Passed 8-0
Banach absent

ORDINANCE 00-26

TO AMEND THE PRELIMINARY PLAN FOR THE GOLF COURSE COMMUNITY PLANNED UNIT DEVELOPMENT
Re: 1000 West Gordon Pike
(Richland Construction, LLC, Petitioner)

WHEREAS, on May 1, 1995 the Common Council adopted Ordinance 95-21, which repealed and replaced Title 20 of the Bloomington Municipal Code, entitled "Zoning," including the incorporated zoning maps, and Title 21, entitled "Land Use and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

WHEREAS, the Plan Commission has considered this case, PUD-14-00, and on June 19, 2000 recommended that the petitioner, Richland Construction, LLC, be granted a PUD amendment to allow a shift in development density for Parcels C, D, F, and H; and

WHEREAS, on June 23, 2000 the Plan Commission certified their action to the Common Council and thereby requested that the Common Council consider this petition;

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

SECTION 1. Through the authority of IC 36-7-4 and pursuant to Chapter 20.05.09 of the Bloomington Municipal Code, the preliminary plan for the Golf Course Community Planned Unit Development shall be amended and approved. This Planned Unit Development is located at 1000 West Gordon Pike and is further described as follows:

The east half of the Southwest Quarter of the of the Northeast Quarter and the Southeast Quarter of the Northeast Quarter of Section 18 and also the Southwest Quarter of the Northwest Quarter, the east one half of the Southwest Quarter and the Southeast Quarter of the Southwest Quarter of Section 17, all in Township 8 North, Range 1 West, Monroe County, Indiana, and more particularly described as follows:

BEGINNING at a stone found marking the southwest corner of said Section 17; thence NORTH 01 degree 28 minutes 25 seconds West 2639.32 feet to an iron post found at the southeast corner of the Southeast Quarter of the Northeast Quarter of Section 18; thence NORTH 89 degrees 51 minutes 33 seconds West 1951.13 feet to a rebar found at the southwest corner of the east one half of the Southwest Quarter of the Northeast Quarter of said Section 17; thence NORTH 01 degree 02 minutes 12 seconds West 1307.17 feet to a rebar found at the northwest corner of said east one half, said point also being on the east line of Tapp Road Subdivision (Plat Cabinet B, Envelope 325); thence SOUTH 89 degrees 30 minutes 41 seconds East 3289.06 feet to a ½" rebar with cap set at the northeast corner of said Southwest Quarter of the Northwest Quarter of Section 18; thence SOUTH 01 degree 06 minutes 39 seconds East 2635.52 feet to an iron pipe found at the northwest corner of the Southeast Quarter of the Southwest Quarter of said Section 17; thence SOUTH 88 degrees 03 minutes 02 seconds East 1297.36 feet to a stone found at the northeast corner of said Southeast Quarter of the Southwest Quarter; thence SOUTH 00 degrees 55 minutes 42 seconds East 1322.82 feet to an iron pipe with cap found at the southeast corner of said Southeast Quarter of the Southwest Quarter of Section 18; thence NORTH 87 degrees 59 minutes 12 seconds West 2616.91 feet to the POINT OF BEGINNING, containing 217.96 acres, more or less.

AND ALSO:

A part of the Southeast Quarter of Section 18, Township 8 North, Range 1 West, Monroe County, Indiana, more particularly described as follows:

BEGINNING at the northeast corner of said Southeast Quarter; thence SOUTH 01

degree 24 minutes 01 seconds East 2003.70 feet to the east 25.00 foot right-of-way line of an abandoned railroad spur; thence NORTH 25 degrees 07 minutes 14 seconds West along said east line 42.42 feet; thence SOUTH 64 degrees 52 minutes 46 seconds West 50.00 feet to the West 25.00 foot right-of-way line of said abandoned railroad spur; thence NORTH 25 degrees 07 minutes 14 seconds West along said west line 430.00 feet to the beginning of a curve to the left with a radius of 2839.79 feet, a central angle of 03 degrees 42 minutes 00 seconds and a chord of 183.35 feet bearing NORTH 26 degrees 58 minutes 13 seconds West; thence northwesterly along said curve and along said west line 183.39 feet; thence NORTH 28 degrees 49 minutes 14 seconds West along said west line 1037.69 feet to the centerline of Rockport Road; thence NORTH 36 degrees 43 minutes 49 seconds East along said centerline 234.15 feet to the beginning of a curve to the left with a radius of 300.00 feet, a central angle of 54 degrees 22 minutes 36 seconds, and a chord of 274.15 feet bearing NORTH 07 degrees 01 minutes 26 seconds East; thence northeasterly and northerly along said curve and along said centerline 284.72 feet; thence NORTH 21 degrees 12 minutes 18 seconds West 76.89 feet to the north line of said Southeast Quarter; thence SOUTH 89 degrees 19 minutes 50 seconds East along said north line 634.55 feet to the POINT OF BEGINNING, containing 21.77 acres, more or less.

AND ALSO:

A part of the Southeast Quarter of Section 18, Township 8 North, Range 1 West, Monroe County, Indiana, more particularly described as follows:

COMMENCING at the northeast corner of the Southeast Quarter; thence NORTH 89 degrees 19 minutes 50 seconds West along the north line of said Southeast Quarter 634.55 feet to the centerline of Rockport Road, being the POINT OF BEGINNING; thence SOUTH 21 degrees 12 minutes 18 seconds East along said centerline 76.89 feet to the beginning of a curve to the right with a radius of 300.00 feet, a central angle of 54 degrees 22 minutes 36 seconds, and a chord of 274.15 feet bearing SOUTH 07 degrees 01 minutes 26 seconds West; thence southerly and southwesterly along said curve and along said centerline 284.72 feet; thence SOUTH 36 degrees 43 minutes 49 seconds West along said centerline 179.22 feet to the East 25.00 foot right-of-way line of an abandoned railroad spur; thence NORTH 28 degrees 49 minutes 14 seconds West along said east line 561.44 feet to the north line of said Southeast Quarter; thence SOUTH 89 degrees 19 minutes 50 seconds East along said north line 383.57 feet to the POINT OF BEGINNING, containing 2.82 acres, more or less.

EXCEPTING THEREFROM:

A part of the Southwest Quarter of Section 17, Township 8 North, Range 1 West, Monroe County, Indiana, more particularly described as follows:
BEGINNING at the southwest corner of said Southwest Quarter; thence NORTH 01 degree 24 minutes 01 seconds West along the west line of said Southwest Quarter 640.46 feet to the East 25.00 foot right-of-way of an abandoned railroad spur; thence SOUTH 25 degrees 07 minutes 14 seconds East along said east line 532.64 feet to the beginning of a curve to the right with a radius of 1457.69 feet, a central angle of 07 degrees 06 minutes 46 seconds, and a chord of 180.84 feet bearing SOUTH 21 degrees 33 minutes 50 seconds East; thence southeasterly along said east line and along said curve 180.96 feet to the south line of said Southwest Quarter; thence NORTH 87 degrees 53 minutes 46 seconds West along said south line 277.12 feet to the POINT OF BEGINNING, containing 2.11 acres, more or less. Containing 240.44 acres, more or less, after said exception.

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

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

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County,

Indiana, upon this 19th day of July, 2000.

TIMOTHY MAYER, President
Bloomington Common Council

ATTEST:

REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to Mayor of the City of Bloomington, Monroe County, Indiana, upon this 20th day of July, 2000.

REGINA MOORE, Clerk
City of Bloomington

SIGNED AND APPROVED by me upon this 26th day of July, 2000.

JOHN FERNANDEZ, Mayor
City of Bloomington

SYNOPSIS

This ordinance approves an amendment to the preliminary plan for the Golf Course Community Planned Unit Development. The amendment decreases the densities of Parcels C and H and increases the densities of Parcels D and F while keeping the overall number of units at 1165. It also modifies an agreement between the petitioner and the City which ties development of the project to certain roadway improvements.

Signed Copies to:
Planning
Petitioner
Jeff Fanyo
Plan Commission
Legal (5)
Controller
MC Assessor
MC Recorder
MC Auditor

Interdepartmental Memo

To: Members of the Common Council

TM

From: Tom Micuda, Planning Director

Subject: Case # PUD-14-00

Date: June 23, 2000

Attached are the staff reports, petitioner's statements, maps, and site plan exhibits which pertain to Plan Commission Case # PUD-14-00. The Plan Commission voted 7-0 to send this petition to the Common Council with a favorable recommendation.

REQUEST: The petitioner is requesting a preliminary plan amendment to a PUD originally approved in 1996. This amendment would allow an increase in development density on Parcels D and F, while decreasing the density of Parcels C and H. The petitioner also received Plan Commission approval for a 312 lot single family subdivision.

PUD LOCATION: As indicated in Exhibit #1, the PUD in question is located on the southwest side of Bloomington, at the edge of the City's planning jurisdiction. The PUD is bounded by Gordon Pike to the south, Batchelor School and Bloomington Country Club to the east, the Woolery Farm PUD and Rockport Rd. to the north, and County jurisdiction to the west. The PUD is 235 acres in size.

DESCRIPTION OF PUD: This mixed use PUD was created in early 1996 and includes a wide variety of housing densities and land uses. More specifically, the PUD comprises twelve parcels including one commercial parcel (4 acres), a business park parcel (19 acres), open space parcels (a total of 35 acres), and eight residential parcels (177 acres). The location of these parcels is depicted in Exhibit #2. Out of the eight residential parcels, five have been zoned for multifamily land use (813 units) while three have been zoned for single family land use (352 units). A table showing the previously approved acreage, units, and density of all parcels is depicted in Exhibit #3.

BUILDOUT OF THE PUD TO DATE: Since early 1996, two parcels in this PUD have been approved for development. In late 1996, Parcel A, known as the Batchelor Heights subdivision, was approved for 187 multifamily units. In 1998, Parcel B, known as the Highlands, was approved for 135 single family units. Both projects are in the early stages of construction.

PUD AMENDMENT SUMMARY: The petitioner's PUD amendment request involves Parcels C, D, and F. Currently, the PUD would permit the following development on these parcels:

Parcel C – 45 multifamily units (9 units per acre)
Parcel D – 93 single family units (3 units per acre)
Parcel F – 123 single family units (3 units per acre)

Total units – 261 units

The petitioner's amendment request involves the aggregation of Parcels C and D into one tract to be developed at 3.5 units per acre. As for Parcel F, the petitioners propose to increase the size of the parcel from 41 to 48 acres and develop it at a 4 unit per acre density. The increase in Parcel F's acreage stems a reduction in the size of Parcel I. This request creates the following development scenario:

Parcel C and D combined – 126 lots on 36 acres (3.5 units per acre)
Parcel F – 186 lots on 48 acres (3.88 units per acre)

New total units – 312 (51 units greater than previously zoned)

In order to mitigate the proposed increase in single family density, the petitioners are proposing the removal of 51 multifamily units located in Parcel H. This parcel is zoned for development of 270 units on 15 acres (18 units per acre). Based on the petitioner's proposal, the parcel would now be zoned for 219 units (14.6 units per acre). A re-drawn PUD parcel map is depicted in Exhibit #4.

RATIONALE FOR PUD AMENDMENT: The purpose of the proposed PUD amendment is to create a large supply of single family residential parcels available for development of up to 4 units per acre. Currently, the petitioner is having success with this type of development on Parcel B. More specifically, the petitioner is working with a production builder, Crossman Communities, to sell single family homes at a price point between $90,000 and $150,000. In order to create such affordable single family home lots, it is necessary to increase development densities from 3 to nearly 4 units per acre.

PUD REVIEW ISSUES

1) CHANGES TO DEVELOPMENT STANDARDS: In order for the petitioner to increase subdivision density from 3 units to 4 units per acre, it was necessary for the Plan Commission to approve land development standards which are currently being used by Crossman Communities on Parcel B. The following is a comparison between the original standards of Parcels C,D, and F versus the new standards which were approved by the Plan Commission:

	Original PUD	Petitioner's Amendment
Side Setbacks	8 feet – Parcel C 10 feet – Parcel D 10 feet – Parcel F	6 feet (1-2 story)
Lot Size	9,600 s.f	Parcel F – 5,720 s.f Parcels C/D – 8,200 s.f.
Lot Width	70 feet	52 feet
Building Coverage	35 percent	40 percent

The petitioner's proposed changes to development standards have been approved in the past on numerous other projects (the Winslow Farm development by the YMCA is a good example). As outlined in the next section, the adoption of these new standards will not sacrifice the tree preservation or open space requirements of this PUD.

