Passed: 7-1 (PS)
Young absent

ORDINANCE 99-45

TO AMEND THE PRELIMINARY PLAN FOR THE ETON MEWS PLANNED UNIT DEVELOPMENT (PUD)
Re: 955 South Clarizz Boulevard
(Dale Conard, Petitioner)

WHEREAS, on May 1, 1995 the Common Council adopted Ordinance 95-21, which repealed and replaced Title 20 of the Bloomington Municipal Code entitled "Zoning," including the incorporated zoning maps, and Title 21, entitled "Land Use and Development;" and

WHEREAS, the Plan Commission has considered this case, PUD-44-99, and recommended that the petitioner, Dale Conard, be granted a preliminary plan amendment for the property located at 955 South Clarizz Boulevard, part of an existing PUD;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Through the authority of IC 36-7-4 and pursuant to Chapter 20.05.09 of the Bloomington Municipal Code, the preliminary plan for the Eton Mews Planned Unit Development shall be amended. The property is located at 955 South Clarizz Boulevard and is further described as follows:

A part of the Northeast Quarter of the Southwest Quarter of Section 2, Township 8 North, Range 2 West, Monroe County, Indiana, being more particularly described as follows:

COMMENCING at a p.k. nail found in the west face of a wood fence post at the northwest corner of the Northeast Quarter of the Southwest Quarter of said Section 2; thence SOUTH 00 degrees 03 minutes 36 seconds East (assumed bearing basis) 858.25 feet on the west line of said quarter quarter section to a p.k. nail found in Covenanter Drive at the northwest corner of Eton Mews, Phase I (Horizontal Plat Book 2, Page 198); thence SOUTH 87 degrees 59 minutes 03 seconds East 1078.94 feet along the north line of said Eton Mews Phase I to the Point of Beginning; thence SOUTH 87 degrees 41 minutes 26 seconds East 238.31 feet; thence SOUTH 00 degrees 17 minutes 11 seconds East 470.72 feet; thence NORTH 87 degrees 41 minutes 26 seconds West 238.31 feet to the east right-of-way of Clarizz Boulevard; thence along said east right-of-way NORTH 00 degrees 17 minutes 11 seconds West 470.72 feet to the POINT OF BEGINNING, containing 2.57 acres more or less.

SECTION II. The Preliminary Plan shall be attached hereto and made a part thereof.

SECTION III. This ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 17th day of November, 1999.

TIMOTHY MAYOR, President
Bloomington Common Council

ATTEST:

Patricia Williams

PATRICIA WILLIAMS, Clerk
City of Bloomington

PRESENTED by me to Mayor of the City of Bloomington, Monroe County, Indiana, upon this 18th day of November, 1999.

Patricia Williams

PATRICIA WILLIAMS, Clerk
City of Bloomington

SIGNED AND APPROVED by me upon this _____ day of November, 1999.

JOHN FERNANDEZ, Mayor
City of Bloomington

SYNOPSIS

This ordinance amends the preliminary plan Eton Mews Planned Unit Development approved in 1983. This amendment would eliminate the requirement that Homestead Drive be connected to Clarizz Boulevard.

Signed copies to
Planning
Petitioner

****ORDINANCE CERTIFICATION****

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 99-45 is a true and complete copy of Plan Commission Case Number PUD-44-99 which was given a recommendation of approval by a vote of 6 Ayes, 3 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on October 11, 1999.

Date: October 19, 1999

Donald F. Hastings, Secretary
Plan Commission

Received by the Common Council Office this 19th day of October, 1999.

Patricia Williams, City Clerk

Appropriation Ordinance #_____ Fiscal Impact Statement Ordinance #_____ Resolution #_____

Type of Legislation:

Appropriation	End of Program	Penal Ordinance
Budget Transfer	New Program	Grant Approval
Salary Change	Bonding	Administrative Change
Zoning Change	Investments	Short-Term Borrowing
New Fees	Annexation	Other_____

If the legislation directly affects City funds, the following must be completed by the City Controller:

Cause of Request:

Planned Expenditure_____ Emergency_____
Unforseen Need _____ Other_____

Funds Affected by Request:

Fund(s) Affected	_____	_____
Fund Balance as of January 1	$_____	$_____
Revenue to Date	_____	_____
Revenue Expected for Rest of year	_____	_____
Appropriations to Date	_____	_____
Unappropriated Balance	_____	_____
Effect of Proposed Legislation (+/-)	_____	_____
Projected Balance	$_____	$_____

Signature of Controller_____

Will the legislation have a major impact on existing City appropriations, fiscal liability or revenues? Yes_____ No_____

If the legislation will not have a major fiscal impact, explain briefly the reason for your conclusion.

