

ECONOMIC DEVELOPMENT PLAN
for the
NORTH KINSER PIKE AND PROW ROAD AREA
ECONOMIC DEVELOPMENT AREA

Department of Redevelopment
Bloomington, Indiana

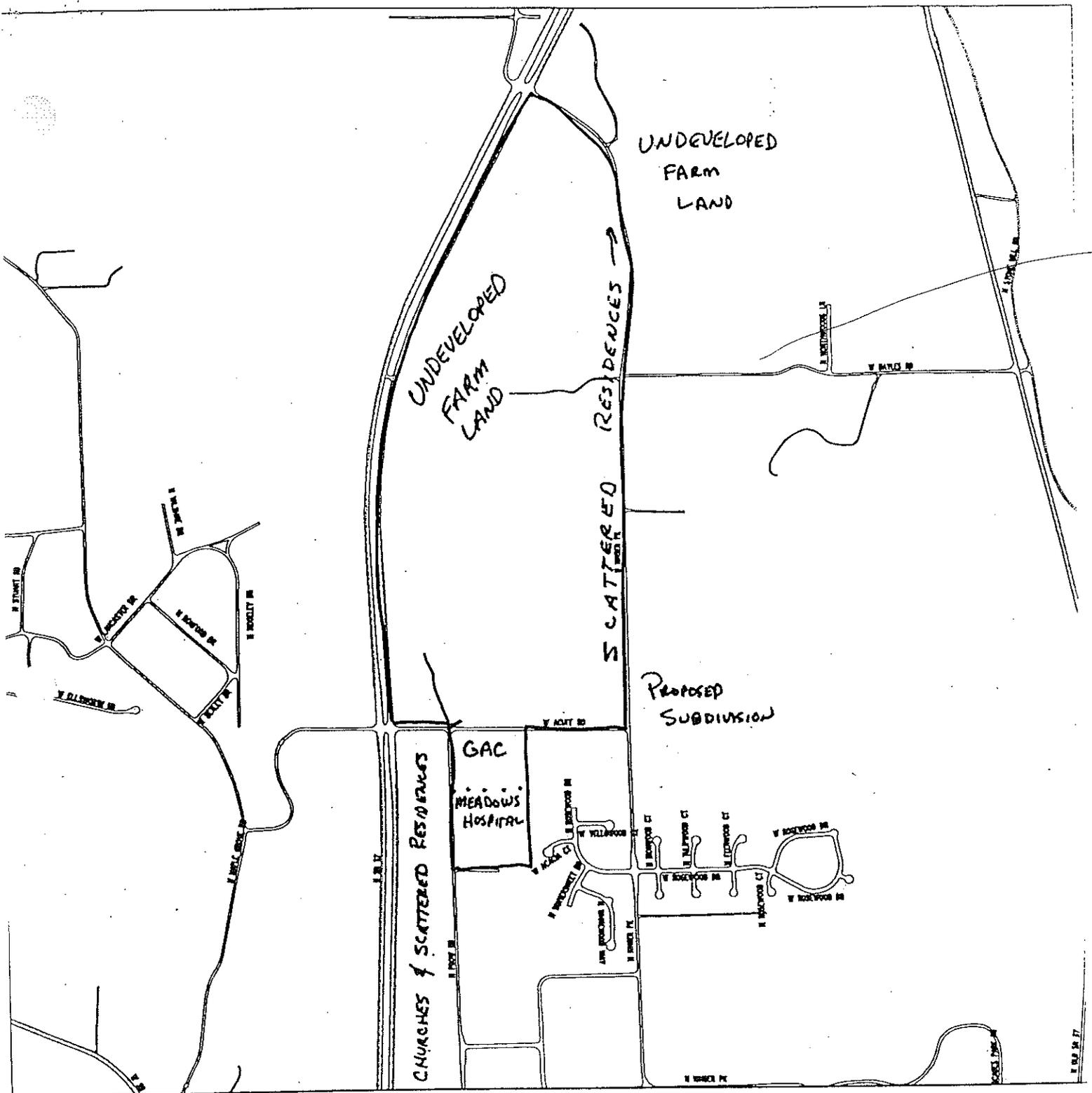
Doris Sims
Executive Director

Robert Woolford
Redevelopment Specialist

February 1996

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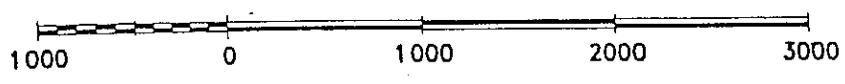
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NORTH KINSER PIKE AND PROW ROAD TIF
 LAND USE DESIGNATIONS

City of Bloomington

By: woolforr
 Date: 5 Jan 1996



Scale: 1" = 1000'

SUMMARY

This economic development plan provides guidance for planning, development and redevelopment objectives within the North Kinser Pike and Prow Road Economic Development Area (EDA).

The EDA encompasses approximately 171.5 acres, all of which is located within the corporate boundaries of the City of Bloomington, which is a redevelopment district. This area was annexed in the North Kinser Pike and Prow Road Annexation under ordinance 95-61.

Major subdivisions of the EDA include a large tract of undeveloped land north of Acuff Road that is zoned as a business park, and two tracts of land south of Acuff Road with one area zoned a business park and the other as a planned unit development.

The North Kinser Pike and Prow Road EDA is an allocation area for the purposes of distribution and allocation of property taxes, as permitted under Indiana's tax increment financing (TIF) regulations (Indiana Code § 36-7-14-43(6) and 50 IAC 8). The base valuation assessment date for the allocation area is March 1, 1995.

Objectives of this plan include promotion of gainful employment, and attraction of major new business enterprises.

This plan conforms with the City's Growth Policies Plan, which identifies the North 37 Bypass corridor area as a significant tract with strong Route 37 corridor visibility and with scenic vistas. The Growth Policies Plan recommends that the site should be reserved as a landmark corporate headquarters or corporate campus site. It also conforms with the Transportation Improvement Plan.

GEOGRAPHIC DESCRIPTION

A part of the north half of Section 20 and a part of Section 17, all in Township 9 North, Range 1 West, Monroe County, Indiana, and being more particularly described as follows:

