

CITY OF BLOOMINGTON



PLAN COMMISSION

**DECEMBER 3, 2012 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL**

**CITY OF BLOOMINGTON
PLAN COMMISSION AGENDA
Dec. 3, 2012 @ 5:30 p.m.**

❖ City Hall Council Chambers, #115

ROLL CALL

MINUTES TO BE APPROVED: Nov. 3, 2012

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITION CONTINUED TO FEB 4, 2013:

**PUD-39-12 Trinitas
445 S. Patterson**
Preliminary plan and district ordinance approval to rezone 8.49 acres from CA to PUD
(Case Manager: Patrick Shay)

PETITIONS:

MP-48-12 City of Bloomington
Imagine Bloomington Vision Statement *(Case Manager: Nate Nickel)*

ZO-46-12 City of Bloomington
Amendments to the Unified Development Ordinance to reflect changes in State and Federal legislation. *(Case Manager: Tom Micuda)*

**PUD-44-12 Trinitas
552 S. Adams St.**
Final plan for a 111-unit apartment complex. *(Case Manager: James Roach)*

**UV/SP-47-12 ERL-14
1250 N. College**
Site plan approval for a 4-story, mixed-use development and Plan Commission recommendation to the Board of Zoning Appeals of a use variance to allow 1st floor residential use in the Commercial General (CG) zoning district. *(Case Manager: James Roach)*

End of Agenda

***Next Plan Commission hearing scheduled for February 4, 2013*

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT****CASE #: MP-48-12
DATE: December 3, 2012**

**PETITIONER: City of Bloomington
401 N. Morton Street, Suite 160**

REQUEST: Forward the ImagineBloomington Vision Statement to the Common Council with a positive recommendation.

BACKGROUND: The Growth Policies Plan (GPP) is the comprehensive plan for the City of Bloomington. It was adopted by the Plan Commission and City Council in 2002. It is standard practice for municipal governments to update their comprehensive plans every decade. Since 2012 marks ten years since the GPP was adopted, the Plan Commission and City Council both gave the Planning Department direction to proceed with a GPP update in 2011.

In order to guide the GPP update, a Steering Committee was formed in October 2011. It consists of twenty-five members appointed by the Mayor, City Council and Plan Commission. The membership represents a wide spectrum of community interests. City staff held several educational meetings with the Steering Committee between late 2011 and early 2012. Meeting topics included comprehensive plan fundamentals, community profiles for Bloomington and Monroe County, peer city reviews and potential framework options for updating the GPP. City staff recommended to the Steering Committee that a Vision Statement be developed as the first phase of the GPP update process. The Vision Statement would then be used as a foundation for developing specific policies and topic areas to include in the updated GPP. Formally unveiled in February 2012, the visioning process was branded as "ImagineBloomington" for greater name recognition in the community.

The goal of ImagineBloomington was for the public to be directly engaged in crafting the specific elements of the Vision Statement. The workshops featured a mix of both individual and group activities designed to develop visioning priorities. This format allowed a unique opportunity for people to share their ideas, hear from others and come to consensus on differing opinions. The end result was that participants identified the most important issues currently facing Bloomington. They then developed targeted goals and actions the community should strive for in the future. Workshops were held at the downtown Monroe County Public Library, various public schools across the community and at the Bell Trace Senior Living Center.

Outside of these workshops, there were additional ways for the public to stay involved with ImagineBloomington. Multiple "tabling events" were held, in which

the public could talk with City staff and provide feedback in an informal environment. Locations for these events included the downtown Monroe County Public Library, the Wright Food Court at Indiana University and the Rhino's Youth Center. Staff also provided status reports and progress updates to a number of City boards and commissions. These included the Common Council, Plan Commission, Arts Commission, Environmental Commission, Historic Preservation Commission, the Commission on Aging and the Commission on Sustainability.

A number of innovative input gathering tools were utilized to enhance the outreach process. These included a dedicated ImagineBloomington project website, an on-line survey, and Facebook and Twitter pages. Detailed written summaries of each workshop, along with "word cloud" images that visually showed frequently occurring workshop topics, were posted on-line. These allowed the public to have timely updates and stay connected with the progress of ImagineBloomington. Additionally, an interactive on-line discussion forum tool called UserVoice was available to foster opportunities for public involvement. UserVoice provided a way for people to actively participate, 24 hours a day, 7 days a week, in topic discussions, offer feedback, submit ideas and vote on their preferred options. The public could also submit ideas to City staff through more traditional methods, including via telephone, United States Postal Service correspondence and in-person visits.

Following the conclusion of this outreach process, the Steering Committee reconvened in June 2012 to review the public input that was received. City staff worked closely with the Steering Committee to write a draft vision statement. The topic areas of the Vision Statement were developed directly based on the priorities identified by the public during the outreach process. Once the draft Vision Statement was approved by the Steering Committee, City staff began another round of outreach efforts. The goal of this second round was to provide opportunities for the public to review and comment on the language of the draft Vision Statement.

A total of three open house events were held in late October 2012. These were open format events that allowed the public to review the Vision Statement draft, provide feedback, offer comments and talk with City staff. Two were held at the downtown Monroe County Public Library, while the third was held in the City Hall atrium. In addition to the open house events, additional on-line opportunities were also available. The Vision Statement draft was posted on the dedicated ImagineBloomington project website for public review. An on-line survey was posted to allow a method for the public to provide feedback on each individual

topic point. The UserVoice site was also reactivated on the website to provide a way for the public to discuss the Vision Statement draft, provide comments, offer suggestions and vote for their preferences.

The Steering Committee met again in November 2012 to review the public feedback on the draft Vision Statement. Again, utilizing the input received from the public, the Steering Committee worked with City staff to make final revisions and edits to the draft. Following this refinement, the Vision Statement was ready to be sent to the Plan Commission for discussion and formal consideration.

OVERVIEW: the Vision Statement, developed by the Growth Policies Plan Update Steering Committee from the priorities identified by the public during the ImagineBloomington process, is listed below:

This vision statement reflects the concerns, wishes and aspirations of the residents of Bloomington, Indiana. ImagineBloomington engaged hundreds of residents, along with elected officials and members of City boards and commissions, to develop this vision for the future of Bloomington. This vision statement will provide both City government and the broader community with policy guidance and a common understanding of the values and themes that will shape Bloomington in the future.

We begin by recognizing Bloomington's strong foundation. We are culturally rich, cherish our progressive college town atmosphere and embrace diversity. We respect our past, while using innovation and collaboration to keep moving forward. Our wealth of natural and community resources allows us to maintain a highly desirable quality of life. Together, these are the defining features of a community with many strengths and a bright future.

This is our vision. Bloomington achieves excellence through collaboration, creativity, cultural vitality, inclusion and sustainability. We establish the following as core principles that will guide Bloomington's future.

- Fortify our strong commitment to equality, acceptance, openness and public engagement.
- Nurture our vibrant and historic downtown as the flourishing center of the community.
- Ensure all land development activity makes a positive and lasting community contribution.

- Recognize the many virtues of preservation, rehabilitation and reuse of our historic structures.
- Embrace all of our neighborhoods as active and vital community assets.
- Celebrate our rich, eclectic blend of arts, culture and local businesses.
- Invest in diverse, sustainable economic development.
- Enhance the community's role as a regional economic hub.
- Offer a wide variety of excellent educational opportunities for our residents at every stage of life.
- Deliver efficient, responsive and forward-thinking local government services.
- Reduce the community's environmental footprint and enhance self-sufficiency.
- Offer a wide variety of quality housing options for all incomes, ages and abilities.
- Provide a balanced, safe, efficient, accessible and connected system of transportation.
- Meet basic needs and ensure self-sufficiency for all residents.
- Provide high quality public spaces and parks.
- Encourage healthy lifestyles.
- Improve public safety and civility.

RECOMMENDATION: The ImagineBloomington process featured an aggressive outreach effort to solicit public input. Based on the priorities identified by the public, the Steering Committee worked very closely with City staff to develop this Vision Statement. The next anticipated step is to utilize the Vision Statement as the foundation to define the specific policies and topic areas of the GPP update. Therefore, staff recommends that the Plan Commission approve Case # MP-48-12 and forward it to the Common Council with a positive recommendation.



**CITY OF BLOOMINGTON
PLANNING DEPARTMENT
MEMORANDUM**

DATE: November 29, 2012
TO: Members of the Plan Commission
FROM: Tom Micuda, Planning Director
SUBJECT: Re-Approval of ZO-46-12 with remaining amendment

Background: At the November 5 Plan Commission hearing, the Plan Commission approved six of seven minor amendments to the UDO. Amendment UDO-006 was not approved because there were questions about the clarity of the amendment language. Additionally, there was a question concerning whether a 60 day period was enough time for a developer purchasing property to be in a position where they could realistically convey right-of-way to the City.

Staff has responded to these questions with a revised amendment. The major changes are an increase in time from 60 to 180 days. This will hopefully allow developers having options on rezoned properties to gain clear ownership. The second change gives the City the option of getting a recordable commitment for dedicated right-of-way if there are still issues with developer timing.

Amendment #: UDO-006

Synopsis:

The City has experienced some difficulty in having required right-of-way dedicated when a PUD or a rezoning request is approved. As the UDO does not contain any specific language indicating when the right-of-way is required to be dedicated, some owners have sat on this requirement until the property is subdivided—making obtaining the right-of-way difficult if not impossible at times. In an effort to alleviate this problem from occurring in the future, both Planning and Public Work staff is asking that the UDO be amended so that it is clear when right-of-way is required to be dedicated. This amendment requires right-of-way dedication within 180 (180) days of the rezoning decision.

Amendment:

Page 4-7

20.04.080(g)(2)

(2) Effect of Approval of a PUD District Ordinance and Preliminary Plan:

- (A) When a PUD District Ordinance and Preliminary Plan for a Planned Unit Development have been approved by the Common Council, the PUD District Ordinance and Preliminary Plan shall become effective and its location shall be shown on the zoning map. The zoning map shall be

amended to designate the site as a Planned Unit Development zoning district.

- (B) For PUDs located adjacent to existing public streets, all required right-of-way for such public streets shall be dedicated in compliance with the Thoroughfare Plan. Such dedication shall take place within 180 days of approval of the PUD District Ordinance. The 180 time limit may be extended by the Planning Director, but not unless the requirement is clearly specified in a Recordable Zoning Commitment approved by the City.
- ~~(B)~~(C) Upon such amendment of the zoning map, the use and development of the site shall be governed by the PUD District Ordinance and Preliminary Plan, subject to approval of a Final Plan.
- ~~(C)~~(D) No permit of any kind shall be issued until the Final Plan has been approved.

Page 9-16

20.09.160(f)

(f) Effect of Approval of the Amendment:

- (1) When an amended of the Official Zoning Map is approved, such amendment shall be incorporated into the Official Zoning Map in the geographic information system maintained by the City.
- (2) For Zoning Map amendments located adjacent to public streets, all required right-of-way shall be dedicated in compliance with the Thoroughfare Plan. Such dedication shall take place within 180 days of approval of the Zoning Map amendment. The 180 time limit may be extended by the Planning Director, but not unless the requirement is clearly specified in a Recordable Zoning Commitment approved by the City.

RECOMMENDATION: Staff recommends approval of Z0-46-12.

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
LOCATION: 552 S. Adams Street**

**CASE #: PUD-44-12
DATE: December 3, 2012**

**PETITIONERS: Trinitas
201 Main Street, Lafayette IN 47901**

**CONSULTANT: Bynum Fanyo & Associates, Inc.
528 N. Walnut Street, Bloomington**

REQUEST: The petitioner is requesting a PUD Final Plan to allow construction of 109 apartments on part of Parcel B of the Patterson Pointe PUD. Also requested is an amendment to the construction phasing of infrastructure for the PUD.

BACKGROUND:

Area:	4.92 acres
Current Zoning:	PUD
GPP Designation:	Community Activity Center and Adams Street/Patterson Drive Subarea
Existing Land Use:	vacant
Proposed Land Use:	Multi-family
Surrounding Uses:	North – Commercial (Westplex PUD), Vacant portions of Patterson Pointe PUD
	West – Medical offices (Landmark PUD)
	East – Commercial, industrial, vacant land
	South – Mixed use (Landmark PUD)

BACKGROUND: The Patterson Pointe PUD was created in 2010 (PUD-29-09). The 4.92 acre parcel is part of the larger approximately 18.32 acre PUD bounded by W. 3rd Street to the north, S. Adams Street to the east, and the Landmark PUD to the south and west. The property had been used for many decades as the location of Rogers Group and later Rogers Building Supply (RBS). The primary use of the property was a concrete product manufacturing operation but has been mostly vacant for the last 4 years. In 2008, the Board of Zoning Appeals approved a Use Variance to allow the Monroe County Community School Corporation to remodel the former Rogers Group showroom building into the New Tech High School, which opened in the Fall of 2008. The remainder of the property included 14 buildings, in various states of disrepair. Several buildings have recently been demolished. Approximately 86% of the property is covered with impervious surfaces. There are also two exposed bedrock ridges in the southern half of the property and approximately 26 feet of grade change between W. 3rd St. and a creek that cuts across the north half of the property; partially above ground and partially piped.

In 2010, the Plan Commission and City Council approved a PUD District Ordinance and Preliminary Plan to redevelop this property. This PUD can be broken down into three

main areas. The northern 4.93 acres, Area A, includes the entire frontage along 3rd St. and will be developed with commercial uses. The southern 11.36 acres, Area B, includes all of the remainder of the Landmark PUD and will be developed with multi-family housing. The remaining 2.00 acres, Area C, includes the existing New Tech High School. The plan also included construction of new public streets and the creation of a linear greenspace that would allow an existing piped drainage way to be opened and a riparian corridor re-created.

In 2011, the Plan Commission approved a PUD Final Plan for the first phase of the development (PUD-14-11). This was later amended in 2012 (PUD-14-12) This Final Plan included construction of a 61 unit, 80 bedroom affordable senior housing apartment building, site work to bring New Tech High School into compliance with UDO standards, partial stream channel restoration, and construction of part of S. Westplex Ave., and construction of W. Isaac Drive.

REPORT SUMMARY: The current petition includes development of a portion of Parcel B, designated for multi-family housing at 20 DUES per acre (with a maximum of 227 DUEs). The petitioners propose to develop 109 apartment units, with a total of 284 bedrooms, spread between fifteen 3-story buildings. No 5-bedroom units are proposed, per the PUD District Ordinance. Also proposed is an outdoor sand volleyball court to provide active recreation for tenants.

Included in this phase is the construction of a new public street, to be called W. Milieu Drive, which will contact Westplex Ave. to Adams St. Also to be built is a private street, to be known as S. Dolimah Ave., connecting Milieu Dr. to the northern extension of the parking lot of the Landmark PUD. The PUD Preliminary Plan required this drive to be designed to feel and function like a street, but will only be dedicated if a public street can be extended to the south in the future. A variable width easement is provided to accommodate ingress/egress and future right-of-way dedication. Finally, an easement is provided at the end of the Westplex Ave. extension to facility future extension of Westplex Ave. to Landmark Ave. if feasible in the future.

The petitioner has also brought forward a revision to the approved timing and phasing of improvements. This amendment focuses the site development and infrastructure requirements onto the section of the PUD when their construction makes the most sense.

The proposed phasing schedule is as follows:

Phase1 (Unchanged, Currently under construction):

- Senior apartment building
- Westplex Ave. adjacent to senior apartments.
- Daylighting of creek but not full creek restoration
- Restoration of existing stream channel west of Westplex Ave.
- Construction of Isaac's Drive
- Creation of common area lot for creek north of senior apartments

Phase 2 (Unchanged, to be completed summer 2013):

- Improvements to New Tech High School
- Section of Milieu Dr. on south side of New Tech High School
- Bus pull-off

New Phasing:

Phase 3:

- Construction of 109 apartment units (Partial completion of Parcel B)
- Traffic signal installation at Patterson Dr. and “Old” 3rd St./Isaac Dr.
- Completion of Milieu Dr. to Adams St.
- Construction of private section of Dolimah Ave.

Phase 4:

- Completion of Parcel B
- Construction of public section of Dolimah Ave.

Phase 5:

- Parcel A (mixed use development)
- Creation of second common area lot for restored stream
- Completed stream restoration
- Pedestrian improvements at 3rd St. and Patterson Dr.
- Construction of Westplex Ave. from 3rd St. to Issac Dr.

PUD REVIEW ISSUES:

Density: No five bedroom units are proposed, per the PUD District Ordinance. The petitioner proposes 28 1-bedroom units, 34 2-bedroom units and 47 4-bedroom units, for a total of 109 units, 284 bedrooms and 99.75 DUEs or 19.95 DUEs per acre. With the already approved DUEs from the Senior Apartment project (23.04), this leaves 104.21 DUEs for the remainder of Parcel B.

