

## 20.06.040(d)(6)(C) ADDITIONAL CRITERIA APPLICABLE TO CONDITIONAL USES

- 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 applicable adopted plans and policies.*

**PROPOSED FINDING:** This proposal is in line with the goals of the Comprehensive Plan. The Comprehensive Plan identifies this area as the “Mixed Urban Residential” land use category. The Comprehensive Plan states that the Mixed Urban Residential land use category is largely in older neighborhoods and that redevelopment should be compatible with surroundings. Policy 5.3.1 encourages opportunities for infill and redevelopment across Bloomington with consideration for increased residential densities, complementary design, and underutilized housing types such as accessory dwelling units and duplexes. This location is also well served by existing services and utilities. The proposal also accomplishes many of the design goals of the Comprehensive Plan in relation to compatibility with adjacent structures and has a clear relationship with the adjacent public street through the sidewalk connection from the residence to the sidewalk on the street. The proposal is in line with the Comprehensive Plan.

**ii. *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.*

**PROPOSED FINDING:** The site has existing utility connection and no issues have been identified with the proposed connections. Development of sidewalk along the property frontages is required by code.

**iii. *Minimizes or Mitigates Adverse Impacts***

- 1. The proposed use and development will not result in the excessive destruction, loss or damage of any natural, scenic, or historic feature of significant importance.*
- 2. The proposed development shall not cause significant adverse impacts on surrounding properties nor create a nuisance by reason of noise, smoke, odors, vibrations, or objectionable lights.*
- 3. The hours of operation, outside lighting, and trash and waste collection must not pose a hazard, hardship, or nuisance to the neighborhood.*
- 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.*

**PROPOSED FINDING:** There are no regulated natural or scenic features that will be impacted. The property is not located within a historic district. No significant adverse impacts are expected from the creation of the proposed duplex. No changes to trash and waste collection service are expected. Concerns from adjoining property owners were expressed at the Neighborhood Meeting regarding orientation of the units on this lot and incorporation of a roof design along Grimes that is complimentary to surrounding residences.

**iv. *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:** No phasing is proposed with this plan.

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## CRITERIA AND FINDINGS FOR DEVELOPMENT STANDARDS VARIANCE

**20.06.080(b)(3)(E)(i) Standards for Granting Variances from Development Standards:** A variance from the development standards of the Unified Development Ordinance may be approved only upon determination in writing that each of the following criteria is met:

- 1) *The approval will not be injurious to the public health, safety, morals, and general welfare of the community.*

**PROPOSED FINDING:** Not constructing a sidewalk along the Grimes Lane frontage of the property at this time will not be injurious to the public health, safety, morals, and general welfare of the community as there is a continuous sidewalk system along the entire north side of Grimes Lane from Woodlawn Avenue to the east all the way to College Avenue to the west. Although the traffic volume on Stull is relatively low, the observed traffic speeds that exceed the speed limit and presence of Templeton Elementary school to the south does indicate possible injury found to public health, safety, morals and general welfare of the community in not requiring a sidewalk along Stull as this serves as one of the direct routes to Templeton Elementary school.

- 2) *The use and value of the area adjacent to the property included in the Development Standards Variance will not be affected in a substantially adverse manner.*

**PROPOSED FINDING:** No negative impact on the use or value of the area adjacent to the property are expected as a result of not requiring a sidewalk along either frontage. Both adjacent properties will continue to be utilized as single family residences with no impact. As mentioned, there is a continuous sidewalk system along the north side of Grimes Lane that is immediately adjacent to this property and provides safe pedestrian access through this corridor. The low traffic volume on Stull Avenue reduces potential impacts to the adjacent properties along that frontage.

- 3) *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in question; that the Development Standards Variance will relieve the practical difficulties.*

**PROPOSED FINDING:** The Department does not find any practical difficulties in the use of the property as a result of requiring pedestrian facilities to be installed. The property will still be able to be used with the proposed duplex as are many properties throughout the City with sidewalks. In addition, the Department has not identified any practical difficulties that are peculiar to the property in question that would not allow for the required pedestrian facilities to be installed along both frontages. Although there is some downhill slope along Stull, the property frontage along both street is relatively flat with no topographic or environmental constraints that would prevent the required pedestrian facilities from being installed. There are not any practical difficulties associated with the use of the property for the single family residence that would be alleviated by not requiring the pedestrian facilities to be installed.

**20.06.080(b)(3)(E)(i)(3) Determinate Sidewalk Variance Approval Criteria:**

While not to be included as separate findings of fact, items to consider when determining the practical difficulties or peculiar conditions associated with a determinate sidewalk variance include, but are not limited to:

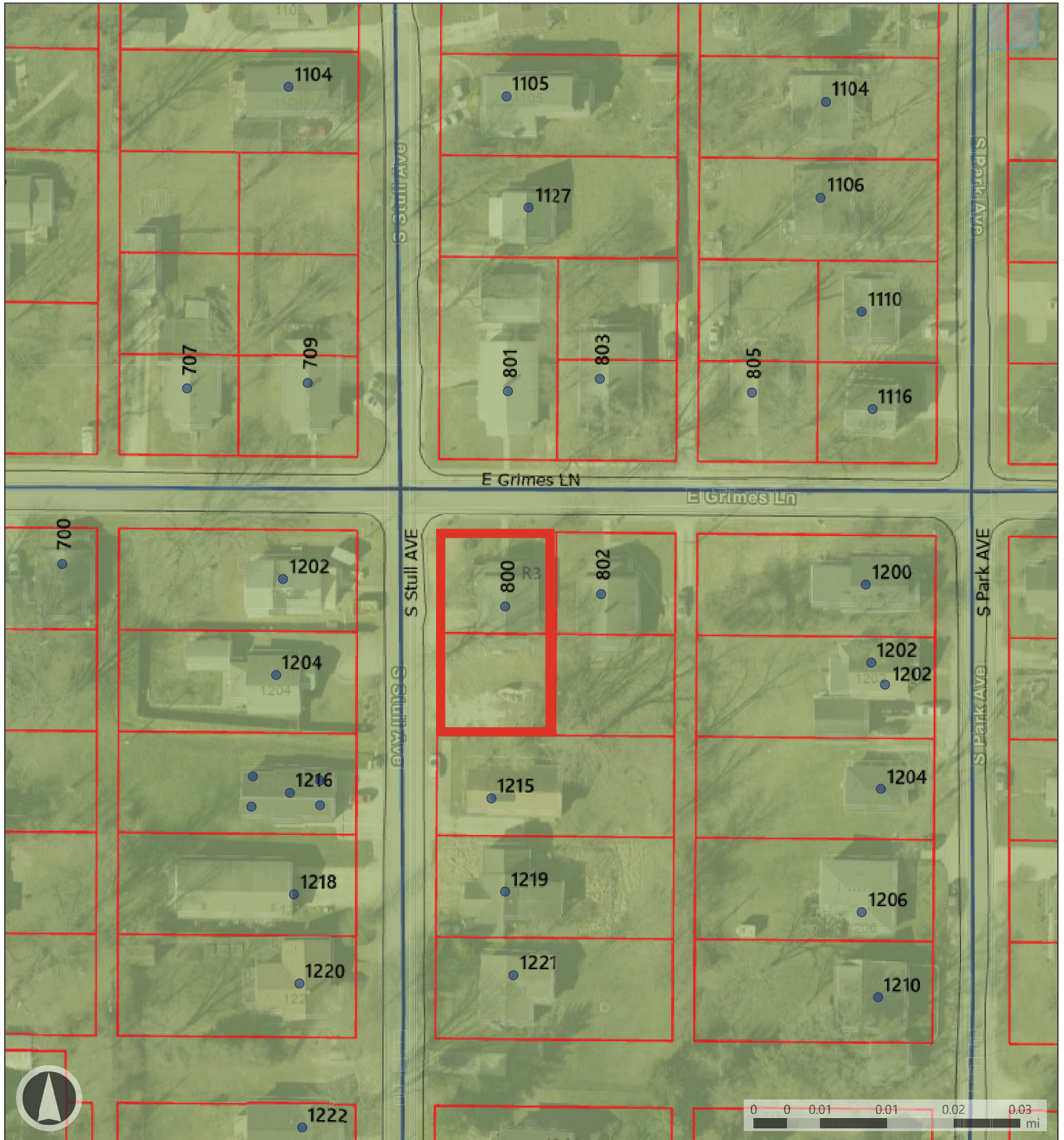
- [a] That the topography of the lot or tract together with the topography of the adjacent lots or tract and the nature of the street right-of-way make it impractical for construction of a sidewalk; or*
- [b] That the pedestrian traffic reasonably to be anticipated over and along the street adjoining such lot or tract upon which new construction is to be erected is not and will not be such as to require sidewalks to be provided for the safety of pedestrians; or*
- [c] The adjacent lot or tracts are at present developed without sidewalks and there is no reasonable expectation of additional sidewalk connections on the block in the near future; or*
- [d] The location of the lot or tract is such that a complete pedestrian network is present on the other of the street on the same block; or*
- [e] Uniformity of development of the area would best be served by deferring sidewalk construction on the lot or tract until some future date.*

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**RECOMMENDATION:** The Department recommends that the Board of Zoning Appeals adopts the proposed findings and recommends approval of the conditional use request and denial of the determinate sidewalk variance associated with CU/V-32-24, with the following conditions:

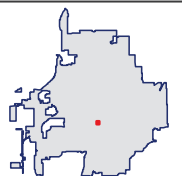
1. This conditional use approval is limited to the design shown and discussed in the packet.
2. Street trees not more than 30' from center are required along the property frontage.
3. A 6' wide sidewalk with tree plot and street trees are required along both frontages. Any portions of the sidewalk not located in public right-of-way must be placed in a pedestrian easement.





**Map Legend**

- |           |                         |                                |                       |
|-----------|-------------------------|--------------------------------|-----------------------|
| Addresses | Paved Parking Lot       | Neighborhood Connector         | Urban Area            |
| Parcels   | Current                 | Neighborhood Residential       | Metropolitan Planning |
| Pavement  | City Maintained Streets | Bloomington Municipal Boundary | Residential Small Lot |

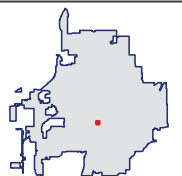






Map Legend

- Addresses
- Parcels
- Pavement
- Paved Parking Lot
- Current
- City Maintained Streets
- Neighborhood Connector
- Neighborhood Residential
- Bloomington Municipal Boundary





**800 Cottages, LLC**

**400 W 7th Street, Suite 233**

**Bloomington, IN 47404**

**Petitioner's Statement**

800 E Grimes Ln Residence

Petitioner: 800 Cottages, LLC, Bloomington, Indiana

Property Description: 800 E Grimes Ln is a residential parcel on the southwest corner of the intersection of Grimes and Stull in the Bryan Park Neighborhood. The property is zoned R3 (Residential Small Lot). The property is bounded by single family residential uses on all. Adjacent Zoning is R3 on all sides. Conditional Use Request: 800 Cottages, LLC, is filing a request for Conditional Use per the UDO for Dwelling, Duplex construction in R3 Zoning. The proposal meets the design requirements and the development standards in the UDO. The proposal consists of a new 1-story structure that includes two 2 bedroom, 2 bath dwelling units. The design reflects the requirements of the UDO in that separate exterior entrances for each unit face East Grimes Ln. The building setback and vehicular access is also consistent with other homes along Grimes and Stull. New water and sewer service, separate for each unit, has been coordinated with City of Bloomington Utilities and Engineering, and new electrical service, separate for each unit, will be coordinated with Duke Energy. Upon approval, construction would likely begin in February of 2024 with completion expected in the Summer of 2025.

