PASSED:5-1(Volan)

ORDINANCE 16-20

TO AMEND THE ZONING MAPS FROM RESIDENTIAL HIGH-DENSITY MULTIFAMILY (RH) TO PLANNED UNIT DEVELOPMENT (PUD) AS WELL AS APPROVE A DISTRICT ORDINANCE AND PRELIMINARY PLAN
- Re: 405 E. 17th Street
(RCR Properties, LLC, petitioner)

WHEREAS, Ordinance 06-24, which repealed and replaced Title 20 of the Bloomington Municipal Code entitled, "Zoning", including the incorporated zoning maps, and incorporated Title 19 of the Bloomington Municipal Code, entitled "Subdivisions", went into effect on February 12, 2007; and

WHEREAS, the Plan Commission has considered this case, PUD-14-16, and recommended that the petitioner, RCR Properties LLC, be granted an approval to rezone 5.95 acres from Residential High-Density Multifamily (RH) to Planned Unit Development (PUD) and to approve a PUD District Ordinance and preliminary plan to allow a new multi-family apartment complex. The Plan Commission thereby requests 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 20.04 of the Bloomington Municipal Code, the PUD District Ordinance and preliminary plan shall be approved for the PUD on the property located at 405 E. 17th Street. The property is further described as follows:

A part of the southwest quarter of section 28, township 9 north, range 1 west, Monroe County, Indiana, described as follows:

Commencing at the southeast corner of said southwest quarter; thence north 89 degrees 57 minutes 09 seconds west (assumed) along the south line thereof 169.94 feet; Thence north 00 degrees 09 minutes 51 seconds east 41.93 feet to the north right of way line of 17th street and the point of beginning, the next (3) courses are along said right of way line; (1) Thence south 89 degrees 46 minutes 16 seconds west 311.46 feet; (2) Thence south 00 degrees 00 minutes 00 seconds east 20.40 feet; (3) Thence south 89 degrees 52 minutes 30 seconds west 77.04 feet; thence north 00 degrees 07 minutes 19 seconds west 288.54 feet; thence north 89 degrees 58 minutes 48 seconds west 47.21 feet; Thence north 00 degrees 20 minutes 06 seconds east 145.00 feet to the south right of way line of 18th street; Thence southeasterly 55.38 feet along said right of way line and a curve to left having a radius of 421.85 feet and being subtended by a chord bearing south 72 degrees 37 minutes 35 seconds east 55.34 feet; Thence north 00 degrees 06 minutes 26 seconds east 133.25 feet; Thence south 86 degrees 43 minutes 44 seconds east 52.11 feet; Thence north 00 degrees 20 minutes 22 seconds east 150.68 feet to the south right of way line of 19th street; Thence south 89 degrees 52 minutes 49 seconds east along said right of way line 104.16 feet to the west right of way line of grant street; thence south 00 degrees 21 minutes 35 seconds west along said west right of way line 181.76 feet; Thence north 89 degrees 38 minutes 31 seconds east 154.48 feet; Thence north 00 degrees 52 minutes 20 seconds east 60.00 feet; Thence south 89 degrees 27 minutes 39 seconds east 210.15 feet to the west right of way line of Dunn Street, the next (3) courses are along said right of way line; (1) Thence south 00 degrees 22 minutes 21 seconds east 289.71 feet; (2) thence south 89 degrees 40 minutes 55 seconds east 9.25 feet; (3) Thence south 00 degrees 20 minutes 38 seconds west 190.67 feet; Thence north 89 degrees 40 minutes 55 seconds west 148.55 feet; Thence south 00 degrees 23 minutes 51 seconds west 73.58 feet to the point of beginning, containing 6.75 acres, more or less.

SECTION 2. This District Ordinance and the Preliminary Plan shall be approved as attached hereto and made a part thereof.

SECTION 3. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstance shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 4. 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 9 day of November, 2016.