Parking: The PUD District Ordinance permitted a maximum of 0.9 parking spaces per bedroom. The proposed 284 units are permitted a maximum of 255 parking spaces. The petitioner proposes 187 off-street spaces, 12 spaces on private Dolimah Ave., and 31 spaces on Milieu Drive for a total of 231 spaces.

Architecture: The PUD District Ordinance required a townhouse style design for Parcel B. It suggested several design elements to contribute to the townhouse appearance. These elements included changes in façade material or color every 40 feet, entry doors no further apart than 40 feet, pitched roofs with the possibility for dormers, a regular pattern of windows and the possibility of projecting bay windows. The proposed building design includes all of these elements except the bay windows. Exterior materials include brick and cementitious siding; both of which are permitted materials in this PUD.

Bicycle Parking: 284 bedrooms requireS a minimum of 48 bicycle parking spaces. Of this number, 24 must be covered spaces and 12 must be Class-I spaces (lockers). The UDO also requires that spaces be conveniently located near all buildings with 12 or more bedrooms. The submitted plans show all required spaces and are evenly spaced throughout the petition site.

Utilities: Stomwater and utilities plans have been submitted to City of Bloomington Utilities and are under review. Stormwater will be detained in the existing pond in the Landmark PUD to the south and water quality will take place within water quality ponds between the main pond and the parking lot.

Landscaping plan: The submitted landscaping plan meets UDO requirements for species and the number of plantings. The large parking lot is short two parking lot islands, however two of the islands provided are twice the size required by the UDO. The petitioner has requested that these be counted as two islands. Staff has no objection to this request because the provided islands serve the intended purpose of the requirements, which is to direct traffic and provide locations for shade tree plantings within the parking lot. The large islands will be planted with two large shade trees instead of the one required.

Street design, sidewalks and connectivity: Milieu Dr. and Dolimah Ave. (private) will be built during this phase. These streets include all tree plots, street trees, on-street parking and sidewalk. Street lights are not yet shown. A street lighting plan must be submitted with the grading permit.

MCCSC New Tech High School: PUD-14-11 committed MCCSC to completing the required site plan compliance for New Tech High School by the start of the school year in fall of 2012. Because of the delay in construction of Isaac's Drive, the New Tech changes cannot take place on this schedule. With the previous Final Plan, the Plan Commission approved an extension of this deadline to August, 2013. The petitioner has provided a memorandum of understanding with MCCSC concerning the completion of these requirements and the adjacent street in this time frame.

Traffic signal: The PUD District Ordinance required that a traffic signal be installed at the intersection of Patterson Dr. and "Old" 3rd St./Isaac Dr. when development on the property created traffic to warrant the signal. With this Final Plan this warrant is met. Staff recommends that the design and construction of the traffic signal be bonded for prior to release of a grading permit.

Staff notes that the location of this traffic signal could shift south to the intersection of Patterson Dr. and Adams St. if Adams St. is extended east into the 8 acre property also proposed for development by the petitioner (PUD-39-12)

Plat: A final plat must be recorded in order to dedicate the necessary easements and street right-of-ways. Staff recommends that this take place prior to occupancy of any of the buildings. This must include a facilities maintenance plan and incorporate the right-

of-way from Patterson Pointe Lot 2 and the necessary right-of-way to be conveyed by Stonebelt.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made 2 recommendations concerning this development.

1.) The EC recommends that the Petitioner add charging stations for electric vehicles.

Staff response: This is not a requirement of the UDO or the Patterson Pointe PUD.

2.) The EC would like a copy of the site remediation plan and any other documentation regarding contaminant clean up.

Staff response: This is included as condition of approval #2.

BICYCLE AND PEDESTRIAN SAFETY COMMISSION RECOMMENDATIONS: The Bloomington Bicycle and Pedestrian Safety Commission (BPSC) has made recommendations concerning this development.

- Double the amount of bike parking, and increase covered bike parking. BBPSC feels the total number of bike parking spaces may not be adequate at this location, which is so convenient to the downtown and the Westside.

Staff response: The petition meets minimum requirements of the UDO for bicycle parking.

- A pedestrian walkway is needed through the adjacent site that will provide access to the bus stop on W 3rd St.

Staff response: This is included as part of the original PUD Preliminary Plan. This interior pathway will be completed as the remainder of Parcel B and Parcel A are built out.

Developer Track Record: The petitioner, Trinitas Ventures LLC, developed the Village at Muller Park apartment complex located at 500 S. Muller Parkway. There have been no outstanding zoning violations associated with this development.

RECOMMENDATION: Staff recommends approval of PUD-44-12 with the following conditions.

1. All terms and conditions of PUD-14-11, PUD-29-09, PUD-22-11 and PUD-14-12 that are not expressly amended by this case are still binding on the property.
2. Prior to release of a grading permit, the petitioner shall submit copies of approved IDEM clean-up plan for the contamination on the property.

3. Prior to release of the grading permit, the petitioner shall bond for the design and construction of the traffic signal at S. Patterson Drive and "Old" 3rd Street/Isaac Drive. Final bonding amount must be approved by the Public Works Department.
4. Prior to release of grading permit, a street lighting plan must be submitted and approved by Planning and Public Works.
5. Prior to occupancy of any of the proposed building a preliminary and final plat must be approved by the Plat Committee and recorded. This plat must include dedication of all right-of-way for Milieu Drive, including right-of-way from Patterson Pointe Lot #2 and Stonebelt.

MEMORANDUM

Date: November 20, 2012
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Through: Linda Thompson, Senior Environmental Planner
Subject: PUD-44-12, Patterson Pointe Apartments
552 S. Adams Street

This memorandum contains the Environmental Commission's (EC) input regarding the request of a Final Plan for a 109-unit, 284-bedroom multi-family apartment project and associated infrastructure. Because the plan follows the PUD District Ordinance so well, it includes some green building features, and the landscape plan is approved, the EC has very few comments.

ISSUES OF SOUND ENVIRONMENTAL DESIGN:

1.) ELECTRIC CAR OUTLETS:

The EC applauds the Petitioner for employing so many green building and site practices. One additional green practice that the EC recommends is to add charging stations for electric vehicles for some of the parking spaces.

2.) CONTAMINATION CLEANUP:

The Petitioner's Statement noted that currently there is environmental contamination on the site that will be remediated as part of this development. The EC would like a copy of the documentation that has been sent to IDEM for review so they too can follow the progress of cleanup.

EC RECOMMENDATIONS:

- 1.) The EC recommends that the Petitioner add charging stations for electric vehicles.
- 2.) The EC would like a copy of the site remediation plan and any other documentation regarding contaminant clean up.

MEMORANDUM

TO: MEMBERS OF THE PLAN COMMISSION

FROM: VINCE CARISTO/BICYCLE AND PEDESTRIAN COORDINATOR
Planning Dept. liaison to the Bloomington Bicycle and Pedestrian Safety Commission

RE: Patterson Pointe

DATE: November 27, 2012

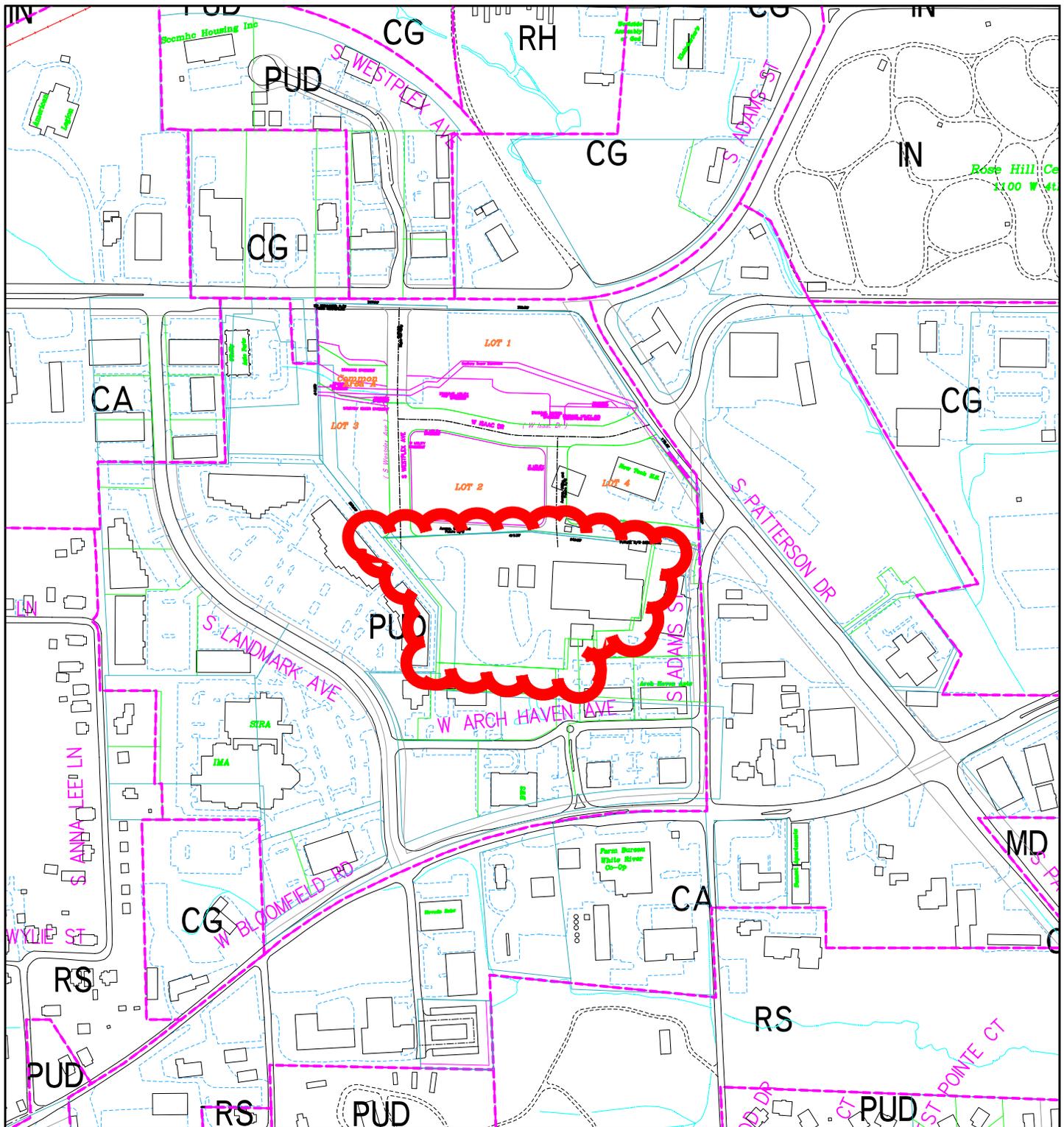
The Bloomington Bicycle and Pedestrian Safety Committee (BBPSC) reviewed the proposed site plan at their regular meeting on October 15, 2012. They made the following comments and recommendations.

Comments

- The width of the internal streets is sufficiently narrow to allow for safe pedestrian crossings and mixing with bicycle traffic. BBPSC does not anticipate a future need for expanding the size or number of travel lanes at this location.
- Curb cuts on the internal streets are ideally perpendicular to the direction of travel, rather than depressed at the corners. This makes it easier for people with some types of disabilities to understand their direction of travel, and reduces the pedestrian crossing distance.
- The latest revision to the layout of the bike parking provides convenient access to covered or secure spaces for every building.

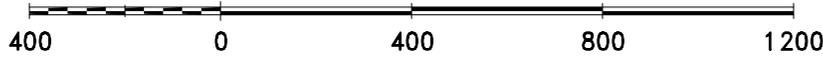
Recommendations

- Double the amount of bike parking, and increase covered bike parking. BBPSC feels the total number of bike parking spaces may not be adequate at this location, which is so convenient to the downtown and the Westside.
- A pedestrian walkway is needed through the adjacent site that will provide access to the bus stop on W 3rd St.

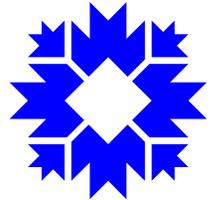


PUD-44-12
Location Map

By: roachja
29 Nov 12



City of Bloomington
Planning



Scale: 1" = 400'

For reference only; map information NOT warranted.

TRINITAS®

TRAVIS J. VENCEL,
DIRECTOR SITE ACQUISITION AND
PLANNING
tvencel@trinitas-ventures.com

201 Main Street
Lafayette, IN 47901
phone: (765) 464-2800
fax: (765) 464-2804

October 19, 2012

City of Bloomington
Tom Micuda, Director of Planning
PO Box 100
Bloomington, IN 47402

Re: Amended Petitioners Statement
Patterson Pointe PUD 5 acres (Part of Area B)
Final Plan Approval and Site Plan Approval

Dear Tom,

Trinitas is submitting the updated petitioner's statement for the Final Plan and Site Plan Approval of a portion for Patterson Pointe PUD (5 acres of Area B).

The submitted plan includes the five (5) acre portion of the Patterson Pointe PUD that is south of the new road in the PUD, commonly referred to as the Rogers Parcel. The proposal calls for the development of a cohesive multi-family project that meets the development standards for density, design, materials, parking and green space of the Patterson Pointe PUD.

The Patterson Pointe redevelopment is a mixed-use infill development of a former industrial site on the near west side of Bloomington. The redevelopment extends the traditional neighborhood design within the existing street network by constructing residential style streets (public and private) as well as pedestrian paths to provide residents with an urban living experience. This type of development allows for compact urban form outside the downtown core but well within the urban service boundaries. This project allows for the amenities of Downtown Bloomington, only 1 mile away, while still maintaining a neighborhood experience and a sense of place.

This project will bring 99.94 DUEs to the project with a total of 109 residential units to this PUD. With the additional senior units under construction the diverse neighborhood community envisioned will finally start to take form.

The Patterson Corridor is well situated for pedestrian oriented developments as proposed. The site is located within 1.5 miles of employment opportunities and the Campus of Indiana University, downtown, IU Health Bloomington Hospital and the former Thomson facility making walking and biking an easy 30 minute commute. This site is well served by public transportation with bus service every 30 minutes on both 2nd Street to the south and Kirkwood/3rd Street to the north.

PUD-44-12 Petitioner's Statement

Patterson Point PUD Final Plan Approval:

Trinitas is requesting final plan approval of the southernmost five (5) acres of the Patterson Point PUD Approved in 2009. The final plan was amended in 2011 with the senior housing proposal. The proposal has an average unit size of less than 2.6 bedrooms per unit. This proposal meets the standards of the PUD with residential units with a density of 19.95 units per acre (utilizing the DUEs) with a unit mix of 28-1 bedrooms, 34-2 bedrooms and 47-four bedroom units for a total of 109 units and 284 bedrooms.

The buildings are smaller in scale with no more than 9 units in a single building and most buildings having more than one unit type within the structure. We have utilized the DUEs of the UDO in order to provide smaller more affordable units as part of this project. The one and two bedroom units are within the preferred square footage that allows for density incentives within the PUD. The buildings are all 360 degree design with many of the structures having front doors on more than one side or elevation. The buildings are all walk up style with paired front doors to allow neighbors to interact. The units are townhomes predominately with bedrooms located on the upper levels of the individual units. Exterior materials will include brick and cement board siding, composition shingled pitched roof systems, with some dormers and gables to provide a variety. Most of the structures are stepped in order to create an interesting visual aspect to the property and allow the architects to take advantage of the natural grade changes. Front porches or entries as well as rear decks are often shared between units to create a common element between neighbors.

The development is 3 story townhomes as recommended by the PUD with building forward design to allow residents to have an urban living experience, with ease in walking to the commercial amenities to the south and west as well as those planned for the northern portion of the PUD along Third Street. We have adopted the street layout and streetscape illustrated in the approved PUD and located our parking to the rear of the site, near the retention area. We have included pedestrian access through the site as illustrated on preliminary plan.

We have worked with staff, adjacent owners, neighbors and City Council members to create a street and gridded pattern more representative of a traditional neighborhood. The site is designed not as a suburban complex with front door parking but with smaller parking areas located away from the front doors of most units. The parking areas are screened from the street so that the architecture take center stage in the development. Residents that choose to drive will park and walk with their neighbors through the development to reach their home, or they will walk along the streets to public or private bus service. The intention is to create a sense of place where neighbors interact with one another on a regular basis. This site features include lawn areas and amenity space including a recreational space as illustrated with a volleyball court and other common elements.

