

CITY OF BLOOMINGTON



PLAN COMMISSION

August 8, 2016 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL

**CITY OF BLOOMINGTON
PLAN COMMISSION
August 8, 2016 @ 5:30 p.m.**

❖ City Hall Council Chambers - Room #115

ROLL CALL

MINUTES TO BE APPROVED: July

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

ITEMS FOR THE CONSENT AGENDA:

ZO-13-16 VMP Developments
3380, 3440, and 3480 W Runkle Way
Request to rezone property from Commercial General (CG) to Commercial Arterial (CA).
Case Manager: Eric Greulich

SP-17-16 Omega Properties
223 N Morton St.
Site plan approval for a four-story mixed use building.
Case Manager: Beth Rosenbarger

PETITIONS:

PUD-14-16 RCR Properties, LLC
304, 307, 308 and 318 E 18th St; 405 E 17th St; E 17th St; E 19th St; N Dunn St; 1405 N Dunn St;
1400 N Grant St
Request to rezone 5.95 acres to a Planned Unit Development to allow a new multi-family
apartment complex.
Case Manager: Eric Greulich

PUD-16-16 Dwellings, LLC
600-630 E Hillside Dr
Rezone from RS and RH to Planned Unit Development and approval of a PUD district
ordinance and preliminary plan for 2.73 acres including commercial, multifamily and single-
family dwellings.
Case Manager: Beth Rosenbarger

SP-21-16 Tech Park Housing, LLC
619 N Morton St
Site plan approval for a 3-story multifamily building.

****Next Meeting September 12, 2016**

Last Updated: 8/5/2016

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

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT – Second Hearing
LOCATION: 3380, 3440, & 3480 W. Runkle Way**

**CASE #: ZO-13-16
DATE: August 8, 2016**

PETITIONER: VMP Development
1800 N Walnut Street

CONSULTANT: Michael Carmin
116 W 6th Street, Bloomington

REQUEST: The petitioner is requesting to rezone 5.32 acres from Commercial General (CG) to Commercial Arterial (CA).

BACKGROUND:

Area: 5.32 acres
Current Zoning: CG
GPP Designation: Community Activity Center
Existing Land Use: Multi-tenant commercial building
Proposed Land Use: Commercial
Surrounding Uses: North – County Jurisdiction (PSI substation)
 West – Commercial shopping center
 East – Commercial shopping center (Whitehall Crossing)
 South – Commercial shopping center (Whitehall Park)

CHANGES SINCE FIRST HEARING: This petition was last heard at the June 6, 2016 Plan Commission meeting. At that meeting the Plan Commission expressed overall support for this proposed rezone request. The petitioner has submitted a traffic study since that time that is included in the packet.

REPORT: The properties are located at 3380, 3440, & 3480 W. Runkle Way. The properties are all zoned Commercial General (CG). Surrounding land uses are all commercial shopping centers with Monroe County planning jurisdiction to the north. This site received a subdivision approval in 2009 (DP-28-09) to allow a four-lot subdivision. All required right-of-way and preservation areas were set aside with that approval. The site has been developed with a multi-tenant commercial building and surface parking lot on one lot, a detention pond on a common area lot, and 2 remaining vacant lots.

The petitioner is requesting to rezone the property from Commercial General (CG) to Commercial Arterial (CA). The rezone is requested to allow for development of a new hotel on the site. No site plan approval is being requested with this petition. A schematic layout for the new hotel has been presented and would be able to meet UDO requirements. A separate site plan approval is required prior to construction of the hotel. With the possible new hotel, the existing detention pond would be relocated and replatted on a new common area lot.

GROWTH POLICIES PLAN: This property, as well as the Commercial Arterial land to the south, is designated as “*Community Activity Center*”. The GPP notes that a *Community Activity Center* is designed to provide community-serving commercial opportunities in the context of a high density, mixed use development. CAC’s are larger in scale and higher in intensity than the *Neighborhood Activity Center*. The primary land uses in a CAC should be medium scaled commercial retail and service uses, which would be accomplished with this rezoning request.

ISSUES:

Traffic Impacts: Staff has requested the petitioner to submit a traffic study analyzing the existing transportation facilities and possible. The traffic study has shown that the amount of traffic for a hotel is not any greater than already permitted Commercial General uses and the rezoning would not have a greater impact on adjacent roads or intersection. Primary access to this site would come from Gates Drive to the east, which is classified as a Primary Collector street in the Thoroughfare Plan. There is a signalized intersection at Gates Drive and 3rd Street. The location of this site in close proximity to the future I-69 corridor makes it an attractive location for a hotel to serve interstate travelers.

List of Uses: The uses that would be allowed with this rezoning that would not be allowed with the current Commercial General zoning district are:

- Auto body shop
- Boat sales
- Building supply store
- Building trade shop
- Check cashing
- Country club
- Department store
- Golf driving range, outdoor
- Hotel/motel
- Miniature golf
- Mini-warehouse facility
- Radio/tv station
- Research center
- Retail, outdoor
- Sexually oriented business
- Theater, indoor
- Vehicle repair
- Vehicle sales rental

The petitioner has committed to record a zoning commitment to not allow the following uses on this property:

- Check cashing
- Convenience store with gas or alternative fuels
- Country club

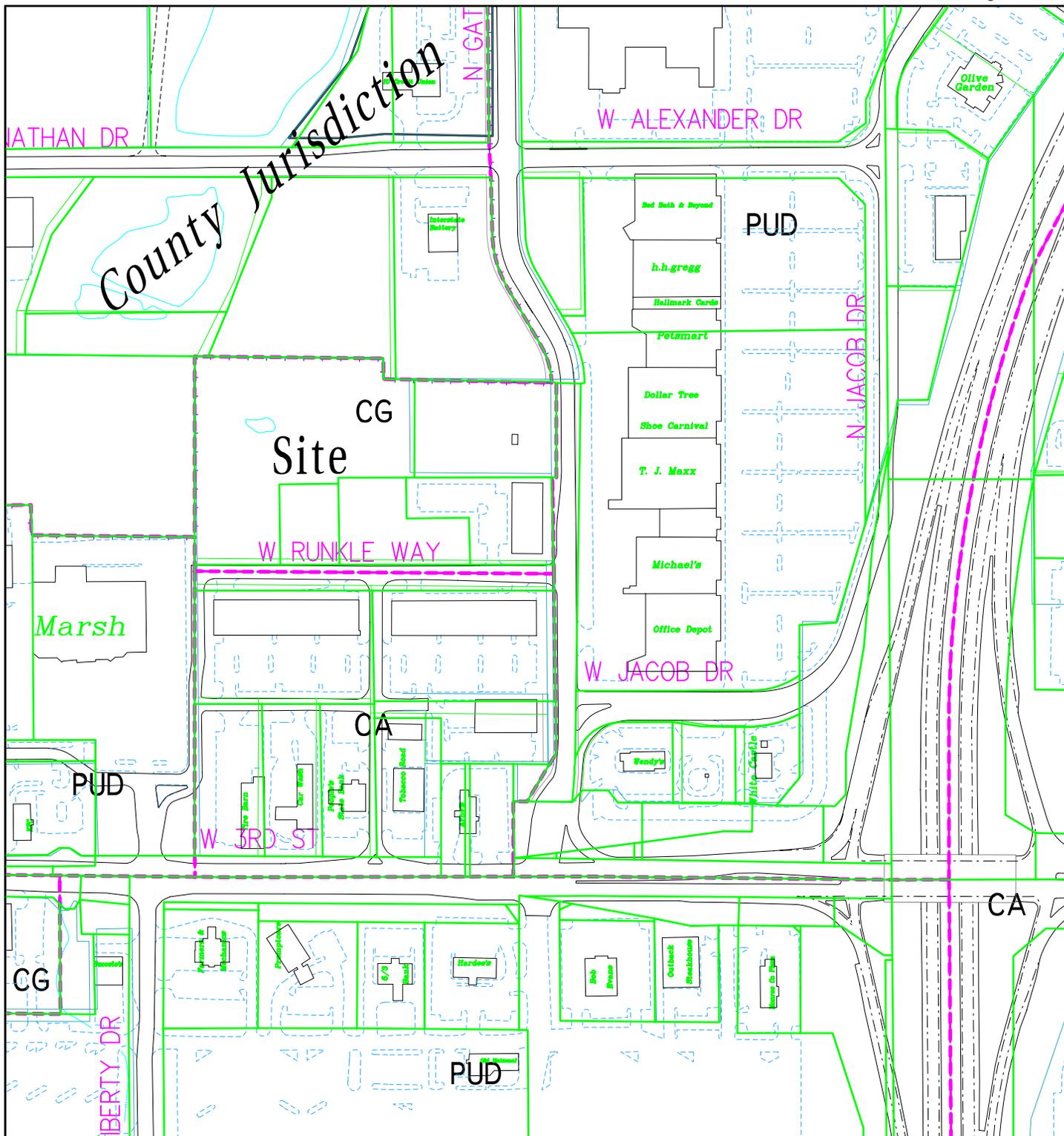
- Dwelling, single family (detached)
- Gasoline station
- Oil change facility
- Sexually oriented business
- Tattoo/piercing parlor
- Theater, indoor
- Transportation terminal

Utilities: There are existing public utilities that serve this property and no problems have been identified in the current utility service. As mentioned previously, if a hotel is constructed on this site it will most likely require the relocation of the existing stormwater detention pond to another portion of the lot. This will be reviewed with future site plan approvals.

CONCLUSION: At the first Plan Commission meeting the Commission expressed overall support for this rezoning request and stated this would be an appropriate place for a hotel.

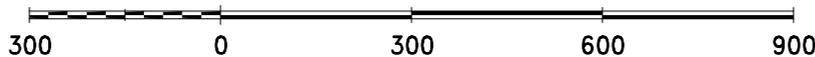
RECOMMENDATION: Staff recommends forwarding this petition to the Common Council with a favorable recommendation and the following conditions:

1. No site plan approval is given with this petition.
2. The zoning commitment regarding the list of excluded uses must be recorded within 30 days of rezoning approval from Council.



Z0-13-16 VMP Development
 3380 W Runkle Way
 Plan Commission
 Site Location, Zoning, Land Use, Parcels

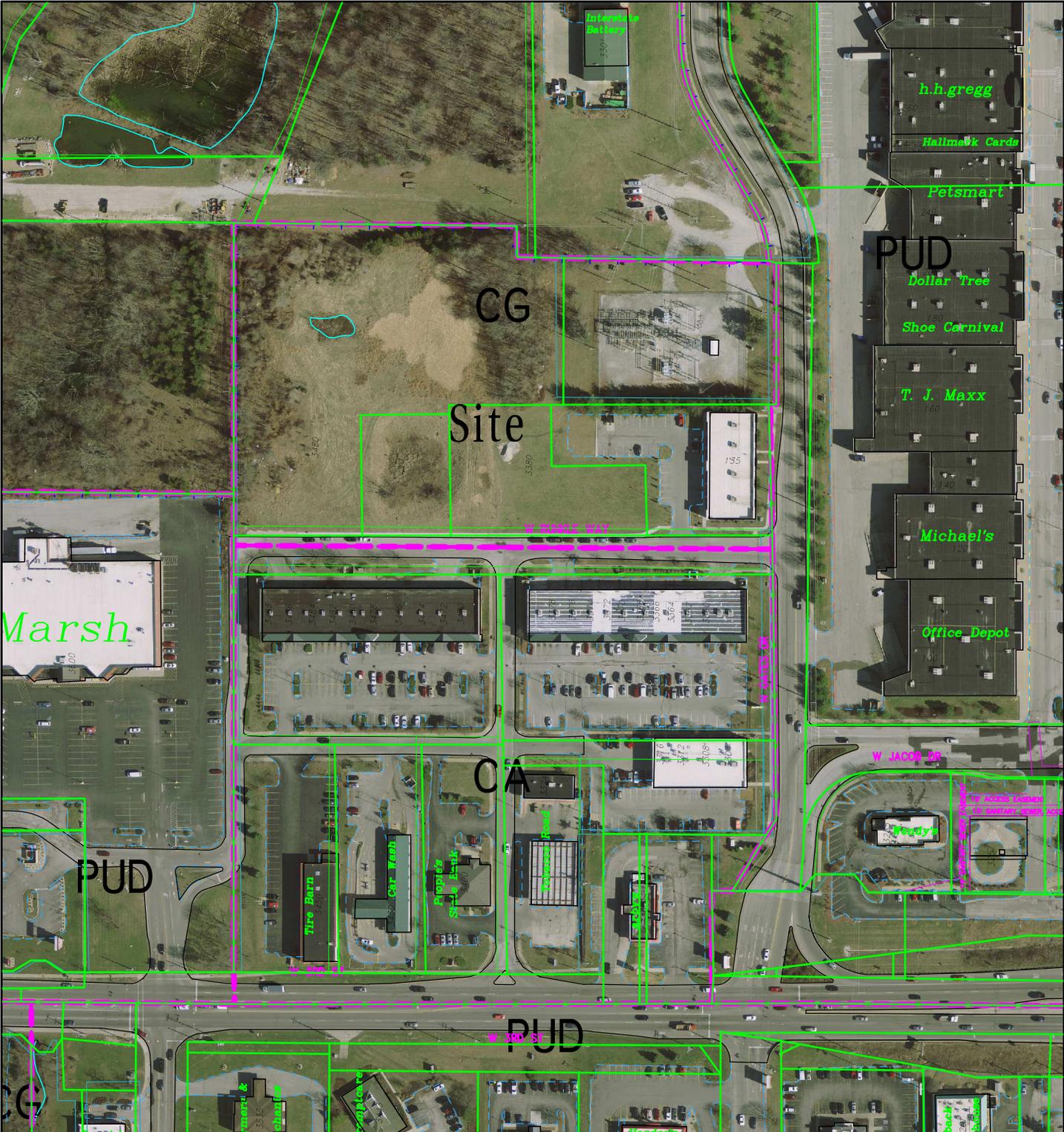
By: greulice
 2 Jun 16



City of Bloomington
 Planning & Transportation

Scale: 1" = 300'

For reference only; map information NOT warranted.



Z0-13-16 VMP Development

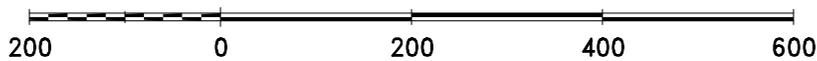
3380 W. Runkle Way

Plan Commission

2014 Aerial Photograph

By: greulice

2 Jun 16



City of Bloomington
Planning & Transportation



Scale: 1" = 200'

For reference only; map information NOT warranted.

PETITIONER'S STATEMENT

VMP Development, LLC petitions the City of Bloomington to rezone property located at 3380, 3440 and 3480 W. Runkle Way and property located at 135 N. Gates Drive, Bloomington, Indiana from Commercial General to Commercial Arterial.

Current Zoning: Commercial General

Proposed Zoning: Commercial Arterial

Real Estate: Lot 8A, Whitehall Park, 135 N. Gates Drive
 Lot 8B, Whitehall Park, 3380 N. Gates Drive
 Lot 8C, Whitehall Park, 3480 W. Runkle Way
 Lot 8D, Whitehall Park, 3440 W. Runkle Way

Acreage: Lot 8A, .95 acres. Possible lot adjustment to .84 acres
 Lot 8B, .88 acres. Possible lot line adjustment to 1.00 acres
 Lot 8C, 3.3 acres. Possible lot line adjustment to 3.25 acres
 Lot 8D, .49 acres. Possible lot line adjustment to .53 acres

Petitioner requests rezoning to CA to allow development of Lots 8B and 8D as a Comfort Suites hotel. The detention pond presently located on Lot 8D would be relocated to the northwest portion of Lot 8C, adjacent to the designated tree preservation area on Lot 8C. Interior lot line adjustments among the lots would reconfigure lots 8B and 8D to a size required to accommodate the hotel development with adequate onsite parking.

Current and Proposed Development:

Lot 8A is a small commercial strip building. The majority of the space is occupied by David's Bridal.

Lot 8B and 8D to be redeveloped as the hotel.

Lot 8C is reserved for future development. Projected uses of Lot 8C include possible multi-family housing. Development of Lot 8C would allow for extension of Liberty Drive connecting to Jonathan Drive. A part of Lot 8C would remain undeveloped and reserved for tree preservation and the relocated detention pond.

Surrounding Uses:

Lots adjacent to the south and fronting on the south side of W. Runkle Way are all zoned commercial arterial and are fully developed commercial strip buildings. Adjacent to the east, and east of N. Gates Drive is the fully developed Whitehall Crossing commercial

center and zoned PUD. The northwest corner of the site is the existing Duke Energy power substation. North of Lot 8C is the Curry Industrial Park PUD. West of the property, adjacent to Lot 8C is the continuation of the Curry Industrial Park PUD. The southwest corner from Lot 8C is the north corner of Whitehall Square Commercial PUD.

Vehicular Access.

The property is accessed from W. Third Street through Gates Drive on the east. Runkle Way extends across the south side of the property from Gates Drive. North Runkle Way presently dead ends at the west property line. Runkle Way has not been extended through or around the Whitehall Square Commercial PUD. Runkle Way connects south to W. Third Street through a private easement road which serves Whitehall Crossing and the commercial buildings on the south side of W. Runkle Way.

There are no known environmental constraints on the property except the previously designated tree preservation area and the requirement to relocate the existing detention pond.

Petitioner's proposed development of Lots 8B and 8D as the hotel is anticipated to be in compliance with all development standards existing for the CA zone.

Permitted Uses:

As a condition of approval to be documented and recorded by appropriate commitment for the use and development of real estate, the permitted uses in the CA zone would be amended to delete the following uses:

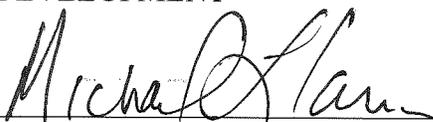
- Check cashing;
- Convenience store with gas or alternative fuels;
- Country Club;
- Dwelling, single family (detached);
- Gasoline station;
- Oil change facility;
- Sexually oriented business;
- Tattoo/piercing parlor;
- Theater, indoor
- Transportation terminal

Traffic study and analysis comparing and examining traffic generation for CA uses compared to the current zoning for CG is included with this Petition.

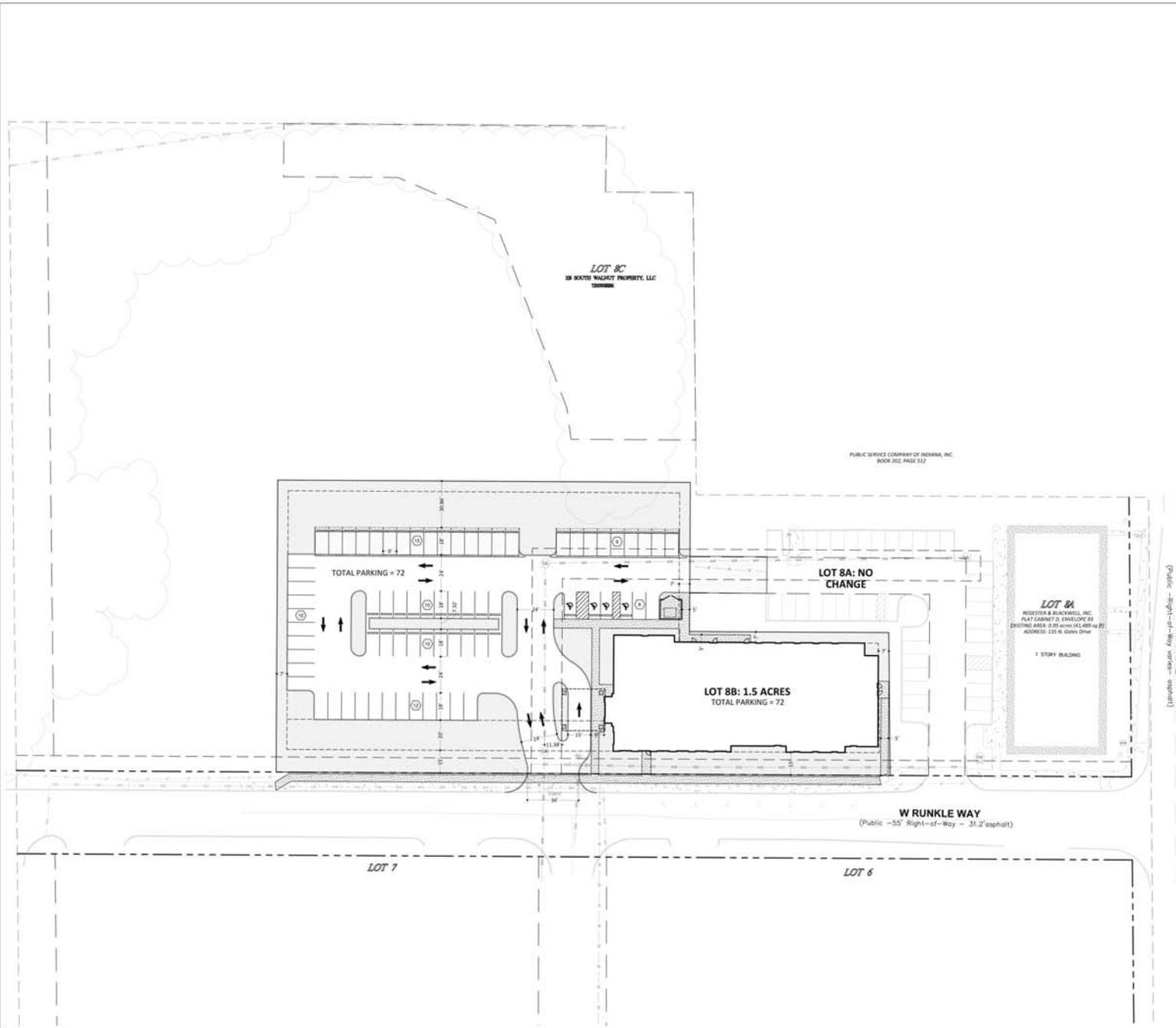
Process:

Petitioner requests waiver of a second Plan Commission hearing on this Petition.

VMP DEVELOPMENT

by: 
Michael L. Carmin,
Attorney for Petitioner

396656 / 23689-1



GENERAL NOTES

PLAN NOTES

LEGEND

- [Pattern] LIMITS OF PERVIOUS AREAS LOT 88
- [Pattern] LIMITS OF NEW CONCRETE PAVEMENT
- [Pattern] PAVEMENT STRIP 2' O.C.
- [Pattern] PERVIOUS PAVEMENT MATERIAL

IMPERVIOUS SURFACE

LOT 88

LOT AREA: 65340 SQ.FT. (1.5 ACRES)

IMPERVIOUS AREA : 38576 SQ.FT. (59%)

PERVIOUS AREA: 26764 SQ.FT. (41%)

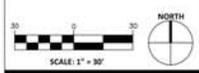
SPREADSPACE 23877 SQ.FT

PERVIOUS PAVEMENT 5207 SQ.FT.

BRCJ
 BLOOMINGTON BEDFORD PAOLI
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 Bloomington, Indiana 47403
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 www.brcjvil.com

**Whitehall Park
 Comfort Inn**
 135 N. Gates Drive
 Bloomington, IN
 BRG Project No: 9016

**SITE IMPROVEMENT PLAN
 OPTION 8**



Date: 07-25-2016 Issue: OWNER REVIEW

REVISION SCHEDULE		
Rev. #	Rev. Description:	Issue Date

Drawn By: DLN
 Designed By: DLN
 Checked By: xxx

C401

Proposed Site Plan

Whitehall Park Trip Generation Comparison
Comfort Inn Hotel vs. Permitted CG Uses

BRCJ-9016
June 5, 2016

Reference - Institute of Transportation Engineers Trip Generation Manual, 7th Edition

Comparison	Hotel Average Trip Ends	CG Uses Average Trip Ends	Difference Average Trip Ends	Percent Reduction in Trips
Weekday	760	2044	1284	62.81
Weekday AM Peak Hour	47	190	143	75.31
Weekday PM Peak Hour	55	174	119	68.53
Saturday	737	2051	1314	64.07
Saturday Peak Hour	65	184	119	64.73
Sunday	535	1515	979	64.65
Sunday Peak Hour	50	67	17	24.90

Traffic Study

Whitehall Park Trip Generation Comparison
 Comfort Inn Hotel vs. Permitted CG Uses

BRCJ-9016
 June 5, 2016

Reference - Institute of Transportation Engineers Trip Generation Manual, 7th Edition

Hotel Trip Generation	Average Rate	Average Trip Ends
Average Vehicle Trip Ends vs. Occupied Rooms at 72		
Weekday	8.92	642
Weekday AM Peak Hour	0.64	46
Weekday PM Peak Hour	0.74	53
Saturday	10.50	756
Saturday Peak Hour	0.87	63
Sunday	8.48	611
Sunday Peak Hour	0.75	54
Average Vehicle Trip Ends vs. Rooms at 72		
Weekday	8.17	588
Weekday AM Peak Hour	0.52	37
Weekday PM Peak Hour	0.61	44
Saturday	8.19	590
Saturday Peak Hour	0.72	52
Sunday	5.95	428
Sunday Peak Hour	0.56	40
Average Vehicle Trip Ends vs. Employees at 12		
Weekday	14.34	172
Weekday AM Peak Hour	0.79	9
Weekday PM Peak Hour	0.90	11
Saturday	12.27	147
Saturday Peak Hour	1.10	13
Sunday	8.92	107
Sunday Peak Hour	0.83	10
Average Vehicle Trip Ends vs. Rooms at 72 + Employees at 12		
Weekday		760
Weekday AM Peak Hour		47
Weekday PM Peak Hour		55
Saturday		737
Saturday Peak Hour		65
Sunday		535
Sunday Peak Hour		50

Whitehall Park Trip Generation Comparison
Comfort Inn Hotel vs. Permitted CG Uses

BRCJ-9016
June 5, 2016

Reference - Institute of Transportation Engineers Trip Generation Manual, 7th Edition

Permitted CG Uses for a 14,000 Gross SF Building	Average Rate	Average Trip Ends	Average Rate Employees	Average Trip Ends Employees	Average Trip Ends Total
General Office Building - ITE Land Use 710 (Page 1159)					
Average Vehicle Trip Ends vs. 1000 Sq. Feet Gross Floor Area at 4,000 SF with 6 Employees					
Weekday	11.10	44	3.32	19.92	64
Weekday AM Peak Hour	1.55	5	0.48	2.88	8
Weekday PM Peak Hour	1.49	4	0.46	2.76	7
Saturday	2.37	7	0.54	3.24	10
Saturday Peak Hour	0.41	1	0.09	0.54	2
Sunday	0.98	3	0.22	1.32	4
Sunday Peak Hour	0.14	0	0.03	0.18	1
Hardware/Paint Store - ITE Land Use 816 (Page 1366)					
Average Vehicle Trip Ends vs. 1000 Sq. Feet Gross Floor Area at 4,000 SF					
Weekday	51.29	205			
Weekday AM Peak Hour	4.91	15			
Weekday PM Peak Hour	4.74	14			
Saturday	82.52	248			
Saturday Peak Hour	11.18	34			
Sunday	68.65	206			
Sunday Peak Hour	9.81	29			
Specialty Retail Center - ITE Land Use 814 (Page 1337)					
Average Vehicle Trip Ends vs. 1000 Sq. Feet Gross Floor Area at 2,000 SF					
Weekday	44.32	89			
Weekday AM Peak Hour	6.84	14			
Weekday PM Peak Hour	5.02	10			
Saturday	42.04	84			
Saturday Peak Hour	no data	no data			
Sunday	20.43	41			
Sunday Peak Hour	no data	no data			
High-Turnover (Sit-Down) Restaurant - ITE Land Use 932 (Page 1723)					
Average Vehicle Trip Ends vs. 1000 Sq. Feet Gross Floor Area at 2,000 SF					
Weekday	127.15	254			
Weekday AM Peak Hour	13.53	27			
Weekday PM Peak Hour	18.80	38			
Saturday	158.37	317			
Saturday Peak Hour	20.00	40			
Sunday	131.84	264			
Sunday Peak Hour	18.46	37			
Fast-Food Restaurant w/o Dive-Through - ITE Land Use 933 (Page 1741)					
Average Vehicle Trip Ends vs. 1000 Sq. Feet Gross Floor Area at 2,000 SF					
Weekday	716.00	1432			
Weekday AM Peak Hour	63.50	127			
Weekday PM Peak Hour	52.40	105			
Saturday	696.00	1392			
Saturday Peak Hour	54.55	109			
Sunday	500.00	1000			
Sunday Peak Hour	no data	no data			
Permitted CG Uses for a 14,000 Gross SF Building					
Average Vehicle Trip Ends Combined					
Weekday					2,044
Weekday AM Peak Hour					190
Weekday PM Peak Hour					174
Saturday					2,051
Saturday Peak Hour					184
Sunday					1,515
Sunday Peak Hour					67

BLOOMINGTON PLAN COMMISSION
STAFF REPORT – Third Hearing
Location: 405 E. 17th Street

CASE #: PUD-14-16
DATE: August 8, 2016

PETITIONER: RCR Properties, LLC
 2417 Fields South Drive, Champaign, IL

CONSULTANT: Michael Carmin
 116 W 6th Street, Bloomington

REQUEST: The petitioner is requesting to rezone 5.95 acres from Residential High-Density Multifamily (RH) to Planned Unit Development (PUD) and to approve a PUD District Ordinance and preliminary plan to allow a new multi-family apartment complex.

BACKGROUND:

Area: 5.95 acres
Current Zoning: RH
GPP Designation: Urban Residential
Existing Land Use: Multi-family residences
Proposed Land Use: Multi-family residences
Surrounding Uses: North – Multi-family Residences
 West – Multi-family Residences
 East – Indiana University
 South – Single and Multi-family Residences

CHANGES SINCE SECOND HEARING: At the second hearing staff sought guidance from the Plan Commission on a number of issues including the proposed massing of the building along 17th Street, the proposed parking setback for the parking spaces on Parcel B along 18th Street, possible additional screening along the west side of the parking garage, what percentage of the gross floor area must be non-residential space, what green building practices should be required, and what improvements to the 17th and Dunn intersection should be required with this petition.

Since the second hearing, the petitioner has submitted pictures depicting the panels proposed for the west side of the parking garage, revised preliminary plan showing proposed crosswalks and pedestrian warning lights, and architectural details outlining the proposed modulations along the building. A revised district ordinance has also been submitted to include the downtown architectural standards to govern building design. In addition, the petitioner has submitted a “Supplemental Statement” to address specific comments from the last Plan Commission meeting.

The petitioner has proposed a contribution to be placed in a fund to be used to provide affordable housing units elsewhere within the City. Details of this have been outlined in the attached zoning commitment. As a result of this proposal staff believes this petition will adequately achieve the goals of the Growth Policies Plan and benefit the community as a whole. The incorporation of affordable housing with this project has been a crucial aspect.

REPORT: The properties are located at 310, 304, 307, 308, 318 E. 18th St.; 405 E 17th Street; 1405, 1407, 1407½ N. Dunn St; 310 E 19th St.; and 1313, 1400 N Grant St. The properties are all zoned Residential High-Density Multifamily (RH). Surrounding land uses include multifamily residences to the north and west, single and multifamily residences to the south and Indiana University Memorial Stadium to the east.

The petitioner is proposing to redevelop the 1950's era complex and the existing 190 dwelling units and 328 bedrooms with new fully furnished, student oriented apartments. To accomplish this, the petitioner proposes to rezone the property from RH to a Planned Unit Development and have presented a PUD district ordinance and preliminary plan. The PUD could be built with up to 50 D.U.Es on Parcel A and up to 27 D.U.E.'s on Parcels B and C. One possible bedroom count: 22 studio units, 23 one-bedroom units, 73 two-bedroom units, 33 three-bedroom units, and 114 four-bedroom units. This equals a total of 265 units and 746 bedrooms. The petitioner has committed to restrict the occupancy to one person per bedroom. With DUE's, this potential bedroom mix would have a gross density of 46.6 D.U.Es/acre. The current underlying zoning district would only allow 15 units/acre. Staff has found that many of the nearby apartment complexes in this area (including the current Dunnhill apartments) exceed the current allowable density of the RH zoning district.

The project is proposed to be developed as 3 parcels. Parcel A would contain the main apartment complex and Parcels B & C would each contain 12, 4-bedroom townhomes. The density on Parcel A is proposed to be 50 D.U.Es/acre and the density on Parcels B and C is proposed to 27 D.U.Es/acre. All of the buildings on Parcel A will have a flat roof and will be between 4-6 stories in height. The buildings on Parcel B & C will be 3-story townhomes with pitched roofs. An allowance for commercial uses has been included to provide at least 17,000 sq. ft. of nonresidential uses with a minimum 4,000 sq. ft. for a retail/restaurant use. A 5-story parking garage with 540 parking spaces will be provided, in addition to 51 surface parking spaces for a total of 591 on-site parking spaces, which equates to approximately 0.8 parking spaces per bedroom. A maximum of 0.85 parking spaces per bedroom has been proposed.

New sidewalks and street trees will be constructed throughout the site on all portions of the project with frontage on a public street. A 10' wide asphalt sidepath and minimum 5' wide tree plot will be constructed along the 17th Street frontage as well as along the Dunn Street frontage. Rain gardens will be provided throughout the site to provide stormwater quality improvements. The petitioner has committed to providing on-site recycling for residents of this development. The Historic Preservation Commission voted not to locally designate the contributing structure at 1405 N. Dunn Street, which will allow for that building to be demolished. The Historic Preservation Commission also discussed this petition at their June 23 meeting and did not find that there would be a negative impact to the adjacent Garden Hill Historic District as a result of the proposed height or massing of the buildings along 17th Street.

GROWTH POLICIES PLAN: This property is designated as "*Urban Residential*". The GPP notes that redevelopment in these areas should include the following-

- *“when development occurs in new urban growth areas, the goal should be to encourage higher densities, ensure street connectivity, and protect existing residential fabric.”* Although the density at this location is much higher than what the underlying zoning district would allow, this location is unique and could be an ideal location for higher density student oriented apartments.
- *“Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as to commercial activity centers.”* The petitioner has incorporated a central bike and pedestrian corridor to facilitate connectivity between 17th Street and 18th Street and to access the center of the main apartment building. This green belt feature is located in the area that would be the extension of Grant Street.
- *“Ensure that each new neighborhood has a defined center or focal point. This center could include such elements as a small pocket park, formal square with landscaping, or a neighborhood serving land use.”* This development is proposing a large center recreation space and pool area for the use of the residents.
- *“Ensure that new common open space is truly usable and accessible. Provide linkages between such open space and other public spaces.”* All of the common open space is just for the use of these tenants and is not accessible to the public. This is mostly related to internal security for the development.
- *“Provide for marginally higher development densities while ensuring the preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between the new development and adjacent existing neighborhoods.”*
- *“As a counterbalance to policies that limit the spatial expansion of growth, denser infill development in areas that already contain City services must be encouraged.”* This site is adjacent to existing City services and is adequately served by existing infrastructure. In addition, the IU bus stop is immediately adjacent to this site which decreases the need for vehicular trips to and from this site.

This petition incorporates many goals described within the GPP including redevelopment of underutilized property, mixed-uses, compact urban form, and the creation of a distinctive design style for this area. The GPP also encourages when possible to improve the capacity and aesthetics of all urban services, including new sidewalk links, new bike paths, and replacement of utility infrastructure. The GPP outlines that in order to accomplish compact urban form to revise development regulations for near-downtown and near campus areas to encourage increased residential densities (*CUF-5*, page 7)

While the current Growth Policies Plan does not directly address providing affordable housing, the upcoming Comprehensive Master Plan is expected to deal with this issue more directly.

DISTRICT ORDINANCE/PRELIMINARY PLAN ISSUES:

Transportation Impacts: The petitioner has submitted a traffic study outlining possible impacts to adjacent roads and pedestrian facilities as a result of this development. The study found that the 17th/Dunn intersection is expected to operate at an acceptable level of surface with the proposed development. The study indicates possible left turn conflicts leading into the parking garage and recommends either a dedicated left turn lane into the garage from 17th Street or limiting the access to a right-in/right-out. The study indicated that the most of the trips to and from this site will be pedestrian oriented as residents use the bus stop located at the Indiana University transit stop at Memorial Stadium or walking/biking to and from campus.

The City has identified some improvements to this intersection in the future and staff is pursuing a budget request to start design in 2017. Staff has determined that it is most appropriate to allow the City to undertake these improvements rather than have the petitioner construct something that would have to be removed at a later time.

Access: The project will be accessed by cars at several points. The parking garage will be accessed through a drive-cut on 17th Street and on 18th Street. A traffic study has been submitted that concludes that either a dedicated turn lane should be constructed on 17th Street to access the parking garage or the entrance should be modified to be a right-in or right-out only. The proposed Green Belt provides access for bicycles, pedestrians, and limited access for emergency services through the site and connects 17th St. with 18th St. and will be a common public amenity. The petitioner plans to bring forward a petition to vacate the right-of-way to accomplish the green belt.

Architecture/Design: Renderings have been submitted for all of the proposed buildings. There will be three main buildings on Parcel A that are separated by the Green Belt feature that runs through the center of the site. All of the buildings on Parcel A will have a flat roof design and will be between 4-6 stories tall. An elevation has been submitted showing the proposed building materials for the buildings on Parcel A. An exhibit has been submitted showing the proposed modulation. Additional renderings showing some of the proposed buildings along with some of the existing adjacent structures have been submitted since the first hearing. On Parcel C, the proposed townhomes labeled as buildings L, K, and J should be turned so that the front entrances face Grant Street. On Parcel B, the buildings labeled as E and F should be turned to face 18th Street. The petitioner has included the convenience store at the corner of 17th and Dunn Street in their massing model.

Development Standards: This PUD would use the Residential High-Density Multifamily (RH) district standards with the modifications listed in the district ordinance. The proposed modifications to the RH standards include an increased building height, increased density, and increased maximum impervious surface coverage (Parcel A). The petitioner is also requesting to have a 10' front yard building setback requirement for the surface parking lots on Parcel B rather than the required 20' setback. The main building on Parcel A will have a height of 72' at the tallest portion, which is at the northeast corner of the site at the corner of 18th and Dunn, with other sections having a height of 62' (the maximum height of the RH district is 50'). The petitioner is proposing to allow 70% maximum impervious surface coverage on Parcel A, rather than the 50%

that would be allowed in the RH zoning district. The petitioner has included an allowance for commercial uses on this site and is proposing to allow all uses that are listed as permitted uses in the Commercial Downtown zoning district.

	RH requirement	Proposed
Height	50'	72'
Impervious Surface Coverage	50%	70% Parcel A
Density	15 D.U.E's/acre	50 D.U.E's/acre
Front Parking Setback	20' behind front	Even with building on Parcel B along 18 th St.

Parking: Since the site is adjacent to a Residential Core district to the south, the UDO requires a minimum parking requirement of one parking space per bedroom. The petitioner is proposing to provide parking at a maximum of 0.85 parking spaces per bedroom. A 5-story parking garage with 540 parking spaces will be provided in addition to 51 surface parking spaces for a total of 591 on-site parking spaces. New on-street parking spaces are proposed to be added along the property frontages on 18th Street, 19th Street, and Grant Street. Approximately 24 on-street parking spaces will be created. Bicycle parking will be provided as well per the UDO requirements. Bike parking spaces for the overall development should include bicycle parking facilities adjacent to the entrances of all buildings.

Pedestrian Facilities: A 10' wide asphalt sidepath will be built along the entire 17th Street frontage that will extend the sidepath network west along the 17th Street corridor. 5' wide concrete sidewalks and minimum 5' wide tree plots will be constructed along the north side of 18th St and both sides of 19th St. and Grant Street. The petitioner has shown a 10' concrete sidewalk along the south side of 18th Street that will connect to a proposed 10' sidewalk along the west side of Dunn Street. A green belt corridor has been designed through the site to provide a connection from 17th Street to 18th Street. This corridor has been designed to include a 20' wide pervious paver path that will provide an access point for bicyclists and pedestrians, but also serves as an emergency access route that can be used for emergency responders. Any portions of sidewalk or sidepath that are not located in public right-of-way must either be placed in dedicated right-of-way or within a pedestrian easement. The petitioner will be constructing a pedestrian crossing at 18th Street that will include a cross walk, curb ramps, and a rectangular rapid flashing beacon. In addition the petitioner is working with Indiana University to allow a sidewalk connection from the 18th St. crossing directly to the bus stop to direct pedestrians to the stop and reduce the likelihood for mid-block crossings.

Signage: A sign package has been submitted for this project. The petitioner is requesting to allow freestanding monument signs in accordance with the RH district size standards which allow for 6' tall, 32 sq. ft. monument signs. A total of 4 freestanding signs are proposed for the development. The petitioner has shown the location of the proposed wall signage on the proposed renderings and each wall sign would not exceed 24 sq. ft. The current zoning code would only allow for one, 24 sq. ft. wall sign on the entire building and the petitioner is requesting to allow one, 24 sq. ft. wall sign for each side of the main building along the street frontages.

Utilities: Although there are existing utilities along the main public streets on 17th St. and Dunn Street, there may be issues with the age of the existing utility lines. These specific details will be reviewed with the PUD final plan approval process. City of Bloomington Utilities can adequately serve the site.

Lighting: A specific lighting plan has not been received. Staff has encouraged the petitioner to incorporate pedestrian scale lighting throughout the interior of the site and to appropriately place lighting along the public street frontages as well. Pedestrian scale lighting should be incorporated along the Green Belt. This will be addressed with the final plan approval.

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

1. The Petitioner should provide additional landscaped areas along 17th Street and Dunn Street, giving high priority to native species.

Staff response: Staff encourages the petitioner to install extra landscaping along those corridors and will pursue that more with the final plan approval.

2. The Petitioner should install photovoltaic (PV) solar panels where possible

Staff response: Although not required, staff encourages the petitioner to incorporate this suggestion if possible.

20.04.080(h) Planned Unit Development Considerations

The UDO outlines that in their consideration of a PUD District Ordinance and Preliminary Plan, the Plan Commission and Common Council shall consider as many of the following as may be relevant to the specific proposal. The following list shall not be construed as providing a prioritization of the items on the list. Each item shall be considered individually as it applies to the specific Planning Unit Development proposal.

- (1) The extent to which the proposed Preliminary Plan meets the requirements, standards, and stated purpose of Chapter 20.04: Planned Unit Development Districts.

STAFF COMMENTS: This petition meets the requirements for a Planned Unit Development and accomplishes the purposes of a PUD which is to provide a unique land use that would not be allowed in a regular zoning district. The design of this PUD to provide student oriented housing in an area immediately adjacent to Indiana University promotes the goals of the City for compact urban form in appropriate locations.

- (2) The extent to which the proposed Preliminary Plan departs from the Unified Development Ordinance provisions otherwise applicable to the subject property, including but not limited to, the density, dimension, bulk, use, required improvements, and construction and design standards and the reasons why

such departures are or are not deemed to be in the public interest.

STAFF COMMENTS: The proposed deviations from the UDO that are outlined in the Petitioner Statement are necessary to further the purpose of the PUD which is to provide a high density student oriented apartment complex. The location of the buildings that are over the allowed height and density of the underlying zoning district will not adversely affect adjacent properties and will be in the public interest.

- (3) The extent to which the Planned Unit Development meets the purposes of this Unified Development Ordinance, the Growth Policies Plan, and any other adopted planning objectives of the City. Any specific benefits shall be specifically cited.

STAFF COMMENTS: The PUD meets the purposes of the City by providing a high density student oriented housing project immediately adjacent to Indiana University. The design of the site has provided a building forward design throughout the property and incorporated many environmentally friendly features such as rain gardens, a white roof, on-site recycling, and fully furnished apartments. In addition, the main benefit of this project is the contribution to an affordable housing program.

- (4) The physical design of the Planned Unit Development and the extent to which it:
- a. Makes adequate provision for public services;
 - b. Provides adequate control over vehicular traffic;
 - c. Provides for and protects designated common open space; and
 - d. Furthers the amenities of light and air, recreation and visual enjoyment.

STAFF COMMENTS: The PUD provides adequate public services by providing sidewalks surrounding the project, including a Green Belt corridor to provide a connection from 17th Street through the site to 18th Street. Vehicular traffic into the parking garage will be controlled by a right-in/right-out design. The garage will be fully accessible from 18th Street. Common open space is provided through an outdoor amenity center and a Green Belt. This open space also provides a recreation opportunity.

- (5) The relationship and compatibility of the proposed Preliminary Plan to the adjacent properties and neighborhood, and whether the proposed Preliminary Plan would substantially interfere with the use or diminish the value of adjacent properties and neighborhoods.

STAFF COMMENTS: This site is not located within a neighborhood and the size of the project site allows it to mitigate any impacts. The site is bordered by public streets along all sides with provides additional buffering. Staff does not foresee any undue negative impacts to the adjacent Garden Hill district since the site is separated by 17th Street and the density will not be concentrated in proximity to the neighborhood.

- (6) The desirability of the proposed Preliminary Plan to the City's physical

development, tax base and economic well-being.

STAFF COMMENTS: The provision of an estimated 265 units and new construction will substantially increase the tax base to the City. The location of the site next to campus also reduces the burden on properties in the downtown to provide student oriented housing.

- (7) The proposal will not cause undue traffic congestion, and can be adequately served by existing or programmed public facilities and services.

STAFF COMMENTS: Traffic into the parking garage will be controlled by a right-in/right-out entrance on 17th Street with a full access point on 18th Street. The traffic study has indicated that there will not be an increase in traffic as a result of this project. The site is adjacent to the Indiana University bus transit stop located at the Memorial Union so this reduces the need for vehicular trips.

- (8) The proposal preserves significant ecological, natural, historical and architectural resources.

STAFF COMMENTS: There are no significant ecological, natural, historical or architectural resources on this site.

- (9) The proposal will not be injurious to the public health, safety, and general welfare.

STAFF COMMENTS: The site will be monitored by on-site staff and security cameras with all exterior doors opened only with select key cards. Staff finds that the proposal will not be injurious to the public health, safety, or general welfare.

- (10) The proposal is an effective and unified treatment of the development possibilities on the PUD site.

STAFF COMMENTS: The establishment of a PUD for this property allows a unique development that would not otherwise be accomplished outside of the Downtown zoning district and is appropriately located next to Indiana University. The PUD would allow for a high density student oriented apartment project immediately adjacent to campus and is appropriately designed.

CONCLUSION: This site is adjacent to Indiana University campus and has no environmental constraints, which makes it an ideal location for increased density for student oriented housing. The location next to the Indiana University bus transit stop greatly reduces the need for residents to drive to campus and thereby reduces vehicular trips. This project is a redevelopment of a site with existing dense student housing. The petitioner's commitment to funding affordable housing with this project provides a significant public benefit that could not be accomplished without the establishment of this PUD.

RECOMMENDATION: Staff recommends forwarding this to the Common Council with a favorable recommendation and the following conditions of approval

1. Right-of-way dedication is required for all streets that do not currently have the required amount of right-of-way. This must be done within 180 days of Council approval.
2. A sidepath shall be constructed along the property frontage and must extend to the 17th and Dunn Street intersection.
3. Final plan approval is required from the Plan Commission prior to construction.
4. An alley vacation must be approved prior to construction of any improvements in the Grant Street right-of-way.
5. The proposed townhomes labeled as buildings L, K, and J shall be turned so that the front entrances face Grant Street.

MEMORANDUM

Date: July 29, 2016

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: PUD-14-16, Dunn Hill Apartments (RCR Properties LLC), third hearing
17th, 18th, 19th, Dunn, and Grant Streets

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environmental integrity of this proposed Plan. Please see the previous memoranda for additional initial recommendations.

ISSUES OF SOUND ENVIRONMENTAL DESIGN

1.) LANDSCAPING

The EC believes that in addition to some open turf areas used for sports, sunbathing, or other such activities, more land should be dedicated to heavily landscaped space. This project will have a large environmental footprint that could be reduced by native plants that sequester carbon, clean the air, and cool the urban heat island effect. Additional landscaping along both Dunn and 17th Streets would create a more pedestrian-inviting streetscape resulting in improved walkability.

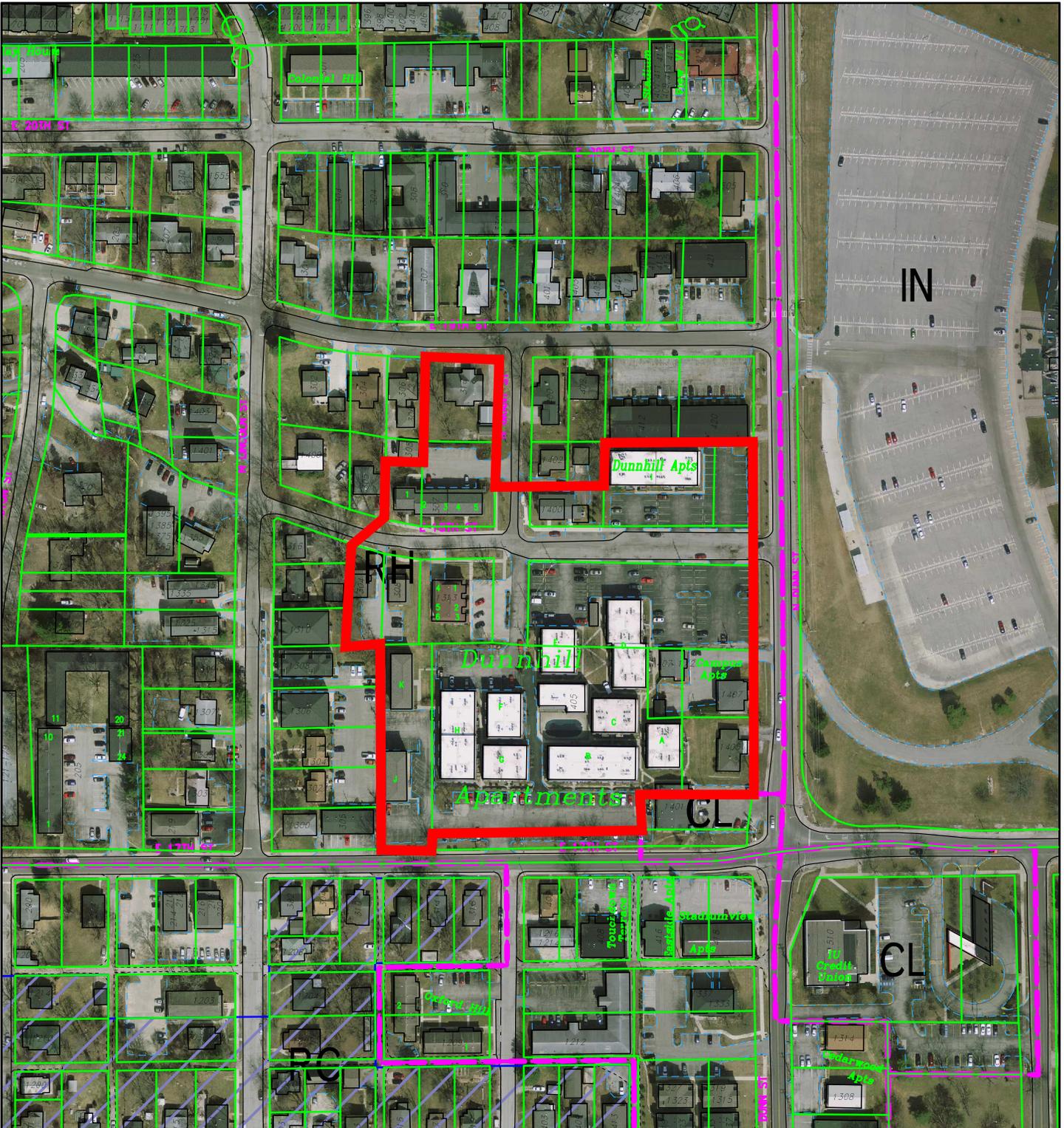
2.) GREEN BUILDING

The EC is pleased that the Petitioner included some green building and infrastructure best practices into the PUD specifications such as some white roofs, salvage of construction and demolition materials, rain gardens, and furnished rooms.

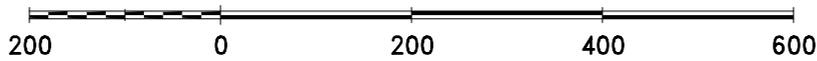
The EC still recommends installing solar panels where possible. Some of these buildings are ideal for photovoltaic (PV) solar panels because the roofs are flat. The price of PV systems continues to drop and the full-cost-accounting price of carbon-based electricity is skyrocketing.

EC RECOMENDATIONS

- 1.) The Petitioner should provide additional landscaped areas along 17th Street and Dunn Street, giving high priority to native species.
- 2.) The Petitioner should install photovoltaic (PV) solar panels where possible.



By: greulice
2 Jun 16



City of Bloomington
Planning & Transportation

N

Scale: 1" = 200'

For reference only; map information NOT warranted.

DUNNHILL PUD

The Dunnhill PUD is mixed use, high density, multi-family dwellings (student purposed housing) with a small component of non-residential use (amenity space, office, retail and commercial).

The development is a mixture of multi-unit apartment, multiple story structures and paired townhomes.

The PUD parcel consists of 3 parts.

Parcel A is bounded by 17th Street, Dunn Street and 18th Street. Parcel A covering 4.54 acres.

Parcel B is bounded by Dunn Street, 18th Street and Grant Street, covering .724 acres.

Parcel C is bounded by Grant Street, 18th Street and 19th Street, covering .680 acres.

A boundary description for Parcels A – C is attached.

Density:

Parcel A shall have a maximum density of 50 D.U.E.s per acre.

Parcels B and C shall each have a maximum density of 27 D.U.E.s per acre.

Parking:

Total parking spaces shall not exceed .85 spaces per bed on Parcel A. Parcel B and Parcel C shall not exceed 51 parking spaces. Parking on Parcel A shall be garage parking only. Parking on Parcels B and C shall be surface level spaces include guest, visitor, commercial and staff parking on Parcel B.

Parking Setbacks:

Parcel A: garage parking only

Parcel B: (parking area deviates from standard for setback from front building line). Not less than 15 feet setback from 18th Street right of way and not in front of the line of the building wall on 18th Street (residential structures); side and rear yard 10 feet

Parcel C: 20 feet behind the primary structure front building wall; side yard, 10 feet; rear yard, 10 feet

Architectural and Development Standards:

Maximum Building Height:

N. Dunn Street frontage:

Parcel A:

Dunn St. Frontage: 50 feet at south end, proximity of 17th St.
72 feet at north building corner, at 18th St.
62 feet building frontage between the corner buildings

17th St. frontage: 50 feet

18th St. frontage: west of Grant St.: 61 feet
(south side) east of Grant St.: first building : 61 feet

east of Grant St.; second and third buildings:
50 feet

corner building at Dunn St., (building wraps
the corner from Dunn St.): 72 feet

Parcel B and Parcel C: 35 feet

Parking garage west exposure: 62 feet

Building Setback: per code RH zone

Maximum impervious surface coverage :

Parcel A: 70%

Parcel B and C: 50%

Storm water detention:

Required onsite storm water detention shall be by underground storage and rain gardens or other approved water quality measures.

Bicycle Parking:

Per code

Uses:

Uses as permitted in the commercial downtown zone

Additional Uses:

Dwelling, single family, attached and detached

Dwelling, multi-family (high density)

Maximum occupancy limits: 1 adult per number of beds plus dependent children

Dunn Street frontage use shall include 17,000 – 20,000 square feet, ground floor, non-residential use (office, amenity space, retail and commercial use), with a minimum of 4,000 retail/restaurant use.

Sustainable Practices:Recycling:

single stream recycling for all traditionally recyclable products and waste materials provided onsite and located to encourage residents to utilize the recycling services for disposal of all waste

Roof:

All flat roofs shall be white roof design

Energy Efficiency:

All dwelling units will be fully furnished to include Energy Star appliances

Greenbelt:

A pedestrian/bicycle pathway and green belt connecting 18th Street (at vicinity of the terminus of Grant Street) to 17th Street, approximately 400 in length. A 12 foot wide hard surface in the green belt suitable emergency vehicle access widening to 20 feet at 2 staging areas for emergency vehicles; remainder of the green belt to be green space with landscaping and installed rain gardens. Affirmative covenant to maintain the green belt including tree and shrub replacement and hard surface repair.

Construction Practices:

Demolition (partial or total) of structures on the property shall attempt full salvage and recycling of materials

Lighting: per code, RH zone with pedestrian scale lighting along green belt

Traffic:

Parking Garage: 17th Street access will be right in and right out only; 18th Street entrance will be full access.

Security and Emergency Access:

Gates and all secured entrances shall provide access to emergency responders, including police and fire. The bicycle/pedestrian pathway and the greenbelt shall be a minimum of 12 feet in width of hard surface suitable for use by service vehicles and emergency vehicles. Collapsible bollards, rolled curbs and low planters shall be utilized to control and to restrict use of the bicycle/pedestrian pathway by motor vehicles except service and emergency response vehicles.

Emergency responder access from Dunn St. through to the interior courtyard

Architectural Standards:

Mass, Scale, Form: CD zone standards (B.M.C. 20.03.130(c)(1) and (3))

Pitched roofs on Parcels B and C (residential buildings); commercial building without upper apartments may be flat roof

Flat roofs on Parcel A

Exterior materials:

Primary: brick, limestone, fiber cement (all Parcels), wood (Parcels B and C) and metal (Parking Garage west façade)

Secondary: cementitious siding (all Parcels)

Entrances to residential buildings will be pedestrian scale and design.

Signage:

One project entrance sign on 17th Street; two project signs on Grant Street at intersection with 18th Street and one project sign at the intersection with 19th Street; and one project sign at 19th Street and Dunn Street intersection. Signs to meet Sign Standards – Residential for RH zone.

Parking garage and commercial uses shall be allowed wall signage (dimensions per code for CG zone)

Information signs for parking garage (wall sign at garage entrance/exit)

Free standing parking and information signs at surface level parking areas.