COMMENCING at the northeast corner of the Northwest Quarter of said Section 20; thence NORTH 20 feet, more or less, to the north right-of-way of Acuff Road and the Point of Beginning; thence WEST 678 feet, more or less, along said north right-of-way; thence along Park School Corner the following two (2) courses:
1. SOUTH 419 feet, more or less; thence 2. SOUTH 53 degrees 33 minutes WEST 140.30 feet; thence along Bloomington Meadows L. P. the following two (2) courses: 1. SOUTH 591 feet; thence 2.

WEST 512 feet, more or less to the east right-of-way of Prow Road; thence NORTH 1095 feet, more or less, along said east right-of-way to the north right-of-way of Acuff Road; thence EAST 92.32 feet along said north right-of-way of Acuff Road to the east right-of-way of State Road 37; thence along said east right-of-way the following fourteen (14) courses: 1. NORTH 64 degrees 05 minutes 05 seconds West 55.25 feet; thence 2. NORTH 89 degrees 15 minutes 30 seconds West 50.00 feet; thence 3. NORTH 86 degrees 58 minutes 04 seconds West 250.20 feet; thence 4. NORTH 65 degrees 18 minutes 35 seconds West 69.49 feet; thence 5. NORTH 02 degrees 49 minutes 50 seconds West 800.00 feet; thence 6. NORTH 04 degrees 00 minutes 44 seconds East 251.79 feet; thence 7. NORTH 02 degrees 49 minutes 50 seconds West 218.50 feet; thence 8. 265.94 feet along a 3644.72 foot radius tangent curve to the right; thence 9. northerly 1000 feet, more or less, to the south line of the aforementioned Northwest Quarter of Section 17; thence 10. NORTH 16 degrees 52 minutes 46 seconds East 49.73 feet; thence 11. NORTH 15 degrees 13 minutes 13 seconds East 154.03 feet; thence 12. 489.65 feet along a 3674.72 foot radius tangent curve to the right; thence 13. NORTH 27 degrees 46 minutes 35 seconds East 771.12 feet; thence 14. NORTH 28 degrees East 850 feet, more or less, along said east right-of-way to the east right-of-way of Kinser Pike; thence SOUTH 60 degrees East 770 feet, more or less, along said east right-of-way of Kinser Pike; thence SOUTH 4150 feet, more or less, along said east right-of-way of Kinser Pike to the north right-of-way of Acuff Road; thence WEST 30 feet along said right of way to the POINT OF BEGINNING, containing 170 acres, more or less.