The outline plan included a proposed phasing of the planned improvements and the subsequent final plan for a portion of Patterson Point discussed the phasing of the infrastructure and improvements. Each of these previous approvals left final timing to be determined as final plans for the PUD were brought forward. We have worked with the adjacent land owners and members of the PUD to develop a plan that will work for all and appropriately shares the burden

of these public improvements. When this phasing plan is approved it will be codified by the appropriate parties. The planned improvement to be constructed with the following Phasing:

Phase 1: (Senior Development)- 2012

- Westplex Ave. Adjacent to senior apartments
- Day lighting of the creek but not full creek restoration
- Restoration of existing stream channel west of Westplex Ave.
- Construction of Isaac's Drive
- Creation of common area lot for Creek north of senior apartments

Phase 2: (School Improvements) – 2013

- Improvements to New Tech High School
- New public street section south of New Tech High School
- Bus pull off and improvements to Patterson Drive

Phase 3: (Partial Development Parcel B) - 2014

- Completion of Street south of New Tech High School (South Street)
- Connection of South Street with Westplex
- Connection to south at South Street.

Phase 4: (Development of remaining Parcel B)

- Completion of Street west of New Tech High School
- Additional Stream Restoration east of Westplex

Phase 5: (Development of Parcel A)

- Completion and connection of Westplex Drive to Third Street
- Completion of Stream Restoration
- Creation of a second common area for restored stream (east of Westplex)

This phasing of the infrastructure will allow for additional access to the developments with the completion of the connections to Patterson Drive and the connection to the south. First the school will have a secondary access at the start of the school year in 2013 and the final connections will be completed by fall 2014. This phasing will allow for the cost of the infrastructure to be spread with the development and shared equally by the parcels as they are developed, thus not burdening a single owner or developer with all of the cost, yet assuring the improvements all get constructed as the development is completed. Finally the Traffic Signal and associated improvements to Patterson Drive and Isaac's Drive would be completed when the Warrants are reached.

In addition to the PUD requirements, Trinitas will also provide private shuttle service for our residents, until such a time public transportation increases current service. This service will serve the downtown commercial district, the campus and other shopping opportunities seven (7) days a week. On many days the service will run late night hours to provide our residents safe access to the downtown nightlife as well as west side shopping.

The site has some environmental issues which will be cleaned as part of this redevelopment process. There are three noted environmental concerns on the property all of which will be addressed as part of the redevelopment of this site. As part of this redevelopment the most significant area will be cleaned and a plan is currently filed with IDEM. The work is underway and will address the ground water issues that have long plagued this site. This project will improve the overall environmental nature of the property by first cleaning up the contamination and second implementing water quality measures that meet the City standards of today. Currently the site is nearly 100% impervious surface with vegetation growing over stone or other materials. Redevelopment of the site and the PUD requires a 30% pervious coverage. This plan meets the ordinance by providing 35% pervious or green surface area. Not only does this provide quality recreational areas to the sites but it also improves water quality and results in an overall a much greener project.

The proposed project will put additional residents living in this newly designed neighborhood. The additional residents along with the senior project under construction will begin to provide necessary residential base to support the additional retail planned for the Third Street Corridor. The construction of residential units between 2nd and 3rd streets will give residents the ability to walk to the neighborhood serving commercial properties to the north and south. The target market segment is demonstrated to be 60% students (Indiana University and Ivy Tech), 20% young professionals and 20% families.

We look forward to working with the City on this project as we move forward through the approval process. We look forward to the feedback from staff and plan commission as work to finalize our submittal.

Sincerely,



Travis J. Vencel



TRINITAS®

Patterson Park West

Schematic Site Plan | November 6, 2012

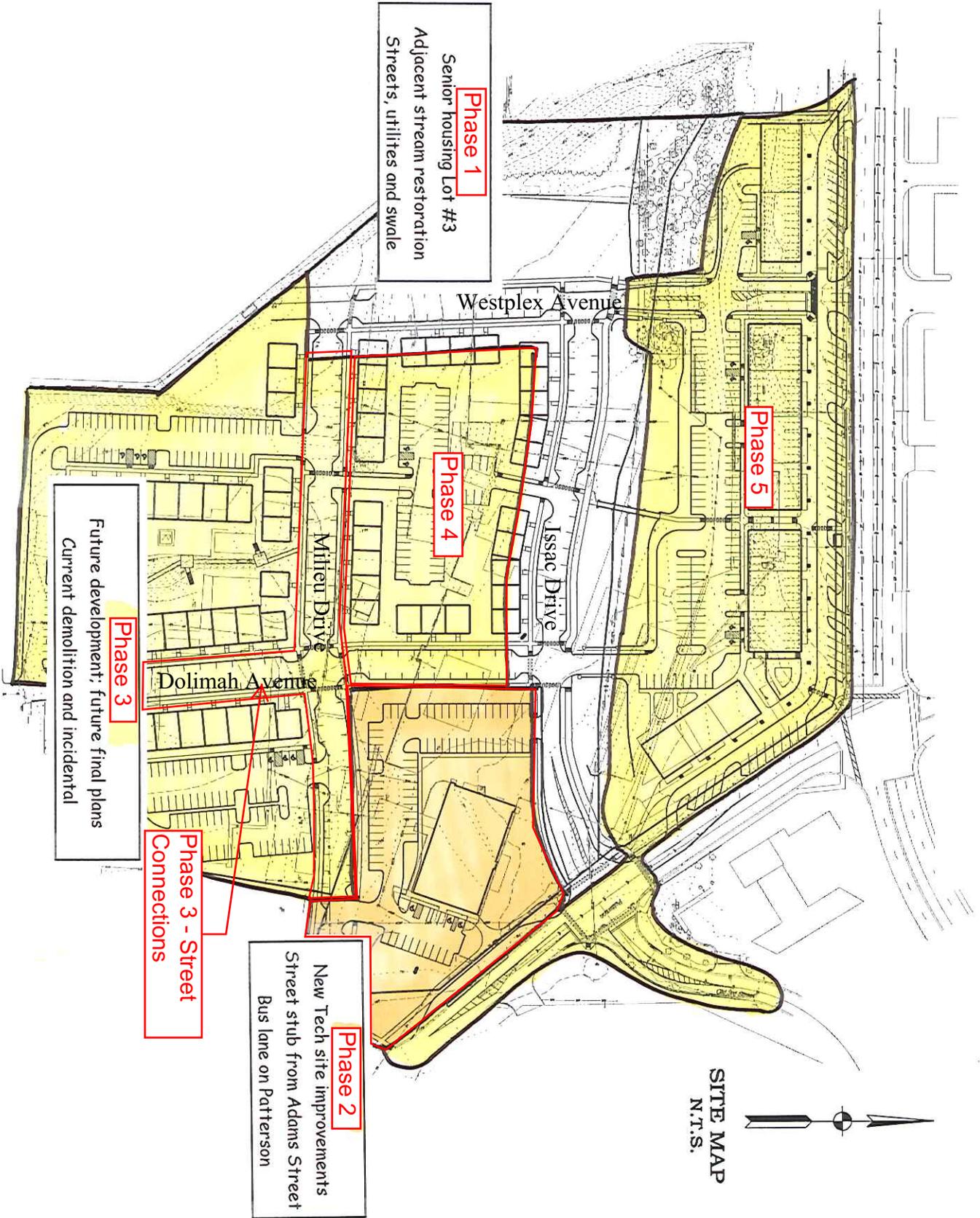


CSO Architects
ARCHITECT • INTERIOR DESIGN



CONT
landscape arch

PUD-44-12
Colored Final Plan





BICYCLE PARKING ORDINANCE COMPLIANCE CHART

ZONING: RM

Total Number Bedrooms = 284

Total Bicycle Spaces @ 1 space per bedroom = 48 Bicycle Spaces

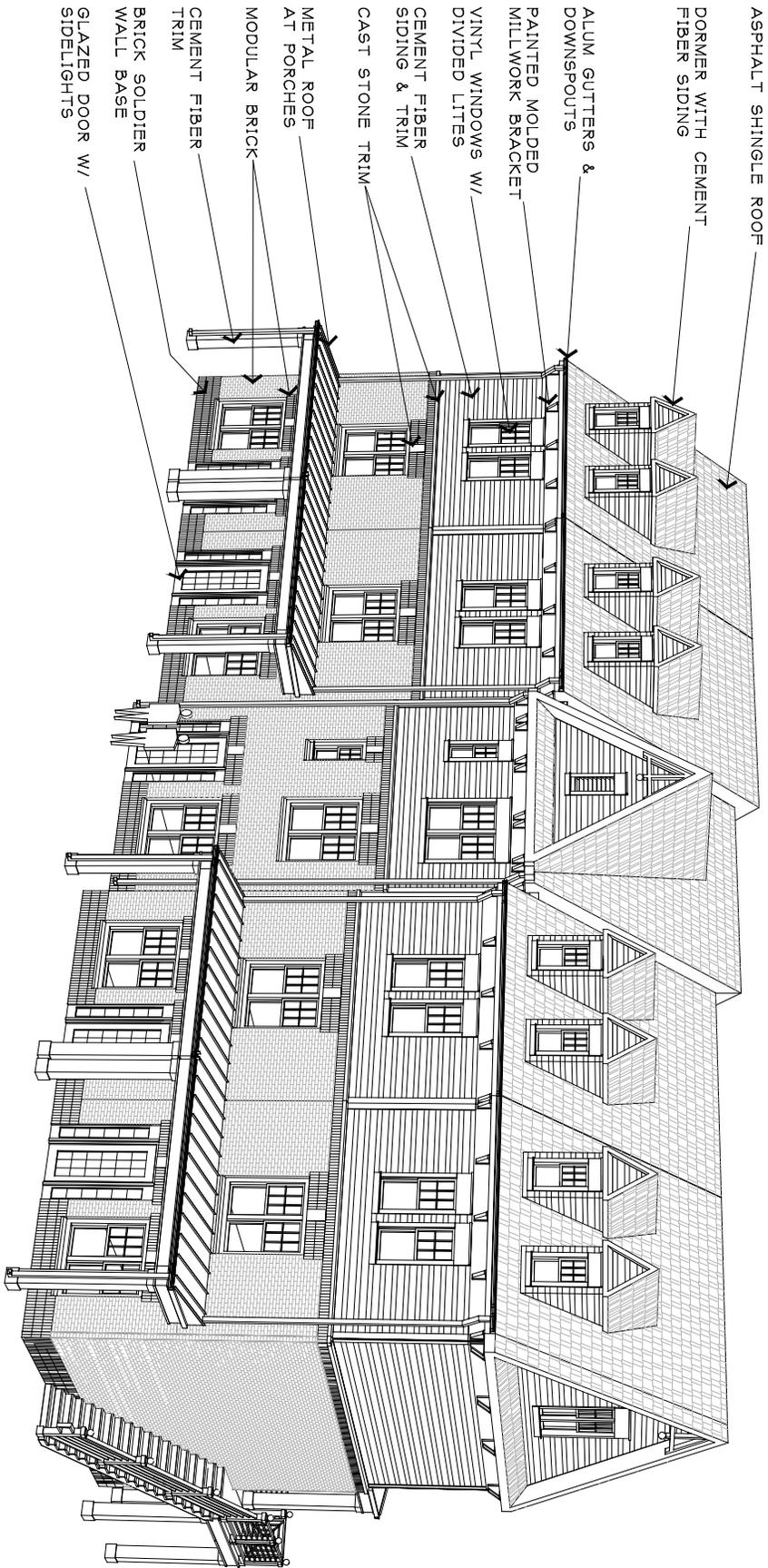
Class I Parking = 12 provided, 12 needed

Class II Parking = 36 required (minimum 24 covered), 36 provided (24 covered)



BICYCLE PARKING ORDINANCE COMPLIANCE PLAN

PUD-44-12
Bike Parking Plan



5-SLEEVE BUILDING
 VARIATION 1
 VIEW 1

TRINITAS®

PROPOSED BLOOMINGTON HOUSING

Bloomington, IN
 October 5, 2012



CSO Architects



5-SLEEVE BUILDING
 VARIATION 1
 VIEW 2

- ASPHALT SHINGLE ROOF
- DORMER WITH CEMENT FIBER SIDING
- ALUM GUTTERS & DOWNSPOUTS
- PAINTED MOLDED MILLWORK BRACKET
- CEMENT FIBER SIDING & TRIM
- METAL ROOF AT PORCHES
- MODULAR BRICK
- PREFAB METAL HANDRAIL SYSTEM
- VINYL WINDOWS W/ DIVIDED LITES
- CEMENT FIBER TRIM
- BRICK SOLDIER WALL BASE
- GLAZED DOOR W/ SIDELIGHTS

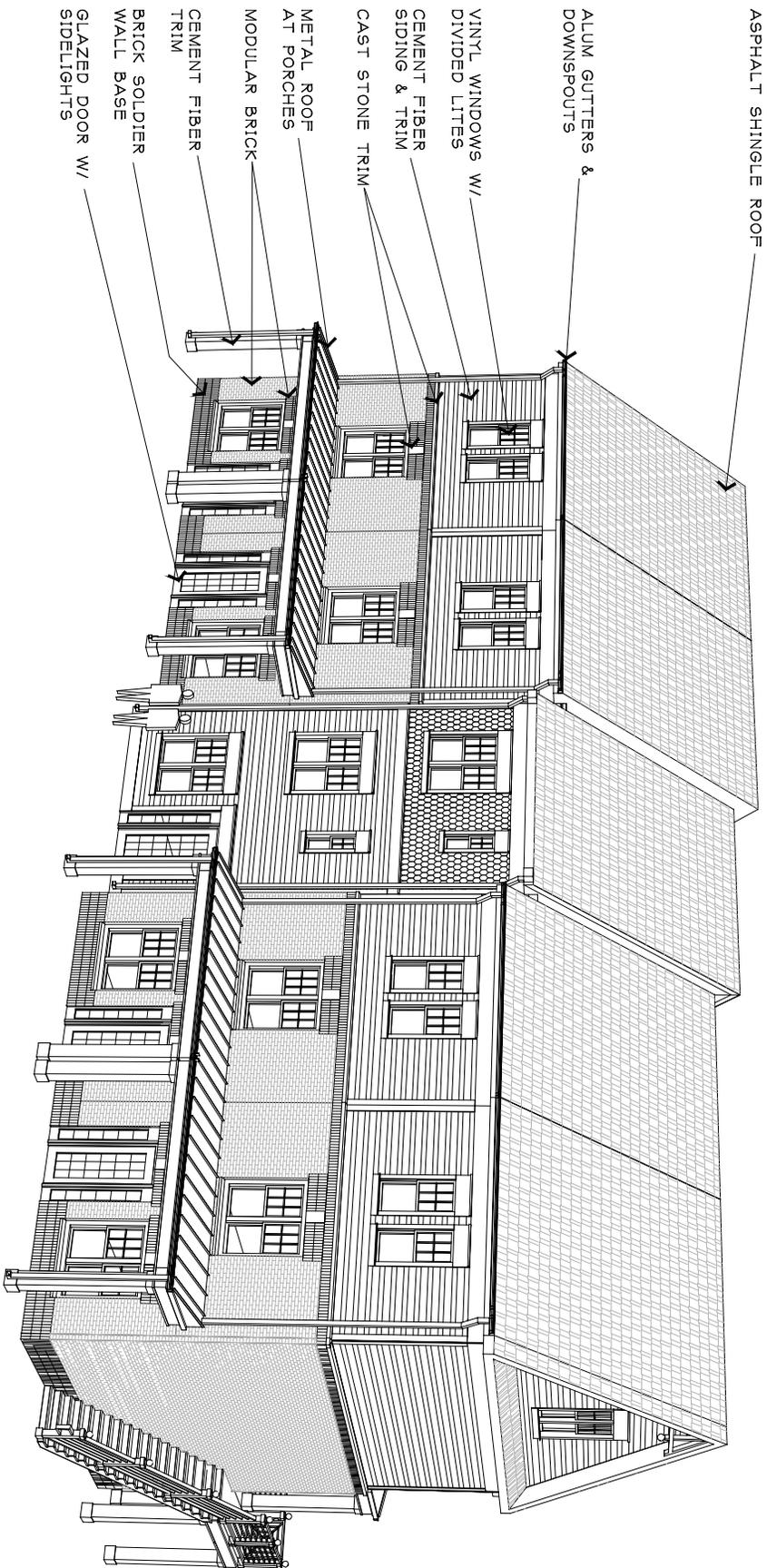
TRINITAS®

PROPOSED BLOOMINGTON HOUSING

Bloomington, IN
 October 5, 2012



CS04



5-SLEEVE BUILDING
 VARIATION 2
 VIEW 1

TRINITAS®

PROPOSED BLOOMINGTON HOUSING

Bloomington, IN
 October 5, 2012



CSO A1

PUD-44-12
Building Renderings



5-SLEEVE BUILDING
VARIATION 2
VIEW 2

- ASPHALT SHINGLE ROOF
- ALUM GUTTERS & DOWNSPOUTS
- CEMENT FIBER SIDING & TRIM
- METAL ROOF AT PORCHES
- MODULAR BRICK
- PREFAB METAL HANDRAIL SYSTEM
- VINYL WINDOWS W/ DIVIDED LITES
- CEMENT FIBER TRIM
- BRICK SOLDIER WALL BASE
- GLAZED DOOR W/ SIDELIGHTS