This proposal also requests a variance from city sidewalks along Grimes and Stull. The neighborhood seems to share in the belief that these sidewalks are unnecessary.

**Notes:**

- 1) Basis of bearing (State Plane-Indiana West)
- 2) Fieldwork performed - November 2024
- 3) Source of title - Now or formerly owned by Crowder, Dane A; Field, Suzanne L as found in Instrument Number 2016012368 in the Office of the Monroe County recorder.
- 4) Zoning Classification of Subject Property - R3
- 5) Subject Property Legal Description - Reference Instrument Number 2018012058
- 6) Proposed 1st floor elevation of residence shall be 781.5'
- 7) The proposed finish floor and finish grade elevations shown are minimum elevations in order to provide positive surface drainage away from the proposed residence. The finish grade elevations shall not in any way shed surface storm water flow onto the adjoining properties unless provisions have been made with the adjoining property owners and the governing jurisdiction. Shallow flow lines shall be made by the finish grade subcontractor along the common lines with adjoining property owners to direct the storm water flow as shown on this plot plan. The builder shall notify this firm if field adjustments are made lowering than the elevations shown or redirecting the surface storm water flows.
- 8) The dimensions shown on the proposed residence are based upon plans provided by the builder. Prior to construction the builder shall verify no changes have been made from those shown herein.
- 9) The plot plan has been prepared for use in obtaining a building permit and is not intended to identify lot or property lines. The dimensions shown to lot lines or lines representing property lines are shown based upon limited field evidence of said lines and the dimensions are subject to the same limitations which might affect the accuracy of the dimensions.
- 10) No wetlands shall be disturbed during or after the construction of the site improvements.
- 11) Any subsurface drainage tiles encountered during the construction of the site improvements shall be protected from damage and if necessary rerouted with the drainage flow within perpetuated. If said tile is damaged, repairs shall be made immediately to restore the tile to its original condition.
- 12) The builder and/or any underground site contractor shall call Indiana 811 to verify the location of the underground utilities on this site and report any conflicts to Deckard Land Surveying prior to commencing work.
- 13) Construction drive: Temporary construction drive to comply with City of Bloomington ordinances.
- 14) Gentle swale statement: Gentle swale required to be constructed (or be protected if existing along side lot line) during construction and to remain post-construction to direct sheet drained watershed towards the front and back of lot and not towards existing or proposed residence.
- 15) Erosion control measure must be functional and maintained through construction.
- 16) Sediment Discharge and tracking from lot shall be minimized.
- 17) Adjacent lots disturbed by an individual lot operator must be repaired and stabilized.
- 18) Concrete and Cementitious Washwater: Include location of concrete washout and building materials area on site plan. All concrete and cementitious washwater is required to be captured in a leak-proof concrete washout container.
- 19) Ingress/Egress: Equipment is only allowed to access the site through the approved driveway with a Driveway Permit. Maintain the driveway as a stabilized construction ingress/egress. If alternate access is required, please apply for another Driveway Permit with the Highway Department.
- 20) Tracking and Off-Site Discharges: Any sediment tracked off site, must be swept (not flushed) off the road by the end of the business day. Off-site discharges of sediment must be remediated by the end of the business day.
- 21) Spill Response: No vehicle fueling, storage of fuel, or repair of equipment is allowed on site. All spills must be cleaned up immediately and reported according to local, state, and federal regulations. Contact the MS4 Coordinator within 24 hours of discovery. Immediately protect the sinkhole with erosion control measures. Filling of new sinkholes requires MS4 Coordinator approval.
- 22) Karet: New sinkhole that develop as a result of construction must be reported to the MS4 Coordinator within 24 hours of discovery. Immediately protect the sinkhole with erosion control measures. Filling of new sinkholes requires MS4 Coordinator approval.
- 23) Stabilization: Permanently stabilize areas at final grade within 7 days. Temporary stabilization is required for disturbed areas left inactive for more than 7 days. Any disturbance caused on adjacent lots must be repaired or stabilized.
- 24) Changes or deviations to this plan shall be submitted to Bloomington City Planning Department for approval.
- 25) The individual lot operator is responsible for installation and maintenance of all erosion and sediment control measure until the lot is stabilized. The operator must comply with all the requirements of the zoning ordinance of Monroe County.
- 26) This drawing is not intended to be represented as a retracement or original boundary survey, a route survey, or a Surveyor Location Report.
- 27) I affirm, under penalty for perjury, that I have taken responsible care to redact each Social Security Number in this document, unless required by law.

**CERTIFICATION:**

This drawing was prepared in the office without the benefit of a field survey and examination of adjoining deeds. This certification does not take into consideration additional facts that an accurate and correct title search and/or examination of a field survey might disclose.

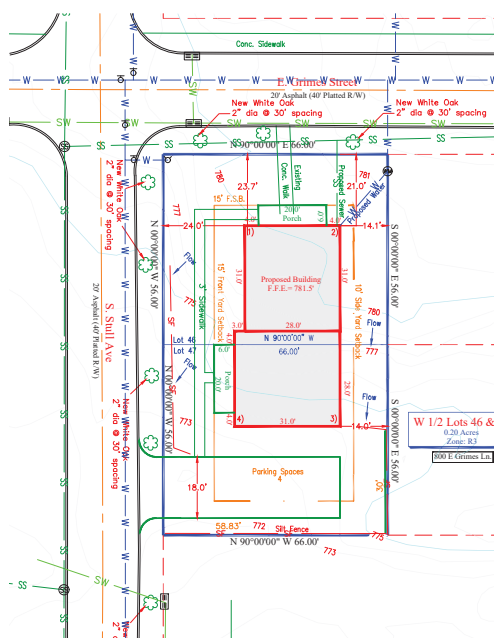
Certified this 13th day of December, 2024.

Eric L. Deckard  
Registered Surveyor LS29900012  
State of Indiana

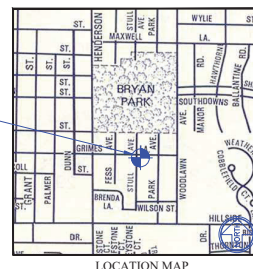
# VALU- BUILT - SITE PLAN THE WEST HALF OF LOTS 46 AND 47 IN EDMONT PARK FINAL PLAT MONROE COUNTY, INDIANA

**Impervious Surface Coverage Calculations:**

Total Lot Area: 7,392 Sq. Ft.  
Proposed Impervious Surface: 3,179 Sq. Ft.  
Proposed Coverage: 43%



PERRY TWP.  
TOWNSHIP 8 N  
RANGE 1 W  
SECTION 4  
DEVELOPER, APPLICANT &/OR OWNER  
VALU- BUILT  
2775 N THOMAS RD  
BLOOMINGTON, INDIANA 47404

**PROJECT LOCATION**

LOCATION MAP

**Water Line Notes(W):**

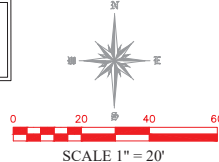
- 1) Tap existing 6" water main per CBU requirements. Contractor to provide all necessary excavation, shoring, backfill, surface repair, tap saddle, and tap valve for the tap. CBU personnel must perform the tap and will provide the necessary tapping equipment and labor for the tap. Schedule the tap with the CBU inspector that is assigned to this job.
- 2) 2" domestic water service shall be either type "K" copper in conformance with ASTM B88 or blue polyethylene AWWA 901 PE4710, ASTM D2737, CTS SDR9 PC250 (NSF 61). Backfill per CBU detail 11. 48" of cover min.
- 3) Domestic meter, final size and location to be determined by CBU.
- 4) Connect to building, see architectural plumbing plans.

**Sanitary Sewer Notes(S):**

- 1) 6" SDR-35 PVC sanitary sewer lateral (slope @ 1.00% min). Backfill per CBU detail 11.
- 2) Sanitary cleanout per CBU standard detail 19.
- 3) Core drill and connect sanitary lateral to existing manhole at invert of trough.
- 4) Connect to building sanitary waste line (see plumbing plans). sanitary sewer pipe to be 6" minimum diameter outside of building.

**SETBACK TABLE**

Front - 15'  
Side - 10'  
Rear - 25'  
ZONE: R3



SCALE 1" = 20'

LEGEND	
STORM DRAIN PROTECTION	CONSTRUCTION ENTRANCE
UTILITY POLE	MATERIALS STORAGE AREA
REBAR FOUND	CONCRETE WASTE MANAGEMENT
REBAR SET	STAGING AREA
NAIL FOUND	STOCKPILE LOCATION
RE SPIRE FOUND	SANITARY INFRASTRUCTURE
FIRE HYDRANT	SILT FENCE
WATER VALVE	WATER INFRASTRUCTURE
WATER METER	OVERHEAD POWER LINE
CATCH BASIN	STORMWATER INFRASTRUCTURE
(TS) TEMPORARY SEEDING	STORMWATER FLOW DIRECTION
(PS) PERMANENT SEEDING	
(U) UNDISTURBED AREA	

**Elevations:**

Proposed F.F.E. 781.5'

**Existing Adjacent Grades**

- 1) Existing Elevation: 779.5'
- 2) Existing Elevation: 780.3'
- 3) Existing Elevation: 774.0'
- 4) Existing Elevation: 772.9'