ANDY RUFF, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 10th day of November, 2016.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 10th day of November, 2016.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance would rezone 5.95 acres from Residential High-Density Multifamily (RH) to Planned Unit Development (PUD) and to approve a PUD District Ordinance and preliminary plan to allow for the redevelopment of a site with an existing multi-family apartment complex.

Note: At the Special Session on November 9, 2016, the Common Council adopted the following three reasonable conditions prior to adoption of the ordinance:

RC 01 (Vote: 6 – 0) – which addressed landscaping;
RC 02 (Vote: 6 – 0) – which addressed visitor and patron parking in the parking garage; and
RC 03 (Vote: 5 – 1) – which addressed the marketing of this complex to the full spectrum of the I.U. student population.

Distributed to: Legal Department, Office of the Mayor, Office of the City Clerk, Council Administrator, Planning and Transportation Department, HAND, and Public Works Department

****ORDINANCE CERTIFICATION****

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 16-20 is a true and complete copy of Plan Commission Case Number PUD-14-16 which was given a recommendation of approval by a vote of 7 Ayes, 0 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on August 8, 2016.

Date: August ~~10~~ 15, 2016

Christy L. Langley, Secretary
Plan Commission

Received by the Common Council Office this 15 day of August, 2016.

Nicole Bolden, City Clerk

Appropriation Ordinance # _____

Fiscal Impact Statement Ordinance # _____

Resolution # _____

Type of Legislation:

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

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

Cause of Request:

Planned Expenditure ____ _____ ____ Emergency _____
Unforseen Need _____ Other _____

Funds Affected by Request:

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

Signature of Controller

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

Yes _____ No _____

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

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

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DUNNHILL PUD

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

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

The PUD parcel consists of 3 parts.

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

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

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

A boundary description for Parcels A – C is attached.

Density:

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

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

Parking:

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

Parking Setbacks:

Parcel A: garage parking only

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

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

Architectural and Development Standards:

Maximum Building Height:

N. Dunn Street frontage:

Parcel A:

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

17th St. frontage: 50 feet
18th St. frontage: (south side)
west of Grant St.: 61 feet
east of Grant St.: first building : 61 feet

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

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

Parcel B and Parcel C: 35 feet

Parking garage west exposure: 62 feet

Building Setback: per code RH zone

Maximum impervious surface coverage :

Parcel A: 70%

Parcel B and C: 50%

Storm water detention:

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

Bicycle Parking:

Per code

Uses:

Uses as permitted in the commercial downtown zone

Additional Uses:

Dwelling, single family, attached and detached

Dwelling, multi-family (high density)

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

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

Sustainable Practices:

Recycling:

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

Roof:

All flat roofs shall be white roof design

Energy Efficiency:

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

Greenbelt:

A pedestrian/bicycle pathway and green belt connecting 18th Street (at vicinity of the terminus of Grant Street) to 17th Street, approximately 400 in length. A 12 foot wide hard surface in the green belt suitable emergency vehi8cle access widening to 20 feet at 2 staging areas for emergency vehicles; remainder of the green belt to be green space with landscaping and installed rain gardens. Affirmative covenant to maintain the green belt including tree and shrub replacement and hard surface repair.

Construction Practices:

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

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

Traffic:

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

Security and Emergency Access:

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

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

Architectural Standards:

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

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

Flat roofs on Parcel A

Exterior materials:

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

Secondary: cementitious siding (all Parcels)

Entrances to residential buildings will be pedestrian scale and design.

Signage:

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

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

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

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

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

PETITIONER'S SUPPLEMENTAL STATEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project Components—Benefits to the Project and the Public.