ZONING AND LAND USE

The EDA includes areas zoned for business park and a planned unit development. Implementation of this plan does not require rezoning or acquisition of land by the City.

The following is a brief overview of the primary land uses within the EDA:

1. Planned Unit Development (PUD)

The planned unit development covers approximately 5 acres and is located south of Acuff Road. This is the future site of General Acceptance Corporation, an office building, which is to open during the summer of 1996. This plan does not recommend altering or replacing this usage.

2. Business Park (BP)

There are two distinct business park areas that cover approximately 165 acres (97% of the EDA). One area lies north of Acuff Road (approximately 158 acres) and is undeveloped farm land with scattered homes along N. Kinser Pike. The other area is south of Acuff fronting Prow Road (approximately 7 acres) and is the site of Meadows Hospital, a psychiatric treatment center. This plan does not recommend altering or replacing this usage.

The development and enhancement of the business parks are the primary importance under this plan. Public improvements will be provided as required by new construction in the EDA, and will include both public services and transportation services.

DEVELOPMENT PLAN OBJECTIVES

1. This plan provides funding necessary for infrastructure improvements, which will provide incentive for new enterprises to locate in the EDA. New construction activities will promote significant opportunities for gainful employment in both the public and private sectors.

Potential infrastructure improvements include installation of new and upgrade of existing water, sewer, drainage and transportation services. These services are currently available only in limited areas of the EDA, and future development will require enhancing both the availability and capacity of these systems.

2. This plan cannot be accomplished by normal regulatory processes or through the ordinary operation of private enterprise. Implementation of this plan will result in a more timely generation of funds that can be directly allocated to specific public service and transportation infrastructure improvements.
3. Public health and welfare will benefit by accomplishment of this plan. The anticipated infrastructure improvements can be paced to precede other developments, ensuring that negative impact on the public will be minimized or avoided.
4. The accomplishment of this plan will be a public utility and benefit as measured by the attraction and retention of permanent jobs, increases in the property tax base, and improved diversity of economic opportunities within the EDA.
5. This plan conforms with the City's Growth Policies Plan and the Transportation Improvement Plan. Prow, Acuff and North

Kinser Roads are secondary collector roads. None of these roads has the capacity to carry the loads that will result from the development of these areas; increasing their carrying capacities should be paced to precede development. It should also be noted that in the event I-69 is developed, preliminary reports recommend that the intersections of ST. RD. 37 and Acuff Road and the intersection of ST. RD. 37 and N. Kinser Road will be closed. In this case, Prow Road may be upgraded to a primary arterial. Specific plan provisions that could be supported include:

Phase I: Prow Road/Acuff Road intersection improvements. (As shown on Exhibit 19.) Intersection plans include improvements on Prow Road from the intersection with Acuff Road to approximately four hundred (400) feet south of Acuff and improvements on Acuff Road from the Highway 37 Bypass right-of-way to approximately three hundred (300) feet east of Prow Road. These improvements include:

Prow Road approach will be upgraded to a four-lane configuration.

Acuff west of Prow Road will be upgraded to a three-lane configuration.

Acuff Road east of Prow Road will be widened to two twelve (12) foot lanes with turn lanes.

All sections will include street trees, curb and gutter and related storm sewer improvements and other incidental construction.