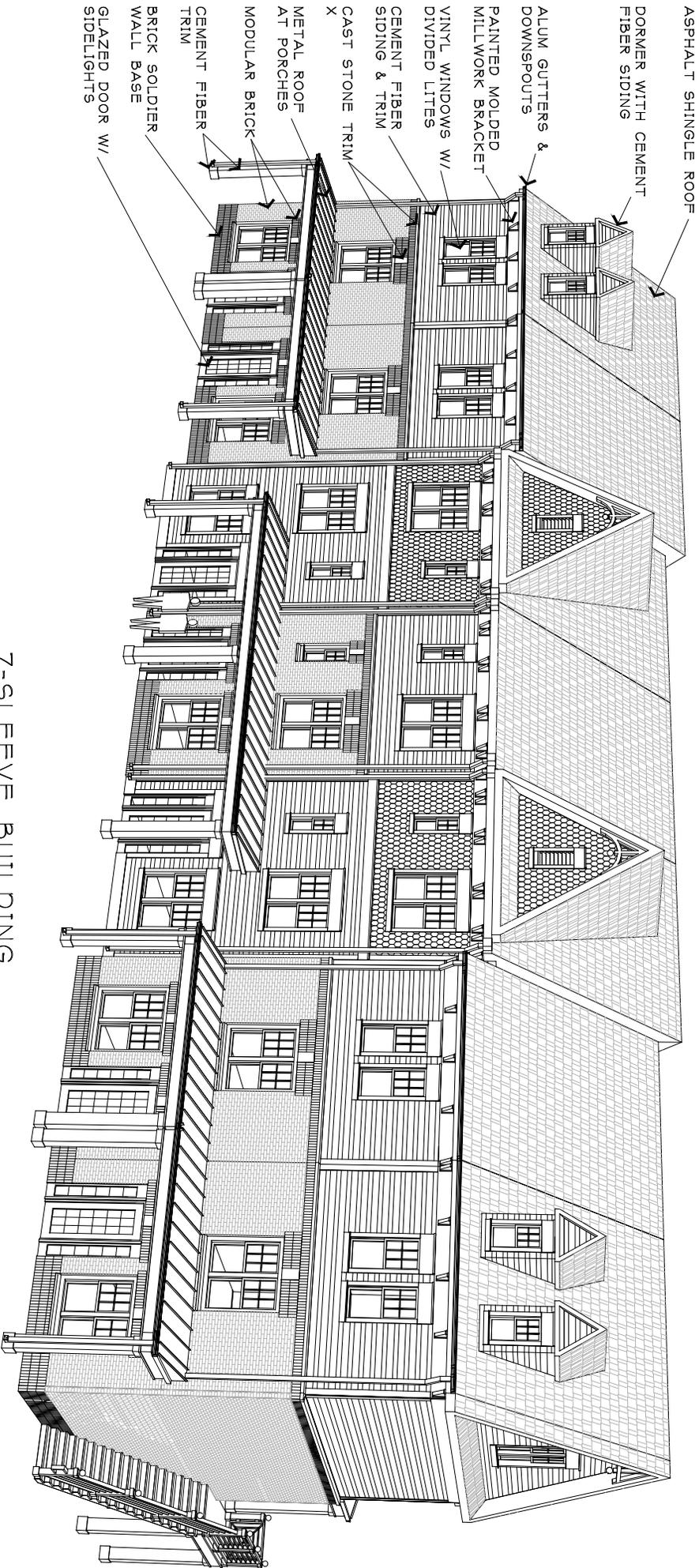
PROPOSED BLOOMINGTON HOUSING

Bloomington, IN
October 5, 2012



CSO

PUD-44-12
Building Renderings



7-SLEEVE BUILDING
 VARIATION 1
 VIEW 1

TRINITAS®

PROPOSED BLOOMINGTON HOUSING

Bloomington, IN
 October 5, 2012



CSO A



7-SLEEVE BUILDING
 VARIATION 1
 VIEW 2

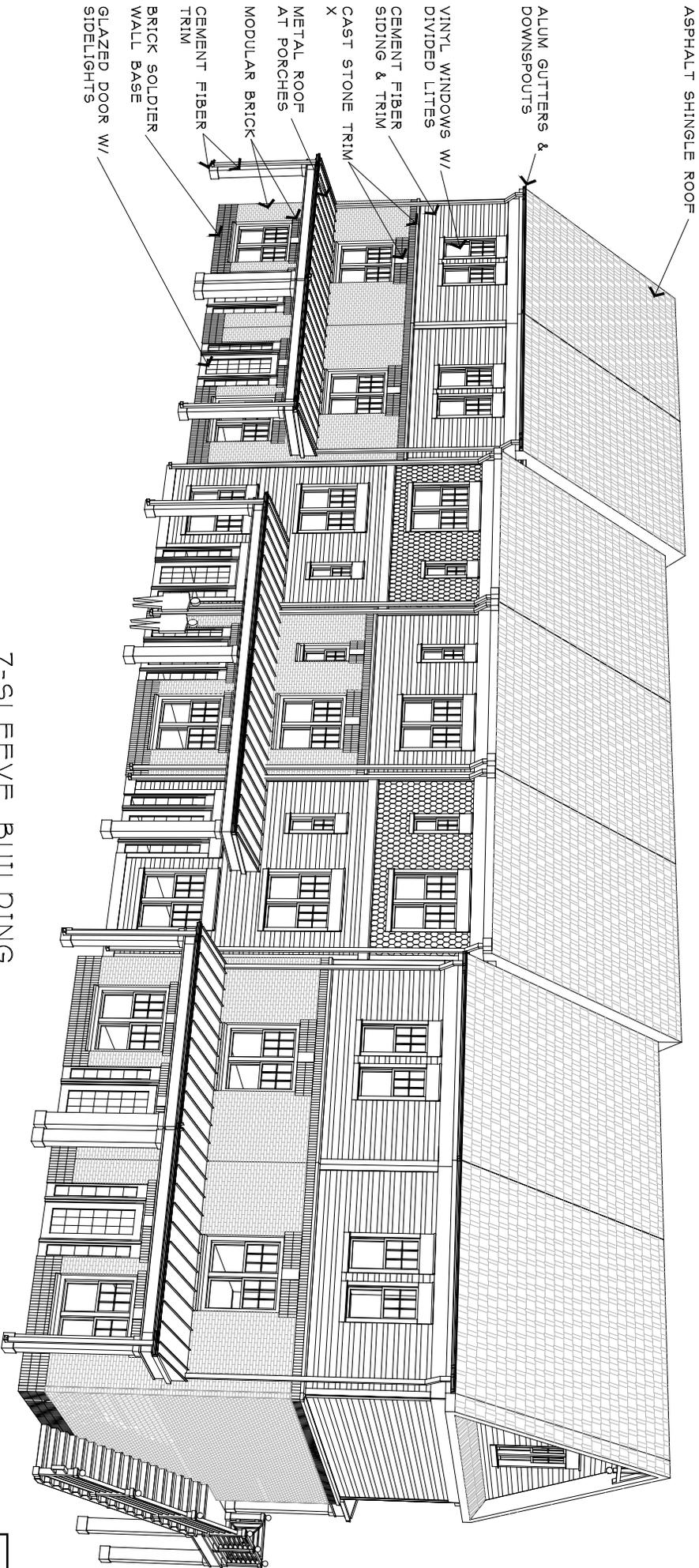
- ASPHALT SHINGLE ROOF
- DORMER WITH CEMENT FIBER SIDING
- ALUM GUTTERS & DOWNSPOUTS
- PAINTED MOLDED MILLWORK BRACKET
- CEMENT FIBER SIDING & TRIM
- METAL ROOF AT PORCHES
- MODULAR BRICK
- PREFAB METAL HANDRAIL SYSTEM
- VINYL WINDOWS W/ DIVIDED LITES
- CEMENT FIBER TRIM
- BRICK SOLDIER WALL BASE
- GLAZED DOOR W/ SIDELIGHTS

TRINITAS®

PROPOSED BLOOMINGTON HOUSING

Bloomington, IN
 October 5, 2012





7-SLEEVE BUILDING
 VARIATION 2
 VIEW 1

TRINITAS®

PROPOSED BLOOMINGTON HOUSING

Bloomington, IN
 October 5, 2012



CSO A



7-SLEEVE BUILDING
 VARIATION 2
 VIEW 2

- ASPHALT SHINGLE ROOF
- ALUM GUTTERS & DOWNSPOUTS
- CEMENT FIBER SIDING & TRIM
- METAL ROOF AT PORCHES
- MODULAR BRICK
- PREFAB METAL HANDRAIL SYSTEM
- VINYL WINDOWS W/ DIVIDED LITES
- CEMENT FIBER TRIM
- BRICK SOLDIER WALL BASE
- GLAZED DOOR W/ SIDELIGHTS

TRINITAS®

PROPOSED BLOOMINGTON HOUSING

Bloomington, IN
 October 5, 2012



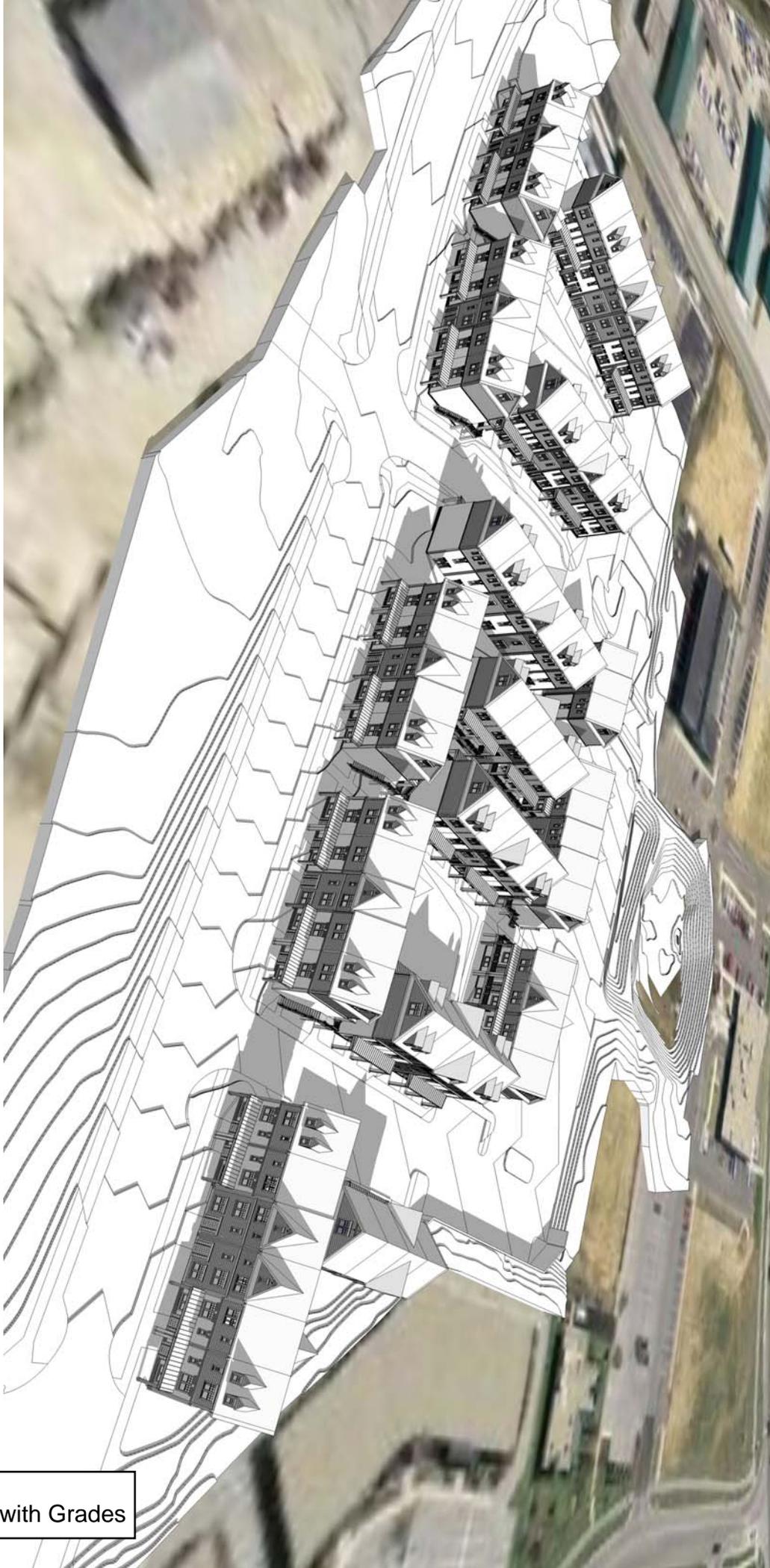
CSO A



TRINITAS

PATTERSON PARK
BLOOMINGTON, IN
NOVEMBER 1, 2012 - 12073

CSC



PUD-44-12
Aerial Rendering with Grades

PUD-44-12
Rendering with Grades



**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 1250 N. Walnut Street**

**CASE #: UV/SP-47-12
DATE: December 3, 2012**

**PETITIONER: ERL-14, LLC
601 N. College Ave., Bloomington**

**CONSULTANT: Studio 3 Design
8604 Allisonville Rd., Indianapolis**

REQUEST: The petitioner is requesting site plan approval for a 2-building, mixed-use project. Also requested is a use variance to allow first floor residential uses in a Commercial General (CG) zoning district.

SITE DESCRIPTION: This property is located at the southeast corner of W. 17th Street and N. College Ave. and is zoned Commercial General (CG). This property contains four platted lots and contained 4 buildings until a fire in 2008 destroyed 3 of them. The property currently contains three vacant lots and a single story commercial/retail building. The property is surrounded by Miller-Showers Park to the north, a multi-family use to the south and commercial uses to the east and west.

The petitioner proposes to demolish the existing building and build two new buildings. The larger of the two buildings would be located at the corner of 17th St. and College. This is proposed to be a 3-story building with 4,000 square feet of commercial space, first floor parking and residential units, and upper floor residential units. This building would include 49 units with 58 bedrooms. A second building is proposed at the south end of the property. This building would be a 3-story townhouse style building with three 4-bedroom units. Vehicular access would be gained by the drive-cut between the two buildings on College Ave. and by a "mouse-hole" entrance through the first floor on 17th St. into a partially covered parking court.

Residential uses and residential parking are not permitted on the first floor of buildings in the CG zoning district. The petitioner is requesting a Use Variance to allow for this use. The Plan Commission must review the use variance request to determine consistency with the Growth Policies Plan (GPP) and make a recommendation to the Board of Zoning Appeals (BZA). The Petitioner is also requesting Site Plan approval from the Plan Commission and several design standards variances from the BZA.

Use Variance: The CG zoning district does not permit first floor residential use or residential parking. The petition includes a 4,000 square foot commercial space immediately at the corner of 17th and College, both classified as arterial streets. The remainder of the first floor of the main building is residential units that access College Ave. and residential parking. The smaller townhouse building is entirely residential in nature. The petitioner is investigating expanding the commercial area to include more space along College Ave.

The appropriateness of this Use Variance and the mix of commercial and residential space is the primary item staff would like to be feedback on from the Plan Commission.

GROWTH POLICIES PLAN: The Growth Policies Plan (GPP) designates this property as Community Activity Center (CAC). The Community Activity Center areas are “designed to provide community-serving commercial opportunities in the context of a high density, mixed use development.” It also states that “rather than serving a single neighborhood, commercial uses in and surrounding the CAC will be developed so as to be accessible to multiple neighborhoods by non-motorized means, without becoming a major destination for the entire City and/or region” and “In accordance with their greater scale, commercial uses in a Community Activity Center will have more intense site development (than Neighborhood Activity Centers).” Land use policies for this area state that:

- The primary land use in the CAC should be medium scaled commercial retail and service uses
- Buildings should be developed with minimal street setbacks to increase pedestrian and transit accessibility.
- Parking should be located and designed with an emphasis on minimizing pedestrian obstacles to accessing businesses.
- Street cuts should be limited as much as possible to reduce interruptions of the streetscape.
- Incentives should be created to encourage the inclusion of second-story residential units in the development of Community Activity Centers.
- Residential units may also be developed as a component of the CAC, and would be most appropriate when uses are arranged as a central node rather than along a corridor.
- Provision of public spaces should be used as an incentive to allow additional residential units or commercial space to be developed as part of the planning approval process.
- In order to buffer pedestrians on busy corridors as well as reduce off-street parking needs, on-street parking and tree plots should be encouraged in new developments and maintained on built roadways.
- A Community Activity Center should be located at an intersection which is made up of designated Collector or Arterial streets, in order to provide automobile access without overwhelming the pedestrian aspects of the development.