Information, direction and warning signs on green belt (not to exceed 4 feet in height and 4 square feet per side)

PETITIONER'S SUPPLEMENTAL STATEMENT

Architectural Standards. The Architectural Standards will utilize RH zone and CD zone standards. The separate townhomes will utilize RH standards. The main structures on Parcel A will incorporate mass, scale and form standards from the CD zone.

Greenbelt. The Greenbelt will be designed to maximize the green space. The improved surface (hard surface) area will be narrowed to 12 feet in width except for two staging areas for emergency vehicles which require 20 feet of hard surface area. The greenbelt will be improved with rain gardens and landscaping. An affirmative covenant will be imposed on the land to maintain the greenbelt area to include replacing the landscaping (trees and shrubs) and repair of the hard surface areas. The hard surface areas will be located to provide reasonable separation between the hard surface and adjacent structures.

Crosswalks. An improved crosswalk with pedestrian signal beacon will be installed at 18th Street. Subject to final approval or consent of Indiana University, a ramp/walkway will be installed on the east side of Dunn St. to connect the sidewalk to the bus stops in the Memorial Stadium parking lot.

Pathway. A 10-foot asphalt pathway will be installed along the 17th St. frontage, placed 1 foot inside the right-of-way line, extended to the Dunn Street right-of-way. City to acquire any required right-of-way on adjacent property (C Store Lot) necessary for installation of the pathway in accordance with City specifications.

C-Store. The C Store is not adversely impacted by the development in any material way. The building is fully exposed on the east and south sides. Sun path indicates that the new development will not create a shadow effect until late afternoon/early evening. Building height allowed in the existing zone would inherently create late afternoon or early evening shadowing on the C Store lot. The proposed buildings on Dunnhill will increase the shadowing effect only marginally. The C store is built almost to the property line—no setbacks—on the west and north lines. The C Store creates shadowing on the parking area adjacent to the front of the building because it is placed to the west side of the lot. The setting sun naturally creates late day shadowing to the east side of the C Store. New buildings on Dunnhill will be setback 18 feet from the property line on the west and 20 feet on the north side. The 15 foot setback from the property line along 17th Street frontage leaves the C store building partially exposed on the west side. There is a significant grade change at the C Store lot effectively placing the building “built into the grade.” There are no service drives or other uses behind the C Store building. There are no windows. The C Store is a lawful non-conforming structure. The building does not meet current setback requirement; has parking in front of the building and parking does not meet side yard setback standards. Any material alteration to the building will require compliance with current standards and will cause relocation of the structure to meet setback standards, increasing the separation between buildings.

Petitioner has no incentive to harm the C Store space. To the contrary, Petitioner needs

the C Store to prosper. The C Store provides an important commercial use in close proximity to Dunnhill. It helps serve a tenant need. If the C Store can remain at this location, and perhaps grow its business, Petitioner has no desire to add a tenant to Dunnhill that would compete with the C Store—that is counter-productive and would not be a reasonable business plan. The additional tenants at Dunnhill should be a plus for the C Store operation as much as the C Store location is a plus for Dunnhill. The Dunnhill site plan intentionally does no harm to the C Store site.

4-Bedroom Apartments. The final breakdown of apartment sizes (studios to 4-bedrooms) has not been determined. Final architectural plans will not be completed until after PUD approval. The number of 4-BR apartments is expected to vary from 90 to 110 apartments. Statements have been made that 4-BR apartments are sources of excessive noise or disturbances and are a magnet for large parties. This is not petitioner’s experience. There may have been a basis for this belief in older apartment buildings, although there was never an automatic correlation of number of bedrooms to level of disturbances. 4 and 5 bedroom units tended to have correspondingly larger common rooms and more common area—places that might be more conducive to large parties. The trend in student-purposed housing and specifically for Dunnhill is to lease apartments by the bedroom. Each tenant signs a separate lease for a bedroom. In a 4 bedroom apartment there will be 4 leases with the 4 tenants sharing certain utility expenses and have shared use of the kitchen and living room. Most 4 bedroom apartments have 2 baths. In addition, the living room/kitchen area is smaller than in older designs. There simply is not the space available for large parties. The independent bedroom leases create more of a sense of private control and responsibility. The space is more restrictive and limits the number of guests. Purposeful management also creates more controls. Management does not allow a “large party” culture to develop within the property. It is not an allowed incidental use of the property. Lease terms also limit the number of occupants in an apartment.

Public Benefit. There are substantial public benefits from the Dunnhill PUD. Public benefits are not necessarily measured in dollars.

Surface level parking lots Existing Dunnhill is an antiquated site development with largely perimeter parking. There are aesthetic objections to the surface lot. There is surface coverage area objection. Surface level lots are a limited and therefore often an under-utilization of a finite resource—real estate. More efficient and productive use coupled with reduction in the size of surface lots and the aesthetic improvement of housing parking in a garage is a responsible use of the finite resource and is a public benefit.

Renovation. Dunnhill is an established and fully functioning student housing property. “Business as usual” is certainly a possibility to simply continue with Dunnhill as it is. However, the structures are older. The structures could generously be characterized as tired or worn out. Replacing existing housing stock comes at a price. It is a 100% loss of revenue for 15 – 18 months of construction time. But, new construction will ensure a modern design and exterior façade consistent with UDO design guidelines.

Density. The proposed PUD density is higher than the current zone. It is lower than the CD overlay would allow. However, there is well documented sentiment to limit the

continual increase of student purposed housing in the CD zone. The demand for additional student purposed housing is expected to increase in the next several years and perhaps longer. The Dunnhill PUD moves the student purposed housing adjacent to the university at a location that takes advantage of easy access to bus transportation and concentrates traffic on non-neighborhood streets and in close proximity to S.R 45/46 By-pass – a major transportation corridor. It is a public benefit to create higher density student purposed housing at this location. Proximity to the bus system allows for much of the tenant parking to be storage parking. Tenants will not drive to campus from a more remote location. Cars will not be needed on a daily basis for travel to campus.

Environmental Considerations. The new construction will incorporate energy efficiencies not present in the existing apartment buildings—materials, insulation, energy – efficient appliances, on-site recycling.

Project Components—Benefits to the Project and the Public.

There are components of the PUD that benefit the project, but also inherently provide public benefits:

1. Best in class replacement of buildings that are currently underutilized and visually unappealing;
2. Internalization and concealment of parking replacing a currently exposed, unsightly, large asphalt surface lot around the right of way perimeter;
3. Pedestrian and bicycle connectivity beyond just the apartment tenants contributing to the City bicycle program and indirectly reducing demand for vehicle use;
4. The new construction presents substantial improvement in life safety, ADA compliance and security systems;
5. The PUD may prove to be a catalyst for redevelopment of other properties raising the bar on life safety and security components and internalization of tenant activity;
6. The retail component may be a community resource and is not likely to ever develop as a stand-alone use.

Parking. The PUD plan proposes maximum parking allowed on site. Dunnhill Apartments presently has surface level parking at .88 per bed. Parking has been adequate for tenants, guests and management personnel. The PUD plan includes 540 spaces in the parking garage; a minimum of 46 surfaces level spaces on Parcels B and C and recognizes 42 on-street parking spaces adjacent to Dunnhill. The surface level spaces will vary based on change from townhome apartments to a commercial/restaurant building.

Garage Traffic Flow. 17th Street garage entrance will be restricted to right in/right out traffic.

Commercial/retail Space. The PUD plan has been modified to increase the commitment for non-residential space from 13,000 to 17,000 – 20,000 square feet. All space will be on the Dunn St. Frontage. On Parcel B 4 proposed townhomes (16 beds) will be replaced with 4,000 – 6,000 square of commercial building. Petitioner continues to market the property to locate a restaurant tenant for the commercial building on Parcel B. Petitioner commits to a minimum of 4,000

square feet of commercial use. The remaining non-residential space will include leasing office use and tenant amenity space. However, a part of the remaining space, estimated at 6,000 square feet, will be convertible to retail/commercial space. Petitioner has made overtures to attract an apparent outlet. The amenity space will be used as such because it is available. It will be non-income producing space initially. However, the opportunity to convert 6,000 square feet of space from under-utilized space to a commercial tenant and therefore income-producing space certainly is an incentive for Petitioner to attract a retail user.

Michael L. Carmin
Attorney for Petitioner

ZONING COMMITMENT

WHEREAS, Indiana Code § 36-7-4-1512(a)(3) allows the owner of real property to make a written commitment as part of its request to adopt a PUD district ordinance; and

WHEREAS, when a property owner provides a written commitment as part of its request to adopt a PUD district ordinance, the written commitment is required to comply with the provisions of Indiana Code § 36-7-4-1015; and

WHEREAS, [redacted], (“Owner”) is the owner of the properties located at 304, 307, 308 and 318 E 18th St; 405 E 17th St; E 19th St; N Dunn St; 1405 N Dunn St; and 1400 N Grant St (“the Property”); and

Commented [m1]: The properties are currently owned by two different entities. Assuming the overall project is approved the properties will be transferred into one ownership under a newly established LLC.

WHEREAS, Owner has petitioned the City of Bloomington Plan Commission and Common Council to rezone the Property to a PUD (PUD # 14-16 and Ordinance 16-20); and

WHEREAS, If the Owner’s petition for a PUD of the Property is granted, it will increase the overall bedroom count on the Property from 328 bedrooms to 746 bedrooms; and

WHEREAS, The Owner recognizes that enlarging the overall number of bedrooms on the Property by 418 is a significant increase in the overall number of bedrooms in the Bloomington community, but because of the location of the Property lessens the likelihood the bedrooms will be occupied by non-University students; and

WHEREAS, Owner respects and appreciates that the City of Bloomington’s intent in creating PUD’s, as outlined in Bloomington Municipal Code § 20.04.010, includes the following: to reflect the policies outlined in the City’s Growth Policies Plan; and to provide a public benefit that would not occur without deviation from the standards of the Unified Development Ordinance; and

WHEREAS, Owner believes that the Growth Policies Plan (“the Plan”), in part, states a desire and intent of the City of Bloomington to promote and encourage affordable housing; and

WHEREAS, Owner recognizes that the Plan provides that when public monies are being spent on infrastructure projects associated with a private development, it is appropriate for affordable housing to be linked with said projects; and

WHEREAS, Owner’s proposed PUD will contribute to the City’s overall need to make an investment of public monies into the redevelopment of adjacent roads, intersections, and sidewalks; and

WHEREAS, Owner recognizes that the Plan further provides that part of enhancing Bloomington’s neighborhoods and in developing new neighborhoods includes the encouragement and establishment of affordable housing; and

WHEREAS, Owner recognizes that it can assist the City in its goal of developing affordable housing by providing the City with a financial commitment; and

NOW THEREFORE, in recognition of its ability to voluntarily provide a written commitment under Indiana Code § 36-7-4-1512(a)(3) as part of its petition to have a PUD established for the Property, the Owner hereby voluntarily provides and records this Zoning Commitment in connection with PUD #14-16 and Ordinance #16-20 for the Property.

1. Legal Description for the Property.
2. Binding. This written commitment is binding on the owner of the Property. Upon the written commitment being recorded in the office of the Monroe County Recorder, this written commitment shall be binding on any subsequent owner or any other person who acquires an interest in the Property.

Commented [m2]: Upon the overall project being approved a comprehensive and complete legal description will be prepared and provided herein.

Personally appeared before me, a Notary Public in and for said County and State, _____, Owner who acknowledged execution of the above and foregoing instrument to be his or her voluntary act and deed.

WITNESS my hand and Notarial Seal this _____ day of _____, 2016.

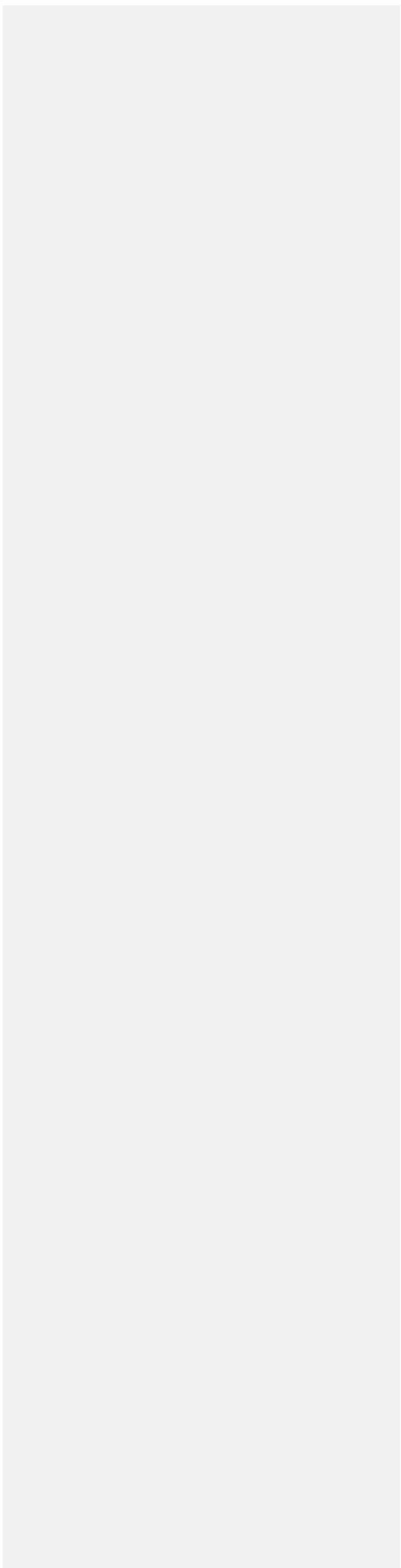
Printed Name of Notary Public

Signature of Notary Public

My Commission Expires:

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law. Michael L. Carmin.

This instrument approved by Michael L. Carmin, Attorney at Law, CARMINPARKER, PC, P.O. Box 2639, 116 West 6th Street, Suite 200, Bloomington, Indiana 47404.



Dunn Hill Student Housing - Bloomington, IN
**Conceptual Site Plan -
Exhibits**

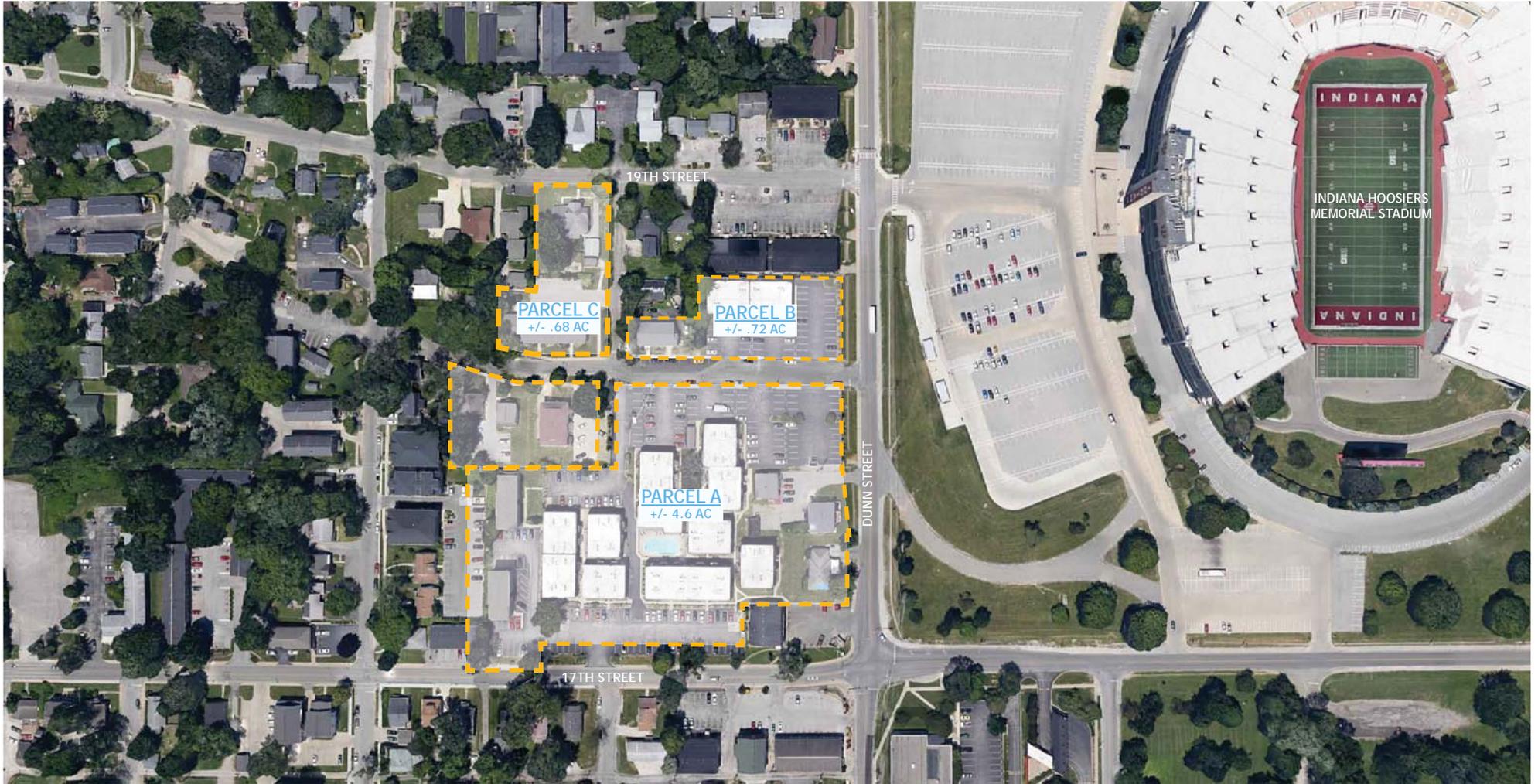
JULY 25, 2016

A RESIDENTIAL COMMUNITY DEVELOPED BY:
CA VENTURES IN A JOINT VENTURE WITH REGENCY APARTMENTS

NILES BOLTON ASSOCIATES

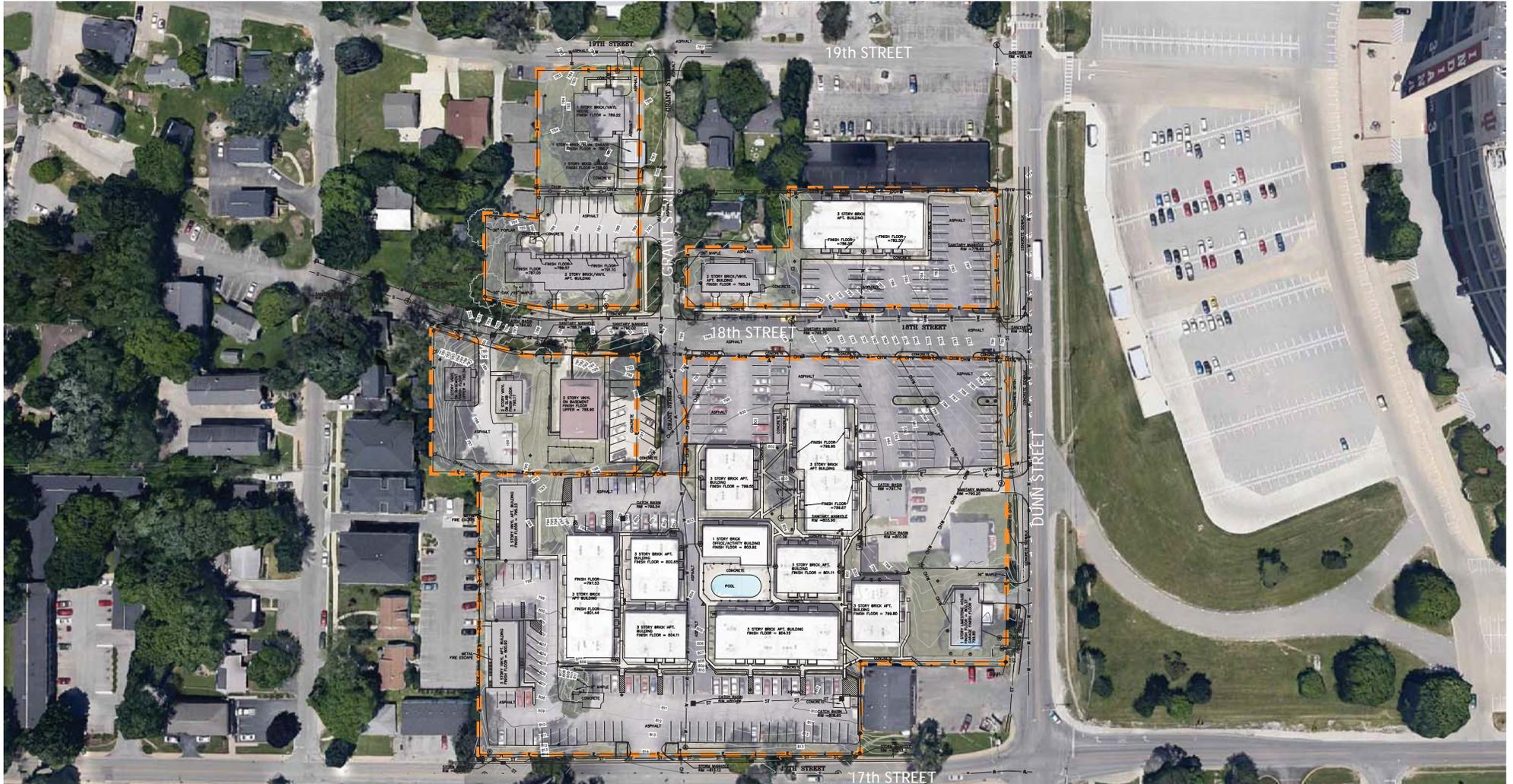
Context Map

Dunn Hill Student Housing - Bloomington, IN



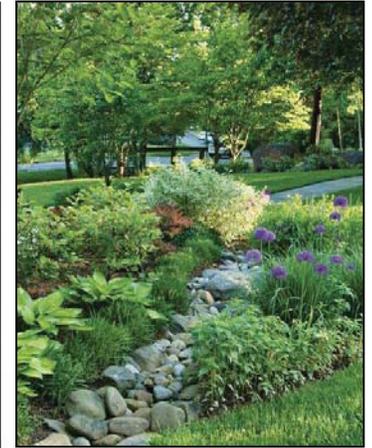
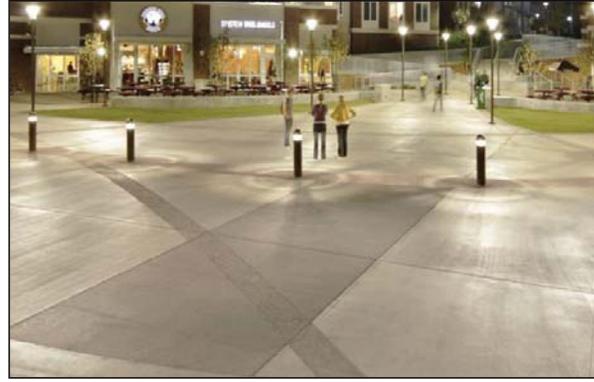
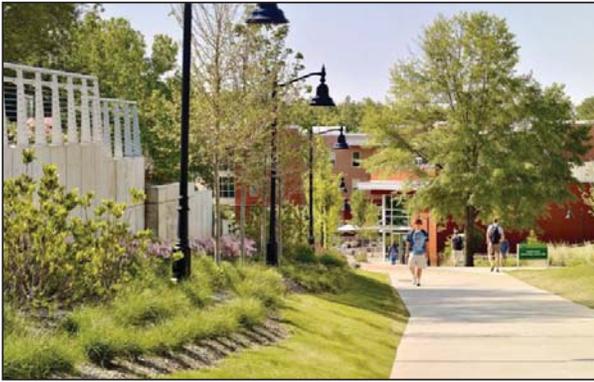
Existing Survey

Dunn Hill Student Housing - Bloomington, IN



Greenbelt Vignette

Dunn Hill Student Housing - Bloomington, IN



Elevation Views

Dunn Hill Student Housing - Bloomington, IN



Building 100 - 18th Street Elevation



Building 100 - Dunn Street Elevation

Not To Scale - Dimensions for Reference Only

Elevation Views

Dunn Hill Student Housing - Bloomington, IN



Retail - Dunn Street Elevation



Townhome - Typical Elevation

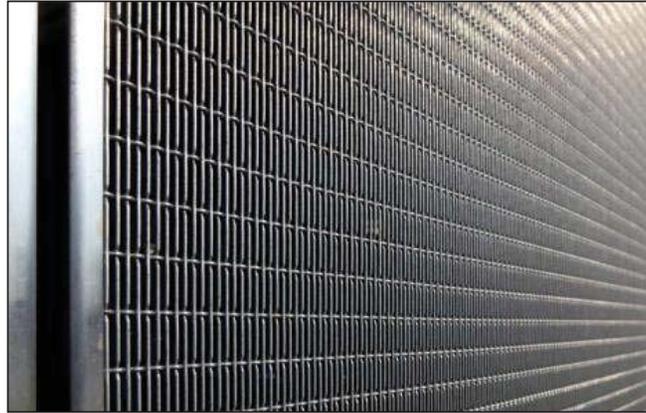


Building 200 - 17th Street Elevation

Not To Scale

Elevation Views

Dunn Hill Student Housing - Bloomington, IN

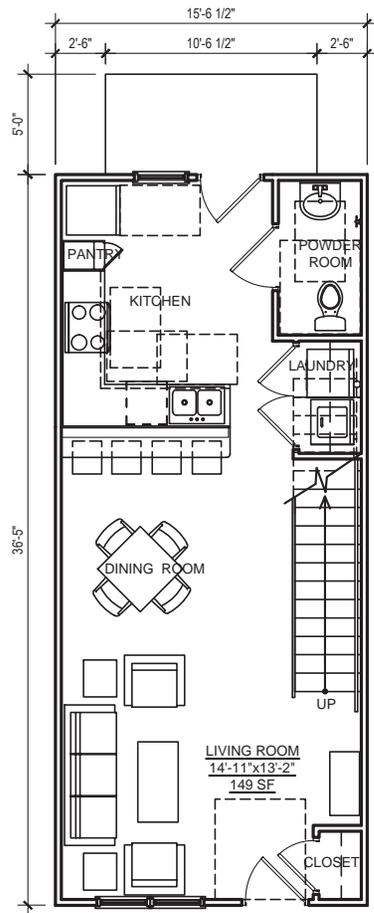


Building 200 - West Elevation

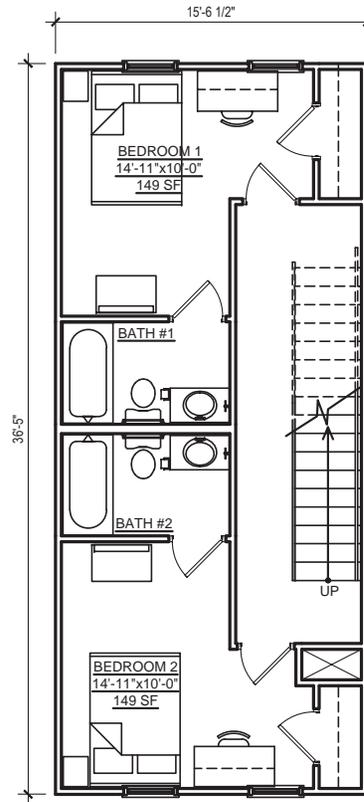
Not To Scale

Proposed Townhome Plans

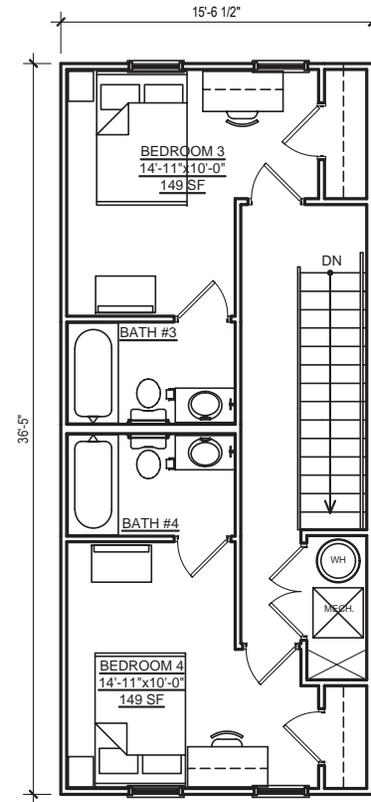
Dunn Hill Student Housing - Bloomington, IN



Level 1
566 SF - Heated



Level 2
566 SF - Heated



Level 3
566 SF - Heated

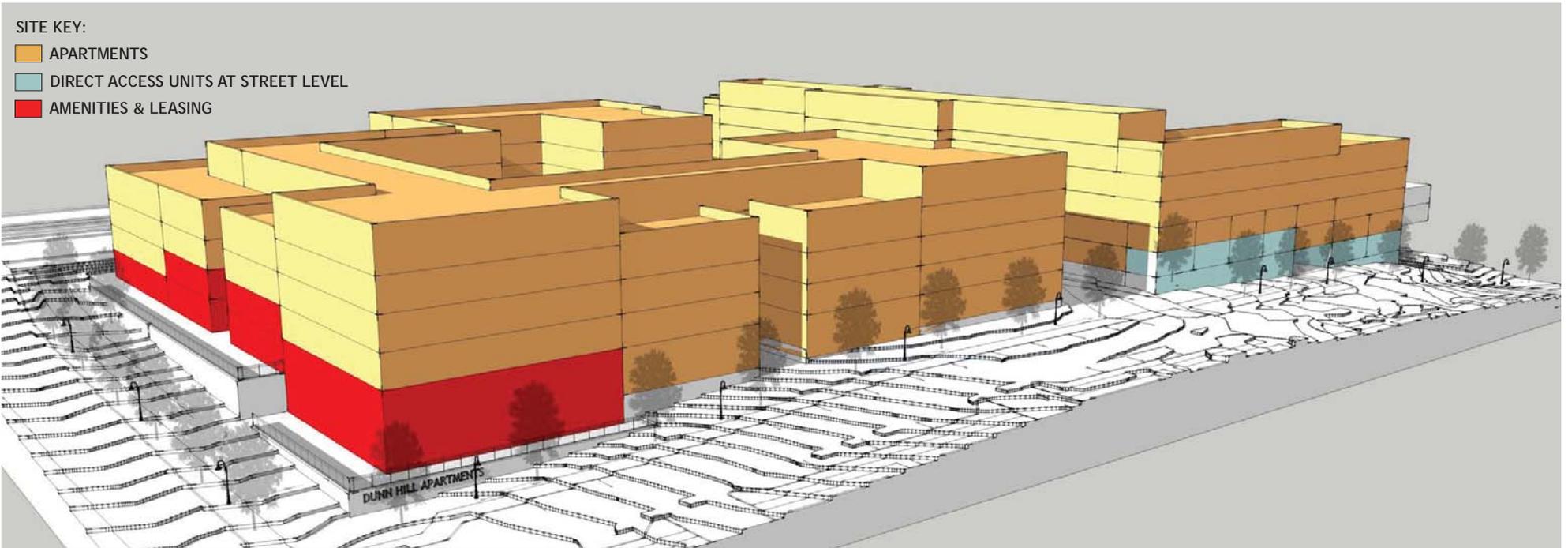
Not To Scale

Massing Model - Perspective View

Dunn Hill Student Housing - Bloomington, IN



- SITE KEY:
- APARTMENTS
 - DIRECT ACCESS UNITS AT STREET LEVEL
 - AMENITIES & LEASING





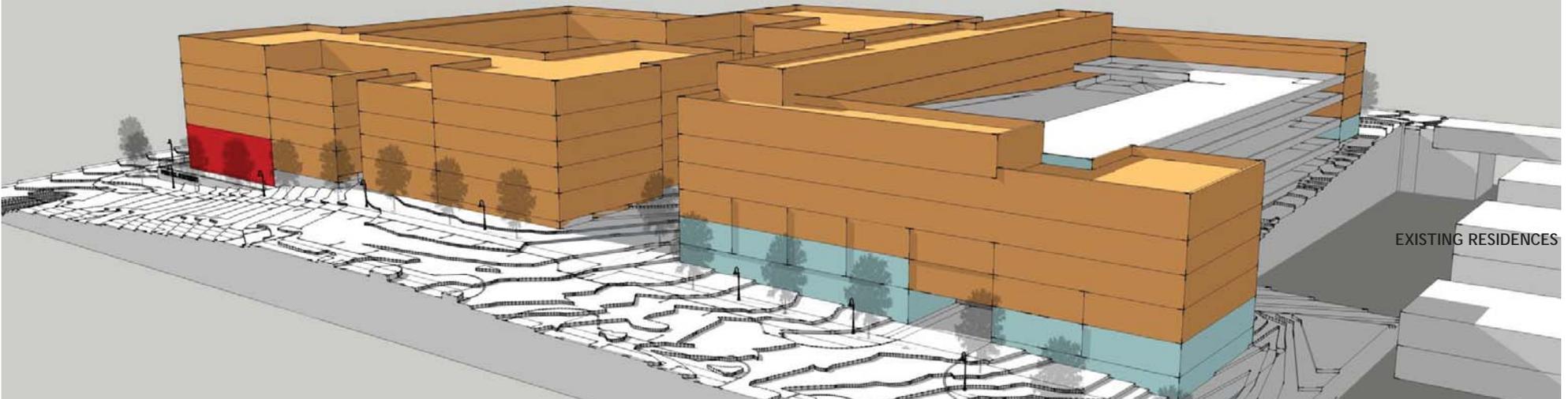
Massing Model - Perspective View

Dunn Hill Student Housing - Bloomington, IN



SITE KEY:

- APARTMENTS
- DIRECT ACCESS UNITS AT STREET LEVEL
- AMENITIES & LEASING



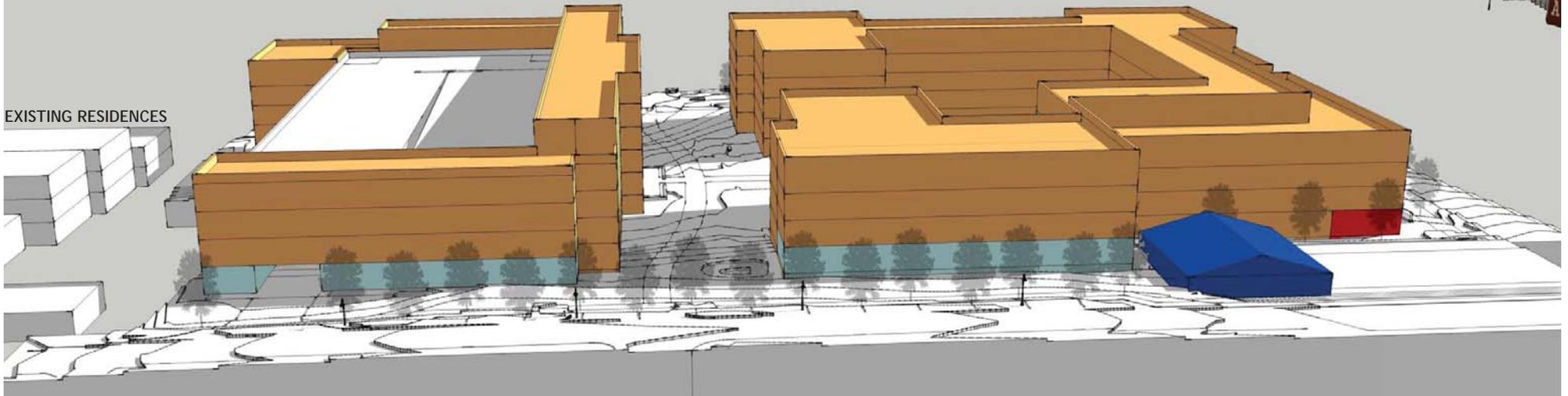


Massing Model - Perspective View

Dunn Hill Student Housing - Bloomington, IN



- SITE KEY:
- APARTMENTS
 - DIRECT ACCESS UNITS
 - RETAIL & AMENITIES
 - CONVENIENT STORE



Massing Model - Perspective View

Dunn Hill Student Housing - Bloomington, IN



- SITE KEY:
- APARTMENTS
 - DIRECT ACCESS UNITS
 - RETAIL & AMENITIES
 - CONVENIENT STORE





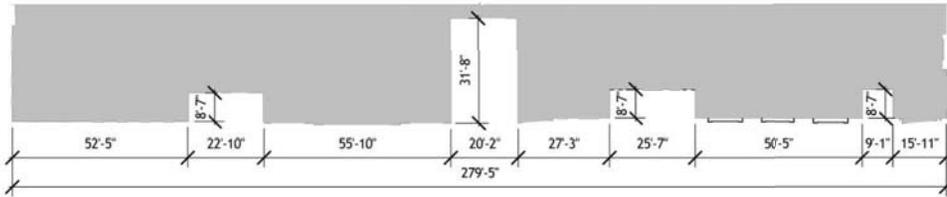
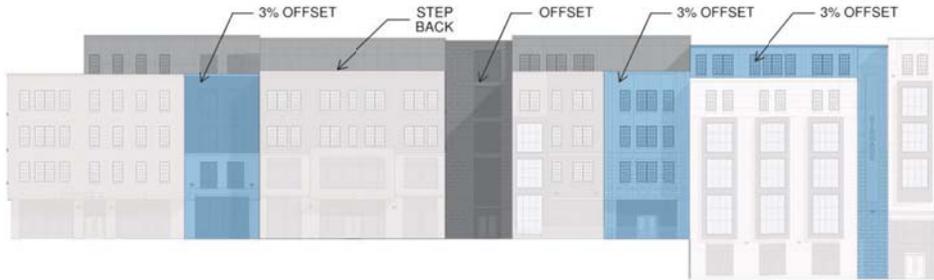
Dunn Hill Student Housing - Bloomington, IN



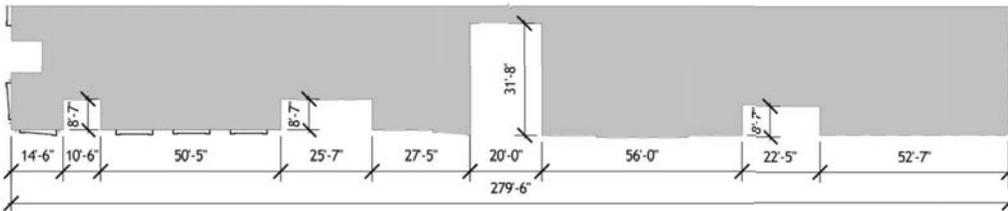
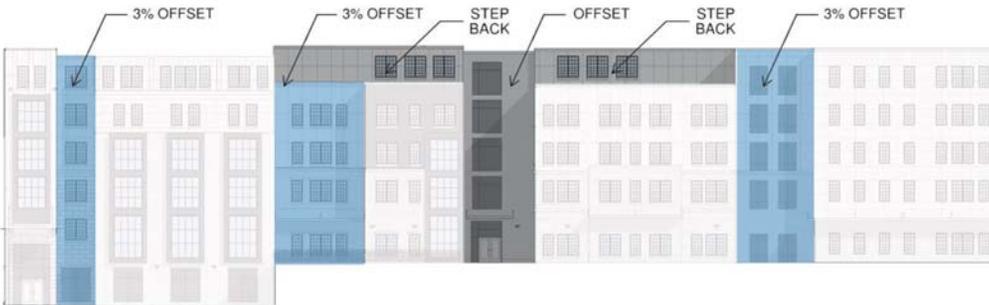
Facade Modulation Diagrams

Dunn Hill Student Housing - Bloomington, IN

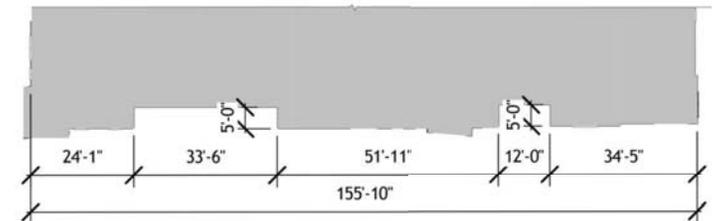
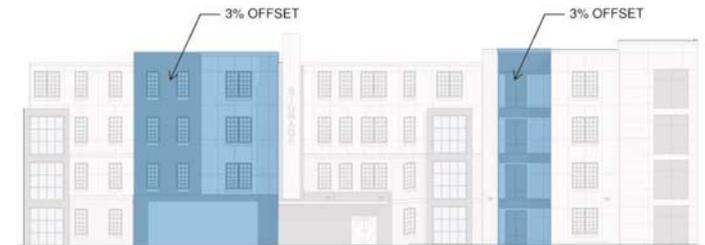
UFC Section 20.03.130 / c.1.A-B & c.3.A-B
 Façade module offset depth of 3% of the total façade length. Maximum length per section is 65ft.



Building 100 - Dunn Street Elevation

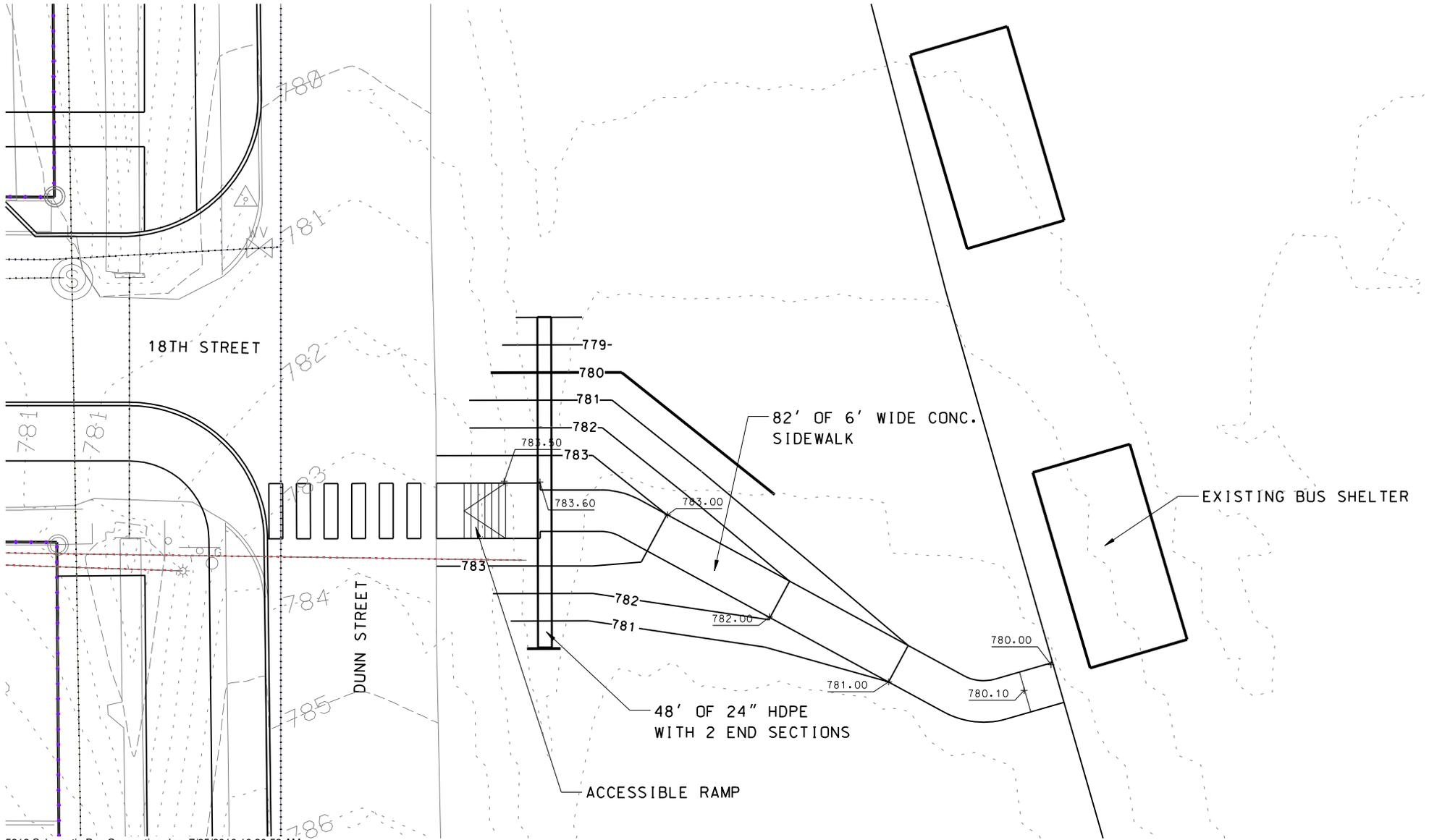


Building 100 - 18th Street Elevation



Building 200 - 17th Street Elevation

Diagrams Not To Scale. Dimensions shown for reference only.



Parking Capabilities

Façades, Solar Shading, Screening, Security, Ventilation, Headlight Attenuation, Branding

For more information

David Zeitlin, Sales Manager

[CONTACT US](#)

1.866.806.2385 sales@cambridgearchitectural.com

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Terminal A, Dallas/Fort Worth International Airport

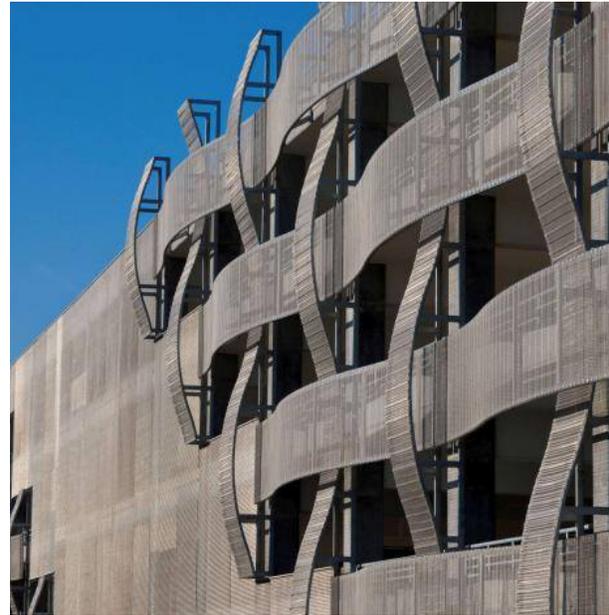
Patterns with varying open areas combine to enhance the 7,700-space parkade serving American Airlines passengers. At night, the mesh's reflective characteristics showcase a decorative lighting system that accentuates the structure's curve.

Mesh Patterns: Pelican and Scale

Cincinnati Children's Hospital

Intersecting longitudinal and latitudinal curved mesh creates an innovative basket weave façade befitting the world-class institution. The openness ratio provides fall protection but allows for views into the well-lit garage.

Mesh Patterns: Mid-Balance and Stripe



Lane Avenue Parking Garage, The Ohio State University

Tensioned mesh appears to float weightlessly on the façade of the 1,400-space facility. Its transparency creates a visually lightweight and dramatically textured surface by day, while reflecting warm hues from LED lighting at night.

Mesh Pattern: Mid-Balance



Palliser Square, Calgary, Alberta

Cascading metal fabric veils an older pre-cast parking structure to complement new office tower construction in the central business district. The maintenance-free material holds up to the city's harsh winter weather.

Mesh Patterns: Mid-Balance, Shade, Stripe



Introducing: Hudson for Parkades An Economical Alternative

With an open area of 85%, our Hudson architectural mesh system provides a high level of ventilation with a flat wire thickness capable of screening indirect sunlight and exterior views. Competitively priced with perforated metal systems. Easy to install.

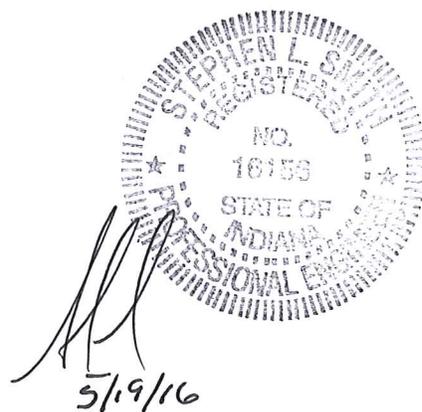
SMITH BREHOB & ASSOC., INC.

Traffic and Transportation Study

Dunn Hill Student Housing

Stephen Smith

5/19/2016



This study examines the existing transportation network serving the Dunn Hill Apartment Project at 17th and Dunn Street in Bloomington and the impacts resulting from reconstruction of that project from 328 bedrooms to 696 bedrooms.

Traffic and Transportation Study
Dunn Hill Student Housing
Regency Management

Introduction

Regency Management is proposing to remove their existing Dunn Hill apartment complex and rebuild with a new, larger project that better meets the needs of today's students. This study reviews the anticipated traffic generated by the project and its impact on the surrounding street network. The study also reviews other modes of transportation used by students including transit, pedestrian and bicycle travel.

Executive Summary

The primary destination of the residents of the existing and proposed Dunn Hill project is the IU campus. IU Bus has a stop at the stadium, across the street from Dunn Hill that is the primary mode of transportation for the Dunn Hill residents. The vehicle trip generation rate from Dunn Hill is very small with the increase in units expected to add 1% to 4% to the surrounding street network during the afternoon peak hours. Most vehicles in Dunn Hill stay parked while the residents take the bus to campus. The intersection of Dunn and 17th Streets operates at a level of service B both before and after the project.

Left turns entering the proposed garage may cause some delay to through traffic. This delay can be accepted or the entry can be designed to prohibit left turns in from 17th Street.

There is an expectation that students also walk and bike to campus. There are some missing links in the pedestrian and bicycle network. The most significant is a connection along 17th Street to the new Woodlawn Avenue and its pedestrian and bike accommodations.

There is a heavily used dirt path from Dunn Street to the south end of the Stadium bus stop; it may get a little messy in the wet and snowy months.

The Project

The existing site and the proposed project are at the northwest corner of 17th and Dunn Street as shown on the attached preliminary plan. Parcel A lies between 17th and 18th streets and includes several buildings with 600 bedrooms and a parking garage with 490 parking spaces and 100 bicycle spaces. Parcels C and D are north of 18th Street and have 96 bedrooms. 5,000 sf of retail space is proposed on the Dunn Street frontage.

The existing Dunn Hill apartment complex has 328 bedrooms and occupies the same area as the proposed project. There are existing surface parking lots that access both 17th and 18th Street.

The existing complex and the proposed project are designed and primarily occupied by Indiana University students.

Travel Characteristics and Trip Generation Study

The student occupancy, location convenient to campus and campus transportation make the traffic patterns generated by this complex and also the traffic patterns on the adjacent streets different than a typical apartment complex and urban streets.

- Most students use the IU shuttle located at the stadium to get to and from campus
- Students in this complex walk to the shuttle stop at the stadium
- The neighborhood of which this complex is a part is predominately students with similar travel patterns
- The neighborhood is within easy walking distance to many IU facilities making walking a second transportation method.
- Bicycling is another reasonable option for travel to campus. Though little or no bicycle use was observed during our on-site observations noted later in this study.
- Many residents park their cars in the lots of Dunn Hill but they don't drive them for their daily trip to campus, resulting in a low trip generation rate.
- The traffic on 17th Street and on Dunn Street does not have a typical distribution through the day. There is no early morning peak hour. The morning peak hour is 11 am to 12 pm. The traffic increases over the course of the day with the peak volumes in the late afternoon.

The factors described above made it clear that the typical trip generation rates for apartments in the ITE Trip Generation manual and database would not apply to this situation. The expectation is a lower generation rate and a different distribution through the day.

Traffic counts of projects with similar characteristics were made. The trip generation of the existing Dunn Hill complex is the best predictor of trip generation from the proposed project. To get some backup data, the Brownstone project on 14th Street was also observed. Counts were made at the 17th Street parking entrance and the 18th Street parking entrances to the Dunhill complex and at the 14th Street entrances to the Brownstone complex. Counts were done from 7:30 am until 9:00 am and also from 4:45 pm until 6:15 pm. The data is shown on the attached "Trip Generation Study".

Trip generation rates were derived from the observations. The morning peak rate including both inbound and outbound trips was 0.065 trips per bedroom. The ITE rate for an apartment complex is 0.28 trips per bedroom. This is consistent with the expectation that this complex really does not have a typical morning peak hour. This pattern can also be seen on the 17th Street 48 hour count referenced in the "Surrounding Street Network" section of this study.

The afternoon rate of 0.13 for inbound compares with the ITE rate of 0.26. The outbound rate observed was 0.13 and compares with the ITE rate of 0.14. These observed trip generation rates are used to project trips from the new Dunn Hill project.

Trip Generation

The number of trips expected to be generated by the proposed Dunn Hill project and those currently generated by the existing project can be computed by applying the trip generation rates to the number of bedrooms. See the attached “Trip Generation” spreadsheet. The PM peak hour is reviewed because that is when the highest volume of traffic is expected on the surrounding street network and it is also near the highest generated by the project. Key data include;

- The existing Dunn Hill generates 43 inbound and 43 outbound trips during the pm peak hour.
- The proposed Dunn Hill project will generate 91 inbound and 91 outbound trips in the pm peak hour.

No trip generation is added for the 5,000 sf of retail. No parking is provided for the retail and it is assumed that customers walk to the facility. The retail is being put in the project to serve the residents of the project and the surrounding neighborhood.

Trip Distribution

The PM peak hour trips generated by the proposed project are distributed to the surrounding roadways in the attached spreadsheet “Trip Distribution”. Trips are distributed to 18th Street and to 17th Street on a percentage basis. The only unique element in the distribution is the assumption that trips turning out of the garage and left onto 17th street will experience delays; so a large percentage of those trips are assumed to exit to 18th Street rather than experience the delay. The spreadsheet shows the total trips generated and also shows the “new trips” generated by the change from the existing Dunn Hill to the new Dunn Hill complex.

Surrounding Street Network

- SR 45/46 Bypass and College/Walnut One Way Pair. These streets are the primary arterials in the neighborhood. They are in good condition and operate at a reasonable level of service. This project will have almost no impact on these arterials.
- 17th Street. This secondary arterial street directly serves the project. A count done in May of 2013 between Lincoln and Grant Streets provided by the City shows an ADT of 9880 and a PM peak hour of 792. 17th Street is a two lane road with auxiliary lanes at key intersections. The count shows the distribution through the day that starts low in the morning and gradually increases to a peak in the late afternoon and then slowly decreases. There is no early morning peak and the afternoon peak is lower than normal for an ADT of 9880. A typical daily distribution would have about 1100 pm peak hour

count versus the 792 in the count. 17th Street is busy but operates well in part because of the daily distribution of the traffic and the auxiliary lanes.

- Access to the 490 space garage is proposed at both 17th Street and 18th Street. The trip generation assumes that 70% of inbound traffic will enter from 17th Street as a free flow in movement. The left turn out of the garage will experience some delay so it is assumed that only 50% of the peak hour exiting traffic uses 17th Street and only 25% of that traffic turns left. A two way stop analysis shows 17th Street flowing smoothly but an 18 second delay for vehicles exiting to the left and an 11 second delay for vehicles going right. That analysis is attached. The volume of left turns into the garage from 17th Street in the PM peak hour is 27. That volume along with opposing traffic of 453 meets the typical warrant for a left turn lane. Refer to the attached Figure 5-21 “Suggested Warrants for Isolated Left Turn Bays” from the Institute of Transportation Engineers Transportation and Land Development 2nd Edition. There are physical constraints to adding a left turn lane in 17th Street that would be difficult to overcome. The computer analysis shows no significant delays on 17th Street but the warrant for a left turn is clearly met. The warrant is meant to minimize potential delays and a left turn lane would do that. There are two reasonable solutions that could be employed;
 - Allow the left turn movement from the two lane 17th Street and accept whatever delays are incurred. Some delay will be experienced during peak periods.
 - Do not allow left turns into the garage from 17th Street. Traffic would need to take a more circuitous route to get into the garage.
- Dunn Street. Dunn Street is a secondary arterial on the thoroughfare plan. That plan shows Dunn Street crossing the railroad south of 14th Street and serving as a one way pair with Indiana. That crossing has not been completed and is not planned for the near future. Dunn Street is functioning more like a secondary collector. A November 2014 count provided by the City between 14th and 15th Streets showed an ADT of 3037. That is a secondary collector traffic volume.
- 18th Street. 18th Street is a local street with a low traffic volume. No recent counts are available but observation of the street when the trip generation counts were done confirms a low volume.
- 17th and Dunn Intersection. An intersection count was performed by the City on 10/17/12 and another by Smith Brehob staff on 4/27/16. These counts are included here. Total volume in the pm peak hour for the 2012 count was 1361 and 1313 for the 2016 count. The counts show heavy through movements. The counts show a heavy south bound left off of Dunn Street with buses for which there is an independent left turn lane. The counts show a heavy west bound right turn off of 17th Street with buses for which there is an independent right turn lane.
 - A capacity analysis was done on the intersection using the 2016 PM peak hour counts and Synchro 9 software (copy attached). That analysis showed a level of service B with 10.5 second intersection delay assuming a 50 second cycle and a pre-timed signal. Individual movements showed levels of service A and B.

- The new traffic was added to the volumes and the intersection analysis was done again with all other parameters remaining constant. The result was the same intersection level of service of B with 10.6 second intersection delay.

The trip distribution shows that a very modest number of new trips are being added to 17th Street; in the range of 20 in the pm peak hour. The count shows 792 existing trips in the peak hour on 17th Street. This is about 2.5% increase.

The trip distribution also shows about 20 new trips in the 17th and Dunn intersection in the pm peak hour. The most recent count shows 1313 trips in the intersection in the pm peak hour. This represents about 1.5% increase.

Transit

- IU Bus. The IU bus system runs two routes (A route and X route) thru the Stadium bus stop. The A Route circles the campus on 10th, Jordan, 3rd, Indiana and Woodlawn and runs about every 12 minutes during class periods. The X Route goes directly to the IU Auditorium and runs about every 10 minutes during class periods. **These IU buses are the primary source of transportation for current and future residents of Dunn Hill.** While there was a very low car trip generation from Dunn Hill during the recent counts, there was a steady flow of pedestrians to and from the stadium bus stop.
- Bloomington Transit. Bloomington Transit Route 1 N goes through the 17th and Dunn intersection hourly. This bus does not meet the everyday needs of most of the students but it does go through the campus and then on to downtown Bloomington and then as far north as Bloomington High School North and can meet other resident needs.