---

2) OPEN SPACE AND TREE PRESERVATION: As outlined in Exhibit #5, the revised PUD includes ample areas for both common open space and tree preservation. Within the development proposed for Parcel F, the petitioners have set aside a 3-4 acre area for stormwater detention. Because this area has very flat grades and will only hold water periodically, this acreage is very usable for open space activities. On Parcel D, the petitioners have committed to establishing a conservation area of over 4 acres of high quality forest. There will also be a playground area on Parcel D. In total, over 40 of the 235 acres has been set aside for common open space. This ratio is significantly greater than the common open space dedication ratios on such large PUDs as the Rogers Farm and the Canada Farm.

---

3) INCREASED DRIVEWAY ACCESS ONTO WICKENS DRIVE: The original PUD allowed multiple single family drive cuts onto Wickens Drive. However, during final plan review of Parcels A and B, access onto Wickens Drive was controlled due to concerns about the potential conflict between site-generated traffic and cut-through traffic moving between Rockport Road and Gordon Pike. At that time, staff was specifically concerned about vehicles using Wickens Drive to avoid the dangerous curves on Rockport Rd.

With the petitioner's proposal to extend Adams Street and eventually eliminate the through-traffic flow on the Rockport Rd. curves (discussed later in this memo), the petitioners are requesting more substantial drive cut access onto Wickens Drive. In order to create some speed control on Wickens Drive, the petitioners have proposed the construction of two traffic circles within the subdivision.

With the site plan modifications proposed by the petitioner, staff and the Plan Commission agreed that greater driveway access could be granted along Wickens Drive. A clear benefit which can be gained due to the allowance of driveway access is the elimination of rear building elevations along the main subdivision street. This greatly increases the aesthetic quality of the proposal. Staff also contends that the safety issue is clearly mitigated by the proposed speed control of Wickens Drive as well as the petitioner's proposal to extend Adams Street.

---

4) BICYCLE AND PEDESTRIAN ACCOMMODATIONS: As depicted in Exhibit #6, the petitioners have proposed substantial bicycle and pedestrian accommodations within the PUD. All of the internal public streets will contain sidewalks on both sides. Parcel A of the PUD also contains a sidewalk connection to Batchelor Middle School. The petitioners are extending two pathways (one between Parcels B and F, and one through Parcel F) to facilitate connections to the City's proposed Clear Creek Trail. Additionally, the proposed Adams Street extension will feature an 8-foot multiuse path on the east side of the roadway. This will connect to a similar multiuse path which will be constructed on the Woolery and Sudbury PUDs to the north. Due to a lack of Plan Commission consensus, staff has been directed to work with the Bicycle and Pedestrian Safety Commission to determine whether a multiuse path or on-street bike lanes could be constructed on Wickens Drive. The Plan Commission delegated this issue because they wanted better guidance concerning the impact of driveway cuts on these possible facilities.

---

5) ROADWAY IMPROVEMENTS: For the purposes of linking growth to the creation of improvements to the surrounding road network, the 1996 PUD contained an agreement which essentially divided the PUD into two infrastructure improvement phases. The most important elements of this original agreement are summarized as follows:

Phase I – Parcels A,B,C,D,F, and J

- **Initial development only accesses Gordon Pike; no access to Rockport allowed until curve improvements to this roadway are made**
- **Occupancy of the first 100 dwelling units triggers turn lane improvements to the intersection of Gordon Pike and South Rogers Street. The purpose of these improvements is to improve the Level of Service at the intersection.**

Phase II – Parcels E,G,H,I, and L (Parcel K was omitted from the agreement)

- **Occupancy of the first 50 units (or equivalent trip generation) may access Rockport Road. However, further development in Phase II triggers improvements to three substandard curves along Rockport Rd.**

- **Further development of Phase II also requires completion of either the Adams Street extension across Parcel J of the Woolery Farm PUD or intersection improvements to the Rockport/Country Club intersection.**

Petitioner's Revised Roadway Improvement Agreement: The petitioner's major proposal concerning Rockport Rd. is the concept of completely eliminating the existing substandard curve on this roadway. This would be achieved through continuing the Adams Street extension beyond the edge of the Woolery PUD (Please see Exhibit #7). If this extension occurs, the curve section of Rockport Rd. could be either completely eliminated or more likely incorporated into the public or private local street network of Parcels G and I. The petitioner's amendment request requires the development of a new roadway phasing agreement. The reason the agreement must be revised is because the proposed development of Parcel F shows two connections to Rockport Road. This would create a Rockport Rd. connection during Phase I of the PUD buildout.

Elements of the Revised Agreement: The petitioners have proposed to amend the existing agreement as follows:

1. Exclusion of Parcel J – Parcel J is proposed to be removed from Phase I and replaced with Parcel E. This is a very positive step because it links the development of the commercial parcel (J) with the Adams Street extension.

2. Connections to Rockport Rd. - The petitioner proposes to allow Phase I roadway connections to Rockport no later than December 1, 2003 or at the time of the Adams Street extension within the Woolery Farm PUD, whichever comes first. Two of these roadway connections will serve Parcel F. A third connection will be made at the north end of Wickens Drive.

3. Construction of the Adams Street extension – The petitioner proposes to bond for the entire Adams Street extension as a condition of development approval for Parcels G, H, I, and J. In this case, it would be the City's responsibility to determine when construction of this roadway link would actually occur. Depending on design approval from both the City and County Engineering offices, the proposed link to the Woolery Adams Street extension could feature a roundabout intersection design.

Staff Analysis: Although there was justifiable concern in 1996 about adding Phase I trips onto Rockport Road, both construction vehicles and emergency services would derive great benefits by having secondary access into this large development. The connectivity date of December 1, 2003 works very well because it corresponds with the petitioner's subdivision buildout expectations as well as the timing of the Woolery Farm Adams Street extension. Staff anticipates that the Woolery Farm

portion of Adams Street will be constructed between the fall of 2002 and the fall of 2003.

With regard to the construction of Adams Street, the petitioner's commitment to bond for this road improvement prior to development of Parcels G, H, I, and J is sound because it allows the roadway to be built coterminous with the development of the most intensely zoned portions of this PUD.

---

6) ANSWERS TO SPECIFIC PLAN COMMISSION QUESTIONS: At the May 22 hearing, members of the Plan Commission directed the staff to investigate specific issues which pertained to aspects of the petitioner's PUD amendment. Results of the staff's findings on these questions are summarized below:

a) Distance from the petitioner's PUD to Bloomington Transit service: The closest Bloomington Transit bus location is the Countryview Apartment project north of Tapp Rd., on the west side of Rockport. Countryview is located approximately 3/5 of a mile away from the northern edge of this PUD boundary.

b) Levels of Service for adjacent roadways: Based on the draft Long Range Transportation Plan, the levels of service (LOS) for adjacent roadways are outlined in the table below. LOS grades are ranked C through G (C being excess roadway capacity/no congestion, G being congestion levels up to 5 times greater than capacity). Current LOS grades are based on 1997 data, while future LOS grades assume current population increases and land development until the Year 2025. The last element of the table (labeled Future LOS/Improvements) assumes future construction of the following projects: Tapp Rd. widening, Gordon Pike/Fullerton Pike widening, the Adams Street connection, and minor upgrades to Weimer Rd.

	Current LOS	Future LOS	Future LOS/Improvements
Rockport Rd.	C	C	C
Gordon/Fullerton	C	C	C
Tapp Rd.	C (eastbound E)	D/E	C/D/E
Country Club	G	G	C

c) Project Affordability: The various types of housing models being proposed by the builder range from a low of around $90,000 to a high of approximately $150,000. If the development was proposed as a subsidized project, it is unlikely that these homes could meet HUD affordability guidelines. Currently, HUD mandates that a given household not spend more than 30% of its gross income on housing (plus utilities). A single family home product that could meet this standard typically sells in the $70,000 range. It is more accurate to describe the petitioner's project as

meeting the starter home market. This market is typically priced at $150,000 and below.

---

7) COUNTY JURISDICTION ISSUE: As is indicated on Exhibit #1, a small portion of this PUD was mistakenly mapped with the County's area of zoning jurisdiction. This mapping error occurred in 1996 due to the absence of accurate property line data. After discussing this issue with both the City and County Attorneys, the Planning staff has learned that both the County Plan Commission and County Commissioners must act to transfer the property back into the City's zoning jurisdiction. Staff has already initiated this petition with the Commissioner's office. In the interim, the City Council may still move forward on the PUD amendment. However, the petitioner will not be able to develop the encroaching acreage until the County has transferred jurisdiction to the City. Staff anticipates no difficulties with this action.

SUMMARY: While this is a large and complex PUD, staff and the Plan Commission were supportive of the petitioner's request for this preliminary plan amendment. This support is based on the following PUD benefits:

1. **Environmental Protection** – The proposed amendment now contains a 4 acre preservation area never required with the 1996 PUD. This amendment also maintains all of the common open space features called for in the original PUD request.

2. **Roadway Improvements** – The proposed amendment will require the extension of Adams Street. This is clearly preferred over the original PUD's plan to correct the Rockport Rd. curves.

3. **Emergency Services** – The petitioner's plan to connect Phase I of the PUD to Rockport Rd. improves E911 access to this area.

4. **Affordability** – The petitioner's plan provides the community with a greater inventory of starter home housing stock.

5. **Pedestrian/Bicycle Amenities** – The amendment proposal provides multiple pedestrian access points to the City's future Clear Creek trail. The Adams Street extension will also contain an 8 foot multiuse path to connect to the Woolery/Sudbury pathway network.

6. **Density and Traffic Impacts** – This amendment does not increase PUD density, nor does it increase trip generation rates.

1. Prior to decision on this PUD by the Common Council, the petitioner is required to sign and record the draft agreement entitled "Agreement and Commitment for Public Improvements."

2. At the time of future subdivision and/or development, the petitioner is required to dedicate the following right-of-ways: a) 60 feet on Wickens Drive, b) 80 feet along the Adams St. extension.

3. The construction of Wickens Drive shall be reviewed as a component of grading permit review. Per the petitioner's preliminary plan, Wickens Drive shall contain 5-foot concrete sidewalks on each side as well as two traffic circles. The future Wickens Drive/Rockport Rd. intersection shall be designed to the satisfaction of both the City and County Engineers.

4. The petitioner shall extend Adams Street in conformance with the recorded "Agreement and Commitment for Public Improvements." The petitioner shall be required to install a 5-foot sidewalk on the west side of this roadway and an 8-foot sidewalk to the east. Timing for the extension of Adams Street remains the discretion of the Plan Commission in association with development of Parcels G, H, I, and J. The design of the Rockport/Adams intersection adjacent to the Woolery Farm shall be to the satisfaction of the City and County Engineers, with the petitioner urged to explore the feasibility of a roundabout design.

5. The petitioner will not be allowed to commence grading activity on that portion of Parcel F currently shown in County Planning jurisdiction until such time as this property is transferred to City Planning control.

6. The petitioner's development of Parcels D and F shall utilize the reduced setback standards outlined in the May 22 Plan Commission staff report.

7. As a condition of final plat approval, the petitioners shall dedicate a tree conservancy easement of 2.87 acres in the location represented on the petitioner's preliminary plan. Additionally, staff shall review the covenants and restrictions of the final plat to insure that the City is listed as an enforcement party for violations of this conservancy easement.

8. As a condition of grading permit approval for Parcel D, all final drainage calculations must be approved by the Stormwater Utility Engineer.

9. As a component of the PUD's subdivision design, the petitioner shall incorporate the use of corner landscaping, roundabout landscaping, millblock features, and integrated signage elements consistent with the petitioner's statement and exhibits.

10. Prior to grading permit approval for Parcel F, the petitioner shall install tree protection fencing surrounding the conservancy area as well as along the 30-foot natural buffer area adjacent to the Bloomington Country Club.

11. The timing for all required off-road pathway improvements shall be determined during the grading permit approval process.