SITE PLAN ISSUES:

Other Variances: The petitioner is also requesting design standards variances for building setback, building height and building architecture. A variance was also filled for landscaping, but given changes to the project since filing this is likely no longer needed. These variances will be reviewed by the Board of Zoning Appeals at their February 14, 2013 meeting.

Height: The maximum building height in the CG zoning district is 50 feet. While the majority of the mass of the main building is 50 feet tall, there are portions of the building taller than this. Near the corner of 17th St. and College Ave., the building height increases to 57’4”. The tallest parts of the building are the peak of a curved roof and a tower near the corner. One parapet along 17th Street also

raises to the height of about 54'. Most nearby buildings are 1-story tall. The residential style building to the immediate south is 2 stories. There are also 2 and 3-story apartment, hotel and mixed use buildings east of Walnut St. and on both sides of Miller Showers Park. The shorter, 3-story townhouse building is proposed to be 41'8" feet tall. This meets the height maximum of 50 feet. A variance is required to allow the main corner building to be taller than 50 feet. The petitioner is investigating ways to decrease the height to better match the UDO maximum.

Building Setback: Based on the location of other building on this block, the UDO requires a minimum setback of 56 feet from the centerline of College Ave. The 3-unit building at the south side of the lot will meet this minimum setback if the proposed cover porch is removed or the building is moved further from the street. The main mass of the larger building is shown complying with the setback. The commercial storefront at the corner of 17th St. and College Ave. is closer to the street than 56 feet. The petitioner is requesting a variance to allow only the first floor commercial space to be extended closer to the street. This space will have a setback of approximately 43 feet from the centerline of College Ave. This setback is in line with two existing commercial structure on this block; Big Red Liquors (1110 N. College Ave.) and PrintMasters (1200 N. College Ave.).

The UDO also requires a minimum 39-foot setback from the centerline of 17th Street. This current proposal meets that standard.

Building Architecture: The UDO requires that buildings along arterial corridors break up long expanses of blank walls and incorporate 360 degree architectural treatment. The UDO requires that buildings not contain more than 40 feet of façade without three of the following; an awning or canopy, change in building height, regular pattern of windows, or recessions/projections in the façade. With some modifications, the petition could meet these requirements along 17th and College. However, the UDO also requires that any façade visible from an arterial meet these requirements. The rear/east side of the building is visible from N. Walnut Street. This façade includes recessions and windows, but does not include any change in height or canopies and include a completely blank first floor.

Parking: No parking is required for either the commercial or multi-family use. Based on the square footage of the commercial space (if a restaurant) and the number of proposed bedrooms, the project is permitted a maximum of 90 parking spaces. The petitioner proposes to provide 41 off-street parking spaces. Sixteen Additional parking spaces are proposed to be installed on-street (see below). This site is also located along Bloomington Transit routes #1, 2 and 6.

Street Parking: Parallel on-street parking is currently available on both sides of N. College Ave. The petitioner proposes to reconfigure the street parking to allow for angled parking on the east side of the street adjacent to the petition site. This rebuilding of the street would increase the number of spaces from approximately 7 to 16 and also reduces the width of the travel lanes on N. College Ave. College Ave at this location currently has 18+ foot travel lanes. This redesign would provide for 12 foot travel lanes

(The width recommended in the Master Thoroughfare Plan for Arterial Streets) and provides an 8-foot wide buffer between the travel lanes and the parking. This buffer will allow for the majority of parking maneuvering and turning taking place outside of the travel lane. In comparison, the on-street parking on E. Hillside Drive associated with the South Dunn project has a 5-foot deep buffer. Changing the configuration of the parking from parallel to angled must ultimately be approved by the City Council.

Density and Green Development Standards: The CG zoning district allows for a maximum of 15 DUEs (dwelling unit equivalents) per acre. The UDO's Green Development Incentives allow for an increase in the density of a project if certain green standards are met. The petitioner intends to meet Level 2 Green Development Incentives. This allows a 50% increase in density, up to 22.5 DUEs/acre. The petitioner has provided a draft of a Green Development Worksheet showing how they intend to reach the Level 2 incentives, which has been included in the packet. With the Level 2 incentives, the petitioner intends to build 22.38 DUEs/acre with a total of 52 units and 70 bedrooms. This is a mix of Studio, 1, 2, and 4 bedroom units. This petition will meet density requirements.

Adjacent historic structure: This petition is located immediately adjacent to a surveyed historic structure. The commercial building at 1327 N. Walnut Street is listed as a notable scattered site in the 2001 Survey of Historic Sites and Structures. This building was built circa 1940 and is an example of "Moderne" architecture. This property was built as an auto dealership. The Planning Staff will present this petition to the Historic Preservation Commission at an upcoming meeting for feedback on the impact of this petition on the adjacent historic structure. Unlike in the CD zoning district, the CG district does not require that new buildings step down their height to match adjacent historic structures.

Architecture: The larger building mostly utilizes a flat roof with a portion of curved roof. This building includes exterior entrances to the apartments from the middle of the parking courtyard. The building includes a mix of brick, cementitious siding, EIFS, cast stone and metal panels. All of these materials are permitted in the CG zoning district. Metal panels are not permitted as primary materials, however the panels only amount to a small percentage of the façade. Shallow balconies are proposed on the street frontage as well as the east side of the building.

The smaller townhouse building utilizes a pitched roof, covered front stoop and balcony, rear accessed garages and similar materials to the main building.

Access control and drive-through: The property currently contains one driveway on 17th St. and two onto College Ave. The petitioner proposed one driveway onto College Ave. between the two buildings and one onto 17th St. Both drives meet the minimum 100 foot separation from the intersection. The 17th St. access is designed as a "mouse-hole" through the first floor to access a partially covered parking court. The Public Works and Police Departments have indicated concern about the placement of the drive onto 17th Street. This section of 17th Street often has back-ups from College Ave to Walnut St. A full service cut at this location may create additional traffic congestion as vehicles try to make left turns into or out of the site. A right-in/right-out only drive cut has been suggested to alleviate these concerns.

While the petitioner does not currently have a commercial tenant in place for the proposed commercial space, a restaurant is a likely possibility. The petitioner has provided a schematic alternate plan showing how a restaurant carry-out drive-through window might work. Cars would enter along College Ave. and exit on 17th Street. In this plan, the 17th Street drive-cut would be changed to an “out only” cut. There are similar concerns about left turns with this design. Vehicle queuing for this drive-through would also partially block access to some of the interior residential parking spaces.

Streetscape: Sidewalks will be rebuilt along both 17th and College. Street trees in tree grates will be provided along the College Ave. street parking. Street trees in a tree plot will be provided along 17th St. The UDO does not require street lights outside of the CD zoning district.

Bicycle Parking: A 70-unit apartment complex with 4,000 square feet of commercial space requires 4 commercial bicycle parking spaces and 12 residential bicycle parking spaces. The residential bike parking must include a minimum of 3 Class-I long term spaces and 6 covered Class-II spaces. The required spaces have not yet been shown on the plans. The petitioner has indicated that they intend to provide all required bicycle spaces as either covered or Class-I spaces to meet the Green Development Incentives. Staff recommends that some bicycle parking be provided along the commercial store frontage for visitors and customers.

Impervious Surface Coverage: The UDO allows for a maximum impervious surface coverage in the CG zoning district of 60%. The proposed site plan shows 55% impervious, with 25% pervious pavers (100% of the parking lot not under roof) and 20% green space.

Utilities: A utility plan has been submitted to City of Bloomington Utilities and is under review. Stormwater would be detained using underground detention beneath the pervious pavers. Water and sanitary sewer service is available in both College Ave. and 17th Street. The petitioner is investigating a platted east-west access and utility easement between two of the lots. This easement was likely platted to serve the users on either side of the property line, but may also be used by utility companies for access to a electric line on the east of the site. This easement may need to be vacated.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made 5 recommendations concerning this development.

- 1.) The Petitioner shall submit a complete Landscape Plan for approval prior to the second hearing of this case.
- 2.) The Petitioner shall submit a Maintenance Plan for approval prior to the second hearing.
- 3.) The Petitioner shall submit a Waste Management Plan for approval prior to the second hearing.

- 4.) The Petitioner should create an environmentally sustainable and “walkable” streetscape at this important location.
- 5.) The Petitioner should use additional green building and site design best practices.

BICYCLE AND PEDESTRIAN SAFETY COMMISSION RECOMMENDATIONS: The Bloomington Bicycle and Pedestrian Safety Commission (BPSC) has made recommendations concerning this development.

- The number of bike parking spaces serving the residential units should at least meet UDO standards.
- Additional bike parking spaces should be provided in the public right-of-way to serve the retail unit at the corner of 17th and College.

DEVELOPER TRACK RECORD: Developer Elliot Lewis is the principle behind ERL-14, LLC. Other recent projects completed by this petitioner include the 10th and College building, the 4th and Indiana building, the remodeling of the Odd Fellows Building, Village at 10th and College, Morton Mansions, Eastbay Apartments and the Horizons building. Construction has not yet started on the Morton Grad building at 658 N. Morton Street, which was approved in June. There are no outstanding zoning violations associated with these developments.

CONCLUSIONS: Staff requests feedback on the petition to allow for revisions before a second hearing in February. More specifically, staff does not support the current proposal, but are requesting feedback on the following issues:

1. Building height: Staff does not find peculiar condition or practical difficulty has been shown for the height variance. Staff believes the petition should meet the 50 foot height requirement.
2. Street Façades: Should the “mouse-hole” vehicular entrance be eliminated or shifted to the east to create a more intact building façade and longer commercial storefront on 17th St.? Should the long north-south mass of the mixed use building on College Ave. be broken up to create a more dramatic building modulation or to add a third structure?
3. Commercial Space: While some reduction in the required commercial space may be appropriate, staff believes that the commercial square footage and the commercial storefront areas should be increased.
4. Design quality of the east (rear) façade.

RECOMMENDATION: Staff recommends that this petition be continued for another hearing on February 4, 2013.

MEMORANDUM

Date: November 20, 2012

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: UV/SP-47-12, Seventeenth and College Apartments, ERL-14
1250 N. College Ave.
First Hearing

This memorandum contains the Environmental Commission's (EC) input and recommendations regarding the approval of a Site Plan, Use Variance, and variances from the height, setback, and landscape standards, for a 4-story mixed-use structure and a 3-story multi-family dwelling. Currently, there is one building on the site, which the Petitioner intends to demolish. The commercial space in the mixed use building is proposed to be 4,000 square feet, and the total bedroom count for the entire site is proposed to be 70, with 41 off-street parking spaces. The site is within the Commercial General zoning district across Seventeenth Street from Miller Showers Park. The Petitioner requests to use the UDO's Green Development Incentives to achieve the requested density. This case will be discussed at more than one Plan Commission meeting, therefore, the EC may have additional recommendations and more detail after changes have been made to the plan.

ISSUES OF CODE COMPLIANCE:

1.) LANDSCAPE PLAN:

A final Landscape Plan has not been submitted because the Petitioner may make design changes based on the Plan Commission comments. The EC recommends that the Landscape Plan be modified such that a variance is not needed because the EC will likely not support such a variance.

2.) MAINTENANCE PLAN FOR PAVERS:

When pervious pavers are used, they must be properly maintained on a regular basis. If the pore spaces get clogged with detritus, the infiltration will no longer function. The EC recommends the Petitioner develop a plan for maintenance of the pervious pavers.

3.) WASTE MANAGEMENT PLAN:

A Waste Management Plan for the construction and demolition materials needs to be submitted to the Planning Department according to Goal (1)(D).

ISSUES OF SOUND ENVIRONMENTAL DESIGN:

1.) GATEWAY CHARACTER:

The proposed development is on an important, highly traveled thoroughfare for Bloomington's downtown and Indiana University. The EC always promotes development designs that are consistent with "complete streets" usability, inviting gateway character, and enhanced environmental sustainability, but finds it exceedingly important in this location. There are many design concepts to consider, from landscaping that celebrates Bloomington's natural heritage, to creating public gardens to enhance neighborhood comradeship, to choice of building materials and architecture that promotes a sense of place and reflects our city's commitments to green building and sustainability. The EC encourages the petitioner to employ as many complete streets strategies as the site will allow.

2.) GREEN BUILDING & SITE DESIGN:

The EC is pleased that the Petitioner is planning to employ some green building features and use the green building incentives available to them. However, there are many more "best practices" that the EC recommends be used. Below is a list of recommended green practices.

- a. Recyclable material collection space
- b. Electric vehicle outlets
- c. Reflective roof material

EC RECOMMENDATIONS:

- 1.) The Petitioner shall submit a complete Landscape Plan for approval prior to the second hearing of this case.
- 2.) The Petitioner shall submit a Maintenance Plan for the pavers prior to the second hearing.
- 3.) The Petitioner shall submit a Waste Management Plan for approval prior to the second hearing.
- 4.) The Petitioner should create an environmentally sustainable and "walkable" streetscape at this important location.
- 5.) The Petitioner should use additional green building and site design best practices.

MEMORANDUM

TO: MEMBERS OF THE PLAN COMMISSION

FROM: VINCE CARISTO/BICYCLE AND PEDESTRIAN COORDINATOR
Planning Dept. liaison to the Bloomington Bicycle and Pedestrian Safety Commission

RE: 17th & College

DATE: November 27, 2012

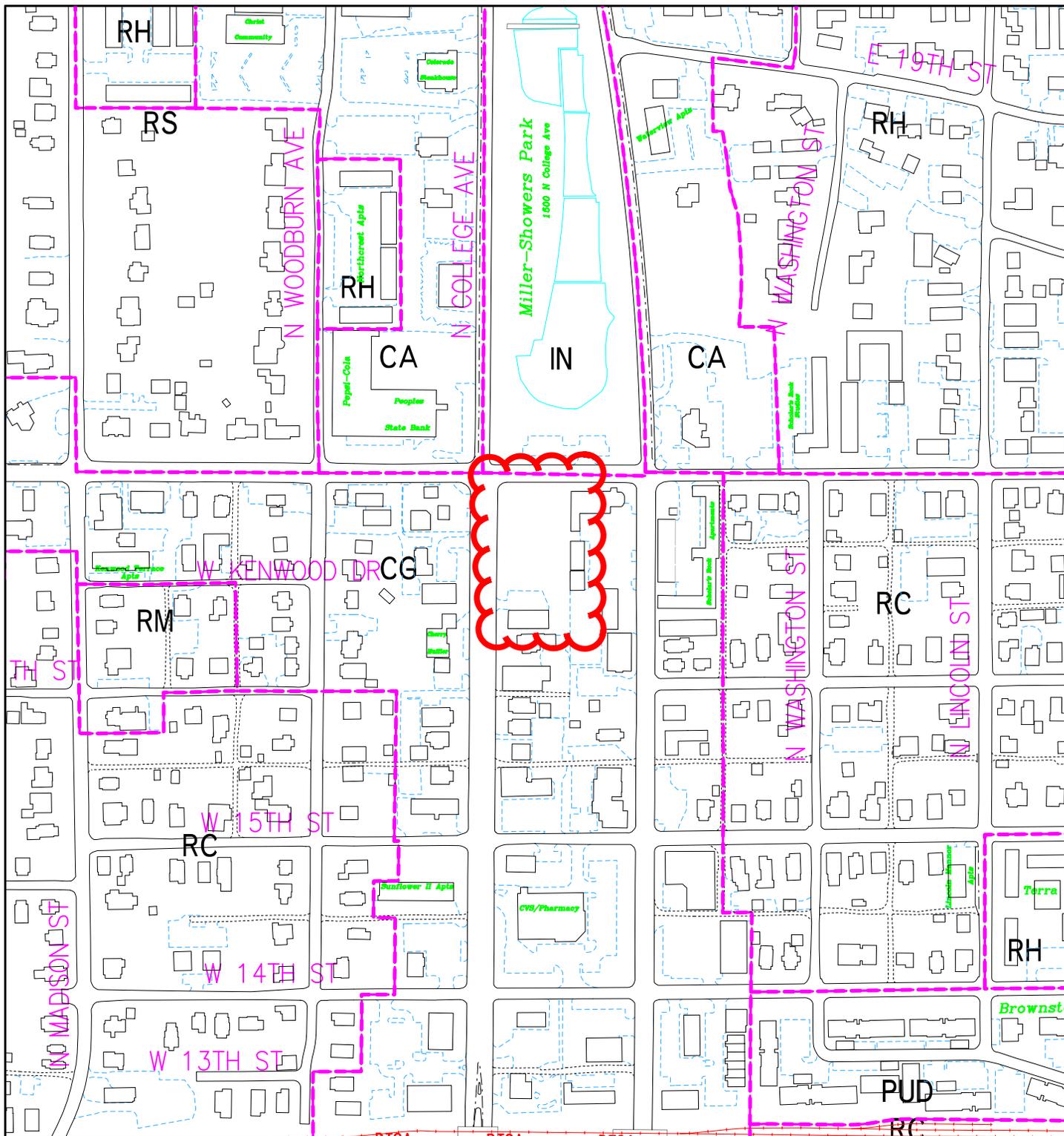
The Bloomington Bicycle and Pedestrian Safety Committee (BBPSC) reviewed the proposed site plan at their regular meeting on November 19, 2012. They made the following comments and recommendations.