Pedestrian and Bicycle

It is intuitive that this area would have a steady flow of walkers and cyclists to and from campus. No specific pedestrian and bicycle counts were made, but while the vehicle trip counts were being made, the only pedestrians coming and going from Dunhill went to the bus stop. No bicycles were observed coming or going from Dunhill. Caution that this was not a bike and pedestrian count or study, just an observation while the vehicle counts were being made.

Sidewalks. There is a relatively good grid of streets between the Dunhill site and the campus but there are a few missing sections. The missing or problematic sections include;

- Dunn Street west side 15th to 16th Street no sidewalk
- Dunn Street east side north of 17th Street no sidewalk
- 17th Street east of Dunn has just a small amount of sidewalk with mostly shoulders, Indiana to Fess on the south side is a 1' wide dirt path.

The recently completed section of Woodlawn Avenue and the Section being completed this year will provide excellent pedestrian and bike accommodation to campus from 17th Street. Accommodations along 17th Street need to be improved.

The City Bicycle and Pedestrian Plan Recommends future improvements to the 17th Street corridor.

Bicycle. There are few if any marked bike lanes, paths or routes between Dunhill and the IU campus. Fess Avenue provides a good bike route because it is very low volume and has a railroad underpass. The 17th Street improvements recommended by the City Bike and Pedestrian Study would provide good connection to Woodlawn Avenue.

Accidents.

City of Bloomington Planning and Transportation Department provided accident summaries for 17th Street from Lincoln to Dunn Streets. The accidents are shown on intersection accident diagrams for 17th and Dunn and 17th and Lincoln (attached).

The 17th and Lincoln has a variety of accidents over the four year period that was reported with no particular trend or issue.

At 17th and Dunn, 7 of the 12 accidents shown for the three year period involved eastbound left turn vehicles. This pattern may warrant additional investigation.

The volume of traffic that the Dunn Hill project adds will not have a significant effect on the accidents on these streets and intersections.

Exhibits

- Dunn Hill Site Plan
- Trip Generation Study
- Trip Generation
- Trip Distribution
- Trip Distribution Parcel A %
- Trip Distribution Parcel A
- Trip Distribution Parcel B and C %
- Trip Distribution Parcel B and C
- Trip Distribution Total
- 17th & Dunn Analysis Existing
- 17th & Dunn Analysis Proposed
- Synchro Garage Entrance Analysis
- Figure 5-21 Warrants for Isolated Left Turn Bays

Attachments

- City Count Dunn Street
- City Count 17th Street
- City Count 17th and Dunn Intersection

SBA Count 17th and Dunn Intersection
17th and Dunn Intersection Summary
City Master Thoroughfare Plan
IU Campus Bus Route Map
BT 1 North Route Map and Schedule
City Bicycle and Pedestrian Plan, Medium Priority Network
Accident Diagram 17th and Dunn
Accident Diagram 17th and Lincoln

Overall Site Plan - Green Belt Scheme

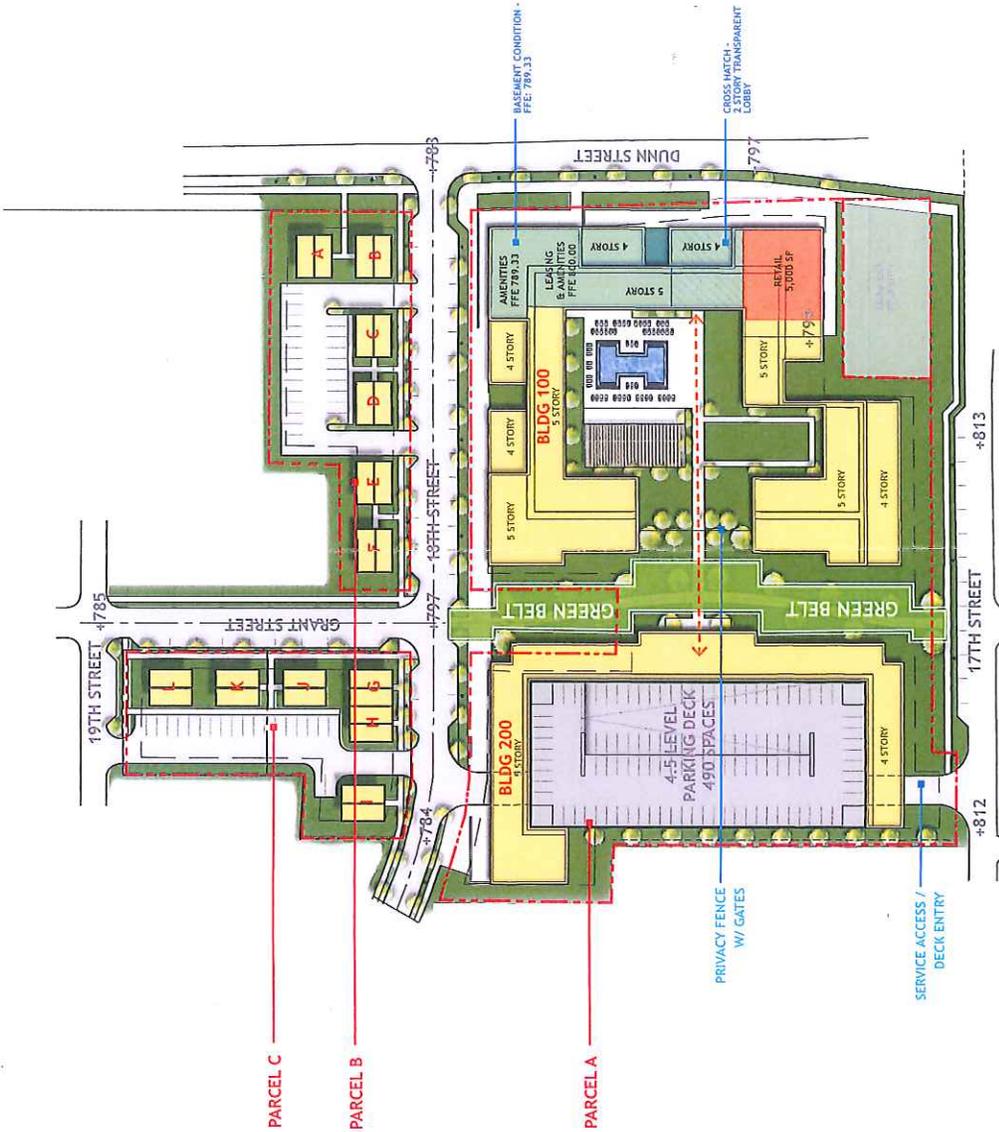
Dunn Hill Student Housing - Bloomington, IN

SITE AREAS (5 STORY)

RESIDENTIAL:	BUILDING 100: 278,084 GSF (400 BEDS)
LEVEL 1: 38,896 GSF	LEVEL 2: 38,896 GSF
LEVEL 3-4: 52,396 GSF	LEVEL 5: 40,000 GSF
BUILDING 200: 111,720 GSF (200 BEDS)	
LEVEL 1-5: 22,344 GSF	
RETAIL:	5,000 SF
LEASING / AMENITIES:	13,500 GSF
PARKING:	34,282 GSF / LEVEL (154,269 GSF)

SITE DATA

SITE AREA: +/- 5.95 ACRES
PARCEL A - BUILDING 100 - 4/5 STORY: 400 BEDS
BUILDING 200 - 5 STORY: 200 BEDS
TOTAL: 600 BEDS
PARCEL B
TOTAL: 12 UNITS
TOTAL: 48 BEDS
PARKING: 26 SURFACE SPACES
PARCEL C
TOTAL: 12 UNITS
TOTAL: 48 BEDS
PARKING: 21 SURFACE SPACES
PARKING: 490 DECK SPACES @ 4.5 LVLS* 47 SURFACE SPACES 537 TOTAL SPACES 0.72 SPACES PER BED
* INCLUDES STORAGE FOR 100 BICYCLES AND SERVICE ZONE IN PARKING STRUCTURE
** 61 ON-STREET PARKING SPACES INCLUDED IN SITE PLAN
*** ADDITIONAL BIKE PARKING PROVIDED THROUGHOUT STREETScape OF SITE
GRAND TOTAL TOTAL: 696 BEDS



Trip Generation Study

Traffic Count Summary
 Project 5212 Dunhill
 4/27/2016
 S Smith

Morning Peak Hour

Location	Brownstone	Dunhill South Lot	Dunhill North Lots
Spaces	222	76	148
Spaces/bed	0.8	0.8	0.8
Beds	277.5	95	185
Date	4/20/2016	4/19/2016	4/19/2016

Time	In		Out		In	Out
	In	Out	In	Out		
7:30	0	2	1	1	0	0
7:45	1	1	2	2	0	1
8:00	0	1	1	1	1	3
8:15	1	3	0	0	1	0
8:30	2	3	0	0	1	2
8:45	1	5	1	2	1	1

Peak Hour 4 12 4 4 4 6

Assumptions:

One bed per bedroom
 0.8 parking space per bedroom
 One person per bed

Trip Rate; 0.014 0.043 0.042 0.042 0.022 0.032

Average Rates

	In bound	Out bound	total	ITE Rates	Code 220	% of ITE
In bound	0.026	40%		20%	0.056	47%
Out bound	0.039	60%		80%	0.224	18%
total	0.065			0.28		23%

Notes and observations;

Most of the student residents are walking to the stadium park and ride to get to campus
 Several of the trips were for drop off or pick up; but if the cars entered the lot they were counted
 A couple of the afternoon trips were for food delivery; but if the cars entered the lot they were counted
 The AM rates are very low compared to ITE apartment rates; that is largely due to the convenience of the park and ride and many students do not leave in the morning
 The PM rates were also low compared to ITE due to park and ride but there was more activity in the PM than AM; generally students were up and moving around in the
 These observations support the premise that students often park and leave their cars and use other methods of transportation than the typical ITE code apartment dweller

Afternoon Peak Hour

Location	Brownstone	Dunhill South Lot	Dunhill North Lots
Spaces	222	76	148
Spaces/bed	0.8	0.8	0.8
Beds	277.5	95	185
Date	4/26/2016	4/19/2016	4/19/2016

Time	In		Out		In	Out
	In	Out	In	Out		
4:45	7	5	3	4	3	5
5:00	5	4	4	4	3	5
5:15	1	1	6	6	4	8
5:30	3	3	3	3	7	7
5:45	3	5	7	4	8	10
6:00	2	1	3	4	1	6

Peak Hour 16 13 20 17 21 31

Assumptions:

One bed per bedroom
 0.8 parking space per bedroom
 One person per bed

Trip Rate; 0.058 0.047 0.211 0.179 0.114 0.168

Average Rates

	In bound	Out bound	total	ITE Rates	Code 220	% of ITE
In bound	0.127	49%		65%	0.260	49%
Out bound	0.131	51%		35%	0.140	94%
total	0.258			0.40		65%

Trip Generation

Bedrooms

Existing	328
Proposed	696
Increase	368
% Increase	112%
% of Beds that are existing	47%
% of Beds that are new	53%

Generation Rates PM Peak Hour trips/bedroom

Inbound	0.13
Outbound	0.13

Trips

	Bedrooms	Inbound	Outbound
Existing Bedrooms/trips	328	42.6	42.6
New Bedrooms/trips	368	47.8	47.8
Total Bedrooms/trips	696	90.5	90.5

Trip Distribution

18th Street Bedrooms

		From		From east	
		west	east	South	north
Bedrooms	Inbound	30%	70%	50%	50%
	96	12.5	3.7	8.7	4.4
	new trips	53%	2.0	4.6	2.3

		To		To east	
		west	east	South	north
Bedrooms	Outbound	30%	70%	50%	50%
	96	12.5	3.7	8.7	4.4
	new trips	53%	2.0	4.6	2.3

Main Garage Area

		From		From South		From North	
		South	North	East	West	East	West
Bedrooms	Inbound	70%	30%	50%	50%	70%	30%
	600	78	54.6	23.4	27.3	27.3	16.4
	new trips	53%	28.9	12.4	14.4	14.4	8.7

		To		To South		To North	
		South	North	East	West	East	West
Bedrooms	Outbound	50%	50%	25%	75%	70%	30%
	600	78	39.0	39.0	9.8	29.3	27.3
	new trips	53%	20.6	20.6	5.2	15.5	14.4



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BLOOMINGTON, INDIANA

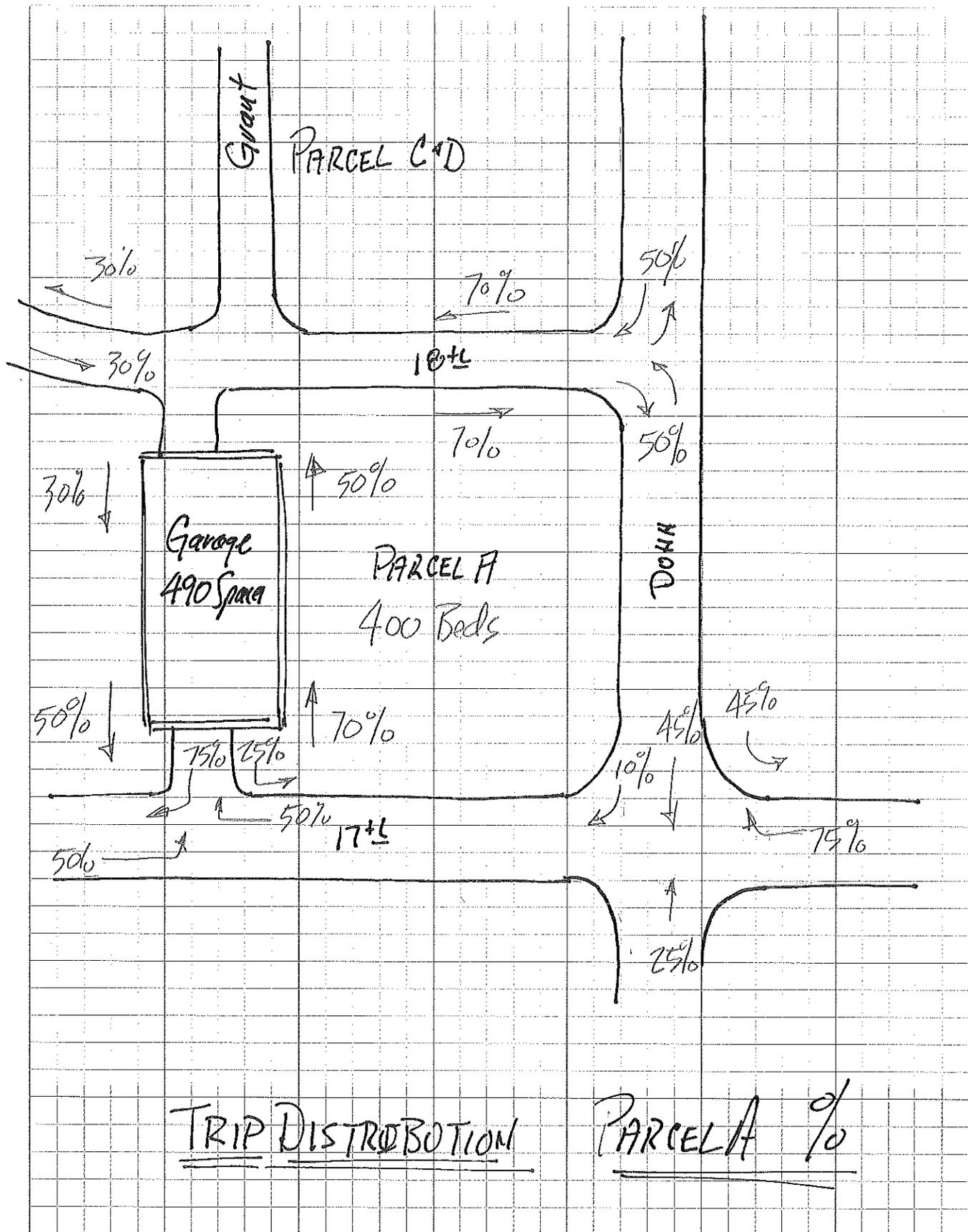
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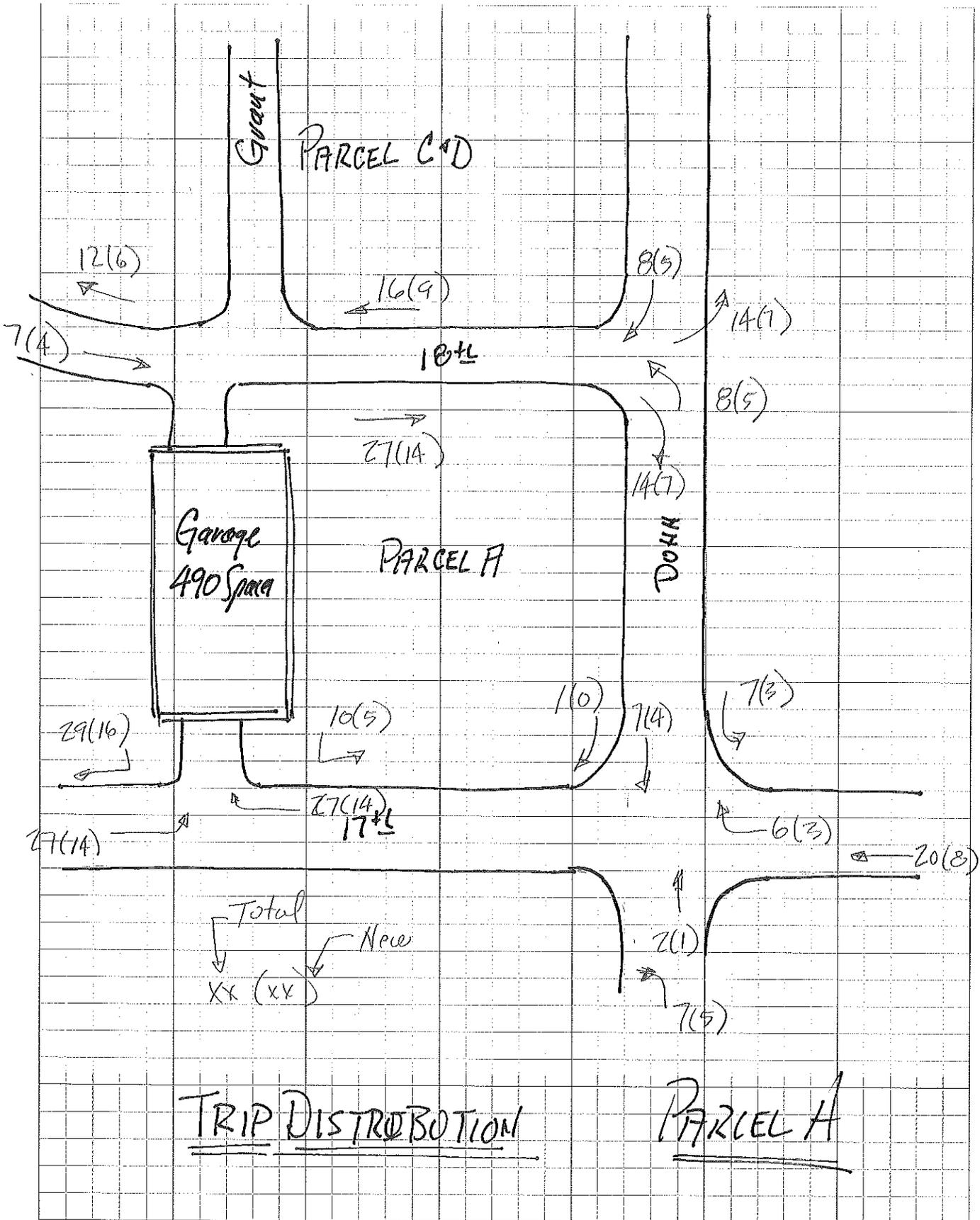
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Date _____ Sheet No. ____/____







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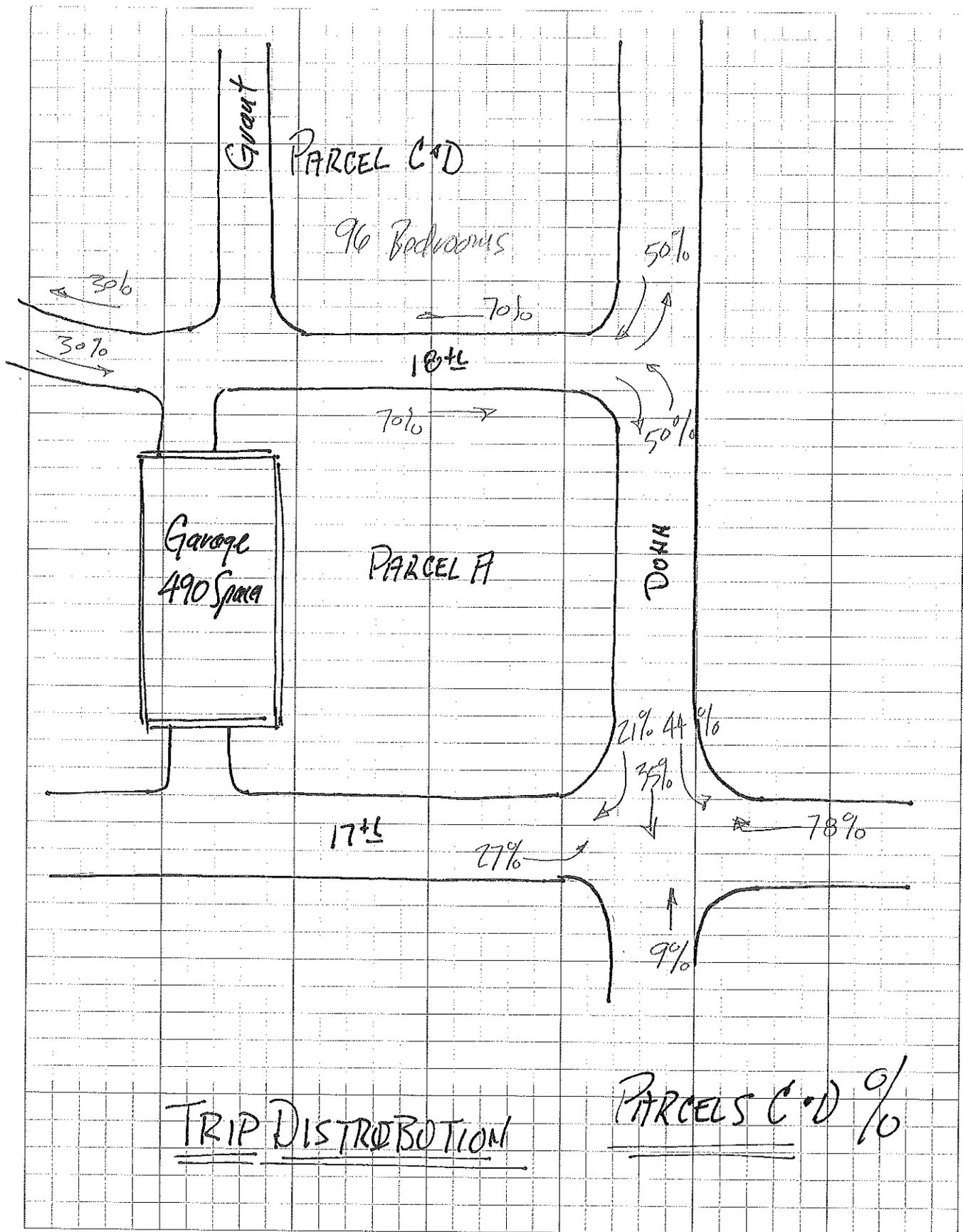
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Project No. 5212

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Date _____ Sheet No. ____/____





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BLOOMINGTON, INDIANA

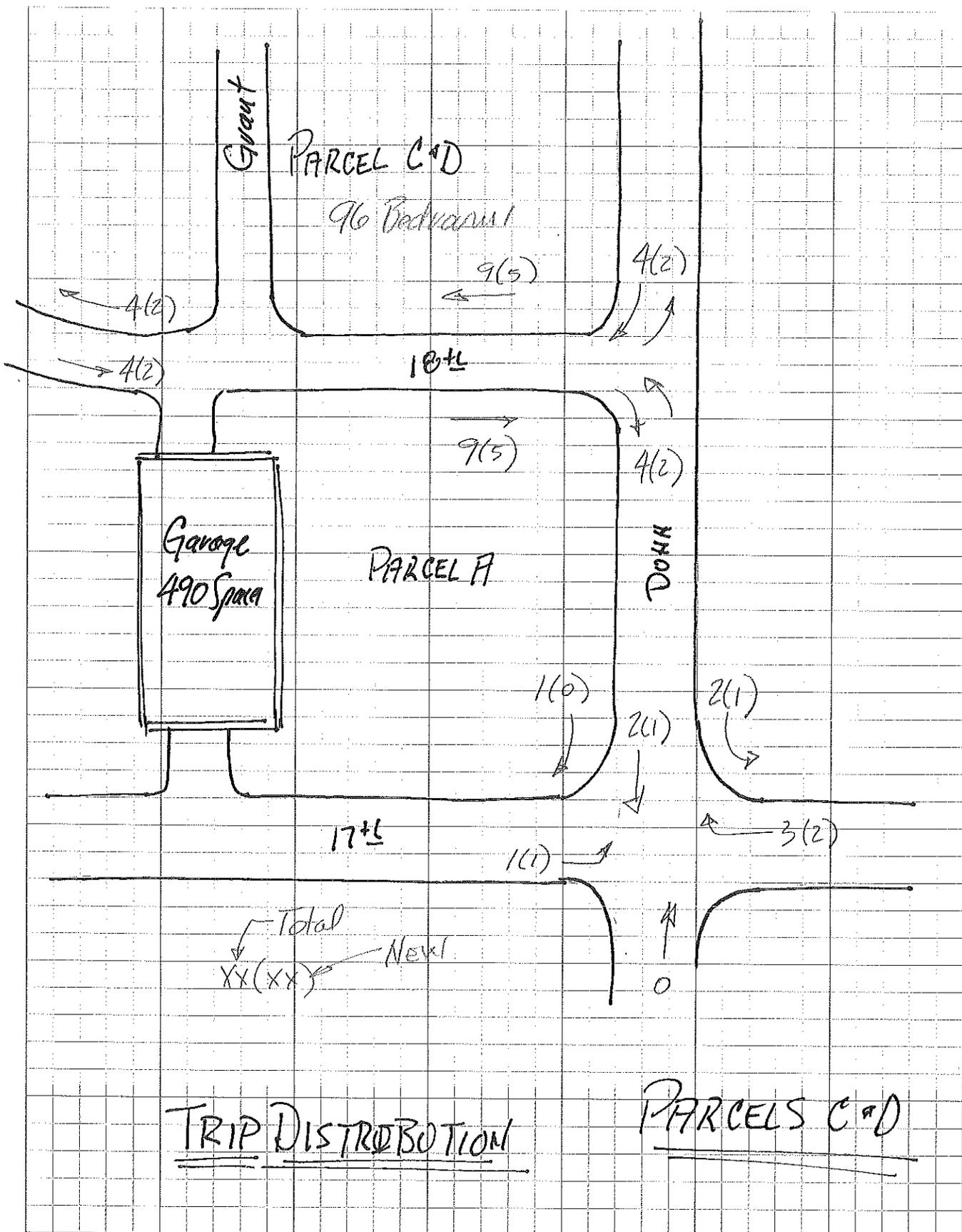
Subject Down Hill Traffic

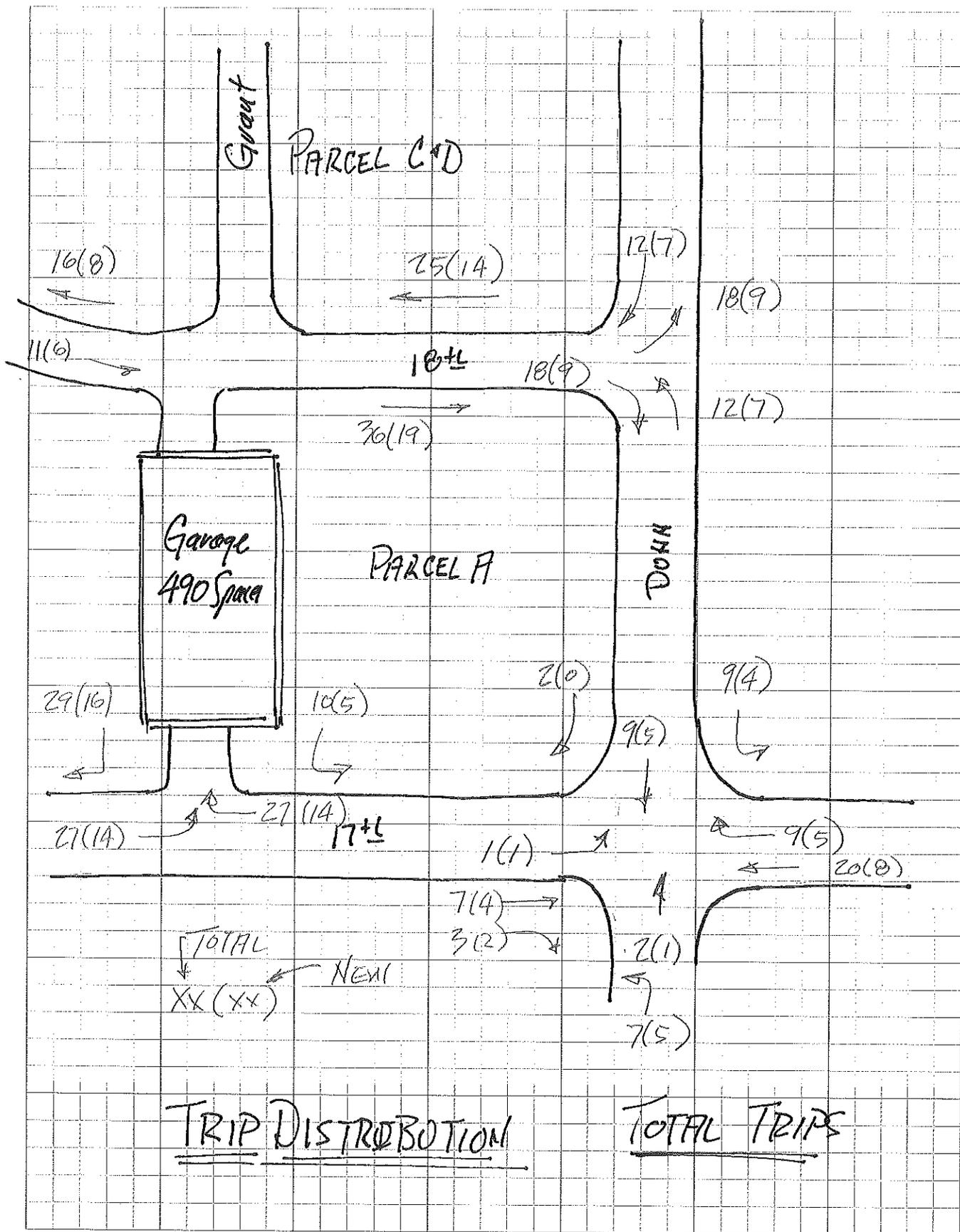
Project No. 5212

Client _____

Compiled by _____ Checked by _____

Date _____ Sheet No. ____/____





Timings

3:

5/18/2016

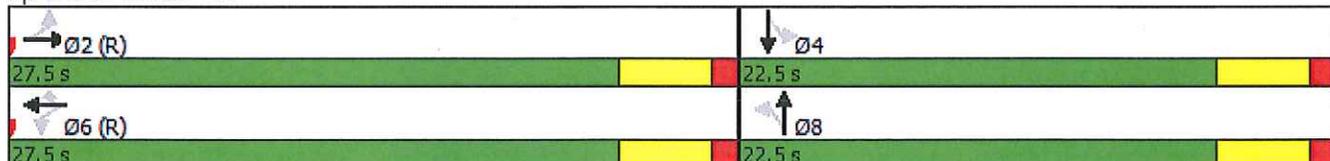


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	27	290	26	373	172	19	87	124	100
Future Volume (vph)	27	290	26	373	172	19	87	124	100
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		6			8		4
Permitted Phases	2		6		6	8		4	
Detector Phase	2	2	6	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	27.5	27.5	27.5	27.5	27.5	22.5	22.5	22.5	22.5
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max								
Act Effct Green (s)		23.0		23.0	23.0		18.0	18.0	18.0
Actuated g/C Ratio		0.46		0.46	0.46		0.36	0.36	0.36
v/c Ratio		0.46		0.53	0.27		0.20	0.29	0.27
Control Delay		11.4		12.7	2.8		10.8	13.6	8.7
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		11.4		12.7	2.8		10.8	13.6	8.7
LOS		B		B	A		B	B	A
Approach Delay		11.4		9.7			10.8		10.8
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 45
 Control Type: Pretimed
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 10.5
 Intersection LOS: B
 Intersection Capacity Utilization 68.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3:



Timings

3:

5/18/2016



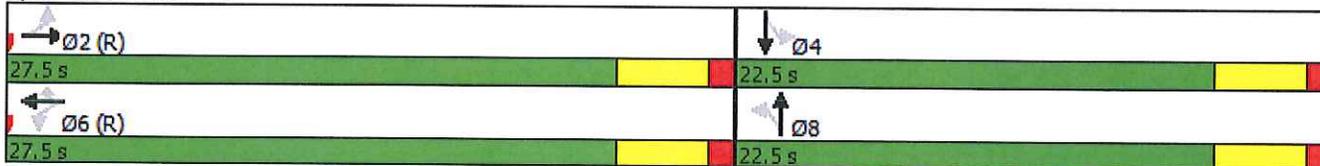
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↕		↕	↕	↕
Traffic Volume (vph)	28	294	26	381	177	24	88	128	105
Future Volume (vph)	28	294	26	381	177	24	88	128	105
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		6			8		4
Permitted Phases	2		6		6	8		4	
Detector Phase	2	2	6	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	27.5	27.5	27.5	27.5	27.5	22.5	22.5	22.5	22.5
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max								
Act Effct Green (s)		23.0		23.0	23.0		18.0	18.0	18.0
Actuated g/C Ratio		0.46		0.46	0.46		0.36	0.36	0.36
v/c Ratio		0.47		0.54	0.28		0.22	0.30	0.28
Control Delay		11.5		12.9	2.8		11.0	13.7	8.9
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		11.5		12.9	2.8		11.0	13.7	8.9
LOS		B		B	A		B	B	A
Approach Delay		11.5		9.8			11.0		11.0
Approach LOS		B		A			B		B

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 45
 Control Type: Pretimed
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 10.6
 Intersection Capacity Utilization 74.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 3:



HCM Unsignalized Intersection Capacity Analysis

6:

5/18/2016



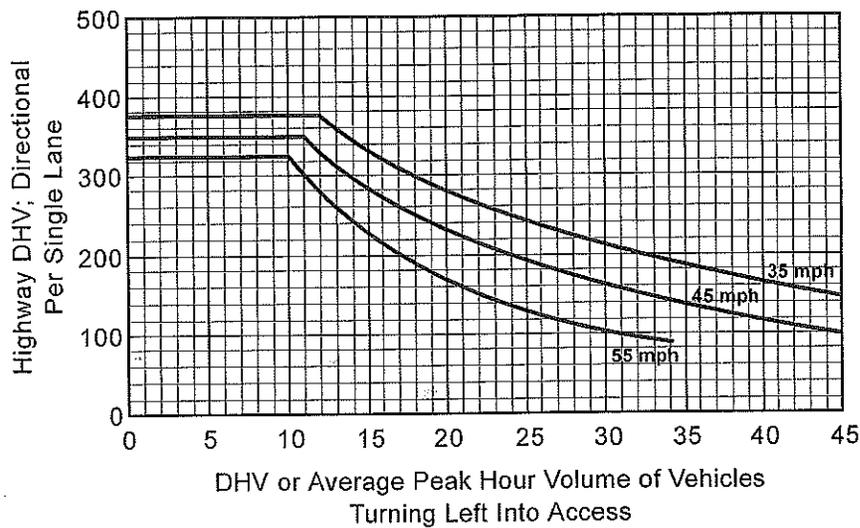
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	27	335	453	27	10	29
Future Volume (Veh/h)	27	335	453	27	10	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	364	492	29	11	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			510			
pX, platoon unblocked	0.85				0.85	0.85
vC, conflicting volume	521				928	506
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342				824	324
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				96	95
cM capacity (veh/h)	1029				282	606
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	393	521	11	32		
Volume Left	29	0	11	0		
Volume Right	0	29	0	32		
cSH	1029	1700	282	606		
Volume to Capacity	0.03	0.31	0.04	0.05		
Queue Length 95th (ft)	2	0	3	4		
Control Delay (s)	0.9	0.0	18.3	11.3		
Lane LOS	A		C	B		
Approach Delay (s)	0.9	0.0	13.1			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			49.9%		ICU Level of Service	A
Analysis Period (min)			15			

Table 5-17. Time to Execute a Left-Turn from a Major Roadway

	Harmelink	Recent U.S.	
		Average	85 th Percentile
Perception-reaction time (sec.)	5.0	6.3-7.0 ¹	6.8-8.5 ¹
Left turn from 2-lane roadway (sec.)	<u>3.0</u>	<u>4.3²</u>	<u>4.3²</u>
Total (sec.)	8.0	10.6-11.3	11.1-12.8

¹Micsky & Mason [15].

²AASHTO [1]; observation by Micsky & Mason validated the maneuver time in the "Greenbook."



Curves are plotted as (opposing volume + advancing volume)/2 so as to be consistent with the Colorado curves

Figure 5-21. Suggested Warrants for Isolated Left-Turn Bays

Source: References [12, 25].

(2)

City of Bloomington Planning and Transportation Department

For: HPMS
Counted By: PK
Weather: Cold, some rain

401 N. Morton St., Suite 130
Bloomington, IN 47404
812-349-3417

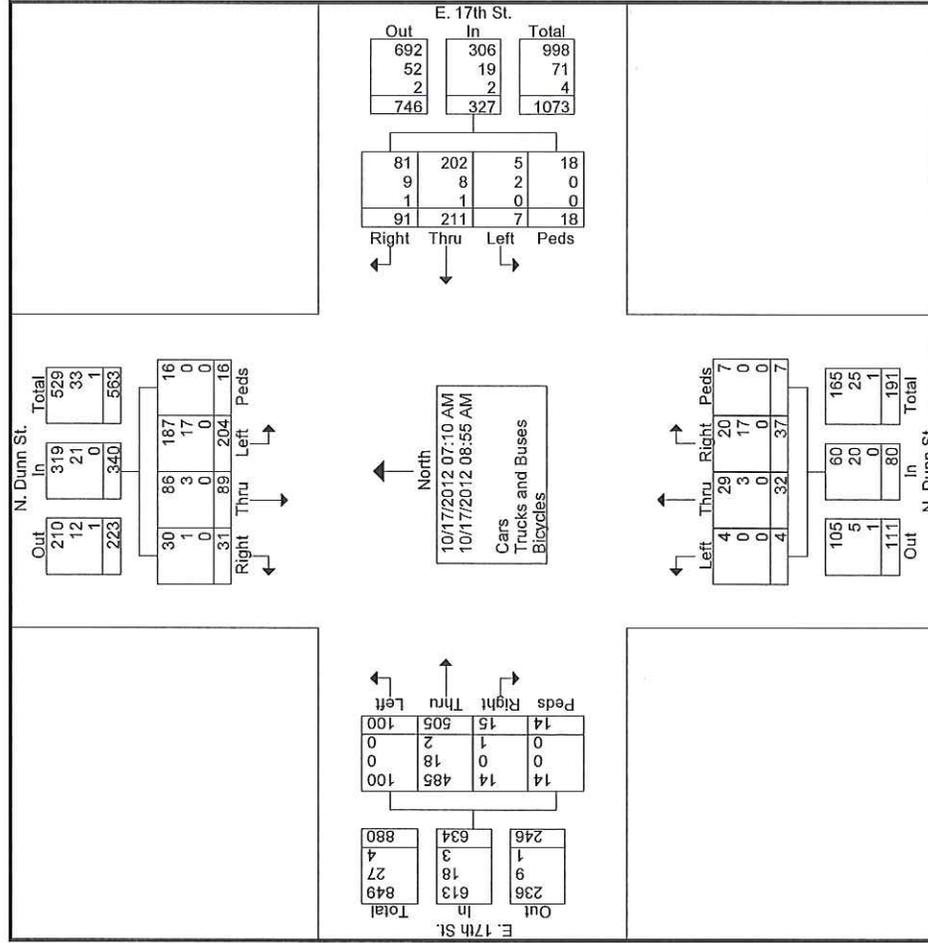
Site Code: q4728
Station ID: SN:024812
N. Dunn St.
E. 14th St. to E. 15th St.
Latitude: 0' 0.0000 Undefined

Start Time	10-Nov-14		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbound	Southbound	Northbound	Southbound												
12:00 AM	*	*	21	25	34	39	*	*	*	*	*	*	*	*	28	32
01:00	*	*	15	13	8	21	*	*	*	*	*	*	*	*	12	17
02:00	*	*	6	12	17	15	*	*	*	*	*	*	*	*	12	14
03:00	*	*	5	3	7	2	*	*	*	*	*	*	*	*	6	2
04:00	*	*	6	5	2	4	*	*	*	*	*	*	*	*	4	4
05:00	*	*	3	4	9	10	*	*	*	*	*	*	*	*	6	7
06:00	*	*	11	24	9	22	*	*	*	*	*	*	*	*	10	23
07:00	*	*	27	61	32	60	*	*	*	*	*	*	*	*	30	60
08:00	*	*	36	75	30	73	*	*	*	*	*	*	*	*	33	74
09:00	*	*	46	70	51	70	*	*	*	*	*	*	*	*	48	70
10:00	*	*	64	82	54	87	*	*	*	*	*	*	*	*	59	84
11:00	*	*	52	77	54	94	*	*	*	*	*	*	*	*	53	86
12:00 PM	*	*	73	112	66	99	*	*	*	*	*	*	*	*	70	106
01:00	*	*	67	81	50	63	*	*	*	*	*	*	*	*	58	72
02:00	*	*	89	108	83	88	*	*	*	*	*	*	*	*	86	98
03:00	*	*	95	114	95	111	*	*	*	*	*	*	*	*	95	112
04:00	*	*	117	106	109	123	*	*	*	*	*	*	*	*	113	114
05:00	*	*	171	163	149	159	*	*	*	*	*	*	*	*	160	161
06:00	*	*	134	134	131	127	*	*	*	*	*	*	*	*	132	130
07:00	*	*	98	103	83	116	*	*	*	*	*	*	*	*	90	110
08:00	*	*	91	109	92	93	*	*	*	*	*	*	*	*	92	101
09:00	*	*	73	88	78	87	*	*	*	*	*	*	*	*	76	88
10:00	*	*	50	74	57	67	*	*	*	*	*	*	*	*	54	70
11:00	*	*	39	35	40	35	*	*	*	*	*	*	*	*	40	35
Lane	0	0	1389	1678	1340	1665	0	0	0	0	0	0	0	0	1367	1670
Day	-	-	3067	3067	3005	3005	0	0	0	0	0	0	0	0	3037	3037
AM Peak	-	-	10:00	10:00	10:00	11:00	-	-	-	-	-	-	-	-	10:00	11:00
Vol.	-	-	64	82	54	94	-	-	-	-	-	-	-	-	59	86
PM Peak	-	-	17:00	17:00	17:00	17:00	-	-	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	171	163	149	159	-	-	-	-	-	-	-	-	160	161
Comb. Total	0	0	3067	3005	3005	3005	0	0	0	0	0	0	0	0	3037	3037
ADT			ADT 3,036	ADT 3,036	ADT 3,036	ADT 3,036										

Signalized Intersection Counts

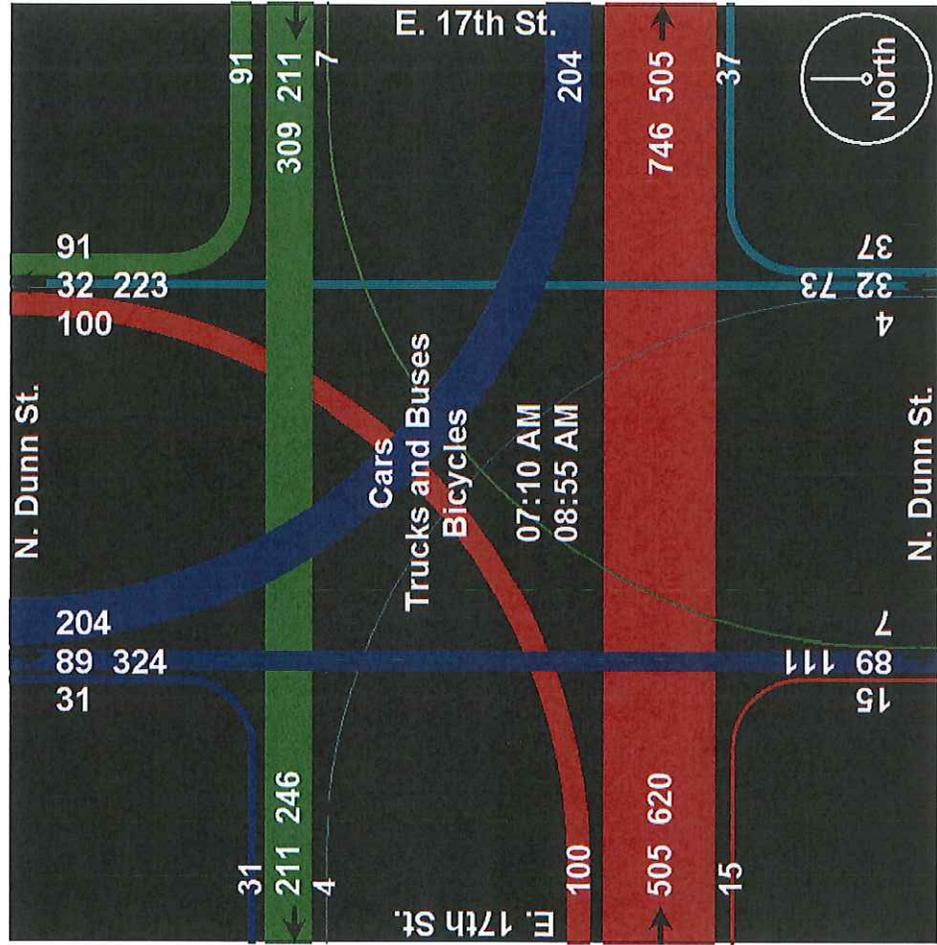
File Name : E. 17th St. and N. Dunn St. 7-9 AM
 Site Code : 00000000
 Start Date : 10/17/2012
 Page No : 1

Start Time	N. Dunn St. From North												E. 17th St. From East												N. Dunn St. From South												E. 17th St. From West											
	Right			Thru			Left			Peds			App. Total			Right			Thru			Left			Peds			App. Total			Right			Thru			Left			Peds			App. Total					
07:10 AM	0	3	6	3	3	0	0	0	0	0	0	0	6	6	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	10	4	4	0	0	0	0	15	15	31									
07:15 AM	3	0	4	3	3	1	0	0	0	0	0	0	7	7	0	4	4	1	1	1	0	1	1	0	1	1	0	6	6	20	3	3	1	1	1	1	25	25	45									
07:20 AM	0	1	12	2	6	0	0	0	0	0	0	0	8	8	0	1	1	0	1	1	0	0	0	0	0	0	0	2	2	12	1	1	1	1	1	1	14	14	37									
07:25 AM	0	3	10	3	7	0	0	0	0	0	0	0	11	11	0	1	1	0	1	1	0	0	0	0	0	0	0	3	3	22	6	6	1	1	1	1	29	29	58									
07:30 AM	1	5	5	5	8	1	1	1	1	1	1	1	15	15	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	15	6	6	1	1	1	1	22	22	51									
07:35 AM	2	3	5	4	13	0	2	2	2	4	4	2	19	19	0	4	4	0	0	0	0	0	0	0	6	6	0	6	6	27	5	5	0	0	0	0	33	33	69									
07:40 AM	1	4	17	4	8	1	4	4	4	1	1	4	17	17	0	3	3	0	0	0	0	0	0	0	4	4	0	4	4	28	3	3	1	1	1	1	33	33	76									
07:45 AM	2	8	11	7	12	0	1	1	1	2	2	0	20	20	0	4	4	0	0	0	0	0	0	0	4	4	0	4	4	32	4	4	1	1	1	1	39	39	85									
07:50 AM	1	4	21	6	13	0	0	0	0	1	1	0	19	19	0	1	1	0	0	0	0	0	0	0	3	3	0	3	3	25	1	1	0	0	0	0	28	28	76									
07:55 AM	1	4	8	6	16	2	0	0	0	2	2	0	24	24	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	26	3	3	0	0	0	0	31	31	70									
Total	11	35	99	43	89	5	9	9	9	146	146	1	2	2	0	20	20	1	2	2	0	32	32	6	6	6	0	10	10	217	36	36	6	6	6	6	269	269	598									
08:00 AM	2	4	9	7	11	0	0	0	0	18	18	0	0	0	0	1	1	0	0	0	0	4	4	0	0	0	0	0	0	18	4	4	0	0	0	0	22	22	59									
08:05 AM	1	3	8	1	17	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	26	2	2	0	0	0	0	28	28	59									
08:10 AM	3	4	6	6	9	0	0	0	0	15	15	0	0	0	0	1	1	0	0	0	0	4	4	0	0	0	0	4	4	19	0	0	0	0	0	0	20	20	52									
08:15 AM	1	4	9	6	9	1	0	0	0	16	16	1	1	1	1	1	1	1	2	2	2	5	5	0	0	0	0	5	5	33	4	4	1	1	1	1	38	38	75									
08:20 AM	2	3	6	3	5	0	0	0	0	8	8	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	4	4	23	6	6	0	0	0	0	30	30	53									
08:25 AM	1	9	6	2	10	0	2	2	2	14	14	0	0	0	0	2	2	0	0	0	0	6	6	0	0	0	0	6	6	20	4	4	0	0	0	0	24	24	63									
08:30 AM	4	5	12	2	8	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	9	9	0	0	0	0	37	37	69									
08:35 AM	2	3	7	2	6	0	1	1	1	9	9	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	2	2	21	5	5	1	1	1	1	28	28	53									
08:40 AM	0	3	10	6	7	0	4	4	4	17	17	0	0	0	0	4	4	1	1	1	1	9	9	0	0	0	0	9	9	21	14	14	2	2	2	2	38	38	77									
08:45 AM	3	3	13	2	13	0	1	1	1	16	16	0	0	0	0	3	3	0	0	0	0	8	8	0	0	0	0	8	8	28	7	7	1	1	1	1	36	36	81									
08:50 AM	1	7	10	4	10	1	0	0	0	15	15	1	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	2	2	28	5	5	3	3	3	3	37	37	72									
08:55 AM	0	6	9	7	17	0	1	1	1	25	25	1	2	2	0	1	1	0	0	0	0	3	3	0	0	0	0	3	3	23	4	4	0	0	0	0	27	27	70									
Total	20	54	105	48	122	2	9	9	9	181	181	3	5	5	0	17	17	3	5	5	0	48	48	8	8	8	0	5	5	288	64	64	8	8	8	8	365	365	783									
Grand Total	31	89	204	91	211	7	18	18	18	327	327	4	7	7	0	37	37	4	7	7	0	80	80	14	14	14	0	15	15	505	100	100	14	14	14	14	634	634	1381									
Approch %	9.1	26.2	60	27.8	64.5	2.1	5.5	5.5	5.5	46.2	46.2	5	8.8	8.8	0	2.4	2.4	0	2.2	2.2	0	5.8	5.8	2.2	2.2	2.2	0	2.4	2.4	79.7	15.8	15.8	2.2	2.2	2.2	2.2	45.9	45.9	1298									
Total %	2.2	6.4	14.8	6.6	15.3	0.5	1.3	1.3	1.3	23.7	23.7	0.3	0.5	0.5	0	2.7	2.7	0.3	0.5	0.5	0	60	60	4	7	7	0	1.1	1.1	36.6	7.2	7.2	1	1	1	1	45.9	45.9	1298									
% Cars	30	86	187	81	202	5	18	18	18	306	306	4	100	100	0	54.1	54.1	4	100	100	0	75	75	14	14	14	0	93.3	93.3	485	100	100	14	14	14	14	96.7	96.7	94									
% Trucks and Buses	1	3	17	9	8	2	0	0	0	19	19	0	0	0	0	17	17	0	0	0	0	20	20	0	0	0	0	0	0	18	0	0	0	0	0	0	18	18	78									
% Trucks and Buses	3.2	3.4	8.3	9.9	3.8	28.6	0	0	0	5.8	5.8	0	0	0	0	45.9	45.9	0	0	0	0	25	25	0	0	0	0	0	0	3.6	0	0	0	0	0	0	2.8	2.8	5.6									
% Bicycles	0	0	0	1.1	0.5	0	0	0	0	0.6	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	6.7	0.4	0	0	0	0	0	0	0.5	0.5	0.4									



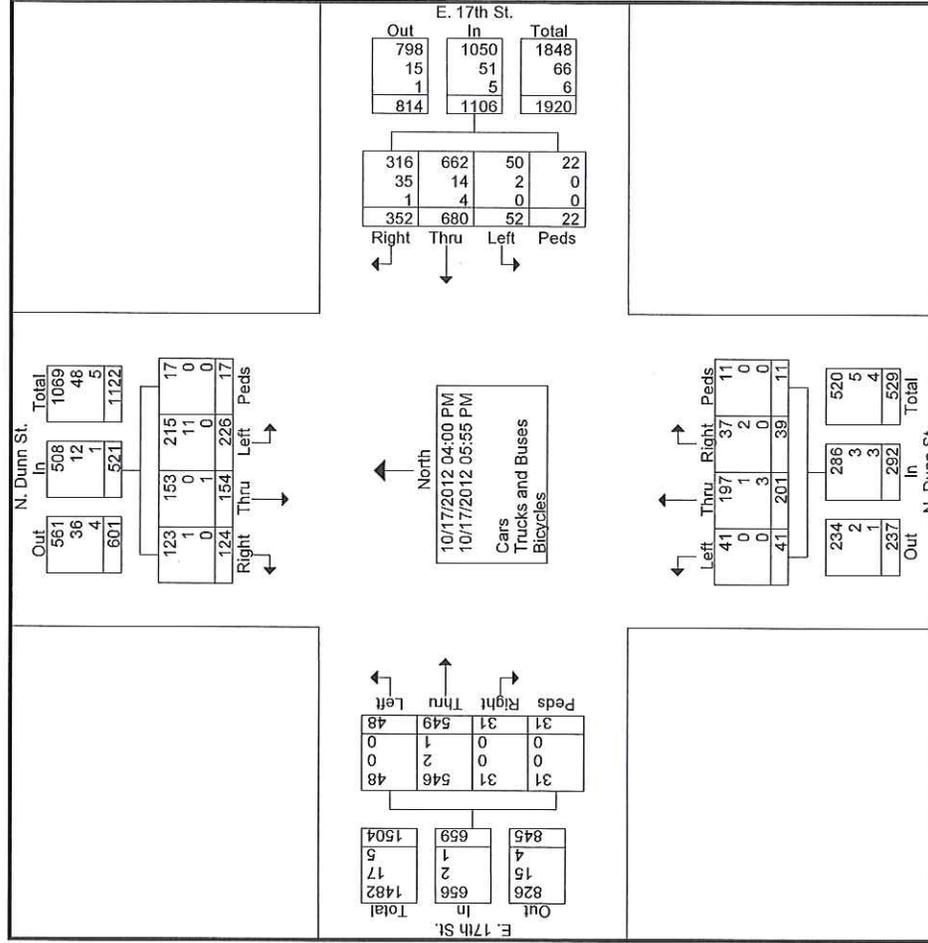
Signalized Intersection Counts

File Name : E. 17th St. and N. Dunn St. 7-9 AM
 Site Code : 00000000
 Start Date : 10/17/2012
 Page No : 3



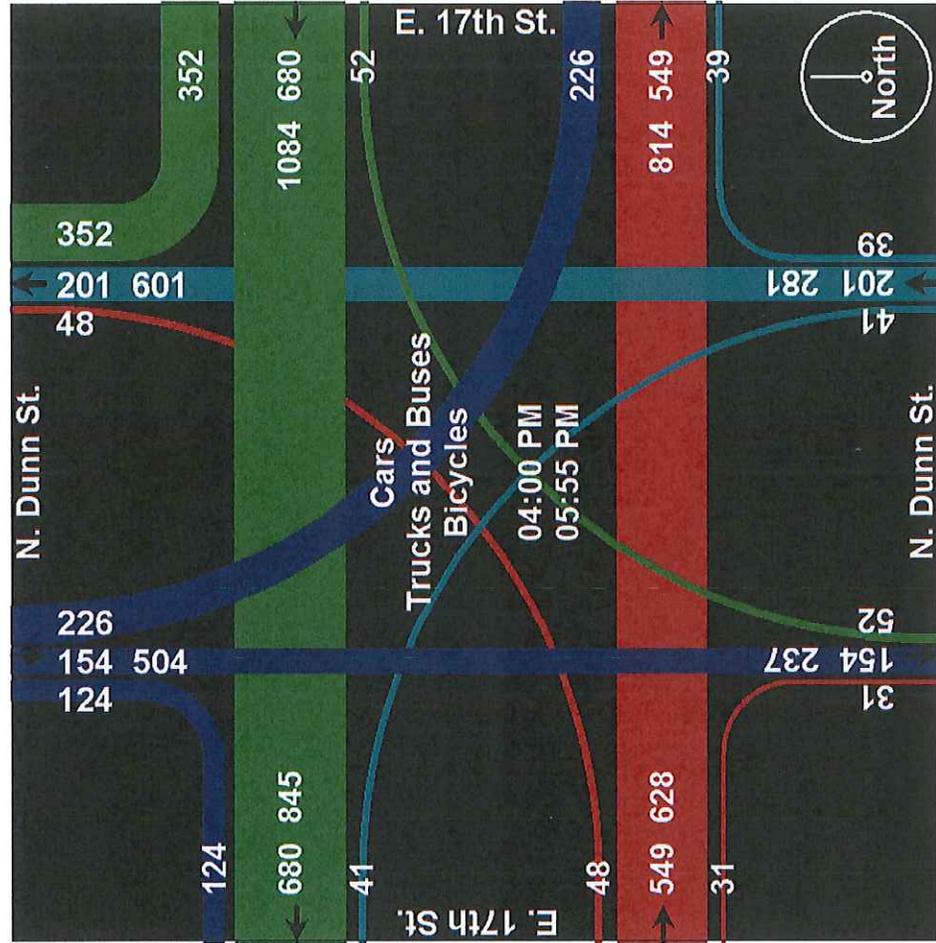
Signalized Intersection Counts

File Name : E. 17th St. and N. Dunn St. 4-6 PM
 Site Code : 00000000
 Start Date : 10/17/2012
 Page No : 2