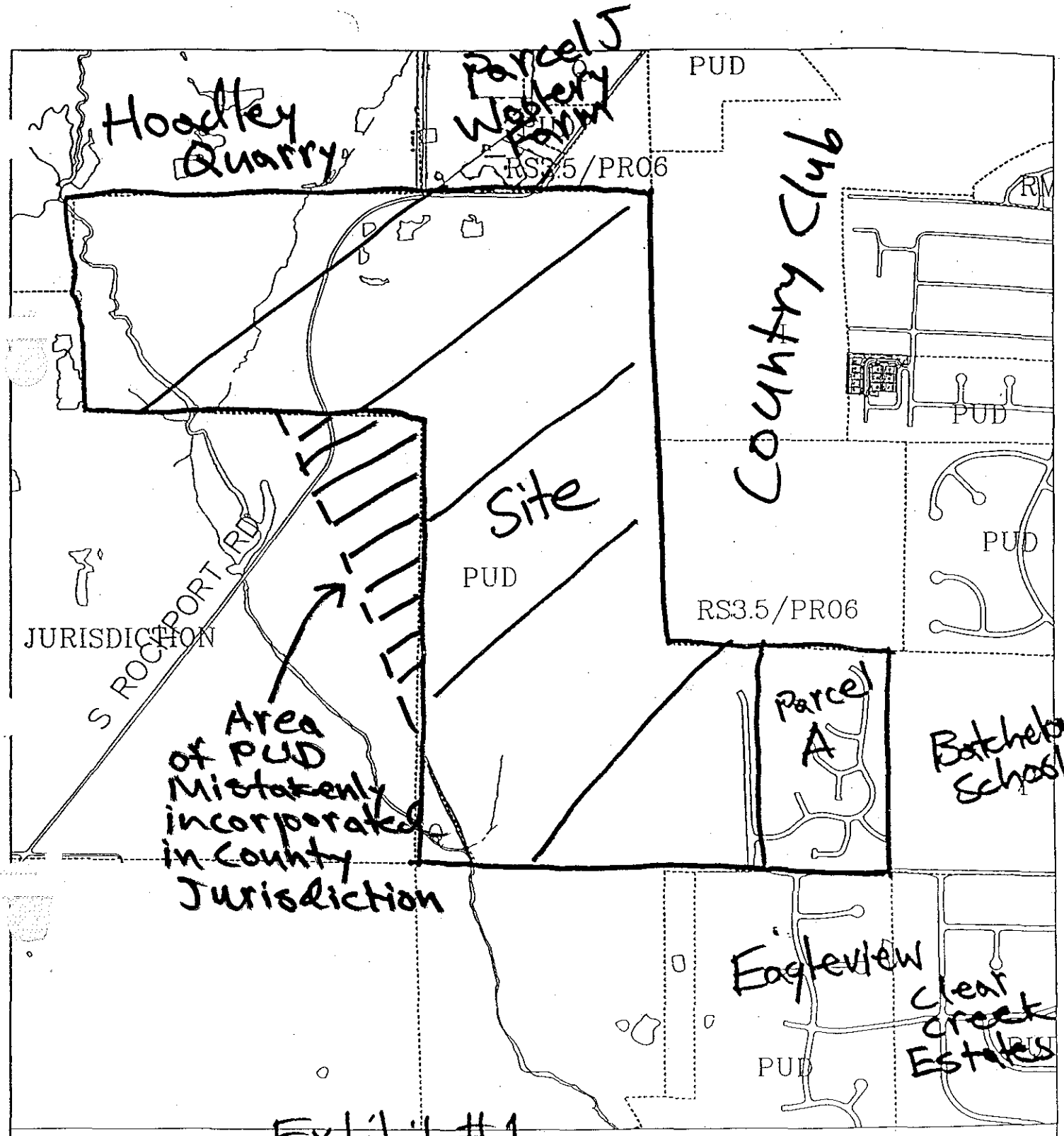


Exhibit #1

PUD-20-98

Location / Zoning

By: work
5 May 98

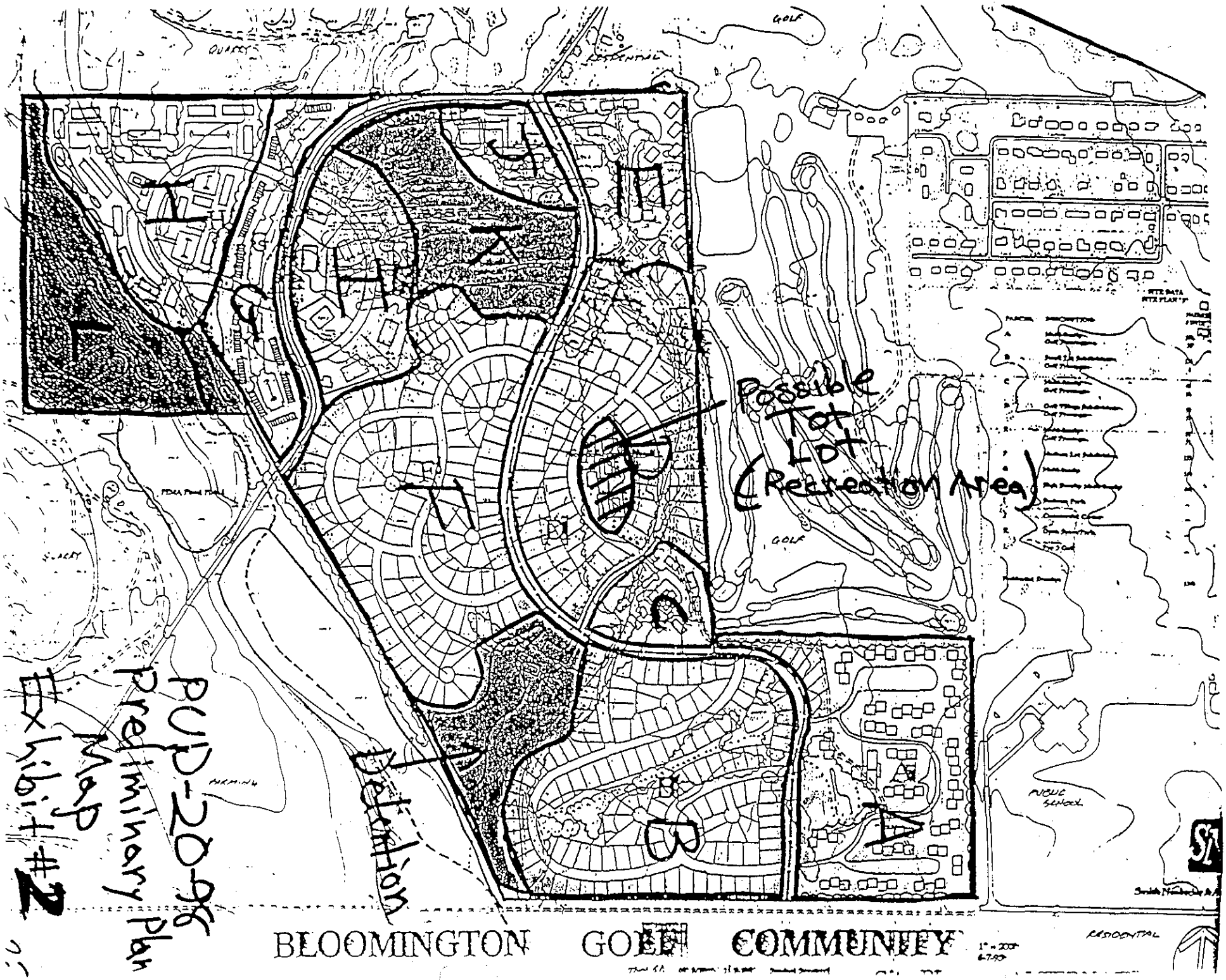
800 0 800 1600 2400

N

City of Bloomington

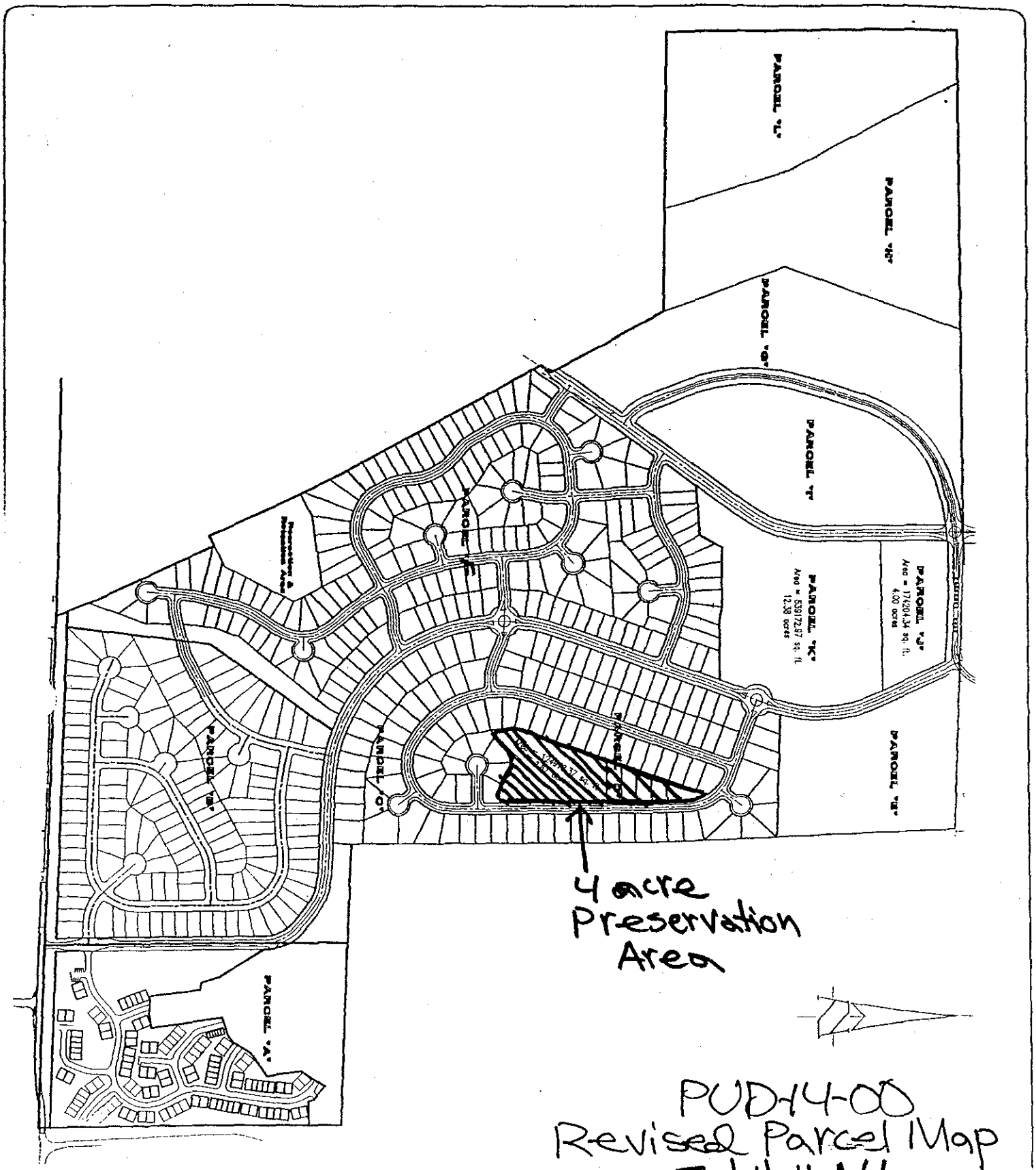
Scale: 1" = 800'

For reference only; map information NOT warranted.


