

ORDINANCE 20-04

TO AMEND THE CITY OF BLOOMINGTON ZONING MAPS BY REZONING 40.75 ACRES OF PROPERTY FROM BUSINESS PARK (BP) AND RESIDENTIAL SINGLE FAMILY (RS) TO PLANNED UNIT DEVELOPMENT AND TO APPROVE A DISTRICT ORDINANCE AND PRELIMINARY PLAN.

**- Re: 1550 N. Arlington Park Drive
(Trinitas, 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WHEREAS, Ordinance 06-24, which repealed and replaced Title 20 of the Bloomington Municipal Code entitled, "Zoning", including the incorporated zoning maps, and incorporated Title 19 of the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-36-19, and recommended that the petitioner, Trinitas, be granted an approval to rezone 40.75 acres from Business Park (BP) and Residential Single Family (RS) to Planned Unit Development (PUD) and to approve a PUD District Ordinance and preliminary plan; and

WHEREAS, the Plan Commission therefore 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 property located at 1550 N. Arlington Park Drive be rezoned from Business Park (BP) and Residential Single Family (RS) to Planned Unit Development (PUD). The property is further described as follows:

Tract 1 in Morris Subdivision, as per plat thereof, recorded in Plat Book HB 152, in the Office of the Recorder of Monroe County, Indiana, recorded May 12, 1999, more particularly described as follows: A part of the Southwest Quarter of Section 29, Township 9 North, Range 1 West, Monroe County, Indiana being more particularly described as follows; commencing at the Southwest corner of the aforesaid Quarter section; thence on the West line of said Quarter section North 00 degrees 22 minutes 30 seconds West 409.80 feet to the point of beginning; thence continuing North 00 degrees 22 minutes 30 seconds West 273.90 feet to a point on the Easterly right-of-way of State Road No. 37; thence continuing along said right-of-way the following bearings and distances: On a curve to the left with radius of 3044.79 feet and an arc length of 417.99 feet; thence North 12 degrees 11 minutes 49 seconds East 259.69 feet; thence North 15 degrees 30 minutes 30 seconds East 400.00 feet; thence North 22 degrees 38 minutes 00 seconds East 201.56 feet; thence North 18 degrees 35 minutes 01 seconds East 376.01 feet; thence departing said right of way North 74 degrees 44 minutes 27 seconds East 163.21 feet; thence South 00 degrees 21 minutes 33 seconds East 1893.54 feet; thence South 89 degree 54 minutes 20 seconds West 321.31 feet to an interior curve to the left with a radius of 300.00 feet and an arc length of 16.16 feet; thence South 00 degrees 28 minutes 26 seconds West 371.64 feet; thence North 89 degrees 23 minutes 58 seconds West 59.82 feet thence North 00 degrees 28 minutes 26 seconds West 373.18 feet to an interior curve to the right with a radius of 360.00 feet and an arc length of 14.08 feet; thence North 89 degrees 54 minutes 20 seconds West 284.87 feet to the point of beginning, containing 19.83 acres, more or less.

A part of the East half of the Southwest Quarter of Section 29, Township 9 North, Range 1 West, Monroe County, Indiana being more particularly described as follows; commencing at the Southwest corner of the aforesaid Quarter section; thence on the West line of said Quarter section North 00 degrees 22 minutes 30 seconds West 409.80 feet; thence continuing North 00 degrees 22 minutes 30 seconds West 273.90 feet to a point on the Easterly right-of-way of State Road No. 37; thence continuing along said right-of-way the following bearings and distances: On a curve to the left with radius of 3044.79 feet and an arc length of 417.99 feet; thence North 12 degrees 11 minutes 49 seconds East 259.69 feet; thence North 15 degrees 30 minutes 30 seconds East 400.00 feet; thence North 22 degrees 38 minutes 00 seconds East 201.56 feet; thence North 18 degrees 35 minutes 01 seconds East 376.01 feet; thence departing said right of way North 74 degrees 44 minutes 27 seconds East 163.21 feet; South 89 degrees 49 minutes 06 seconds East 671.16 feet; thence South 00 degrees 41 minutes 09 seconds East 655.22 feet and to the point of beginning;

Thence continuing South 00 degrees 41 minutes 09 seconds East 75.01 feet; thence North 88 degrees 49 minutes 41 seconds East 492.13 feet to the centerline of Arlington Road (formerly Bloomington and Ellettsville Pike Road); thence on and along the centerline of said road North 03 degrees 46 minutes 15 seconds West 75.04 feet; thence leaving said centerline South 88 degrees 49 minutes 41 seconds West 488.83 feet to the point of beginning, containing 0.84 acres, more or less.