If the legislation will have a major fiscal impact, explain briefly what the effect on City costs and revenues will be and include factors which could lead to significant additional expenditures in the future. Be as specific as possible. (Continue on second sheet if necessary.)

FILENAME: ORD-CERT.MRG

Interdepartmental Memo

To: Members of the Common Council

From: Tom Micuda, Development Review Manager TM

Subject: Case # PUD-44-99

Date: October 19, 1999

Attached are the staff reports, petitioner's statement, map exhibits, connectivity letters, and letters of remonstrance which pertain to Plan Commission Case # PUD-44-99. The Plan Commission voted 6-3 to send this petition to the Common Council with a favorable recommendation. } SEE BACKGROUND MATERIALS

REQUEST: The petitioners are requesting a preliminary plan amendment to a Planned Unit Development approved in 1983. This amendment would eliminate the requirement that Homestead Drive be extended to connect to Clarizz Boulevard.

BACKGROUND: On April 20, 1983, the Bloomington City Council granted rezoning and outline plan approval for a 14 acre mixed residential development which ultimately became known as the Eton Mews project. A total of 82 units over 12 acres were approved for Eton Mews, while a remainder parcel of 2.57 acres was set aside for construction of four single family homes. The location of this remainder parcel is on the far eastern end of the PUD, adjacent to the Hoosier Acres subdivision. In October of 1983, a development plan was approved for the 2.57 acre parcel, once again authorizing construction of four single family home sites. Since 1983, no grading or building construction has occurred on the parcel, which caused an expiration of the approved development plan.

Rather than petition for a new development plan, the petitioner sought Plan Commission approval of an amendment to the orginal outline plan (now known as preliminary plan). During the 1983 outline plan approval, the petitioner was required to provide an extension of Homestead Drive to establish a street connection between the Hoosier Acres subdivision and Clarizz Boulevard. Due to concern over project marketability coupled with adjacent neighborhood concerns about the impacts of street connectivity, the petitioner opted to change the through-street arrangement to a cul-de-sac design.

STREET CONNECTIVITY ISSUES: As outlined in the two Plan Commission reports which are attached to this memo, all development standards which pertained to the

proposed four lot subdivision were resolved with exception of street connectivity. In order to focus the Plan Commission's decision on the issue, staff analyzed three review criteria for determining whether Homestead Drive should be connected to Clarizz Boulevard. These criteria were:

1. **Travel Time Delays for Hoosier Acres Residents**
2. **Public Service Benefits associated with Connectivity**
3. **Potential for cut-through traffic into the Hoosier Acres neighborhood**

With regards to Criterion 1, staff determined that if a connected Homestead Drive was present between Hoosier Acres and the commercial amenities along the College Mall Rd. area, travel times for Hoosier Acres residents would typically be reduced between 1.5 and 3.5 times that of the more circuitous routes along East 3rd Street or Moores Pike. Hoosier Acres residents argued at the Plan Commission hearing, however, that these time savings benefits were not significant enough and were outweighed by safety concerns associated with cut-through traffic.

As for Criterion 2, staff presented letters from the Fire Department, Bloomington Hospital, and MCCSC all stating that a connected Homestead would provide desirable benefits in terms of service provision to the Hoosier Acres neighborhood. At the Plan Commission hearing, residents argued that the majority of such services could still enter the neighborhood from multiple points on East 3rd Street and that calls for emergency services could greatly increase in association with safety hazards from cut-through traffic.

The majority of discussion at the Plan Commission final hearing focused on Criterion 3, the potential for cut-through traffic into Hoosier Acres. All parties involved, staff, the petitioner, and remonstrators, noted that cut-through trips from recently developed and soon-to-be-developed projects east of Smith Rd. would increase if Homestead was allowed to be connected to Clarizz Boulevard. There was disagreement on the intensity of traffic that could result. Taking a conservative approach, staff outlined six traffic calming options which would have preserved the Homestead connection for emergency vehicles and Hoosier Acres residents, but would have restricted cut-through trips. These options are outlined in the second hearing staff report. In the second hearing report, staff recommended a one-month continuance of the petitioner's amendment to allow the Planning and Engineering Department's a chance to select the option which would have created the best balance of these competing issues.

At the second hearing, the petitioner requested that the Plan Commission vote on the cul-de-sac petition, with the inclusion of a 12 foot bicycle path which would be fitted with rubber knock-down posts to prevent vehicle traffic but allow for emergency access. That compromise was voted on and rejected by the Plan Commission. In general, remonstrators at the second hearing did not support the traffic calming options proposed by the Planning Department. They were

concerned that the proposal for such measures represented an admission from the Planning Department that levels of cut-through traffic would be so high that calming would clearly be required.