BLOOMINGTON GOLF COMMUNITY
Possible Tot Lot (Recreation Area)
Petition
PUD-2096
Preliminary Plan
Map
Exhibit #2
GOLF
RESIDENTIAL
PUBLIC SCHOOL
PARKING
1" = 200'

ARCEL	DESCRIPTION	MAXIMUM # UNITS	ACRES	MAXIMUM DU/ACRES
A	MULTI-FAMILY GOLF FRONTAGE	250 25	25.0	10.0
B	SMALL LOT SUBD. GOLF FRONTAGE	136 4	34.0	4.0
C	MULTI-FAMILY GOLF FRONTAGE	45 10	5.0	9.0
D	GOLF VILLAGE SUBD. GOLF FRONTAGE	93 16	31.0	3.0
E	MULTI-FAMILY GOLF FRONTAGE	88 16	11.0	8.0
F	MED. LOT SUBD.	123	41.0	3.0
G	MULTI-FAMILY	160	15.0	10.7
H	HIGH DENSITY MULTI-FAMILY	270	15.0	18.0
I	BUSINESS PARK		19.0	-----
J	COMMERCIAL CENTER		4.0	-----
K	OPEN SPACE/PARK		20.0	-----
L	GREEN SPACE FLOODPLAIN		15.0	-----

Exhibit #3
Land Use/Density Table



PUD-14-00
Revised Parcel Map
Exhibit #4

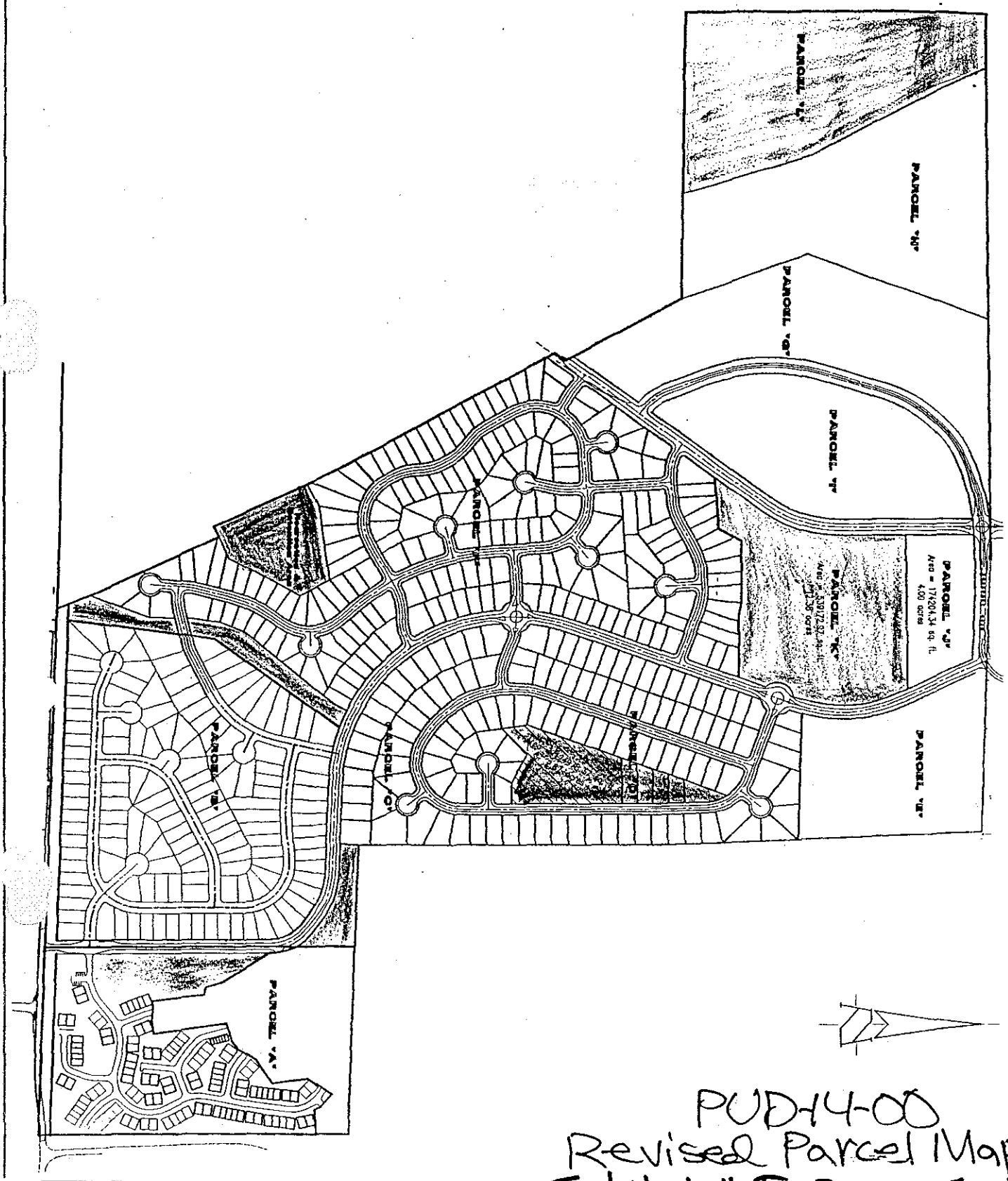
BBB

B JM FANYO & ASSOCIATES, INC.
526 North Walnut Street
Bloomington, Indiana 47404

GOLF COMMUNITY
REVISED PARCEL PLAN

Date: JUNE 12, 2000

Project No: 409974



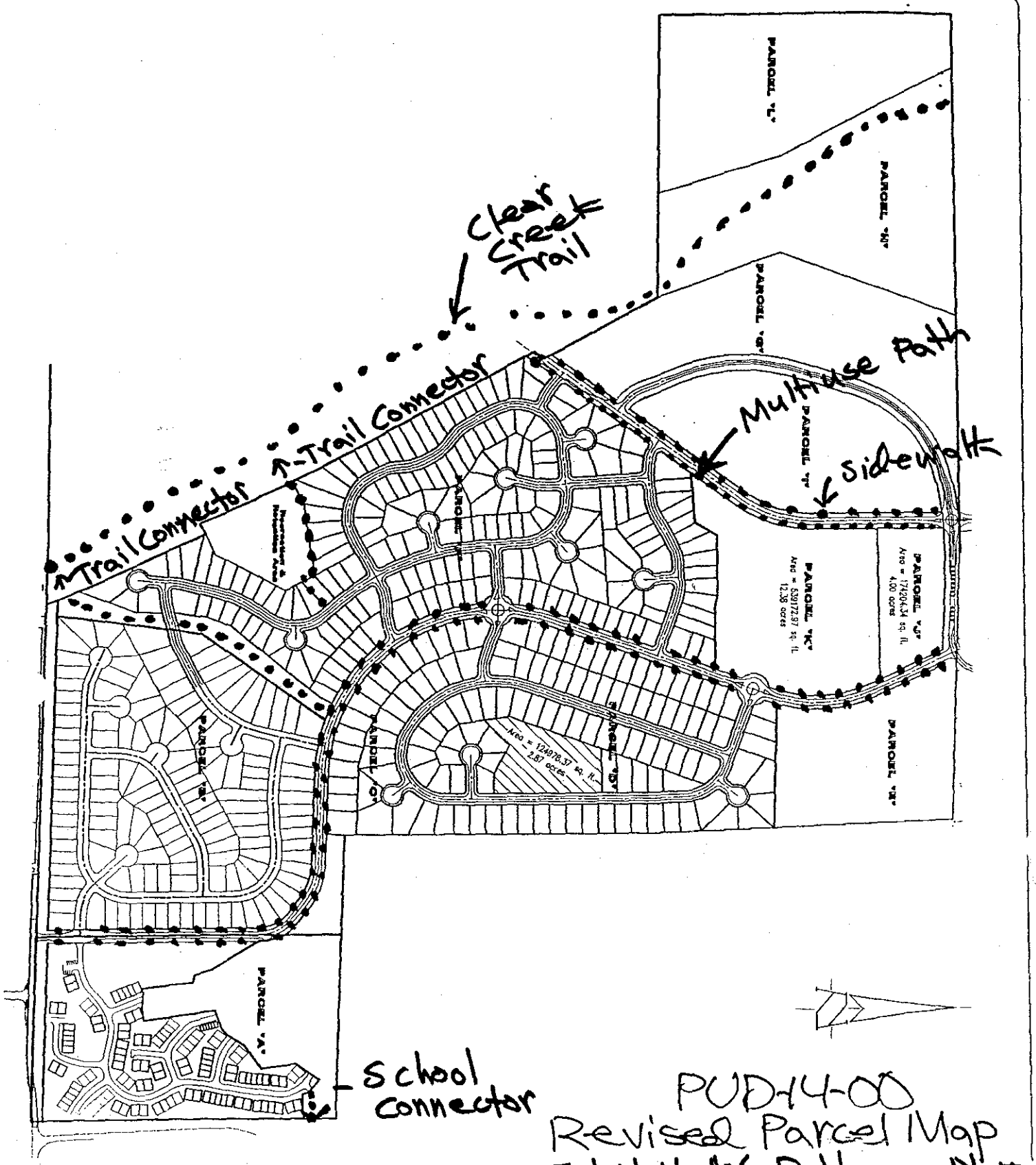
PUD-14-00
Revised Parcel Map
Exhibit #5 - Open Space

BEIM FANYO & ASSOCIATES, INC.
526 North Walnut Street
Bloomington, Indiana 47404

GOLF COMMUNITY
REVISED PARCEL PLAN

Date: JUNE 12, 2000

Project No: 409974



PUD-14-00
Revised Parcel Map
Exhibit #6-Pathways Plan

B IM FANYO & ASSOCIATES, INC.
526 North Walnut Street
Bloomington, Indiana 47404

GOLF COMMUNITY
REVISED PARCEL PLAN

Date: JUNE 12, 2000

Project No: 409974

AGREEMENT AND COMMITMENT FOR PUBLIC IMPROVEMENTS

This Agreement and Commitment is made and entered into by and between Richland Construction, LLC, ("Developer") and the City of Bloomington, Indiana, ("City"), upon the terms and conditions set forth herein, and

WHEREAS, Developer has requested a Planned Unit Development ("PUD") amendment for approximately 235 acres located on the southwest side of Bloomington ("Real Estate") and designated by the Planning Department of the City as PUD-14-00.

WHEREAS, because of the size of the PUD, its development in phases over time and its relationship to improvements in streets and roads in the jurisdictions of both the City and Monroe County ("County"), Indiana, it is necessary to establish a schedule of development for the PUD that acknowledges its dependence on improvements to public streets and roads; and

WHEREAS, Developer recognizes that the existence of certain improvements to public streets and roads is a prerequisite to the development of certain phases of the PUD and that approval of the Plan Commission of the City of Bloomington was contingent upon Developer entering into this Agreement and Commitment.

NOW, THEREFORE, pursuant to Indiana code 36-7-4-615, Developer does hereby commit and agree as follows:

1. This Agreement and Commitment shall be binding upon the Developer and the Developer's successors in interest and title to all or any part of the Real Estate and is binding as commitments pursuant to the statutes of the State of Indiana and the ordinances of the City.
2. All references to phases and improvements shall include by reference the PUD approved by the City and as may be approved by the Common Council of the City under reference number PUD-14-00.
3. The improvements set forth below shall be completed prior to completion of the associated phase of the PUD as set forth below. If the required improvements are not completed by the public sector or other developers, then Developer must complete the required improvements as a part of the development of the particular phase with which they are associated if Developer desires to develop that phase. Nothing set forth herein shall require the City or County to construct any of the improvements set forth herein on behalf of the Developer and Developer waives any claim, demand, objection or cause of action against the City or county that may arise from Developer's inability to develop the Real Estate in accordance with the approved PUD as a result of the City or Monroe County not constructing any improvement. Specifically, Developer acknowledges that the increased land

Exhibit #7

use density and change in zoning classification is dependent upon certain improvements to streets and roads set forth herein and that the Real Estate may be used for other purposes if the PUD is not developed and the improvements not constructed, subject to applicable law and zoning ordinances.

I. Phase I, Consisting of Parcels A, B,C,D,E, and F as shown on the site plan.

1. Initial development will access only Gordon Pike (a/k/a Fullerton Pike) on the south and to the east to the intersection of Gordon Pike and south Rogers Street.
2. At such time as 100 dwelling units are completed and occupied in all of Parcels A, B, C, D, E and F, intersection improvements will be made to the intersection of Gordon Pike and South Rogers Street in accordance with Exhibit 1, attached hereto to the satisfaction of the Monroe County Highway Engineer at the time of construction that the improvements comply with Monroe County requirements.
3. Phase I shall not connect to Rockport Road until December 1, 2003 or when the Adams Street extension is constructed from Tapp Road to Rockport Road, which ever occurs first.

II. Phase II, Consisting of Parcels, G, H, I, J and L as shown on the site plan.

1. Up to 50 residential dwelling units or the equivalent in traffic generation may be developed and occupied before the improvements outlined in Sections 2 and 3 below are required.
2. Intersections A, B, C, and D as shown on Exhibit 2 shall be constructed prior to December 1st, 2003.
3. With the exception of the development outlined in Section 1 above, additional development on parcels G, H, I and J will require the bonding of or construction of Rockport Road from intersection C to the Adams Street extension labeled E on Exhibit 2.