Signalized Intersection Counts

File Name : E. 17th St. and N. Dunn St. 4-6 PM
 Site Code : 00000000
 Start Date : 10/17/2012
 Page No : 3



17th and Dunn Intersection Count Summary

			SBR	SB	SBL		
			61	100	124		
			64	101	134		
			21%	35%	44%		
EBL	27	28				173	172 WBR
EB	290	298				352	373 WB
EBR	18	14				21	26 WBL
			26	124	26		
			19	87	16		
			NBL	NB	NBR		

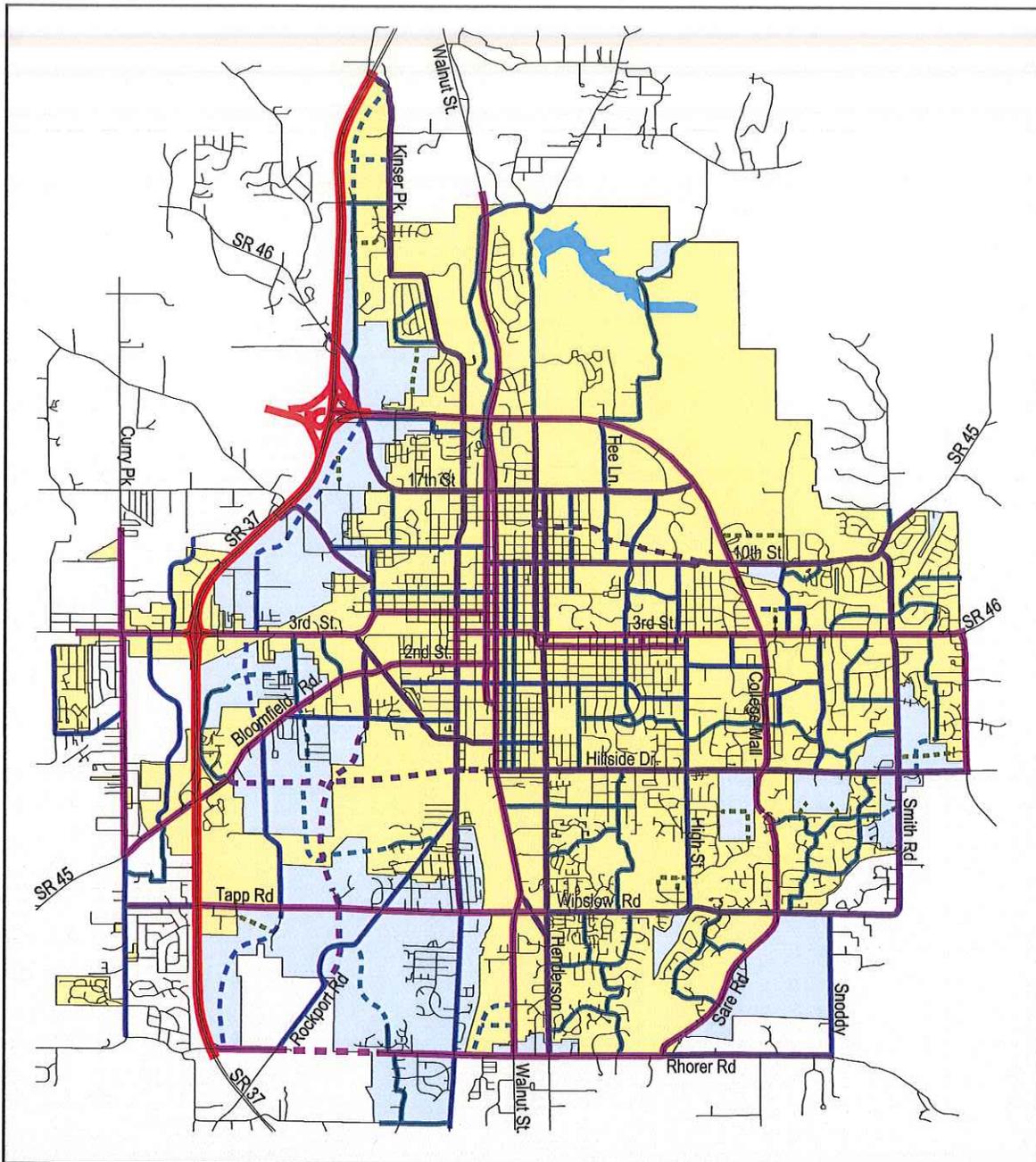
PM Peak hour
 SBA count 4/27/16
 City Count 10/17/12

distribution % based on 2016 count

Totals	2012	2016	% change
SB	299	285	-4.7%
EB	340	335	-1.5%
NB	176	122	-30.7%
WB	546	571	4.6%
	1361	1313	-3.5%



PART 5: Master Thoroughfare Plan



MAP LEGEND

- Freeway/Expressway
- Primary Arterial
- Secondary Arterial
- Primary Collector
- Secondary Collector
- Local Street
- - - Proposed Primary Arterial
- - - Proposed Secondary Arterial
- - - Proposed Primary Collector
- - - Proposed Secondary Collector
- - - Proposed Local Street
- Municipal Boundary
- Additional Planning Jurisdiction

Master Thoroughfare Plan Map

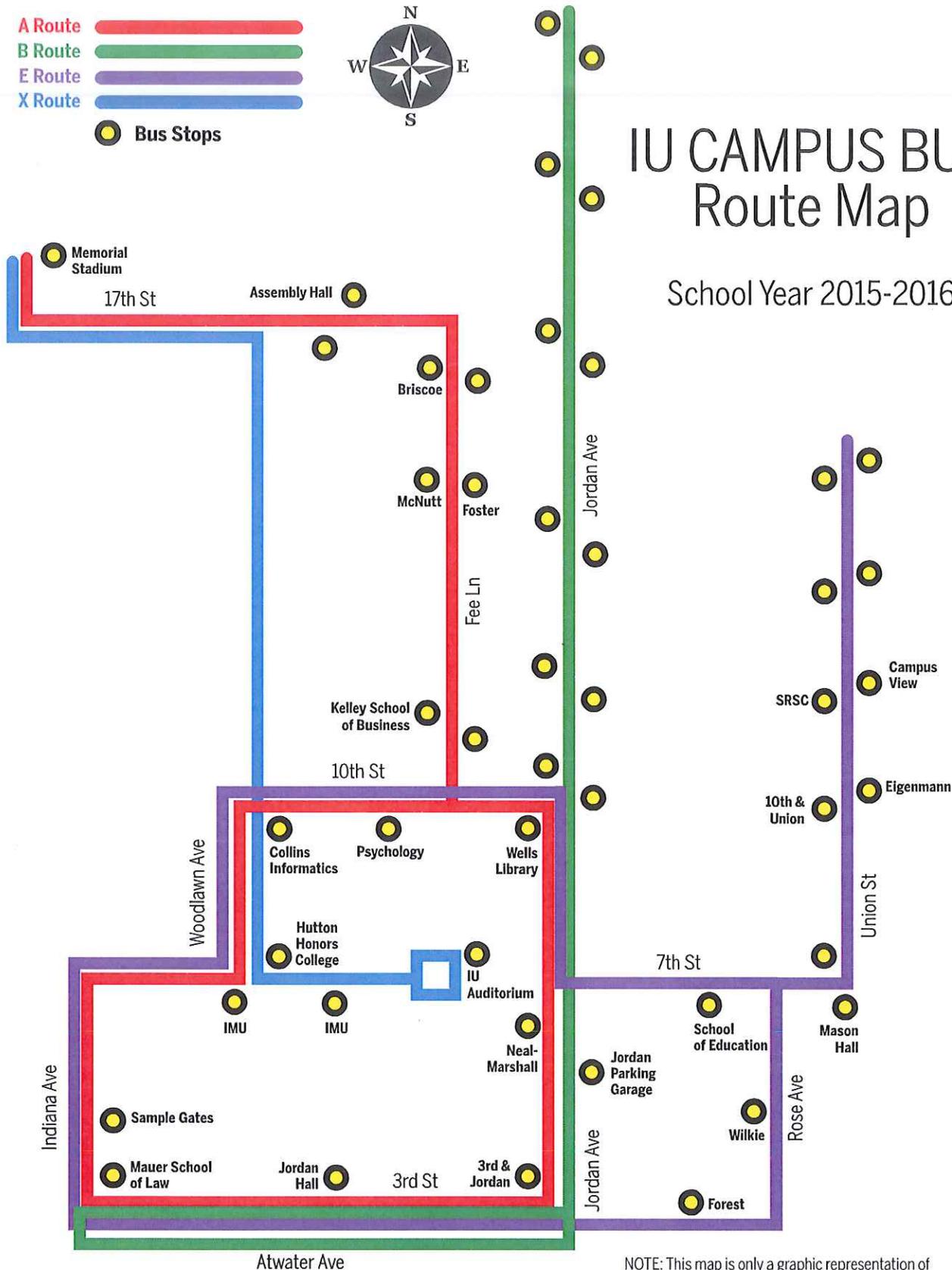
Prepared by: Ground Rules, Inc

- A Route 
- B Route 
- E Route 
- X Route 
-  Bus Stops



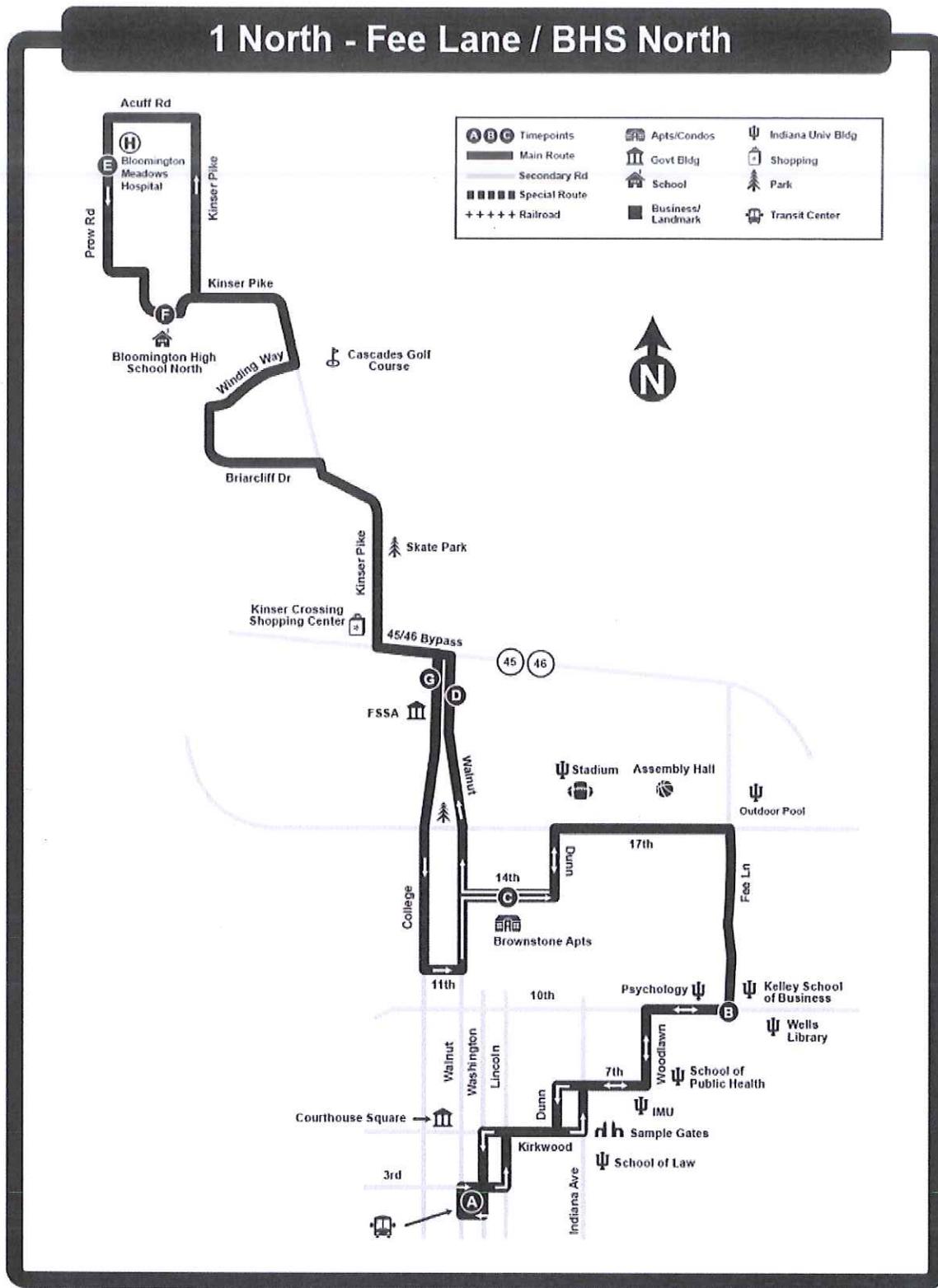
IU CAMPUS BUS Route Map

School Year 2015-2016



NOTE: This map is only a graphic representation of the routes and the bus stops and subject to change.

1 North - Fee Lane / BHS North



Route Particulars

*** At 5:30pm the bus does not travel beyond North High School. This trip will not serve Rosewood Drive, Acuff Road, Prow Road, and Meadows Hospital. Route 1 does not operate on Sundays. Shaded area does not operate on Saturdays. On IU athletic event Saturdays call Bloomington Transit at 336-RIDE for operating information.

Map and Schedule
 Download the PDF brochure containing the Map and Schedules for this route.

(1 North Fee Lane - BHS North)

[Return to Top](#)
[Return to Top](#)

ROUTE 1: FEE LANE / BHS NORTH

A	B	C	D	E	F	G	C	B	A
Leave 3rd & Walnut	10th & Fee	Brownstone Apts	Walnut & SR 46	Meadows Hospital	BHS North	College & SR 46	Brownstone Apts	10th & Fee	Arrive 3rd & Walnut
-	-	-	-	6:30	6:35	6:41	6:46	6:51	7:02
7:10	7:15	7:21	7:26	7:30	7:35	7:41	7:46	7:51	8:02
8:10	8:15	8:21	8:26	8:30	8:35	8:41	8:46	8:51	9:02
9:10	9:15	9:21	9:26	9:30	9:35	9:41	9:46	9:51	10:02
10:10	10:15	10:21	10:26	10:30	10:35	10:41	10:46	10:51	11:02
11:10	11:15	11:21	11:26	11:30	11:35	11:41	11:46	11:51	12:02
12:10	12:15	12:21	12:26	12:30	12:35	12:41	12:46	12:51	1:02
1:10	1:15	1:21	1:26	1:30	1:35	1:41	1:46	1:51	2:02
2:10	2:15	2:21	2:26	2:30	2:35	2:41	2:46	2:51	3:02
3:10	3:15	3:21	3:26	3:30	3:35	3:41	3:46	3:51	4:02
4:10	4:15	4:21	4:26	4:30	4:35	4:41	4:46	4:51	5:02
5:10	5:15	5:21	5:26	***	5:35	5:41	5:46	5:51	6:02
6:10	6:15	6:21	6:26	6:30	6:35	6:41	6:46	6:51	7:02
7:10	7:15	7:21	7:26	7:30	7:35	7:41	7:46	7:51	8:02
8:10	8:15	8:21	8:26	8:30	8:35	8:41	8:46	8:51	9:02
9:10	9:15	9:21	9:26	9:30	9:35	9:41	9:46	9:51	10:02
10:10	10:15	10:21	10:26	10:30	10:35	10:41	10:46	10:51	11:02
11:10	11:15	11:21	11:26	11:30	11:35	-	-	-	-

*** At 5:30pm the bus does not travel beyond North High School. This trip will not serve Rosewood Drive, Acuff Road, Prow Road, and Meadows Hospital. Route 1 does not operate on Sundays. Shaded Area Does Not Operate on Saturdays. On IU athletic event Saturdays call Bloomington Transit at 336-RIDE for Operating Information.

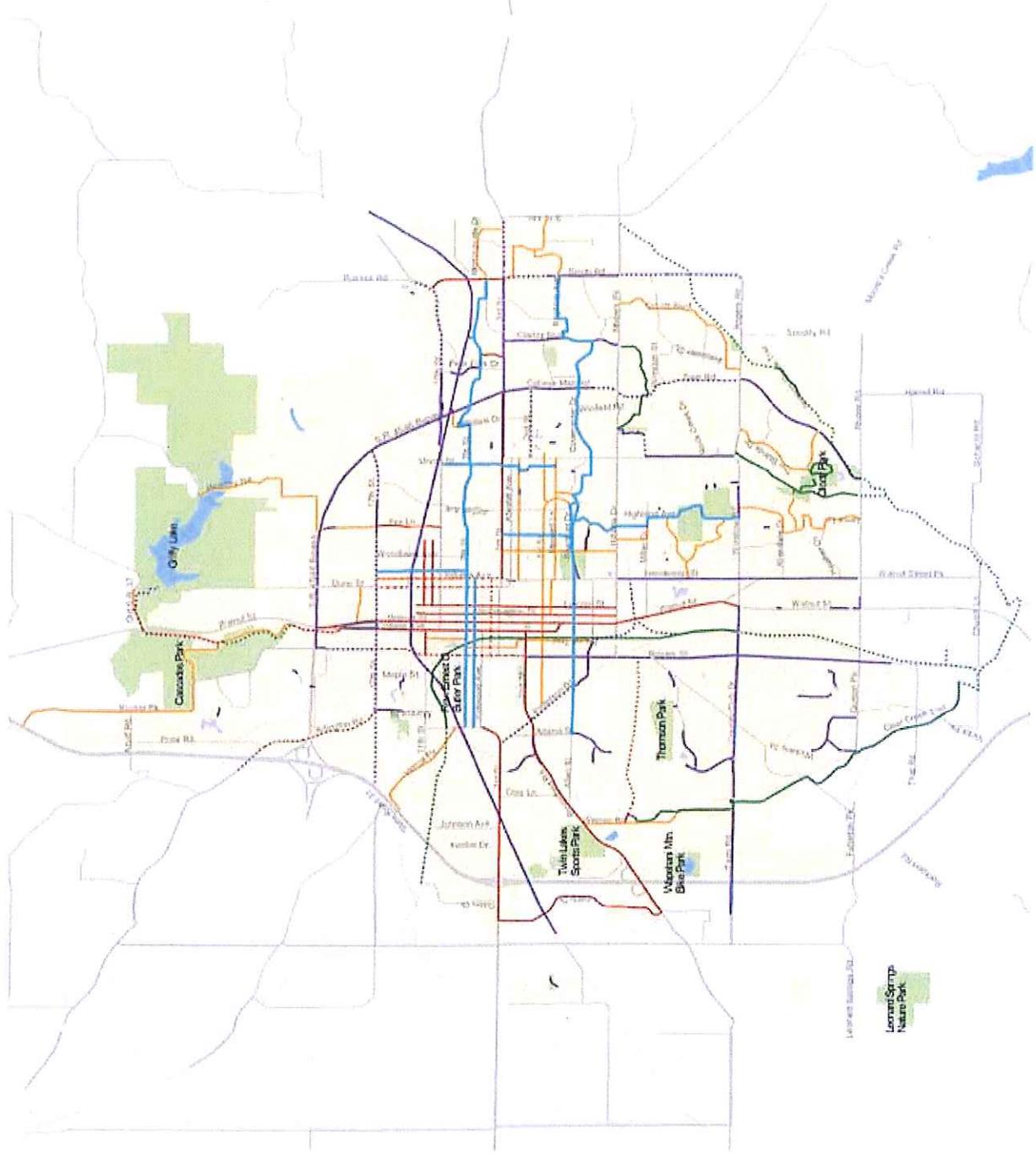
City of Bloomington

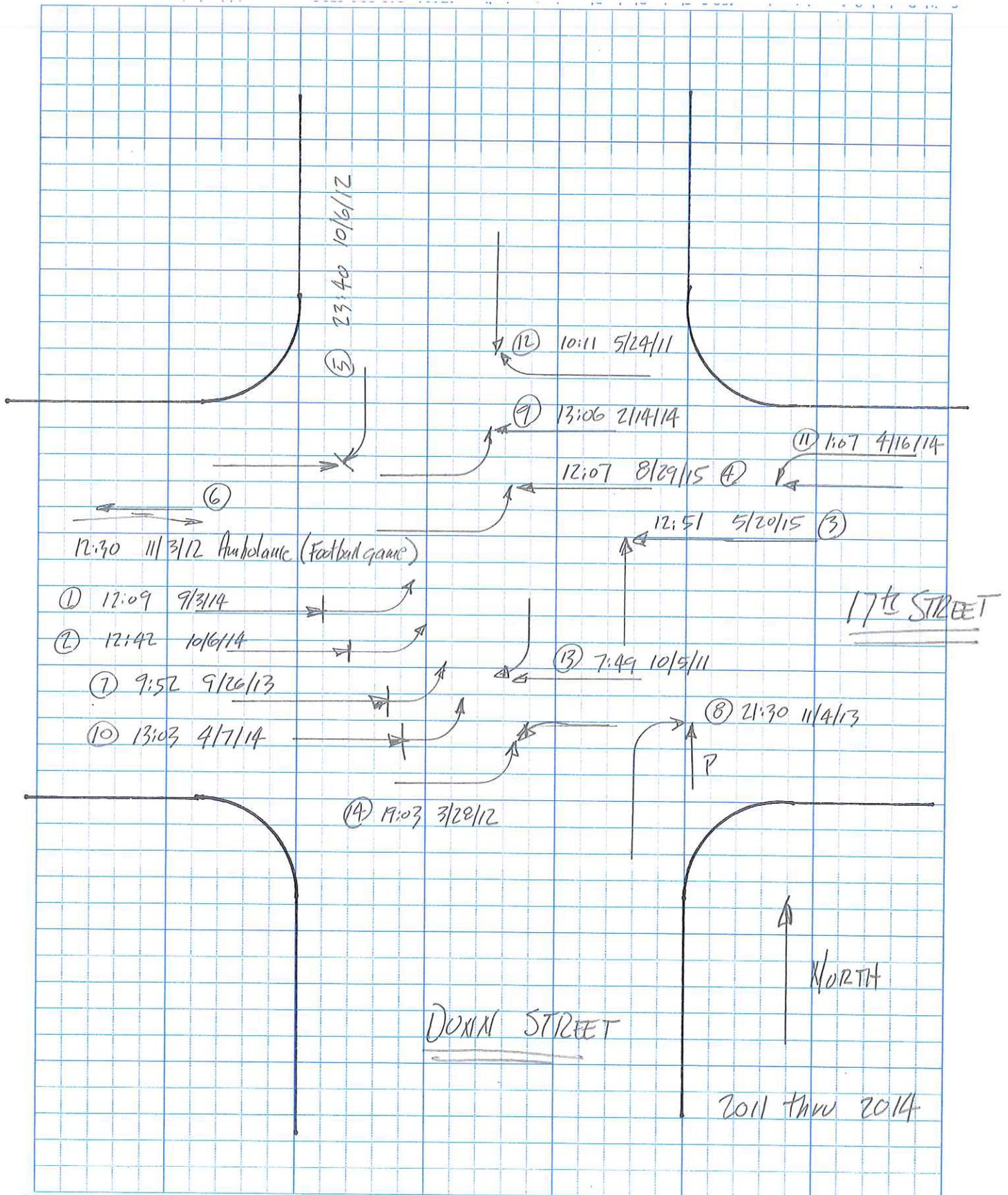
**Bicycle and Pedestrian
Transportation &
Greenways System Plan**

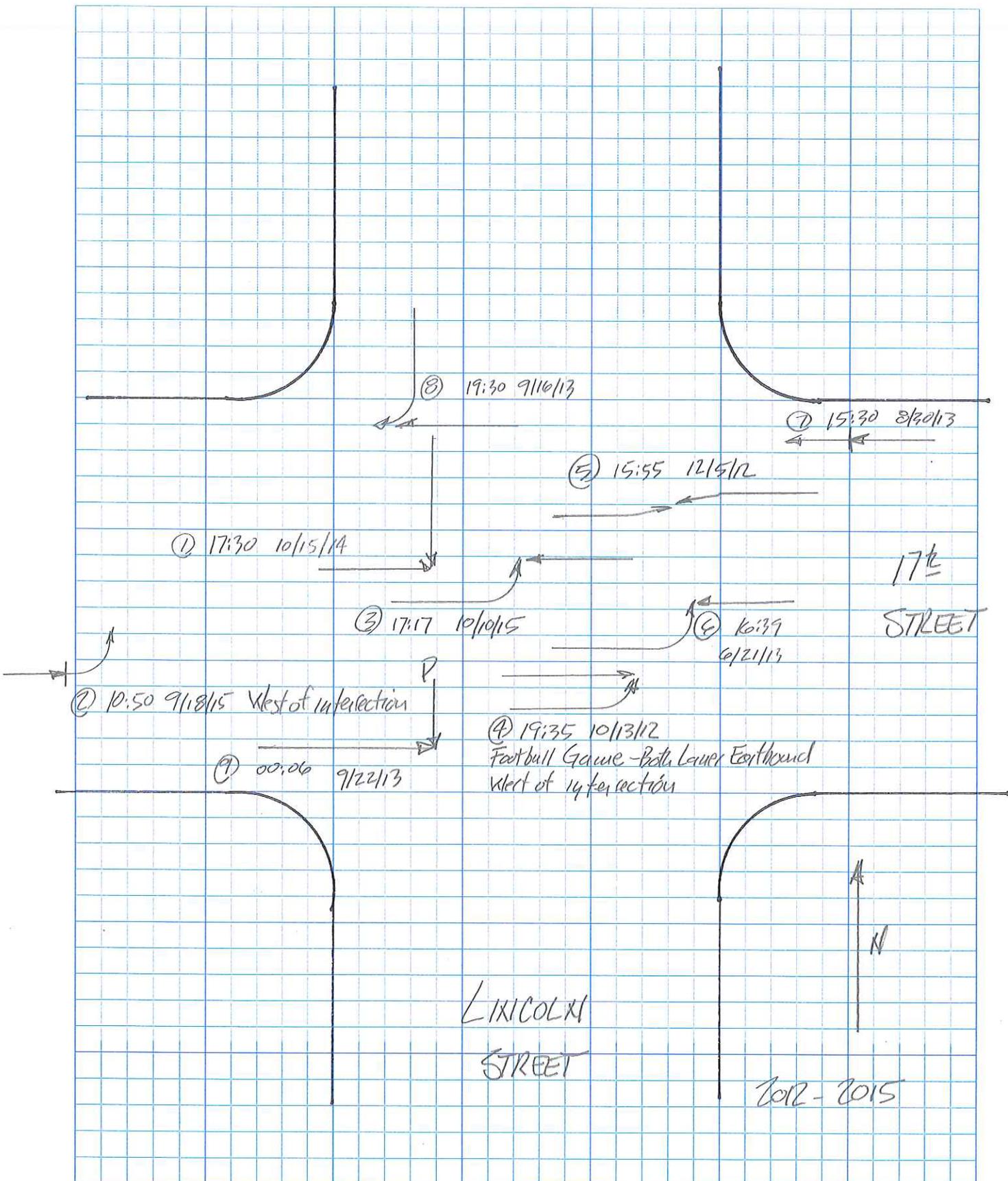
**Medium Priority Bicycle and
Pedestrian Facilities Network**

- Planning Jurisdiction
 City of Bloomington Parks
 Lakes
 Schools
- Signed bike route
 Existing bike lane
 Medium priority bike lane
 Existing sidepath/connector path
 Medium priority sidepath/connector path
 Existing multi-use trail
 Medium priority multi-use trail
 Existing bicycle boulevard

Note: High priority facilities are assumed to have been built prior to medium priority facilities, and thus are shown as existing facilities ("existing bike lane," "existing multi-use trail," etc.)







**BLOOMINGTON PLAN COMMISSION
FIRST HEARING STAFF REPORT
LOCATION: 600-630 E. Hillside Drive**

**CASE #: PUD-16-16
DATE: August 8, 2016**

PETITIONER: Mark Lauchli, Dwellings LLC
P.O. Box 5204, Bloomington

COUNSEL: Bynum Fanyo and Associates, Inc
528 N. Walnut Street, Bloomington

REQUEST: The petitioners are requesting a rezoning of approximately 2.73 acres from Residential Single-Family (RS) and Residential High-Density (RH) to PUD and approval of a new PUD District Ordinance and Preliminary Plan for a mixed residential PUD. Also requested is a waiver from the 5 acre minimum PUD size.

BACKGROUND:

Area: 2.73 acres
Current Zoning: RS
GPP Designation: Urban Residential
Existing Land Use: Single family
Proposed Land Use: Commercial, multi-family, and single family
Surrounding Uses: North – Institutional (Templeton Elementary)
 West – Commercial and multi-family
 East – Multi-family
 South – Single family

CHANGES SINCE FIRST HEARING: Based on input from the Plan Commission, the public, and staff, the petitioners made several changes to the proposal since the last hearing. The changes are mostly to Building A and Building C. Additionally, the location of the commercial space was switched to face Hillside, and more information has been provided regarding parking.

Originally, Building A had two distinct sections: the commercial brick area and the residential area on the east side of the building with both lap and board and batten siding as well as a more modern design. Changes:

- The length of the building along Hillside has been reduced, which provides a courtyard space between Buildings A and B
- A third floor has been added, which will be all residential units. A part of the third floor sets back from Hillside.
- The first two floors are brick and the third floor is siding.
- The commercial spaces in Building A were relocated to face Hillside.
- Space for outdoor seating has been added along Hillside, and the outdoor seating remains on the corner and a portion along Henderson.
- On the south end of Building A facing Henderson, there are now two first-floor residential units with walk-up entrances.

Building C is the building on the south side of the property. It has parking on the first level with residential units above. Changes to Building C:

- A floor has been removed, reducing the height to three stories.
- Two efficiency and a 1-bedroom unit were added to the first floor along Henderson.

Other changes include:

- Accepting all uses for the CL zoning district as permitted uses for the commercial spaces.
- Meeting requirements for the 10-foot multiuse path.
- Meeting the requirements for the 5-foot tree plot area.
- Adding two areas of stacked parking for the internal parking areas to be assigned and leased to the 2-bedroom units.

Petitioners conducted a parking utilization study of the on-street parking in the area. Over a two-week period, petitioners surveyed the number of occupied and vacant parking spaces at 4 different times during the day for 6 days. The study found that there was on-street parking available at all times. There were only 3 instances of the 24 observed when available on-street parking was below 20 percent. The study is discussed in more detail in the site design section.

The new unit mix varies from the last proposal, but the total number of bedrooms remains the same.

	Total Units	Units	Bedrooms
2	Bedroom	20	40
1	Bedroom	35	35
1	Efficiency	19	19
	Total	74	94

REPORT: The property in question contains six parcels totaling 2.73 acres bounded by E. Hillside Drive to the north, S. Henderson Street to the west, a multifamily development to the east, and single-family homes to the south. The property is zoned Residential Single Family (RS) and Residential High-Density (RH) and currently contains 6 single-family houses.

The two houses near the intersection of Hillside and Henderson (600 and 602 E. Hillside) will either be demolished or donated to a local preservation group for relocation. These houses are both listed as contributing structures on the 2001 Survey of Historic Sites and structures. Demolition of the houses was approved by the Historic Preservation Commission at their June 23, 2016 meeting. The other four single-family houses will remain on the property; these houses are included in the PUD, but the main impact is to their driveways and parking, with the exception of 612 E. Hillside Drive, where a small, detached unit will be removed.

The PUD can be broken down into two main areas: the single-family area and the mixed-use area. The mixed-use area includes 3 buildings, parking, a courtyard area, detention pond, and other landscaping. The mixed use area is also where changes to the streetscape are proposed with added on-street parking, a multiuse path on Henderson, tree plots, space for outdoor seating, and wider, improved sidewalks.

Of the three buildings—labeled A, B, and C—Building A is the mixed-use building that addresses the intersection. It is proposed as a three-story, building with commercial and residential on the first floor and residential units on the second and third floors. Floors one and two are brick, with large windows and metal canopies. The third floor is a combination of board and batten and lap siding. A portion of the third floor along Hillside is setback from the front building wall. The building has a flat roof designed to accommodate several solar panels on the roof as well as 1,000 square feet of a green roof. The roof height at the corner is 36 feet.

The four commercial spaces total 6,400 square feet. The floorplan has been changed and now the commercial spaces face Hillside and the intersection. There are also three apartment units on the first floor: two 2-bedroom units and one 1-bedroom unit. The building has a total of 25 units: 8 2-bedrooms; 16 1-bedrooms, and 1 efficiency.

Building B faces Hillside Drive and contains only apartments. The proposal is for a total of 16 efficiency units with 8 on each floor. The building has a hip roof and proposed materials are shake and lap siding. The building was designed to contrast with the adjacent commercial building. The height of the roof ridge is 34 feet. No changes have been made to this building since the last meeting.

Building C faces Henderson Street and the single-family development to the south. The proposal is a 3-story building. The first floor of the building would be mostly for parking and the upper two stories for apartments. From the south elevation, the highest point is 41 feet and from Henderson the highest point is 36 feet. The building has a pitched roof and dormer windows. It utilizes several materials including cast stone, metal louvers, lap siding, shake siding, board and batten siding, and decorative window brackets. Three apartments are at street level on Henderson and conceal the first-floor parking. The first-floor contains 3 apartments and 40 parking spaces. Building C has a mix of units; 12 2-bedroom units, 19 1-bedroom units, and 2 efficiencies.

The Bicycle and Pedestrian Transportation and Greenways System Plan calls for a multiuse path along Henderson Street. The multiuse path will run from Hillside Drive to Winslow Road, providing a separated facility for people to safely walk and bicycle to many destinations along the way—Bloomington High School South, Frank Southern Ice Area, the YMCA, etc. The path will be on the east side of the street for its entirety. One of the key connections will be to the B-Link Trail, which is a separated trail that will connect with Switchyard Park and the B-Line. The B-Link Trail is currently under construction.

This section of the multiuse path will be constructed with the PUD. Staff has requested and the petitioners have provided a 10-foot width path along the length of the property. This will connect with a 10-foot wide path to the south. The path is colored concrete in order to differentiate it from a standard sidewalk. The commercial spaces now front on Hillside, instead of Henderson, reducing the concerns of conflicts.

Other streetscape improvements include street trees, on-street parking, intersection improvements, and the narrowing of lanes on Hillside and Henderson. Tree plots have been expanded to meet minimum requirements of 5 feet in width. The on-street parking includes 6 parallel spaces on Henderson and 14 angled spaces on Hillside. One of the spaces on Hillside will be ADA van accessible parking. There has been much debate about angled parking in this area. The Traffic Commission has proposed and supported back-in angled parking for this development. This is discussed in the Site Design section.

GROWTH POLICIES PLAN: The GPP designates this 2.73 acre site as “Urban Residential.” Staff notes the following policy statements that apply to this development:

Compact Urban Form

- (Compact urban form) should be supplemented by strategies to increase housing densities within the planning jurisdiction. (Page 5)
- (Compact Urban Form) does not imply the intrusion of higher density development into established housing, crowding, or high rise development of a scale more appropriate to larger cities. (Page 5)
- Bloomington must look inward for opportunities to accommodate continued growth within the existing limits of the community (page 5)

Mitigate Traffic

- MT-1: Develop transit-oriented site planning standards as a required component of development and redevelopment projects. (page 14)
- MT-2: Require the siting of future high density multifamily and commercial projects within walking distance to transit routes. (page 14)
- MT-8: Require the construction of pedestrian and bicycle facilities that provide safety and convenience in all new and redevelopment projects. Examples of features to be considered are sidewalks, pedestrian crosswalks, sidepaths, bicycle lanes, and bicycle racks. (page 15)
- MT-9: Create true pedestrian corridors by increasing the number of large species, street trees in tree plots, and other pedestrian amenities within the right-of-way. (page 15)
- MT-10: Ensure that designs for new construction and/or the retrofitting of existing intersections provide a safe environment for pedestrians to reduce crossing distances and include pedestrian signalization. (page 15)

Conserve Community Character

- Neighborhood character can evolve in a gradual and compatible way to allow additional density through subdivision lots and the creation of granny flats and duplexes. (page 17)

Urban Residential Land Use Category

- (The Urban Residential Land Use) category identifies existing residential areas with densities generally ranging from 2 units per acre to 15 units per acre. Additional, this category also includes individual vacant lots and smaller acreages, known as neighborhood conservation areas. (page 31)
- The fundamental goal for (neighborhood conservation) areas is to encourage the maintenance of residential desirability and stability. Where new infill development is proposed, it should be consistent and compatible with preexisting developments. (page 31)
- (The Urban Residential areas should be developed) for predominately residential uses; however, incorporate mixed residential densities, housing types, and non-residential services where supported by adjacent land use patterns. (page 31)
- Thus, the main objectives for (the Urban Residential) areas are to maintain adequate levels of service when possible to improve the capacity and aesthetic of all urban services. (page 31)
- (The Urban Residential areas should) optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as community activity centers. (page 31)
- (The Urban Residential areas should) ensure that new common open space is truly usable and accessible. (page 31)
- (The Urban Residential areas should) provide for marginally higher development densities while ensuring preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between new development and adjacent existing neighborhoods. (page 31)
- ...development of...small parcels should respect the unique character and development pattern of the neighborhood. The development should emphasize building and site compatibility with existing densities, intensities, building types and other site planning features. (page 31)

PUD REVIEW ISSUES:

Use Issues: The petitioners have proposed a list of uses for the commercial area of the development. The proposal is to follow the Commercial Limited (CL) zoning district. The petitioners updated the District Statement to include all uses within the CL district. The CL zoning district intent fits this area well, and there is CL zoning adjacent to this property.

Underlying Zoning Districts: In the District Ordinance, the petitioners propose utilizing CL as underlying zoning. However, this does not function with the multifamily structures proposed. Building C is 41 feet at its tallest, which exceeds the CL maximum height of 40 feet. Additionally, first floor dwelling units are not permitted in CL. The maximum

height in the RH zoning district is 50 feet. This needs to be resolved with the petitioner and addressed in the District Ordinance. The District Ordinance proposes RH zoning as the underlying zoning for the single-family houses portion of the PUD. At this time, no other uses or densities are proposed for this area of the development. In order to change that, a PUD amendment would be necessary in the future.

Architectural Standards: Architectural Standards have been submitted for the PUD that follow CL zoning standards. Staff finds this to be too general to ensure the quality of development proposed for the site. The CL District can be a useful template, but staff recommends more detail and narrowly tailoring the standards to provide more predictability.

Occupancy: Occupancy was not discussed in the district ordinance. If the goal is to set the underlying zoning district as “CL” and “RH,” then occupancy of all dwelling units would be the multi-family definition of “family” which includes not more than 5 unrelated adults. For the apartments, staff recommends a maximum occupancy of 3 unrelated adults or one family, according to the definition of “family.”

SITE DESIGN:

Development Standards: The submitted PUD District Ordinance proposes utilizing CL zoning standards; however, Building C does not meet these standards in reference to height. The District Ordinance needs to better reflect the buildings presented as part of the preliminary plan.

Impervious Surfaces: The petitioners propose a maximum impervious surface coverage of 64%. This percentage is more than the RM and RS districts (40%), and the RH and CL districts (50%). Impervious surface coverage relates to the density, height, number of units, and parking ratio. If the impervious coverage is deemed too high, then one or more of the other variables will need to be changed as well. The petitioner is proposing a 1,000 square foot green roof and capturing rainwater for reuse from the roof of Building A.

Access and Parking layout: There is an on-site parking ratio of 1 space per 1 bedroom, which is the parking maximum for multifamily. There are 94 parking spaces on-site for the 94 proposed bedrooms. On the street, they are proposing adding 6 parallel spaces and 14 angled parking spaces. There are three ways for a vehicle to access the site: a curb cut on Hillside and one on Henderson that lead to internal site parking. One additional curb cut on S. Henderson aligns with Southern Drive and provides access to first floor parking under Building C.

The islands within the parking lot have been enlarged to meet the UDO parking lot landscaping standards. Landscaping species and quantity will be reviewed at the Final Plan stage. Staff recommends following the standards in the UDO or detailing proposed landscaping standards within the District Ordinance.

Right-of-Way: Hillside and Henderson are both classified as Secondary Arterials in the thoroughfare plan. Both of these require 80 feet of right-of-way, or 40 feet from the centerline. The right-of-way dedication is shown on the site plan adjacent to the mixed-use portion of the site, but it needs to be dedicated in front of the single-family houses as well.

Phasing and Final Plan Review: The petitioners have developed a phasing plan for the public and private improvements in the PUD.

- Phase 1: Construction of Buildings A and B along with associated parking and infrastructure improvements, the maintenance building, recycling center and trash compactor. The streetscape along Hillside will also be completed. Stormwater quality and quantity facility would be completed. All streetscape improvements with the exception of those immediately in front of Building C. Anticipated timing: late fall of 2016 with completion in May/June of 2017
- Phase 2: Building C and associated infrastructure including the streetscape improvements and multiuse path. Anticipated timing: fall of 2017 with completion in May of 2018

In addition to the proposed phasing plan, the petitioners have requested staff-level Final Plan review. Staff level final plan is typically reserved for projects where there is a high level of detail already provided with the Preliminary Plan and District Ordinance. The preliminary plan and elevations submitted have provided a high-level of detail. Staff recommends Final Plan review be completed at staff level.

Architecture: The petitioners have submitted schematic renderings of the potential architecture as well as architectural standards. The mass of Building C has been reduced by removing one story. The design of the commercial building fits within the context of the area and historic commercial building styles. By using a different material, the third floor on Building A appears less imposing and is consistent with additions to historic buildings. The design of the two residential buildings have less of an urban feeling, and the BHPD commented that the residential buildings “feel suburban.” The liner apartments added to Building C improve the street-level appeal and design. The pattern for the materials was slightly altered on Building C to create a more cohesive feel. At the first hearing, Plan Commission members expressed a range of opinions on the architecture.

Transit: The PUD site will include one bus stop along Hillside. The intersection is served by two Bloomington Transit routes: Route 1 and Route 7.

Bicycle and Pedestrian Design: The PUD preliminary plan attempts to provide walkable, pedestrian friendly design. Sidewalks and tree plots are shown on Hillside Dr. and Henderson St. Tree species and spacing will be determined by UDO standards with the Final Plan. There will be a 10-foot multiuse path along Henderson. Along Hillside, there will be a 5-foot sidewalk.

Space for outdoor seating is provided in front of Building A and is approximately 10 feet in width. The elevation varies and the outdoor seating varies from above grade to slightly below grade. The outdoor seating area at the corner and along Henderson are slightly above the grade of the sidewalk. These seating areas will be flat in order for tables and chairs to stay level. Along the east side of Building A, the outdoor space is slightly below the sidewalk. Below grade seating is not ideal, but there is a balance with keeping the first floor of the commercial space on one level to accommodate changing or growing business needs. Outdoor diners can still interact with passersby on the sidewalk and vice-versa. The railing and planters serve to delineate the space as a porous border. Additionally, there are multiple outdoor seating options—below, at, and above grade for the site.

Bicycle Parking: The petitioner has committed to providing the number and type of bicycling parking required per UDO standards. Some of the commercial bicycle parking spaces can be seen in the building elevations. Long term bicycle storage will be provided in Buildings A, B, and C, but the design details of the indoor bicycle parking areas have not yet been provided. These details can be resolved at the Final Plan stage and bicycle parking must meet UDO requirements.

Parking: The site plan has 94 on-site parking spaces for the apartments. This is a ratio of one parking space per one bedroom, which is the maximum permitted per the UDO. The proposal includes 20 on-street parking spaces. The development includes 6,400 square feet of commercial space, divided between 4 tenant spaces. Considering a possible mix of uses from the CL permitted uses, 20 spaces is close to the UDO's maximum parking requirements. If this site were in a location with no on-street parking, the UDO would cap the total number of on-site parking spaces as follows for this one possible scenario:

Chart 1: Possible Development Scenario and Maximum Parking Standards

Tenant Use	Parking Ratio	Commercial Tenant Space Size	Maximum Permitted Spaces
Restaurant	1: 200 sq. ft.	2,000 sq. ft.	10
Fitness/Training Studio	1: 400 sq. ft.	1,530 sq. ft.	3
Business/professional Office	1: 300 sq. ft.	1,580 sq. ft.	5
Retail, low-intensity	1: 300 sq. ft.	1,233 sq. ft.	4
		Total:	22

According to these numbers, providing 20 on-street parking spaces is close to the maximum permitted for the zoning district. This is one scenario. If all of the commercial spaces were to be filled by one use, the following chart demonstrates several of those possibilities and the corresponding maximum parking per UDO standards:

Chart 2: Possible Uses and Maximum Parking Standards

Tenant Use	Parking Ratio	Entire Commercial Space	Maximum Permitted Spaces
Restaurant	1: 200 sq. ft.	6400 sq. ft.	32
Fitness/Training Studio	1: 400 sq. ft.	6400 sq. ft.	16
Business/professional Office	1: 300 sq. ft.	6400 sq. ft.	21
Retail, low-intensity	1: 300 sq. ft.	6400 sq. ft.	21

The petitioner submitted a street parking utilization study at staff's request. For two weeks, the petitioner counted the number of occupied on-street parking spaces in the area to gauge the amount of parking available at different times of day. They collected data on Tuesdays, Thursdays, and Saturdays at 9:00 am, noon, 5:00 pm, and 8:00 pm. Two charts below outline the results of the number of vacant spaces at those times.

Across the 24 observations, there were only 2 instances when fewer than 15 percent of spaces were available. More than half of the time, 40 percent or more of spaces were available. According to research in on-street parking, aiming for 15 percent of spaces to be unoccupied at any time is a good goal, which allows for people to come and go and visit commercial spaces. Parking researcher Donald Shoup, PhD and transportation researcher Todd Litman, PhD have several studies that recommend approximately one in eight parking spaces be vacant at any one time. This works out to 12.5% vacancy (Shoup, *Cruising for Parking*, 2007) (Litman, *Parking Policy Implementation Guidelines*, 2015).

Parking Study Area:

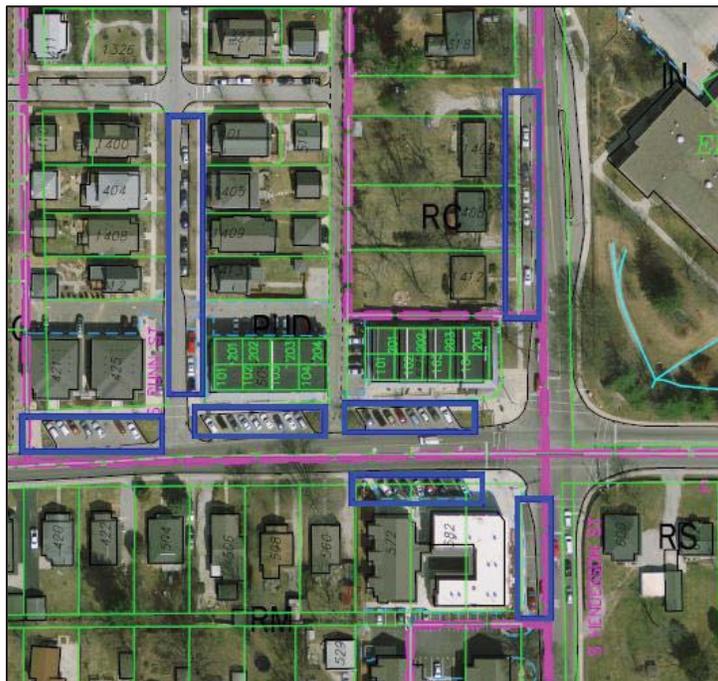


Chart 3: Percent of Vacant On-Street Parking Spaces

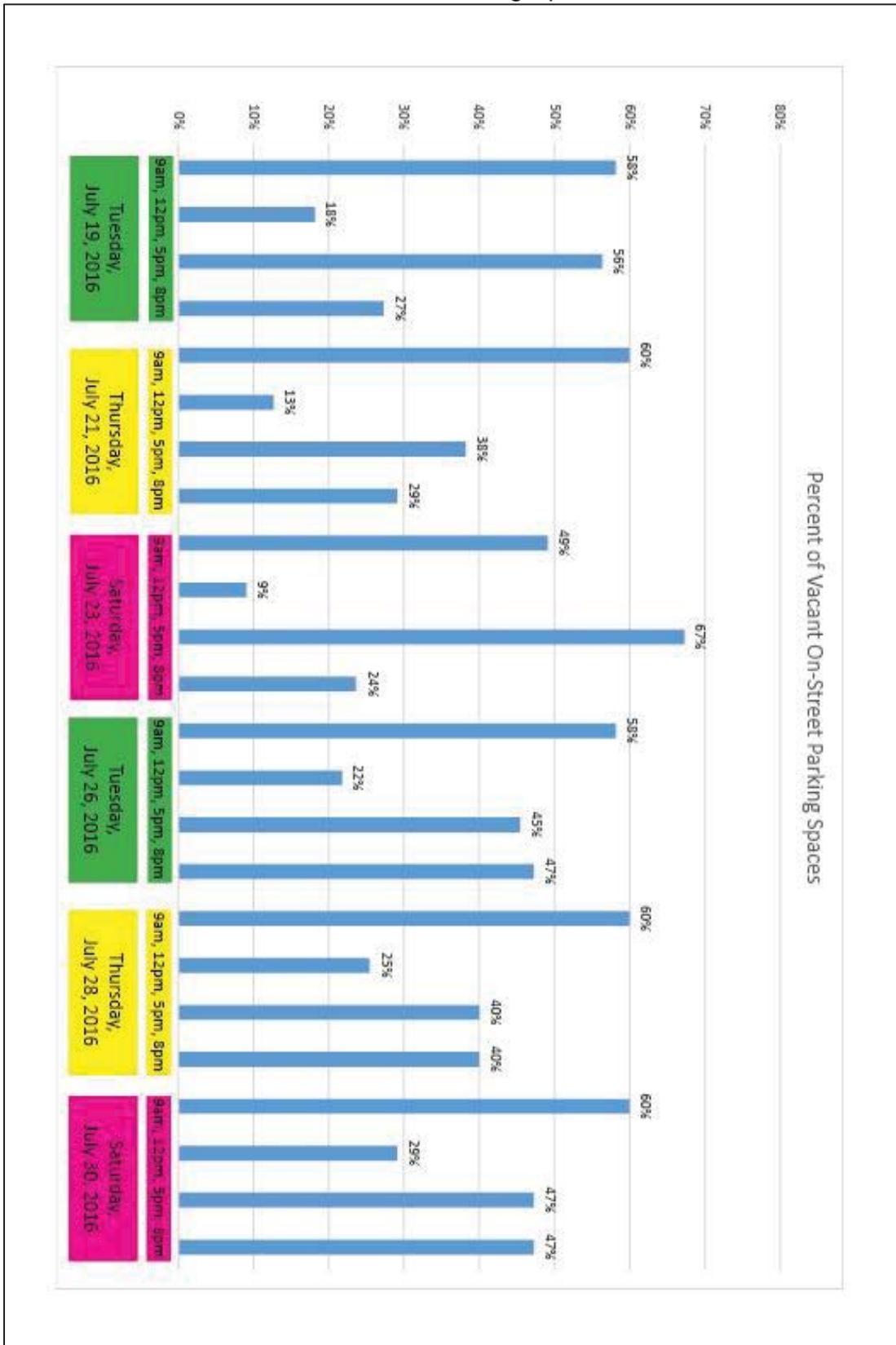
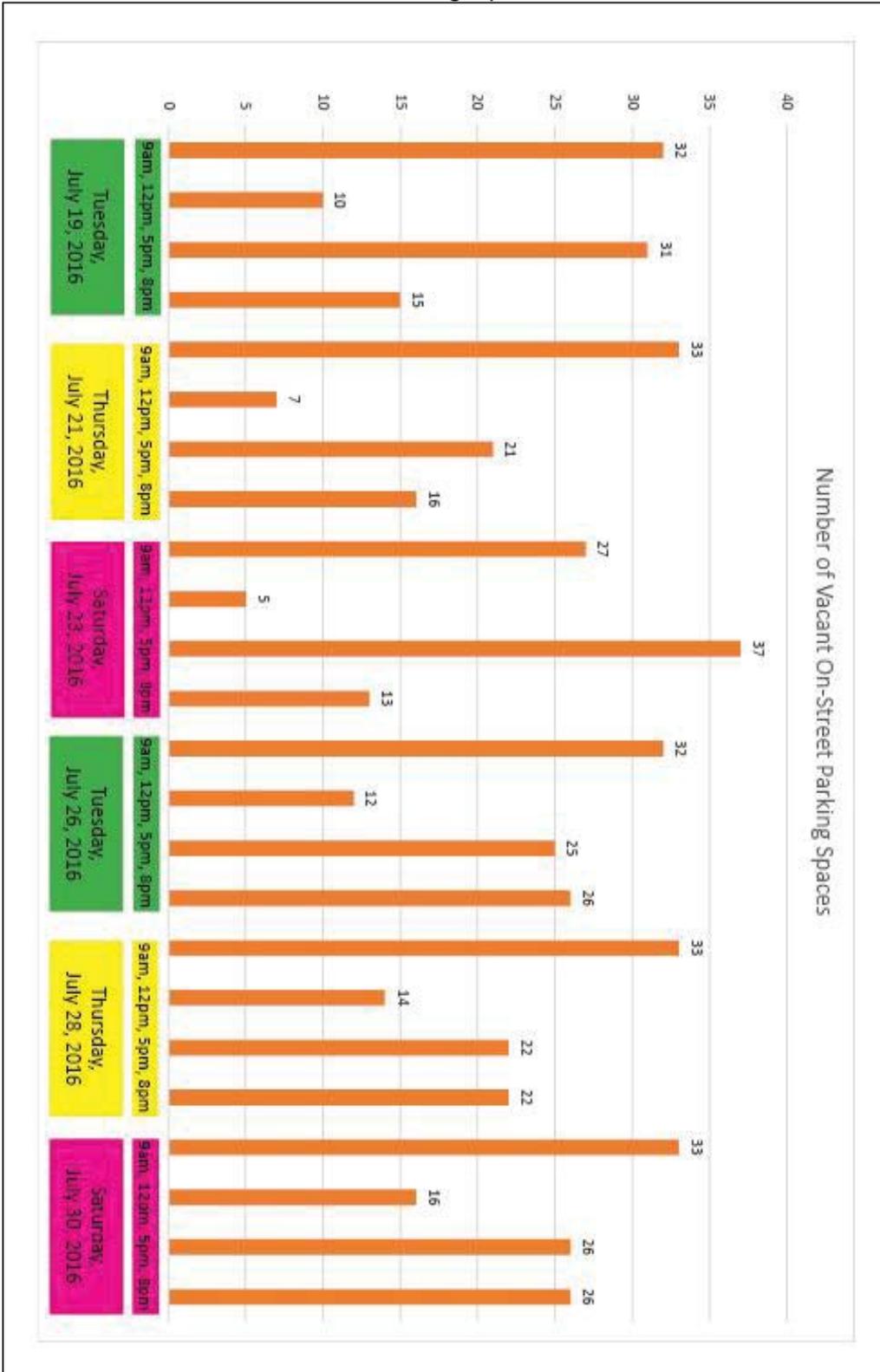


Chart 4: Number of Vacant On-Street Parking Spaces



The Traffic Commission voted unanimously to support back-in angled parking at this location. Back-in angled parking is safer than pull-in angled parking. It would be the first location for back-in parking in Bloomington; however, it is prevalent in many other cities. While this will be an adjustment for some drivers, that will be true no matter where it is installed in town as a “first” location. The Traffic Commission recommended this parking configuration for both Hillside and Henderson as opposed to pull-in angled parking. Staff recommends continuing with the parallel parking on Henderson and switching the angled parking on Hillside to back-in angled. The Traffic Commission does not review nor comment on the number of parking spaces provided.

Utilities: A schematic utility plan has been submitted to CBU and is under review. Water and sewer are already available on the site. Interior water and sewer mains will be private facilities.

Stormwater: A schematic stormwater plan has been submitted to CBU and is under review. This plan includes a detention pond on the south side of the property.

CONCLUSIONS: Staff supports the project and finds that this petition satisfies some of the GPP goals including mixed residential housing types and connectivity. Some topics for discussion at the hearing, or between staff and petitioner prior to the third hearing, include the following:

- Including more detail in the architectural standards
- Including commitments to the discussed positive environmental measures
- Including more detail in the District Ordinance

RECOMMENDATION: Staff recommends forwarding this petition to the September 12, 2016 Plan Commission meeting.

MEMORANDUM

Date: July 29, 2016
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Through: Linda Thompson, Senior Environmental Planner
Subject: PUD-16-16, Dwellings, second hearing
600 – 630 E. Hillside Dr.