Some additional right-of-way may be required on the west side of Prow Road. The remaining improvements will be constructed within existing right-of-way. The estimated cost for the Phase I improvement is \$310,000.

Phase II: Kinser Road/Acuff Road intersection improvement. (As shown on Exhibit 20.) Intersection plans include improvements on Kinser Road two-hundred (200) feet each side of the intersection with Acuff Road. Kinser Road will be widened to a total width of twenty-four (24) feet. Curb, gutter, storm sewers, sidewalk and street trees will be installed. Acuff Road will be improved for six hundred (600) feet west of Kinser Road. Improvements will include widening to a total width of twenty-four (24) feet, installation of curb and gutter, storm sewers, sidewalk, and street trees. Curb return radii at the intersection will be increased to forty (40) feet for improved sight distance and turning movements. The estimated cost for this improvement is \$200,000.

Phase III: Sanitary sewers that will serve area #3 as shown on Exhibit 20.

Phase IV: Water mains that will serve area #3 as shown on Exhibit 20.

Phase V: Prow Road Improvements. (As shown on Exhibit 19.) Prow Road will be upgraded to a four (4) lane section from approximately four hundred (400) feet south of Acuff Road to the Bloomington North High School's north entrance. Vertical alignment corrections for improved sight distance will be undertaken along with installation of curb and gutter, storm sewers, sidewalk and street trees. Some additional right-of-way may be required on both sides of Prow Road. The estimated cost for this improvement is: \$900,000

Phase VI: Prow Road Improvements. (As shown on Exhibit 19.) Prow Road will be upgraded to a four (4) lane section from the Bloomington North High School's north entrance to the intersection of Arlington Road. Horizontal and vertical alignment of the exiting Prow Road will be corrected. Curb and gutter, storm sewers, sidewalk and street trees will be installed. Some additional right-of-way may be required on both sides of Prow Road. The estimated cost for this improvement is: \$850,000. The Indiana Department of Transportation currently has plans to upgrade the intersection of Prow Road and Arlington Road.

Phase VII: Acuff Road/Highway 37 Intersection Improvements. (As shown on Exhibit 19.) Depending on the status of the proposed I-69 project at the time of development of the TIF district, the Acuff Road/Highway 37 intersection may have to be upgraded. Improvements will include addition of turn lanes on Acuff road and acceleration/deceleration lanes on Highway 37. The estimated cost of this improvement is \$30,000.

If infrastructure improvements need to be constructed before adequate TIF revenues have accumulated to pay for these improvements, then the city may advance from the Special Non-Reverting Improvement Fund, an amount to substantially complete these projects listed above in Phases I through IV as these areas develop. The city will repay the advance from TIF revenues as funds become available over time. Phases V through VII will be funded as TIF revenues become available.