Comments

- BBPSC feels that demand for long-term & secure bike parking in the downtown may grow to exceed what's currently required; a 1:1 ratio with car parking may be more appropriate.
- If College Ave is resurfaced, the motor vehicle lanes should be striped at 10 ft instead of 12 ft. Reducing lane width from 12 ft to 10 ft or 11 ft can be expected to reduce motor vehicle speeds, which is a critical safety factor for all road users, but especially bicyclists and pedestrians. Evidence from other communities has shown that a lane width reduction from 12-ft to 10-ft can be expected to have marginal impact on flow rates.
- If College Ave is resurfaced, the bike lane should be restriped to meet the buffered bike lane guidelines in Bloomington's Bikeway Design Guidelines. A buffered bike lane would increase the passing distance between bicyclists and motor vehicles, which is preferred in this location because of the very high motor vehicle volumes and large expected speed differential. The guidelines call for a 7-ft bike lane paired with a 2-ft buffer zone, and continuing the bike lane to intersection of 17th & College.
- If College Ave is resurfaced, a piano-key crosswalk should be striped at this location. Also, pavement markings at the southeast corner of the intersection of 17th & College should be designed to discourage right-turning motorists from fast, wide-radius turns across the bike lane and crosswalk.

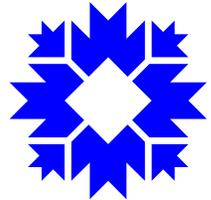
Recommendations

- The number of bike parking spaces serving the residential units should at least meet UDO standards.
- Additional bike parking spaces should be provided in the public right-of-way to serve the retail unit at the corner of 17th and College.

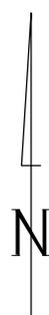


UV/SP-47-12
Location Map

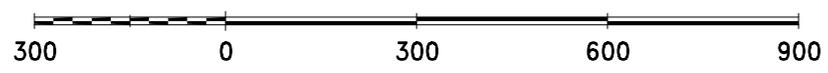
City of Bloomington
Planning



Scale: 1" = 300'



By: roachja
29 Nov 12



For reference only; map information NOT warranted.



November 7, 2012
Revised Nov. 16, 2012

City of Bloomington Planning Department
 P.O. Box 100
 Bloomington, IN 47402

Attn: Mr. James Roach

RE: 17th & College Apartments

PETITIONERS STATEMENT

Dear Mr. Roach

Studio 3 Design is pleased to submit the attached apartment development, 17th and College for Plan Commission review. The following document outlines the project scope and addresses comments received to date regarding the project. Please take time to review and contact us with any additional questions.

<u>Apartment Types</u>	<u>Count</u>	<u>Beds</u>
Studio Apartment	06 Units	06 Beds
1 Bedroom Flat	34 Units	34 Beds
2 Bedroom Flat	09 Units	18 Beds
4 bed townhomes	03 Units	12 Beds
	52 Units	70 Beds

Green Level 2 incentives:

We will be pursuing green Level 2 incentives as part of this project, a separate write-up on this has been provided outlining the incentive goals.

Property density:

Site: .9 acres

15 DUEs/ acre =

Green level 2 incentives to increase allowable DUEs by 50%

13.5 DUE's allowed

20.25 DUEs allowed

Studio	.20 DUE x 06 = 1.2 DUE
1 bed	.25 DUE x 34 = 8.5 DUE
2 bed	.66 DUE x 09 = 5.94 DUE
4 bed	1.5 DUE x 03 = 4.5 DUE

20.14 DUE's provided (20.25 DUE's allowed with green incentives)

Non-Residential space - Retail

Approximately 4000 sf of retail space is provided at the corner of 17th and College avenue.

Parking Counts

Required parking for apartments:.	Zero spaces
Required parking for retail:	Zero spaces
Provided on-site parking:	40 spaces
Street parking	16 spaces suggested

Project Location

The project is located at the SE corner of 17th street and College Avenue. The site contains 4 parcels of land, three of which are currently vacant and one of which houses a single level retail building that will be demolished as part of this petition. The site is directly across the street (south) of the public park that runs between College and Walnut streets. Additionally the site sits at the crest of the hill on College avenue with strong sightlines as you drive South on College coming into town.

Project Concept

The buildings architecture is defined by strong massing and a verticality of building elements at the corner. The overall forms, detailing and material palette has been simplified to provide a modern twist and a strong expression and presence at the top of the hill. The structure takes a simple shape for building efficiency and stacks the building over retail at the corner with parking tucked along the north south finger on the east side of the site. Internally, building is divided into smaller dwelling units all accessed off of a common covered exterior walkway system that has been sized to serve as the primary path to each unit. As you transition to the south toward the residential neighborhoods, the building massing and scale steps down and provides walk-up apartment units at street level a second smaller building, that is three levels in height, provides the transition in scale and height to the adjacent historical home to the south.

Building Scale / Massing / Articulation

The building has been designed with a strong massing at the corner of 17th and College with a vertical tower element rising above a vaulted roof line to serve as focal point as you head south on College avenue and enter into the downtown. The Corner steps out at the main level as well to create a base for the building that engages the sidewalk and provides an opportunity for indoor/ outdoor seating as well as the potential for second level terrace seating that overlooks the park. The Building entrance on College Avenue serves to both visually call out the primary entrance for the residential portion of the building as well as providing a break between the building areas – with mixed use focused to the north of the entrance and all residential with walk-up units to the south of the entrance. The building articulation is further broken down into more detailed elements at the apartments with picket style metal railings lining balcony zones along with material changes in color and texture.

Window detailing

Windows range in scale depending on their location around the building. Storefront systems that can be rolled up in warmer weather line the level 1 retail area. Larger ganged windows in a mix of fixed and operable styles form the vertical bump-outs and towers on the building while single and ganged windows step down in size to create the typical apartment unit windows. In several areas, windows have been ganged together to obtain the best natural lighting possible for the interior of apartment living spaces. The issue of providing the UDO requested proportions for the windows has been addressed through the incorporation of a vertical 6" mullion between each window unit allowing for the rectangular units to be grouped together to create the best possible natural interior lighting.

Streetscape

A simple rhythm of grated trees and pole mounted acorn style street lamps are set in a hard-scape sidewalk along the retail component of the site. This pattern transitions into a more of a soft-scape pattern with trees in landscape "green zones" continue the rhythm down College avenue in front of the walk-up residential units and the second all residential building. Where possible, additional landscaping and bike racks have been provided as well as heavier landscaped zones in front of the apartments along College avenue.

Site Accessibility

Pedestrians can enter the site at grade off of College Avenue and off of 17th street. Vehicles can also enter the site to access parking tucked within the core of the development from both College and 17th street. A central stair and elevator tower serve the building off of the College Avenue primary building entrance. A vestibule allows residents and guest an opportunity to get out of the rain and or gain access to the adjacent retail space before needing to be buzzed in or use an access control key phobe to gain entrance into the secured apartment levels.

All other building access points are through secured stair towers. The apartments located on level 1 are set back off of College avenue by a min. of 15' providing for a transition zone between the apartments and the sidewalk to create a level of privacy and prevent those walking down the street from being right next to the apartment windows. Landscape zones in this location also serve to help maintain the separation.

By code, since the building contains 20 or more apartment units, we are required to provide (1) full ANSI type A unit. A one bedroom walk-up unit on the first floor will be designed as a fully accessible unit to accommodate any tenants with a disability that require special accommodations. Since the building is served by an elevator, all units in the building are designed to meet fair housing requirements.

Building Façade modules

The building provides multiple steps both horizontally and vertically across the façade – both on 17th and on College avenue, as well as the east façade as it is viewed from Walnut street. At the building corner, the lower level retail steps out to the property line while the massing above it steps back 15' from the property line to lessen the perceived height of the building as you are walking adjacent to it. A rhythm of inset balconies further provides 3 to 4' insets in the building façade that carry from the base to the roofline at the 4 level apartment zones as well as in zones above the retail roof line.

Building Heights

The site is relatively flat for Bloomington with about a 3 to 4' grade change. The zoning in the area permits a building height of up to 50' (which equates to a 4 level building. The majority of the main building is under the 50' mark with the only area rising above this height occurring in the corner and along a portion of 17th street where the structure and vaulted roof line rise up into the mid 50's in height with a top blade detail extending up a few more feet to serve as a focal point for the site.

Building Materials

Architectural cast stone, two colors of brick, insulated metal panel system, potential for the use of exterior insulated and finish system, and cement board cladding and trim form the material palette for the project. Brick veneer will create the base for the more residential portions of the building with a blend of cement board siding at the upper floor levels. The remainders of the buildings facades that do not border either 17th or College Avenue are clad primarily in a cementitious lap siding in context with many of the adjacent developments.

Void to Solid Percentages

The site does not have any set standards for the percentage of void to solid along College or 17th street. Regardless, we have provided for extensive transparency (void) along the retail at the first level to help create the desired connection with the street / pedestrian traffic. At the residential zones on the first level and upper levels we have scaled back the window sizes (voids) to be more in line with residential living. The building corner at 17th and College does provide for a more expansive glazing area on the residential to take advantage of the views and provide more prominent detailing to the main view of the building as you come up College Ave.

Bike Storage/ Parking

An effort has been made to make the facility "bike friendly" through the incorporation of bike parking focused around the building entry points for the convenience of the residents and visitors. Additionally, and as a element of the green incentives program, we are providing covered bike parking under the building in multiple locations along the east covered parking zone as well as secured bike parking in a bike room accessed off of 17th street.

Environmental Considerations

The developer is interested in providing a building that is sensitive to the concerns of today's built environment. As such, we are reviewing the incorporation of the following into the project:

- "Green friendly" building materials – This includes both materials with recycled content as well as building materials that have been harvested and manufactured within a 500 mile radius.
- Energy efficient windows with low-E glazing
- White reflective roofing membrane for energy conservation (TPO) product – the roofing reflects sunlight and reduces heat gain as well as reduces urban heat island caused by black roofing.
- Use of larger window openings for natural day lighting of interior spaces to cut down on the use of artificial lighting.
- Level 2 Green Development incentives as outlined on the attached document.

Build to Line

The project will request a variance to extend the retail area out to the property line at the corner of 17th and College. The remainder of the project will sit at the required set-back lines around the site.

Building Entrances

The main building has (1) pedestrian entry off College Avenue, (2) secondary pedestrian from the parking area. Apartments on level 1 can be accessed at grade level from College Ave as well as from the parking area. Additionally, there is a vehicular route into the site accessed from College Avenue and from 17th street. Each of the vehicle entrances provide for two way traffic.

Encroachments:

The project will require the following encroachments with the city:

- Pole mounted acorn style street light along College and 17th street
- Street trees along College and 17th street
- Potential for canopy overhang at the property line around the retail zone.

Stormwater Detention

Storm water detention will be contained in a storm water piping system located under the parking lot.

Trash Removal

Trash removal has been provided at the back of the site (south end) and is accessed from a drive off of College Avenue.

Water Service & Meter Pit

The project will connect to the water main off of 17th street. A master meter will be installed outside of the City right of way at the northeast corner of the site and will house the necessary meters and fire apparatus. The PIV connection will be installed at this location. A separate Siamese connection will be back fed from the meter pit and provided near the drive off of 17th street for easy Fire Department access. No new mains are anticipated to be installed to provide service for the project.

Grease intercept pit:

A grease intercept pit will be provided under the drive near 17th street and adjacent to the retail space.

Utility Easement:

There is an existing 20" x 132' utility access easement located between the 2nd and 3rd lots at the southern end of the property. This easement is being investigated to be abandoned and have our building build over the current easement location. If for some reason this easement cannot be removed, then a revised building plan will need to be brought forward to leave this zone free of construction.

Move-In/ Move-Out & Delivery Access to the Site

Access to the site is anticipated to occur along College and from 17th street. There is ample space internally for vehicles to pull in and park for move-in / move out activity.

Sewer Service

The project will connect to the city sewer mains at two locations – the main building will connect off of 17th street to an existing sanitary sewer line. The secondary building at the SW end of the site will connect to an existing line off of College Avenue. Connections will be lateral connections with standard patching of the street as required. No new mains will need to be installed to provide service for the project.

Private Utilities

Duke Energy and a cable/phone/internet provider to be determined will provide for the service needs of the development. We anticipate the placement of one transformer for the main building and a secondary or the smaller building along the east property line behind the open air parking lot at the SE corner of the site. Utilities along the East property line will most likely need to be reviewed further with Duke Energy to understand access, maintenance and proximity to the building structures. It is currently understood that the utilities run down an alley which is now in disrepair.

Anticipated Variances:

We will be asking for 3 variances for the development:

1. **A height variance to allow the building to be built over the 50'-0" height** limitation imposed by the zoning guidelines for the site. As expressed earlier in the petitioners statement, we feel this variance should be granted as this site sites as a gateway into the downtown and a back-drop to the park providing for a perfect opportunity to create a building with visual interest. The variance is for roof structure and a tower element- not additional living space.
2. **A variance to allow the level 1 retail space extend over the setback** line out to the property line at the corner of 17th and College. This waiver would allow the retail space at level 1 only to extend 15 feet toward College Ave. and 15 feet toward 17th street and create indoor / outdoor covered seating areas to interface with the site walk zone and create a more exciting and interactive zone at a prominent corner across from the park.
3. **Use variance to permit residential apartments/ parking on the ground level.**
 This variance will allow for the development of a mixed-use project in line with Green incentives goal 3. As well as allow for on-site parking for residential vehicles.

Respectfully submitted,

STUDIO 3 DESIGN, INC



Timothy W. Cover



November 19, 2012

Mr. James Roach
 Bloomington Planning Department
 401 N. Morton St., Suite 160
 Bloomington, IN 47404

RE: Green Development Worksheet for 17th & College Apartments

Mr. Roach:

On behalf of the project team for the 17th and College apartment and retail development project, below is list of green development incentive goals that will be achieved on the project to allow us to increase the unit density on site by up to **50%**. The total acreage for the project site is .9 acres, which would allow us a total of 13.5 DUE's. By achieving the goals listed below, we will be able to increase the density on site to a total of **20.25 DUE's**.

Our Goal is to achieve level 2 green incentives which allows for up to a 50% increase in allowable density, side yard setback reduction of up to 50%, and a rear yard setback reduction of up to 50%.

Goal 1 – (Three Items Required) – targeted goals are:

- (c) Incorporate non-polluting and or renewable on –site energy sources – (solar)
 We will look to incorporate solar panels on the roof of the 3 level apartment building at the South end of the Site supplemental power source. This site will serve as a smaller scale test site for seeing how this technology could be incorporated into larger scale applications down the road. The application will be based on residential solar design.
- (d) Recycling and or salvaging of at least 50% of non-hazardous construction and demolition Debris. Lot 4 currently contains a single level structure that will be brought down as part of the project. Material will be separated on site for recycling/ salvaging. To meet this requirement a waste removal company will be contracted to provide separate dumpsters for trash as well as each type of material being recycled. As the dumpsters are hauled away they are weighed in tons and logged into a spreadsheet for the duration of the project. A Bi-weekly report is issued to the General Contractor through-out the project and totaled at the completion of the project. The final report will be provided to the city for documentation. A sample worksheet is attached at the end of this document.
- (e) Utilization of building materials or products that have been extracted, harvested or Recovered as well as manufactured, with 500 miles of the project site for a minimum of 10% of the total materials value. To meet this requirement, the general contractor will provide each sub-contractor with a form to track all products and materials supplied on the job site. Each sub-contractor will note the distance from the manufacturer to the site as well as the

distance from the extraction/ harvest location to the site. The forms from all sub-contractors will be totaled at the completion of the project and turned into the City for documentation. A sample of the worksheet is attached at the end of this document.