The purpose of this memorandum is to convey the Environmental Commission's (EC) recommendation to continue this petition until more details about the plan can be worked out. There are inconsistencies between the Site Plan and the Planned Unit Development (PUD) District Ordinance, insufficient pervious surface coverage, insufficient street trees, and other miscellaneous details.

The underlying zoning district regulations that this PUD will assimilate are from a Commercial Limited (CL) District. Part of the intent of a CL is to "encourage proposals that further the Growth Policies Plan goal of sustainable development design featuring conservation of open space, mixed use, pervious pavement surfaces, and reductions in energy and resource consumption."

The EC believes that in general the Petitioner has a start in following the intent of a PUD and a CL zone, but more needs to be done. Specifically needed is at least the amount of open space required in the Unified Development Ordinance (UDO), additional vegetation, and more native species. The EC always recommends that the environmental protection regulations in a PUD District Ordinance should not be less stringent than those in the UDO.

The EC compliments the Petitioner for committing to high-albedo roofing, "extensive" green roof, photo voltaic panels, and a rainwater capture and reuse system. However, the EC believes the plans for construction and maintenance for these features should be submitted and approved before the PUD District Ordinance is adopted.

EC RECOMENDATIONS

1.) The EC recommends that this petition be continued to next month to allow submission of additional details.



BYNUM FANYO & ASSOCIATES, INC.

111
ARCHITECTURE
CIVIL ENGINEERING
PLANNING

JULY 25, 2016

District Ordinance

CITY OF BLOOMINGTON PLAN COMMISSION
401 N. MORTON STREET
BLOOMINGTON, INDIANA 47403

RE: DWELLINGS LLC; SOUTH PARK PUD PRELIMINARY PLAN APPROVAL

DEAR PLAN COMMISSION AND CITY COUNCIL MEMBERS:

PLEASE ACCEPT THIS DOCUMENT AS SUPPLEMENTAL INFORMATION TO BE ADDED TO THE PETITIONER'S STATEMENT AND DISTRICT ORDINANCE. THE FOLLOWING CHANGES HAVE BEEN MADE TO THE PUD APPLICATION BASED UPON FEEDBACK FROM THE PLANNING STAFF AND COMMISSIONERS AS WELL AS FROM THE NEIGHBORHOOD:

1. The first floor commercial suites have been moved to front on Hillside Drive. There is a 10-foot wide seating area between the building face and the face of the 5-foot public sidewalk. The sidewalk is buffered with a 5-foot tree plot to the angled parking on Hillside Drive.
2. A level outdoor seating area, similar to Matt Press' building, has been added along the Henderson Street frontage to enhance the corner commercial suite.
3. We have added two efficiency units and one 1-bedroom unit to the first floor of building C to separate the parking garage from the street. This also allowed us to eliminate the false windows and tall stair towers.
4. Building C has been lowered by one story to reduce its height. These units have been relocated to a third story on building A.
5. We have revised the Henderson frontage to include a 5-foot tree plot and 10-foot multipurpose path.
6. We have added landscape islands to meet the UDO parking lot standards.
7. To make up lost parking in the garage and surface lot we are proposing using 2-stacked spaces in the garage and 4-stacked spaces north of the maintenance/recycling center. These spaces will be assigned to tenants of the 2-bedroom units.
8. We are accepting the desire that all CL uses be permitted in the area of the underlying CL zone.
9. We have added a courtyard between buildings A and B that connects to the interior court yard. Pedestrians can now access the interior of the site from Hillside or Henderson.

528 NORTH WALNUT STREET
812-332-8030

BLOOMINGTON, INDIANA 47404
FAX 812-339-2990

10. Permeable area has been recalculated at 64.1%.
11. The District Ordinance should read that the underlying zoning where the three existing single family houses are located be RH which is the existing zone to the east and south of these properties. We are specifying that these existing houses will remain as is, subject to routine maintenance. The only method to change their use would be by approval of the Plan Commission and City Council thru an amendment procedure specified by the UDO.
12. To clarify the timing of the infrastructure improvements along Hillside and Henderson Street we propose the following:
 - a. The proposed parking, curbs, tree plot, sidewalk and multipurpose path fronting building A and B on both Hillside and Henderson be completed in Phase I. In addition, the street scape east of building B in front of the single family homes also be completed during phase I including the removal of the drives, parking pad and garage unit between 612 and 630 E. Hillside Drive. The three parking stalls to serve these two homes would also be completed in Phase I as would the maintenance/ recycling center. Storm water quality and quantity facility would be completed with this phase. Landscaping of the south property line would be completed with the storm water facility.
 - b. The remaining infrastructure fronting on Henderson Street adjoining building C would be completed in phase II. The reason for this to be completed in phase II is that construction activity necessary to build building C would destroy curb, tree plot and multipurpose path if completed in phase I.

UPON YOUR REVIEW OF THESE CHANGES PLEASE FEEL FREE TO CONTACT US AT ANY TIME FOR QUESTIONS OR CLARIFICATIONS.

SINCERELY,



JEFFREY S. FANYO, P.E., CFM
BYNUM FANYO AND ASSOCIATES, INC.
528 NORTH WALNUT STREET
BLOOMINGTON, INDIANA 47404
OFFICE 812 332 8030

District Ordinance

Architectural Standards

These Architectural Standards apply to the portion of the Park South Planned Unit Development with a CL underlying zoning.

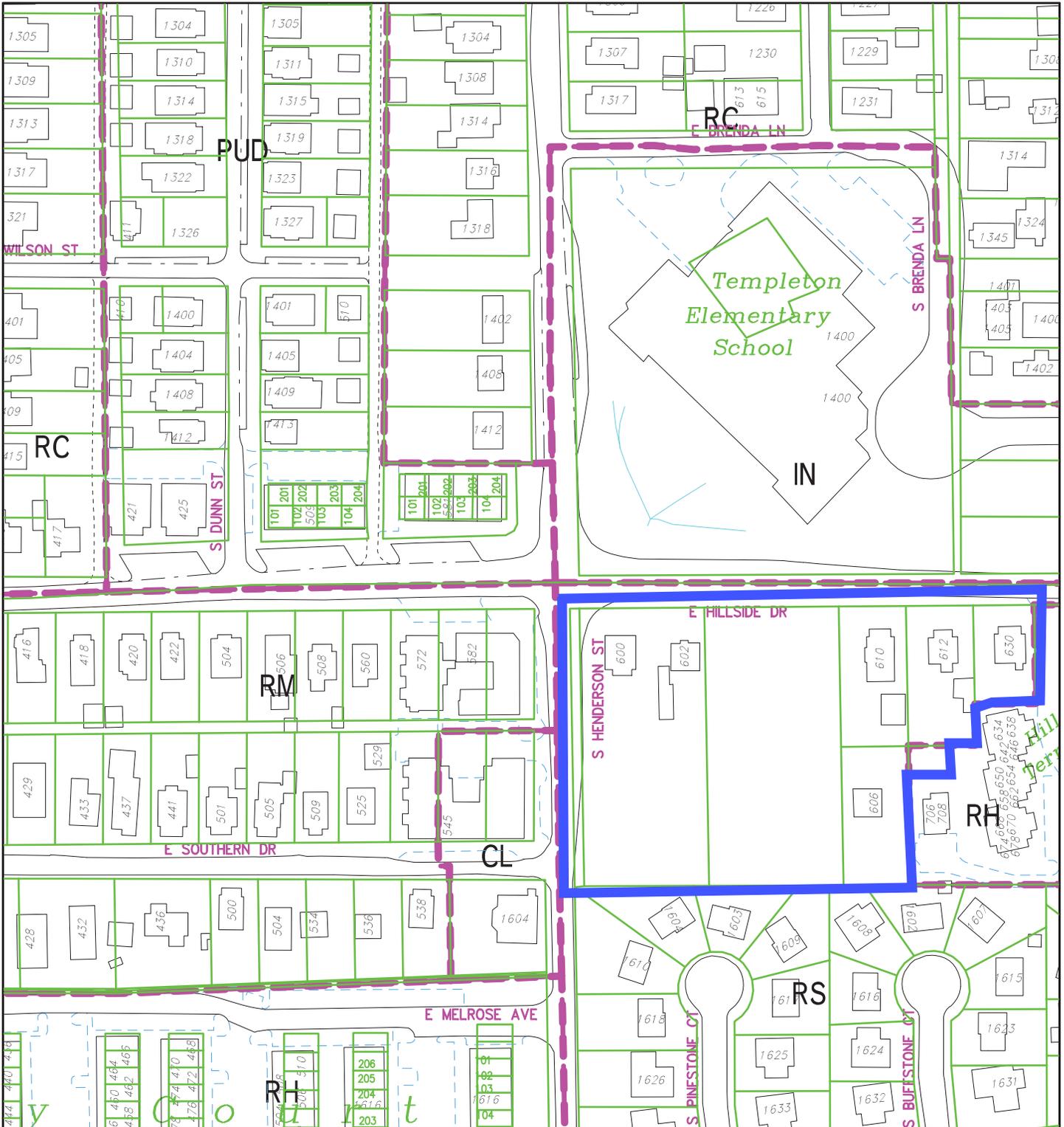
- (a) Applicability: The following architectural standards shall apply to the construction of new buildings on parcels located wholly or partially within (100) feet of the centerline of the adjacent street(s). Exceptions: Single-family dwelling units shall not be subject to the architectural standards of this section. Such residential dwelling units shall be subject to the architectural standards found in Section 20.05.016: AG-02 [Architectural Standards; Residential]
- (b) Standards: The following architectural standards shall apply:
- (1) Materials: Primary exterior building materials for facades visible from a street shall consist of one (1) or more of the following:
 - (A) Cementitious siding;
 - (B) EIFS;
 - (C) Masonry;
 - (D) Natural stone;
 - (E) Precast concrete;
 - (F) Split-faced block
 - (G) Transparent glass;
 - (H) Wood;
 - (I) Other products that replicate the appearance and durability of the above materials, as approved by the staff.
 - (2) Exterior Facades: No building façade visible from a street shall have a blank, uninterrupted length exceeding forty (40) feet without including three (3) or more of the following design elements:
 - (A) Awning, porch, balcony or canopy;
 - (B) Change in building façade or eave height (minimum of two (2) ~~five~~ ~~(5)~~ feet of difference);
 - (C) A regular pattern of transparent glass which shall comprise a minimum of fifty percent (50%) of the total wall/façade area of the first floor façade/elevation facing a street;
 - (D) Wall elevation recesses and/or projections, the depth of which shall be at least two (2) feet.
 - (3) Patterns: Building facades visible from a street shall contain the following color and texture changes:
 - (A) Facades shall consist of at least one (1) primary and one (1) secondary color.
 - (B) At least one (1) of these elements, either texture or color, shall repeat horizontally across the faced.
 - (C) Variations in texture and color elements shall repeat vertically every thirty (30) feet.
 - (4) Eaves and Roofs: Buildings with sloped roofs (those greater than 3:12 pitch) visible from a street shall contain overhanging eaves, extending

- no less than two (2) feet past the supporting walls. Flat roofs (those less than 3:12 pitch) shall include a parapet on supporting walls.
- (5) 360-Degree Architecture: Those sides of a building that are not visible from a street shall have a finished façade that is complimentary to the visible facades in terms of materials and architectural detailing.
- (6) Pedestrian Entry: One (1) pedestrian entrance shall be provided for any façade which contains at least sixty six (66) feet of frontage along a street. The pedestrian entry shall contain at least three (3) of the following architectural details:
- (A) Pilasters, columns or façade modules;
 - (B) Public art display;
 - (C) Prominent building address, building name, and lighting;
 - (D) Raised entryway;
 - (E) Arched or gabled entry;
 - (F) Covered porch or patio;
 - (G) Railing or partial height wall; or
 - (H) Distinct entry color, material or door.

These Architectural Standards apply to the portion of the Park South Planned Unit Development with an RH underlying zoning.

- (a) Applicability: The following architectural standards shall apply to the construction, expansion, or alteration of any building used for residential occupancy.
- (b) Standards: The following architectural standards shall apply:
- (1) Materials: Primary exterior finish building materials used on residential dwellings shall consist of any of the following:
 - (A) Horizontal lap siding (e.g. vinyl, cementitious, wood);
 - (B) V-grooved tongue-and-groove siding;
 - (C) Wood-grained vertical siding materials in a board-and-batten or reverse batten pattern;
 - (D) Cedar or other wood materials;
 - (E) Stucco, plaster, or similar systems;
 - (F) Stone;
 - (G) Split face block, ground face block, or brick;
 - (H) Cast or cultured stone;
 - (I) Cast in place concrete;
 - (J) Earthen structural materials;
 - (K) Other materials that replicate the look and durability of the above materials, as approved by the staff.
 - (2) Minimum Coverage: Siding materials listed above, or a combination of such materials, shall extend from roofline to within six (6) inches of finished grade.
 - (3) Foundations: All buildings shall be placed on permanent foundations.
 - (4) Roofs:

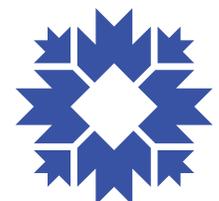
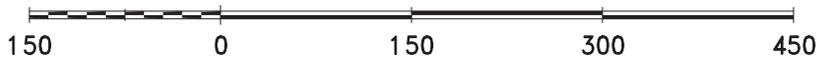
- (A) Attached and detached single-family dwelling units shall have sloped roofs consisting of shingles, shakes, tile, standing-seam metal, or V-grain metal. Additions to attached or detached single-family dwelling units may use flat roofs.
- (B) Multi-family structures may utilize a flat roof with a parapet or a sloped roof consisting of the materials listed above (Section A).
- (5) Rain Gutters and Downspouts: Rain gutters and downspouts are required.
- (6) Uniform Architecture: When the rear or side façade of a newly constructed building is adjacent to a street, the architecture of these facades shall be made to match that of the front façade. Such matching shall occur through the use of similar materials, window/doorway openings, variation in rooflines, or fenestration.
- (7) Anti-monotony Standards: In the case of new construction of multifamily units, any development containing more than three (3) individual buildings shall incorporate the following variations to break up monotony in design:
 - (A) Differences in rooflines;
 - (B) Differences in building footprint;
 - (C) Differences in the number of floors per building.
- (8) Attached Garages: attached garages shall not exceed five hundred eighty (580) square feet in area.



Hillside and Henderson Southeast corner proposed PUD
 Location, Buildings, Zoning

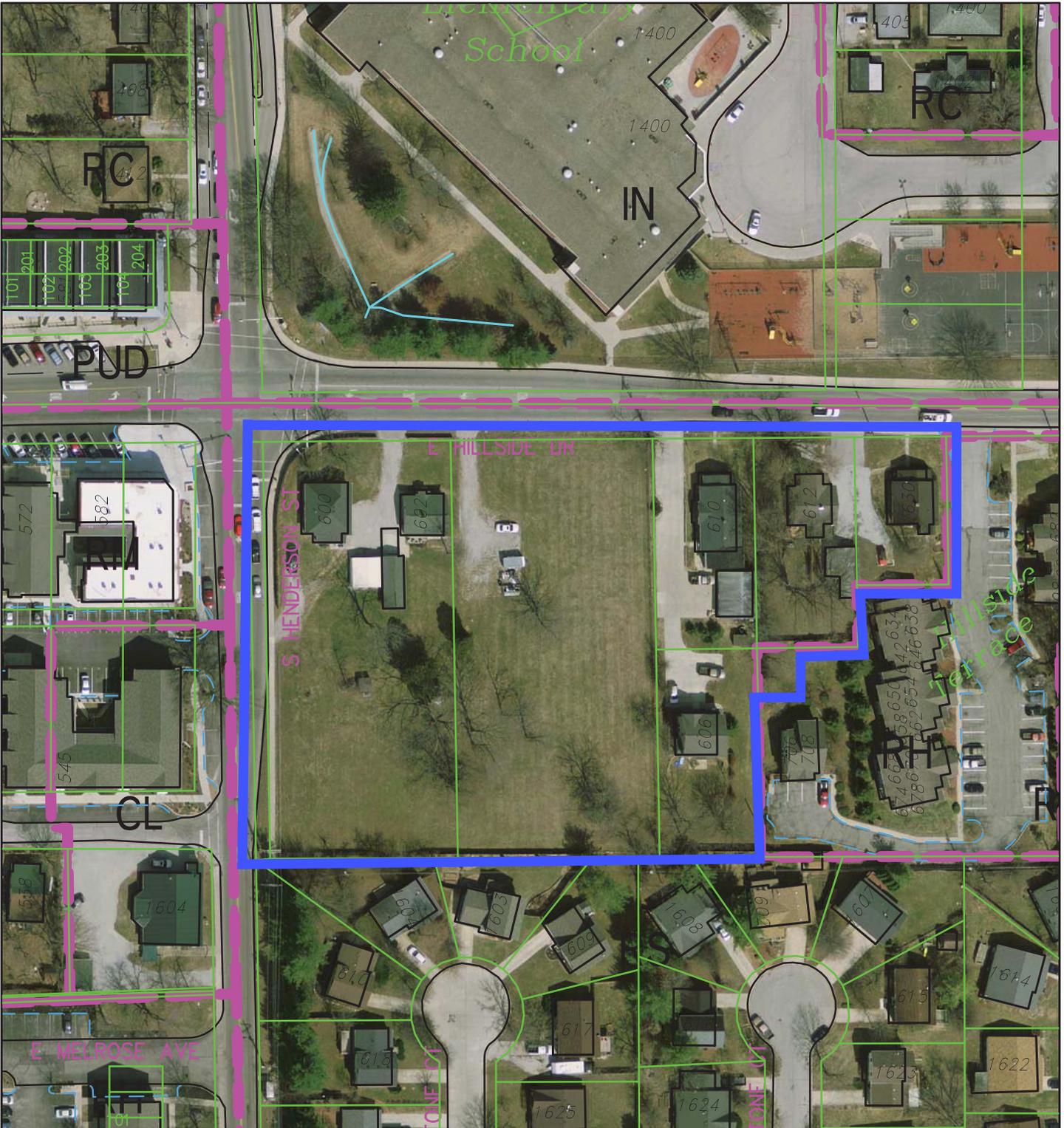
City of Bloomington
 Planning & Transportation

By: rosenbab
 27 May 16



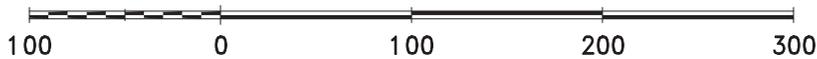
Scale: 1" = 150'

For reference only; map information NOT warranted.



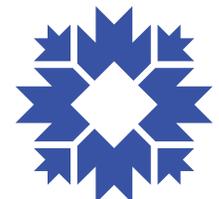
Hillside and Henderson Southeast corner proposed PUD
 2014 Aerial Photography

By: rosenbab
 27 May 16



For reference only; map information NOT warranted.

City of Bloomington
 Planning & Transportation



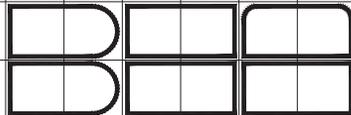
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PROPOSED: PARK SOUTH P.U.D.

600-630 E. HILLSIDE DRIVE
BLOOMINGTON, INDIANA 47401

UTILITY CONTACT INFORMATION

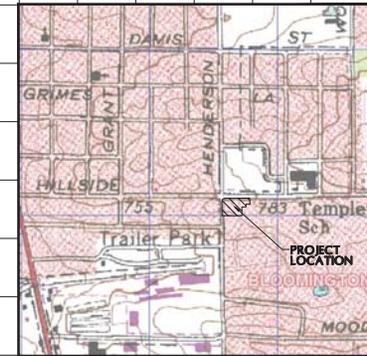
GAS VEPREN 205 S. JACKSON ST. BLOOMINGTON, IN 47401 DOUG ANDERSON (812)330-4009	SEWER AND WATER CITY OF BLOOMINGTON UTILITIES 603 E. HILLSIDE DR. BLOOMINGTON, IN 47402 NANCY AUSTON (812)349-3689	ELECTRIC DURE ENERGY 1819 N. DEPTENHAUGH ROAD KOKOMO, INDIANA 46902 JIM SHIELDS (317)375-2071
TELEPHONE 41847 P.O. BOX 56 BLOOMINGTON, IN 47402 BRENT MCABE (812)334-4521	CABLE TELEVISION COMCAST 2450 SOUTH HENDERSON STREET BLOOMINGTON, IN 47404 SCOTT TEMPLETON (812)355-7822	UNDERGROUND UTILITY LOCATION INDIANA UNDERGROUND PLANT PROTECTION 1-(800)382-5544



BYNUM FANYO & ASSOCIATES, INC.
528 North Walnut Street
Bloomington, Indiana 47404 (812) 332-8030

SHEET INDEX

SHEET NO.	SHEET NO.
C101	GENERAL NOTES & LEGENDS
C201	DEMOLITION PLAN
C202	SITE PLAN
C203	GRADING AND UTILITY PLAN
C204	SWPP PLAN
C205	LANDSCAPE PLAN
C301 & C302	MISCELLANEOUS DETAILS
C401	SWPPP INFORMATION
C402	SWPPP DETAILS



VICINITY/LOCATION MAP
SCALE: 1"=1,000'



DIAL '811' BEFORE YOU DIG
PER INDIANA STATE LAW IC8-1-26.
IT IS AGAINST THE LAW TO EXCAVATE WITHOUT NOTIFYING THE
UNDERGROUND LOCATION SERVICE TWO (2) WORKING DAYS
BEFORE COMMENCING WORK.

architecture
civil engineering
planning

OWNER/DEVELOPER:
MAX & GILDA LAUCHLI
630 E. HILLSIDE DRIVE
BLOOMINGTON, IN 47401

THE CURRENT EDITION OF THE INDIANA DEPARTMENT OF
TRANSPORTATION, MANUAL ON UNIFORM TRAFFIC CONTROL
DEVICES & CITY OF BLOOMINGTON UTILITIES STANDARD
SPECIFICATIONS IS TO BE USED WITH THESE PLANS

GEOTECHNICAL REPORT PREPARED BY ALT & WITZIG
ENGINEERING, INC. AND DATED XX.XX.16 SHALL BY
REFERENCE BE MADE A PART OF THESE PLANS.

Certified By:

JEFFREY S. FANYO, P.E.
IND. REG. NO. 60018283

Revisions

PUD-16-16
Preliminary Plan

P
PR
D.
12

revisions:



ARCHITECTURE
CIVIL ENGINEERING
PLANNING
Bloomington, Indiana
(617) 359-2990 (fax)

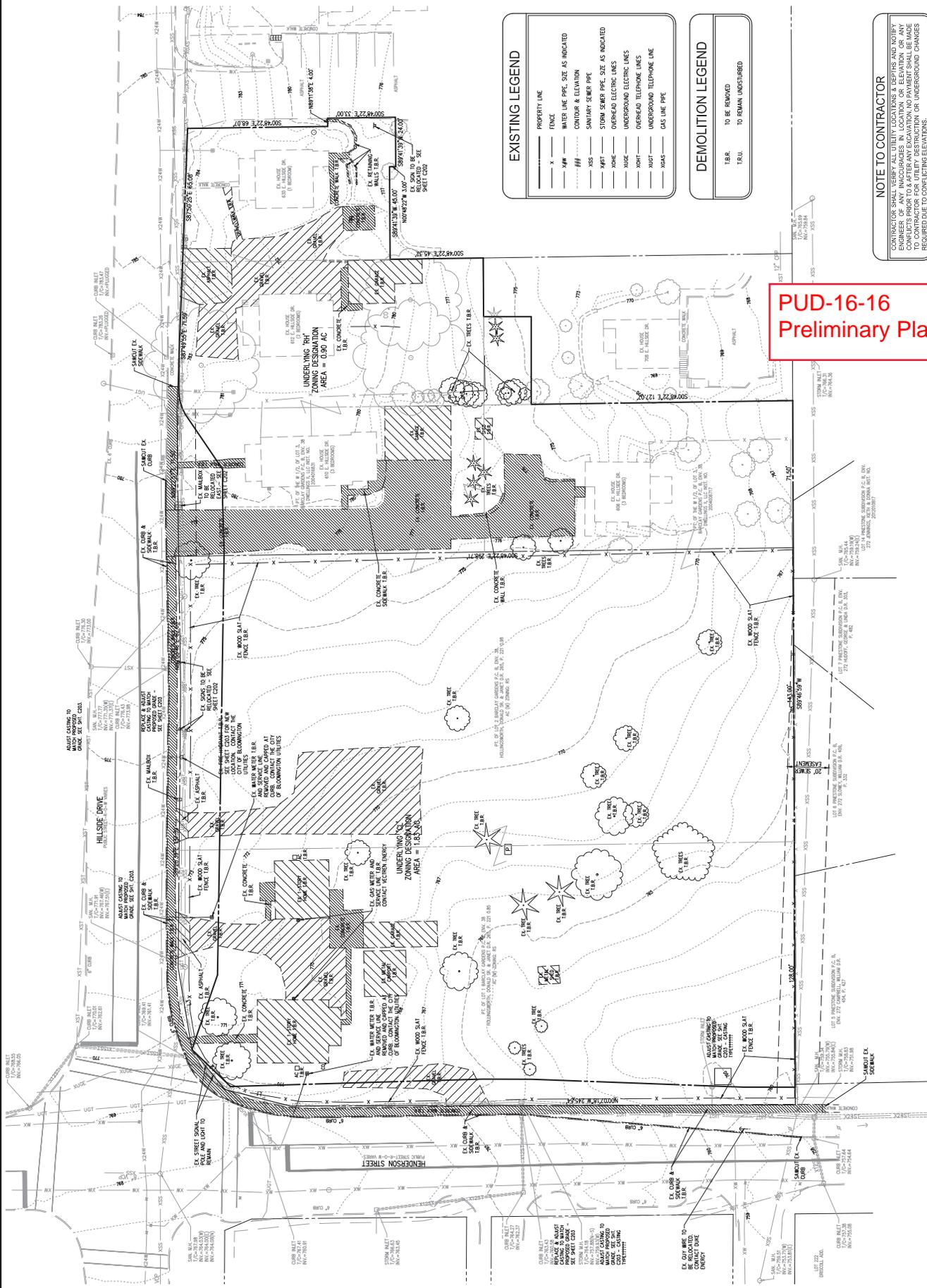
BBB
BYNUM FAYND & ASSOCIATES, INC.
528 North Walnut Street
Bloomington, Indiana 47401

certified by:

PROPOSED
PARK SOUTH P.U.D.
600 - 630 E HILLSIDE DRIVE
BLOOMINGTON, INDIANA 47401

120
designed by: JH
drawn by: JH
checked by: JH
sheet no.: 0201
Project no.: 401612

FILE: DEMOLITION PLAN



EXISTING LEGEND

---	PROPERTY LINE
-X-X-	FENCE
W/P	WATER LINE P.I.C., SIZE AS INDICATED
S/S	SEWER LINE P.I.C., SIZE AS INDICATED
SS	CONTOUR & ELEVATION
S/S	SANITARY SEWER PIPE
W/P	STORM SEWER PIPE, SIZE AS INDICATED
W/P	OVERHEAD ELECTRIC LINES
W/P	UNDERGROUND ELECTRIC LINES
W/P	OVERHEAD TELEPHONE LINES
W/P	UNDERGROUND TELEPHONE LINES
W/P	GAS LINE PIPE

DEMOLITION LEGEND

---	TO BE REMOVED
---	TO REMAIN UNDEMOLISHED

NOTE TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY OTHER INFORMATION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

PUD-16-16
Preliminary Plan

EXIST. STREET SIGNAL
EXIST. STREET LIGHT TO
BE RELOCATED
CONTACT ENGINEER

EXIST. WATER METER TIE
EXIST. WATER METER AND
SERVICE PIPES TO BE
REMOVED AND CAPPED AT
PROPERTY LINE. CONTACT
ENGINEER OF BLOOMINGTON
UTILITY DEPARTMENT

EXIST. CONCRETE WALL TIE
EXIST. CONCRETE WALL
TO BE REMOVED
CONTACT ENGINEER

EXIST. WOOD SLAT
FENCE TIE
EXIST. WOOD SLAT
FENCE TO BE
REMOVED
CONTACT ENGINEER

EXIST. ASPHALT DRIVE
EXIST. ASPHALT DRIVE
TO BE REPAIRED
CONTACT ENGINEER

EXIST. SANDY DRIVE
EXIST. SANDY DRIVE
TO BE REPAIRED
CONTACT ENGINEER

REVISIONS:

ARCHITECTURE	PLANNING	CIVIL ENGINEERING
BYLUM EVANS & ASSOCIATES, INC.		
528 North Walnut Street	528 North Walnut Street	528 North Walnut Street
Bloomington, Indiana	Bloomington, Indiana	Bloomington, Indiana
(317) 339-2900 (Fax)	(317) 339-2900 (Fax)	(317) 339-2900 (Fax)

BBB

PRELIMINARY CONSTRUCTION

JULY 25, 2016

PARK SOUTH P.U.D.

600 - 630E HILLSIDE DRIVE

BLOOMINGTON, INDIANA 47401

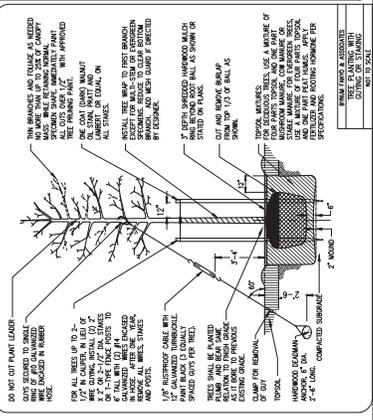
123

designed by: LUM
 created by: LUM
 sheet no.: 0204
 Project no.: 401612

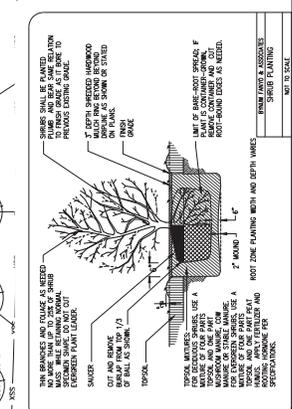
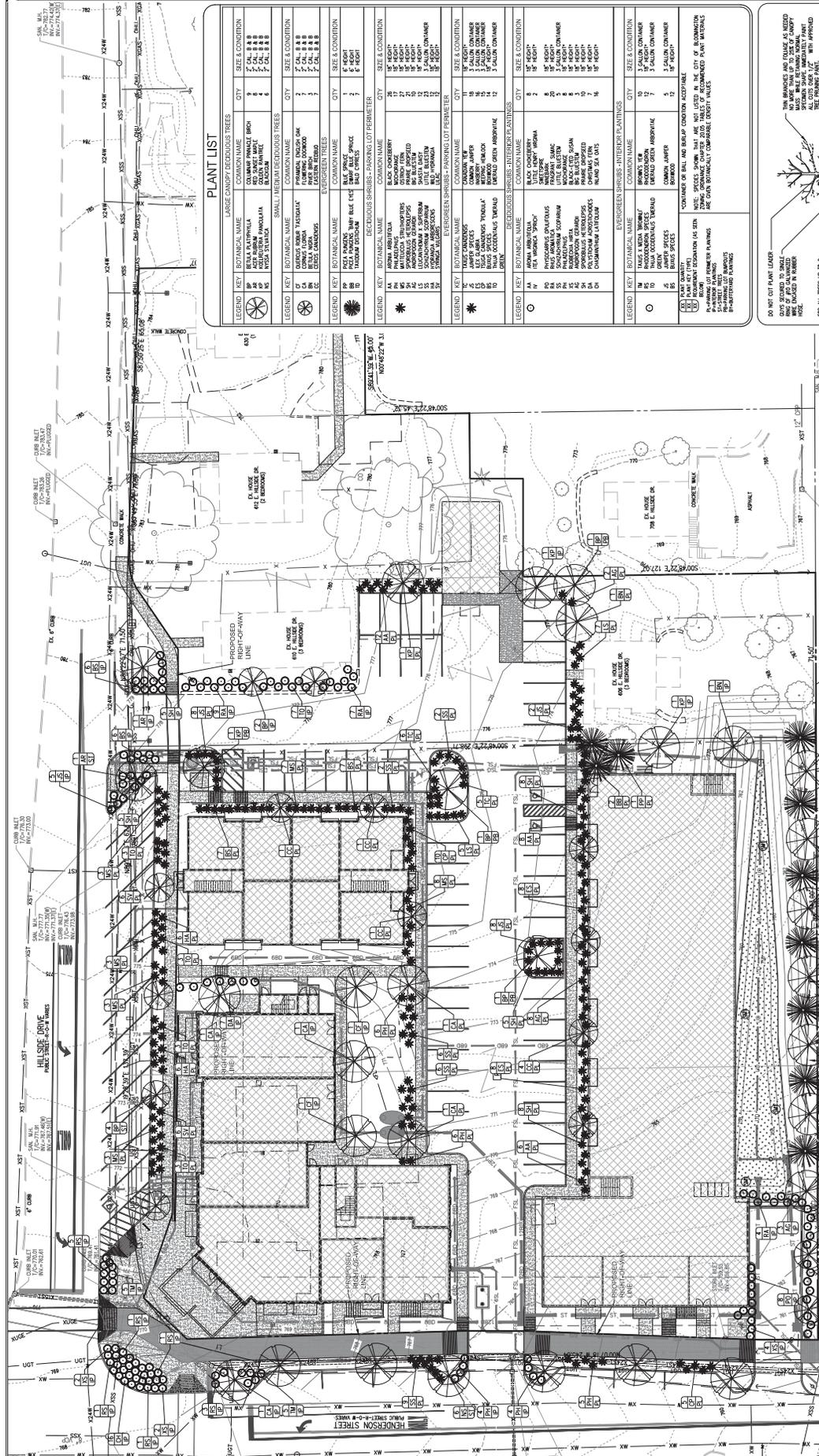
TITLE: SITE LANDSCAPE PLAN

PLANT LIST

LEGEND	KEY	SYMBOL	COMMON NAME	QTY	SIZE & CONDITION
LARGE CANOPY DECIDUOUS TREES	1	BEA	BELLA BATHYLLA	4	2" CAL. 18' 8"
	2	CO	COMMON PRINAZA BIRCH	4	2" CAL. 18' 8"
	3	CO	COMMON PRINAZA BIRCH	4	2" CAL. 18' 8"
	4	CO	COMMON PRINAZA BIRCH	4	2" CAL. 18' 8"
SMALL MEDIAN DECIDUOUS TREES	5	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	6	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	7	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	8	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
EMERGENT TREES	9	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	10	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	11	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	12	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
EMERGENT SHRUBS - INTERIOR PLANTINGS	13	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	14	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	15	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
	16	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
EMERGENT SHRUBS - EXTERIOR PLANTINGS	17	CO	COMMON PRINAZA BIRCH	7	2" CAL. 18' 8"
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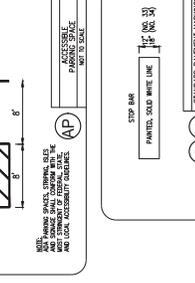
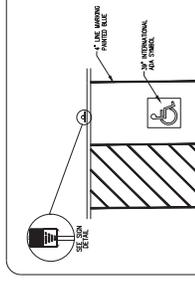
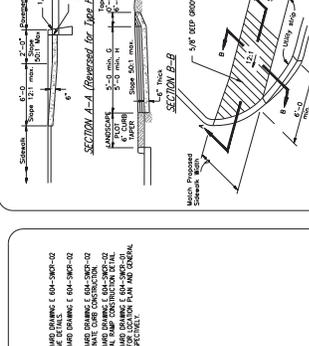
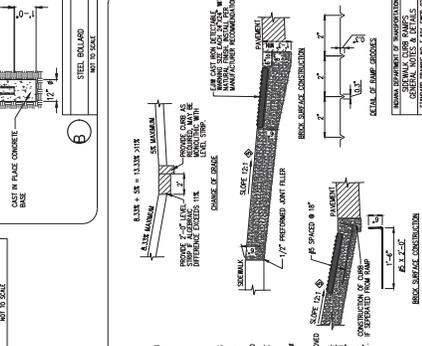
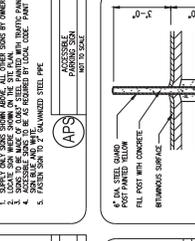
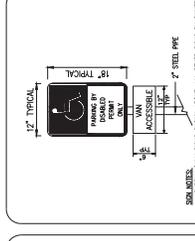
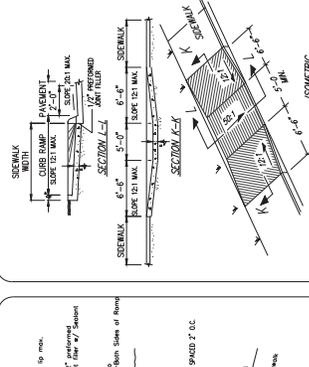
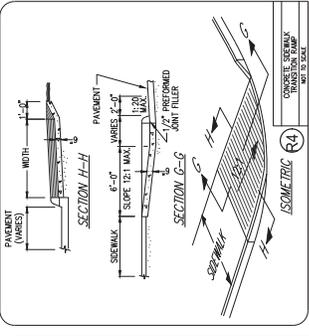
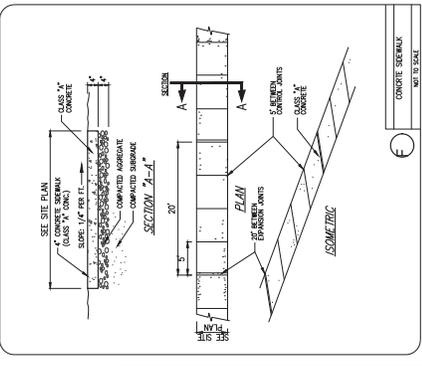
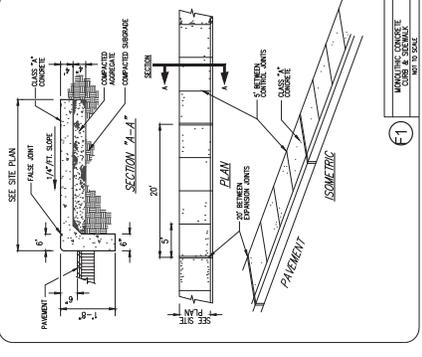
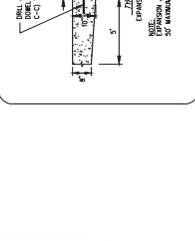
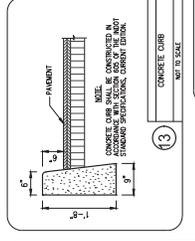
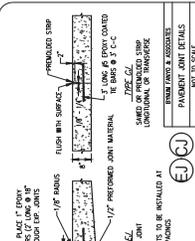
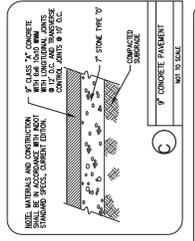
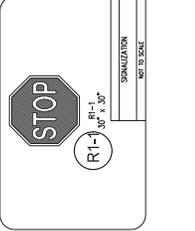
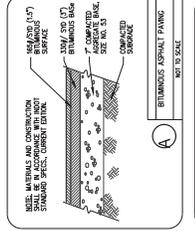


PUD-16-16
Preliminary Plan



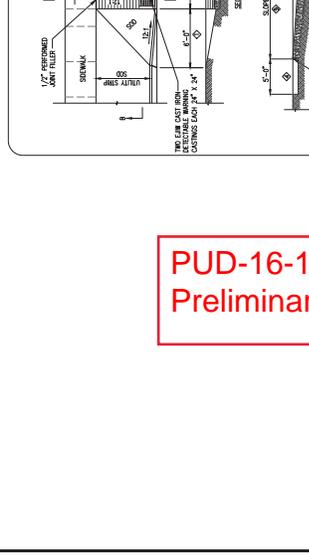
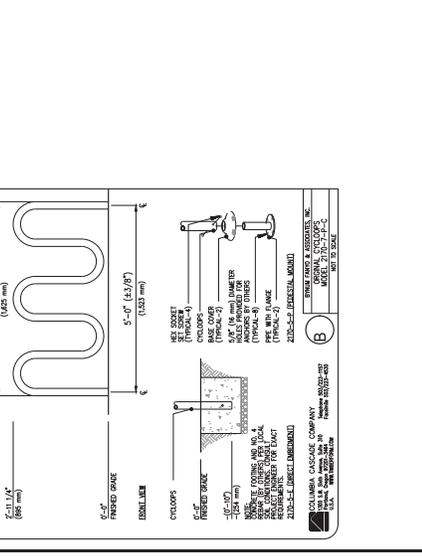
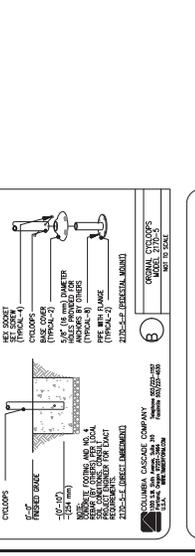
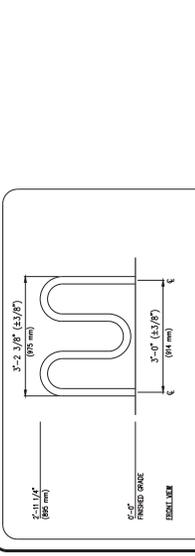
DESIGNED BY: LUM
 CREATED BY: LUM
 SHEET NO.: 0204
 PROJECT NO.: 401612

revisions:



GENERAL NOTES:
 THESE DRAWINGS ARE MADE ON A 9\"/>

NOTES:
 1. STANDARD MARKING E 604-300-02 FOR SLOWING TRAFFIC.
 2. SEE STANDARD MARKING E 604-300-02 FOR SLOWING TRAFFIC.
 3. FOR SLOWING TRAFFIC.
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PUD-16-16
 Preliminary Plan

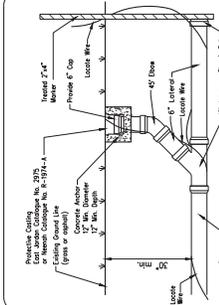
PROPOSED
PARK SOUTH P.U.D.
600 - 630E HILLSIDE DRIVE
BLOOMINGTON, INDIANA 47401

designed by: JST
drawn by: JST
checked by: JST
sheet no.: C302
Project no.: 401612

certified by:

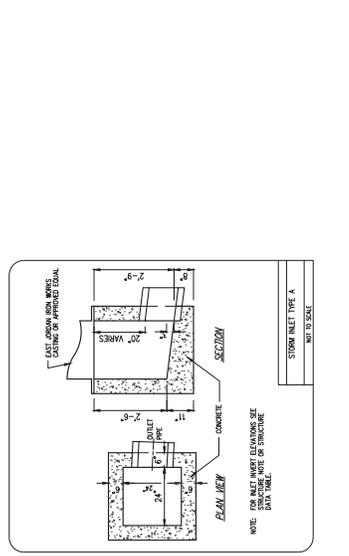
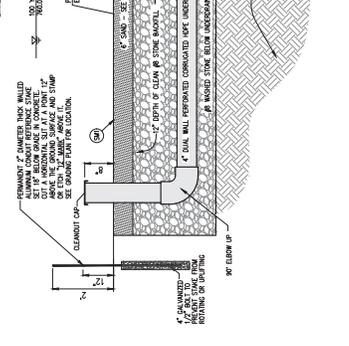
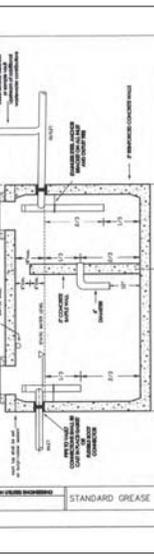
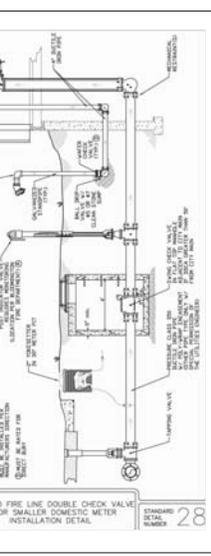
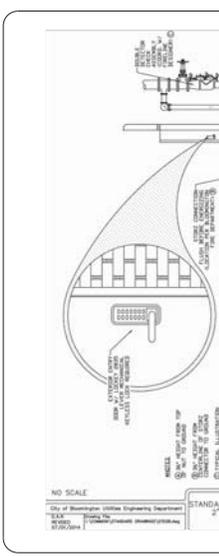
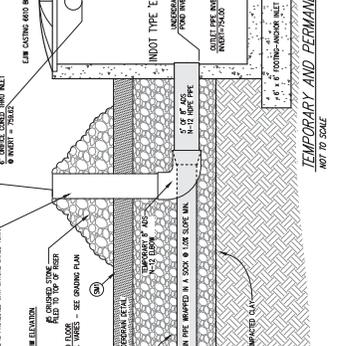
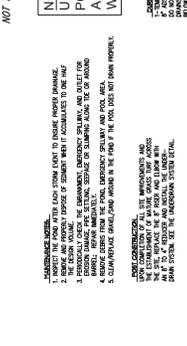
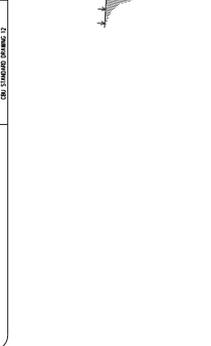
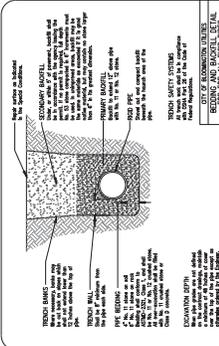
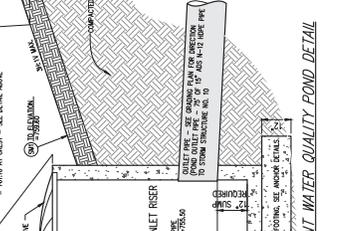
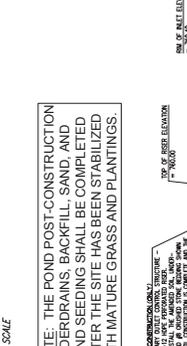
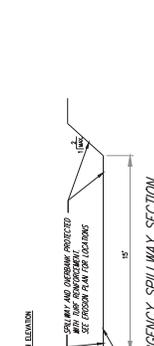
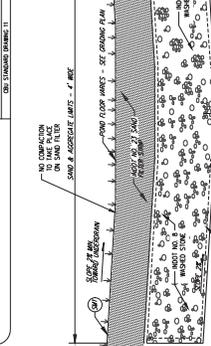
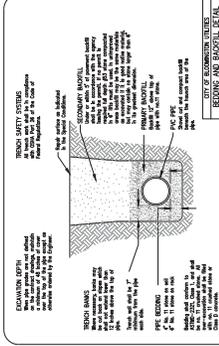
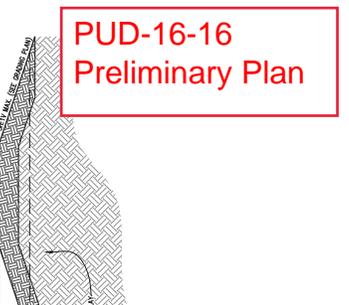
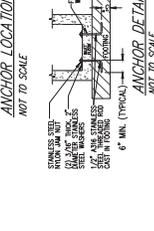
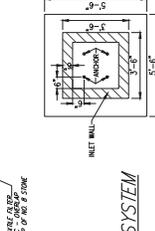
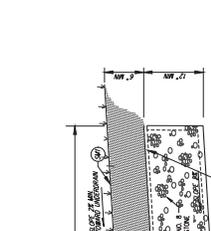
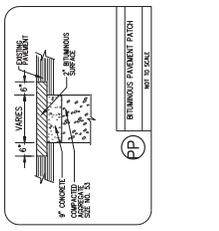
BYNUM FAYND & ASSOCIATES, INC.
528 North Walnut Street
Bloomington, Indiana
(317) 339-8930
(317) 339-2990 (fax)

ARCHITECTURE
CIVIL ENGINEERING
PLANNING



SANITARY LATERAL & CLEANOUT NOTES

1. A CLEAN-OUT SHALL BE PROVIDED ON SANITARY SEWER LATERALS EVERY 90 FEET AND AT ALL BENDS.
2. A CLEAN-OUT SHALL BE PROVIDED ON SANITARY SEWER LATERALS EVERY 90 FEET AND AT ALL BENDS.



STANDARD FIRE LINE DOUBLE CHECK VALVE
2\"/>

STANDARD GREASE INTERCEPTOR
24\"/>



Building A



Building A





Building A

Building A



Building C



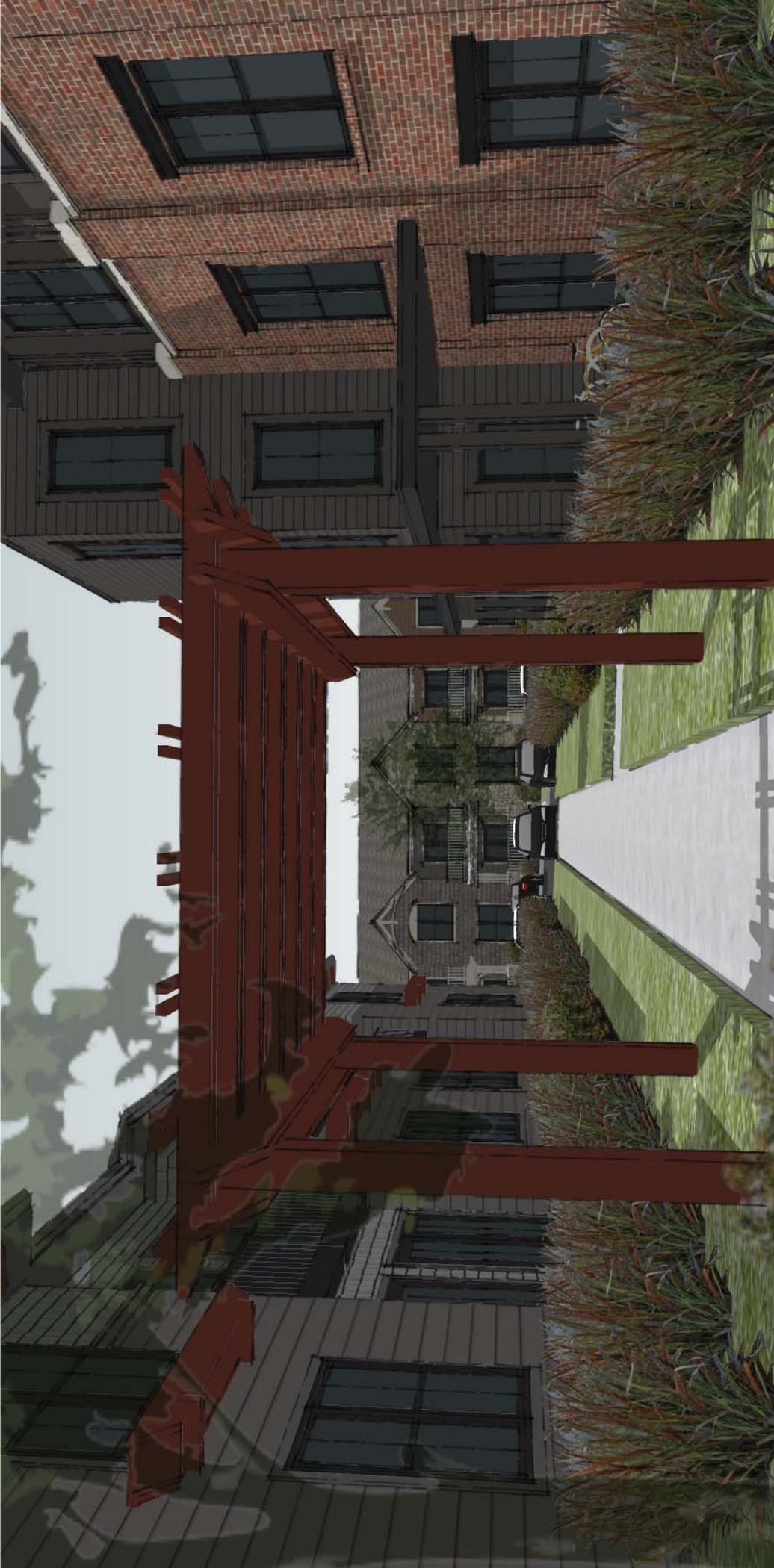
Buildings
A and C



Building C



Courtyard
between
Buildings A
and B

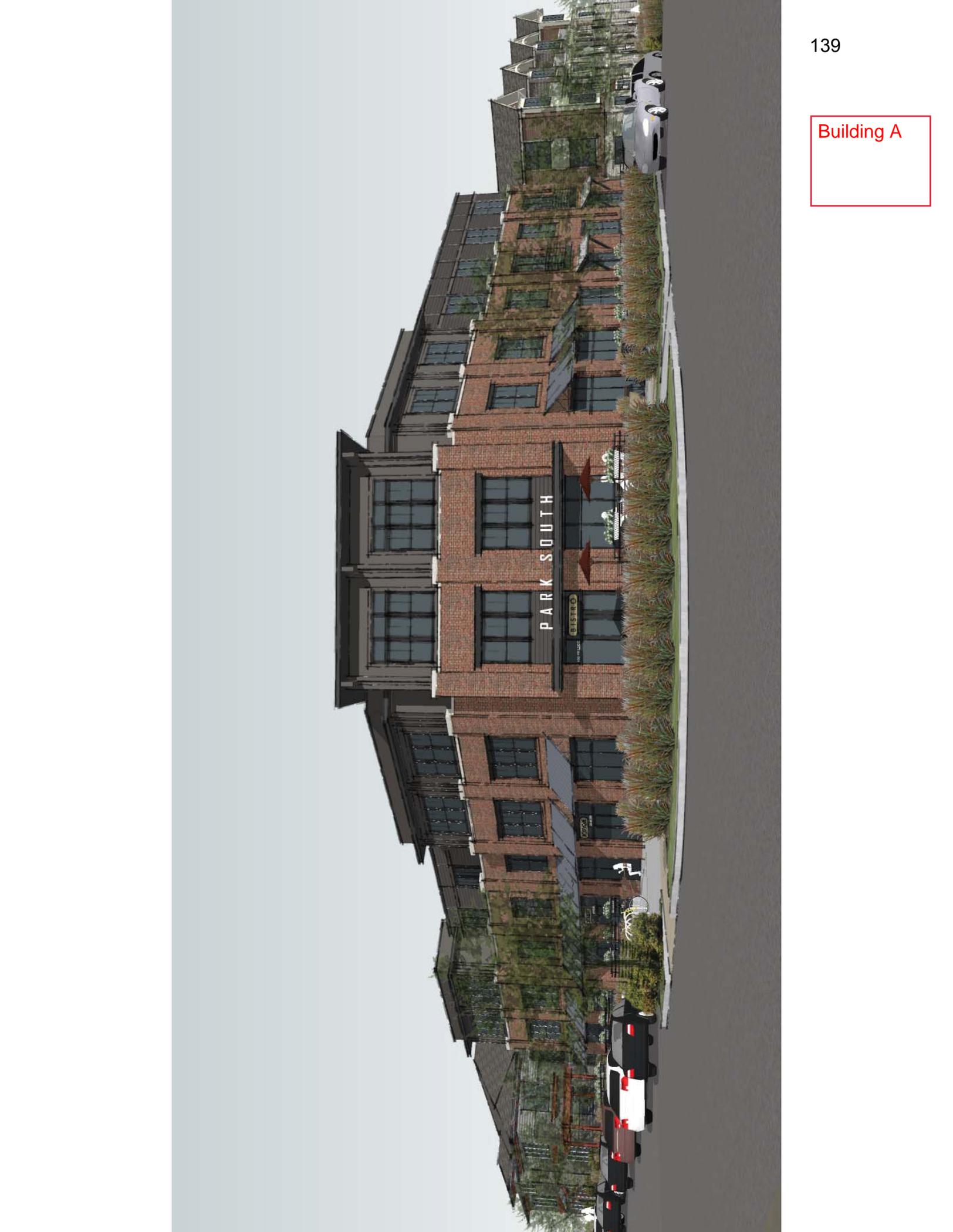


Building B



Building B





Building A

Building C





RIDGE HEIGHT: 34'

EAVE HEIGHT: 19'

DIMENSIONAL ASPHALT SHINGLES

SHAKE SIDING

LAP SIDING

PARK SOUTH - BUILDING B EAST ELEVATION

Building B



DECORATIVE BRACKETS

EAVE HEIGHT: 21

METAL ROOFING

PLANTER BOXES

PARK SOUTH - BUILDING B NORTH ELEVATION

Building B

Building A



AWNINGS W/
ALUM. FASCIA

COMPOSITE
ACCENT TRIM

CEMENT BOARD SIDING

LAP SIDING

METAL AWNINGS

BRICK WITH PRECAST
CONCRETE ACCENTS

PARAPET HEIGHT: 34'

PARAPET HEIGHT: 36'

DECORATIVE BEAMS

ROOF HEIGHT: 38'