CONCLUSION: After a substantial amount of discussion, the Plan Commission recommended approval of the petitioner's cul-de-sac amendment request by a 6-3 margin. A majority of Plan Commissioners sided with the remonstrators in their concerns over cut-through traffic impacts.

BLOOMINGTON PLAN COMMISSION **CASE NO.: PUD-44-99**
FINAL STAFF REPORT **DATE: October 11, 1999**
Location: 955 South Clarizz Boulevard

PETITONER: Dale Conard
ADDRESS: 8550 West Vernal Pike

COUNSEL: Smith Neubecker & Associates, Inc.
ADDRESS: 4625 East Morningside Drive

PRELIMINARY HEARING DATE: September 13, 1999

Request: The petitioners are requesting a preliminary plan amendment to a Planned Unit Development approved in 1983. This amendment would eliminate the requirement that Homestead Drive be extended to connect this portion of the PUD to Clarizz Boulevard. Also requested is preliminary plat approval for a four lot single family subdivision, final plan delegation to staff, and final plat approval delegation to the Plat Committee.

UPDATE FROM FIRST HEARING

In its first hearing staff report, the Planning staff noted two areas in which the staff recommendation differed from the petitioner's request. The first area of difference concerned tree preservation. The petitioner's initial request featured a 15 foot no-disturbance zone along the entire length of the east property line. The purpose of this no-disturbance zone was to preserve a deciduous treeline. After its visitation to the site prior to first hearing, staff concluded that the 15 foot conservancy area would not be sufficient to preserve the entire tree row. Since that time, the petitioner's consultant and staff have re-inspected the site and determined that a variable conservancy easement ranging from 25 feet in width south of the proposed Homestead connection to 40 feet in width along the northern portion of the boundary will allow for complete preservation. Because the conservancy area has been significantly increased and buildable lot area decreased, the petitioners are requesting a waiver of normal sideyard building setbacks to create a single 8 foot side setback regardless of the number of stories. Normally, the code would require a 12 foot side setback for a two story home. Staff supports this waiver due to the flexibility it offers for tree preservation. This waiver does not required Board of Zoning Appeals variance approval due to the property's status as a Planned Unit Development.

With the tree preservation issue being resolved, staff remains concerned about the project's lack of connectivity with Clarizz Boulevard. During the first Plan Commission hearing, staff reported on three factors which comprise the argument for and against project connectivity. Once again, these factors are: 1) impact on travel times for both project residents and nearby Hoosier Acres residents, 2) public service impacts, 3) potential for cut-through traffic within both the subdivision itself and Hoosier Acres.

Second Plan Commission Hearing Report

TRAVEL TIME IMPACTS: As discussed in the first hearing staff report, a public street connection of Homestead to Clarizz Boulevard would significantly reduce the travel times for both this project's future residents and Hoosier Acres residents to visit the College Mall commercial area. In the travel time study outlined in the first staff report, it was estimated that such a connection would reduce both the number of miles traveled and time spent by between 1.5 and 3.5 times that of a more circuitous route. Residents of the neighborhood have testified, however, that this savings is not highly valued and is outweighed by the potential cut-through traffic. This concern notwithstanding, staff concludes that a Homestead connection would provide a significant travel time benefit which cannot be duplicated with other routes.

PUBLIC SERVICE IMPACTS: At the first hearing, staff presented the finding from the Development Review Committee as well as letters from the City of Bloomington Fire Department and Bloomington Hospital Ambulance Service concerning their preference for connectivity. Since that hearing, staff has received two additional letters, one from the Fire Department and another from MCCSC, which also express a preference for a Homestead connection. Staff acknowledges the issue which was raised in the first Plan Commission hearing, as to whether a connection will truly provide a significant benefit or simply a marginal benefit which is outweighed by safety hazards associated with cut-through traffic. Clearly, the issue is hard to quantify. However, staff takes very seriously the letters submitted by the Bloomington Fire Department which specify the safety benefits that would occur if Homestead Drive could be utilized by Fire Station #5 (located on South Henderson St.). The seriousness of this issue leads staff to conclude that the public service benefits fall into the significant category.

POTENTIAL FOR CUT-THROUGH TRAFFIC: While staff may disagree with both the petitioner's consultant and Hoosier Acres residents as to the degree of cut-through traffic that may occur from developments located on the east side of Smith Rd., staff also recognizes that some cut-through trips will inevitably occur and that these trips represent an important quality of life issue for Hoosier Acres residents. Based on these concerns as well as comments from Plan Commissioners at the first hearing, staff has been investigating various traffic calming options that could mitigate the number of cut-throughs while preserving Homestead access for public service providers and Hoosier Acres residents.