PROVISIONS FOR AMENDING THE PLAN

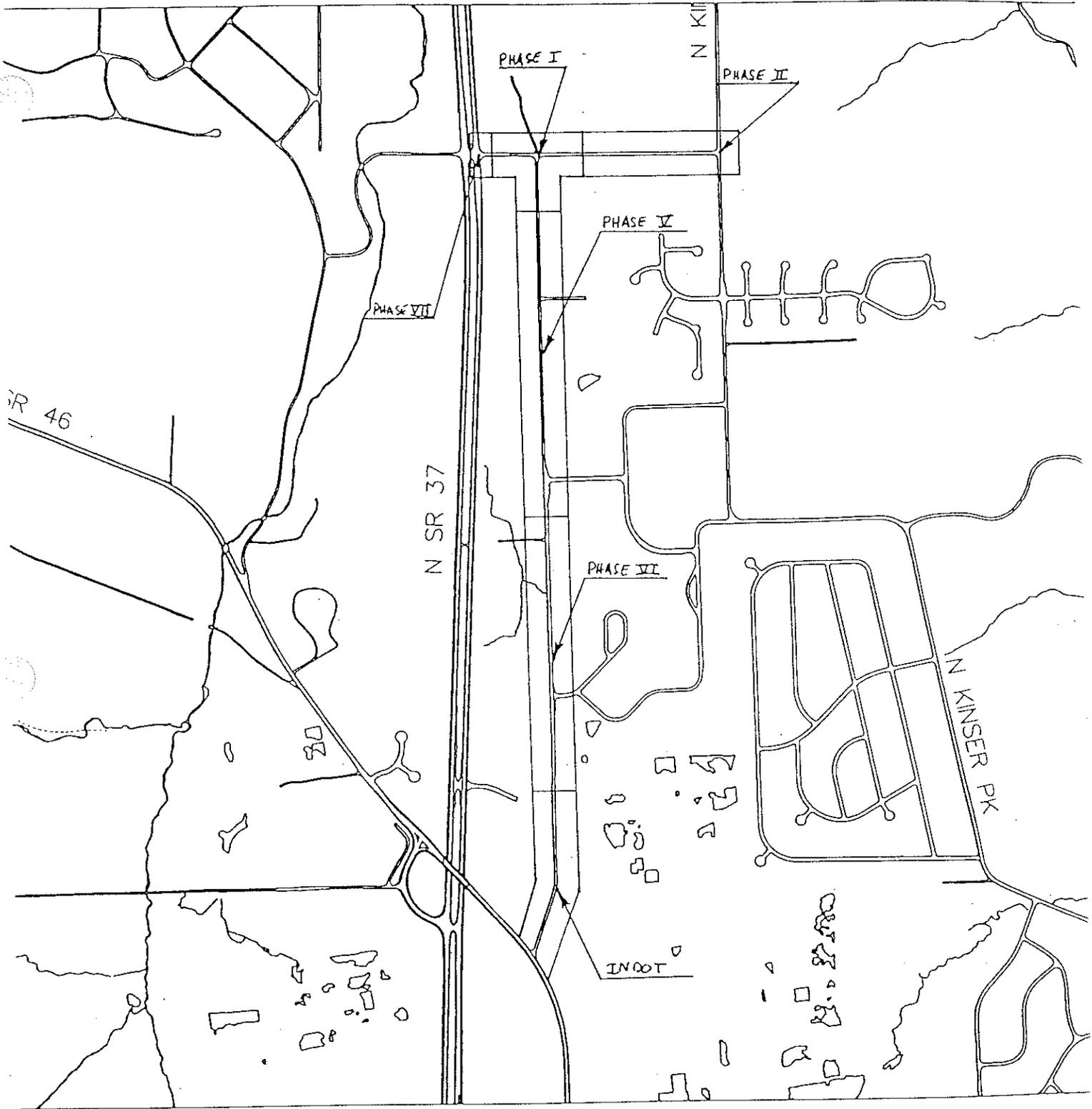
This plan may be amended as outlined under Indiana Code § 36-7-14-17.5. Modifications could arise from property

acquisition for right-of-way improvements or other public purposes, or from enlargement of the EDA.

Adjustments resulting from experience during project execution are authorized in the administration of this project, provided that the intent of this approved Economic Development Plan is not changed. Any modification which substantially changes the approved Economic Development Plan will be subject to the requirements of applicable State codes for plan amendment.