ALUMINUM-FRAMED
STOREFRONT GLASS

PARK SOUTH - BUILDING A NORTH ELEVATION

Building A



PARK SOUTH - BUILDING A WEST ELEVATION



PARK SOUTH - BUILDING C WEST ELEVATION

CAST STONE



PARK SOUTH - BUILDING C SOUTH ELEVATION

Building C



Area height examples provided by petitioner

Area height examples provided by petitioner



On-Street Parking Study Results Summarized

Parking Study: Summary of Total Counts

	Date			Date	Parking Strip	# of Spaces	Occupied	Vacant	Percent Vacant	Percent Parked
1	7/19/2016	07/19/2016	9am	07/19/2016 at 9am	Totals	55	23	32	58%	42%
2	7/19/2016	07/19/2016	noon	07/19/2016 at noon	Totals	55	45	10	18%	82%
3	7/19/2016	07/19/2016	5pm	07/19/2016 at 5pm	Totals	55	24	31	56%	44%
4	7/19/2016	07/19/2016	8pm	07/19/2016 at 8pm	Totals	55	40	15	27%	73%
5	7/21/2016	07/21/2016	9am	07/21/2016 at 9am	Totals	55	22	33	60%	40%
6	7/21/2016	07/21/2016	noon	07/21/2016 at noon	Totals	55	48	7	13%	87%
7	7/21/2016	07/21/2016	5pm	07/21/2016 at 5pm	Totals	55	34	21	38%	62%
8	7/21/2016	07/21/2016	8pm	07/21/2016 at 8pm	Totals	55	39	16	29%	71%
9	7/23/2016	07/23/2016	9am	07/23/2016 at 9am	Totals	55	28	27	49%	51%
10	7/23/2016	07/23/2016	noon	07/23/2016 at noon	Totals	55	50	5	9%	91%
11	7/23/2016	07/23/2016	5pm	07/23/2016 at 5pm	Totals	55	18	37	67%	33%
12	7/23/2016	07/23/2016	8pm	07/23/2016 at 8pm	Totals	55	42	13	24%	76%
13	7/26/2016	07/26/2016	9am	07/26/2016 at 9am	Totals	55	23	32	58%	42%
14	7/26/2016	07/26/2016	noon	07/26/2016 at noon	Totals	55	43	12	22%	78%
15	7/26/2016	07/26/2016	5pm	07/26/2016 at 5pm	Totals	55	30	25	45%	55%
16	7/26/2016	07/26/2016	8pm	07/26/2016 at 8pm	Totals	55	29	26	47%	53%
17	7/28/2016	07/28/2016	9am	07/28/2016 at 9am	Totals	55	22	33	60%	40%
18	7/28/2016	07/28/2016	noon	07/28/2016 at noon	Totals	55	41	14	25%	75%
19	7/28/2016	07/28/2016	5pm	07/28/2016 at 5pm	Totals	55	33	22	40%	60%
20	7/28/2016	07/28/2016	8pm	07/28/2016 at 8pm	Totals	55	33	22	40%	60%
21	7/30/2016	07/30/2016	9am	07/30/2016 at 9am	Totals	55	22	33	60%	40%
22	7/30/2016	07/30/2016	noon	07/30/2016 at noon	Totals	55	39	16	29%	71%
23	7/30/2016	07/30/2016	5pm	07/30/2016 at 5pm	Totals	55	29	26	47%	53%
24	7/30/2016	07/30/2016	8pm	07/30/2016 at 8pm	Totals	55	29	26	47%	53%

Parking Study

Date	Time	Parking Strip	# of Spaces	Occupied	Vacant	Percent Vacant	Percent Parked
19-Jul	9:00 AM	E. Hillside Dr. (North side)	25	12	13	52%	48%
19-Jul	9:00 AM	E. Hillside Dr. (South side)	8	1	7	88%	13%
19-Jul	9:00 AM	S. Dunn St.	10	6	4	40%	60%
19-Jul	9:00 AM	S. Henderson (North side)	6	3	3	50%	50%
19-Jul	9:00 AM	S. Henderson (South side)	6	1	5	83%	17%
19-Jul	9:00 AM	Totals	55	23	32	58%	42%
19-Jul	noon	E. Hillside Dr. (North side)	25	24	1	4%	96%
19-Jul	noon	E. Hillside Dr. (South side)	8	5	3	38%	63%
19-Jul	noon	S. Dunn St.	10	7	3	30%	70%
19-Jul	noon	S. Henderson (North side)	6	6	0	0%	100%
19-Jul	noon	S. Henderson (South side)	6	3	3	50%	50%
19-Jul	noon	Totals	55	45	10	18%	82%
19-Jul	5:00 PM	E. Hillside Dr. (North side)	25	12	13	52%	48%
19-Jul	5:00 PM	E. Hillside Dr. (South side)	8	2	6	75%	25%
19-Jul	5:00 PM	S. Dunn St.	10	8	2	20%	80%
19-Jul	5:00 PM	S. Henderson (North side)	6	2	4	67%	33%
19-Jul	5:00 PM	S. Henderson (South side)	6	0	6	100%	0%
19-Jul	5:00 PM	Totals	55	24	31	56%	44%
19-Jul	8:00 PM	E. Hillside Dr. (North side)	25	24	1	4%	96%
19-Jul	8:00 PM	E. Hillside Dr. (South side)	8	2	6	75%	25%
19-Jul	8:00 PM	S. Dunn St.	10	10	0	0%	100%
19-Jul	8:00 PM	S. Henderson (North side)	6	3	3	50%	50%
19-Jul	8:00 PM	S. Henderson (South side)	6	1	5	83%	17%
19-Jul	8:00 PM	Totals	55	40	15	27%	73%
21-Jul	9:00 AM	E. Hillside Dr. (North side)	25	11	14	56%	44%
21-Jul	9:00 AM	E. Hillside Dr. (South side)	8	2	6	75%	25%
21-Jul	9:00 AM	S. Dunn St.	10	5	5	50%	50%
21-Jul	9:00 AM	S. Henderson (North side)	6	2	4	67%	33%
21-Jul	9:00 AM	S. Henderson (South side)	6	2	4	67%	33%
21-Jul	9:00 AM	Totals	55	22	33	60%	40%
21-Jul	noon	E. Hillside Dr. (North side)	25	24	1	4%	96%
21-Jul	noon	E. Hillside Dr. (South side)	8	7	1	13%	88%
21-Jul	noon	S. Dunn St.	10	10	0	0%	100%
21-Jul	noon	S. Henderson (North side)	6	4	2	33%	67%
21-Jul	noon	S. Henderson (South side)	6	3	3	50%	50%
21-Jul	noon	Totals	55	48	7	13%	87%
21-Jul	5:00 PM	E. Hillside Dr. (North side)	25	16	9	36%	64%
21-Jul	5:00 PM	E. Hillside Dr. (South side)	8	5	3	38%	63%
21-Jul	5:00 PM	S. Dunn St.	10	7	3	30%	70%
21-Jul	5:00 PM	S. Henderson (North side)	6	6	0	0%	100%
21-Jul	5:00 PM	S. Henderson (South side)	6	0	6	100%	0%
21-Jul	5:00 PM	Totals	55	34	21	38%	62%
21-Jul	8:00 PM	E. Hillside Dr. (North side)	25	23	2	8%	92%
21-Jul	8:00 PM	E. Hillside Dr. (South side)	8	1	7	88%	13%
21-Jul	8:00 PM	S. Dunn St.	10	10	0	0%	100%
21-Jul	8:00 PM	S. Henderson (North side)	6	3	3	50%	50%
21-Jul	8:00 PM	S. Henderson (South side)	6	2	4	67%	33%
21-Jul	8:00 PM	Totals	55	39	16	29%	71%
23-Jul	9:00 AM	E. Hillside Dr. (North side)	25	12	13	52%	48%
23-Jul	9:00 AM	E. Hillside Dr. (South side)	8	3	5	63%	38%
23-Jul	9:00 AM	S. Dunn St.	10	6	4	40%	60%
23-Jul	9:00 AM	S. Henderson (North side)	6	5	1	17%	83%

On-Street Parking Study Results

23-Jul	9:00 AM	S. Henderson (South side)	6	2	4	67%	33%
23-Jul	9:00 AM	Totals	55	28	27	49%	51%
23-Jul	noon	E. Hillside Dr. (North side)	25	24	1	4%	96%
23-Jul	noon	E. Hillside Dr. (South side)	8	7	1	13%	88%
23-Jul	noon	S. Dunn St.	10	9	1	10%	90%
23-Jul	noon	S. Henderson (North side)	6	6	0	0%	100%
23-Jul	noon	S. Henderson (South side)	6	4	2	33%	67%
23-Jul	noon	Totals	55	50	5	9%	91%
23-Jul	5:00 PM	E. Hillside Dr. (North side)	25	7	18	72%	28%
23-Jul	5:00 PM	E. Hillside Dr. (South side)	8	1	7	88%	13%
23-Jul	5:00 PM	S. Dunn St.	10	7	3	30%	70%
23-Jul	5:00 PM	S. Henderson (North side)	6	3	3	50%	50%
23-Jul	5:00 PM	S. Henderson (South side)	6	0	6	100%	0%
23-Jul	5:00 PM	Totals	55	18	37	67%	33%
23-Jul	8:00 PM	E. Hillside Dr. (North side)	25	24	1	4%	96%
23-Jul	8:00 PM	E. Hillside Dr. (South side)	8	2	6	75%	25%
23-Jul	8:00 PM	S. Dunn St.	10	10	0	0%	100%
23-Jul	8:00 PM	S. Henderson (North side)	6	4	2	33%	67%
23-Jul	8:00 PM	S. Henderson (South side)	6	2	4	67%	33%
23-Jul	8:00 PM	Totals	55	42	13	24%	76%
26-Jul	9:00 AM	E. Hillside Dr. (North side)	25	10	15	60%	40%
26-Jul	9:00 AM	E. Hillside Dr. (South side)	8	2	6	75%	25%
26-Jul	9:00 AM	S. Dunn St.	10	6	4	40%	60%
26-Jul	9:00 AM	S. Henderson (North side)	6	3	3	50%	50%
26-Jul	9:00 AM	S. Henderson (South side)	6	2	4	67%	33%
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26-Jul	noon	E. Hillside Dr. (North side)	25	23	2	8%	92%
26-Jul	noon	E. Hillside Dr. (South side)	8	7	1	13%	88%
26-Jul	noon	S. Dunn St.	10	7	3	30%	70%
26-Jul	noon	S. Henderson (North side)	6	5	1	17%	83%
26-Jul	noon	S. Henderson (South side)	6	1	5	83%	17%
26-Jul	noon	Totals	55	43	12	22%	78%
26-Jul	5:00 PM	E. Hillside Dr. (North side)	25	18	7	28%	72%
26-Jul	5:00 PM	E. Hillside Dr. (South side)	8	1	7	88%	13%
26-Jul	5:00 PM	S. Dunn St.	10	5	5	50%	50%
26-Jul	5:00 PM	S. Henderson (North side)	6	3	3	50%	50%
26-Jul	5:00 PM	S. Henderson (South side)	6	3	3	50%	50%
26-Jul	5:00 PM	Totals	55	30	25	45%	55%
26-Jul	8:00 PM	E. Hillside Dr. (North side)	25	18	7	28%	72%
26-Jul	8:00 PM	E. Hillside Dr. (South side)	8	2	6	75%	25%
26-Jul	8:00 PM	S. Dunn St.	10	5	5	50%	50%
26-Jul	8:00 PM	S. Henderson (North side)	6	3	3	50%	50%
26-Jul	8:00 PM	S. Henderson (South side)	6	1	5	83%	17%
26-Jul	8:00 PM	Totals	55	29	26	47%	53%
28-Jul	9:00 AM	E. Hillside Dr. (North side)	25	9	16	64%	36%
28-Jul	9:00 AM	E. Hillside Dr. (South side)	8	4	4	50%	50%
28-Jul	9:00 AM	S. Dunn St.	10	4	6	60%	40%
28-Jul	9:00 AM	S. Henderson (North side)	6	3	3	50%	50%
28-Jul	9:00 AM	S. Henderson (South side)	6	2	4	67%	33%
28-Jul	9:00 AM	Totals	55	22	33	60%	40%
28-Jul	noon	E. Hillside Dr. (North side)	25	23	2	8%	92%
28-Jul	noon	E. Hillside Dr. (South side)	8	6	2	25%	75%
28-Jul	noon	S. Dunn St.	10	7	3	30%	70%
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28-Jul	noon	S. Henderson (South side)	6	2	4	67%	33%

On-Street Parking Study Results

28-Jul	noon	Totals	55	41	14	25%	75%
28-Jul	5:00 PM	E. Hillside Dr. (North side)	25	19	6	24%	76%
28-Jul	5:00 PM	E. Hillside Dr. (South side)	8	2	6	75%	25%
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28-Jul	8:00 PM	E. Hillside Dr. (South side)	8	1	7	88%	13%
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28-Jul	8:00 PM	Totals	55	33	22	40%	60%
30-Jul	9:00 AM	E. Hillside Dr. (North side)	25	10	15	60%	40%
30-Jul	9:00 AM	E. Hillside Dr. (South side)	8	2	6	75%	25%
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30-Jul	9:00 AM	S. Henderson (North side)	6	3	3	50%	50%
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30-Jul	noon	E. Hillside Dr. (South side)	8	6	2	25%	75%
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30-Jul	noon	S. Henderson (North side)	6	3	3	50%	50%
30-Jul	noon	S. Henderson (South side)	6	1	5	83%	17%
30-Jul	noon	Totals	55	39	16	29%	71%
30-Jul	5:00 PM	E. Hillside Dr. (North side)	25	14	11	44%	56%
30-Jul	5:00 PM	E. Hillside Dr. (South side)	8	2	6	75%	25%
30-Jul	5:00 PM	S. Dunn St.	10	9	1	10%	90%
30-Jul	5:00 PM	S. Henderson (North side)	6	3	3	50%	50%
30-Jul	5:00 PM	S. Henderson (South side)	6	1	5	83%	17%
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30-Jul	8:00 PM	S. Dunn St.	10	8	2	20%	80%
30-Jul	8:00 PM	S. Henderson (North side)	6	2	4	67%	33%
30-Jul	8:00 PM	S. Henderson (South side)	6	0	6	100%	0%
30-Jul	8:00 PM	Totals	55	29	26	47%	53%

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 223 N. Morton Street**

**CASE #: SP-17-16
DATE: August 8, 2016**

PETITIONER: Omega Properties
115 E 6th Street, Bloomington

CONSULTANTS: Marc Cornett, MCA
101 E. Kirkwood Avenue, Bloomington

REQUEST: The petitioner is requesting site plan approval for a four-story mixed use building.

BACKGROUND:

Area: .15 acres
Current Zoning: CD – Downtown Core Overlay
GPP Designation: Downtown
Existing Land Use: Commercial
Proposed Land Use: Commercial / Dwelling, Multi-Family
Surrounding Uses: North – Commercial / Restaurant (vacant)
 West – Commercial (Antique Mall)
 East – Commercial / Dwelling, Multi-Family
 South – Commercial

CHANGES SINCE THE FIRST HEARING: The petitioner revised the site plan to include street trees and bicycle parking. The petitioner will provide some covered bicycle parking spaces as well as uncovered. The islands shown in the site plan are oriented at 90 degrees to the street. The islands will be required to match the on-street parking configuration.

Additionally, petitioners are willing to secure 5 off-site parking spaces to make available to tenants. This is to fulfill part of their parking requirement for the site.

REPORT: The property is located on the southwest corner of the intersection of N. Morton Street and W. 7th Street and is zoned Commercial Downtown (CD), in the Downtown Core Overlay (DCO). There is a platted alley on the south side of the property. Surrounding land uses include commercial, mixed-use, and government offices and operations. The property currently contains a two-story law office and surface parking. The adjacent properties to the west and the south are surveyed historic structures listed, respectively, as notable and contributing.

The petitioner proposes to develop this property with one four-story building with a footprint of approximately 4,096 square feet. The northern half of the first floor, or 2,048 square feet, is commercial space. The rest of the building contains apartments, with four one-bedroom, first-floor units. The upper-floor apartments are divided equally between 3-bedroom and 4-bedroom units. The apartment quantities and bedroom counts are as follows:

Number	Bedrooms	DUEs	Total DUEs	Total Bedrooms
4	1	0.25	1	4
4	3	1	4	12
4	4	1.5	6	16
		Totals:	11	32

The proposal was reviewed by the Bloomington Historic Preservation Commission at its regular meeting on June 23, 2016. The project was reviewed as a courtesy review because it is adjacent to two structures on the historic survey, and there is one waiver request associated with the historic properties. The BHPC had favorable comments for the proposal and found no objection to the height-step down waiver or to the materials waiver.

Plan Commission Site Plan Review: Two aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.090. These aspects are as follows:

- The petitioner is requesting waivers to multiple standards in BMC 20.03.120 and 20.03.130.
- The proposal is adjacent to a residential use.

SITE PLAN ISSUES:

Residential Density: The maximum residential density in the Downtown Core Overlay is 60 units per acre. The petition site is roughly 0.15 acres. Based on the acreage, the maximum Dwelling Unit Equivalents for the property is 8.88 DUEs. The proposal is for a total of 11.00 DUEs for the property.

Residential Density Waiver – 20.03.120(a)(1): The site is quite small. Density, bedroom counts, and design are interconnected. The Downtown Vision and Infill Strategy Plan emphasizes preserving historic resources, encouraging mixed use development, and designing context appropriate buildings and additions. The plan does not directly address what densities are appropriate for the downtown. Instead of focusing on density numbers, the plan focuses on building scale, mass, and height as metrics to determine whether a building fits within the downtown context. It is inferred that if a building fits the context at an appropriate scale, then the housing density within the building is also at an appropriate scale. The plan does emphasize creating a pedestrian-friendly environment, which in part is associated with a variety of housing in the downtown. A building height of two to four stories is reiterated throughout the plan along with historic building widths. Staff recommends approval of this waiver.

Build-to-Line: The UDO requires buildings in the Downtown Core Overlay to be built at the front property line. The UDO also requires buildings adjacent to properties on the historic survey to align their façades instead of following the zero build-to line. In this proposal, along the Morton Street side, the building would set approximately 2 feet from the property line and align with the front of the Antique Mall. Along 7th Street, the building modulates. The northern half of the building sets back approximately 5 feet from the property line. Along the southern half, the building sets back approximately 2

feet from the property line. The setback serves three functions: first, to align with the historic building to the south; second, for the commercial area, it provides space for outdoor seating, whereas for the residential portion it provides space for some landscaping; and third, the added space allows for stoops for the separate apartment entrances.

Build-to-Line Waiver – 20.03.120(d)(1): The Downtown Vision and Infill Strategy Plan states that in the Downtown Core Character Area “One goal is to establish a pedestrian-friendly street edge that is primarily of buildings at the sidewalk edge, although in some cases landscaped areas and plazas and courtyards may also occur” and in the Courthouse Square and Downtown Core Character Areas, align the building with the sidewalk edge to create a zero setback. Align the front building facade with the sidewalk edge, when feasible.” In this case, both setbacks serve to meet the building alignment standard and allow a pedestrian-friendly street edge by accommodating some landscaping and outdoor seating along a narrow sidewalk. The extra space will provide extra sidewalk space. Staff recommends approval of this waiver.

Parking: The UDO requires 15 parking spaces for the residential units; no parking is required for the commercial uses. The petitioner is proposing no on-site parking. By removing the existing curb cut that provides access to existing surface parking on the site, several on-street parking spaces can be added on Morton Street. There are three existing parking garages within a 7-minute walk of the property. The downtown is well-served by transit; the 2 Route and the 6 Route are both very close. The 6 Route goes to campus.

Parking Waiver – 20.03.120(c)(2): There are three parking garages within a 7-minute walk of this property. Currently, the Morton Street garage has a waiting list, but it is not clear what the situation will be in fall 2018. By removing the existing curb cut that provides vehicular access to the site, several new on-street parking spaces can be added. In order to accommodate greater access to the site, the petitioner has provided more bicycle parking than required. Additionally, a portion of the bicycle parking is covered, and this can mitigate the loss of vehicular parking. Finally, the petitioner will secure 5 parking spaces off-site and make those available to tenants. Staff recommends approval of this waiver.

Access: There is no vehicular access to the property. The petitioner has worked with the adjacent property owner to the south to provide access for garbage collection either through the platted alley or through an access agreement.

Bicycle Parking: The development requires 4 bicycle parking spaces for the commercial uses and 6 for the residential uses. The current site plan proposal includes 12 bicycle spaces, which exceeds the requirement.

Architecture/Materials: The building is clad with brick, except on the west façade. The proposal is to either use different colors of brick to add variation or to paint the brick. The west façade requires a materials waiver. The proposal is to wrap brick on this side for 16 feet, then to switch to fiber cement for the remainder of the building wall. The west side of the building faces the Antique Mall and does not front on a public street.

Materials Waiver – 20.03.130(b)(4): The Downtown Plan recommends that masonry or masonry-like materials are utilized, but it also recognizes that new construction should not exactly replicate historic. In this case, the non-masonry material is not on a public façade, and the wrapping of the brick mimics historic examples around the downtown. Staff recommends approval of this waiver.

Street Trees: Street trees are required along Morton and 7th Streets. The current proposal meets the requirements for the number and spacing of street trees. There is a stormwater box culvert that runs under the sidewalk along Morton Street; this culvert is in the normal “tree plot” location and eliminates the option of placing trees between the street and the sidewalk. So, in this case, the street trees will be placed in landscaped islands within the parking area. The islands will be approximately the same size as an on-street parking space, and they will be oriented the direction as the on-street parking.

Lighting: Streetlights are required along Morton Street and 7th Street. The streetlights are not shown on the plan and would be difficult to include within the public right-of-way due to lack of space. The sidewalk must be six feet wide, and the street trees are added in islands. Staff recommends discussing building-mounted lighting in place of streetlights for this property.

Lighting Waiver – 20.03.130 (5): The Downtown Plan reiterates that pedestrian scale and pedestrian interest are very important to downtown development quality and success. In this context, having pedestrian-oriented lighting on the building as opposed to on the street can provide a similar experience and focus on pedestrians. The limitation is that the sidewalk is only 5 feet wide and the street trees are placed in islands. Staff will work with the petitioner to approve wall-mounted lighting that meets code and is appropriate for the pedestrian realm. Staff recommends approval of this waiver.

Impervious Surface Coverage: The Downtown Core Overlay allows for 100% impervious surface coverage.

Pedestrian Facilities/Alternative Transportation: Sidewalk exists along 7th and Morton. The plan will include those sidewalks and widen them in certain areas. No additional Bloomington Transit facilities are required with the development. The Bloomington Transit 2 Route travels along Morton Street in front of this property, and the 6 Route, which travels to the IU campus, is one block away.

Building Façade Modulation: BMC 20.03.130(c)(1)(B) requires that the building façade module be offset by a minimum depth (projecting or recessing) of 3 percent of the total façade length, and the offset shall extend the length of its module. The current design meets modulation requirements.

Building Height Step Down: BMC 20.03.130(c)(2) requires that buildings located to the side of a surveyed historic structure not be more than one story taller, or 14 feet taller, than the surveyed structure. The two-story building to the south is listed as contributing in the survey, and the three-story building to the west is listed as notable. The proposal meets the step down requirement for the building to the west (The Antique

Mall), but not the building to the south. To the south, there is a platted alley, a surface parking lot, and a newer addition on the historic building's northwest side.

Building Height Step Down Waiver-20.03.130(c)(2): The Downtown Vision and Infill Strategy Plan states “Larger buildings should contain some reduced volumes that are similar in height to the adjacent historic structure to ensure compatibility in mass and scale.” However, in this case, the parking area creates open space between the historic building and the proposed 4-story building. It is possible that in the future the parking area could be redeveloped, which would create a different height context. The Bloomington Historic Preservation Commission found the proposed height favorable and found the spacing due to the existing parking area to provide a break. Staff recommends approval of this waiver.

Building Height Step Back: BMC 20.03.130(c)(3) requires that building facades over 45 feet in height shall step back the horizontal façade/wall plane a minimum of 15 feet from the horizontal façade/wall plane and above 35 feet in height. The petitioner requests a waiver from this standard.

Building Height Step Back Waiver-20.03.130(c)(3): The Downtown Vision and Infill Strategy Plan envisions two to four story buildings in this area. The proposed building is four stories. At its highest point, 48 feet, is 3 feet above the threshold. This standard was originally intended for buildings with full stories above the four-story average maximum. Staff recommends approval of this waiver.

Void-to-Solid Percentage: The DCO sets a minimum first floor void-to-solid requirement of 60%, consisting of transparent glass or façade openings, for facades facing a street. The proposal meets this requirement.

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

- 1.) The Petitioner should apply meaningful green building and site design practices to create a high performance, low-carbon footprint structure.

Staff Response: Staff encourages the petitioner to pursue green building practices. It is not required per UDO standards at this time.

- 2.) The Petitioner should continue revising the Landscape Plan so that it complies with the UDO standards.

Staff Response: The site is required to meet UDO landscaping standards. Staff will continue to work with the petitioner to select street tree species and other appropriate plant species for the site, as specified by the UDO.

- 3.) The Petitioner should provide space for recyclable materials to be stored for collection, and a recycling contractor to pick them up.

Staff Response: Staff encourages the petitioner to pursue recycling collection. It is not required per UDO standards at this time.

CONCLUSION: The petition involves redevelopment of 0.15 acres in the Downtown Core Overlay, with frontage on two public streets. The building's design fits within the context of downtown and draws on historic building patterns. The proposal also offers a housing variety not often seen in new development in the downtown: townhouse style development with separate entrances for each unit.

RECOMMENDATION: Staff recommends approval of SP-17-16 with the following conditions:

1. The petitioner will secure 5 parking spaces off-site to make available to tenants. The agreement must be a recorded zoning commitment and must be in place prior to issue a Certificate of Occupancy.
2. The islands within the right-of-way will align with the on-street parking spaces.
3. Petitioner will work with staff to include lighting on the building in place of street lights.
4. The petitioner must secure encroachment agreements for the covered bicycle parking, the grease interceptor, canopy, and any other items propose to encroach into the right-of-way prior to the release of a Certificate of Zoning Compliance.

Development data

June 7, 2016, revised 6-27-2016

Ms. Beth Rosenbarger
City of Bloomington, Planning Department
401 N. Morton Street
Bloomington, IN 47402

Petitioner's
Statement

Re: Omega Properties, Mixed-use Development, 223 N. Morton Street (SW corner of Seventh and Morton). It is the current site of the existing Kelley and Belcher Law Offices building.

Ms. Beth Rosenbarger,

On behalf of our client, Omega Properties, we are requesting five (5) waivers of standards from the Planning Commission. We are in the Bloomington UDO Zoning and Overlay Districts of: CD-Commercial Downtown Zoning, DCO-Downtown Core Overlay

Existing Site and Building Description:

The property is located at 223 N. Morton St. The existing site is approximately (47.2') feet x (132') feet, which is approximately (6,230 sf) square feet and it has an existing two-and-a-half story building that has a (40') foot x (70') foot footprint. The balance of the site is paved as a parking lot (south half). There is an existing curb cut off of N. Morton St. into the parking lot.

Proposed Project Scope:

The owners' propose to demolish the existing building and build a new four-story mixed use building that covers most of the site. The new building will contain residential apartments, both flats and townhouses, ground floor non-residential uses, common areas for utilities, etc. The building will contain a total of up to (12) apartments, with up to (4) one-bedroom apartment units, (4) three-bedroom apartment units and (4) four-bedroom apartment units for a total of (32) bedrooms. The ground floor non-residential use will consist of one or more tenant spaces with approximately 2,300 SF on the corner of Morton St. and Seventh St.

The five waivers requested are as follows:

- 1. Waiver of Density Standards:** We are requesting a total density of 11.00 DUE. The site size of 0.1433 acres allows for 8.60 DUE (0.1433 acres x 60 units per acre) The buildings in the area are denser than our solution and they have created an environment of expensive land costs. The density is a product of this environment combined with a townhouse format to create a flexible solution that allows for apartments and a potential future use as condominiums.
- 2. Waiver from Parking Standards:** We are requesting a solution that provides no on-site parking. The on-site parking required per UDO standards for a (32) bedroom development is 14.60 spaces total. The site is an partial lot, urban downtown site that is very shallow at (47.20') feet. These conditions are not conducive to on-site parking. A typical, 90 degree angle, double loaded parking layout needs (60') feet of depth. This hardship combined with access to two public parking garages within two-and-a-half blocks (the Register Garage is across the street) allows for an off-site parking solution.
- 3. Waiver from Setback Standards:** The UDO requires a build-to line of (0') feet along the front-yards of both Seventh and Morton. We are requesting a solution that has two, different, front-yard setbacks along Morton St. and a setback along Seventh St. The setbacks along Morton St. would be (5.70') feet on the north half and (1.70') feet on the south half and the setback along Seventh St. would be (1.20') feet. The setbacks proposed will create a specific, best site solution to ensure the success of the retail component of the project. A wide sidewalk is vital to successful retail and our downtown has numerous examples of less than ideal solutions.
- 4. Waiver of Primary Exterior Finish Materials:** We are requesting the use of Cementitious Siding as a primary exterior finish material on the rear, non-public ROW (west) elevation only. We would use brick for the first 16 ft. of the rear elevation on the north end closest to Seventh St. See attached building elevations. This allows for the best use of primary materials on the Public Façade Elevations. This is a typical urban building solution. See attached examples of existing downtown Bloomington buildings.
- 5. Waiver of Building Height Step-down:** We are requesting to exceed the building height step-down standards of one-story or fourteen (14') feet above the adjacent property to the south, located at 300 W. Sixth St. (the old Hays Grocery Building) which is two stories and approximately thirty-two (32') feet in height (addition in rear). We are proposing a four story façade that is approximately forty-seven (47') feet in height at the south end. We are over (61') feet away from the façade of the building and we are visually separated by a double loaded parking lot and an alley ROW.

Development data

6-7-2016, revised 6-27-2016
 Omega Properties, 223 N. Morton St.
 Page 2

Petitioner's
 Statement

Supporting Data:

The site is a partial lot and is shallow at approximately forty-seven (47') feet. This shallow depth makes an on-site, double loaded parking solution impractical. As a practical layout, the ground floor retail/commercial would work well as a single tenant.

The exterior materials waiver will allow for the owner to focus the details on the Seventh and Morton Sts. façades. This is a typical urban architectural solution as the rear elevation is adjacent to a neighboring building in a typical, historic, downtown setting. See attached examples of existing downtown Bloomington buildings.

The Historic Preservation Commission had no issue with the Height Step-down Waiver #5 at their June 23, 2016 meeting.

Proposed Location on Property:

The proposed building will be constructed on the East property line (Build-to-line, per the UDO requirements) along N. Morton St. On the west property line the building will set back approximately 5 feet to allow for windows in the façade per the 2014 Indiana Building Code (IBC).

Proposed Green Features:

The proposed building will utilize the following green features; a reflective (white) membrane roof, low-e window and door glazing, low VOC paint finishes, engineered wood floors in apartments (except bathrooms and utility closets), LED lighting in common areas, shade tolerant/drought resistant, native landscaping on the east (south half of facade) and west sides of the building, bike racks on N. Morton St. for customers and tenants, and bike storage in the ground floor, one-bedroom units.

Proposed General Design Principles/Exterior Building Materials:

Main façades- The two front elevations, on Morton and Seventh will consist of a combination of materials - brick masonry, stone masonry, metal trim and accents, aluminum storefront, metal balcony railings and metal parapet caps. We are proposing to achieve the variety of façade colorations by either painting the brick (like several examples of painted brick on the Courthouse Square) or using a variety of brick colors. The second option may be more difficult to achieve due to a limited color palate for brick. The overall effect that we are designing for is to create a variety of building elevations on Morton St. See attached renderings.

Proposed Secondary Façades:

The side elevation (south) will be brick masonry, stone masonry trim and metal trim and parapet caps. The rear elevation (west) will be cement composite lap siding and trim, metal trim and parapet caps (materials waiver required).

Proposed Building Height:

The building will be approximately (44'-48') foot in height. The maximum height of (48') feet is (14') feet and one story taller than the immediately adjacent historic building to the west at 311 W. Seventh (the Antique Mall) and is (15') feet and two stories taller than the immediately adjacent historic building to the south at 300 W. Sixth (the old 'Hays Market' building) .

Proposed R.O.W. Design and Landscaping:

Improvements include: Provide (2-3) additional on-street parking spaces on Morton St. by removing the existing curb cut. We will significantly widen the appearance of the existing pedestrian sidewalks with the addition of on-site hardscaping for outdoor seating opportunities. We will preserve the existing street trees, add (5) additional street trees and add landscape areas to the south, east and west.

We are submitting as part of this proposal a site and utilities plan, grading plan, landscape plan, ground floor plan, building elevation, a site survey, images of existing painted brick buildings and materials changes on non-ROW elevations.

We have submitted a utilities plans package to the CBU Utilities Department.

We have also attached a UDO review sheet.

Thank you for your consideration in this request.

Sincerely,



Marc Cornett, Architect - Petitioners Representative

UDO Zoning Review

6-7-2016

OMEGA Properties

**Petitioner's
Statement**

CD Zoning
DCO-Downtown Core Overlay

Site Location: 223 N. Morton St.
Kelley and Belcher Atty Site

UDO Standards:

Project Data:

Density:

Residential: 60 units per acre maximum
(estimated without survey)

*** DENSITY WAIVER REQUIRED**

Site Size: 46.80'/47.60'x132.00' deep (6,243.60 SF/0.1433 acres)
60 u/a x 0.1433 acres = 8.60 DUE, residential units allowable max.

DUE-Dwelling Unit Equivalency:

Efficiency unit: 0.20 units (550 sf or less)
One bedroom unit: 0.25 units (700 sf or less)
Two bedroom unit: 0.66 units (950 sf or less)
Three bedroom unit: 1.00 units
Four bedroom unit: 1.50 units

Residential unit type mix options:

4-Four BR units: 6.00 DUE
4-Three BR units: 4.00 DUE
4-One BR units: 1.00 DUE
11.00 DUE total (density waiver req'd.)

Maximum Impervious Surface Coverage:

100% max. (1.00)

Site: 6,243.60 SF x 1.00 = 100% impervious surface allowed

Height Standards:

Minimum Structure: 35'
Maximum Structure: 50'

48' actual

Parking Standards:

*** PARKING STANDARDS WAIVER REQUIRED**

Minimum surface parking setbacks

Front yard: 20 ft. behind front building wall

Side yard: 5 ft. from PL

Rear yard: 5 ft. from PL

Residential parking standards:

First 10 BR: None reqd.

BR 11-20: 0.50 per BR

All BR over 20: 0.80 per BR

For projects South of Fourth St., no parking reqd. (NA)

32 BR total

0.00 spaces

+ 5.00 spaces

+ 9.60 spaces

= 14.60 total residential parking spaces req'd.
(parking standards waiver req'd.)

0 spaces provided

Non-residential parking standards: No parking required

0

Setbacks Standards:

*** SETBACK STANDARDS WAIVER may be REQUIRED**

Build-to line: 0 ft.

Max. front setback: NA, corner lot has two frontages

Min. side setback: 0 ft.

Min. rear setback: 0 ft.

Morton St. ROW: 82.5'

7th St. ROW: 82.5'

Ground Floor Nonresidential Uses:

Morton St. between 6th and 10th, and 6th St.

50% of ground floor must be non-res.

Total ground floor SF:

50% Non-residential SF required: 4,096 SF/2 = 2,048 SF req'd.

Site Plan: Building frontage

A minimum of 70% of the street building façade shall be
constructed at the build-to line.

Roofs: Flat roofs with parapets are required

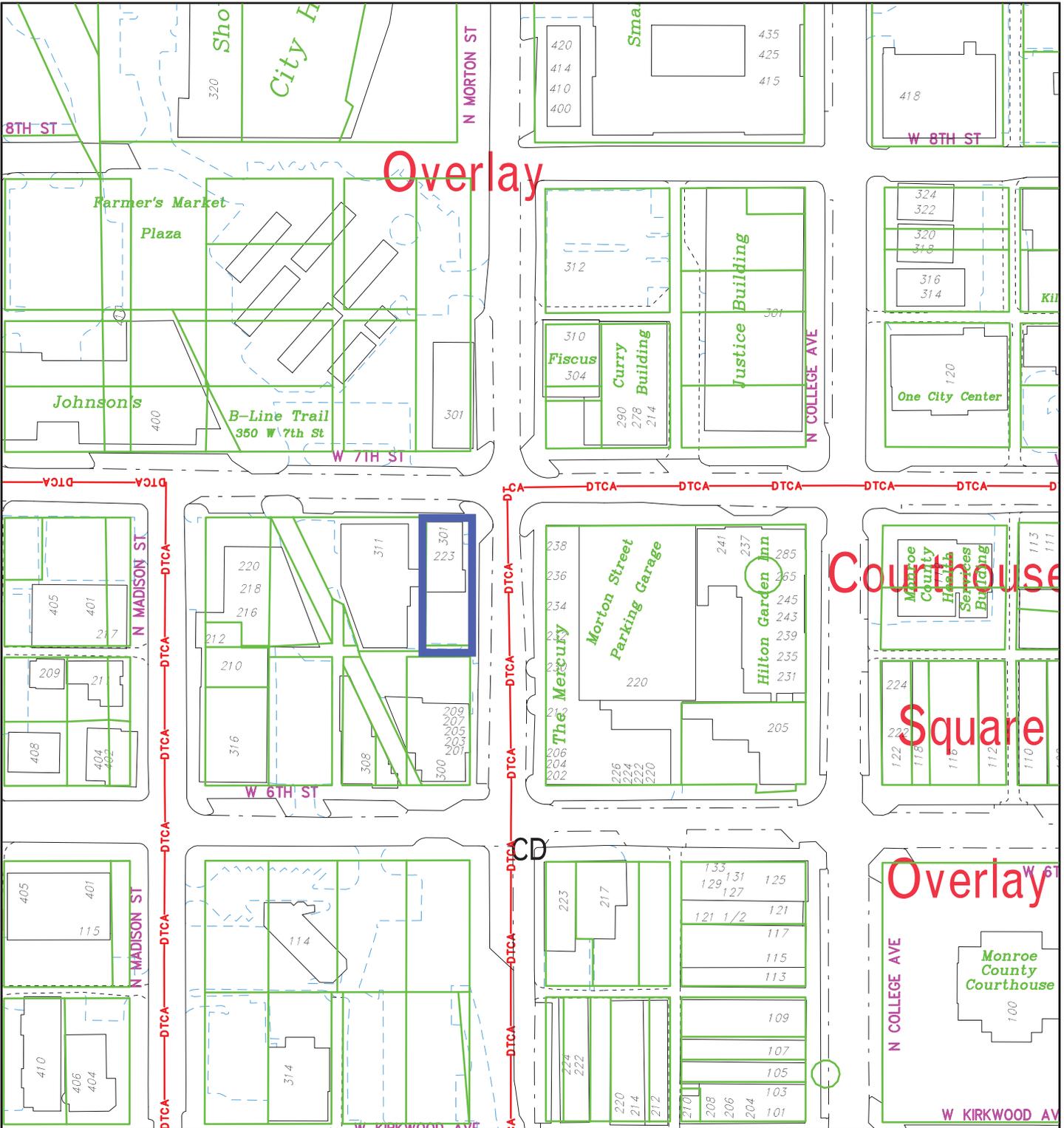
Walls, void to solid: First floor: void, 70% min.

Upper floors: void, 20% min. and 70% max.

Buildings adjacent to Historic Structures shall
match the building setbacks.

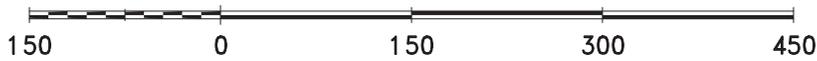
(Setback Waiver may be required)

Building Materials Waiver may be required*** Building Materials Waiver required**



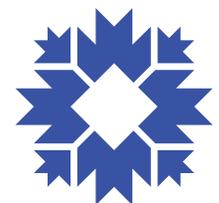
223 N. Morton Street
 Location, Buildings, Zoning

By: rosenbab
 27 May 16

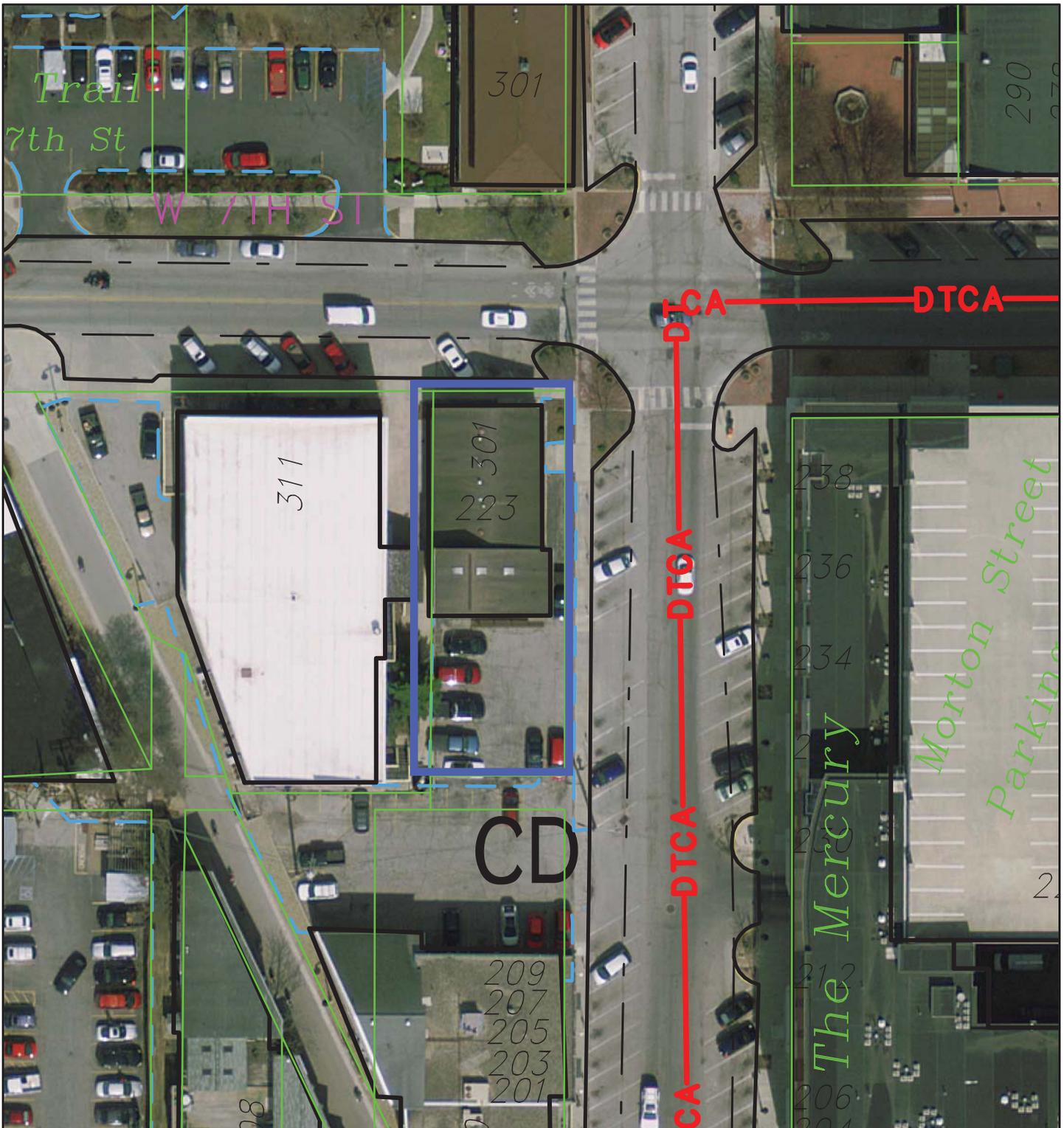


For reference only; map information NOT warranted.

City of Bloomington
 Planning & Transportation



Scale: 1" = 150'



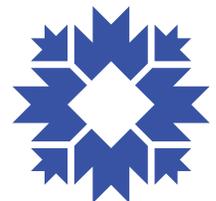
223 N. Morton Street
 2014 Aerial Photography

By: rosenbab
 27 May 16



For reference only; map information NOT warranted.

City of Bloomington
 Planning & Transportation



Scale: 1" = 50'

MEMORANDUM

EC Memo

Date: July 1, 2016

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP-17-16, Omega mixed use at 7th & Morton
223 N. Morton St.

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environmental integrity of this proposed plan. The Petitioner's request is for demolition of an existing building and construction of a new 4-story mixed use structure.

ISSUES OF SOUND ENVIRONMENTAL DESIGN

1.) GREEN BUILDING

The EC recommends that the developer design the building with as many best practices for energy savings and resource conservation as possible. Some examples of best practices that go beyond the minimum standards of the Building Code include enhanced insulation; high efficiency heating and cooling; Energy Star doors, windows, lighting, and appliances; high efficiency toilets; programmable thermostats; sustainable floor coverings; and recycled products such as carpet and counter tops. Some specific recommendations to mitigate the effects of climate change and dwindling resources include the following.

Reduce Heat Island Effect The roof simply being white is not sufficient. The roof material should have a *minimum* initial Solar Reflective Index (SRI) of 0.65, and an aged index of 0.55. (SRI is a value that incorporates both solar reflectance and emittance in a single value to represent a material's temperature in the sun. SRI quantifies how hot a surface would get relative to standard black and standard white surfaces. It is calculated using equations based on previously measured values of solar reflectance and emittance as laid out in the American Society for Testing and Materials Standard E 1980. It is expressed as a fraction (0.0 to 1.0) or percentage (0% to 100%)). If a roof membrane is used, it should be white colored, embedded with reflective material, or covered with a reflective coating or with a white granulated cap sheet.

Engineered wood flooring The Petitioner's Statement lists engineered wood in the proposed green features. Because a flooring material is engineered wood and the assumption is that it uses less wood than traditional wood planks flooring, doesn't necessarily mean it is environmentally

better. Questions to be asked about the flooring material include the following.

- * Is it certified as sustainably produced from the Forest Stewardship Council or the Sustainable Forestry Initiative?
- * Is it made with non-toxic adhesives and finishes?
- * What is the urea formaldehyde content? (Urea formaldehyde is known as a carcinogen. Phenol formaldehyde is not toxic and may be used in place of urea formaldehyde.)
- * How far did the raw materials and the finished product have to be transported?

The EC recommends that questions such as these be answered prior to claiming a product is green.

Light Emitting Diode (LED) lighting The Petitioner's Statement commits to LED lighting in only the common areas of the building. The EC recommends that LED lights be used exclusively throughout the building. LEDs consume less energy than both compact fluorescent lamps and incandescent lights, have a longer lifetime, are smaller in size, have faster switching, and provide improved physical strength.

Solar panels. This building is ideal for photovoltaic (PV) solar panels because the roof is flat. The price of PV systems continues to drop and the full-cost-accounting price of carbon-based electricity is skyrocketing.

Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the Unified Development Ordinance (UDO). Additionally, they are supported by Bloomington's overall commitment to sustainability and its green building initiative (<http://Bloomington.in.gov/greenbuild>). Sustainable building practices are explicitly called for by the Mayors' Climate Protection Agreement signed by former Mayor Krusan; by City Council Resolution 06-05 supporting the Kyoto Protocol and reduction of our community's greenhouse gas emissions; by City Council Resolution 06-07, which recognizes and calls for planning for peak oil; and by a report from the Bloomington Peak Oil Task Force, *Redefining Prosperity: Energy Descent and Community Resilience Report*.

2.) LANDSCAPING

The Landscape Plan does not comply with the standards of the Uniform Development Ordinance (UDO) at this time. The EC recommends that the Petitioner continue to work with staff to design a landscape that, at the very minimum, meets code.

3.) RECYCLING

The EC recommends that space be allocated for recyclable-materials collection, which will reduce the building's carbon footprint and promote healthy indoor and outdoor environments. Recycling has become an important norm that has many benefits in energy and resource conservation. Recycling is thus an important contributor to Bloomington's environmental quality and is expected in a 21st-century structure.

EC RECOMENDATIONS

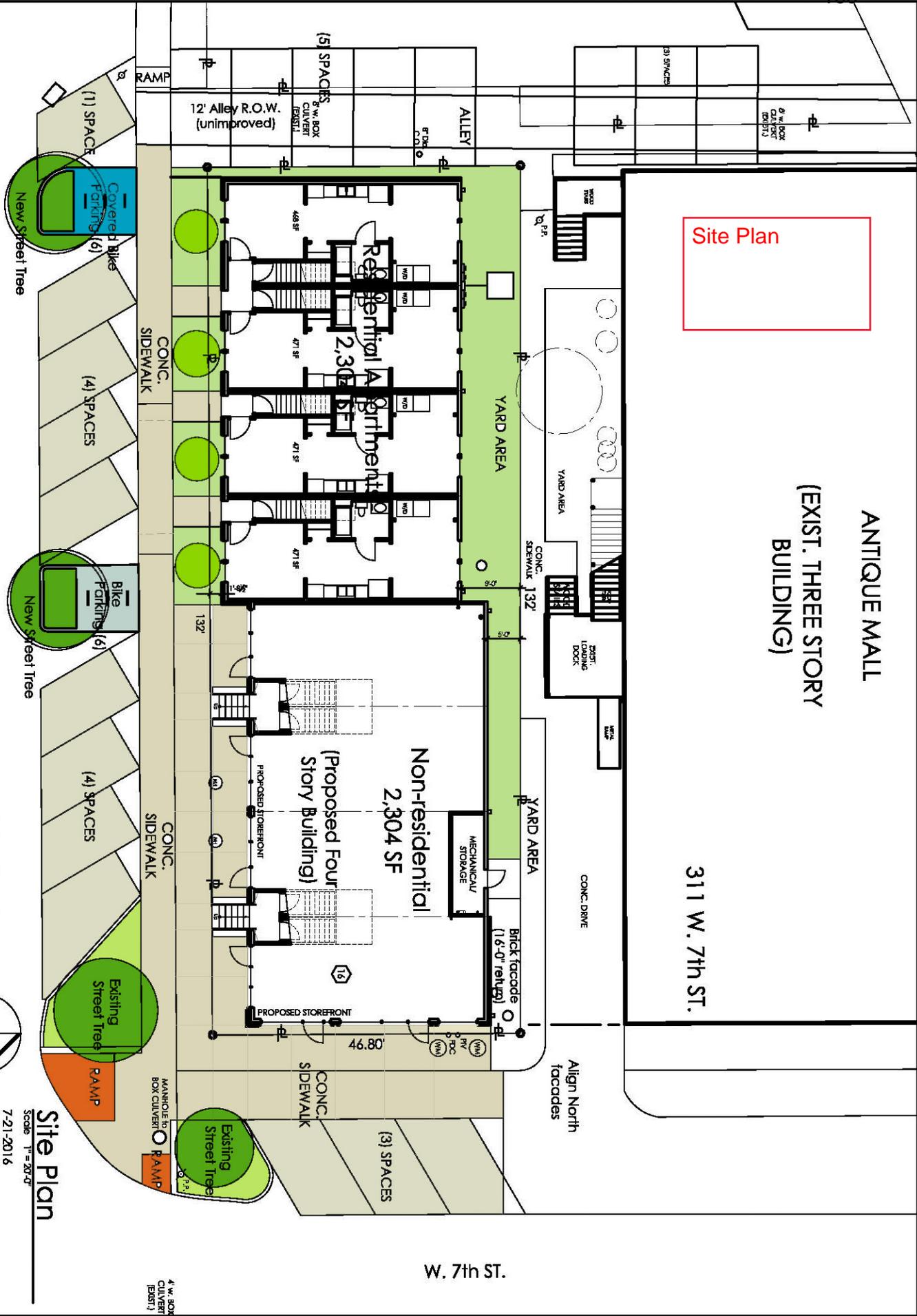
- 1.) The Petitioner should apply meaningful green building and site design practices to create a high performance, low-carbon footprint structure.
- 2.) The Petitioner should continue revising the Landscape Plan so that it complies with the UDO standards.
- 3.) The Petitioner should provide space for recyclable materials to be stored for collection, and a recycling contractor to pick them up.