III. This agreement supercedes the agreement between Raymond Moore Enterprises, Inc. and the City of Bloomington, Indiana dated March 21st, 1996 as recorded April 10th, 1996 in Book 238 pages 561,562, 563,564, and 565.This Agreement and commitment may be modified or terminated by the Plan Commission of the City of Bloomington with approval of the Common council of the City of Bloomington upon the request of Developer after notice and hearing as provided for in the rules of the Plan commission and Common Council for similar petitions (planned unit development).

IV. The terms and conditions of this Agreement and Commitment may be enforced by injunction and other legal remedies by the City or Monroe County.

In witness whereof the Developer has hereunto set its hand and seal as of the date set forth below.

Richland Construction, LLC

By _____

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Subscribed and sworn to before me, a Notary Public, in and for said county and state, this ___ day of, 2000, at which time _____ personally appeared and acknowledged the execution of the above and foregoing document to be a voluntary act and deed.

My Commission Expires:

_____

_____ _____, Notary Public

A resident of _____ County

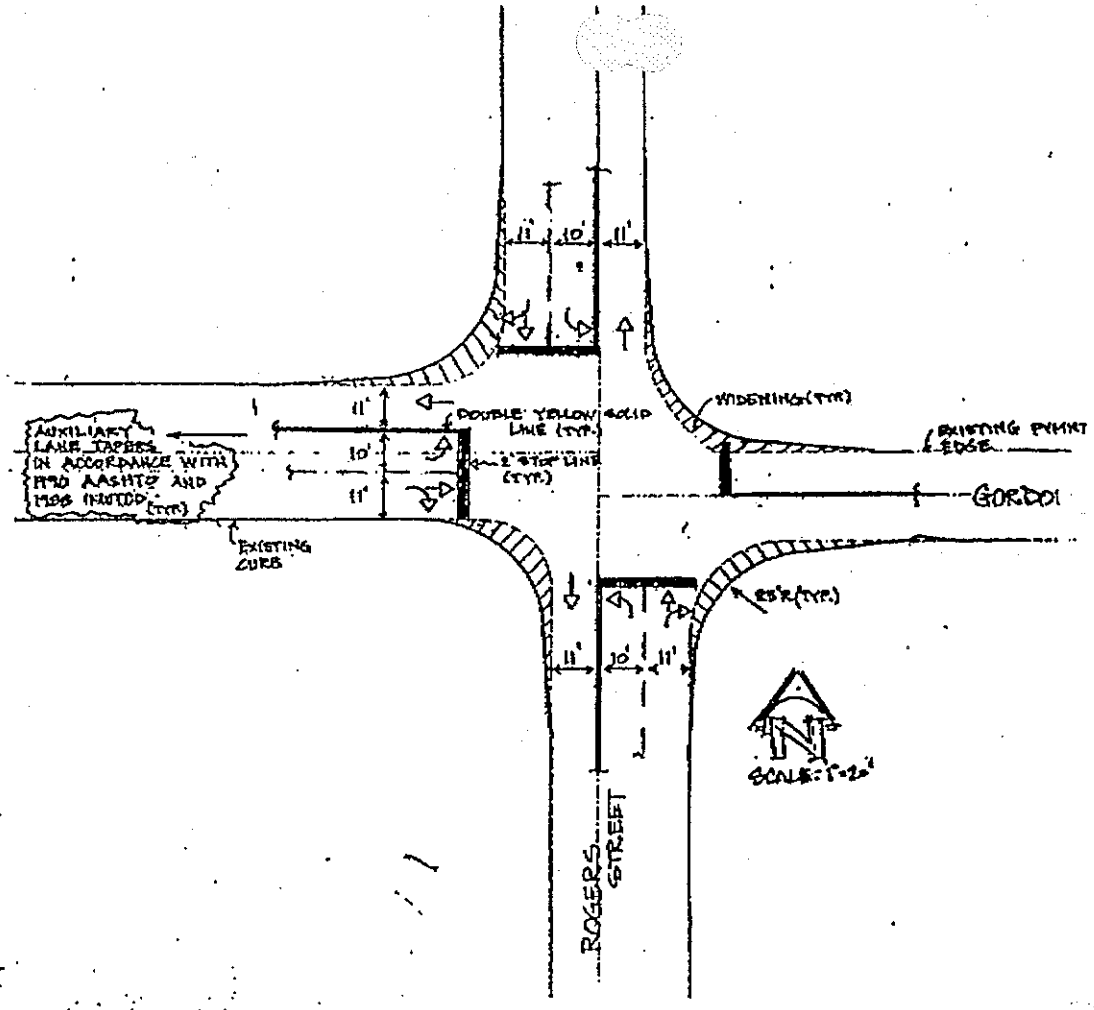


EXHIBIT #1
PROPOSED ROADWAY IMPROVEMENTS WITH PHASE I

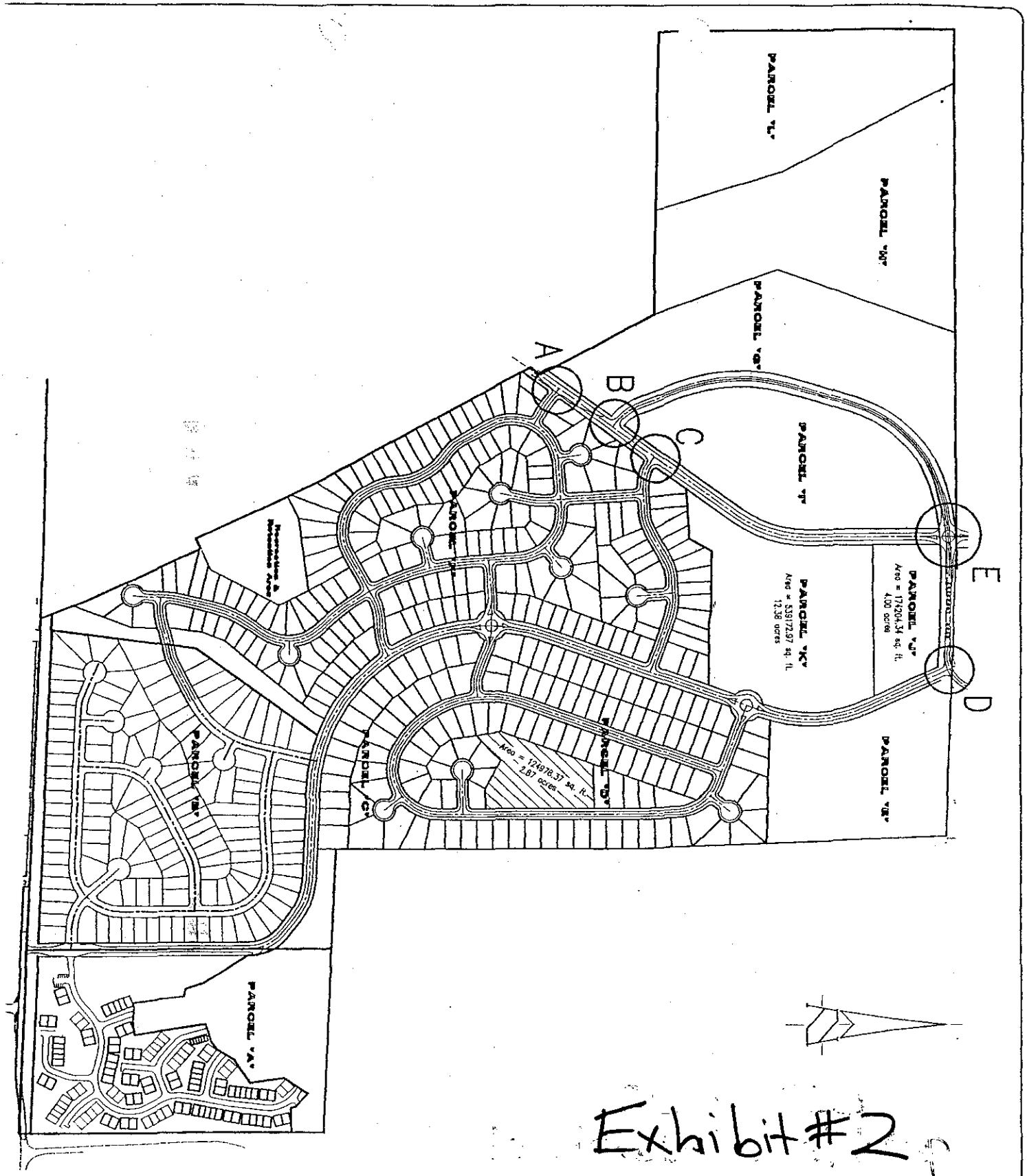


Exhibit #2

YNUM FANYO & ASSOCIATES, INC.
28 North Walnut Street
loomington, Indiana 47404

GOLF COMMUNITY
REVISED PARCEL PLAN
WITH LABELED INTERSECTIONS

Date: JUNE 12, 2000 Project No: 409974

BLOOMINGTON PLAN COMMISSION
PRELIMINARY REPORT
LOCATION: 1000 West Gordon Pike

CASE NO.: PUD-14-00
DATE: May 22, 2000

PETITIONER: Richland Construction LLC
ADDRESS: P.O. Box 1306 Bloomington, IN 47401
COUNSEL: Bynum Fanyo & Associates, Inc.
ADDRESS: 528 North Walnut Street

REQUEST: The petitioner is requesting a preliminary plan amendment to a PUD originally approved in 1996. This amendment would allow an increase in development density on Parcels D and F. Also requested is final plan approval and preliminary plat approval for a 312 lot single family subdivision. The petitioner has requested a waiver of second hearing. **At the April 24 Plan Commission hearing, staff conducted an informational presentation of this petition.**

PUD LOCATION: As indicated in Exhibit #1, the PUD in question is located on the southwest side of Bloomington, at the edge of the City's planning jurisdiction. The PUD is bounded by Gordon Pike to the south, Batchelor School and Bloomington Country Club to the east, the Woolery PUD and Rockport Rd. to the north, and County jurisdiction to the west. The PUD is 235 acres in size.

DESCRIPTION OF PUD: This mixed use PUD was created in early 1996 and includes a wide variety of housing densities and land uses. More specifically, the PUD comprises twelve parcels including one commercial parcel (4 acres), a business park parcel (19 acres), three open space parcels (a total of 35 acres), and eight residential parcels (177 acres). The location of these parcels is depicted in Exhibit #2. Out of the eight residential parcels, five have been zoned for multifamily land use (813 units) while three have been zoned for single family land use (352 units). A table showing the previously approved acreage, units, and density of all parcels is depicted in Exhibit #3.

BUILDOUT OF THE PUD TO DATE: Since early 1996, two parcels in this PUD have been approved for development. In late 1996, Parcel A, known as the Batchelor Heights subdivision, was approved for 187 multifamily units. In 1998, Parcel A, known as the Highlands, was approved for 135 single family units. Both projects are in the early stages of construction.

PUD AMENDMENT REQUEST: The petitioner's PUD amendment request involves Parcels C,D, and F. Currently, the PUD would permit the following development on these parcels:

First Hearing
Staff Report

Parcel C – 45 multifamily units (9 units per acre)
Parcel D – 93 single family units (3 units per acre)
Parcel F – 123 single family units (3 units per acre)

Total units – 261 units

The petitioner's amendment request involves the aggregation of Parcels C and D into one large tract to be developed at 3.5 units per acre. As for Parcel F, the petitioners propose to increase the size of the parcel from 41 to 48 acres and develop it at a 4 unit per acre density. The increase in Parcel F's acreage stems from the following: 1) a reduction in open space needed for stormwater detention and 2) a reduction in the size of Parcel I. This request creates the following development scenario:

Parcel C and D combined – 126 lots on 36 acres (3.5 units per acre)
Parcel F – 186 lots on 48 acres (3.88 units per acre)

New total units – 312 (51 units greater than previously zoned)

In order to mitigate the proposed increase in single family density, the petitioners are proposing the removal of 51 multifamily units located in Parcel H. This parcel is zoned for development of 270 units on 15 acres (18 units per acre). Based on the petitioner's proposal, the parcel would now be zoned for 219 units (14.6 units per acre). A re-drawn PUD parcel map is depicted in Exhibit #4.