The East one-half (1/2) of the West one-half (1/2) of the Southwest Quarter (1/4) of Section Twenty-nine (29), Township Nine (9) North, Range One (1) West, in Monroe County, Indiana, EXCEPTING Twenty (20) lots comprising the plat of Chandlersville, AND ALSO EXCEPTING that part platted as Arlington Park, Phase 1 as per plat thereof, recorded in Plat Cabinet C Envelope 196, in the Office of the Recorder of Monroe County, Indiana.

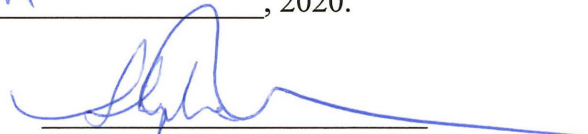
Subject to any and all easements, agreements, and restrictions of record.

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 4th day of MARCH, 2020.



STEPHEN VOLAN, President
Bloomington Common Council

ATTEST:



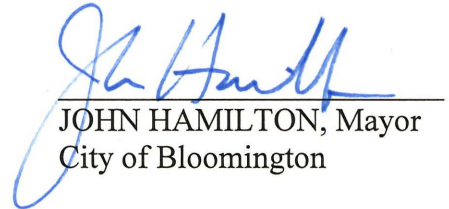
NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 5th day of March, 2020.



NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 5th day of March, 2020.