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

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

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

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

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

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

Michael L. Carmin
Attorney for Petitioner

Bicycle Parking Locations

Dunn Hill Student Housing - Bloomington, IN

BICYCLE PARKING KEY:

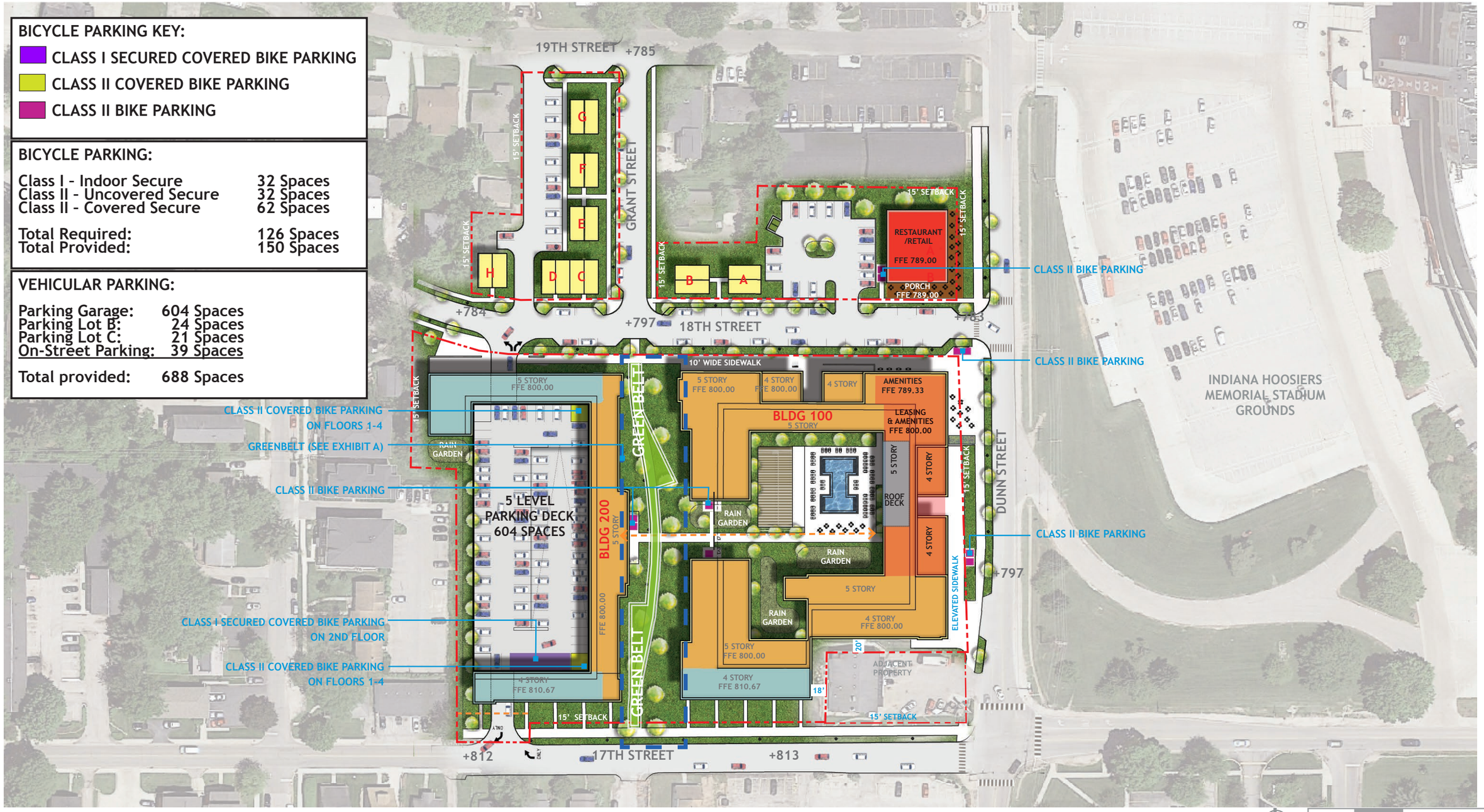
- CLASS I SECURED COVERED BIKE PARKING
- CLASS II COVERED BIKE PARKING
- CLASS II BIKE PARKING

BICYCLE PARKING:

Class I - Indoor Secure	32 Spaces
Class II - Uncovered Secure	32 Spaces
Class II - Covered Secure	62 Spaces
Total Required:	126 Spaces
Total Provided:	150 Spaces

VEHICULAR PARKING:

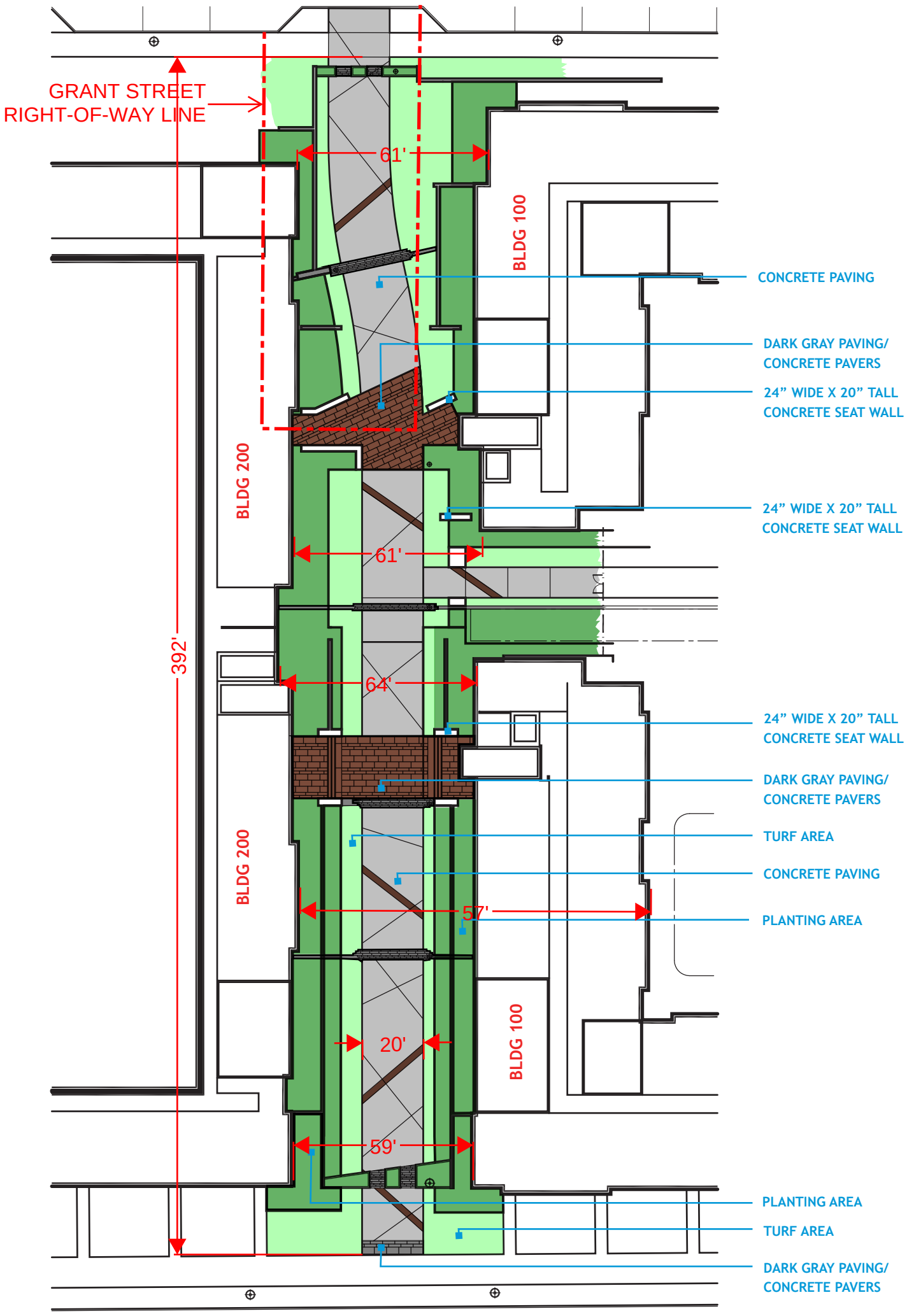
Parking Garage:	604 Spaces
Parking Lot B:	24 Spaces
Parking Lot C:	21 Spaces
On-Street Parking:	39 Spaces
Total provided:	688 Spaces