Option #1 – Enlarge the proposed 8 foot multiuse path extending west off the proposed cul-de-sac to a 12 foot paved lane. Advantage: This would allow for emergency access into and out of the subdivision as well as Hoosier Acres. Disadvantage: This would eliminate any opportunity for

Hoosier Acres residents to reduce commercial travel times and avoid the use of 3r[d] Street and Moores Pike.

Option #2 – Require Homestead to be connected from its current terminus to Clarizz Boulevard, but a much narrower pavement width. Advantage: If, for example, Homestead was narrowed from a typical pavement width of 24 feet to 18 feet, both emergency access and vehicle cross-access could be maintained. The purpose of creating narrow pavement widths, particularly at entry/exit areas, is to give drivers the impression that the street is not desirable as a cut through route. Disadvantage: The lineal distance which would be affected by the reduced pavement width represents only about 240 feet out of a much longer cut-through path. This strategy would probably not be effective unless public sector funds can be spent reducing the pavement width of the Smith Rd. side of the potential cut-through route (for example, the Brighton Avenue entry off Smith Rd.) This would be a fairly costly retrofit.

Option #3 – Install Stop Signs along Brighton Ave., Meadowbrook Dr., Homestead Ave., and other possible cut-through streets. Advantage: Currently, the most logical cut-through streets within Hoosier Acres are not required to be in a stop condition with many intersecting streets. If more stop signs were introduced into cut-through areas, travel times may be reduced and residents east of Smith Rd. may opt to utilize the arterial street network. Disadvantage: The City would have likely change its current policy regarding warrants for stop sign installation. This creates difficulties in rejecting future stop sign requests in non-needed locations.

Option #4 – Changing street designations within Hoosier Acres to prohibit two-way traffic (one-way street networks). Advantage: A simple way to eliminate cut-through traffic from the developing areas east of Smith Rd. into Hoosier Acres is to re-designate certain streets for one-way traffic. For instance, both Brighton Ave. and Brownridge Rd. could be re-designated as one-way streets exiting Hoosier Acres. This designation would be enforced through the installation of Do Not Enter signs at Smith Rd. As to concerns about cut-through traffic entering Homestead from the west, an extension of Homestead through the Conard property could also be designated as a one-way out of the subdivision. Disadvantage: Creating one-way street networks inevitably creates burdens on other nearby two-way streets. Residents of Hoosier Acres may object to altered traffic patterns that would be created due to loss of access points.

Option #5 – Installation of Traffic Circles. Advantage: The installation of a traffic circle, both within the proposed subdivision or potentially within Hoosier Acres itself, could give drivers the impression the street is a neighborhood street not suitable for cut-through trips. This strategy has

already been utilized by the City at the intersection of 6th and Rogers St. A method similar to traffic circles is the use of curbed, linear medians. Disadvantage: Installation of traffic circles often requires additional purchasing of right-of-way. With this particular subdivision request requiring the creation of large lots, there would be real concerns about how a traffic circle could physically be constructed.

Option #6 – Installation of Speed Humps. Advantage: Other than a significant network of one-way streets, this is perhaps the best option for limiting cut-through traffic. They are also very effective in slowing down drivers who may be insistent on using the cut-through route. Disadvantage: The City is still in the initial stages in determining when such devices should be used and how they should be designed.

CONCLUSION: While staff views the Homestead connection as supportable without the installation of calming mechanisms, staff would be very willing to work with Hoosier Acres residents and the petitioner to develop a calming proposal which preserves the roadway connection but mitigates the cut-through concern. Staff has discussed this issue with the petitioner, who has indicated a desire to receive Plan Commission action on the cul-de-sac request. If the Plan Commission desires, staff will coordinate directly with the City Engineer and the Development Review Committee to create a formal calming proposal which the Plan Commission could adopt by resolution and attach to this PUD amendment request. This process would require more time and create the need to continue the petition. However, this action would have the advantage of providing clear guidance to City Council as to the willingness of staff and the Commission to enforce both connectivity principles and cut-through mitigation. Because the petitioner has not altered his request, this resolution would accompany a denial of the proposed PUD amendment.

RECOMMENDATION: Staff recommends continuance of this petition to the November 8 Plan Commission meeting. If the Plan Commission is not comfortable directing staff to further explore calming strategies, staff recommends denial of this petition.

MEMORANDUM

TO: Don Hastings

FROM: M. Figg, K. Komisarcik, M. Litwin

LIAISON: J. Walters

DATE: October 6, 1999

SUBJECT: PUD-44-99 Dale Conard, 955 S. Clarizz Boulevard
Preliminary plan amendment which would eliminate a 1983 requirement that Homestead Drive be extended to connect the proposed 4-lot subdivision with Clarizz Boulevard. Also requested is preliminary plat approval of the proposed 4-lot subdivision.