ASSESSED PROPERTY VALUES

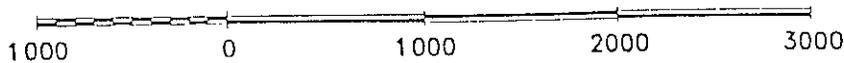
N. Kinser Pike and Prow Road TIF					
Assessed Values, March 1, 1995					
Name	Lot #	Tax Parcel #	Acres	A.V. Land	A.V. Imp.
Bloomington City - 17.1					
W. Grubb	20	012-09530-00	9.77	4,700	6,830
M. & J. Melton	22	012-16180-00	64.34	5,670	
R. Voelkel	24	012-26390-00	2.50	630	
R. Walker	25	012-26510-00	2.50	2,870	10,670
W. Bintz	26	012-06100-00	1.64	2,670	17,130
W. Bintz	27	012-06090-00	0.38	100	
M. Hill	28	012-11450-00	0.62	170	
M. Hill	29	012-11460-00	0.36	100	
H. Andersen	33	012-09900-00	1.03	2,500	17,270
T. Thompson	34	012-05820-00	0.85	2,400	15,030
T. Thompson	35	012-24700-00	0.85	200	
J. Gladfelter	36	012-24690-00	0.85	2,400	19,930
S. Boltinghouse	37	012-15830-00	1.00	2,500	18,500
T. Fleming	38	012-00070-00	0.85	2,400	28,460
M. Edwards	39	012-00070-01	0.85	2,400	16,370
J. Lambert	48	012-14390-00	0.85	2,400	12,900
K. Giles	49	012-08740-00	0.85	2,400	23,900
M. Jacobs	50	012-13130-00	0.85	2,400	12,230
J. Butcher	51	012-03880-00	1.00	2,500	18,930
J. Butcher	52	012-03860-00	3.00	3,000	8,130
M. Hill	53	012-11470-00	52.08	7,430	37,500
R. Jensen	55	012-14140-00	75.11	8,000	1,030
		Subtotal	222.13	\$59,840	\$197,880
Bloomington City - 20.1					
R. Jensen	15	012-14790-00	1.55	400	
Bloomington Meadows, L.P.	6a	012-14130-00	10.72	24,460	453,090
		Subtotal	12.27	\$24,860	\$453,090
		Total	234.40	\$84,700	\$650,970