JOHN HAMILTON, Mayor
City of Bloomington

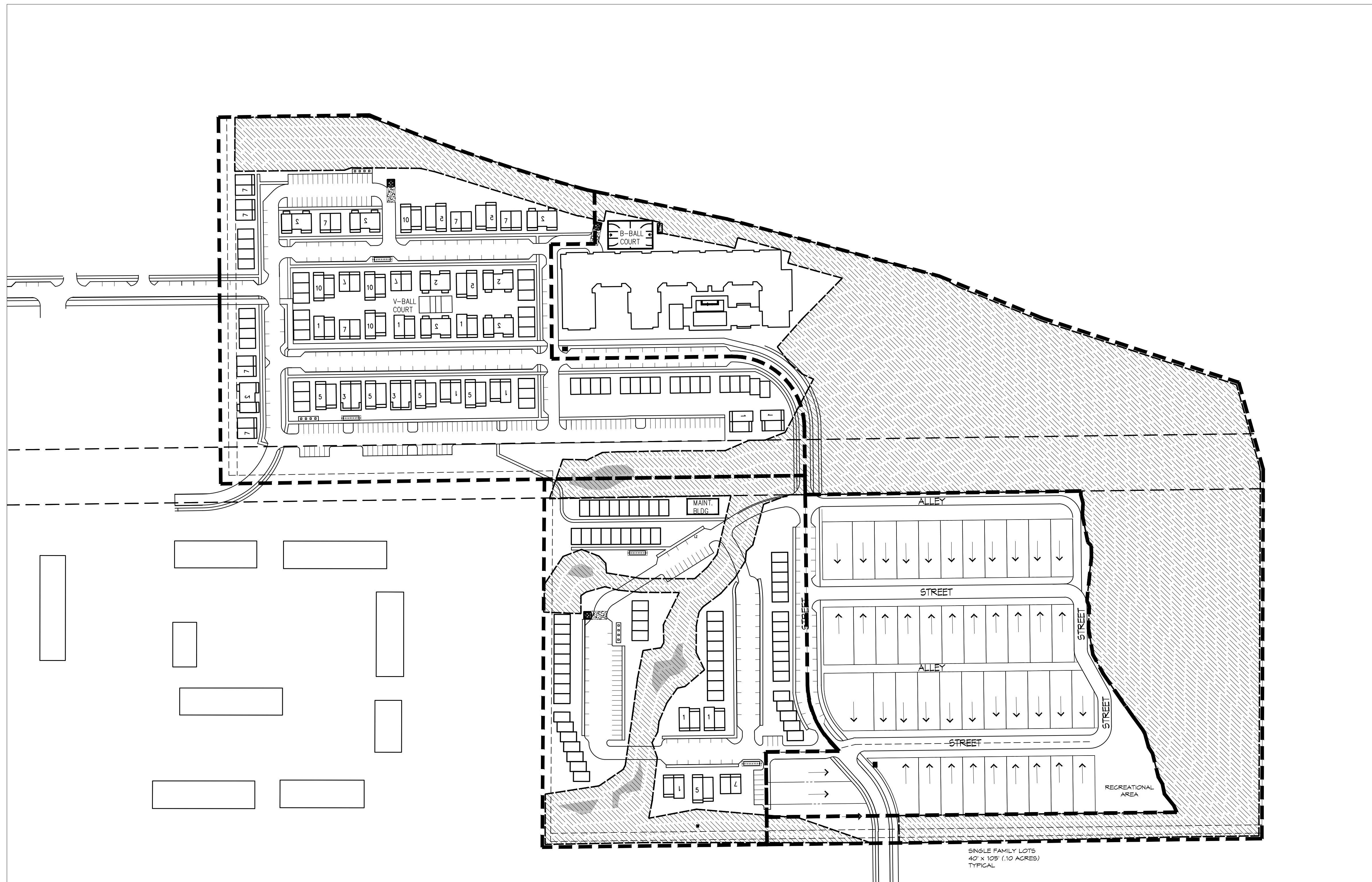
SYNOPSIS

Ordinance 20-04 would rezone 40.75 acres from Business Park (BP) and Residential Single Family (RS) to Planned Unit Development (PUD) and approve the associated District Ordinance and Preliminary Plan.

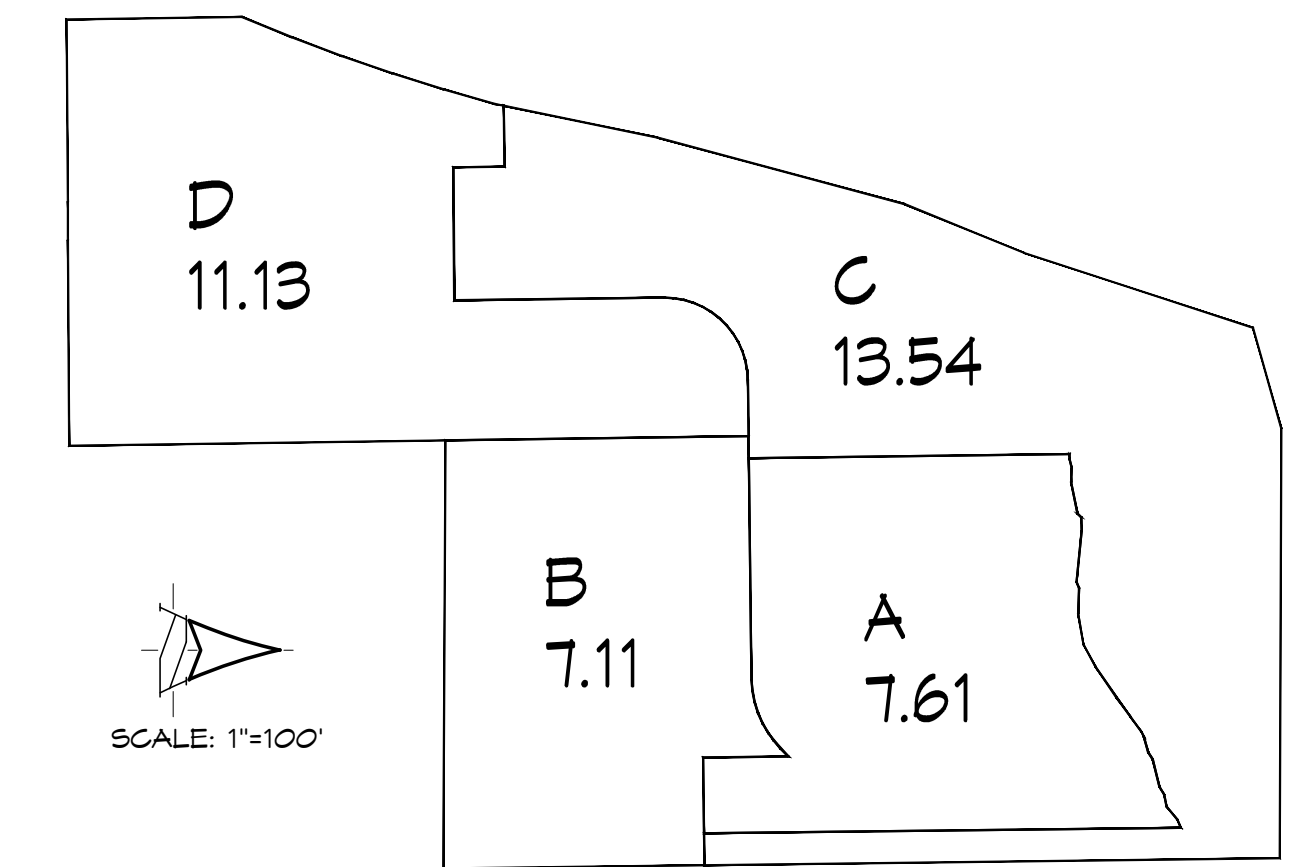
Note: On 4 March 2020, the Council voted in favor of adoption of this proposal with the following Reasonable Conditions (RCs) as provided for under I.C. § 36-7-4-1512:

- *RC-03 – Contribution Toward Additional Transit Service*
 - *Adopt: 9 - 0 - 0*
- *RC-04 – Alignment and Orientation of Townhomes to Adjacent Roadway at Two Locations*
 - *Adopt: 9 - 0 - 0*
- *RC-05 – Installing Solar Panels on Carports*
 - *Adopt: 9 - 0 - 0*
- *RC-07 – Increase Diversity of Housing Types in Areas B and D*
 - *Adopt as Amended: 9 - 0 - 0*
- *RC-08 – Redrawing Parking and Roadway between Two Rows of Townhomes in the Southeast Corner of Area B*
 - *Adopt: 9 - 0 - 0*

Distributed to: Mayor, Council Attorney, Clerk, Controller, Legal, Planning and Transportation

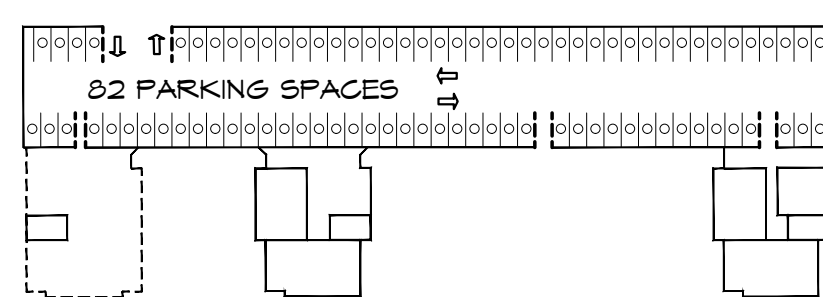


SITE AREAS

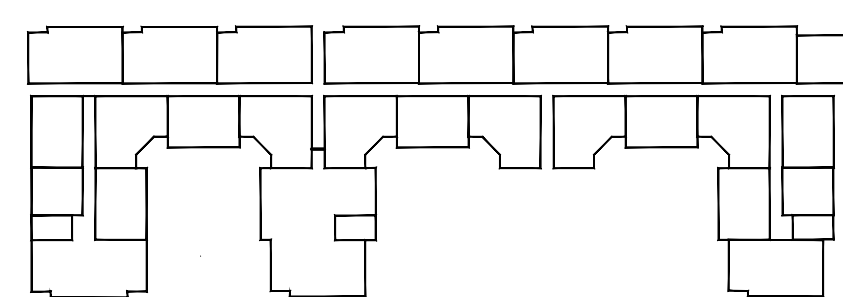


- AREA A - SINGLE FAMILY
(45) LOTS
40'X105', .10 ACRE TYPICAL LOT
(5.91) UNITS PER ACRE
- AREA B - (64) TOWNHOUSES
(5) COTTAGES
(72.25) DUE UNITS
(10.16) DUE UNITS PER ACRE
(123) SURFACE PARKING SPACES
- AREA C - HIGHER DENSITY
MULTIFAMILY (110 UNITS)
(99.5) DUE UNITS
(7.34) DUE UNITS PER ACRE
(13) SURFACE PARKING SPACES
(82) GARAGE PARKING SPACES
- AREA D - COTTAGES (DUPLEXES)
(43) TOWNHOUSES
(38) COTTAGES
(139) DUE UNITS
(12.48) DUE UNITS PER ACRE
(240) SURFACE PARKING SPACES

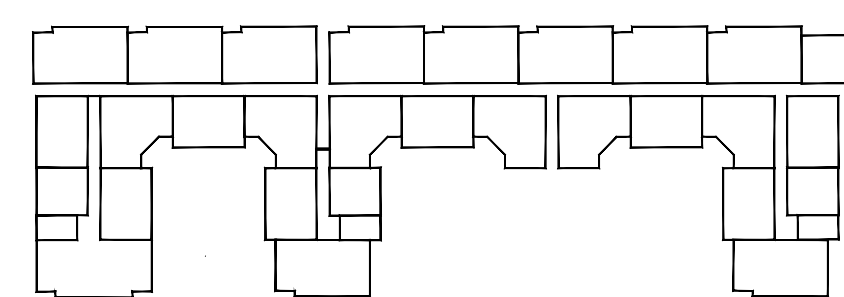
TOTAL - (310.8) DUE UNITS, (825) BEDS
 (45) SINGLE FAMILY LOTS
 PARKING - (458) SPACES PROVIDED