DECKARD  
LAND SURVEYING  
1000 N. WASHINGTON ST.  
BLOOMINGTON, IN 47404  
TEL: 317.346.1234  
WWW.DLSDSURV.COM



N

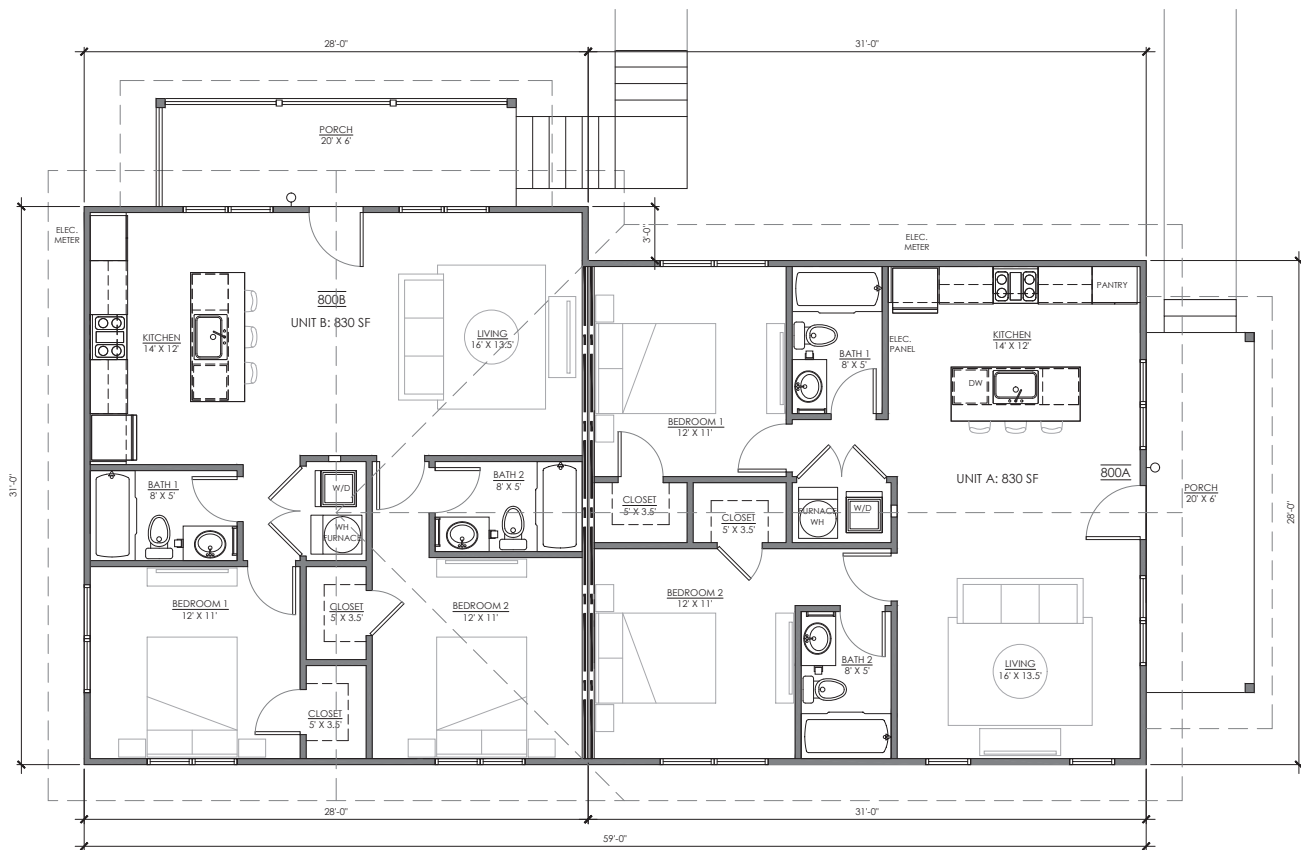
VALU- BUILT  
SITE PLAN  
A PART OF SECTION 4, T8N, R1W

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	11/27/24

24-198
1
2
11/27/24
BNDY.SHT



Eric L. Deckard  
Registered Surveyor LS29900012  
State of Indiana



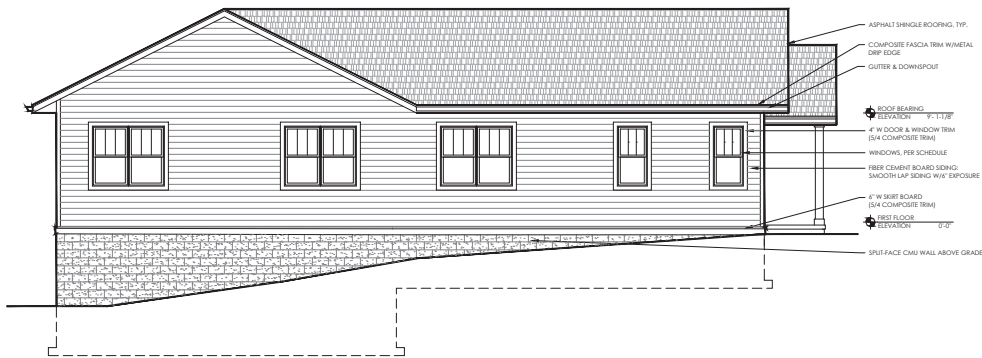
## 800 E GRIMES DUPLEX

FIRST FLOOR PLAN  
SCALE: 3/16" = 1'-0"

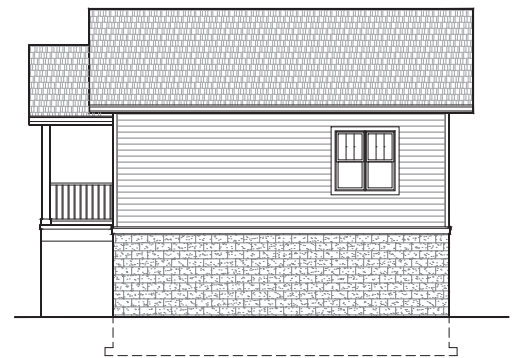


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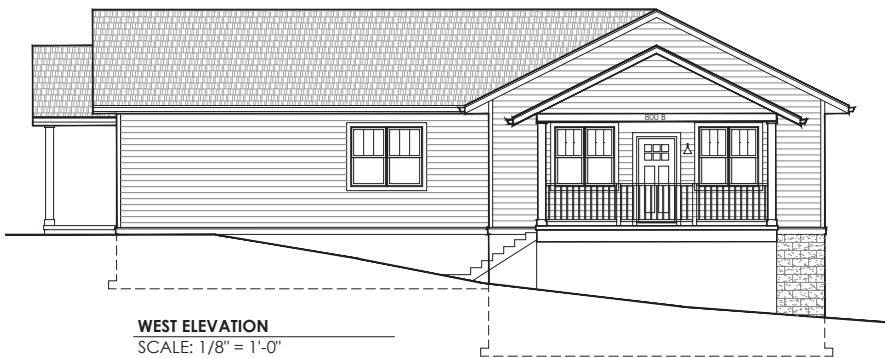
MATTE  
BLACK  
ARCHITECTURE



**EAST ELEVATION**  
SCALE: 1/8" = 1'-0"



**SOUTH ELEVATION**  
SCALE: 1/8" = 1'-0"



**WEST ELEVATION**  
SCALE: 1/8" = 1'-0"



**NORTH ELEVATION**  
SCALE: 1/8" = 1'-0"

## 800 E GRIMES DUPLEX

REVISED 11.27.2024

MATTE  
BLACK  
ARCHITECTURE





Eastbound																	Latitude: 0 0.0000		Longitude: 0 0.0000	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	Pace Speed	Number in Pace		
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90					
10/10/19	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	21-30	5		
01:00	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	7	21-30	5		
02:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3		
03:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	25-34	4		
04:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	19-28	2		
05:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	10-19	2		
06:00	0	0	2	5	8	6	1	0	0	0	0	0	0	0	0	22	29-38	14		
07:00	0	0	10	33	24	5	1	0	0	0	0	0	0	0	0	73	26-35	57		
08:00	1	9	30	39	23	8	1	0	0	0	0	0	0	0	0	111	21-30	69		
09:00	3	1	12	22	18	7	0	0	0	0	0	0	0	0	0	63	26-35	40		
10:00	1	4	6	32	16	4	0	0	0	0	0	0	0	0	0	63	26-35	48		
11:00	0	2	8	20	9	6	0	0	0	0	0	0	0	0	0	45	24-33	29		
12 PM	1	6	10	19	17	4	0	0	0	0	0	0	0	0	0	57	26-35	36		
13:00	0	3	12	12	11	2	0	0	1	0	0	0	0	0	0	41	21-30	24		
14:00	1	3	12	26	17	3	0	0	0	0	0	0	0	0	0	62	26-35	43		
15:00	1	21	31	30	13	2	0	0	0	0	0	0	0	0	0	98	21-30	61		
16:00	2	7	12	25	20	3	0	0	0	0	0	0	0	0	0	69	26-35	45		
17:00	1	4	10	31	31	7	1	0	0	0	0	0	0	0	0	85	26-35	62		
18:00	4	3	12	25	10	5	0	0	0	0	0	0	0	0	0	59	21-30	37		
19:00	1	4	12	14	15	2	0	0	0	0	0	0	0	0	0	48	26-35	29		
20:00	0	5	6	19	11	0	0	0	0	0	0	0	0	0	0	41	26-35	30		
21:00	1	6	2	12	6	4	1	0	0	0	0	0	0	0	0	32	26-35	18		
22:00	1	2	10	8	9	2	0	0	0	0	0	0	0	0	0	32	21-30	18		
23:00	1	4	1	8	5	0	0	0	0	0	0	0	0	0	0	19	26-35	13		
Total	19	87	203	394	266	72	5	0	1	0	0	0	0	0	0	1047				
Percent	1.8%	8.3%	19.4%	37.6%	25.4%	6.9%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	09:00	08:00	08:00	08:00	07:00	08:00	06:00									08:00				
Vol.	3	9	30	39	24	8	1									111				
PM Peak	18:00	15:00	15:00	17:00	17:00	17:00	17:00		13:00							15:00				
Vol.	4	21	31	31	31	7	1		1							98				



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Site Code:  
 Station ID:  
 E. Grimes Ln.  
 S. Fess Ave. to S. Stull Ave.  
 Latitude: 0' 0.0000 Undefined

Eastbound																	
Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/12/19	1	1	6	6	3	1	0	0	0	0	0	0	0	0	18	21-30	12
01:00	1	2	4	2	0	1	0	0	0	0	0	0	0	0	10	21-30	6
02:00	0	0	3	1	2	1	0	0	0	0	0	0	0	0	7	21-30	4
03:00	0	0	1	5	0	1	0	0	0	0	0	0	0	0	7	21-30	6
04:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
05:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	15-24	2
06:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	14-23	2
07:00	0	2	1	4	4	2	0	0	0	0	0	0	0	0	13	26-35	8
08:00	0	1	8	2	9	0	0	1	0	0	0	0	0	0	21	24-33	11
09:00	1	3	3	8	11	6	1	0	0	0	0	0	0	0	33	26-35	19
10:00	0	2	4	14	14	2	0	0	0	0	0	0	0	0	36	26-35	28
11:00	1	1	7	19	17	5	3	0	0	0	0	0	0	0	53	26-35	36
12 PM	2	1	6	15	19	2	1	0	0	0	0	0	0	0	46	26-35	34
13:00	0	1	12	13	9	3	0	0	0	0	0	0	0	0	38	21-30	25
14:00	2	4	12	20	17	11	0	0	0	0	0	0	0	0	66	26-35	37
15:00	2	1	17	21	22	5	1	1	0	0	0	0	0	0	70	26-35	43
16:00	1	11	8	22	26	3	0	0	0	0	0	0	0	0	71	26-35	48
17:00	0	3	15	17	14	4	0	0	1	0	0	0	0	0	54	21-30	32
18:00	2	4	15	17	11	3	0	1	0	0	0	0	0	0	53	21-30	32
19:00	1	6	6	12	7	6	0	0	0	0	0	0	0	0	38	24-33	19
20:00	0	3	8	13	10	2	0	0	0	0	0	0	0	0	36	25-34	23
21:00	1	7	3	5	6	1	0	0	0	0	0	0	0	0	23	26-35	11
22:00	0	8	4	11	6	2	3	0	0	0	0	0	0	0	34	25-34	17
23:00	0	5	3	14	8	2	0	0	0	0	0	0	0	0	32	26-35	22
Total	15	67	151	243	218	63	9	3	1	0	0	0	0	0	770		
Percent	1.9%	8.7%	19.6%	31.6%	28.3%	8.2%	1.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	09:00	08:00	11:00	11:00	09:00	11:00	08:00							11:00		
Vol.	1	3	8	19	17	6	3	1							53		
PM Peak	12:00	16:00	15:00	16:00	16:00	14:00	22:00	15:00	17:00						16:00		
Vol.	2	11	17	22	26	11	3	1	1						71		



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Site Code:  
 Station ID:  
 E. Grimes Ln.  
 S. Fess Ave. to S. Stull Ave.  
 Latitude: 0' 0.0000 Undefined