NILES BOLTON ASSOCIATES

Greenbelt Layout

Dunn Hill Student Housing - Bloomington, IN



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NILES BOLTON ASSOCIATES

*** Reasonable Conditions Form ***

Ordinance #: 16-20

Reasonable Condition #: 01

Submitted By: Cm. Rollo, District IV

Date: October 19, 2016

Proposed Reasonable Condition:

All landscape vegetation, with the exception of turf grass and annual flowering plants, that is required by this District Ordinance shall be a highly diverse mix of ecologically beneficial stock, with no one species numbering more than 10 percent of the total. The Petitioner shall use as many plants as practicable that are source identified Indiana genotypes rather than cultivars, and native to south central Indiana. Preference should be given to plants that provide habitat advantages (forage, nectar, cover, height and density variations, etc.) for pollinators and other native animals. Under no circumstance, shall any invasive species as listed in Bloomington Municipal Code (BMC) Section 20.05.059 be planted. The density of all vegetation shall be at least what the BMC requires, with added plantings along 17th and Dunn Streets as dense as feasible.

Synopsis

This Reasonable Condition (01) is sponsored by Cm. Rollo. It is intended to promote the habitat advantages of landscaping by requiring a minimum level of diversity, prohibiting use of invasive species identified in the BMC, using (as far as practicable) genotypes rather than cultivars, and requiring additional planting density along 17th and Dunn Streets.

Note: Revised on November 9th.

10/5/16 Committee Action:	None
10/19/16 Regular Session Action:	None
11/9/16 Special Session Action:	**6 – 0 (Absent: Chopra, Granger & Piedmont-Smith Adopted**

(November 9, 2016)

*** Reasonable Conditions Form ***

Ordinance #: 16-20

Reasonable Condition #: 02

Submitted By: Cm. Piedmont-Smith, District V

Date: November 1, 2016

Proposed Reasonable Condition:

1. The parking garage, which is located on the west side of Parcel A, shall include at least 32 visitor parking spaces with signage posted at the main entrance of the development and also at the garage entrance on 18th Street pointing visitors to those garage parking spaces.

Synopsis

This Reasonable Condition (02) is sponsored by Cm. Piedmont-Smith. It requires that at least 32 visitor parking spaces be made available in the site's parking garage and that signage be posted at the main entrance of the development and also at the garage entrance on 18th Street which point visitors to those garage parking spaces. This reasonable condition will decrease the parking burden on the surrounding streets and neighborhoods by providing at least 32 parking spaces in the parking garage for non-resident visitors of the project. Due to the increased parking ratio of this development as compared to other CA Venture projects, the removal of 32 parking spaces from the set of spaces assigned to residents should not have a negative effect on resident parking. Instead, this requirement will provide guests of residents and customers of potential future commercial uses in the main building facing Dunn St. with parking.

10/5/15 Committee Action:	None
10/19/15 Regular Session Action:	None
11/9/16 Regular Session:	**6 – 0 (Absent: Chopra, Granger & Piedmont-Smith) Adopted**

(November 9, 2016)

*** Reasonable Conditions Form ***

Ordinance #: 16-20

Reasonable Condition #: 03

Submitted By: Cm. Mayer, At-Large

Date: November 9, 2016

Proposed Reasonable Condition:

1. Petitioner will consistently market the property to attract a diverse tenant mix, not targeting Indiana University undergraduate students, seeking to attract tenants across the full spectrum of Indiana University students including graduate students.

Synopsis

This Reasonable Condition (03) is sponsored by Cm. Mayer. It commits the petitioner to "consistently market the property to attract a diverse tenant mix … seeking to attract tenants across the full spectrum of Indiana University students including graduate students."

10/5/15 Committee Action: None
10/19/15 Regular Session Action: None
11/9/16 Regular Session: **5 – 1 (Volan) (Absent: Chopra, Granger & Piedmont-Smith) Adopted**
(November 9, 2016)