RATIONALE FOR PUD AMENDMENT: The purpose of the proposed PUD amendment is to create a large supply of single family residential parcels available for development of up to 4 units per acre. Currently, the petitioner is having success with this type of development on Parcel B. More specifically, the petitioner is working with a production builder, Crossman Communities, to sell single family homes at a price point under $100,000. In order to create such affordable single family home lots, it is necessary to increase development densities from 3 to nearly 4 units per acre.

PUD REVIEW ISSUES

In its review of the proposed PUD amendment, staff has identified four issues which should be thoroughly considered by the Plan Commission prior to final action. These issues are as follows:

1) PROPOSED CHANGES TO DEVELOPMENT STANDARDS: The petitioners are proposing that Parcels C,D and F be developed in accordance with the development standards previously allowed for Parcel B. The following is a comparison between the original standards of Parcels C,D, and F versus the petitioner's proposal:

	Original PUD	Petitioner's Amendment
Side Setbacks	8 feet – Parcel C 10 feet – Parcel D 10 feet – Parcel F	6 feet (1-2 story)
Lot Size	9,600 s.f	Parcel F – 5,720 s.f Parcels C/D – 8,200 s.f.
Lot Width	70 feet	52 feet
Building Coverage	35 percent	40 percent

The petitioner's proposed changes to development standards have been approved in the past on other projects. In its evaluation of whether to allow smaller lots and more substantial building coverage, the Plan Commission should consider whether the proposed subdivision achieves the goal of adequate open space preservation.

---

2) OPEN SPACE AND TREE PRESERVATION: The 1996 PUD outlined three areas of open space which have been altered to some extent by the petitioner's amendment request. These areas include: 1) a detention area originally shown between Parcels B and F and 2) a possible recreation area located in the center of Parcel D. Please refer to Exhibit #2 for the locations of these areas.

The petitioner's amendment proposes the following changes to these parcels:

1. **Detention Area – Reduced in size from approximately 10 acres to 3-4 acres. Detention area incorporated within Parcel F rather than between Parcels B and F.**
2. **Parcel D Recreation Area – Size maintained at approximately 2 acres. Function of area changed from active space to tree conservation area.**

With regards to the proposed detention area, the petitioner's drainage analysis indicates that a 3-4 acre set aside area is sufficient to accommodate the drainage needs of the PUD. This analysis is being reviewed by the

Stormwater Utility Engineer. Staff will base its recommendation on the results of this review.

Within Parcel D, staff is strongly in favor of the petitioner's greenspace design, which replaces the originally proposed active recreation space with a passive tree conservancy parcel. The petitioners have adequately addressed the need for providing some active space through the set aside of an additional playground area (approximately ½ acre in size). This area is located toward the northern end of Parcel D. The Planning Subcommittee of the Environmental Commission has not yet had an opportunity to specifically review the location and size of the tree conservancy area. As a result, the report included in this packet may be revised. Staff attempted to address the Subcommittee's tree preservation concerns in the creation of the Parcel D conservancy area.

---

3) INCREASED DRIVEWAY ACCESS ONTO WICKENS DRIVE: The original PUD allowed multiple single family drive cuts onto Wickens Drive. However, during final plan review of Parcels A and B, access onto Wickens Drive was controlled due to concerns about the potential conflict between site-generated traffic and cut-through traffic moving between Rockport Road and Gordon Pike. At that time, staff was specifically concerned about vehicles using Wickens Drive to avoid the dangerous curves on Rockport Rd.

With the petitioner's proposal to extend Adams Street and eventually eliminate the through-traffic flow on the Rockport Rd. curves (discussed later in this staff report), the petitioners are requesting more substantial drive cut access onto Wickens Drive. In order to create some speed control on Wickens Drive, the petitioners have additionally proposed the construction of two traffic circles within the subdivision.

With the site plan modifications proposed by the petitioner, staff recommends that greater driveway access be granted along Wickens Drive. A clear benefit which can be gained due to the allowance of driveway access is the elimination of rear building elevations along the main subdivision street. This greatly increases the aesthetic quality of the proposal.

---

4) ACCESS ONTO ROCKPORT ROAD:
For the purposes of linking growth to the creation of improvements to the surrounding road network, the 1996 PUD contained a recorded agreement which essentially divided the PUD into two infrastructure improvement phases. A copy of the original agreement is contained in this packet. The most important elements of this agreement are summarized as follows:

Phase I – Parcels A,B,C,D,F, and J

- **Initial development only accesses Gordon Pike; no access to Rockport allowed until curve improvements to this roadway are made**
- **Occupancy of the first 100 dwelling units triggers turn lane improvements to the intersection of Gordon Pike and South Rogers Street. The purpose of these improvements is to improve the Level of Service at the intersection.**

Phase II – Parcels E,G,H,I, and L (Parcel K was omitted from the agreement)

- **Occupancy of the first 50 units (or equivalent trip generation) may access Rockport Road. However, further development in Phase II triggers improvements to three substandard curves along Rockport Rd.**
- **Further development of Phase II also requires completion of either the Adams Street extension across Parcel J of the Woolery Farm PUD or intersection improvements to the Rockport/Country Club intersection**

The petitioner's major proposal concerning Rockport Rd. is the concept of completely eliminating the existing substandard curve on this roadway. This would be achieved through continuing the Adams Street extension beyond the edge of the Woolery PUD (Please see Exhibit #5). If this extension occurs, the curve section of Rockport Rd. could be either completely eliminated or more likely incorporated into the public or private local street network of Parcels G and I. The petitioner's amendment request clearly requires the recording of a new roadway phasing agreement. The reason the agreement must be revised is because the proposed development of Parcel F shows two connections to Rockport Road. This would create a Rockport Rd. connection during Phase I of the PUD buildout.

Although there was justifiable concern in 1996 about adding PUD trips onto Rockport Road, both construction vehicles and emergency services would derive great benefits by having a second access into this large development. The question is how many vehicle trips should be added to the surrounding network before the Rockport Rd. alignment situation is improved.

Petitioner's Proposal – The petitioners have proposed to amend the existing agreement as follows:

1. **Exclusion of Parcel J** – Parcel J is proposed to be removed from Phase I and replaced with Parcel E.

2. **Connections to Rockport Rd.** - The petitioner proposes to allow Phase I connections to Rockport either in the Year 2003 or at the time of the Adams Street extension within the Woolery Farm PUD, whichever comes first. (Please see these connections outlined in Exhibit #5).
3. **Timing of Rockport Rd. connections** – The petitioner proposes that all intersection connections be completed by December 1, 2003, unless the developer opts to complete the curve corrections outlined in the original PUD.
4. **Construction of the Adams Street extension** – The petitioner proposes to bond for the entire Adams Street extension as a condition of development approval for Parcels G, H, I, and J. In this case, it would be the City's responsibility to determine when construction of this roadway link would actually occur. Depending on design approval from both the City and County Engineering offices, the proposed link to the Woolery Adams Street extension could feature a roundabout intersection design.

Analysis: The phasing out of the substandard Rockport Rd. curves in favor of the Adams Street extension is an improvement supported by City and County staff. However, there is one issue which must be considered in determining the supportability of the petitioner's proposal. The 1996 agreement essentially allowed only 50 units to access Rockport Rd. prior to curve improvements. The petitioner's request would allow hundreds of units to have access to Rockport Rd. before this roadway is either curve-corrected or straightened by the Adams Street extension. The petitioner's logic is that the Woolery Farm Adams Street extension, which has to be completed before street connections can occur, will take a lot of pressure off of Rockport Rd. In other words, the substandard curve in Rockport Rd. would be lightly utilized because of the presence of a new connection to Tapp Rd.

RECOMMENDATION: Although the petitioners have requested a waiver of second hearing, staff recommends that the amendment request be forwarded to the June 19 Plan Commission meeting.

BLOOMINGTON PLAN COMMISSION
FINAL REPORT
LOCATION: 1000 West Gordon Pike

CASE NO.: PUD-14-00
DATE: June 19, 2000

PETITIONER: Richland Construction LLC
ADDRESS: P.O. Box 1306 Bloomington, IN 47401
COUNSEL: Bynum Fanyo & Associates, Inc.
ADDRESS: 528 North Walnut Street

REQUEST: The petitioner is requesting a preliminary plan amendment to a PUD originally approved in 1996. This amendment would allow an increase in development density on Parcels D and F. Also requested is final plan approval and preliminary plat approval for a 312 lot single family subdivision. **This petition received a first Plan Commission hearing on May 22.**

PUD AMENDMENT REQUEST: The petitioner's PUD amendment request involves Parcels C,D, and F. Currently, the PUD would permit the following development on these parcels:

Parcel C – 45 multifamily units (9 units per acre)
Parcel D – 93 single family units (3 units per acre)
Parcel F – 123 single family units (3 units per acre)

Total units – 261 units

The petitioner's amendment request involves the aggregation of Parcels C and D into one large tract to be developed at 3.5 units per acre. As for Parcel F, the petitioners propose to increase the size of the parcel from 41 to 48 acres and develop it at a 4 unit per acre density. This request creates the following development scenario:

Parcel C and D combined – 126 lots on 36 acres (3.5 units per acre)
Parcel F – 186 lots on 48 acres (3.88 units per acre)

New total units – 312 (51 units greater than previously zoned)

In order to mitigate the proposed increase in single family density, the petitioners are proposing the removal of 51 multifamily units located in Parcel H. This parcel is zoned for development of 270 units on 15 acres (18 units per acre). Based on the petitioner's proposal, the parcel would now be zoned for 219 units (14.6 units per acre).

Second Hearing
Staff Report

RESOLUTION OF FIRST HEARING ISSUES

At the May 22 hearing, Plan Commissioners expressed general support for the amendment request. However, several issues were raised which required further staff research and petitioner/staff discussion. These issues are as follows:

1) TREE PRESERVATION ON PARCEL D: The original PUD did not require a specific tree preservation area on Parcel D. Instead, a possible active recreation area of two acres in size was shown in the center of the 31-acre tract. After inspecting the property with the petitioner prior to the May 22 hearing, staff determined that the need for substantial tree preservation outweighed the need for an active recreation area. As a result, the petitioner's subdivision layout was amended to include a 1.94-acre tree conservancy area as well as a separate playground lot of ¼ acre. At the May 22 hearing, the Environmental Commission's Planning Subcommittee presented a report outlining the need for greater tree preservation. Once again, staff inspected the site with the petitioner and has determined that the 1.94-acre tree conservancy area should be increased to 2.87 acres in size. Staff does not recommend increasing the preservation area beyond this acreage limit. There is simply not enough density of high quality hardwood vegetation to warrant any further increase.

Since this report will be issued prior to the Environmental Commission's meeting on June 15, staff cannot be certain of the Commission's reaction to the revised tree preservation plan. However, staff anticipates that the Commission will recommend a large conservancy area.

On a related note, it is important to remember that the entire 235 acre PUD has a significant amount of dedicated greenspace. When the proposed 2.87 acre tree conservancy is added to Parcel L (15 acres), Parcel K (just over12 acres), and Parcel F's detention area (4 acres), it results in approximately 15% of the property being dedicated to common open space. This is a larger percentage than is contained within the Woolery Farm, Rogers Farm, or Canada Farm PUDs.

2) DRIVEWAY AND PEDESTRIAN IMPROVEMENTS ON WICKENS DRIVE: The original PUD allowed multiple single family drive cuts onto Wickens Drive. However, during final plan review of Parcels A and B, access onto Wickens Drive was controlled due to concerns about the potential conflict between site-generated traffic and cut-through traffic moving between Rockport Road and Gordon Pike. At that time, staff was specifically concerned about vehicles using Wickens Drive to avoid the curves on Rockport Rd.

With the petitioner's proposal to extend Adams Street and eventually eliminate the through-traffic flow on the Rockport Rd. curves, the petitioners contend that cut-through traffic will be greatly reduced. As a result, they are requesting more substantial drive cut access onto Wickens Drive. In order to create some speed control on Wickens Drive, the petitioners have designed a very tight radius in the area located between Parcels A and C. Additionally, the petitioners have proposed the construction of two traffic circles within the subdivision.

While one Plan Commissioner expressed concern about the policy precedent created by the allowance of individual drive cuts, staff contends that the safety issue is clearly mitigated by the proposed speed control of Wickens Drive as well as the petitioner's proposal to extend Adams Street. As a result, staff recommends that greater driveway access be granted along Wickens Drive.