Goal 2 – (Two Item Required)

- (a) Use of permeable pavement material for at least 50% of all private driveways, pathways and parking. This site will incorporate the use of permeable pavers for the parking lot surface: thereby reducing underground infrastructure, promoting groundwater recharge, storm water infiltration and storm water filtration. The paver system provides water quality enhancement similar to how a stone filtration system works, relying on infiltration of run-off through the paver surface and through void spaces in the stone sub-base which is comprised of various gradations of stone. Stone filtration is not a new technique, but has been employed for centuries as a means of filtering water. As opposed to a piped system, the storm water overflow outlet from beneath the parking surface is comprised of a single 6" pipe. The limitation of the storm water overflow and combination of void space in the stone sub-grade provides for storm water detention. No runoff leaves the parking surface area until it has passed through the stone filter system and cannot be absorbed into the underlying earth sub-grade. This system meets water quality requirements for a storm water BMP and is more visually pleasing than a traditional parking lot. Per the guideline requirements, a minimum of 50% of all private driveways, pathways and parking areas will on site will be composed a permeable paver system. See attached site plan issued as part of this submittal.
- (b) Use of native vegetation, permeable man-made materials, bio filtration swales, rain gardens and other conservation design techniques to convey and filter storm water. A portion of the site in SE corner has been set aside as a rain garden location. Additionally, as stated above, permeable pavers will be used in a min. of 50% of the parking area and native vegetation will be used as part of the overall landscaping scheme.

Goal 3 – (Two Items Required)

- (a) Incorporation of a mixed of residential and non-residential land uses either within the Development or within individual buildings. The development incorporates a mix of commercial space, approx. 4000 sf currently, and multi-family residential units- currently 52 units and 70 beds.
- (b) Provision of 100% of the required bicycle parking spaces as either long term Class 1 bicycle parking facilities or **covered, class II bicycle facilities**, or a combination of those two bicycle facility types. Bike parking will be developed at main entrances for retail and residential zones as well as the creation of a bike room and additional covered bike parking under the building at multiple alcoves provided with the covered parking along the east property line.

Goal 4 – (Two items Required)

- (a) Location of the development within one quarter mile of a Bloomington transit stop, provided that the transit facility is accessible using pedestrian facilities. This site is located within a ¼ mile of transit bus stops on College Avenue that are accessible by public sidewalks.
- (b) Location of the development within one quarter mile of a neighborhood, community or regional activity center or downtown, as mapped in the growth policies plan, provided these commercial areas are accessible using pedestrian facilities. The site is within a ¼ mile of the downtown zone.

Green Development Incentives
November 7, 2012
Page 3 of 3

- (c) Location of the development within a quarter of a mile of a public school or **park**, provided these public facilities are accessible using pedestrian facilities. The site is across the street from a public park at 17th and College.

By meeting the above mentioned list of goals, we hope to be able to increase density of the development by up to 50% as stated earlier in the letter. Please contact me if there is any more information needed or if there are any additional questions.

Sincerely,

STUDIO 3 DESIGN, INC

A handwritten signature in black ink, appearing to read "Tim Cover". The signature is fluid and cursive, with the first name "Tim" and last name "Cover" clearly distinguishable.

Tim Cover
Principal

SITE INFORMATION:
 39,120 GROSS SF
 39,120 / 43560 = 9 ACRES

PARKING REQUIREMENTS:
 REQUIRED PARKING: ZERO
 PROVIDED PARKING: 41 ON-SITE
 16 STREET

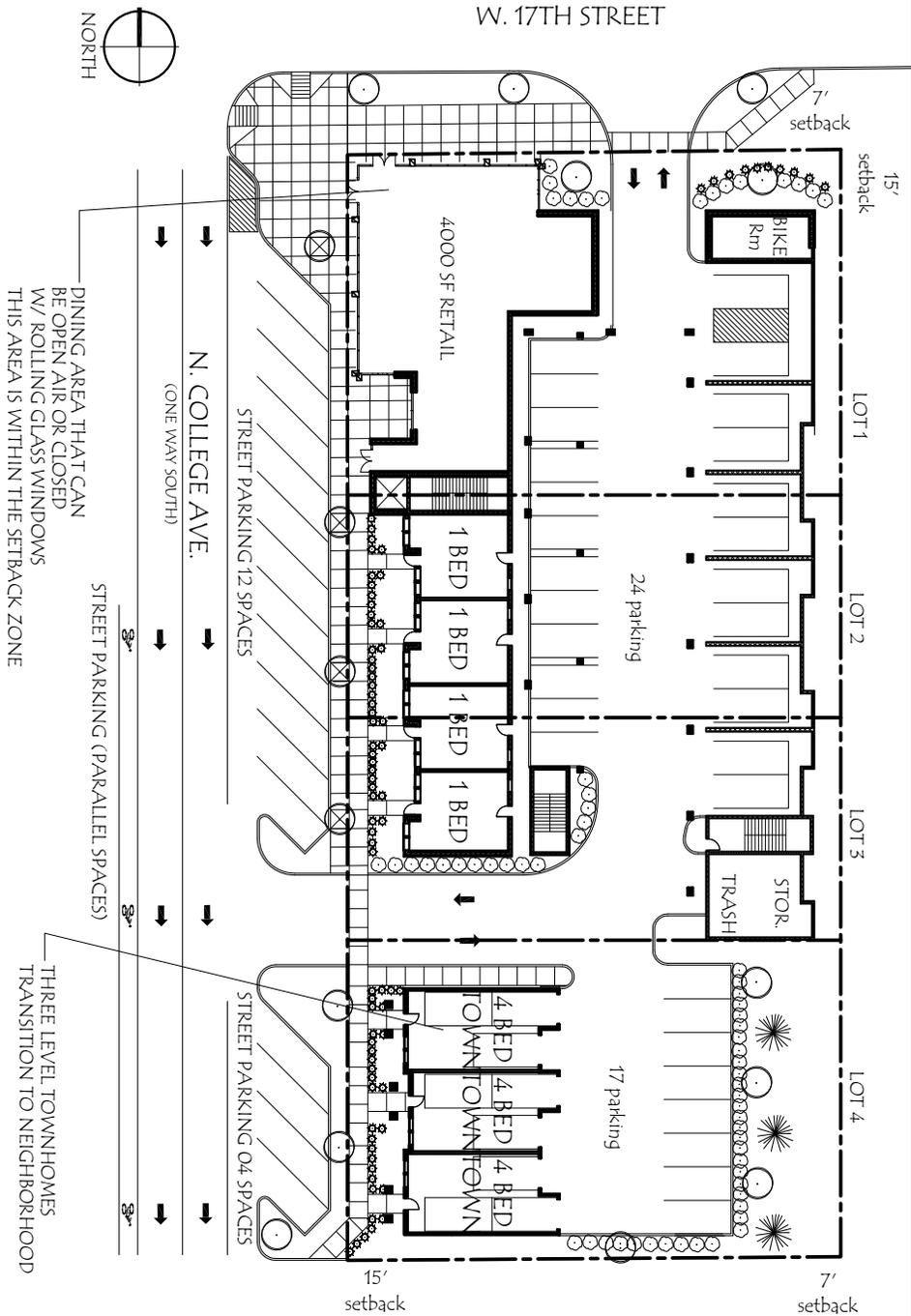
ALLOWABLE DUES
 9 ACRES X 15 = 13.5 dues

LEVEL 2 GREEN INCENTIVES
 50% INCREASE IN DENSITY
 13.5 X 1.5% = 20.25 ALLOWABLE dues

ALLOWABLE DUES

STUDIO 6 X 2	1.2 dues
one bed 34 x 25	8.5 dues
two bed 9 x 66	5.94 dues
four bed 3 x 1.5	4.5 dues

20.14 dues provided
 20.25 dues allowed



DINING AREA THAT CAN BE OPEN AIR OR CLOSED W/ ROLLING GLASS WINDOWS THIS AREA IS WITHIN THE SETBACK ZONE

THREE LEVEL TOWNHOMES TRANSITION TO NEIGHBORHOOD

LEVEL 1 NON-RESIDENTIAL
 APPROX. 4000 SF

LEVEL 1

1 BED UNITS	4 UNITS	4 BEDS
4 BED TOWN	3 UNITS	12 BEDS
		7 UNITS 16 BEDS

LEVEL 2

STUDIO	02 UNITS	02 BEDS
1 BED UNITS	10 UNITS	10 BEDS
2 BED UNITS	05 UNITS	06 BEDS
		15 UNITS 18 BEDS

LEVEL 3

STUDIO	02 UNITS	02 BEDS
1 BED UNITS	10 UNITS	10 BEDS
2 BED UNITS	05 UNITS	06 BEDS
		15 UNITS 18 BEDS

LEVEL 4

STUDIO	02 UNITS	02 BEDS
1 BED UNITS	10 UNITS	10 BEDS
2 BED UNITS	05 UNITS	06 BEDS
		15 UNITS 18 BEDS

TOTALS:

STUDIO	06 UNITS	06 BEDS
1 BED UNITS	34 UNITS	34 BEDS
2 BED UNITS	09 UNITS	18 BEDS
4 BED TOWN	03 UNITS	12 BEDS
		52 UNITS 70 BEDS



ERL-14, LLC.
 17th and College Apartments
 Bloomington, Indiana

PROJECT NO.
12043

DATE
11-19-2012

SHEET REFERENCE
LEVEL 1
FLOOR PLAN

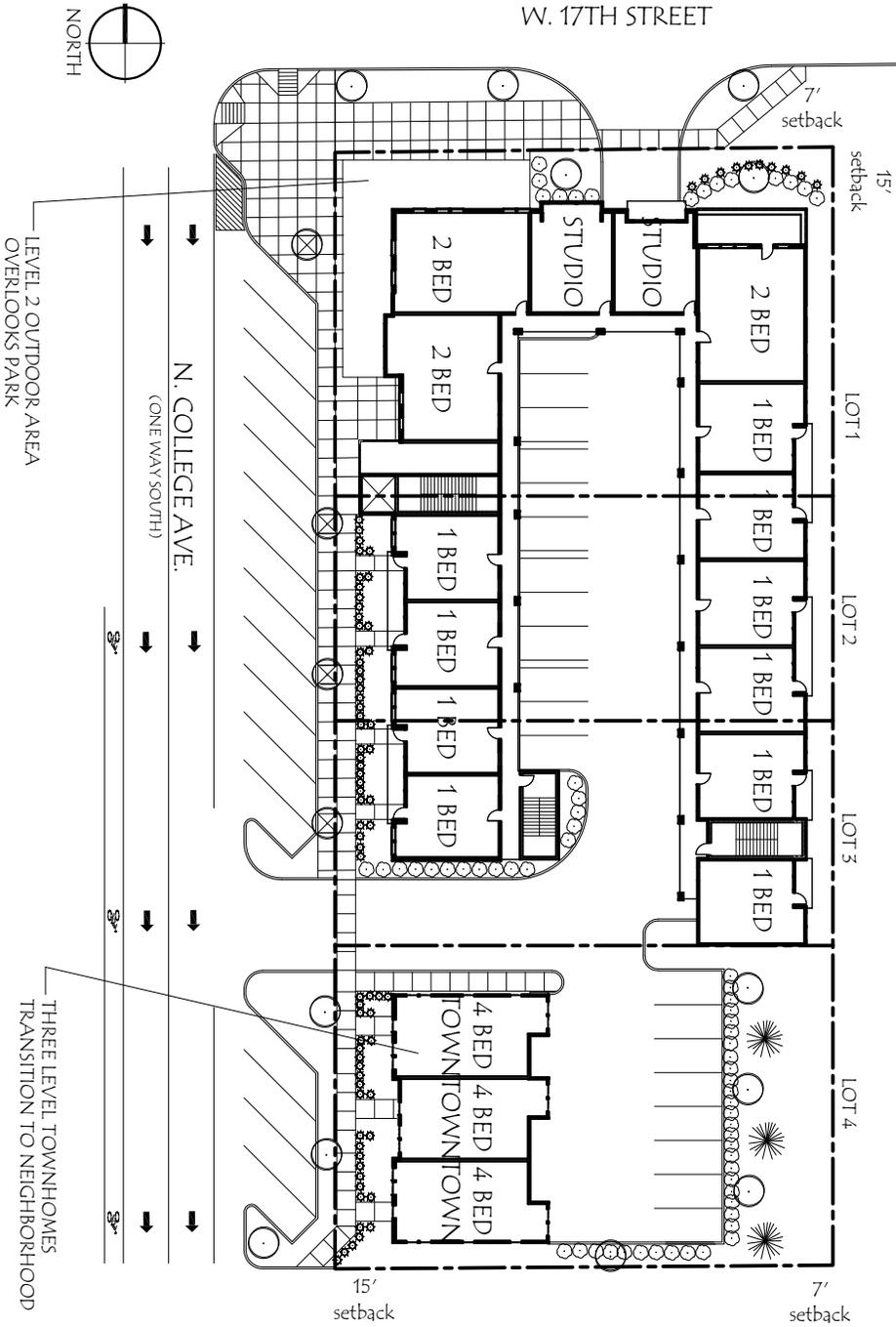
SHEET NUMBER
A1

UV/SP-47-12
 Site Plan and First Floor Plan

LEVELS 2, 3, AND 4

TOWNHOMES ARE ONLY 3 LEVELS

BUILDING WITH-IN 50' HEIGHT LIMITATION WITH THE EXCEPTION OF THE RETAIL CORNER WHICH MAY EXTEND TO APPROX. 58' IN HEIGHT.



LEVEL 1

1 BED UNITS 4 UNITS 4 BEDS
4 BED TOWN 3 UNITS 12 BEDS

7 UNITS 16 BEDS

LEVEL 2

STUDIO 02 UNITS 02 BEDS
1 BED UNITS 10 UNITS 10 BEDS
2 BED UNITS 05 UNITS 06 BEDS

15 UNITS 18 BEDS

LEVEL 3

STUDIO 02 UNITS 02 BEDS
1 BED UNITS 10 UNITS 10 BEDS
2 BED UNITS 05 UNITS 06 BEDS

15 UNITS 18 BEDS

LEVEL 4

STUDIO 02 UNITS 02 BEDS
1 BED UNITS 10 UNITS 10 BEDS
2 BED UNITS 05 UNITS 06 BEDS

15 UNITS 18 BEDS

TOTALS:

STUDIO 06 UNITS 06 BEDS
1 BED UNITS 34 UNITS 34 BEDS
2 BED UNITS 09 UNITS 18 BEDS
4 BED TOWN 03 UNITS 12 BEDS

52 UNITS 70 BEDS



UV/SP-47-12
Upper Floors Plan

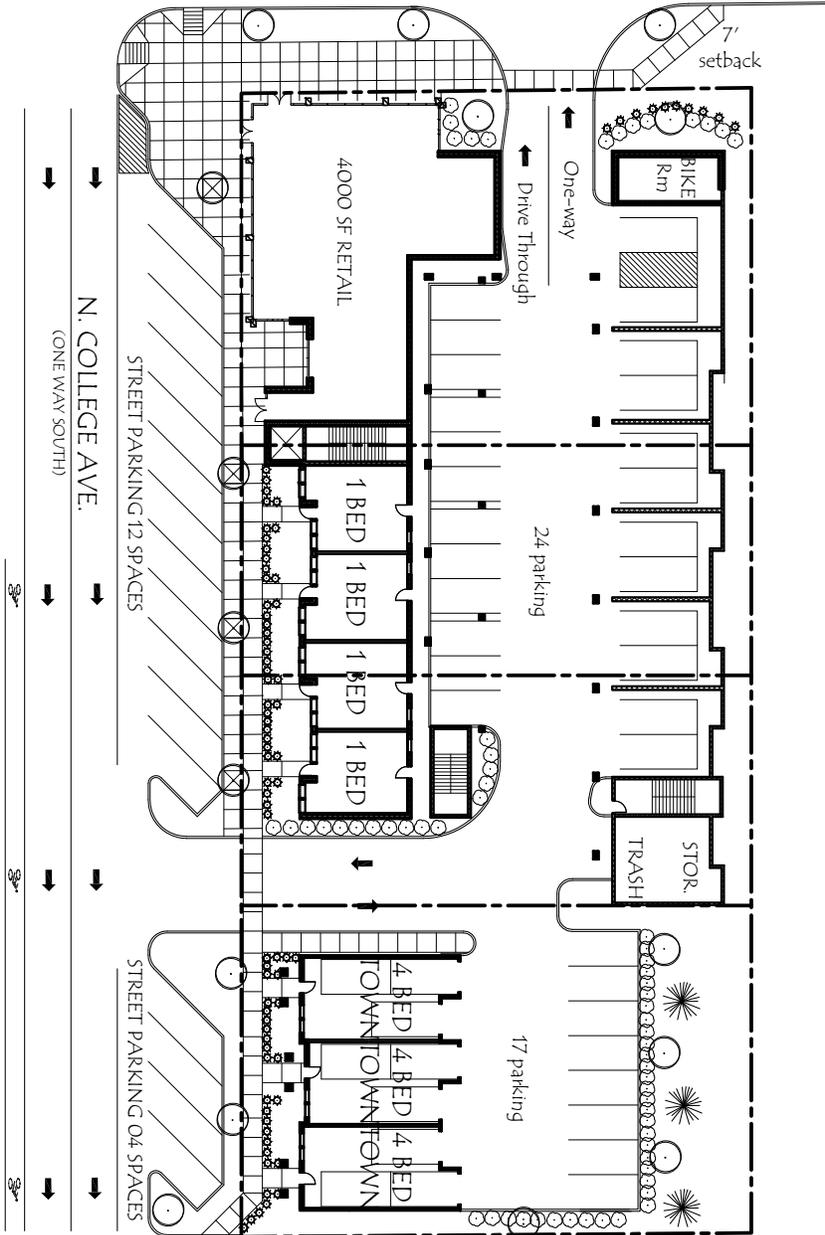
Interior design
21226 fax
46, IN 46250

ERL-14, LLC.
17th and College Apartments
Bloomington, Indiana

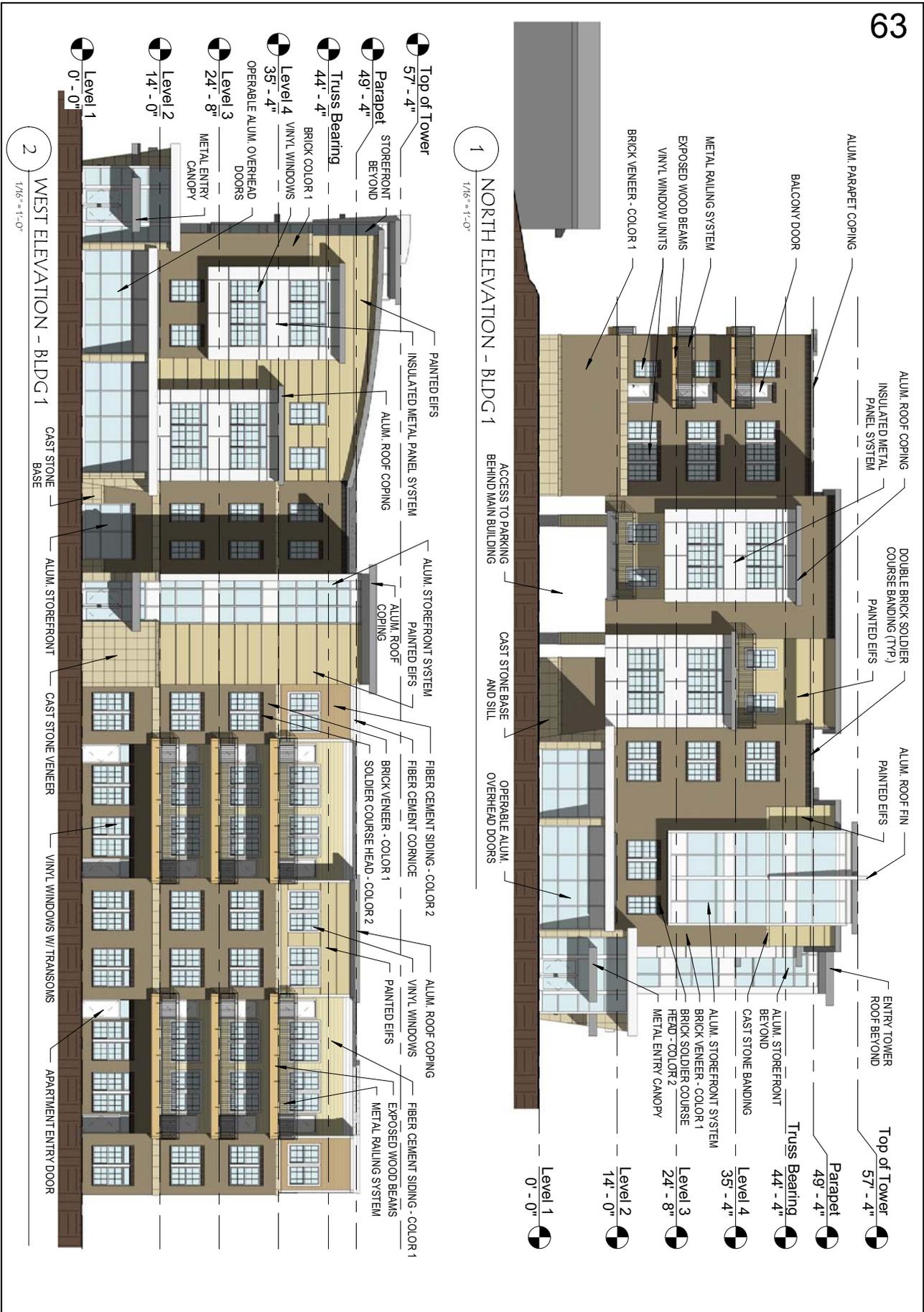
PROJECT NO.	12043
DATE	11-19-2012

SHEET REFERENCE	LEVEL 2, 3 & 4 FLOOR PLANS
-----------------	-------------------------------

SHEET NUMBER	A2
--------------	----



UV/SP-47-12
Schematic Drive-through Plan



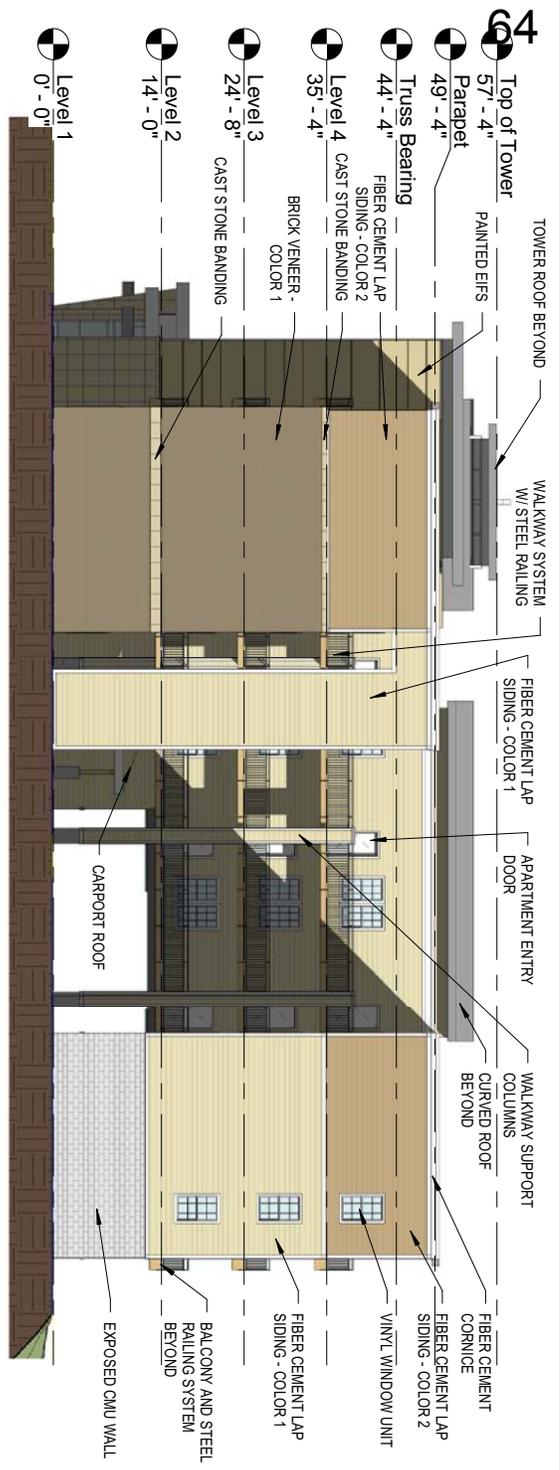
ERL-14, LLC.
17TH & COLLEGE APARTMENTS
BLOOMINGTON, IN

PROJECT NO.
12043
DATE
11-19-2012

SHEET DESCRIPTION
BUILDING 1
NORTH & WEST
ELEVATIONS

SHEET NUMBER
A3

UV/SP-47-12
Elevations



1 SOUTH ELEVATION - BLDG 1
1/16" = 1'-0"



2 EAST ELEVATION - BLDG 1
1/16" = 1'-0"



ERL-14, LLC.
17TH & COLLEGE APARTMENTS
BLOOMINGTON, IN

PROJECT NO.
12043
DATE
11-19-2012

SHEET DESCRIPTION
BUILDING 1
SOUTH & EAST
ELEVATIONS

SHEET NUMBER
A4

UV/SP-47-12
Elevations

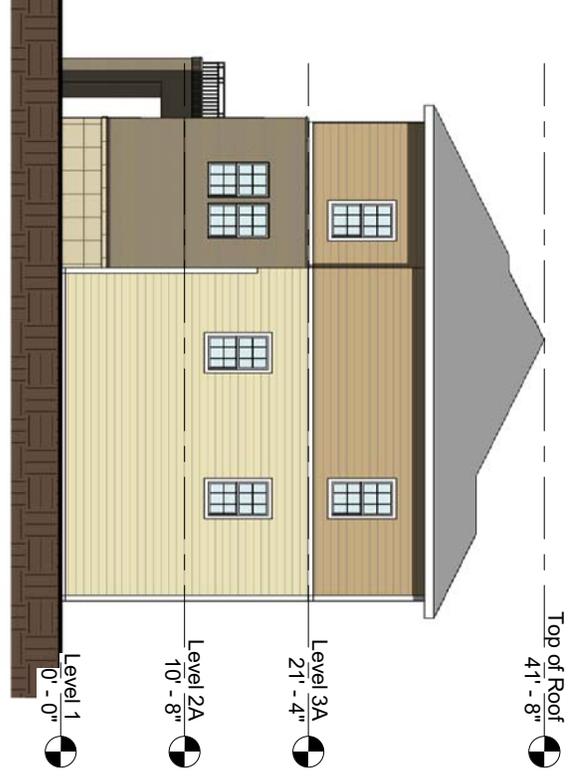
Top of Roof
4'1" - 8"



1 WEST ELEVATION - BLDG 2
3/32" = 1'-0"



2 EAST ELEVATION - BLDG 2
3/32" = 1'-0"



3 SOUTH ELEVATION (NORTH SIM.) - BLDG 2
3/32" = 1'-0"



ERL-14, LLC.
17TH & COLLEGE APARTMENTS
BLOOMINGTON, IN

PROJECT NO.
12043
DATE
11-19-2012

SHEET DESCRIPTION
BUILDING 2
ELEVATIONS

SHEET NUMBER
A5



1
 1/2" = 1'-0"
 Rendering 1



ERL-14, LLC.
 17TH & COLLEGE APARTMENTS
 BLOOMINGTON, IN

PROJECT NO.
 12043
 DATE
 11-19-2012

SHEET DESCRIPTION
 RENDERING 1

SHEET NUMBER
 A6

UV/SP-47-12
 Renderings

1 Rendering 2
12" = 1'-0"



UV/SP-47-12
Renderings

ERL-14, LLC.
17TH & COLLEGE APARTMENTS
BLOOMINGTON, IN

PROJECT NO.
12043
DATE
11-19-2012

SHEET DESCRIPTION
RENDERING 2

SHEET NUMBER
A7

1 Rendering 3
12" = 1'-0"



ERL-14, LLC.
17TH & COLLEGE APARTMENTS
BLOOMINGTON, IN

PROJECT NO.
12043
DATE
11-19-2012

SHEET DESCRIPTION
RENDERING 3

SHEET NUMBER
A8

UV/SP-47-12
Renderings



1 Rendering 4
12" x 1'-0"



ERL-14, LLC.
17TH & COLLEGE APARTMENTS
BLOOMINGTON, IN

PROJECT NO.
12043
DATE
11-19-2012

SHEET DESCRIPTION
RENDERING 4

SHEET NUMBER
A9

UV/SP-47-12
Renderings



1 Rendering 5
1/2" = 1'-0"



UV/SP-47-12
Renderings

ERL-14, LLC.
17TH & COLLEGE APARTMENTS
BLOOMINGTON, IN

PROJECT NO.
12043
DATE
11-19-2012

SHEET DESCRIPTION
RENDERING 5

SHEET NUMBER
A10



1
 Rendering 6
 1/2" = 1'-0"

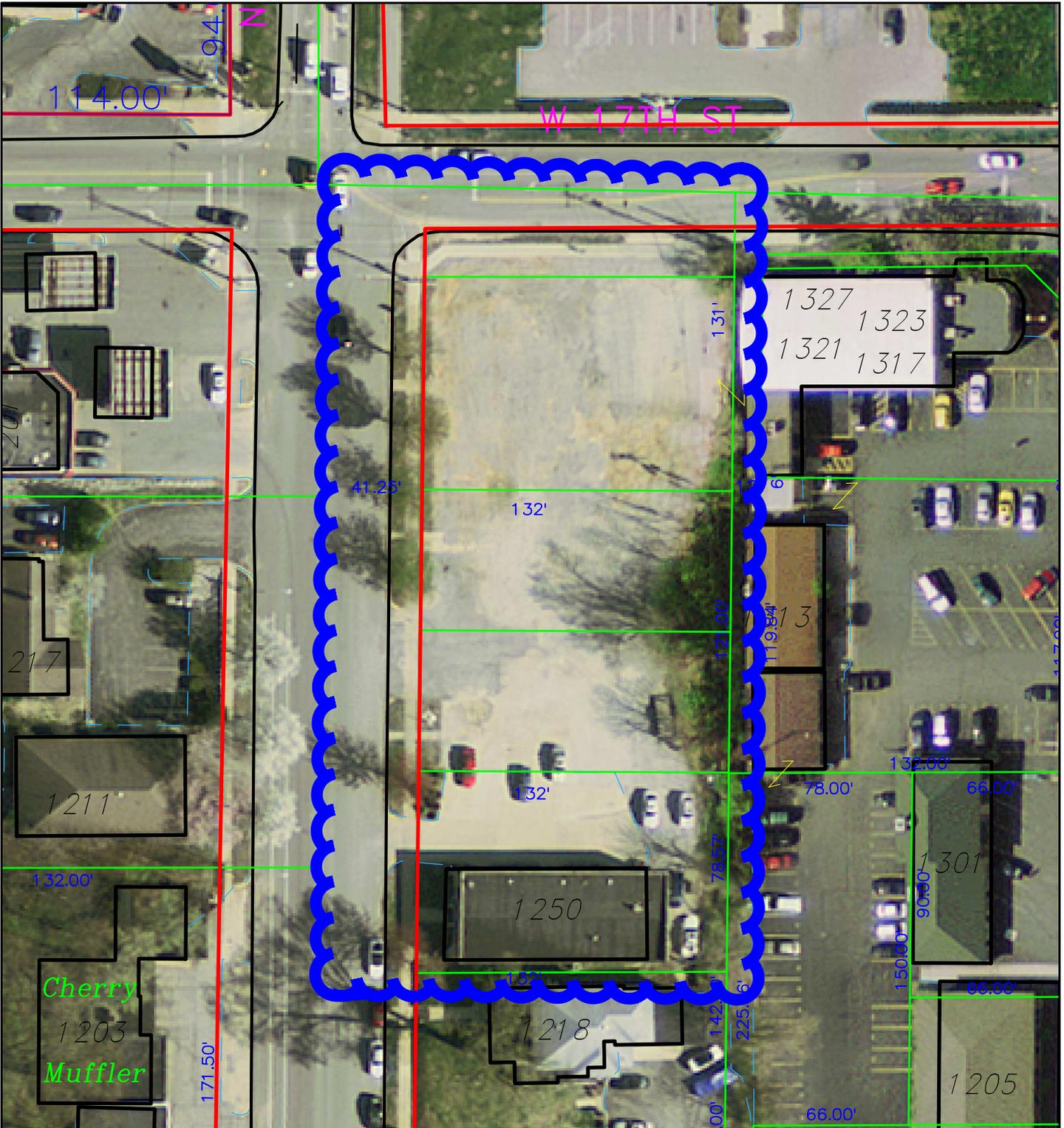


ERL-14, LLC.
 17TH & COLLEGE APARTMENTS
 BLOOMINGTON, IN

PROJECT NO.
 12043
 DATE
 11-19-2012

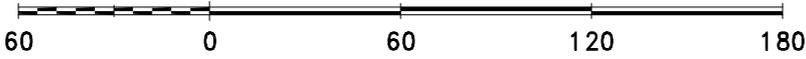
SHEET DESCRIPTION
 RENDERING 6

SHEET NUMBER
 A11

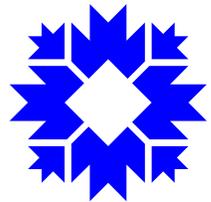


UV/SP-47-12
2011 Aerial photo

By: roachja
29 Nov 12



City of Bloomington
Planning



Scale: 1" = 60'

For reference only; map information NOT warranted.