Eastbound																	
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/13/19	3	3	1	4	2	0	1	0	0	0	0	0	0	0	14	26-35	6
01:00	0	1	3	2	3	1	0	0	0	0	0	0	0	0	10	23-32	5
02:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	19-28	2
03:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	25-34	4
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	30-39	2
05:00	1	0	0	1	1	1	0	0	0	0	0	0	0	0	4	24-33	2
06:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
07:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	21-30	5
08:00	0	3	5	5	2	1	0	0	0	0	0	0	0	0	16	21-30	10
09:00	1	0	4	12	4	1	0	0	0	0	0	0	0	0	22	21-30	16
10:00	0	1	4	9	9	3	2	0	0	0	0	0	0	0	28	26-35	18
11:00	0	3	6	20	14	4	0	0	0	0	0	0	0	0	47	26-35	34
12 PM	2	2	5	22	10	3	0	0	0	0	0	0	0	0	44	26-35	32
13:00	1	2	5	15	19	0	0	1	0	0	0	0	0	0	43	26-35	34
14:00	1	3	3	21	12	8	1	0	0	0	1	0	0	0	50	26-35	33
15:00	0	4	4	15	16	11	0	0	0	0	0	0	0	0	50	26-35	31
16:00	0	4	4	13	23	3	0	0	0	0	0	0	0	0	47	26-35	36
17:00	0	2	4	20	10	5	0	1	0	0	0	0	0	0	42	26-35	30
18:00	3	3	5	11	5	1	1	0	0	0	0	0	0	0	29	21-30	16
19:00	1	5	8	15	10	2	0	0	0	0	0	0	0	0	41	25-34	25
20:00	1	3	10	17	9	2	0	0	0	0	0	0	0	0	42	21-30	27
21:00	0	2	2	9	4	0	0	0	0	0	0	0	0	0	17	26-35	13
22:00	0	2	3	7	6	0	0	0	0	0	0	0	0	0	18	26-35	13
23:00	0	1	4	2	3	2	1	0	0	0	0	0	0	0	13	21-30	6
Total	14	44	84	226	167	51	6	2	0	0	1	0	0	0	595		
Percent	2.4%	7.4%	14.1%	38.0%	28.1%	8.6%	1.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak	00:00	00:00	11:00	11:00	11:00	11:00	10:00								11:00		
Vol.	3	3	6	20	14	4	2								47		
PM Peak	18:00	19:00	20:00	12:00	16:00	15:00	14:00	13:00			14:00				14:00		
Vol.	3	5	10	22	23	11	1	1			1				50		

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 Bloomington, IN 47404

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Site Code:  
 Station ID:  
 E. Grimes Ln.  
 S. Fess Ave. to S. Stull Ave.  
 Latitude: 0' 0.0000 Undefined

Eastbound																	Latitude: 0.000000		Longitude: 0.000000	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace			
10/14/19	0	1	4	1	2	0	0	0	0	0	0	0	0	0	8	18-27	5			
01:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1			
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1			
03:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5	26-35	3			
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2			
05:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5	26-35	2			
06:00	1	1	2	6	14	2	0	0	0	0	0	0	0	0	26	26-35	20			
07:00	0	2	7	39	23	8	0	1	0	0	0	0	0	0	80	26-35	62			
08:00	1	4	5	19	13	2	0	0	0	0	0	0	0	0	44	26-35	32			
09:00	2	1	6	17	20	2	0	0	0	0	0	0	0	0	48	26-35	37			
10:00	1	2	8	9	15	5	3	0	0	0	0	0	0	0	43	26-35	24			
11:00	0	0	9	22	22	8	0	0	0	1	0	0	0	0	62	26-35	44			
12 PM	1	2	11	16	31	2	1	0	0	0	0	0	0	0	64	26-35	47			
13:00	1	0	8	22	32	6	1	0	0	0	0	0	0	0	70	26-35	54			
14:00	2	2	10	25	24	5	2	0	0	0	0	0	0	0	70	26-35	49			
15:00	1	5	7	21	18	8	2	0	0	0	0	0	0	0	62	26-35	39			
16:00	1	1	7	24	17	3	2	0	1	0	0	0	0	0	56	26-35	41			
17:00	0	6	17	23	30	8	0	1	0	0	0	0	0	0	85	26-35	53			
18:00	1	1	13	24	12	5	0	0	0	0	0	0	0	0	56	21-30	37			
19:00	1	1	6	15	20	3	0	0	1	0	0	0	0	0	47	26-35	35			
20:00	0	3	6	9	13	3	0	1	0	0	0	0	0	0	35	26-35	22			
21:00	1	5	3	6	10	2	0	0	0	0	0	0	0	0	27	26-35	16			
22:00	1	1	2	6	5	2	0	0	0	0	0	0	0	0	17	26-35	11			
23:00	1	6	6	5	3	1	1	0	0	0	0	0	0	0	23	16-25	12			
Total	17	45	140	314	327	76	13	3	2	1	0	0	0	0	938					
Percent	1.8%	4.8%	14.9%	33.5%	34.9%	8.1%	1.4%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%						
AM Peak	09:00	08:00	11:00	07:00	07:00	07:00	10:00	07:00		11:00					07:00					
Vol.	2	4	9	39	23	8	3	1		1					80					
PM Peak	14:00	17:00	17:00	14:00	13:00	15:00	14:00	17:00	16:00						17:00					
Vol.	2	6	17	25	32	8	2	1	1						85					

Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	4047
	Percent in Pace :	62.9%
	Number of Vehicles > 25 MPH :	4607
	Percent of Vehicles > 25 MPH :	71.6%
	Mean Speed(Average) :	28 MPH

[illegible]

[illegible]

[illegible]

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 401 N. Morton St., Suite 130  
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Site Code:  
 Station ID:  
 E. Grimes Ln.  
 S. Fess Ave. to S. Stull Ave.  
 Latitude: 0' 0.0000 Undefined

Westbound																		
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	Pace Speed	Number in Pace
10/11/19	1	0	0	2	1	1	1	0	0	0	0	0	0	0	0	6	26-35	3
01:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	20-29	3
02:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3	9-18	1
05:00	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	6	21-30	4
06:00	0	2	5	9	5	2	0	0	0	0	0	0	0	0	0	23	26-35	14
07:00	3	0	17	37	18	2	0	0	0	0	0	0	0	0	0	77	24-33	55
08:00	4	19	22	37	7	0	0	0	0	0	0	0	0	0	0	89	21-30	59
09:00	2	15	9	21	15	1	0	0	0	0	0	0	0	0	0	63	26-35	36
10:00	4	7	13	18	7	1	0	0	0	0	0	0	0	0	0	50	21-30	31
11:00	2	8	15	34	10	1	1	0	0	0	0	0	0	0	0	71	21-30	49
12 PM	1	11	15	31	11	3	0	0	0	0	0	0	0	0	0	72	21-30	46
13:00	2	10	11	30	11	1	0	0	0	0	0	0	0	0	0	65	26-35	41
14:00	1	13	10	28	21	3	0	0	0	0	0	0	0	0	0	76	26-35	49
15:00	7	33	30	45	16	2	1	0	1	0	0	0	0	0	0	135	21-30	75
16:00	3	16	22	45	20	1	1	0	0	0	0	0	0	0	0	108	21-30	67
17:00	1	13	36	53	17	2	0	0	0	0	0	0	0	0	0	122	21-30	89
18:00	0	5	11	29	11	1	0	0	0	0	0	0	0	0	0	57	21-30	40
19:00	2	5	12	12	8	0	0	0	0	0	0	0	0	0	0	39	21-30	24
20:00	5	5	8	12	2	0	0	0	0	0	0	0	0	0	0	32	21-30	20
21:00	0	5	11	9	4	0	0	0	0	0	0	0	0	0	0	29	21-30	20
22:00	0	6	3	13	4	0	0	0	0	0	0	0	0	0	0	26	24-33	17
23:00	1	3	6	6	1	2	0	0	0	0	0	0	0	0	0	19	21-30	12
Total	39	178	259	479	190	25	5	0	1	0	0	0	0	0	0	1176		
Percent	3.3%	15.1%	22.0%	40.7%	16.2%	2.1%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	05:00	00:00									08:00		
Vol.	4	19	22	37	18	2	1									89		
PM Peak	15:00	15:00	17:00	17:00	14:00	12:00	15:00		15:00							15:00		
Vol.	7	33	36	53	21	3	1		1							135		

[illegible]



[illegible]

[illegible]

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	4140
	Percent in Pace :	61.2%
	Number of Vehicles > 25 MPH :	4340
	Percent of Vehicles > 25 MPH :	64.1%
	Mean Speed(Average) :	27 MPH





Castbound, westbound																	
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/10/19	0	0	1	5	1	0	1	0	0	0	0	0	0	0	8	24-33	6
01:00	0	0	2	4	1	1	0	0	0	0	0	0	0	0	8	21-30	6
02:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28	4
03:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	25-34	4
04:00	0	1	3	1	1	1	1	0	0	0	0	0	0	0	8	21-30	4
05:00	0	2	1	5	3	0	0	0	0	0	0	0	0	0	11	25-34	8
06:00	0	1	6	14	14	8	1	0	0	0	0	0	0	0	44	26-35	28
07:00	1	0	30	80	42	11	1	0	0	0	0	0	0	0	165	26-35	122
08:00	4	22	52	87	43	8	1	0	0	0	0	0	0	0	217	21-30	139
09:00	9	15	26	40	31	7	0	0	0	0	0	0	0	0	128	26-35	71
10:00	2	7	17	53	30	5	0	0	0	0	0	0	0	0	114	26-35	83
11:00	3	12	20	44	18	8	1	0	0	0	0	0	0	0	106	21-30	64
12 PM	4	13	30	42	31	8	0	0	0	0	0	0	0	0	128	24-33	73
13:00	6	10	34	39	23	3	0	0	1	0	0	0	0	0	116	21-30	73
14:00	7	6	25	62	27	4	0	0	0	0	0	0	0	0	131	25-34	89
15:00	9	46	56	58	38	2	0	0	0	0	0	0	0	0	209	21-30	114
16:00	6	39	37	66	40	5	0	0	0	0	0	0	0	0	193	26-35	106
17:00	2	15	35	74	59	11	1	0	0	0	0	0	0	0	197	26-35	133
18:00	9	9	30	59	24	6	0	0	0	0	0	0	0	0	137	21-30	89
19:00	3	10	20	29	24	5	0	0	0	0	0	0	0	0	91	26-35	53
20:00	0	6	14	33	16	0	0	0	0	0	0	0	0	0	69	26-35	49
21:00	3	7	6	23	9	4	1	0	0	0	0	0	0	0	53	26-35	32
22:00	1	5	13	15	9	2	0	0	0	0	0	0	0	0	45	21-30	28
23:00	1	4	3	13	8	0	0	0	0	0	0	0	0	0	29	26-35	21
Total	70	231	463	850	494	99	8	0	1	0	0	0	0	0	2216		
Percent	3.2%	10.4%	20.9%	38.4%	22.3%	4.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	08:00	08:00	07:00	00:00								08:00		
Vol.	9	22	52	87	43	11	1								217		
PM Peak	15:00	15:00	15:00	17:00	17:00	17:00	17:00		13:00						15:00		
Vol.	9	46	56	74	59	11	1		1						209		