On a related topic, the May 22 PUD layout featured an 8-foot multiuse path along the west side of Wickens Drive. Due to the number of drive cuts being proposed by the petitioner, several Plan Commissioners, including the City Engineer, expressed concern over the safety of bicyclists traveling along a street containing so many potential vehicle access points. As a result, staff and the petitioner have agreed to replace the 8-foot pathway with a 5-foot sidewalk. The petitioners will be required to install an 8-foot multiuse path along the east side of the proposed Adams Street extension.

3) ROADWAY IMPROVEMENTS: For the purposes of linking growth to the creation of improvements to the surrounding road network, the 1996 PUD contained a recorded agreement which essentially divided the PUD into two infrastructure improvement phases. The most important elements of this agreement are summarized as follows:

Phase I – Parcels A,B,C,D,F, and J

- **Initial development only accesses Gordon Pike; no access to Rockport allowed until curve improvements to this roadway are made.**
- **Occupancy of the first 100 dwelling units triggers turn lane improvements to the intersection of Gordon Pike and South Rogers Street. The purpose of these improvements is to improve the Level of Service at the intersection.**

Phase II – Parcels E,G,H,I, and L (Parcel K was omitted from the agreement)

- **Occupancy of the first 50 units (or equivalent trip generation) may access Rockport Road. However, further development in Phase II triggers improvements to three substandard curves along Rockport Rd.**
- **Further development of Phase II also requires completion of either the Adams Street extension across Parcel J of the Woolery Farm PUD or intersection improvements to the Rockport/Country Club intersection.**

Petitioner's Request: A copy of the petitioner's revised roadway agreement is included in this packet. The following two key elements are contained in this agreement

1. Connections to Rockport Rd. - The petitioner proposes to allow Phase I roadway connections to Rockport no later than December 1, 2003 or at the time of the Adams Street extension within the Woolery Farm PUD, whichever comes first. Two of these roadway connections will serve Parcel F. A third connection will be made at the north end of Wickens Drive.

2. Construction of the Adams Street extension – The petitioner proposes to bond for the entire Adams Street extension as a condition of development approval for Parcels G, H, I, and J. In this case, it would be the City's responsibility to determine when construction of this roadway link would actually occur. Depending on design approval from both the City and County Engineering offices, the proposed link to the Woolery Adams Street extension could feature a roundabout intersection design.

Staff Analysis of Items 1 and 2: Although there was justifiable concern in 1996 about adding Phase I trips onto Rockport Road, both construction vehicles and emergency services would derive great benefits by having secondary access into this large development. The connectivity date of December 1, 2003 works very well because it corresponds with the petitioner's subdivision buildout expectations as well as the timing of the Woolery Farm Adams Street extension. Staff anticipates that the Woolery Farm portion of Adams Street will be constructed between the fall of 2002 and the fall of 2003.

With regard to the construction of Adams Street, the petitioner's commitment to bond for this road improvement prior to development of Parcels G, H, I, and J is sound because it allows the roadway to be built coterminous with the development of the most intensely zoned portions of this PUD.

4) ANSWERS TO SPECIFIC PLAN COMMISSION QUESTIONS: At the May 22 hearing, members of the Plan Commission directed the staff to investigate specific issues which pertained to aspects of the petitioner's PUD amendment. Results of the staff's findings on these questions are summarized below:

a) Distance from the petitioner's PUD to Bloomington Transit service: The closest Bloomington Transit bus location is the Countryview Apartment project north of Tapp Rd., on the west side of Rockport. Countryview is located approximately 3/5 of a mile away from the northern edge of this PUD boundary.

b) Levels of Service for adjacent roadways: Based on the draft Long Range Transportation Plan, the levels of service (LOS) for adjacent roadways are outlined in the table below. LOS grades are ranked C through G (C being excess roadway capacity/no congestion, G being congestion levels up to 5 times greater than capacity). Current LOS grades are based on 1997 data, while future LOS grades assume current population increases and land development until the Year 2025. The last element of the table (labeled Future LOS/Improvements) assumes future construction of the following projects: Tapp Rd. widening, Gordon Pike/Fullerton Pike widening, the Adams Street connection, and minor upgrades to Weimer Rd.

	Current LOS	Future LOS	Future LOS/Improvements
Rockport Rd.	C	C	C
Gordon/Fullerton	C	C	C
Tapp Rd.	C (eastbound E)	D/E	C/D/E
Country Club	G	G	C

c) Project Affordability: The various types of housing models being proposed by the builder range from a low of around $90,000 to a high of approximately $150,000. If the development was proposed as a subsidized project, it is unlikely that these homes could meet HUD affordability guidelines. Currently, HUD mandates that a given household not spend more than 30% of its gross income on housing (plus utilities). A single family home product that could meet this standard typically sells in the $70,000 range. It is more accurate to describe the petitioner's project as meeting the starter home market. This market is typically priced at $150,000 and below.

5. COUNTY JURISDICTION ISSUE: As is indicated in the zoning map exhibit, a small portion of this PUD was mistakenly mapped with the County's area of zoning jurisdiction. This mapping error occurred in 1996 due to the

absence of accurate property line data. After discussing this issue with both the City and County Attorneys, the Planning staff has learned that both the County Plan Commission and County Commissioners must act to transfer the property back into the City's zoning jurisdiction. Staff will be initiating this petition with the Commissioner's office. In the interim, the Plan Commission and City Council may still move forward on the PUD amendment. However, the petitioner will not be able to develop the encroaching acreage until the County has transferred jurisdiction to the City. Staff anticipates no difficulties with this action.

SUMMARY: While this is a large and complex PUD, staff is supportive of the petitioner's request for this preliminary plan amendment. This support is based on the following PUD benefits:

1. **Environmental Protection** – The proposed amendment now contains a 2.87 acre preservation area never required with the 1996 PUD. This amendment also maintains all of the common open space features called for in the original PUD request.

2. **Roadway Improvements** – The proposed amendment will require the extension of Adams Street. This is clearly preferred over the original PUD's plan to correct the Rockport Rd. curves.

3. **Emergency Services** – The petitioner's plan to connect Phase I of the PUD to Rockport Rd. improves E911 access to this area.

4. **Affordability** – The petitioner's plan provides the community with a greater inventory of starter home housing stock.

5. **Pedestrian/Bicycle Amenities** – The amendment proposal provides multiple pedestrian access points to the City's future Clear Creek trail. The Adams Street extension will also contain an 8 foot multiuse path to connect to the Woolery/Sudbury pathway network.

6. **Density and Traffic Impacts** – This amendment does not increase PUD density, nor does it increase trip generation rates.

RECOMMENDATION: Based on the written findings above, staff recommends approval of the PUD's preliminary plan amendment, with additional final plan/preliminary plat approval of a 312 lot single family subdivision, with the following conditions:

1. Prior to decision on this PUD by the Common Council, the petitioner is required to sign and record the draft agreement entitled "Agreement and Commitment for Public Improvements."

2. At the time of future subdivision and/or development, the petitioner is required to dedicate the following right-of-ways: a) 60 feet on Wickens Drive, b) 80 feet along the Adams St. extension.

3. The construction of Wickens Drive shall be reviewed as a component of grading permit review. Per the petitioner's preliminary plan, Wickens Drive shall contain 5-foot concrete sidewalks on each side as well as two traffic circles. The future Wickens Drive/Rockport Rd. intersection shall be designed to the satisfaction of both the City and County Engineers.

4. The petitioner shall extend Adams Street in conformance with the recorded "Agreement and Commitment for Public Improvements." The petitioner shall be required to install a 5-foot sidewalk on the west side of this roadway and an 8-foot sidewalk to the east. Timing for the extension of Adams Street remains the discretion of the Plan Commission in association with development of Parcels G, H, I, and J. The design of the Rockport/Adams intersection adjacent to the Woolery Farm shall be to the satisfaction of the City and County Engineers, with the petitioner urged to explore the feasibility of a roundabout design.

5. The petitioner will not be allowed to commence grading activity on that portion of Parcel F currently shown in County Planning jurisdiction until such time as this property is transferred to City Planning control.

6. The petitioner's development of Parcels D and F shall utilize the reduced setback standards outlined in the May 22 Plan Commission staff report.

7. As a condition of final plat approval, the petitioners shall dedicate a tree conservancy easement of 2.87 acres in the location represented on the petitioner's preliminary plan. Additionally, staff shall review the covenants and restrictions of the final plat to insure that the City is listed as an enforcement party for violations of this conservancy easement.

8. As a condition of grading permit approval for Parcel D, all final drainage calculations must be approved by the Stormwater Utility Engineer.

9. As a component of the PUD's subdivision design, the petitioner shall incorporate the use of corner landscaping, roundabout landscaping, millblock features, and integrated signage elements consistent with the petitioner's statement and exhibits.

10. Prior to grading permit approval for Parcel F, the petitioner shall install tree protection fencing surrounding the conservancy area as well as along the 30-foot natural buffer area adjacent to the Bloomington Country Club.

11. The timing for all required off-road pathway improvements shall be determined during the grading permit approval process.

MEMORANDUM

TO: Tom Micuda

FROM: M. Figg, M. Litwin, D. Rollo

LIAISON: H. Eddy

DATE: May 31, 2000

SUBJECT: PUD-14-00, Richland Construction LLC, 1000 W. Gordon Pike
Preliminary Plan Amendment to the Golf Course Community PUD to shift residential densities on Parcels C, D, F, and H; Final Plan and Preliminary Plat for 312 lots over 84 acres on Parcels C, D, and F.

The Planning Subcommittee of the Environmental Commission has reviewed this petition and conducted two site visits. Following review of the most recent changes (dated May 18, 2000), the Subcommittee has the following comments and recommendations:

Tree Preservation. The Subcommittee appreciates the initial effort to provide a parcel of just under 2 acres of tree preservation on Parcel D. However, the Subcommittee has concerns regarding the survivability and maintenance of this tree stand area given the location of residential units in the 3.5 units/acre density, immediately surrounding the stand, and has concerns regarding the infiltration of invasive species of plants, especially perennials, immediately adjacent to this stand. The Subcommittee believes a more substantial stand would improve at least the survivability of the unique nature of this wooded area, and recommends a preservation area of about 4-5 acres in size.

Overall Plan Recommendation. The Subcommittee recommends denial of this request as it is inconsistent with environmental policy as stated in the Growth Policies Plan, specifically with regard to preservation of unique and valuable open space, as demonstrated on Parcel D. The Subcommittee recommends that density be shifted to more open areas as demonstrated on Parcels F and H. The Subcommittee does not question residential use per se, but the design of the use results in wholesale elimination of a highly valuable natural amenity for future residents.

EC Report
PUD-14-00

BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

March 21, 2000

COB Planning Department
401 North Morton Street
Bloomington, IN 47404

RE: Final Plan approval and Preliminary Plat approval for the
Golf Community Parcels 'C', 'D', and 'F'

Dear Plan Commission Members,

On behalf of our client, Richland Construction LLC, we are respectfully requesting final plan and preliminary plat approval for parcels 'C', 'D', and 'F' of the Golf Community PUD. The parcels were originally approved for the following densities:

- Parcel 'C' @ 45 units on 5 acres
- Parcel 'D' @ 93 units on 31 acres
- Parcel 'F' @ 123 units on 41 acres

This provided for a total of 261 units on all three phases combined. We are asking for a total of 312 single family lots on all three phases, broken down as follows:

- Parcels 'C' and 'D' (combined) @ 126 lots on 36 acres
- Parcel 'F' @ 186 lots on 48 acres

This is a difference of 51 units over what was approved at the preliminary plan stage. We are proposing to obtain these units by borrowing them from the potential units available on a future phase of the PUD. Parcel 'H' is slated for 270 units on 15 acres (18 units/acre) and is currently undeveloped. We will borrow the 51 units needed for parcel 'F' from parcel 'H' and leave 219 units available for development on parcel 'H'.

The development standards for parcels 'C', 'D', and 'F' will be the same as what is currently under construction on parcel 'B' of the Golf Community PUD, The Highlands subdivision. This includes 50' ROW for all streets 4' sidewalk on both sides, 24' of pavement with 2' curb and gutter, and street trees along all interior streets and Wickens Drive.