The Planning Subcommittee of the Environmental Commission has reviewed this petition and has a recommendation with regards to tree preservation.

Tree Preservation: The Planning Subcommittee of the Environmental Commission recommends that as much of the north-south running line of trees as possible be preserved. This recommendation is made due to the many environmental benefits these trees provide.

PUD-44-99
EC Report

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BLOOMINGTON PLAN COMMISSION
PRELIMINARY REPORT
Location: 955 South Clarizz Boulevard

CASE NO.: PUD-44-99
DATE: September 13, 1999

PETITIONER: Dale Conard
ADDRESS: 8550 West Vernal Pike

COUNSEL: Smith Neubecker & Associates, Inc.
ADDRESS: 4625 East Morningside Drive

FINAL HEARING DATE: October 11, 1999

REQUEST: The petitioners are requesting a preliminary plan amendment to a Planned Unit Development approved in 1983. This amendment would eliminate the requirement that Homestead Drive be extended to connect this portion of the PUD to Clarizz Boulevard. Also requested is preliminary plat approval for a four lot single family subdivision, final plan delegation to staff, and final plat approval delegation to the Plat Committee.

BACKGROUND: On April 20, 1983, the Bloomington City Council granted rezoning and outline plan approval for a 14 acre mixed residential development which ultimately became known as the Eton Mews project. A total of 82 units over 12 acres were approved for Eton Mews, while a remainder parcel of two acres was set aside for construction of four single family homes. The location of this remainder parcel is on the far eastern end of the PUD, adjacent to the Hoosier Acres subdivision. In October of 1983, a development plan was approved for the two acre parcel, once again authorizing construction of four single family home sites. Since 1983, the petitioner has retained ownership of the property but has initiated no grading or building construction. This has caused an expiration of the approved development plan.

Rather than petition for a new development plan, the petitioner is seeking a PUD amendment to change the approved street design for the four lot subdivision. During the 1983 outline plan approval, the petitioner was required to provide an extension of Homestead Drive to establish a street connection with Clarizz Boulevard. Complicating the 1983 approvals, however, was the presence of a unique covenant between the Latimer family and the Hoosier Acres neighborhood which prevented the actual extension of Homestead Drive for a 25 year period between 1967 and 1992. As a result of this covenant, the petitioner was required at the development plan stage to establish an escrow account with the City of Bloomington to cover the cost of extending Homestead Drive. In the interim, right-of-way for Homestead Drive was required to be dedicated, and the petitioner was granted the right to construct a private drive within the right-of-way to provide access to the proposed four single family houses. Because no construction was ever initiated on the property, the escrow money which funded the Homestead

PUD-44-99
Previous Staff Report

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extension was returned to the petitioner after the Latimer covenant expired in 1992.

CURRENT PETITION:

The current subdivision request conforms with the 1983 outline and development plan approvals in most respects. The original single family housing format as well as the number of lots remains unchanged. Although the proposed lot arrangement differs from the previous approvals, lot sizes still remain approximately ½ acre in area. With this subdivision, the petitioners are proposing to comply with RS2 (single dwelling residential) zoning standards.

An additional element that is being retained from the original plan is the goal to buffer the single family subdivision from Clarizz Boulevard. To this end, the petitioners propose to install both berming and evergreen landscaping within the 25 foot setback off Clarizz. On the eastern property border with Hoosier Acres, the petitioners propose to utilize the existing deciduous treeline for both additional privacy and as a natural amenity. The current subdivision layout depicts a 15 foot no disturbance area along the east property line. Both staff and the Planning Subcommittee of the Environmental Commission recommend that a wider no disturbance area be created as part of this subdivison. Staff estimates that the diplines of the deciduous trees extend approximately 30-45 feet into the two acre property. In order to achieve complete tree preservation, it is recommended that the 15 foot no disturbance area be increased on the proposed plat.

ROADWAY CONNECTIVITY:

The biggest deviation from the original plan is the petitioner's desire to allow the four proposed lots to have cul-de-sac rather than through street access from Homestead Drive. In analyzing the petitioner's lack of roadway connectivity, staff examined the following issues:

1. **Travel time delays for Hoosier Acres Residents**
2. **Public service benefits of connectivity**
3. **Potential of cut-through traffic in Hoosier Acres**