Eastbound, Westbound																	
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/11/19	1	0	1	6	6	1	1	0	0	0	0	0	0	0	16	26-35	12
01:00	0	1	2	5	2	0	0	0	0	0	0	0	0	0	10	26-35	7
02:00	0	1	2	2	2	1	0	0	0	0	0	0	0	0	8	26-35	4
03:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	0	2	0	3	0	0	1	0	0	0	0	0	0	0	6	26-35	3
05:00	0	0	1	6	1	2	0	0	0	0	0	0	0	0	10	26-35	7
06:00	0	4	9	19	16	5	0	0	0	0	0	0	0	0	53	26-35	35
07:00	4	1	29	61	31	10	4	0	0	0	0	0	0	0	140	25-34	92
08:00	5	31	55	74	22	5	1	0	0	0	0	0	0	0	193	21-30	129
09:00	2	17	14	40	27	7	0	0	0	0	0	0	0	0	107	26-35	67
10:00	6	13	22	38	21	4	0	0	0	0	0	0	0	0	104	21-30	60
11:00	3	10	28	53	20	6	1	0	0	0	0	0	0	0	121	21-30	81
12 PM	1	15	27	50	24	8	0	1	0	0	0	0	0	0	126	21-30	77
13:00	3	13	24	49	29	3	0	0	0	0	0	0	0	0	121	26-35	78
14:00	2	18	21	44	37	3	0	0	0	0	0	0	0	0	125	26-35	81
15:00	12	52	56	80	30	9	1	0	1	0	0	0	0	0	241	21-30	136
16:00	7	21	47	69	35	4	1	0	0	0	0	0	0	0	184	21-30	116
17:00	4	21	52	86	44	12	1	0	0	0	0	0	0	0	220	21-30	138
18:00	0	12	17	56	26	10	0	0	0	0	0	0	0	0	121	26-35	82
19:00	2	8	17	26	18	1	1	0	0	0	0	0	0	0	73	26-35	44
20:00	8	9	18	28	4	1	0	0	0	0	0	0	0	0	68	21-30	46
21:00	0	9	18	28	16	3	0	0	0	0	0	0	0	0	74	21-30	46
22:00	0	9	8	27	9	3	2	0	0	0	0	0	0	0	58	24-33	36
23:00	1	8	10	17	5	3	1	0	0	0	0	0	0	0	45	21-30	27
Total	61	275	479	868	426	101	15	1	1	0	0	0	0	0	2227		
Percent	2.7%	12.3%	21.5%	39.0%	19.1%	4.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	08:00	07:00	07:00	07:00								08:00		
Vol.	6	31	55	74	31	10	4								193		
PM Peak	15:00	15:00	15:00	17:00	17:00	17:00	22:00	12:00	15:00						15:00		
Vol.	12	52	56	86	44	12	2	1	1						241		

**City of Bloomington**  
**Planning and Transportation Department**  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Page 21

Site Code:  
 Station ID:  
 E. Grimes Ln.  
 S. Fess Ave. to S. Stull Ave.  
 Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/12/19	1	4	11	11	7	1	0	0	0	0	0	0	0	0	35	21-30	22
01:00	1	2	9	6	1	1	0	0	0	0	0	0	0	0	20	21-30	15
02:00	0	2	4	2	3	1	0	0	0	0	0	0	0	0	12	16-25	6
03:00	0	0	1	7	1	1	0	0	0	0	0	0	0	0	10	26-35	8
04:00	0	1	2	3	1	2	0	0	0	0	0	0	0	0	9	21-30	5
05:00	0	0	4	2	2	0	0	0	0	0	0	0	0	0	8	20-29	6
06:00	2	1	2	5	5	0	0	0	0	0	0	0	0	0	15	26-35	10
07:00	0	2	7	9	10	4	0	0	0	0	0	0	0	0	32	26-35	19
08:00	1	<b>9</b>	11	11	20	1	0	<b>1</b>	0	0	0	0	0	0	54	26-35	31
09:00	<b>3</b>	6	8	23	23	<b>9</b>	1	0	0	0	0	0	0	0	73	26-35	46
10:00	1	4	8	<b>37</b>	20	5	1	1	0	0	0	0	0	0	77	26-35	57
11:00	1	5	<b>24</b>	37	<b>37</b>	6	<b>3</b>	0	0	0	0	0	0	0	<b>113</b>	26-35	74
12 PM	3	4	14	28	29	4	1	0	0	0	0	0	0	0	83	26-35	57
13:00	0	6	22	30	21	5	0	0	0	0	0	0	0	0	84	21-30	52
14:00	<b>5</b>	7	21	38	32	<b>12</b>	0	0	0	0	0	0	0	0	115	26-35	70
15:00	4	3	<b>27</b>	52	<b>40</b>	8	1	<b>1</b>	0	0	0	0	0	0	<b>136</b>	26-35	92
16:00	3	<b>14</b>	21	<b>53</b>	36	3	2	0	0	0	0	0	0	0	132	26-35	89
17:00	3	5	25	26	21	7	0	0	<b>1</b>	0	0	0	0	0	88	21-30	51
18:00	2	8	20	39	17	4	1	1	0	0	0	0	0	0	92	21-30	59
19:00	1	10	10	24	11	8	0	0	0	0	0	0	0	0	64	26-35	35
20:00	0	6	12	26	16	4	0	0	0	0	0	0	0	0	64	26-35	42
21:00	2	7	8	17	7	1	0	0	0	0	0	0	0	0	42	21-30	25
22:00	0	8	6	19	7	2	<b>3</b>	0	0	0	0	0	0	0	45	24-33	26
23:00	0	6	7	18	11	3	1	0	0	0	0	0	0	0	46	26-35	29
Total	33	120	284	523	378	92	14	4	1	0	0	0	0	0	1449		
Percent	2.3%	8.3%	19.6%	36.1%	26.1%	6.3%	1.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	11:00	10:00	11:00	09:00	11:00	08:00							11:00		
Vol.	3	9	24	37	37	9	3	1							113		
PM Peak	14:00	16:00	15:00	16:00	15:00	14:00	22:00	15:00	17:00						15:00		
Vol.	5	14	27	53	40	12	3	1	1						136		



**City of Bloomington**  
**Planning and Transportation Department**  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Page 22

Site Code:  
 Station ID:  
 E. Grimes Ln.  
 S. Fess Ave. to S. Stull Ave.  
 Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/13/19	3	7	2	5	4	0	1	0	0	0	0	0	0	0	22	26-35	9
01:00	0	2	5	4	3	2	0	0	0	0	0	0	0	0	16	20-29	9
02:00	0	2	1	3	5	1	0	0	0	0	0	0	0	0	12	26-35	8
03:00	0	0	1	3	3	1	0	0	0	0	0	0	0	0	8	26-35	6
04:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	31-40	3
05:00	1	0	0	1	3	1	0	0	0	0	0	0	0	0	6	31-40	4
06:00	1	0	2	2	2	0	0	0	0	0	0	0	0	0	7	20-29	4
07:00	0	1	3	4	2	0	0	0	0	0	0	0	0	0	10	21-30	7
08:00	1	3	9	9	6	1	0	0	0	0	0	0	0	0	29	21-30	18
09:00	3	4	10	27	9	4	0	0	0	0	0	0	0	0	57	21-30	37
10:00	0	5	7	19	16	6	2	0	0	0	0	0	0	0	55	26-35	35
11:00	1	5	14	34	24	4	0	0	0	0	0	0	0	0	82	26-35	58
12 PM	4	5	16	44	25	5	0	0	0	0	0	0	0	0	99	26-35	69
13:00	1	6	14	37	31	0	0	1	0	0	0	0	0	0	90	26-35	68
14:00	2	10	7	35	29	11	2	0	0	0	1	0	0	0	97	26-35	64
15:00	1	10	11	32	27	13	0	0	0	0	0	0	0	0	94	26-35	59
16:00	2	8	10	32	36	4	0	0	0	0	0	0	0	0	92	26-35	68
17:00	2	4	8	39	18	6	0	1	0	0	0	0	0	0	78	26-35	57
18:00	4	7	14	26	10	3	1	0	0	0	0	0	0	0	65	21-30	40
19:00	2	10	18	24	16	2	0	0	0	0	0	0	0	0	72	21-30	42
20:00	1	7	13	30	11	2	0	0	0	0	0	0	0	0	64	21-30	43
21:00	0	6	5	12	6	1	0	0	0	0	0	0	0	0	30	24-33	18
22:00	0	3	7	8	8	1	1	0	0	0	0	0	0	0	28	24-33	16
23:00	0	2	7	5	4	3	1	0	0	0	0	0	0	0	22	21-30	12
Total	29	107	184	435	298	74	8	2	0	0	1	0	0	0	1138		
Percent	2.5%	9.4%	16.2%	38.2%	26.2%	6.5%	0.7%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	00:00	00:00	11:00	11:00	11:00	10:00	10:00								11:00		
Vol.	3	7	14	34	24	6	2								82		
PM Peak	12:00	14:00	19:00	12:00	16:00	15:00	14:00	13:00			14:00				12:00		
Vol.	4	10	18	44	36	13	2	1			1				99		



**City of Bloomington**  
**Planning and Transportation Department**  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Page 24

Site Code:  
 Station ID:  
 E. Grimes Ln.  
 S. Fess Ave. to S. Stull Ave.  
 Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/15/19	1	0	3	5	4	3	0	0	0	0	0	0	0	0	16	24-33	9
01:00	0	0	1	5	3	1	0	0	0	0	0	0	0	0	10	25-34	8
02:00	0	1	0	5	2	0	0	0	0	0	0	0	0	0	8	26-35	7
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
04:00	0	2	1	0	1	0	1	0	0	0	0	0	0	0	5	16-25	3
05:00	1	1	0	5	6	0	0	0	0	0	0	0	0	0	13	26-35	11
06:00	4	0	9	20	23	6	2	0	0	0	0	0	0	0	64	26-35	43
07:00	1	5	22	64	42	11	1	0	1	0	0	0	0	0	147	26-35	106
08:00	3	5	28	59	29	9	0	0	0	0	0	0	0	0	133	24-33	88
09:00	1	9	12	44	34	8	0	1	0	0	0	0	0	0	109	26-35	78
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	11	23	76	208	145	38	4	1	1	0	0	0	0	0	507		
Percent	2.2%	4.5%	15.0%	41.0%	28.6%	7.5%	0.8%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	09:00	08:00	07:00	07:00	07:00	06:00	09:00	07:00						07:00		
Vol.	4	9	28	64	42	11	2	1	1						147		
PM Peak																	
Vol.																	
Total	361	1310	2583	5024	3126	688	86	15	6	1	1	0	0	0	13201		
Percent	2.7%	9.9%	19.6%	38.1%	23.7%	5.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 20 MPH  
 50th Percentile : 27 MPH  
 85th Percentile : 33 MPH  
 95th Percentile : 35 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 8150  
 Percent in Pace : 61.7%  
 Number of Vehicles > 25 MPH : 8947  
 Percent of Vehicles > 25 MPH : 67.8%  
 Mean Speed(Average) : 27 MPH

[illegible]

**City of Bloomington**  
**Planning and Transportation Department**

401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Site Code: r4310  
 Station ID: SN:022893  
 S. Stull Ave.  
 E. Wilson St. to E. Grimes Ln.  
 Latitude: 0' 0.0000 Undefined

**Northbound**

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
04/21/16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4	14-23	3
08:00	0	8	22	16	7	0	0	0	0	0	0	0	0	0	53	21-30	38
09:00	0	1	3	5	1	0	0	0	0	0	0	0	0	0	10	21-30	8
10:00	1	0	3	4	0	0	0	0	0	0	0	0	0	0	8	21-30	7
11:00	1	0	3	2	0	0	0	0	0	0	0	0	0	0	6	20-29	5
12 PM	0	1	7	4	1	0	0	0	0	0	0	0	0	0	13	21-30	11
13:00	2	0	5	0	2	0	0	0	0	0	0	0	0	0	9	21-30	5
14:00	2	3	3	1	0	1	0	0	0	0	0	0	0	0	10	16-25	6
15:00	5	8	31	20	2	0	0	0	0	0	0	0	0	0	66	21-30	51
16:00	1	2	12	15	0	0	0	0	0	0	0	0	0	0	30	21-30	27
17:00	1	4	2	5	0	0	0	0	0	0	0	0	0	0	12	19-28	7
18:00	5	3	5	1	2	0	0	0	0	0	0	0	0	0	16	16-25	8
19:00	5	1	0	3	0	0	0	0	0	0	0	0	0	0	9	26-35	3
20:00	2	0	1	1	1	0	0	0	0	0	0	0	0	0	5	26-35	2
21:00	2	0	0	4	1	0	0	0	0	0	0	0	0	0	7	24-33	5
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
Total	29	34	101	82	18	1	0	0	0	0	0	0	0	0	265		
Percent	10.9%	12.8%	38.1%	30.9%	6.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	08:00	08:00	08:00	08:00										08:00		
Vol.	2	8	22	16	7										53		
PM Peak	15:00	15:00	15:00	15:00	13:00	14:00									15:00		
Vol.	5	8	31	20	2	1									66		
Total	59	77	206	174	37	6	2	0	0	0	0	0	0	0	561		
Percent	10.5%	13.7%	36.7%	31.0%	6.6%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 16 MPH  
 50th Percentile : 23 MPH  
 85th Percentile : 28 MPH  
 95th Percentile : 32 MPH