Site Plan

ANTIQUE MALL
(EXIST. THREE STORY BUILDING)

311 W. 7th ST.

W. 7th ST.



N. MORTON ST.



Site Plan

Scale 1" = 20'-0"

7-21-2016

223 N. Morton St.
OMEGA Properties

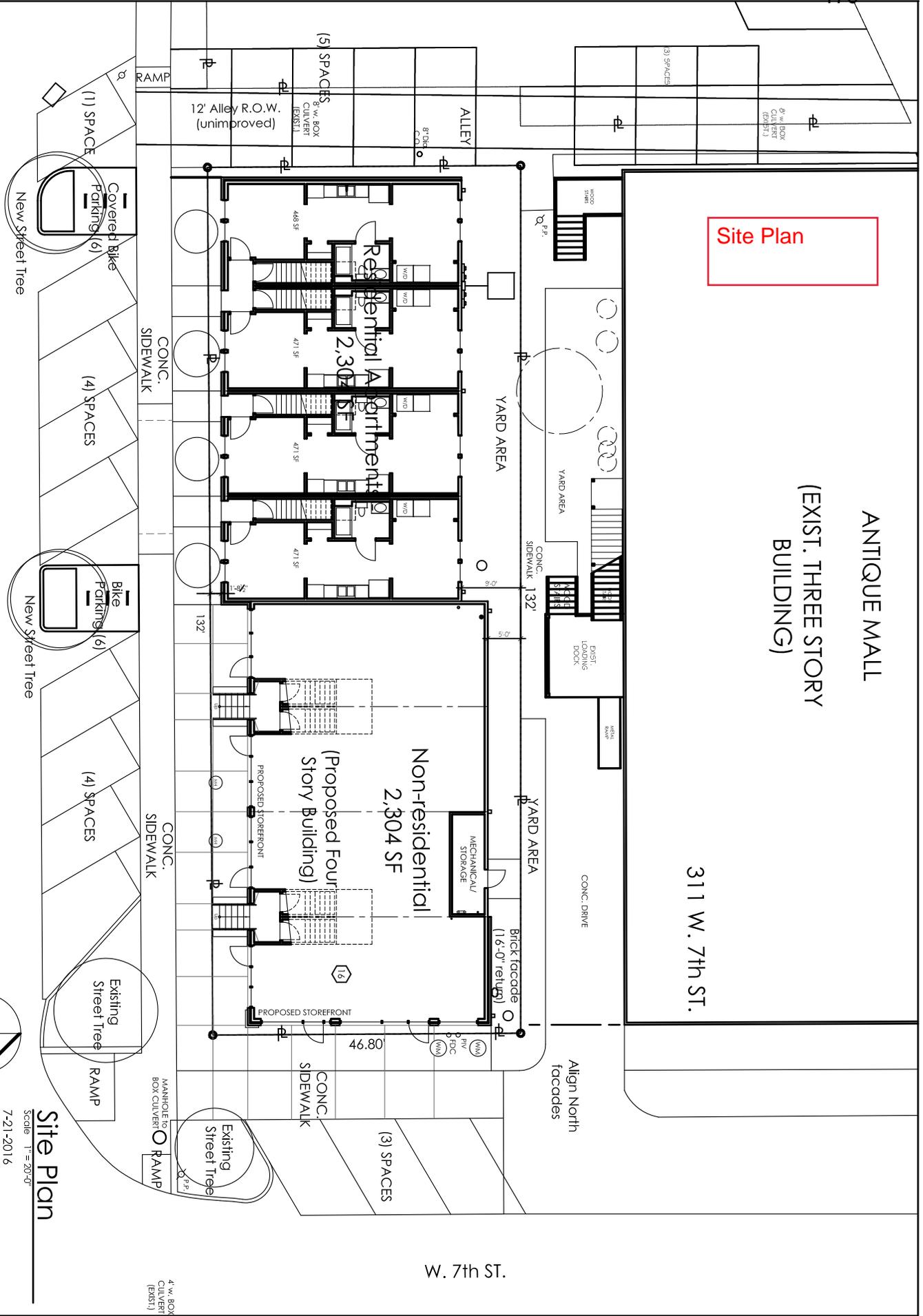
MCA architects + urbanists

Site Plan

ANTIQUE MALL
(EXIST. THREE STORY
BUILDING)

311 W. 7th ST.

W. 7th St.



N. MORTON ST.

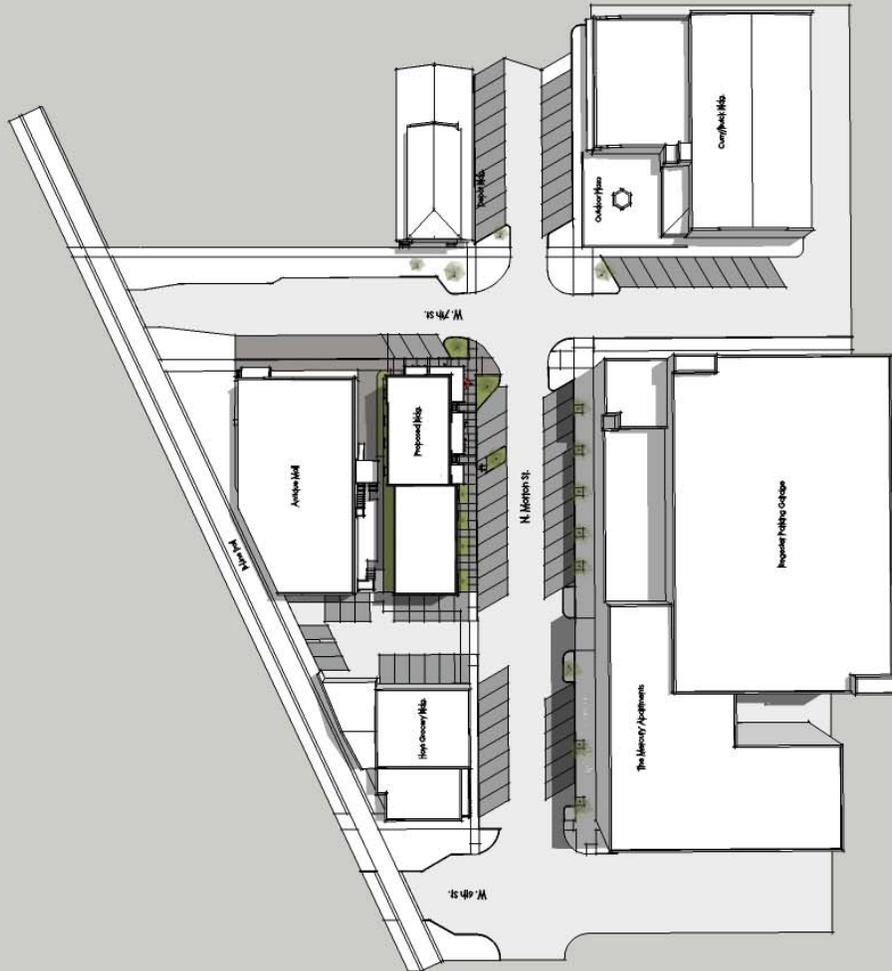
Site Plan

Scale: 1" = 20'-0"
7-21-2016

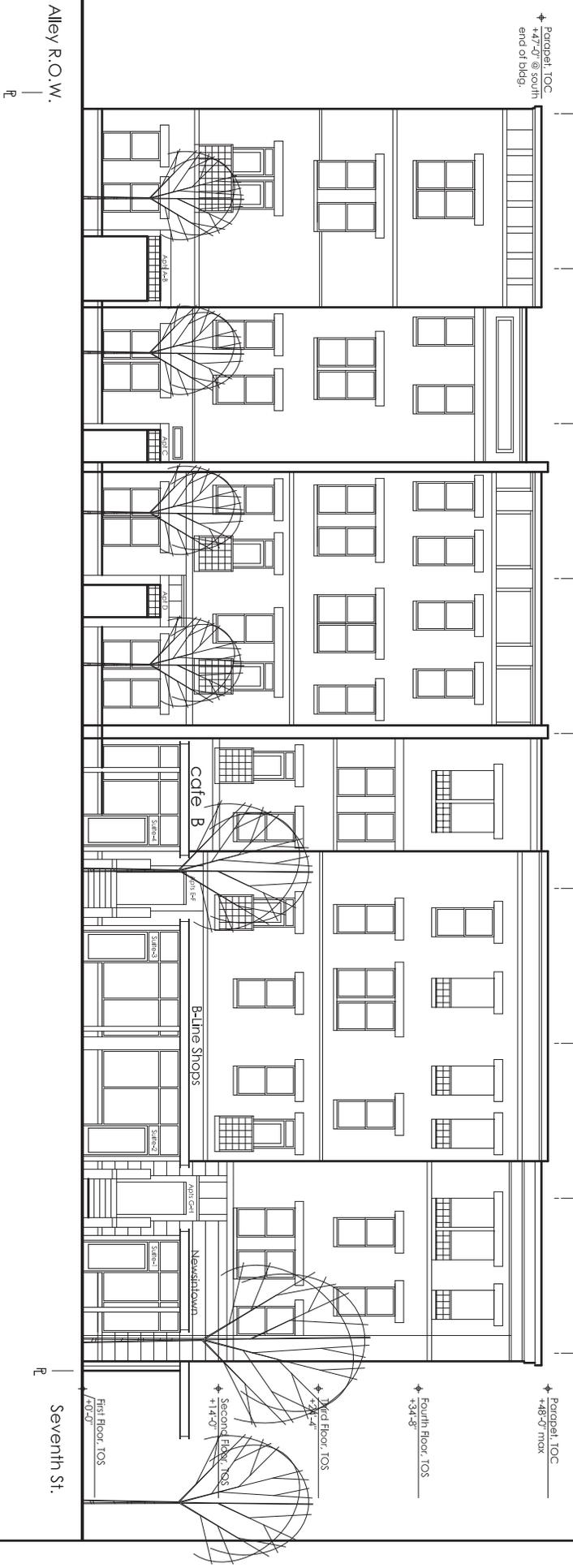
223 N. Morton St.
OMEGA Properties

M C A architects + urbanists

Proposed Site
+ Landscaping
Plan



East Elevation

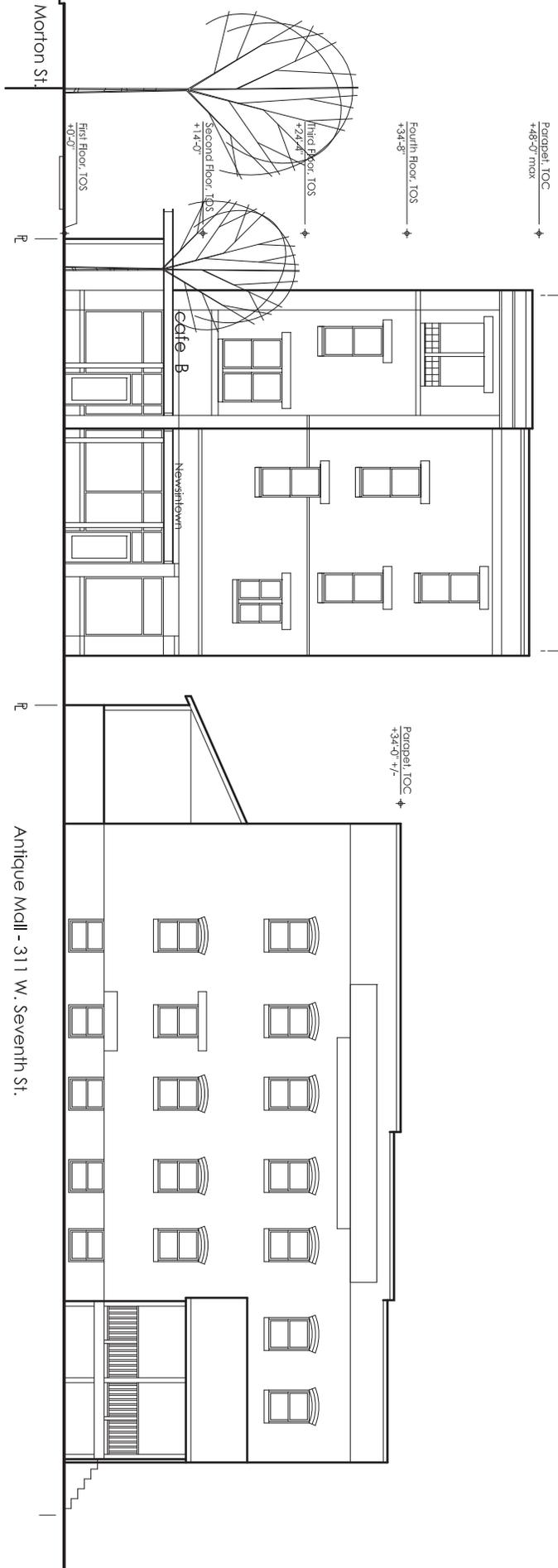


East Elevation

Scale 1/16" = 1'-0"

223 N. Morton St.
 OMEGA Properties
 M C A architects + urbanists
 5-27-2016

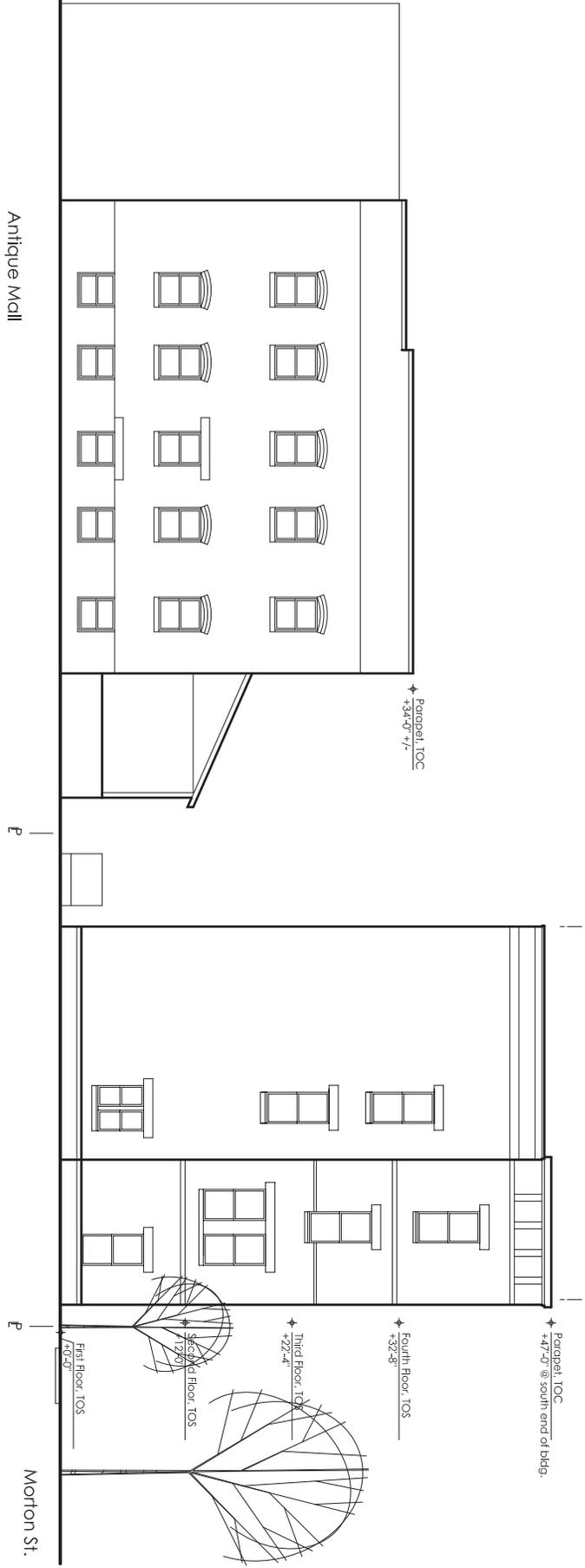
North Elevation



North Elevation
Scale 1/16" = 1'-0"

223 N. Morton St.
OMEGA Properties
M C A architects + urbanists
5-27-2016

South Elevation

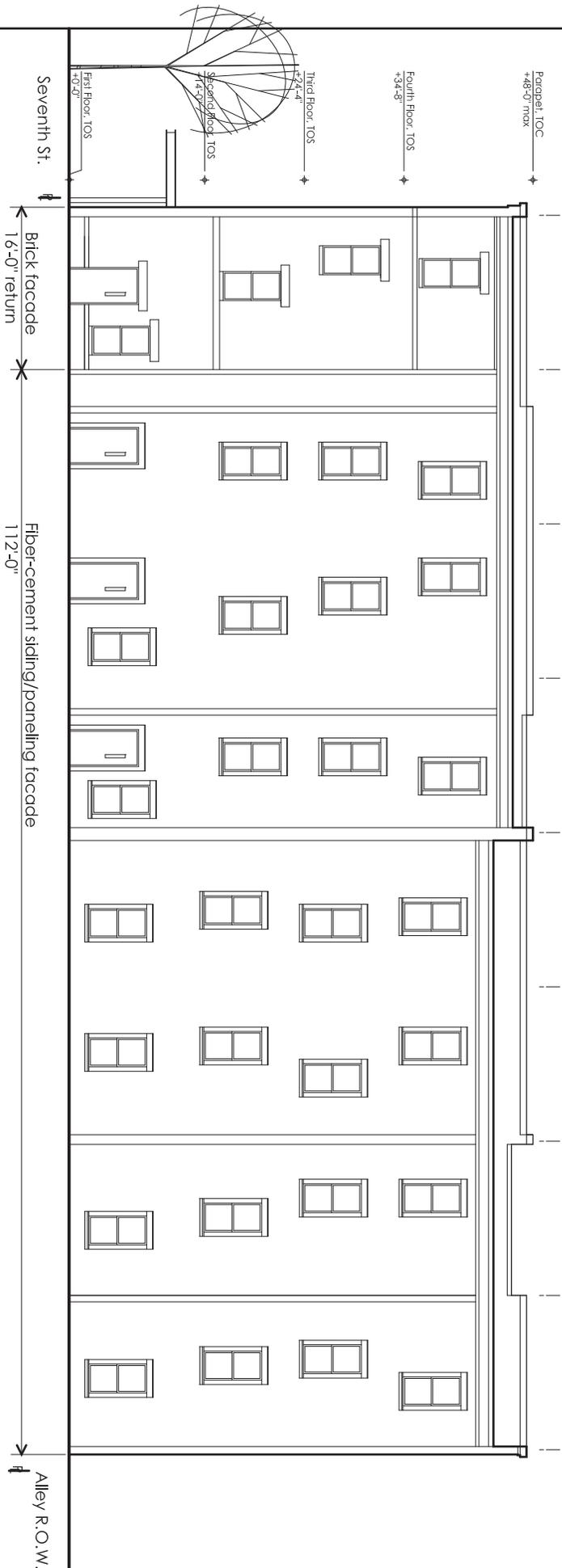


South Elevation

Scale 1/16" = 1'-0"

223 N. Morton St.
 OMEGA Properties
 M C A architects + urbanists
 5-27-2016

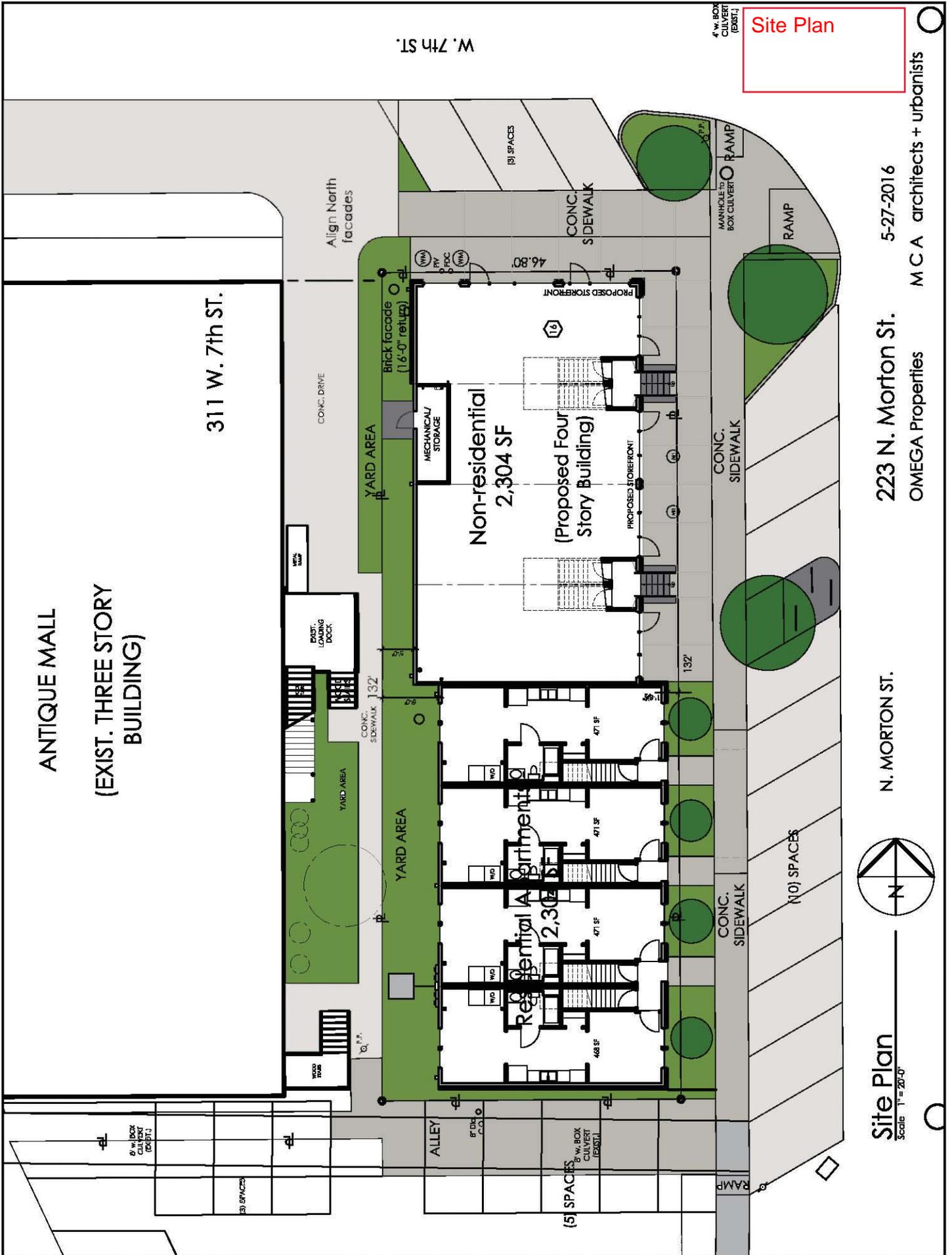
West Elevation



West Elevation

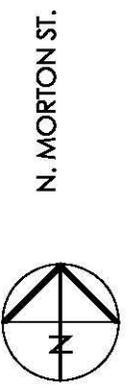
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223 N. Morton St.
 OMEGA Properties
 M C A architects + urbanists
 5-27-2016



Site Plan

223 N. Morton St. 5-27-2016
 OMEGA Properties MCA architects + urbanists



Site Plan
 Scale 1" = 20'-0"

East Elevation

Alley R.O.W.



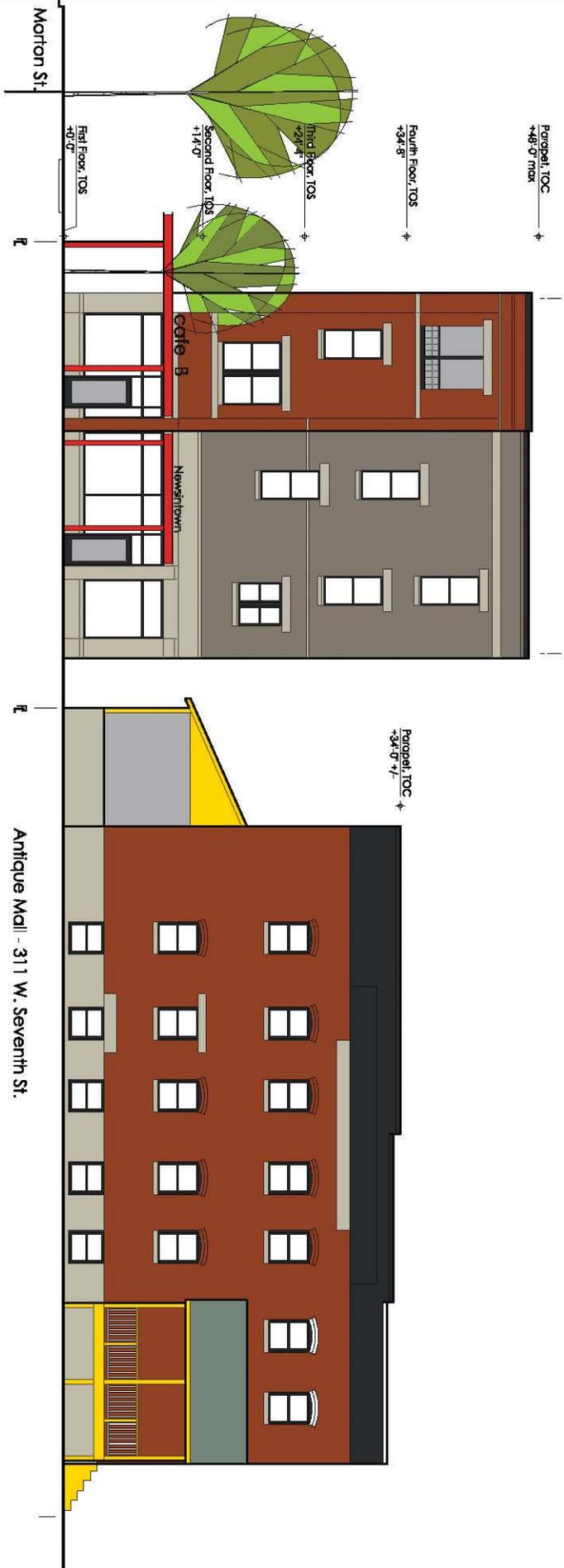
Seventh St.

East Elevation

Scale 1/16" = 1'-0"

223 N. Morton St.
 OMEGA Properties
 M C A architects + urbanists
 5-27-2016

North Elevation

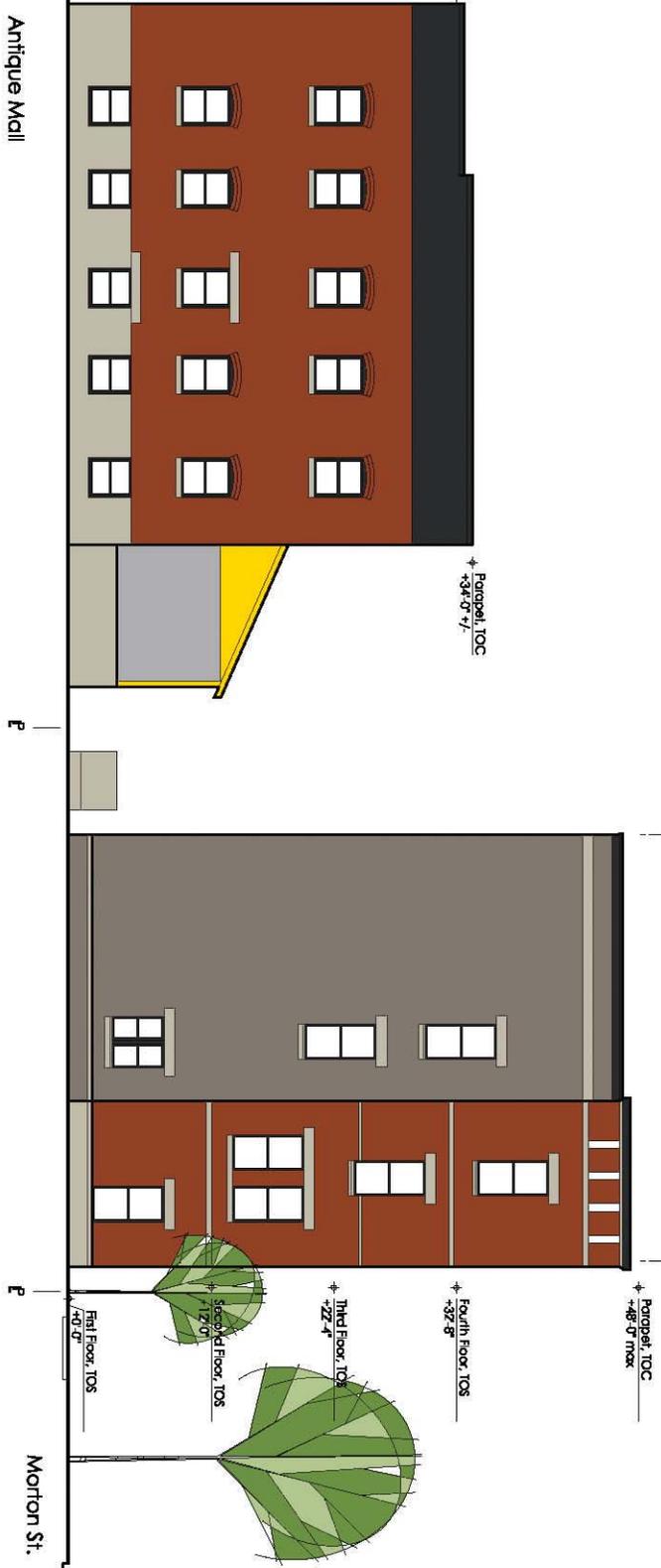


North Elevation

Scale 1/16" = 1'-0"

223 N. Morton St.
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 5-27-2016

South Elevation



South Elevation

Scale 1/16"=1'-0"

223 N. Morton St.
 OMEGA Properties
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 5-27-2016

West Elevation



West Elevation

Scale 1/16" = 1'-0"

223 N. Morton St.
 OMEGA Properties
 M C A architects + urbanists
 5-27-2016

Northeast
Elevation



Northwest
Elevation



Northwest
Elevation



North
Elevation



North
Elevation



East Elevation



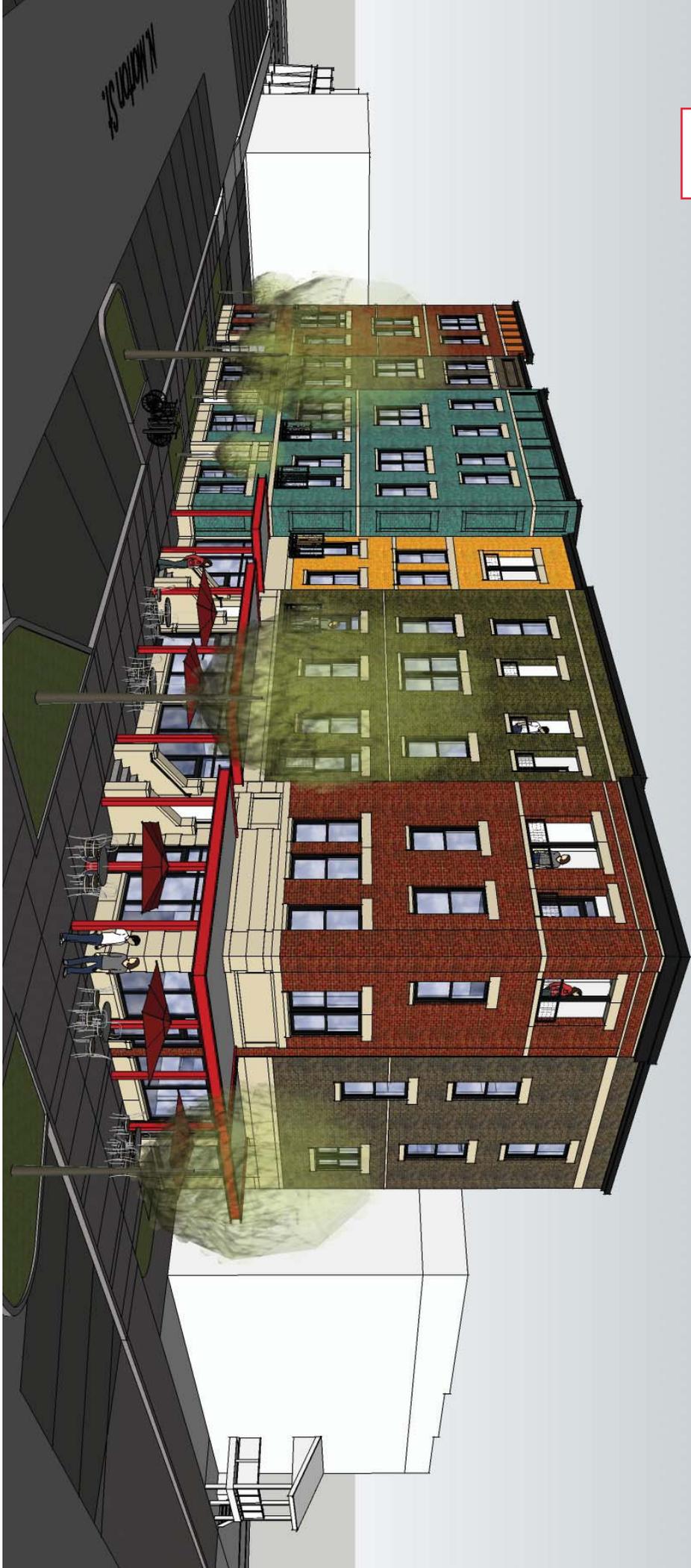
Southeast
Elevation



Southeast
Elevation



Northeast
Elevation



North
Elevation



East Elevation



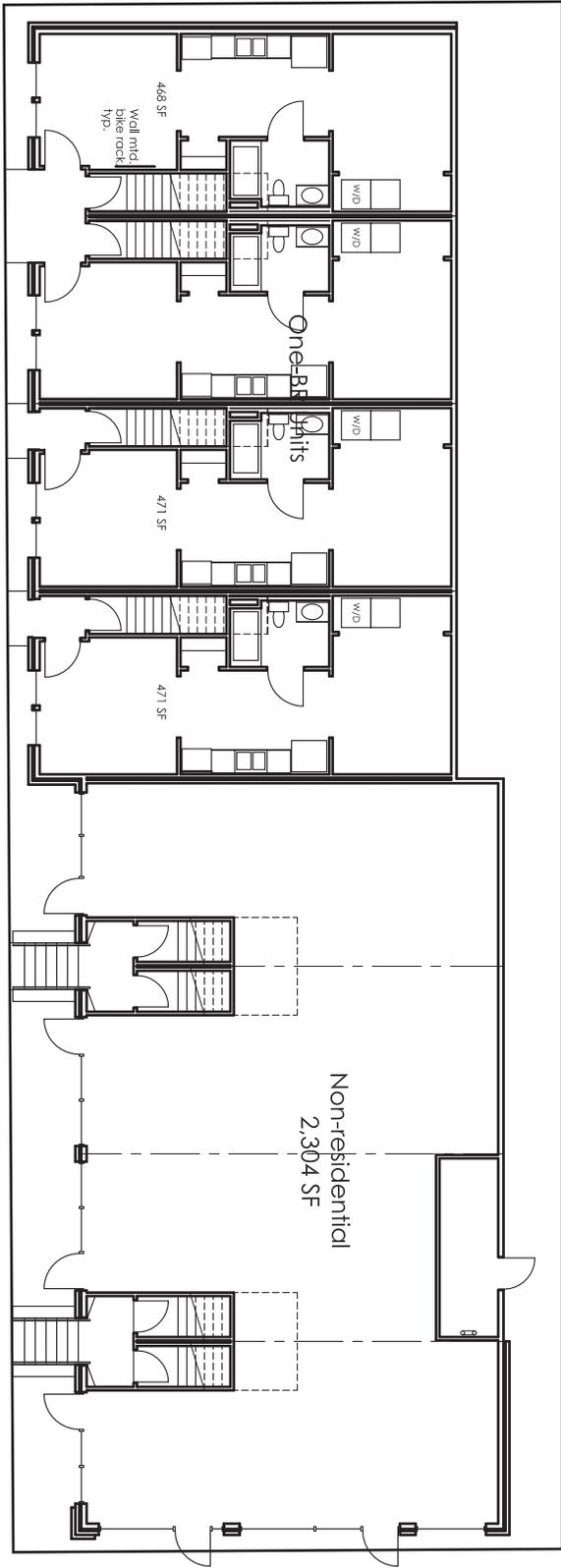
Southeast
Elevation



N. Morton St.

North
Elevation



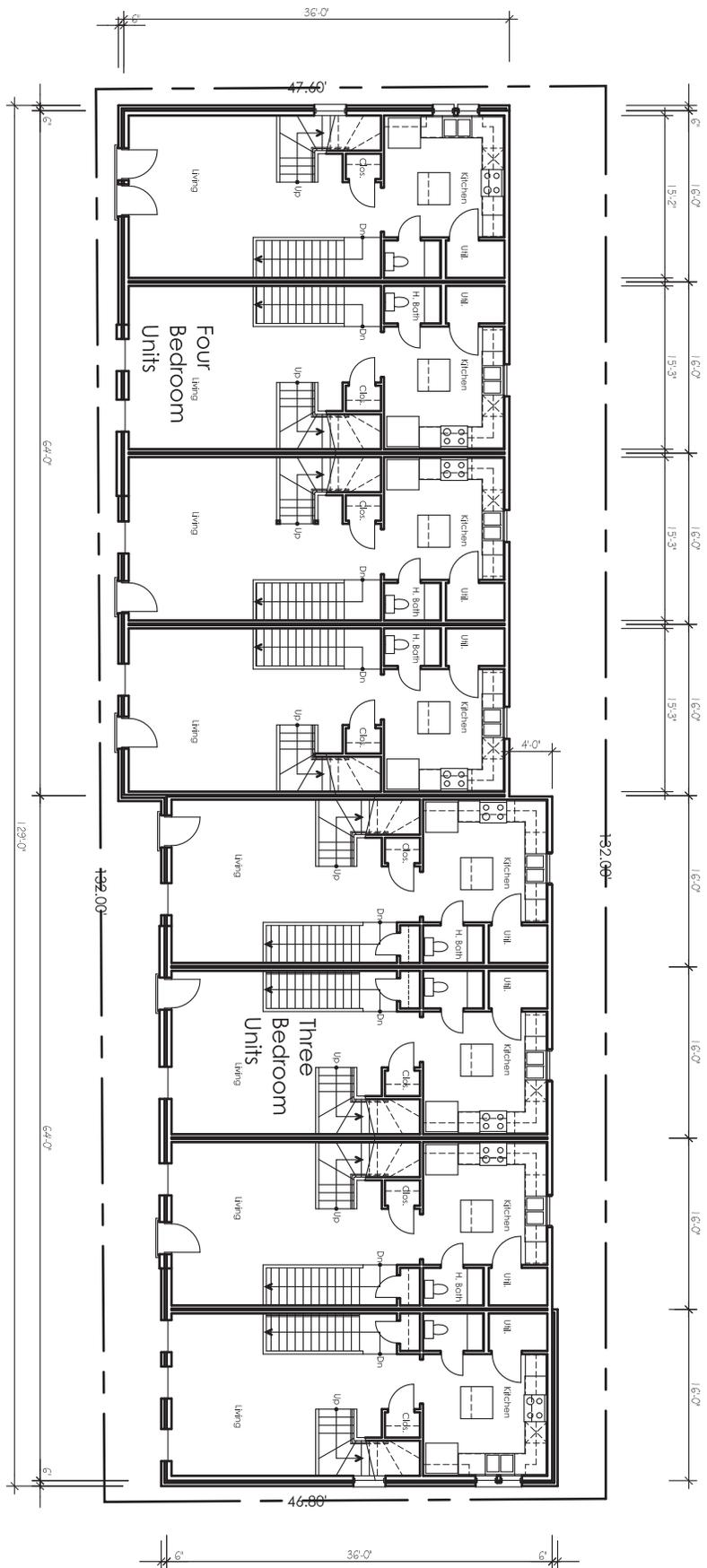


Ground Floor Plan

Scale 1/16" = 1'-0"

223 N. Morton St.
OMEGA Properties

5-27-2016
M C A architects + urbanists

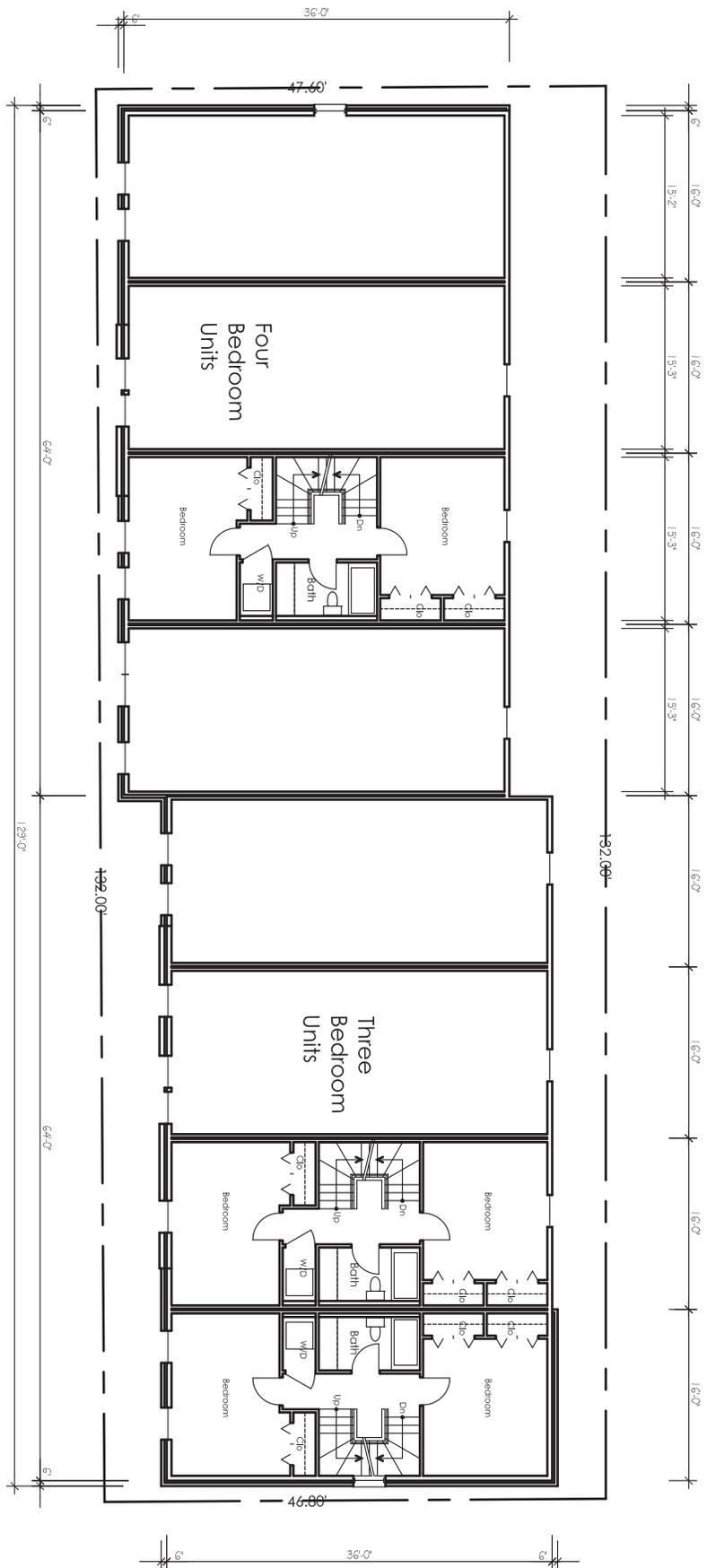


Second Floor Plan

Scale 1/16" = 1'-0"

223 N. Morton St.
OMEGA Properties

M C A architects + urbanists
6-27-2016



Third Floor Plan

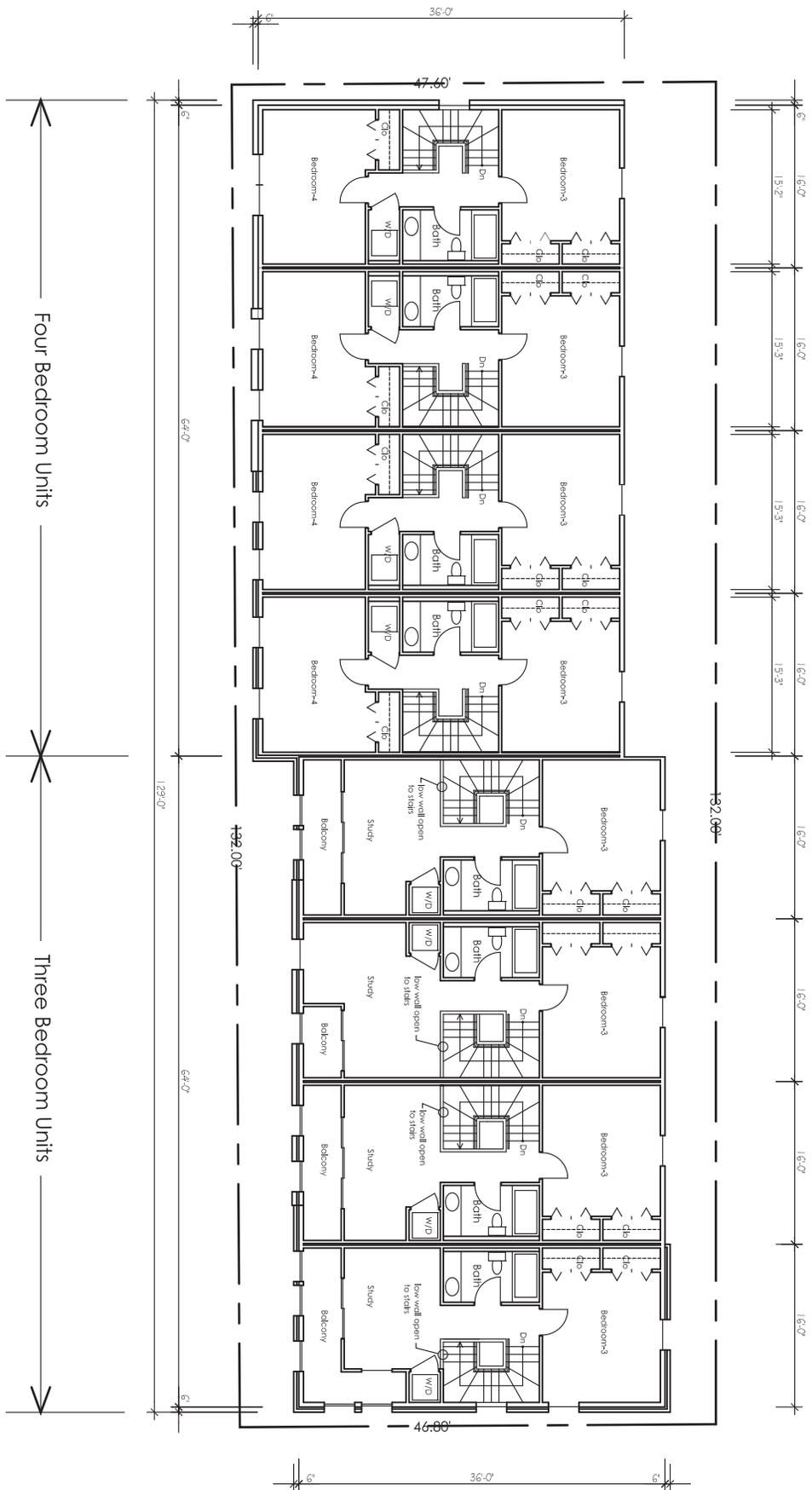
Scale 1/16" = 1'-0"

223 N. Morton St.

OMEGA Properties

M C A architects + urbanists

6-27-2016



Four Bedroom Units

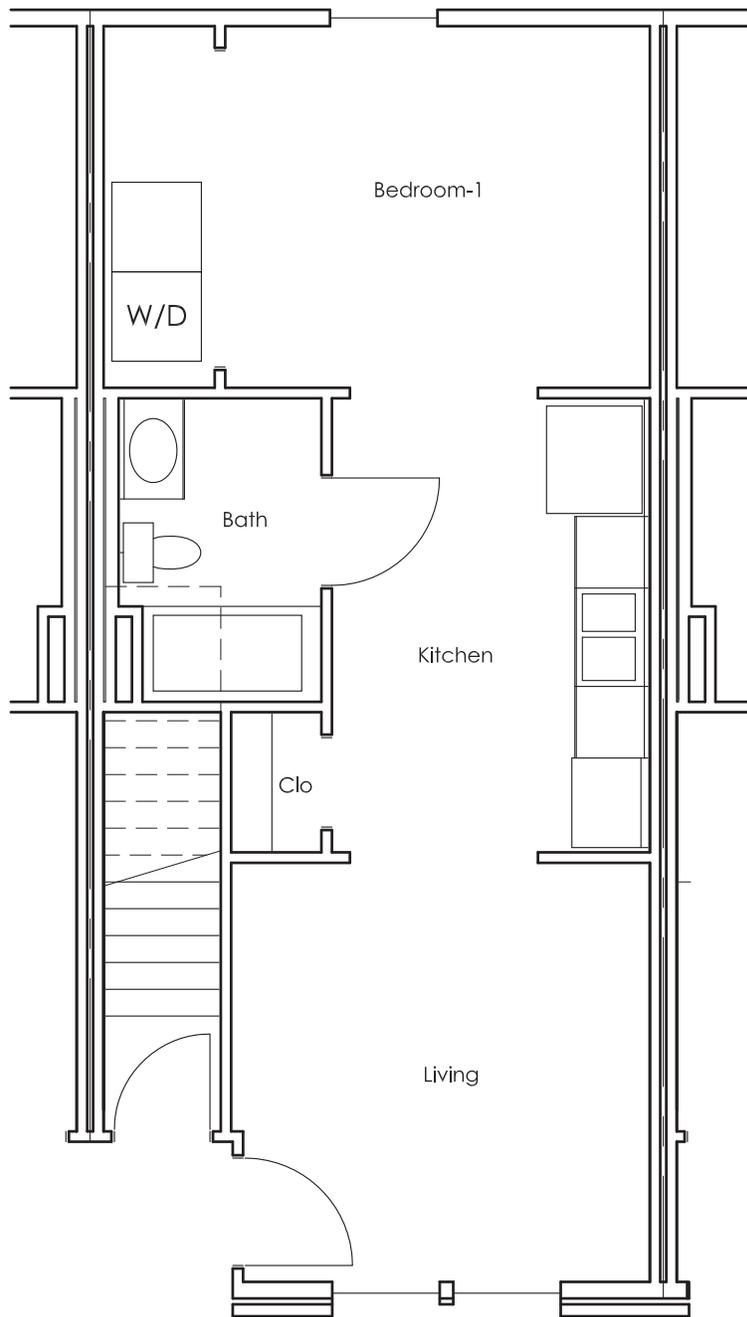
Three Bedroom Units

Fourth Floor Plan

Scale 1/16" = 1'-0"

223 N. Morton St.
OMEGA Properties

6-27-2016 revised
M C A architects + urbanists



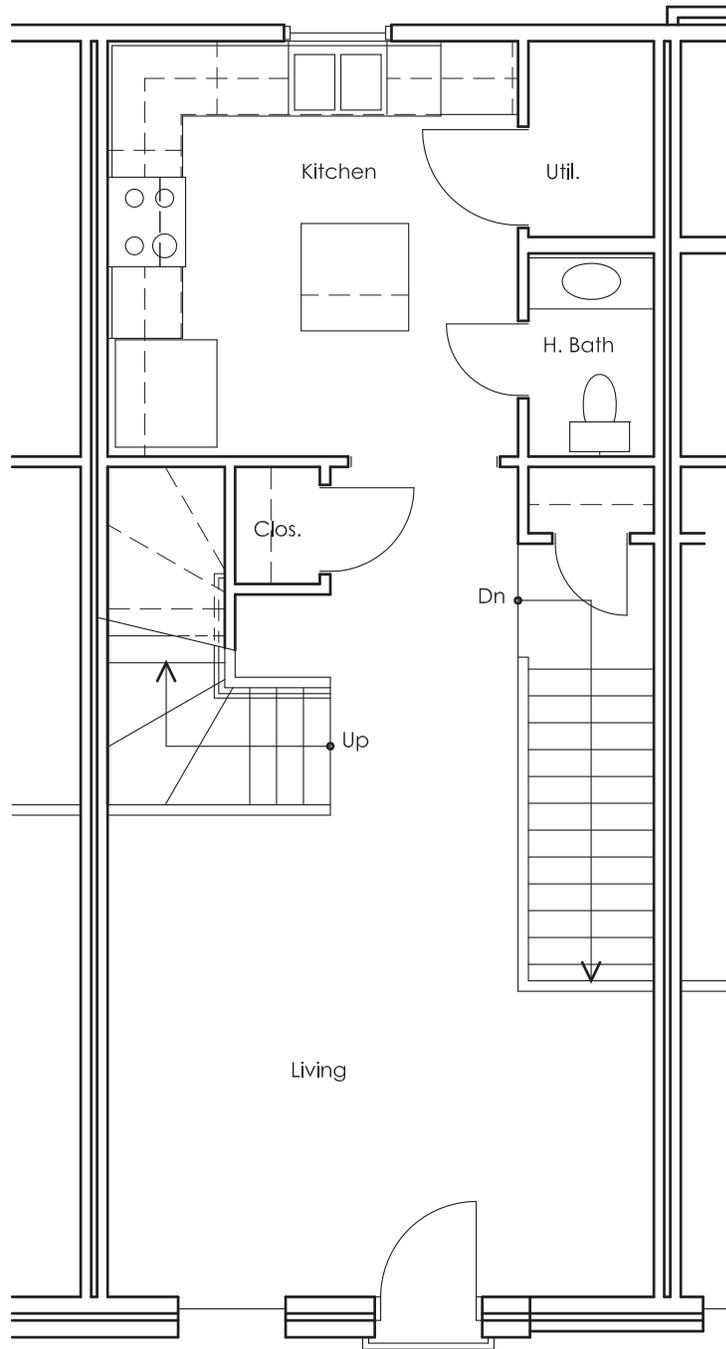
One BR Unit Plan

Scale 3/16" = 1'-0"

223 N. Morton St. 6-27-2016

OMEGA Properties

M C A architects + urbanists



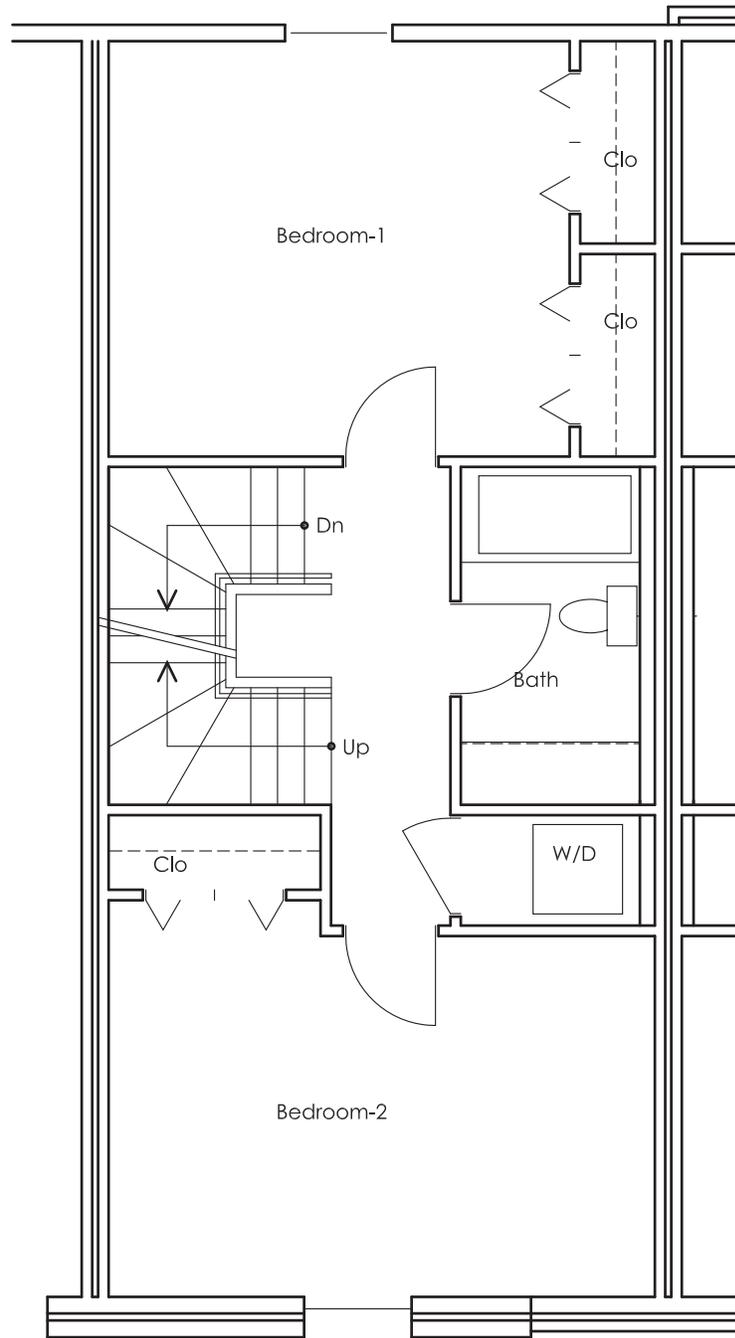
Three BR Unit Plan - First Floor

Scale 3/16" = 1'-0"

223 N. Morton St. 6-27-2016

OMEGA Properties

M C A architects + urbanists



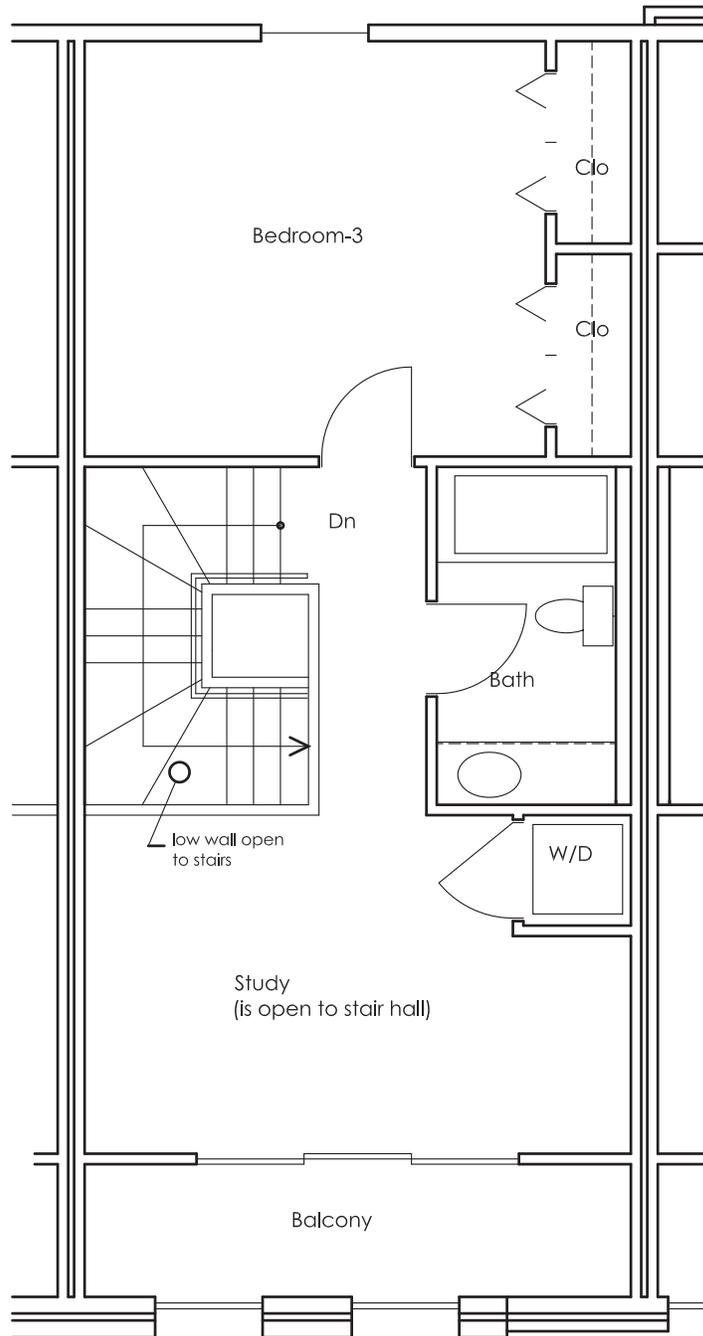
Three BR Unit Plan - Second Floor

Scale 3/16" = 1'-0"

223 N. Morton St. 6-27-2016

OMEGA Properties

M C A architects + urbanists



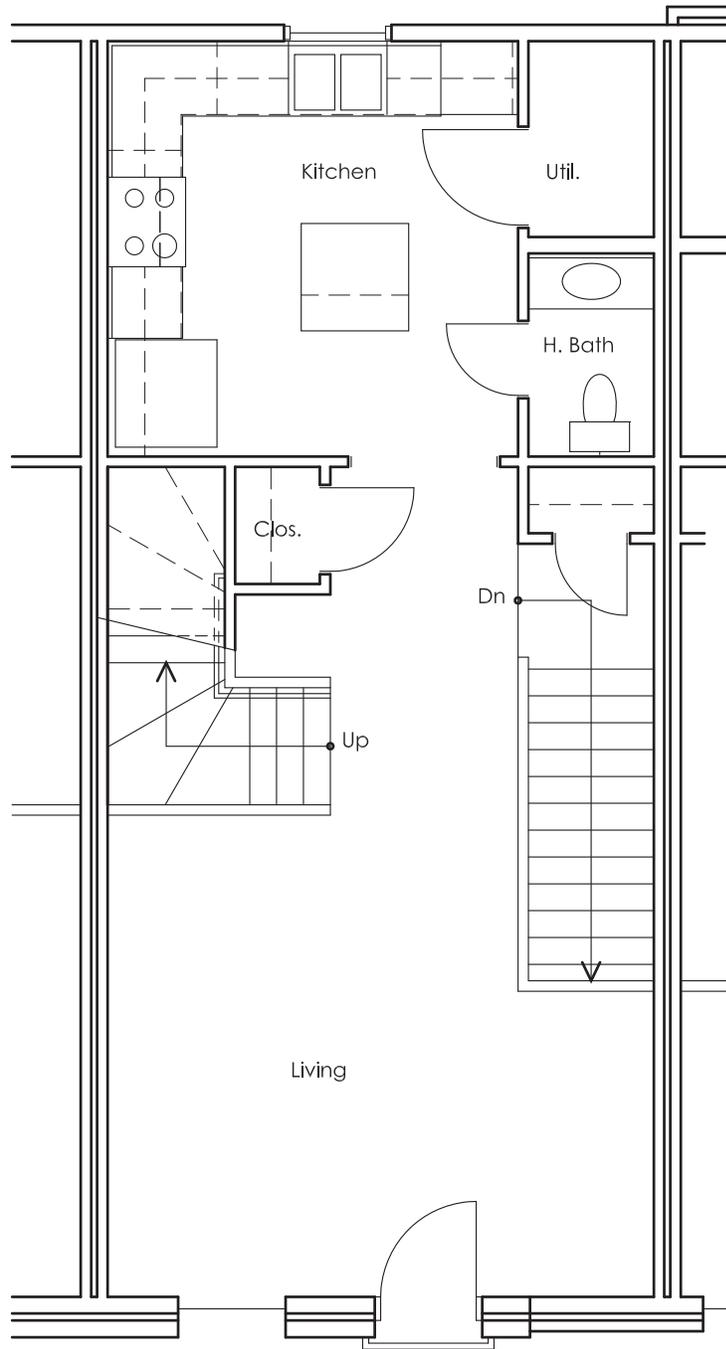
Three BR Unit Plan - Third Floor

Scale 3/16" = 1'-0"

223 N. Morton St. 6-27-2016

OMEGA Properties

M C A architects + urbanists



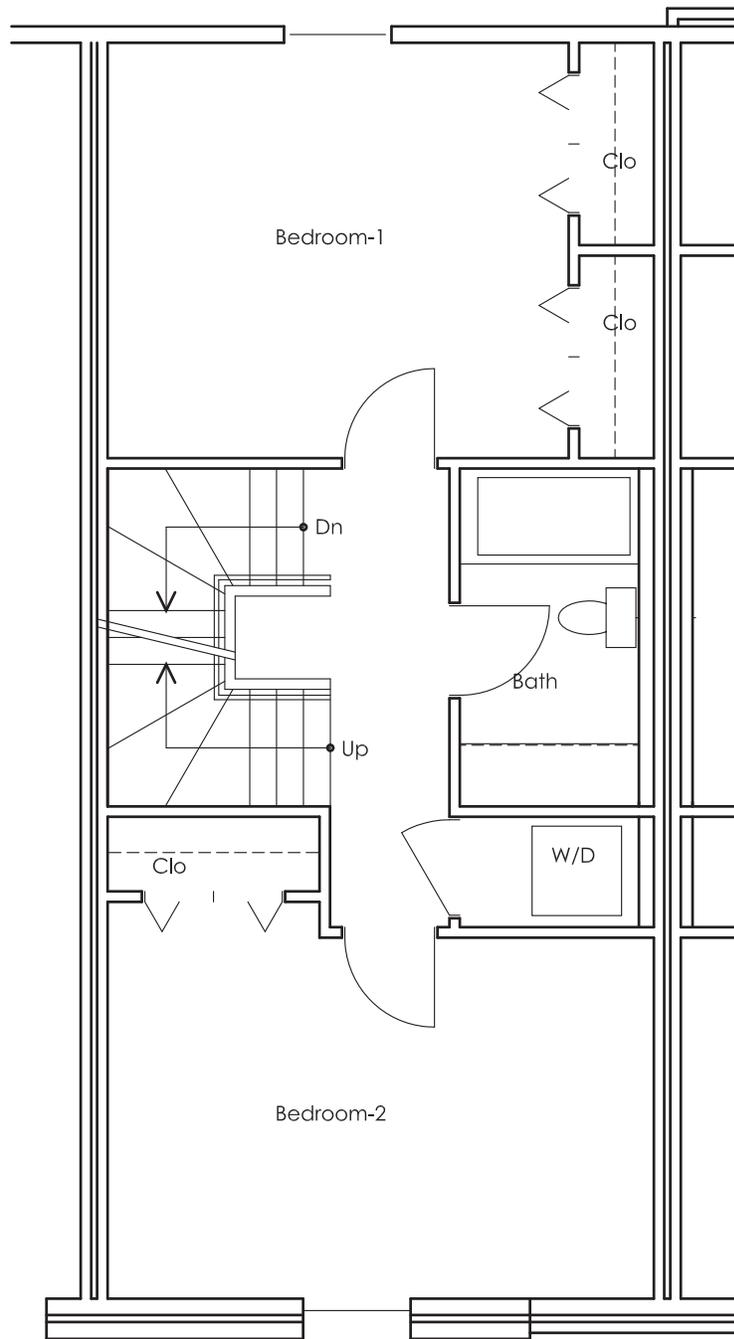
Four BR Unit Plan - First Floor

Scale 3/16" = 1'-0"

223 N. Morton St. 6-27-2016

OMEGA Properties

M C A architects + urbanists



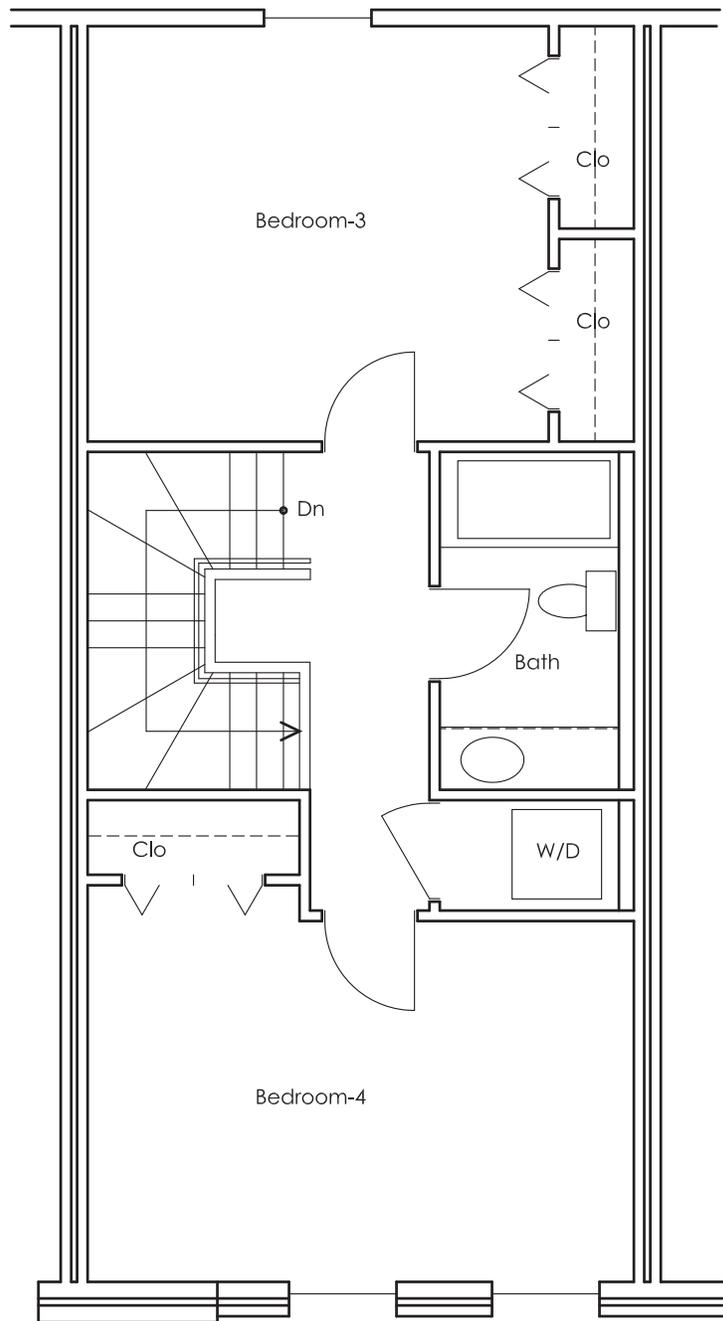
Four BR Unit Plan - Second Floor

Scale 3/16" = 1'-0"

223 N. Morton St. 6-27-2016

OMEGA Properties

M C A architects + urbanists



Four BR Unit Plan - Third Floor

Scale 3/16" = 1'-0"

223 N. Morton St. 6-27-2016

OMEGA Properties

M C A architects + urbanists

Materials Change
example in
downtown



Example of Materials Change as Building Turns the Corner

Painted brick
example in
downtown



Example of Painted Brick Buildings

Painted brick
example in
downtown



Example of Painted Brick Buildings



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Re: possible developments

6 messages

James Roach <roachja@bloomington.in.gov>

Mon, Jul 25, 2016 at 3:53 PM

To: Antonia Matthew <antonia.matthew@gmail.com>

Cc: "Piedmont, Isabel" <piedmoni@bloomington.in.gov>, Eric Greulich <greulice@bloomington.in.gov>, Beth Rosenbarger <rosenbab@bloomington.in.gov>

Thank you for your comments, Antonia. Would you like me to pass your comments on to the Plan Commission? They will be hearing both of these cases on Monday August 8th.