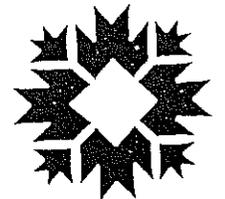
Prow Road/Acuff Road T.I.F. District

City of Bloomington
Engineering Department

By: leavittm
8 Jan 1996

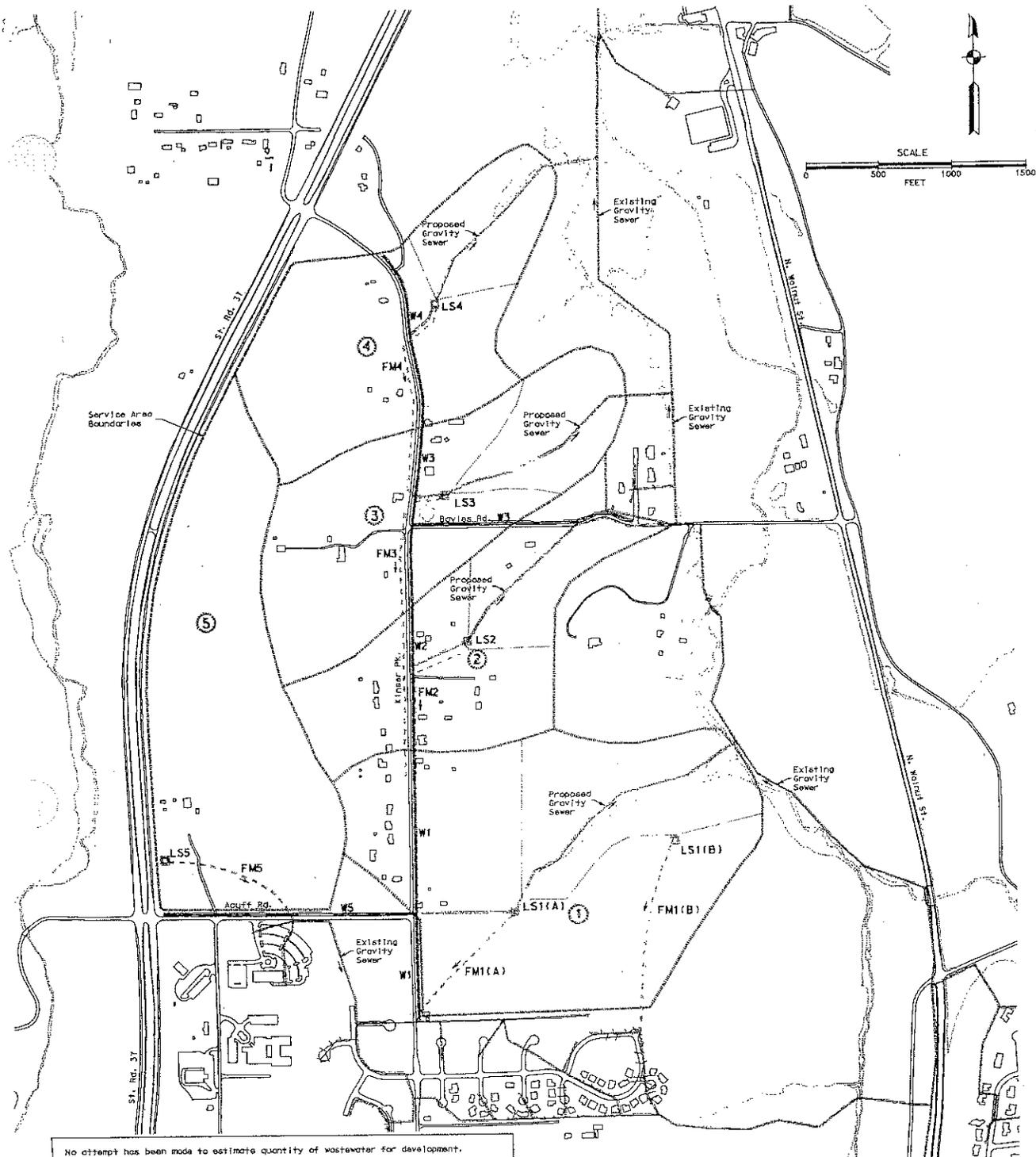


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Scale: 1" = 1000'

EXHIBIT 19



No attempt has been made to estimate quantity of wastewater for development. Schematics assume existing sewers can handle flow from development of property. Schematics represent generalizations of what may be possible.

This drawing is prepared for the purpose of showing possible sewer alternatives to serve the North Kinser Pike annexation area. It is not intended to be a sewer plan for the area. Actual sewer locations will be determined in accordance with CBU rules and regulations.

Areas may be served with gravity sewers or lift stations as shown. Lift station options reduce service area by the sub-area boundary lines.

Sewer connections utilizing Northwood gravity lines are subject to a 1990 sewer reimbursement agreement of \$15 per core unit till 2005. The amount due will be adjusted for inflation from 1990. This connection fee is not included in the estimates shown here.

Area 1		
Water	\$90,000	
Gravity Sewer	\$150,000	
Lift Station & Force Main (A)	\$50,000	
Lift Station & Force Main (B)	\$50,000	

Area 2		
Water	\$50,000	Plus Area 1 Water
Gravity Sewer	\$150,000	
Lift Station & Force Main	\$50,000	Plus Area 1 Gravity or LS 1A

Area 3		
Water	\$140,000	Plus Area 1 and 2 Water
Gravity Sewer	\$120,000	
Lift Station & Force Main	\$100,000	Plus Area 1 Gravity or LS 1A

Area 4		
Water	\$50,000	Plus Area 1, 2, and 3 Water
Gravity Sewer	\$120,000	
Lift Station & Force Main	\$80,000	Plus Area 1 and 3 Sewer

Area 5		
Water	\$90,000	
Gravity Sewer	\$150,000	No Gravity Sewer Option Exists
Lift Station & Force Main	\$50,000	

MAP LEGEND

- Service Area Boundary and Reference Number
- Sub-area boundary
- Proposed Sanitary Sewer
- Proposed Lift Station and Reference Number
- Proposed Force Main and Reference Number
- Existing Sanitary Sewer
- Proposed Water Line and Reference Number

**SCHEMATIC
WATER AND SEWER SERVICE
NORTH KINSER PIKE AND
PROW ROAD AREA**