Stats  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 380  
 Percent in Pace : 67.7%  
 Number of Vehicles > 15 MPH : 502  
 Percent of Vehicles > 15 MPH : 89.5%  
 Mean Speed(Average) : 23 MPH

[illegible]

**City of Bloomington**  
**Planning and Transportation Department**  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Page 4

Site Code: r4310  
 Station ID: SN:022893  
 S. Stull Ave.  
 E. Wilson St. to E. Grimes Ln.  
 Latitude: 0' 0.0000 Undefined

## Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
04/21/16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
09:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
10:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
11:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
12 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
14:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	7	16-25	3
15:00	3	3	4	0	1	0	0	0	0	0	0	0	0	0	11	16-25	7
16:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
17:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	2
18:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
19:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	15-24	2
21:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4	14-23	3
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	17	14	20	5	1	0	0	0	0	0	0	0	0	0	57		
Percent	29.8%	24.6%	35.1%	8.8%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	05:00	11:00	00:00											10:00		
Vol.	1	1	2	1											3		
PM Peak	14:00	15:00	15:00	13:00	15:00										15:00		
Vol.	3	3	4	1	1										11		
Total	36	32	38	10	2	0	0	0	0	0	0	0	0	0	118		
Percent	30.5%	27.1%	32.2%	8.5%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 7 MPH  
 50th Percentile : 18 MPH  
 85th Percentile : 24 MPH  
 95th Percentile : 28 MPH

Stats      10 MPH Pace Speed : 16-25 MPH  
              Number in Pace : 70  
              Percent in Pace : 59.3%  
              Number of Vehicles > 15 MPH : 82  
              Percent of Vehicles > 15 MPH : 69.5%  
              Mean Speed(Average) : 18 MPH

[illegible]



**City of Bloomington**  
**Planning and Transportation Department**  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Site Code: r4310  
 Station ID: SN:022893  
 S. Stull Ave.  
 E. Wilson St. to E. Grimes Ln.  
 Latitude: 0' 0.0000 Undefined

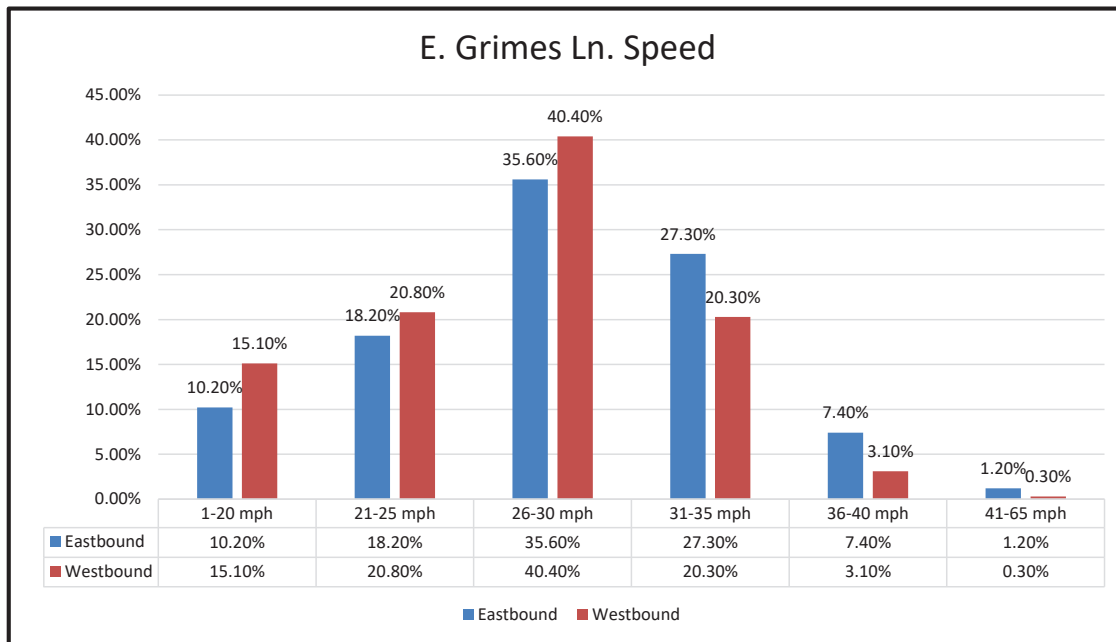
Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76	999	Total	Pace Speed	Number in Pace
04/21/16	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8-17	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	6	16-25	4
08:00	0	9	23	16	7	0	0	0	0	0	0	0	0	0	0	55	21-30	39
09:00	0	2	4	5	1	0	0	0	0	0	0	0	0	0	0	12	21-30	9
10:00	2	1	4	4	0	0	0	0	0	0	0	0	0	0	0	11	21-30	8
11:00	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	8	21-30	7
12 PM	0	1	9	4	1	0	0	0	0	0	0	0	0	0	0	15	21-30	13
13:00	3	0	5	1	2	0	0	0	0	0	0	0	0	0	0	11	19-28	6
14:00	5	5	4	2	0	1	0	0	0	0	0	0	0	0	0	17	15-24	9
15:00	8	11	35	20	3	0	0	0	0	0	0	0	0	0	0	77	21-30	55
16:00	2	2	13	15	0	0	0	0	0	0	0	0	0	0	0	32	21-30	28
17:00	4	5	3	5	0	0	0	0	0	0	0	0	0	0	0	17	15-24	8
18:00	5	3	6	2	2	0	0	0	0	0	0	0	0	0	0	18	16-25	9
19:00	7	2	1	3	0	0	0	0	0	0	0	0	0	0	0	13	1-10	5
20:00	4	0	3	1	1	0	0	0	0	0	0	0	0	0	0	9	21-30	4
21:00	2	2	1	5	1	0	0	0	0	0	0	0	0	0	0	11	21-30	6
22:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	2
Total	46	48	121	87	19	1	0	0	0	0	0	0	0	0	0	322		
Percent	14.3%	14.9%	37.6%	27.0%	5.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	08:00	08:00	08:00	08:00											08:00		
Vol.	2	9	23	16	7											55		
PM Peak	15:00	15:00	15:00	15:00	15:00	14:00										15:00		
Vol.	8	11	35	20	3	1										77		
Total	95	109	244	184	39	6	2	0	0	0	0	0	0	0	0	679		
Percent	14.0%	16.1%	35.9%	27.1%	5.7%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 15 MPH  
 50th Percentile : 22 MPH  
 85th Percentile : 28 MPH  
 95th Percentile : 31 MPH

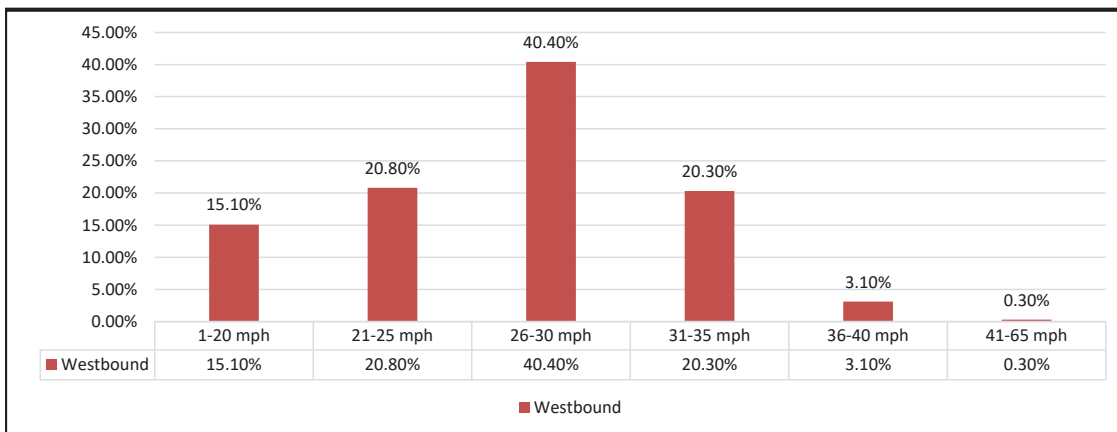
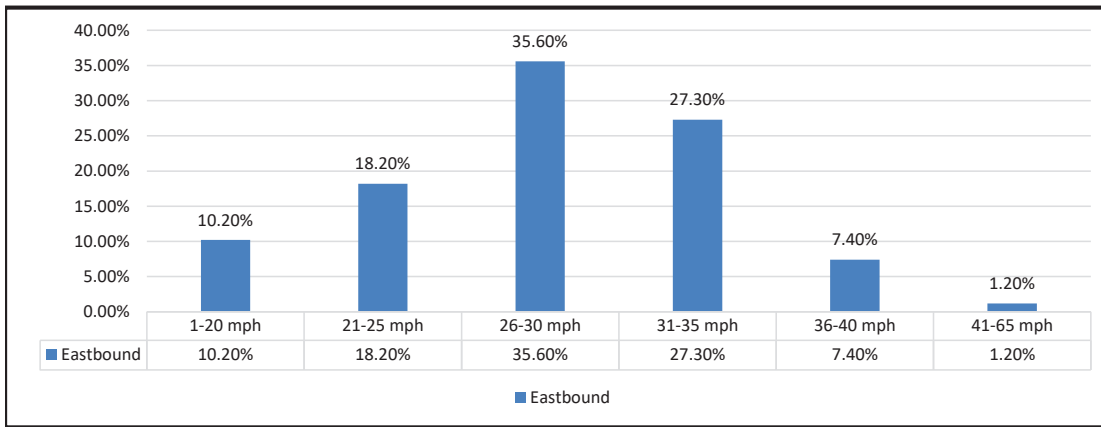
Stats      10 MPH Pace Speed : 21-30 MPH  
                  Number in Pace : 428  
                  Percent in Pace : 63.0%  
          Number of Vehicles > 15 MPH : 584  
          Percent of Vehicles > 15 MPH : 86.0%  
          Mean Speed(Average) : 22 MPH

## Summary of Traffic Count for E. Grimes Ln. from S. Fess Ave. to S. Stull Ave



Speed Summary	Eastbound	Westbound
1-20 mph	10.20%	15.10%
21-25 mph	18.20%	20.80%
26-30 mph	35.60%	40.40%
31-35 mph	27.30%	20.30%
36-40 mph	7.40%	3.10%
41-65 mph	1.20%	0.30%

<b>E. Grimes Speed</b>				
	<b>Eastbound Percent</b>	<b>Eastbound Total Number of Vehicles</b>	<b>Westbound Percent</b>	<b>Westbound Total Number of Vehicles</b>
<b>1-15 mph</b>	2.30%	146	3.20%	215
<b>16-20mph</b>	7.90%	508	11.90%	802
<b>1-20 mph</b>	10.20%	654	15.10%	1017
<b>21-25 mph</b>	18.20%	1174	20.80%	1409
<b>26-30mph</b>	35.60%	2293	40.40%	2731
<b>31-35mph</b>	27.30%	1754	20.30%	1372
<b>36-40mph</b>	7.40%	477	3.10%	211
<b>41-45mph</b>	1.00%	63	0.30%	23
<b>46-50mph</b>	0.20%	13	0.00%	2
<b>51-55mph</b>	0.10%	5	0.00%	1
<b>56-60mph</b>	0.00%	1	0.00%	0
<b>61-65mph</b>	0.00%	1	0.00%	0
<b>41-65 mph</b>	1.20%	83	0.30%	26



**BLOOMINGTON BOARD OF ZONING APPEALS  
STAFF REPORT****CASE #: V-34-24/VAR-2024-11-0050  
DATE: December 19, 2024****Location: 921 N Lindbergh Dr (parcel #53-05-32-201-034.070-005)**

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**PETITIONER/OWNER:** Heath Adkins  
415 Summer Lake Dr, Bedford, IN 47421

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**REQUEST:** Variance to allow driveway access directly off of Lindbergh instead of from the alley in R2 zoning due to a karst conservancy easement on the property abutting the alley.