TRAVEL TIME DELAYS

One of the potential benefits that could occur if Homestead Drive is connected from the Hoosier Acres subdivision to Clarizz Boulevard is the reduction in travel time delays that residents from both the proposed subdivision as well as Hoosier Acres would face in commuting to commercial destinations. For example, if a resident from Hoosier Acres wants to go grocery shopping at the Jackson Creek Kroger, he or she is likely to travel on one of two lengthy routes. The first is a northern route

through the subdivision, onto 3rd Street at an unsignalized intersection, and southbound via College Mall Rd. Within a few months, there will be an additional southbound option via the Clarizz Boulevard extension. The second roadway option is to go eastbound through the subdivision, southbound on Smith Road, and westbound along Moores Pike. With future development of the Booze property south of Hoosier Acres, residents will eventually have a potential option of traveling south on Fenbrook Lane and west on Moores Pike. Regardless of the scenario selected, travel time delays for residents making commercial trips between Hoosier Acres and Jackson Creek shopping will be substantially reduced if the proposed subdivision features the original Homestead to Clarizz roadway connection. Proof of this statement can be found in an intitial travel time study that staff conducted for two addresses within Hoosier Acres. Results of this study are outlined in the table below.

Property Location	Route Traveled	Miles Traveled	Time
954 South Meadowbrook	3rd/Clarizz/Buick Cadillac	1.82	4.76 minutes
	3rd/Clarizz/College Mall	2.08	6.5
	Brighton/Smith/Moores Pike	2.40	6.10
	Homestead connection	0.70	1.68
602 South Ravencrest	3rd/Clarizz/Buick Cadillac	1.58	4.39
	3rd/Clarizz/College Mall	1.93	6.03
	Brighton/Smith/Moores Pike	2.31	6.04
	Homestead connection	1.19	2.39

*** Conversions from miles traveled to time traveled were determined using existing travel time delay data contained in the Planning Department**

In both cases studied above, the presence of a Homestead connection to Clarizz Boulevard significantly decreased the number miles traveled as well as travel time delays.

PUBLIC SERVICE BENEFITS

A second potential benefit to requiring street connectivity is its correlation with improved efficiency in providing multiple public services. Such services include public safety (police, fire, and ambulance) as well as sanitation and transit pickup. At the August 4 Development Review Committee meeting, there was unanimous agreement that the Homestead to Clarizz connection would be beneficial in aiding City services. To this end, staff is in the process of contacting affected service providers for more detailed recommendations. Enclosed in this packet is a letter from Bloomington Hospital Ambulance Service which asserts that there existing access limitations into the Hoosier Acres neighborhood, that this limited access lengthens response times, and that the Homestead connection to Clarizz would be supported as a means of improving service. Staff expects an additional letter to be

filed by the Bloomington Fire Department prior to Monday's meeting. Staff will have additional input from other affected service providers prior to the second Plan Commission meeting.

POTENTIAL CUT-THROUGH TRAFFIC

A potential negative impact revolving around increased street connectivity is the degree that existing neighborhoods are affected by destination-oriented cut-through traffic. In the case of the proposed subdivision, Hoosier Acres residents have expressed concern that residents located east of Smith Rd. will utilize a Homestead connection to gain access to such commercial amenities as College Mall and the Jackson Creek Shopping Center. More specifically, the Hoosier Acres residents are concerned about cut-through trips emanating from Gentry Honors and the Sterling University Apartments south of Ryan's Steakhouse.

Estimating the likely percentage of cut-through trips into a given neighborhood is a very qualitative issue. Between first and second hearings of the Plan Commission, staff will attempt to conduct additional travel time delay studies in a best attempt to quantify the potential for this concern to be realized. It is important for the Plan Commission to realize that the principal cut-through concern expressed by the neighborhood involves a route that utilizes three different streets (Brighton, Meadowbrook, and Homestead) as well as the presence of multiple stop signs. This configuration provides a natural limitation to a certain amount of cut-through traffic.

RECOMMENDATION: Staff recommends forwarding this petition to a second hearing on October 11.

Smith Neubecker & Associates, Inc.

August 4, 1999

Stephen L. Smith P.E., L.S.
President

Daniel Neubecker L.A.
Project Manager

City of Bloomington Planning Commission
C/o Tom Micuda, Planner
P. O. Box 100
Bloomington, IN 47402-0100

RE: Primary Plan Amendment PUD-44-83

Dear Tom and Plan Commissioners:

The outline plan for Eton Mews and this single-family parcel was approved by the Planning Commission and Common Council in 1983. We are now preparing to develop the 4 lots provided for in the 1983 PUD plan, but are seeking amendment to that plan to provide a cul-de-sac off of Homestead Drive in Hoosier Acres.

Our application is for amendment of the primary plan, approval of the preliminary plat, delegation of the final plan to the staff and delegation of final plat to the Plat Committee.