James Roach

On Mon, Jul 25, 2016 at 3:33 PM, Antonia Matthew <antonia.matthew@gmail.com> wrote:

Dear Mr, Roach,

My council person, Isabel Piedmont suggested that I write to you about two possible developments.

The first, at 19th St. and N. Dunn, seems to me to be too tall and will negatively impact the neighborhood to the west. I believe that we should always consider the quality of life for the people who live by any development. This one will definitely reduce the quality of life for the neighborhood. Commercial profit should not trump human lives.

The second development on Morton Street is appropriate for the area, but I am very concerned that there is no parking included in the plans. The streets of Bloomington will be overwhelmed by the number of cars this development will produce. The number of bedrooms in an apartment equals the number of cars parked in the street. I think that the developer should be required to include in the plans at least some parking -- I thought that the city required a certain amount of on-site parking for apartment developments.

I have heard that there will be a new parking garage which will serve this development. But what I think will happen is that more downtown people will apply for permanent parking permits. I have tried several times to park at the 4th Street parking garage during the daytime with no luck because of all the reserved spaces. Occasionally -- because I have a handicapped parking permit -- I can park in one of those slots but there are only three for the whole garage. The city should not be in the business of subsidizing developers by letting them use city streets as their parking lots.

Sincerely,

Antonia Matthew

James C. Roach, AICP
Development Services Manager

401 N. Morton Street, Suite 130
PO Box 100
Bloomington, IN 47402

Phone: [812-349-3423](tel:812-349-3423)

Fax: [812-349-3520](tel:812-349-3520)

Public Comment

James Roach <roachja@bloomington.in.gov>

Tue, Jul 26, 2016 at 8:54 AM

To: Eric Greulich <greulice@bloomington.in.gov>, Beth Rosenbarger <rosenbab@bloomington.in.gov>

Please add this to public comment on both the Dunn Hill and Park South projects.

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 619 Morton Street**

**CASE #: SP-21-16
DATE: August 8, 2014**

**PETITIONER: Tech Park Housing, LLC
601 N. College Ave., Bloomington**

**CONSULTANT: Studio 3 Design, Inc.
8604 Allisonville Rd., Suite 330, Indianapolis**

REQUEST: The petitioner is requesting site plan approval in order to build a 3-story mixed use building with 1,200 square feet of commercial space and 17 multi-family dwelling units.

Area:	0.19 Acres
Zoning:	Commercial Downtown/Shower Technology Park Overlay
GPP Designation:	Downtown
Existing Land Use:	Vacant
Proposed Land Use:	Mixed use (commercial and Multi-family Residential)
Surrounding Uses:	<p>North – Mixed Use</p> <p>West – Vacant – Historic Showers Mill and Kiln buildings within the Trades District</p> <p>South – Vacant – Historic Showers Administration Building and garage within the Trades District</p> <p>East – Multi-family</p>

REPORT: The subject property is located on the west side of N. Morton Street between W. 10th Street and W. 11th Street. The property is made up of a single 0.19 acre platted lot and is currently vacant. It is bound on the north and west by platted alleys. The property is zoned Commercial Downtown (CD) and is within the Showers Technology Park Overlay (STPO).

The petitioner proposes to construct a 3-story, mixed-use building on the property. The proposed building would have approximately 1200 square feet of commercial space and a mix of 1 bedroom and studio apartments with a total of 17 units and 17 bedrooms. The first floor would contain the commercial space and 3 apartments. All other floors contain 1 one-bedroom unit and 6 studio units.

Plan Commission Site Plan Review: Three aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.370. These aspects are as follows:

- The proposal is adjacent to a residential use (North)
- The proposal includes waivers to the standards in BMC 20.03.400 and 20.03.410
- The project includes ground floor residential units within the STPO.

SITE PLAN REVIEW

Residential Density: The property is approximately 0.19 acres in area. The petition is for 17 units with 17 total bedrooms. The STPO allows for 15 units per acre, or 2.85 units on this property. The proposed density, once DUEs are considered, is 3.5 DUEs or 18.42 DUEs per acre. This density is above the maximum density of the STPO and a waiver is required.

Density Waiver-20.03.400(a)(1)(A): The STPO allows for the lowest residential density in the CD zoning district. This is in keeping with policies that the intent of the overlay is for office and tech sector employment uses with apartments as accessory uses. If the three first floor studio apartments are removed, the density would be 2.9 DUEs, which is closer to the maximum permitted of 2.85. Staff recommends denial of this waiver.

First Floor Use: The petitioner proposes 3 studio apartments and 1,200 square feet of non-residential space on the first floor of this building. The 1,200 square feet commercial space would likely be occupied by Smithville Communications.

The 3 studio apartments are in the rear of the building. One is proposed as an ADA accessible apartment. Without a first floor apartment, the only way to provide an ADA accessible unit in this building would be to include an elevator. The other 2 units are proposed as “workforce housing” units with rent rates that would be affordable to individuals making a “living wage” for a period of 20 years.

Ground Floor Residential Waiver – 20.03.390: The STPO is one of two downtown overlays that does not allow ground floor residential units without Plan Commission review and approval. The reason for this ground floor residential restriction is to encourage office park related uses in the City’s Certified Technology Park area and to ensure that residential uses are an accessory to this primary use.

The Downtown Vision and Infill Strategy Plan recommends an approach to this area that creates “a ‘park’ for mixed-use that would focus on research and development and some ‘contemporary’ industrial or light manufacturing uses. Residential development that is an integral component of a mixed-use building should also be encouraged, promoting live-work opportunities both for professionals and for light manufacturing employees.” (page 2-10)

The STPO overlay district intent (20.03.360) states that the intent is to “promote mixed use development focused on light manufacturing and office uses with live-work, young professional, single, empty nester and retiree housing markets are targeted.”

In addition, the “Master Plan and Redevelopment Strategy/Certified

Technology Park,” approved by the Redevelopment Commission in the summer of 2013, made some recommendation about redevelopment or private property in the area. The Master Plan states that this area would include “new infill buildings...deigned to house tech sector employment, ancillary office space and possible residential (based on market demand and after tech sector employment is maximized with the core of the CTP area) and mixed uses.” (Page 36)

Staff recommends that the Plan Commission deny the site plan based on the presence of ground floor units in this building. The intent of the STPO is for office, light manufacturing and tech related uses. Residential is appropriate and permitted when designed to be accessory to the office use. Staff finds that including ground floor units in this building diminishes the ability for the building to contribute to the overlay vision of the district. Without the ground floor apartments, more of the 3,900 square foot footprint of the building could be devoted to office and tech related uses.

Height: The building is three stories and 44 feet tall. The maximum height in the STPO is 45 feet.

Modulation: The building is less than 60 feet wide, therefore no horizontal modulation in the façade is required.

Step back: The STPO requires that any building over 35 feet in height must step back the portion over 35 feet a minimum of 15 feet from the front build-to-line. At the tallest, this building is 44 feet tall. All portions of the building, including the height above 35 feet, are built to the build-to-line without a step back. A waiver is required.

Building Height Step Back Waiver-20.03.410(c)(3): A waiver from the minimum stepback height architectural standard of the DCO is required. Staff believes this requirement was created to ensure a stepback for building taller than 3 stories in height. If the Plan Commission disagrees with staff on its negative density and first floor use findings, the Commission would still need to make a finding on this waiver.

Historic Alignment and Stepdown: This property is immediately adjacent to the Showers Administration Building and associated “garage.” The Showers Administration Building was recently protected as a local historic structure, along with the Mill and Kiln buildings. The associated garage building was not locally designated, but is listed on both the 2001 Historic Survey and the 2015 SHAARD as a contributing historic structure. The STPO requires that new building adjacent to surveyed historic structures match the front setback of the historic structure and be no more than 1 story taller than the historic structure. The garage building is set at the far back side of the lot and is only 1 story tall. The building is also partially built into the grade and appears shorter than 1 story as viewed from Morton Street. Waivers are required for these two standards.

Historic Alignment and Stepdown-20.03.410(a)(2) & 20.03.410(c)(2): While the Showers garage building is a surveyed contributing historic structure, it was not deemed important to preserve as a local historic structure when the Administration Building, Mill and Kiln were preserved. The building is setback much further from the street than is appropriate for new downtown building. The height is also not on a scale compatible with downtown policies. The proposed building is of a similar height and alignment as the administration building further to the south. If the Plan Commission disagrees with staff on its negative density and first floor use findings, the Commission would still need to make a finding on this waiver.

Parking: The petitioner is proposing 8 off-street parking spaces that directly access the two adjacent alleys. Within the STPO, the UDO sets a minimum parking requirement for the project's 17 bedrooms at 4 off-street parking spaces. The maximum parking for the first floor office use is 3 spaces. This petition meets the minimum and does not exceed the maximum permitted parking requirements.

Bicycle Parking: A 17 bedroom multi-family development requires 4 bicycle parking spaces. In addition, the commercial space requires 4 bicycle parking spaces for a total of 8 spaces. The site plan currently shows 4 class-2 spaces along Morton St. and 4 Class-1 spaces inside of the building.

Materials: The majority of the building is clad in brick, cast stone, metal panels and storefront glass, limestone, cementitious siding and panels, concrete block and poured concrete. Cementitious panels are also proposed but account for less than 20% so as to be counted as a secondary material

Streetscape: The existing combined curb and sidewalk would be replaced with a sidewalk separated from the street by a 5 foot tree zone with street trees in grates. Pedestrian scale lighting is proposed on Morton St. in accordance with the STPO. In addition, 2 on-street parking spaces would be removed to extend the curb line and create "bump-outs" to narrow the street and protect the on-street parking. The location of the street trees may need to be adjusted in order to avoid underground utility lines.

Entrances: The building contains a prominent pedestrian entrance for the non-residential use which contains or will contain the required 4 foot recess as well as canopies, lighting, building name and address. Due to grade issues and the inability to create a flat landing zone along the street, the accessible entrance will be to the rear of the building. The apartment entrances are to the rear of the building.

Void-to-solid Percentage: The STPO sets a minimum upper story void-to-solid architectural standard at 20%. The petition contains approximately 35% void. The STPO also sets a minimum first floor void-to-solid at 40%, "consisting of display windows, entries and doors." The proposed building contains approximately 40% void on Morton St.

Utilities: Water and sanitary sewer services are available in Morton Street. Stormwater will be captured and directed to the nearby public storm sewers. Stormwater and utility plans have been submitted to the City Utilities Department and are under review.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made 3 recommendations concerning this development.

- 1.) The EC recommends denial of this petition.

Staff response: Staff is recommending denial of this petition.

- 2.) The Petitioner should reconfigure the location of the street trees because they are too close to utilities. The plan should be redesigned to construct planter boxes for smaller stature but more trees.

Staff response: If approved, staff will work with the petitioner to ensure that the street trees or alternative plantings do not interfere with existing or proposed underground utilities.

- 3.) The Petitioner should apply real, green building practices to create a high performance, low carbon-footprint structure that reflect the sustainable practices called out for in the Master Plan.

Staff response: While highly desirable, these items are not required by UDO.

CONCLUSION: The Planning Department staff finds that two of the required waivers, density and first floor uses, are incompatible with the policies of the Downtown Plan, the Growth Policies Plan and the Unified Development Ordinance. Staff recommends denial of this site plan based on denial of these two waivers. Staff has not written findings for the other waivers. These may be appropriate for a revised building without first floor units.

RECOMMENDATION: Based on the written findings above, staff recommends denial of SP-21-16.

MEMORANDUM

Date: July 29, 2016
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Through: Linda Thompson, Senior Environmental Planner
Subject: SP-21-16: Tech Park Housing, LLC
619 N. Morton Street

This memorandum contains the Environmental Commission's (EC) input and recommendations regarding a proposal to build a mixed use structure within the Trades District Certified Technology Park (CTP). The site is in the Commercial Downtown District and Showers Technology Park Overlay.

ISSUES OF THE MASTER PLAN

1.) EC RECOMMENDS DENIAL

The EC does not support this proposal because it does not reflect what was envisioned in the "Master Plan and Redevelopment Strategy / Certified Technology Park, Bloomington, Indiana July 2013 (Master Plan)." To view the Master Plan please see <http://bloomington.in.gov/media/media/application/pdf/15735.pdf>.

The Master Plan was intended to "assist the City and community in realizing the vision for the area as a sought-after model of modern, sustainable urban redevelopment that nurtures creativity and entrepreneurship among its citizens and workforce, helps brand Bloomington as a lively tech sector hub, attracts private investment, employment and visitors, and provides welcoming living options to citizens." The EC doesn't believe this petition embodies this vision.

Additionally, this proposal is located within the Tech/Commercial section of the CTP, and the EC believes that this apartment/commercial building would be out of place here.

The Master Plan is the result of the work of five professional consulting companies, city personnel, city boards and commissions, and citizens brainstorming and deliberating throughout many public meetings to come up with what Bloomingtonians want to see embodied in this vital part of town.

ISSUES OF SOUND ENVIRONMENTAL DESIGN

2.) LANDSCAPING

The street trees depicted on the Site Plan show that they would be too close to both water and gas utilities. If this petition is approved despite the EC's objections, we recommend that instead of tree grates, planters be used so that the tree roots can be farther from the utilities. Additionally, up to four (4) street trees could be planted if they were all small stature trees instead of canopy trees.

3.) GREEN BUILDING

If this petition is approved despite the EC's objections, we recommend that the developer commit to as many best practices for energy savings and resource conservation as possible, rather than simply stating an interest as the Petitioner's Statement did. Additionally, the EC does not consider following existing building and energy codes to be "green building", or that concrete blocks, called concrete masonry units (CMU) by some, or cast concrete, are examples of "green friendly" as the Petitioner's Statement also claimed.

Some examples of best practices that go beyond the building and energy codes mentioned in the Petitioner's Statement include enhanced insulation; high efficiency heating and cooling; low flow toilets; programmable thermostats in each unit; sustainable floor coverings; and recycled products such as carpet and counter tops. Some specific recommendations to mitigate the effects of climate change and dwindling resources include the following.

Reduce Heat Island Effect The roof material should have a minimum initial Solar Reflective Index (SRI) of 0.65, and an aged index of 0.55. (SRI is a value that incorporates both solar reflectance and emittance in a single value to represent a material's temperature in the sun. SRI quantifies how hot a surface would get relative to standard black and standard white surfaces. It is calculated using equations based on previously measured values of solar reflectance and emittance as laid out in the American Society for Testing and Materials Standard E 1980. It is expressed as a fraction (0.0 to 1.0) or percentage (0% to 100%). If a roof membrane is used, it should be overlaid with a reflective coating or covered with a white, granulated cap sheet.

Solar panels This building is ideal for photovoltaic (PV) solar panels because the roof is flat. The price of PV systems is dropping daily and the full-cost-accounting price of carbon-based electricity is skyrocketing.

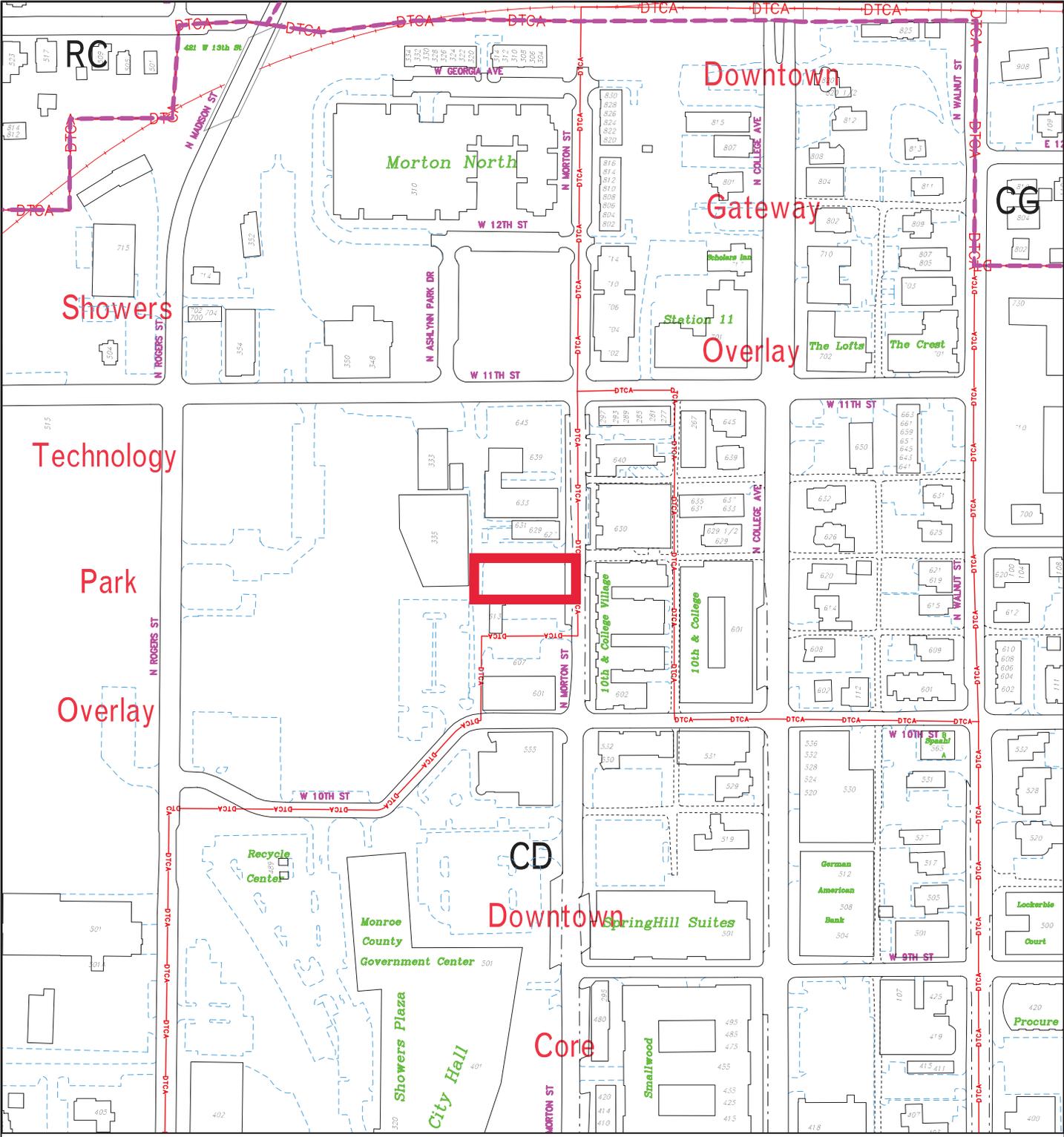
Charging stations for electric vehicles Many people are now purchasing electric vehicles (EV), making installation of charging stations a necessity for residents. Therefore the EC recommends that electric charging stations be installed for some of the parking spaces.

Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the Unified Development Ordinance (UDO) and the Master Plan. Additionally, they are supported by Bloomington's overall commitment to sustainability and its green building initiative (<http://Bloomington.in.gov/greenbuild>). Sustainable building practices are explicitly called for by the Mayors' Climate Protection Agreement signed by former Mayor Kruzan; by City Council

Resolution 06-05 supporting the Kyoto Protocol and reduction of our community's greenhouse gas emissions; by City Council Resolution 06-07, which recognizes and calls for planning for peak oil; and by a report from the Bloomington Peak Oil Task Force, *Redefining Prosperity: Energy Descent and Community Resilience Report*.

EC RECOMMENDATIONS IF THIS PETITION IS APPROVED

- 1.) The EC recommends denial of this petition.
- 2.) The Petitioner should reconfigure the location of the street trees because they are too close to utilities. The plan should be redesigned to construct planter boxes for smaller stature but more trees.
- 3.) The Petitioner should apply real, green building practices to create a high performance, low carbon-footprint structure that reflect the sustainable practices called out for in the Master Plan.



By: roachja
15 Jul 16



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation

N

Scale: 1" = 250'



July 25, 2016

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

Attn: Mr. James Roach

RE: 619 N. Morton St.

PETITIONERS STATEMENT

Dear Mr. Roach

Studio 3 Design is pleased to submit the attached apartment development, "619 N. Morton" 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>
Affordable Studio	2 Units	2 Beds
Accessible studio Unit	1 Unit	1 bed
Studio Apartment	12 Units	12 Beds
1 Bedroom Flat	<u>2 Units</u>	<u>2 Beds</u>
	17 Units	17 Beds

Property density:

Site: 62.75' x 131.5' = **.19 acres**
 15 DUE's/acre = **2.85 DUE's allowed**

Studio .20 DUE x 15 = **3.0 DUE's**
 1 bed .25 DUE x 2 = **0.5 DUE's**

3.5 DUE's provided

Project Location

The project is located along the west side of Morton St. just north of 10th Street in the Showers Technology Park Overlay district. The surrounding land use includes apartment buildings to the East, an office/apartment building to the north, the Showers Mill building to the west and the Showers Administration Building and a vacant lot with a garage to the south. The property is currently unimproved.

Project Concept

The buildings architecture is defined by a strong brick, glass and fiber cement reveal panel façade capped with a linear roof element along Morton St. Brick veneer wraps back the immediate north and south facades and transitions to a regular rhythm of residential scale windows, fiber cement siding and exterior walkways. The fiber cement element extends past the 5' setback in the center of the east façade to create an interesting entry portal into the non-residential space on Level 1. The overall form, detailing and material palette has been composed to provide a modern feel while still blending in architecturally with the surrounding developments. The structure takes a simple shape for building efficiency with 2 full levels of apartment units stacking directly over a mixed use Level 1.

Non-Residential Space / Ground floor residential – Workforce “affordable” housing

Non-residential space is required in the Showers Tech Park Overlay district for the ground floor footprint. Non-residential applies to any allowable type of business or retail for the area. We are excited to have Smithville as a proposed tenant for the retail space on level 1. They have signed a letter of intent to move to this location and will provide the infrastructure backbone for the telecommunication system for the Tech Park. Having Smithville in place at this location will allow future Tech Park businesses the security of knowing the systems are there for their businesses to tap into as they get ready to bring their businesses on line.

The Second major component that we are proposing to occupy the ground level is Workforce and accessible housing to meet the City's growing desire for housing targeted at toward providing affordable housing for workers as well as providing an accessible unit at grade level that is adaptable to meet the guidelines of fair housing and ADA.

The Workforce housing component (2 units) represents twelve (12%) of the total unit count and 12% of the total bed count within the building. The workforce housing units and associated leasing program will be oriented toward prospective tenants that meet program requirements – these are still being refined with the City. The basis line for qualifying will be developed around the City's defined wage ordinance and working a minimum of 35 hours a week based on a 2080 work hours per year.

This project offers an up-front zoning commitment of 20 years (life of the building loan) for the 2 workforce housing units. The program will be self-monitored with tenants being vetted to make sure they meet the program requirements and supporting documentation showing compliance will be provided annually to the City.

Tax abatement is an option that will be pursued, however, receipt of the abatement is not tied to the commitment for providing workforce housing at this location. We will request that the same terms for tax abatement be afforded to this project that were recently granted to the Urban Station project.

This project provides an opportunity to show that developments, big or small, can be developed in a manner that can support the City's vision for providing Workforce housing. The impact here is simply a request to allow that housing to reside on level 1 and to allow for an increase in DUE's to provide the units.

Recycling

As part of the project we are planning on the providing recycling as an option for the tenants. Space will be provided in the trash enclosure for recycling totes and pick-up will be provided. We see this as a great amenity for the young professionals / Tech park employees that may choose to live here.

Parking Counts

Required parking for non-residential	3 spaces
Based on office use tenant (75% x 1 space/300 s.f.)	
Required parking for 17 beds	4 spaces
Parking provided	8 spaces

Setbacks

The building is positioned on the building-to-line along Morton Street, and has greater than 5'-0" of setback along the north, south and west property lines.

Streetscape

A simple rhythm of (2) grated trees and a single pole mounted street lamp are set in a hard-scape concrete sidewalk to enhance the curb appeal and charm of the development. Where possible, additional landscaping and bike racks have been provided.

Site Accessibility

Due to the existing natural slope of the site, an accessible entrance cannot be provided from Morton St. A single 6" step is required to get to the non-residential entrance. An accessible path has been provided to the back side of the non-residential space and an accessible apartment unit on Level 1.

Building Façade modules

The building provides (1) 5'-0" setback on the east façade per UDO requirements. The setback is accented with alternate materials and variations in material modulation, a pronounced entry canopy, and a clearly marked entry point to help accent the building setback.

Building Height

The overall building height is based off a level 1 floor height at the pedestrian entrance in the center of the building along Morton Street. The highest parapet on the building is 38'-0" level 1 finished floor. The project site slopes approximately 6 feet away from this level with a low point at the SW corner of the site. This puts the highest point of the building approx. 44'-0" above the lowest point on site, which is within the allowable height of the overlay district of 45'.

Building Materials

Utility Brick, cast stone, metal panel system and storefront glass form the palette for the public facing Morton St elevation of the building. The North, South and West facades are a min. of 80% brick with the remaining area clad in a panelized fiber cement and reveal system. This combination of materials complies with the standards as outlined in the Udo for the Tech Park Overlay.

Void to Solid Percentages

The UDO asks for a building in this overlay district to have a 40% void to solid ratio on the ground floor and 20% void to solid ratio on the upper floors facing a public street. The East façade (Morton St.) currently has 40.1% void space on the ground floor and 35.8% void space on the upper floors, meeting the requirement.

Building Step Back

The Showers Tech Park Overlay district requires that any building over 35' step back at the 35' mark a minimum of 15' from the build-to line. This requirement is intended to change the feel of buildings that have a full 4th story – not to require the last few feet of a building parapet to be pushed back 15'.

The building along Morton Street ranges in height above the sidewalk from 36' to 38' above the sidewalk and does not step back at the 35'-0" mark. A waiver will be sought for building step back.

Bike Storage/ Parking

An effort has been made to make the facility “bike friendly” through the incorporation of bike parking focused around the Morton Street entry point and the resident entry point around the back of the building. A minimum of (4) Class 2 spaces are required for both the residential and non-residential portions of the building. (4) Class 2 bicycle spaces are provided along Morton Street in proximity of the building entrance. Another (4) Class 2 bicycle spaces are provided at the rear of the non-residential space which is the primary resident entrance point on site.

Environmental Considerations

The developer is interested in providing a building that is sensitive to the concerns of today's built environment. The building will be designed to meet the requirements of the IECC and ASHRAE Standard 90.1, as well as several state-specific codes as required by the federal government. 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. Examples of these materials include cementitious siding/panels, brick, CMU blocks, and cast concrete.
- High efficiency appliances and building systems.
- Energy efficient windows with low-E glazing
- White reflective roofing membrane for energy conservation and reduced heat island effect.
- Use of larger window openings for natural day lighting of interior spaces to cut down on the use of artificial lighting.
- Energy efficient lighting fixtures
- Recycling

Encroachments:

The project will require the following encroachments with the city:

- (2) Street trees and (1) pole mounted street light along Morton Street.
- Building Canopy over the non-residential entrance along Morton Street.

Trash Removal

Trash removal has been provided off of the North alley. The grade will be leveled at this location to assist in the roll-out of trash containers on pick-up days. The alley will be modified to have a concrete apron for the garbage truck to sit on while dumping the trash.

Anticipated Waivers

We will be asking for 3 waivers for the development:

1. Density – We are asking for a total of 3.5 DUEs vs the allowable 2.85 DUEs – an increase of .65 DUE. The request allows for two workforce housing units and 1 accessible unit to be constructed.
2. Ground floor residential units. A total of 3 residential units are being proposed for the ground floor. 2 of these units are being proposed as Workforce-“affordable Housing Units”, with reduced rent amounts. The third unit is proposed as an Accessible unit.
3. A waiver is being requested to allow the building to not step back at 35 feet above grade.

Respectfully submitted,

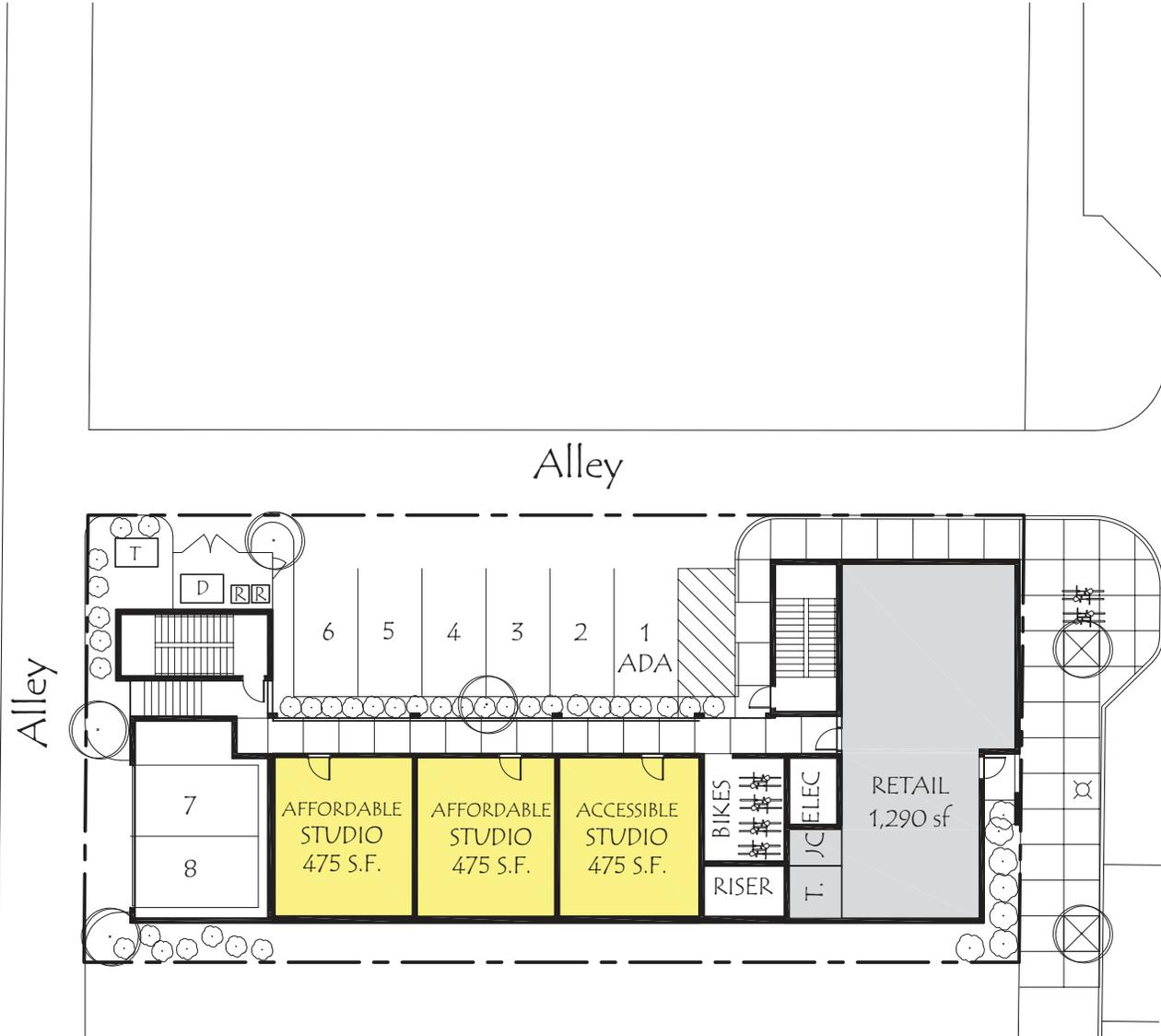
STUDIO 3 DESIGN, INC

A handwritten signature in black ink, appearing to read 'J. Zach Bode', written in a cursive style.

J. Zach Bode
Architect

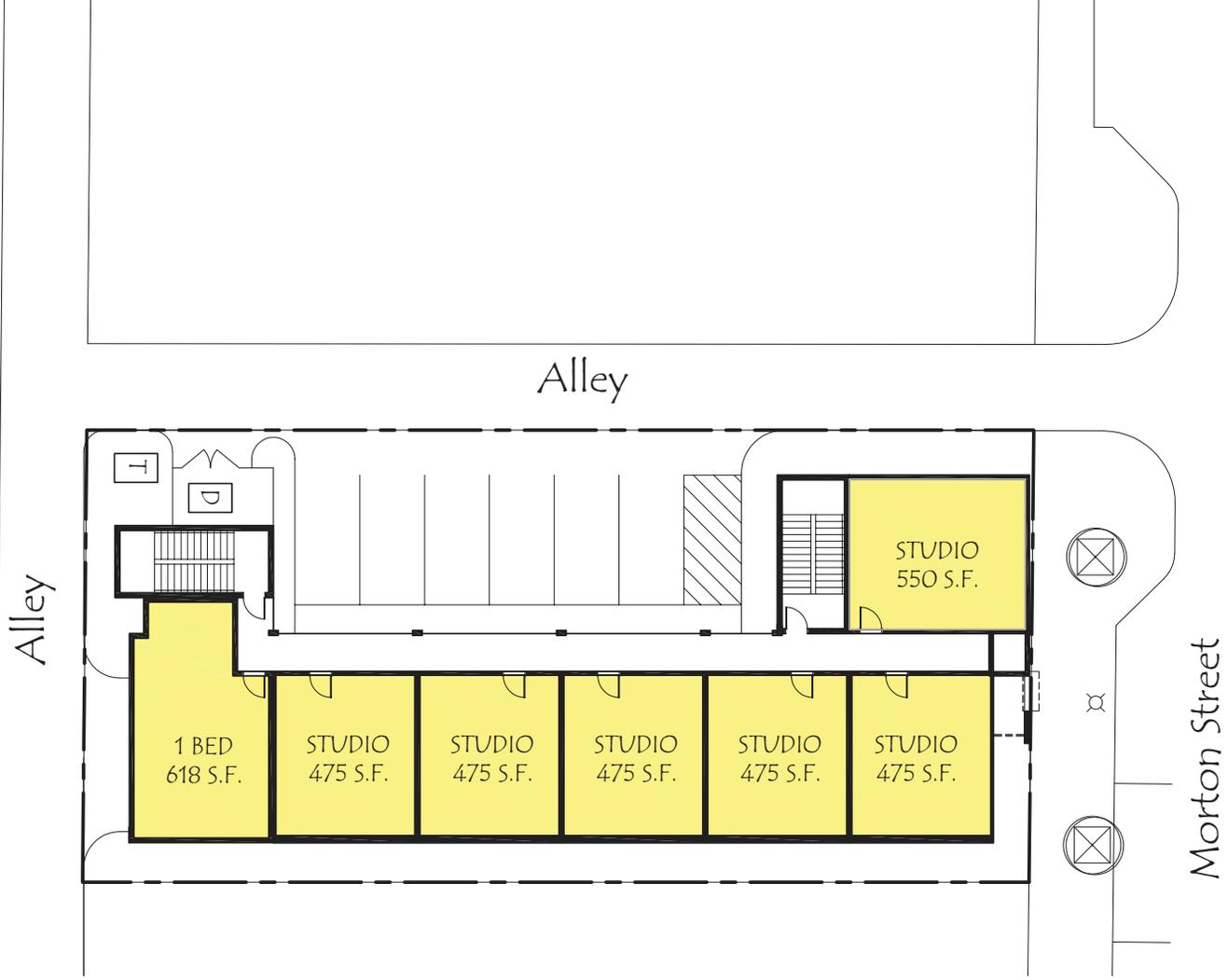
Total Apartment Units: 17
 (15) Studio 3.0 DVEs
 (2) One Bed 0.5 DVEs
 TOTAL - 3.5 DVES
 DVEs Allowed 2.85

Parking Spaces provided: 8 spaces
 4 required for residential
 3 required for non-residential



1 LEVEL 1 FLOOR PLAN
 A1 1/16" = 1'-0"

 <p>STUDIO THREE DESIGN</p> <p>317.851.0000 main 317.872.1238 fax 8501 Altonville Road, Suite 330 Indianapolis, IN 46250 www.studiodesign.net</p>	PROJECT NO. 16049	SHEET DESCRIPTION LEVEL 1 FLOOR PLAN	SHEET NUMBER A1
	DATE 7-25-16	TECH PARK HOUSING, LLC 619 N. MORTON ST. Bloomington, Indiana	



1
A2 LEVEL 2/3 FLOOR PLAN
1/16" = 1'-0"

 <p>STUDIO THREE DESIGN</p> <p>317.856.0000 main 317.872.1238 fax www.studiothreedesign.com 8504 Altonville Road, Suite 330 Indianapolis, IN 46226</p>	<p>TECH PARK HOUSING, LLC 619 N. MORTON ST. Bloomington, Indiana</p>	<p>PROJECT NO. 16049</p>	<p>DATE 7-25-16</p>	<p>SHEET DESCRIPTION LEVEL 2 & 3 FLOOR PLAN</p>	<p>SHEET NUMBER A2</p>



1 EAST ELEVATION
A3 1/8" = 1'-0"

SHEET NUMBER

A3

SHEET DESCRIPTION

EAST ELEVATION

PROJECT NO.

16049

DATE

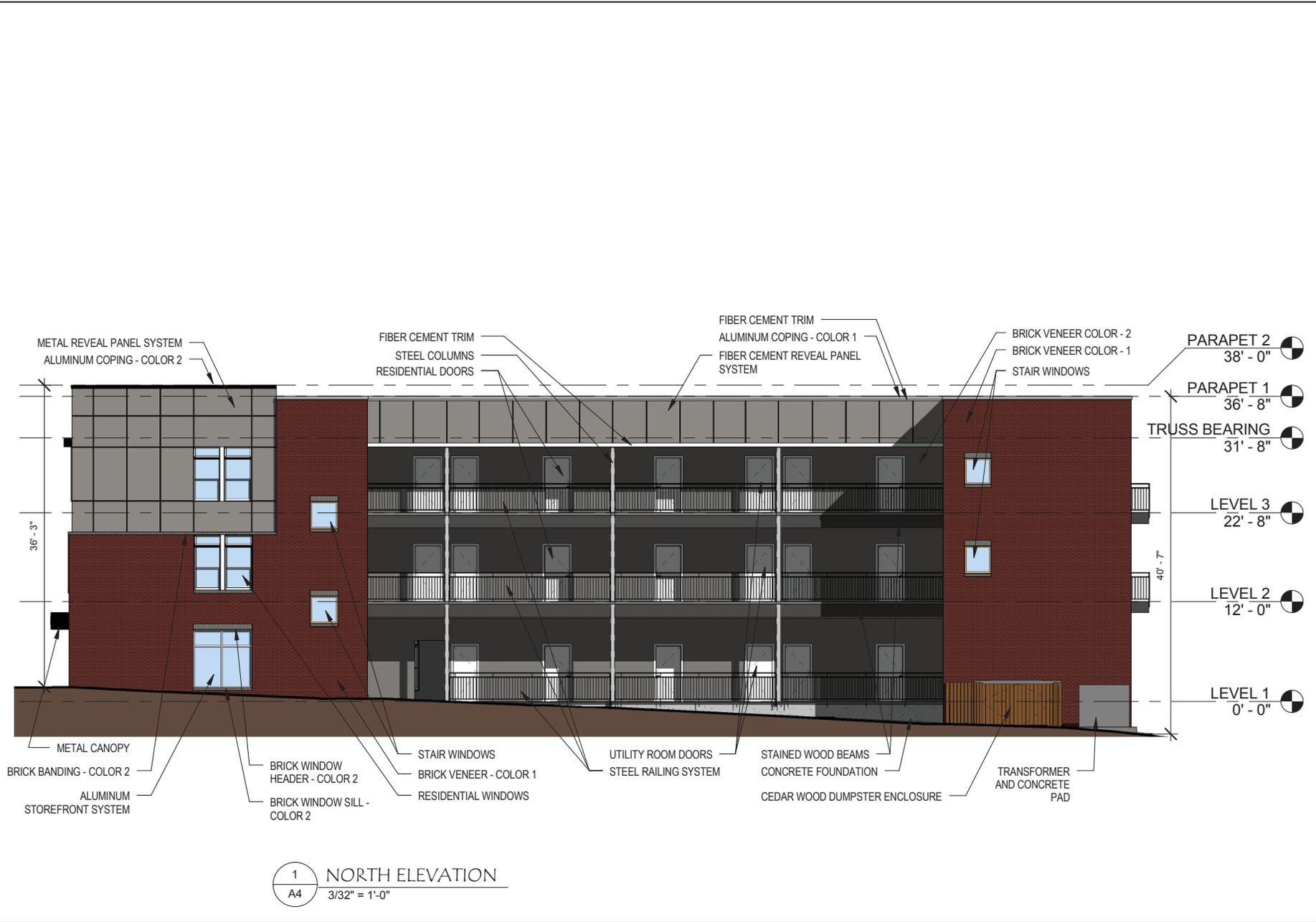
7/25/2016

TECH PARK HOUSING, LLC

619 N. MORTON ST.

BLOOMINGTON, IN





SHEET NUMBER A4	
SHEET DESCRIPTION NORTH ELEVATION	
PROJECT NO. 16049	DATE 7/25/2016
TECH PARK HOUSING, LLC 619 N. MORTON ST. BLOOMINGTON, IN	
Architecture • Interior Design STUDIO THREE DESIGN	



1 WEST ELEVATION
 A5 3/32" = 1'-0"

SHEET NUMBER

A5

SHEET DESCRIPTION

WEST ELEVATION

PROJECT NO.

16049

DATE

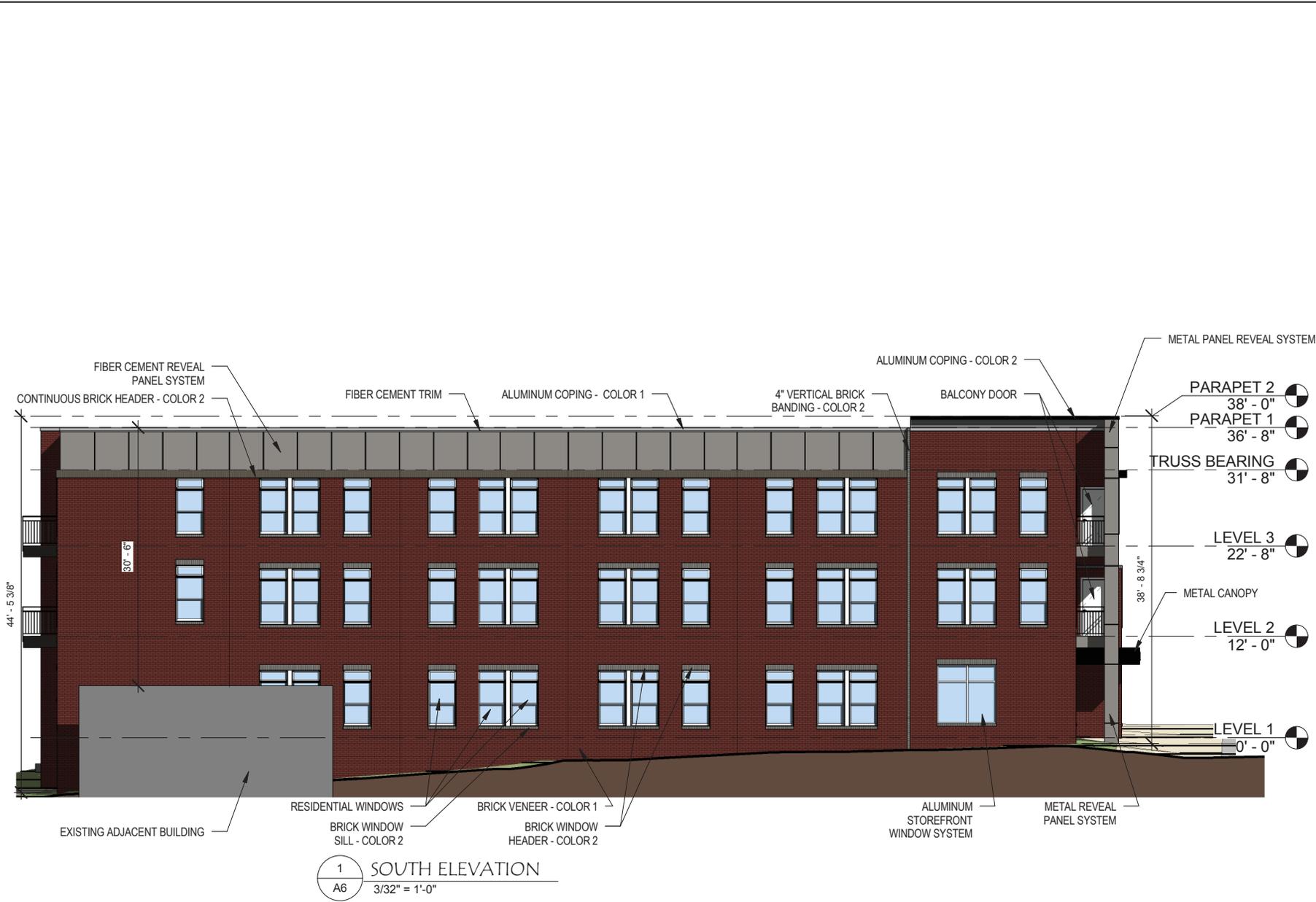
7/25/2016

TECH PARK HOUSING, LLC

619 N. MORTON ST.

BLOOMINGTON, IN





SHEET NUMBER A6	
SHEET DESCRIPTION SOUTH ELEVATION	
PROJECT NO. 16049	DATE 7/25/2016
TECH PARK HOUSING, LLC 619 N. MORTON ST. BLOOMINGTON, IN	



LOOKING NORTHWEST AT ENTRY

SHEET NUMBER

A7

SHEET DESCRIPTION

ENTRY VIEW 1

PROJECT NO.

16049

DATE

7/25/2016

TECH PARK HOUSING, LLC
619 N. MORTON ST.

BLOOMINGTON, IN

STUDIO
THREE
DESIGN
Architecture • Interior Design



LOOKING SOUTHWEST AT ENTRY

SHEET NUMBER

A8

SHEET DESCRIPTION

ENTRY VIEW 2

PROJECT NO.

16049

DATE

7/25/2016

TECH PARK HOUSING, LLC

619 N. MORTON ST.

BLOOMINGTON, IN

STUDIO
THREE
DESIGN
Architecture • Interior Design



VIEW FROM ALLEY LOOKING SOUTH

SHEET NUMBER

A9

SHEET DESCRIPTION

ALLEY VIEW 1

PROJECT NO.

16049

DATE

7/25/2016

TECH PARK HOUSING, LLC

619 N. MORTON ST.

BLOOMINGTON, IN





VIEW FROM ALLEY LOOKING NORTH

SHEET NUMBER

A10

SHEET DESCRIPTION

ALLEY VIEW 2

PROJECT NO.

16049

DATE

7/25/2016

TECH PARK HOUSING, LLC

619 N. MORTON ST.

BLOOMINGTON, IN





AERIAL PERSPECTIVE FROM SOUTHEAST

SHEET NUMBER

A11

SHEET DESCRIPTION

AERIAL 1

PROJECT NO.

16049

DATE

7/25/2016

TECH PARK HOUSING, LLC

619 N. MORTON ST.

BLOOMINGTON, IN





AERIAL PERSPECTIVE FROM SOUTHWEST

SHEET NUMBER

A12

SHEET DESCRIPTION

AERIAL 2

PROJECT NO.

16049

DATE

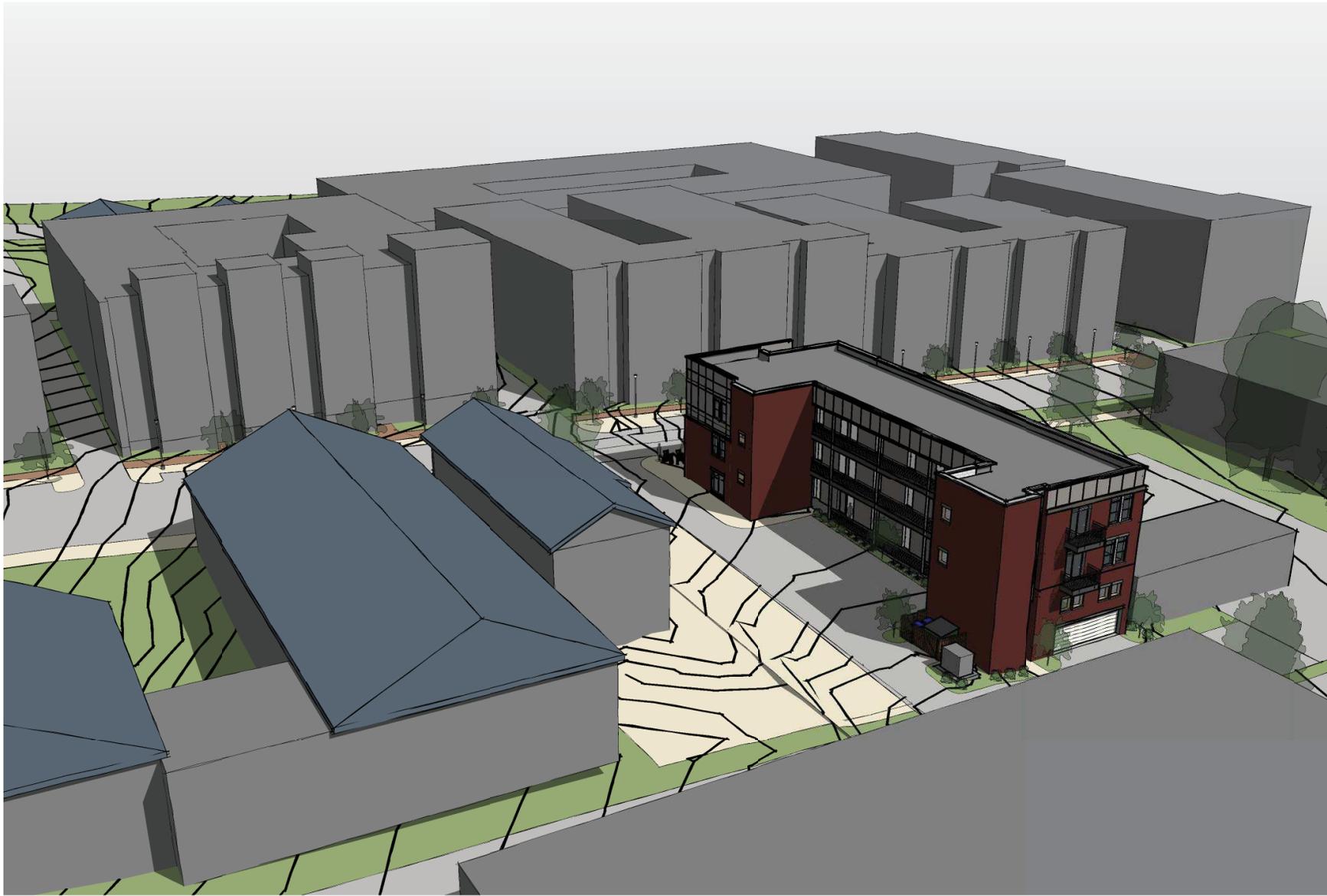
7/25/2016

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619 N. MORTON ST.

BLOOMINGTON, IN

STUDIO
THREE
DESIGN
Architecture • Interior Design



AERIAL PERSPECTIVE FROM NORTHWEST

SHEET NUMBER

A13

SHEET DESCRIPTION

AERIAL 3

PROJECT NO.

16049

DATE

7/25/2016

TECH PARK HOUSING, LLC

619 N. MORTON ST.

BLOOMINGTON, IN