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**REPORT:** This 0.16 acre property is located at 921 N Lindbergh Dr (Part of Lot 70 in the Forest Homes subdivision) and is zoned Residential Medium Lot (R2). Adjacent properties to the north, south, and west are zoned Residential Medium Lot (R2) and have been developed with single family residences. The property to the east across Lindbergh Dr is zoned Residential High-Density Multifamily (RH) and consists of multifamily units managed by the Housing Authority of the City of Bloomington. Future land use for the petition site and adjacent properties is designated as Neighborhood Residential.

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The petition site is currently vacant with plans to construct a single family residence. The front of the property faces N Lindbergh Dr while the rear faces an improved alley. Section 20.04.050(c)(2)(F) of the Unified Development Ordinance (UDO) states “A driveway accessing the street shall be prohibited if the side or rear setback is accessible via an improved alley...” This would normally necessitate the drive access for this property to be from the improved alley on the west side of the property.

There are also multiple karst features in the area with the nearest one of concern located in the northeast corner of the property located at 914 N Oolitic Dr. Section 20.04.030(f) of the UDO dictates that a Karst Conservancy Easement (KCE) is required within 25 feet of the last closed contour of any karst feature. For this karst feature of concern, the last closed contour is the 880 foot contour. The additional 25 feet then places the entire rear portion of the petitioner’s property in a KCE. This section maintains that “No land-disturbing activity, permanent or temporary structures, or the placement of any fill material shall be allowed within the KCE.”

With both of these aforementioned requirements from the UDO, it becomes impossible to allow code-compliant driveway access for the property. The petitioner is seeking a variance to allow driveway access from an established street rather than through an environmental feature.

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**CRITERIA AND FINDINGS FOR DEVELOPMENT STANDARDS VARIANCE**  
**20.06.080(b)(3)(E) Standards for Granting Variances from Development Standards:**

A variance from the development standards of the Unified Development Ordinance may be approved only upon determination in writing that each of the following criteria is met:

- 1) *The approval will not be injurious to the public health, safety, morals, and general welfare of the community.*

**PROPOSED FINDING:**

The granting of this variance would not be injurious to the general welfare of the community. A driveway cut from N Lindbergh Dr would have negligible impact to pedestrian safety as there are no sidewalks on that side of the street, all streets in the area are classified as Neighborhood Residential which provides high visibility and lower traffic than other street classifications, and the driveway would be located more than 50 feet from the nearest intersecting street (W 14<sup>th</sup> St).

- 2) *The use and value of the area adjacent to the property included in the Development Standards Variance will not be affected in a substantially adverse manner.*

**PROPOSED FINDING:**

The use and value of the areas adjacent to the property would not be affected in a substantially adverse manner as other properties along N Lindbergh Dr and N Oolitic Dr that share the same alley as the petitioner also have driveway access from the street instead of utilizing the alley. The general character of the neighborhood is unlikely to change with the added driveway for this property to be from the primary street instead of the improved alley.

- 3) *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in question; that the Development Standards Variance will relieve the practical difficulties.*

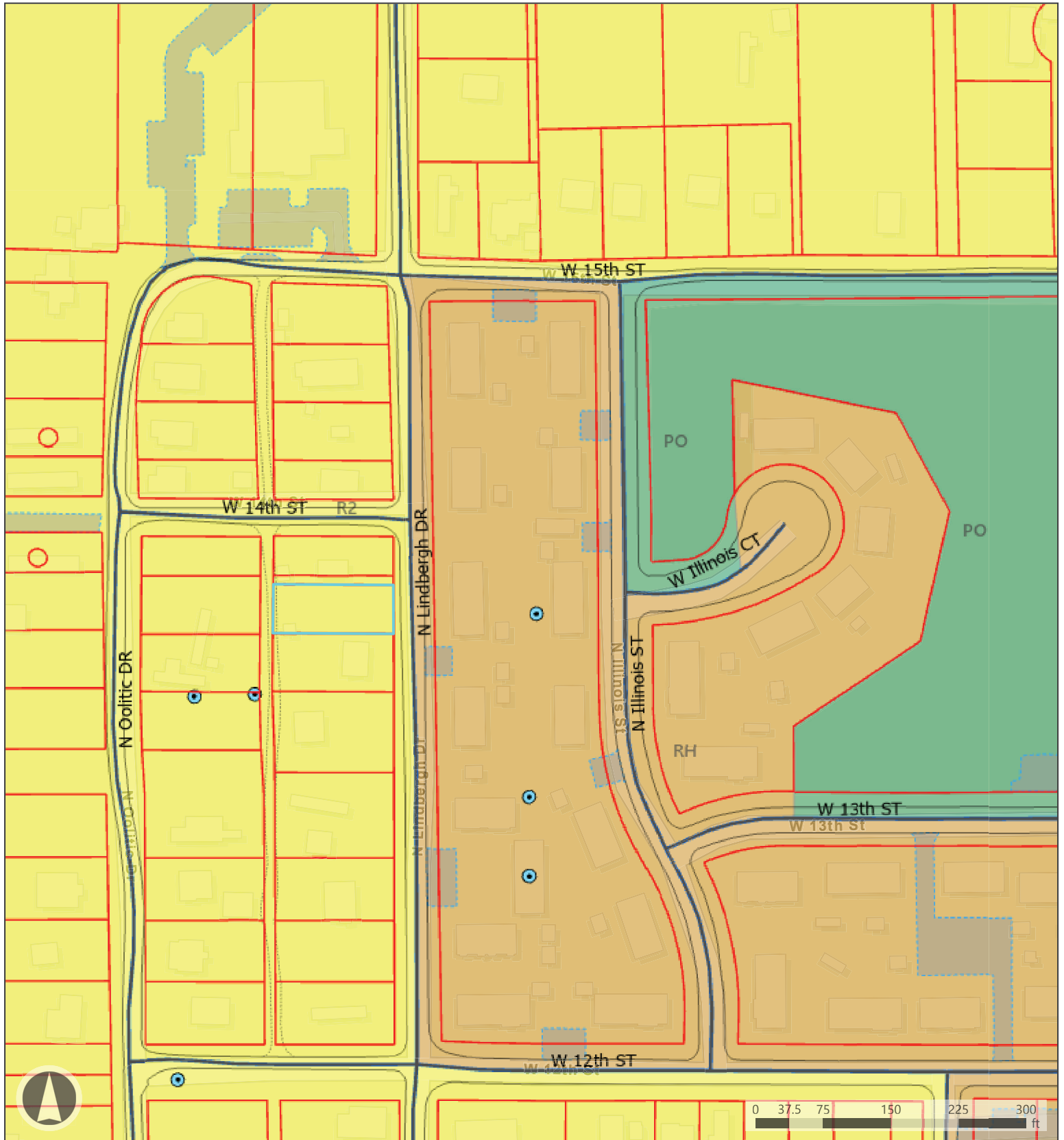
**PROPOSED FINDING:**

The strict application of the terms of the UDO would result in practical difficulties of installing a driveway that are unique to this property. The UDO would necessitate a driveway be installed from the adjacent alley along the rear of the property instead of from the primary street. However, the Karst Conservancy Easement along the rear of the property abutting the alley also prohibits placement of a driveway through this easement as no land disturbing activity is permitted within a Karst Conservancy Easement (KCE). The application of both of these requirements would normally prohibit a driveway, thus necessitating a variance for any driveway to be allowed. Access from the primary street will be less impactful than encroaching through an environmental easement, as Lindbergh Dr is a low traveled Neighborhood Residential non-classified, local, road.

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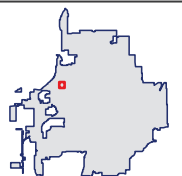
**RECOMMENDATION:** The Department recommends that the Board of Zoning Appeals adopt the proposed findings and approve the requested variance, V-34-24, with the following condition:

1. The driveway design and placement is constructed per the specifications discussed in this packet.

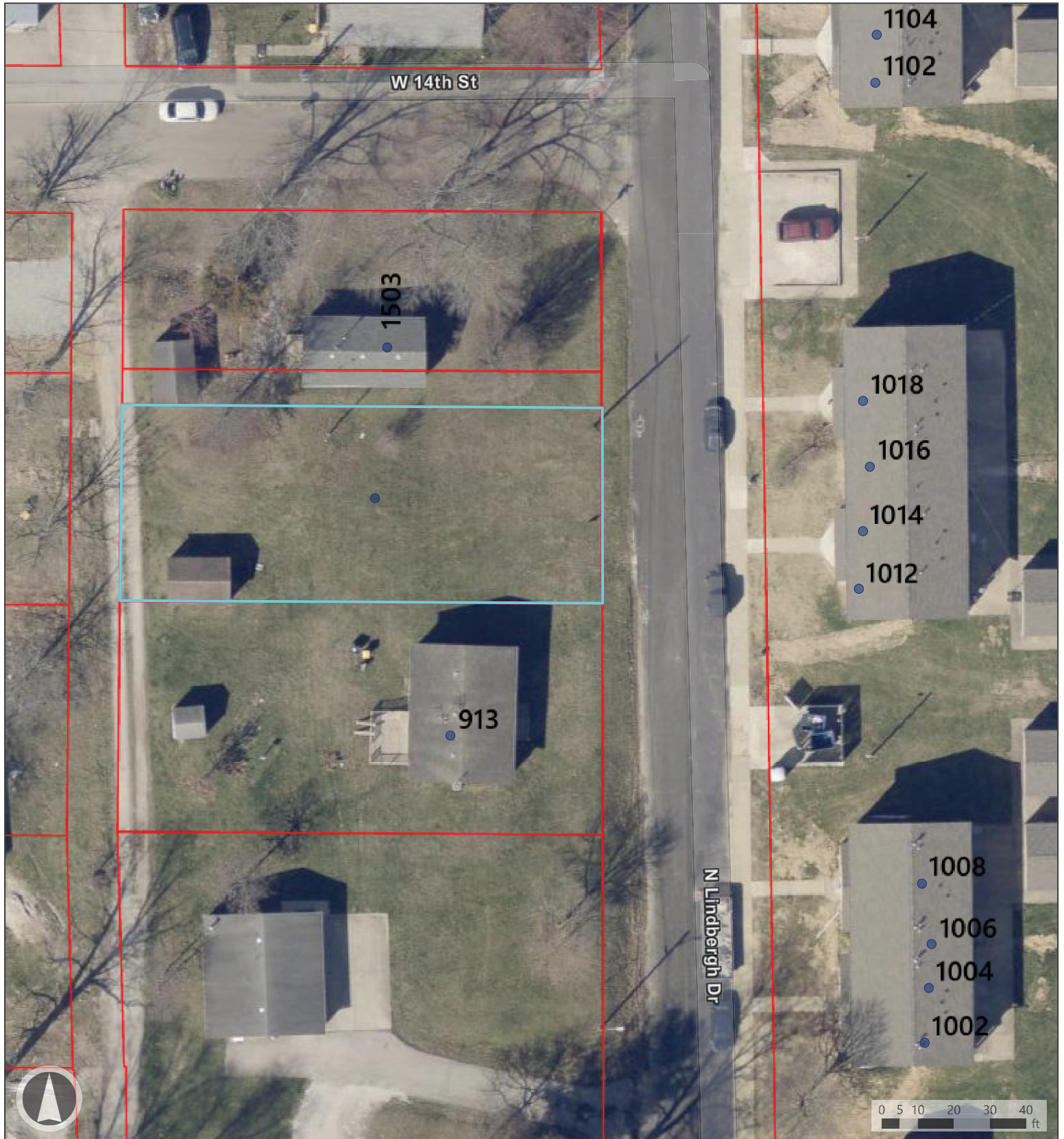


**Map Legend**

- |          |                   |                                |                   |
|----------|-------------------|--------------------------------|-------------------|
| Parcels  | Alley             | City Maintained Streets        | Parks and Open    |
| Pavement | Paved Parking Lot | Sinkholes                      | Residential       |
| Drive    | Current           | Bloomington Municipal Boundary | Residential High- |