The specific elements and proposed design criteria for the 4 lots and the amended PUD would be as follows:

- The plan will provide for 4 single-family lots to be developed to RS2 standards (the same zoning as adjacent Hoosier Acres) except that the lot width minimum will be 90 feet.
- An 8 foot multi-use path will be constructed connecting the cul-de-sac with the existing path on Clarizz.
- A mounded and landscaped buffer will be constructed along the Clarizz frontage.
- A 25 foot building setback will be provided along the east property line along with a 15 foot no disturb area along the east property line. The only construction in that area would be the road and utilities along the Homestead Drive connection.
- Homestead Drive would be extended as a public street and constructed to City standards.
- A 40 foot building setback from right-of-way will be provided for the 4 lots so that they better relate to the existing setback in Hoosier Acres.

4625 Morningside Drive
Post Office Box 5355
Bloomington, Indiana 47407-5355
Telephone 812 336-6536

PUD-44-99
Petitioner's Statement
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We are submitting this letter and outline plan statement, 24" x 36" outline plan drawing, 8 ½" x 11" reduction of the outline plan drawing, your standard application form, and application fee with this letter. Proof of notice to adjacent owners will be provided prior to the hearing.

Per our recent conversation, we anticipate being on the September 13th and October 11th Plan Commission hearings and then forwarded to the Common Council for PUD amendment.

Very truly yours,

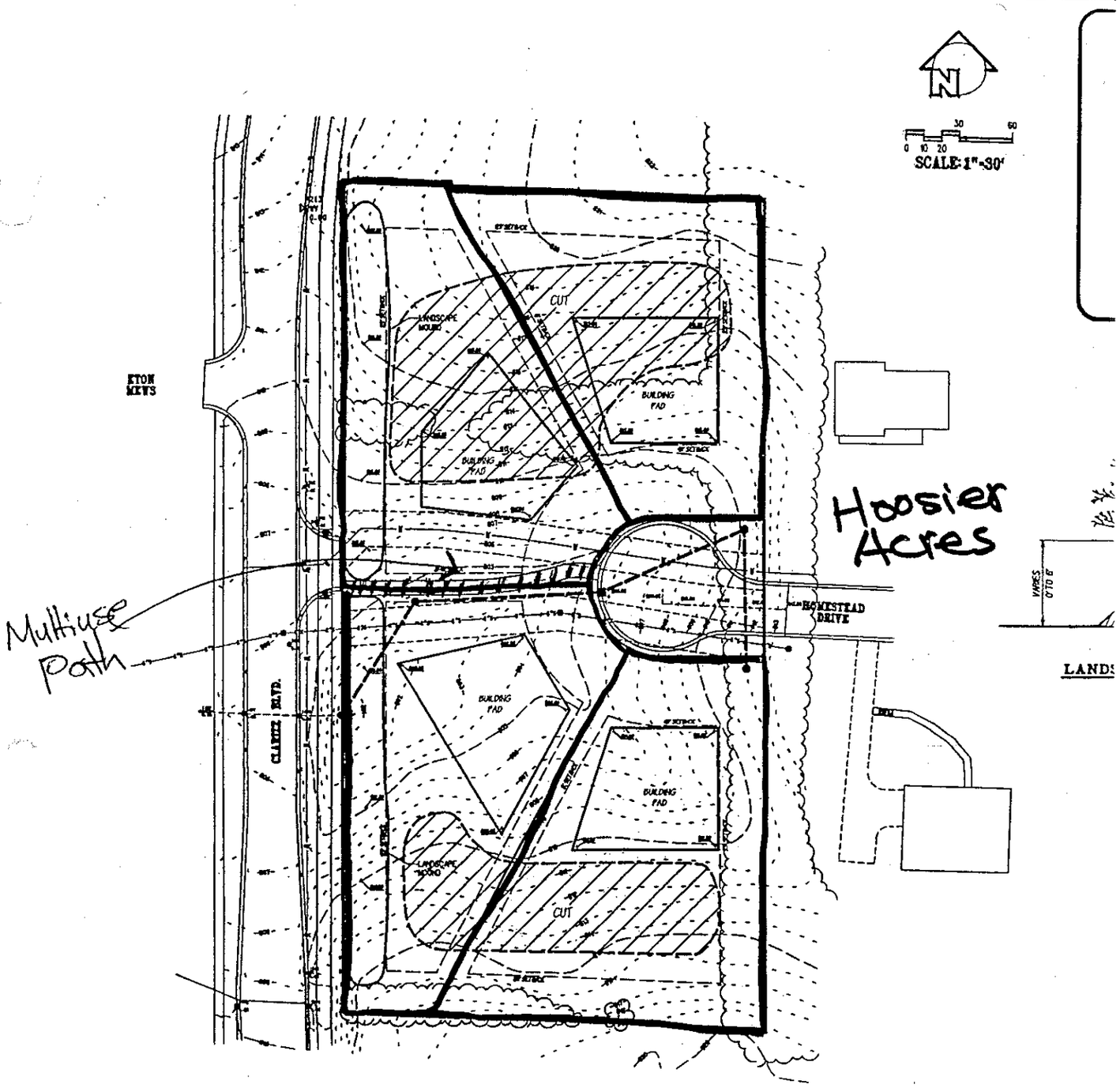
Steve

Stephen L. Smith
SMITH NEUBECKER & ASSOCIATES, INC.