PUD-14-00 Petitioner's Statement

BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

We are proposing the following setbacks for the parcels for both 1 and 2 story buildings:

	Front	Rear	Side
• Parcels 'C' and 'D' =	25'	25'	6'
• Parcel 'F' =	25'	25'	6'

Lot sizes in parcels 'C' and 'D' are generally larger than the proposed lots in parcel 'F'. Average lot size in parcels 'C' and 'D' is 8,750 square feet, with a minimum size of 8,200 square feet. Average size in parcel 'F' is 6,500 square feet with a minimum lot size of 5,720 square feet. Proposed lot widths in parcel 'F' are a minimum of 52' at the front setback line. We are asking for the same minimum lot width of 52' in 'C' and 'D', although most lots are 70' or greater in width. (The 52' would apply primarily to cul-de-sac lots). Building coverage for each parcel is proposed to be 40%, consistent with the current construction on parcel 'B'.

With this proposal we are requesting to have private driveway cuts directly onto Wickens Drive. This is consistent with what was shown for the preliminary approval in these parcels, although was not done with the final approval for parcel 'B'. This is appropriate as Wickens will not be a prime collector street due to the proposed extension of Adams Street into the property from the north.

With the addition of these parcels to the list of finalized parcels for the Golf Community, certain road improvements will need to be completed per the original approval. The intersection or Rogers Street and Gordon Pike will need improved when the project reaches 100 units occupied, for example. Our client is prepared to complete these improvements as required by the original agreement/approval. An 8' multi-use path will be incorporated into the projects along the west side of Wickens Drive and along the east side of parcel 'F' between it and parcel 'B'. This path will connect to the proposed trail by the COB running along the west side of parcel 'F'.

We have been working with the planning staff regarding this request, and would be pleased to answer any questions you may have.

Very truly yours,

John Blacketter

XC: BFA Project File 409974

528 NORTH WALNUT STREET BLOOMINGTON, INDIANA 47404

Memorandum

To: Tom Micuda

From: Jeff Fanyo

Date: 05/05/2000

Re: Parcels C, D and F of the Golf Course community

Tom, after our phone conversation regarding the issues surrounding the referenced project I have put together solutions that I hope will resolve these issues. Specifically you stated that the following were items you were addressing:

1. Variety in the style of homes to be constructed: To address this I have enclosed elevations of the homes that are offered in Parcel B (the Highlands) and will be offered in parcel F. The elevations labeled New American Homes will be offered on Parcel F. I have also enclosed elevations to be offered in Parcels D and E. These elevations are labeled Deluxe and TriMark, which is the up scale product, offered by Crossman. To provide evidence of the variety of housing currently being constructed in parcel B, I have enclosed a memo from Cliff Morgan of Crossman indicating 30 different front elevations currently exist in Parcel B.

2. Traffic Calming along Wickens Drive: To calm the traffic on Wickens Drive we have proposed the construction of two round-a-bouts at critical entry points to the proposed east and west neighborhoods. These will be landscaped and decorative limestone will be aesthetically placed to create a theme to be carried throughout the project.

3. Use of the retention pond as a recreational facility to benefit the neighborhood: We will be providing an access easement to the retention facility to allow the use of this large green space by the residence of this development. The retention facility is being design as a dry pond providing an excellent area for recreation to our customers.

4. Decorative features to enhance the proposed neighborhood: I have enclosed an intersection detail depicting the use of the natural features of this site to create a common theme for this project. These features will consist of utilizing the Mill Blocks located on site as well as additional landscaping to create interesting focal points throughout the property. These will be used to compliment the features to be provided in the round a bouts.

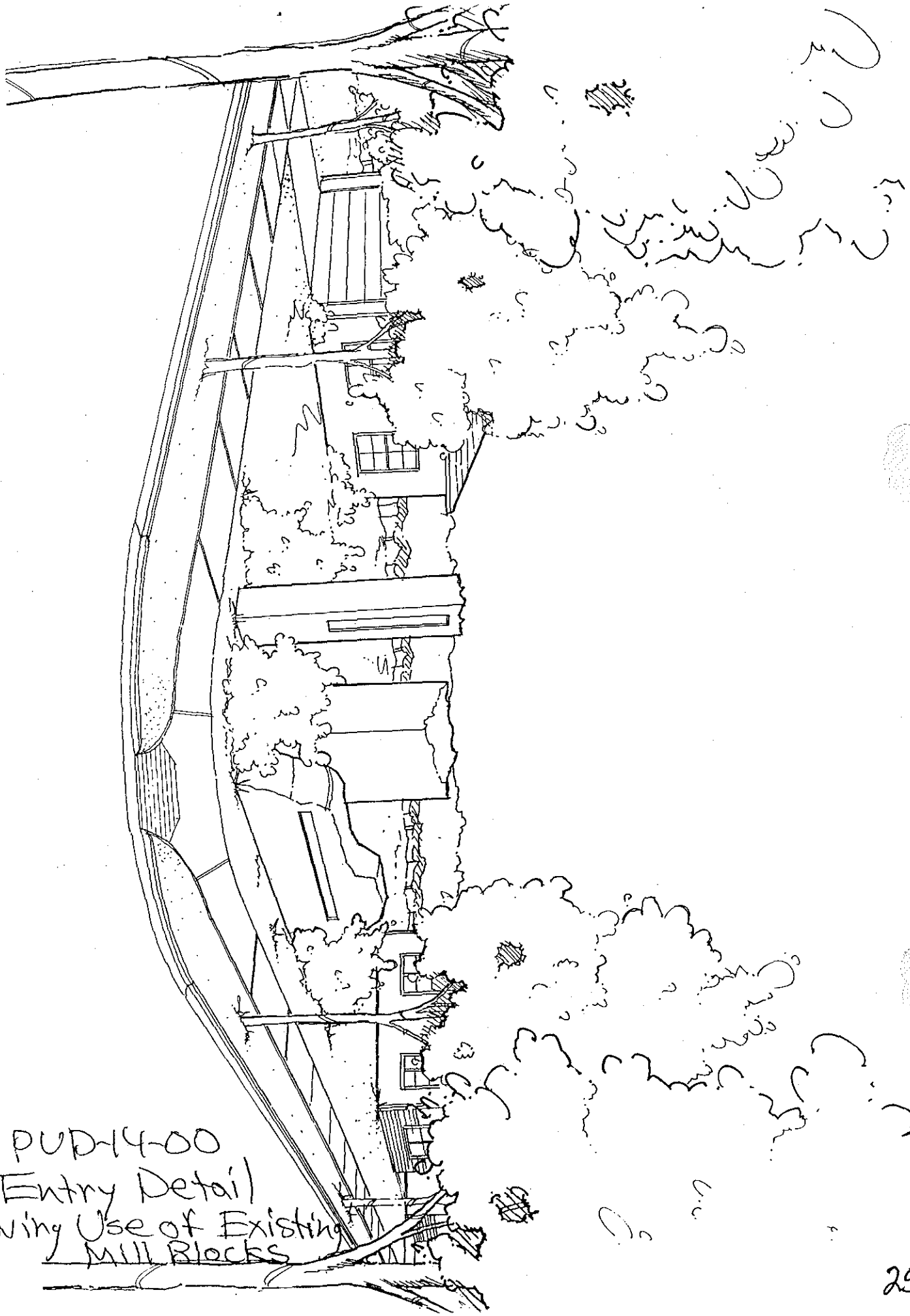
5. Original PUD's connection to Rockport Road: You made mention that our proposal shows connections to Rockport Road and that this was not shown on the schematic for the original PUD. For your convenience I have included a site plan that does not connect to Rockport Road and does not realign Rockport with Adams Street extension. I do not think this is the best way to improve transportation in the area but if it is decided to go this route here is how we would compensate.

6. Rockport Road Realignment: I have enclosed with the site plan the relocation of Rockport Road to meet Adams as we have previously discussed. This will improve the geometry of the proposed thoroughfare as well as improving vehicular safety far beyond what was

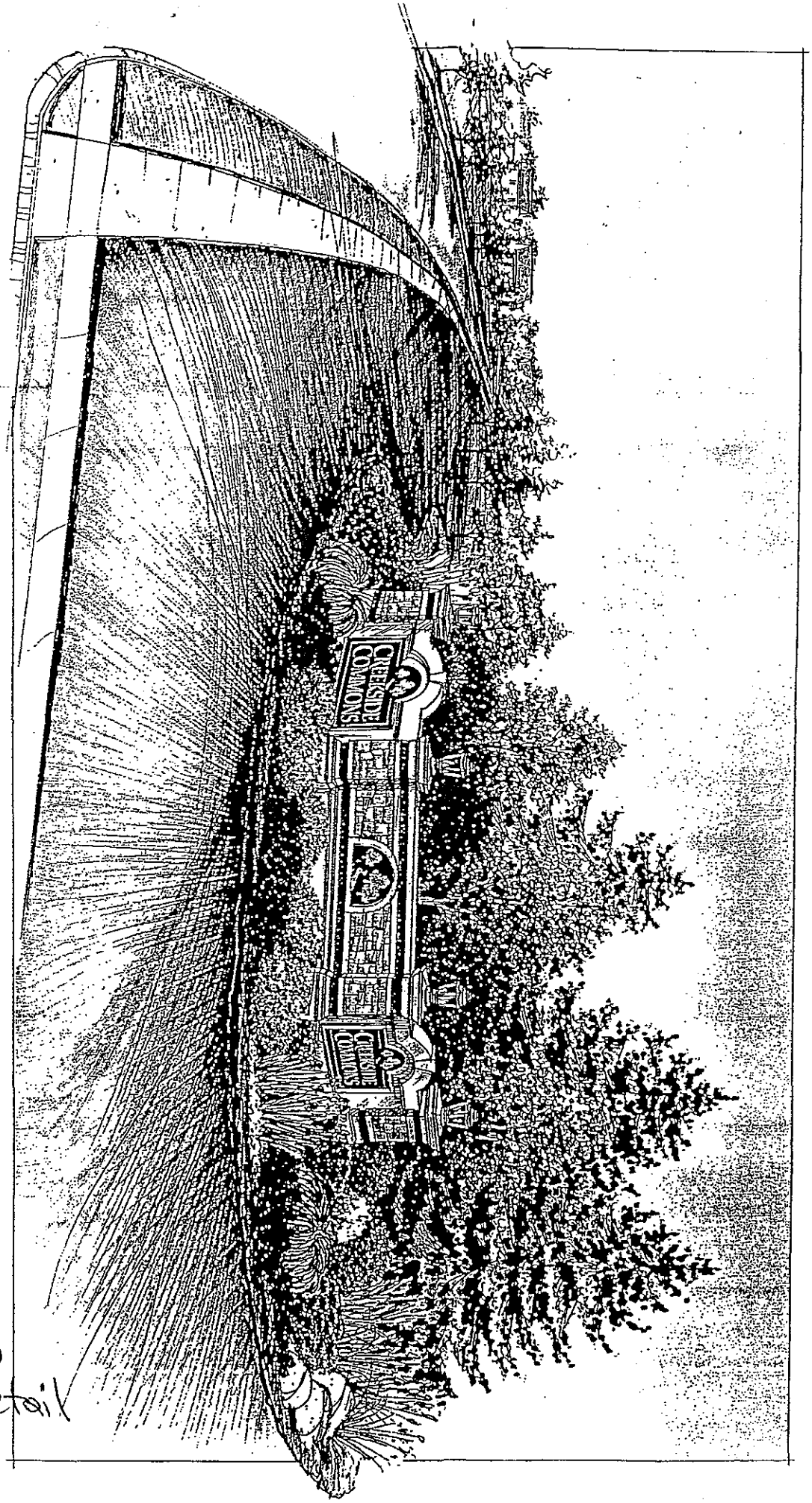
PUD-14-00
Supplemental Information
from Petitioners

contemplated in the original PUD. This alignment will be traversing significant quarried areas that are being reclaimed as the project proceeds. Jim will need sufficient time to fill these quarries as the material becomes available from this project as well as material that is coming to the site from offsite sources. This in fact may take as many as 10-years but the end result will be well worth the effort.

As you know our request is to make minor shifts in the location of the approved density. We see this as refining the macro plan that was previously approved to accommodate conditions that were not fully contemplated during the outline approval process. The shifting of density along with the proposed quality of the project is only improving upon what has been already established. We look forward to your comments and support for this project.



PUD-14-00
Entry Detail
Showing Use of Existing
Mill Blocks



PUD-14-00
Signage Detail