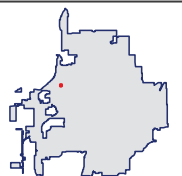






Map Legend

- Addresses
- ▭ Parcels
- ▭ Bloomington Municipal Boundary



To: City of Bloomington

From: Heath Adkins

Date: 11/15/2024

Re: 921 North Lindbergh, Bloomington, IN 47404

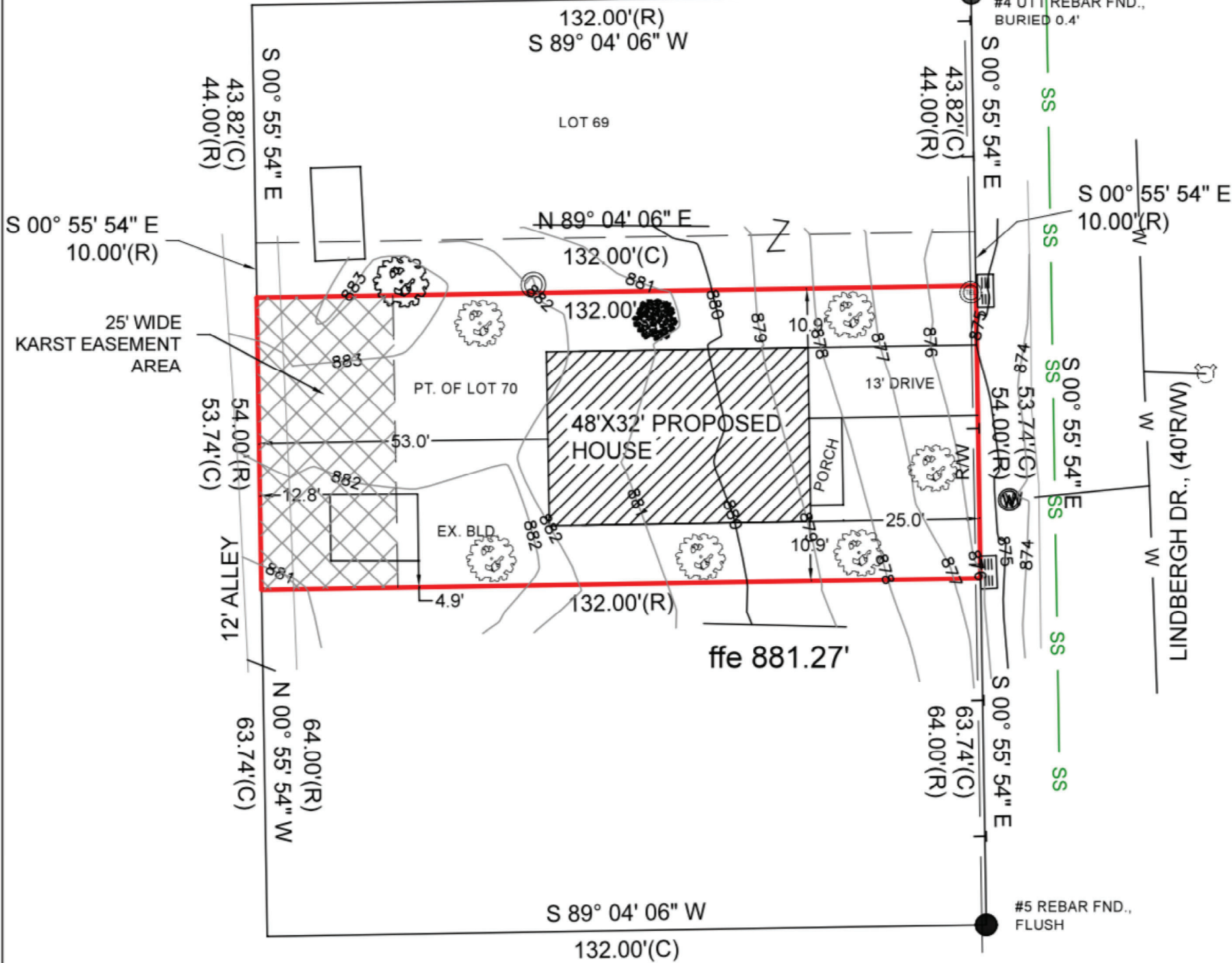
I am requesting a variance approval for the above address to allow a single-family dwelling on the property. The request for the variance is to allow driveway access directly off of Lindbergh Drive instead of from the alley in R2 zoning due to a Karst Conservancy Easement on the property abutting the alley.

Thank You,



Heath Adkins





## LEGEND

- ▲ Section Corner Found (type as noted)
- 5/8" Rebar With Cap stamped PLS#20500020 Set
- Rebar Found
- ⊙ Mag nail Set
- ⊙ Mag/PK Nail found
- Railroad Spike found
- Railroad Spike Set
- ⊗ Iron Pipe Found
- Wood Corner Post Found
- (R) Record Deed Dimension
- R/W Right of Way
- X — Fenceline

NOTE:  
THIS DOCUMENT IS NOT A BOUNDARY  
SURVEY. LINES ARE APPROXIMATE.



SCALE: 1" = 30'

PROPOSED TREE  
SPACED AT MAX. 40'

### REQUIREMENTS:

- LOCATION: FENCE NEARLY LEVEL, APPROXIMATELY FOLLOWING THE LAND CONTOUR, AND AT LEAST 10 FT. FROM THE TOP OF SLOPE.
- TRENCH: 8" MINIMUM DEPTH, FLAT BOTTOM, FILLED WITH COMPACTED SOIL OR GRAVEL TO BURY LOWER PORTION OF SUPPORT WIRE AND/OR FENCE FABRIC.
- SUPPORT POSTS: 2"X 2" HARDWOOD OR STEEL FENCE POSTS SET AT LEAST 1' DEEP. (STEEL POSTS SHOULD HAVE PROJECTS FOR FASTENING FABRIC, UNLESS READY-TO-INSTALL FENCE IS USED)
- SPACING OF POSTS: 8 FT. MAXIMUM, IF FENCE SUPPORTED BY WIRE. 6 FT. FOR EXTRA-STRENGTH FABRIC WITHOUT WIRE BACKING.
- FENCE HEIGHT: HIGH ENOUGH SO DEPTH OF IMPOUNDED WATER DOES NOT EXCEED 1.5' AT ANY POINT.
- SUPPORT WIRE (OPTIONAL): 14 GAUGE, 6" MESH WIRE FENCE (NEEDED IF USING STANDARD STRENGTH FABRIC)
- FENCE FABRIC: WOVEN OR NON-WOVEN GEOTEXTILE FABRIC WITH SPECIFIED FILTERING EFFICIENCY AND TENSILE STRENGTH AND CONTAINING UV INHIBITORS AND STABILIZERS TO ENSURE 6 MONTH MINIMUM LIFE AT T= 0-120 DEGREES F.

### INSTALLATION:

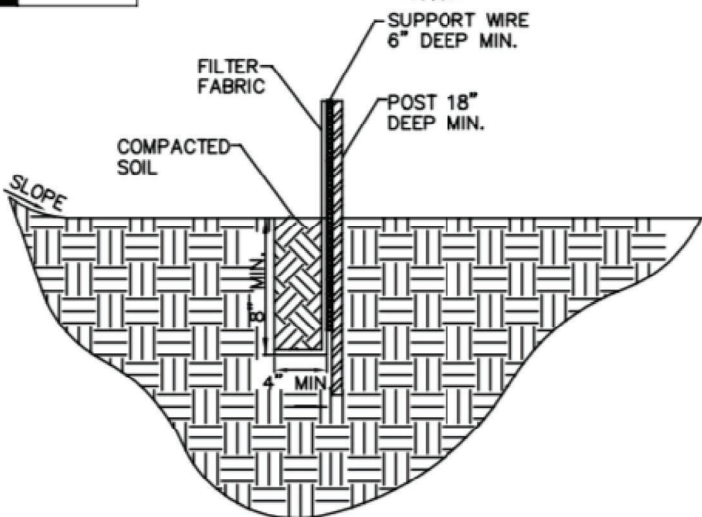
- DIG AN 8" DEEP FLAT-BOTTOMED TRENCH.
- ON THE DOWNSLOPE SIDE OF THE TRENCH, DRIVE THE WOOD OR STEEL POSTS AT LEAST 1' INTO THE GROUND, SPACING THEM NO MORE THAN 8' APART (OR 6' IS EXTRA-STRENGTH) FABRIC IS USED WITHOUT SUPPORT WIRE). ADJUST SPACING TO ENSURE POSTS ARE SET AT THE LOW POINTS ALONG THE FENCE LINE.
- FASTEN SUPPORT WIRE FENCE TO THE UPSLOPE SIDE OF THE POSTS, EXTENDING IT 8" INTO THE TRENCH.
- RUN A CONTINUOUS LENGTH OF GEOTEXTILE FABRIC IN FRONT OF THE SUPPORT WIRE AND POSTS.
- PLACE THE BOTTOM 1' OF FABRIC IN THE 8" DEEP TRENCH, EXTENDING THE REMAINING 4" TOWARD THE UPSLOPE SIDE.
- BACKFILL THE TRENCH WITH COMPACTED EARTH OR GRAVEL.

### MAINTENANCE:

- INSPECT THE FENCE PERIODICALLY AND AFTER EACH STORM EVENT.
- IF FENCE FABRIC TEARS, STARTS TO DECOMPOSE, OR BECOMES INEFFECTIVE, REPLACE THE AFFECTED PORTION IMMEDIATELY.
- REMOVE DEPOSITED SEDIMENT WHEN IT REACHES HALF THE HEIGHT OF THE FENCE AT ITS LOWEST POINT OR IS CAUSING FABRIC TO BULGE.
- AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED, REMOVE THE FENCE AND SEDIMENT DEPOSITS, BRING THE DISTURBED AREA TO GRADE, AND STABILIZE.

*Travis A. Norman*

12/6/2024



SEDIMENT CONTROL FENCE

# TNG

TRAVISNORMANGROUP  
— LAND SURVEYING —  
812-583-7864

815 S BASE ROAD, BROWNSTOWN, IN 47220  
1535 G STREET, BEDFORD, IN 47421

Date: 2/16/2023 Drawn by: TAN Scale: 1" = 30'  
Proj. #23-017 Checked by: TAN Sheet 1 of 1