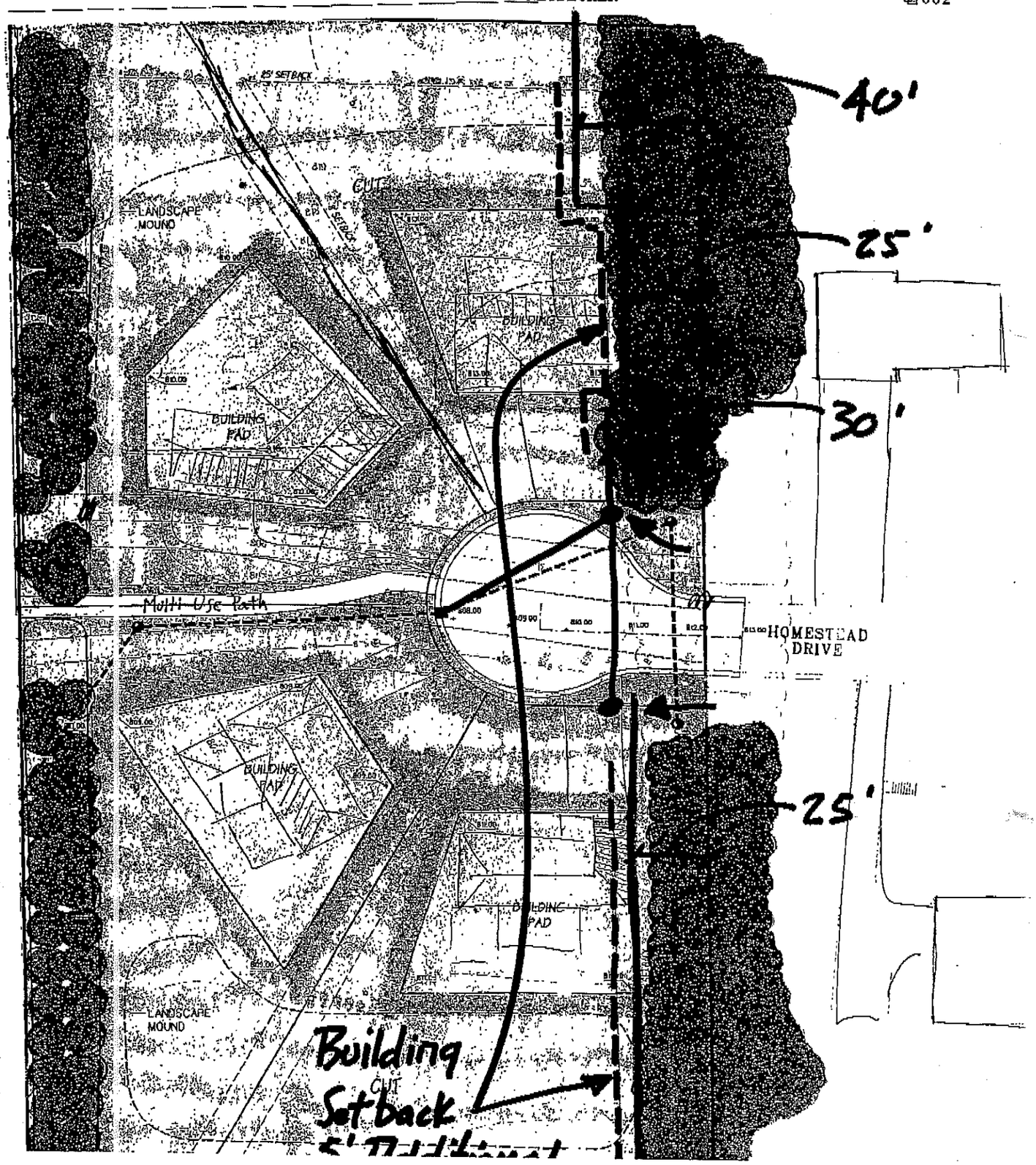
SLS:vp

Enclosures

Cc: Dale Connard
File #2679M2
Mike Diekoff, City Council Representative
David Waterman, Hoosier Acres Neighborhood Association



PUD-44-99
Proposed
Subdivision Plat



Conservancy Easement Map