MULTISTORY BUILDING
PARKING LEVEL (LVL 0)



MULTISTORY BUILDING
CLUBHOUSE LEVEL (LVL 1)



MULTISTORY BUILDING
TYPICAL UPPER LEVEL (LVLS 2-4)

PROJECT BREAKDOWN

COTTAGES -	88.5 UNITS (28.5%)
TOWNHOMES -	122.75 UNITS (39.5%)
HIGHER DENSITY -	99.5 UNITS (32%)
TOTAL APARTMENTS -	310.8 DUE UNITS (100%)

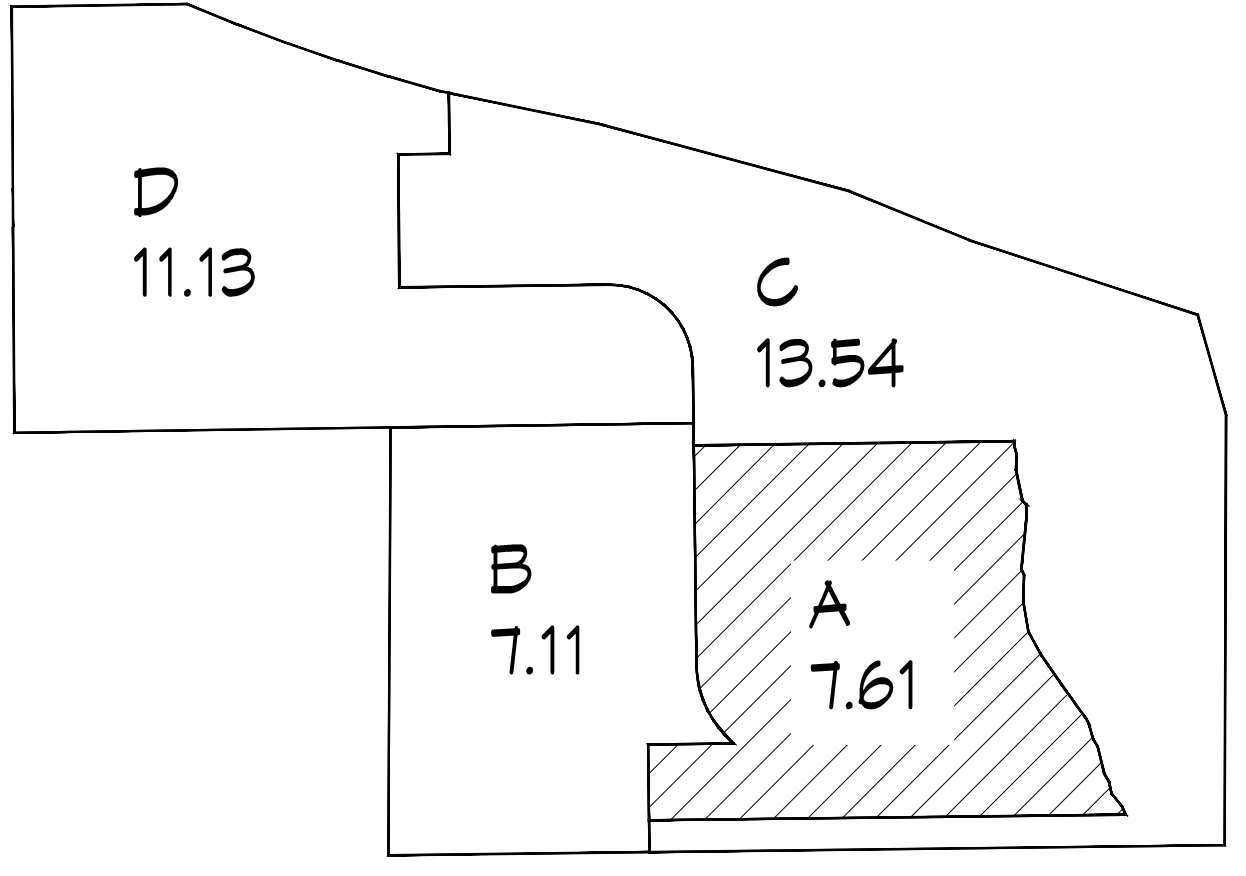
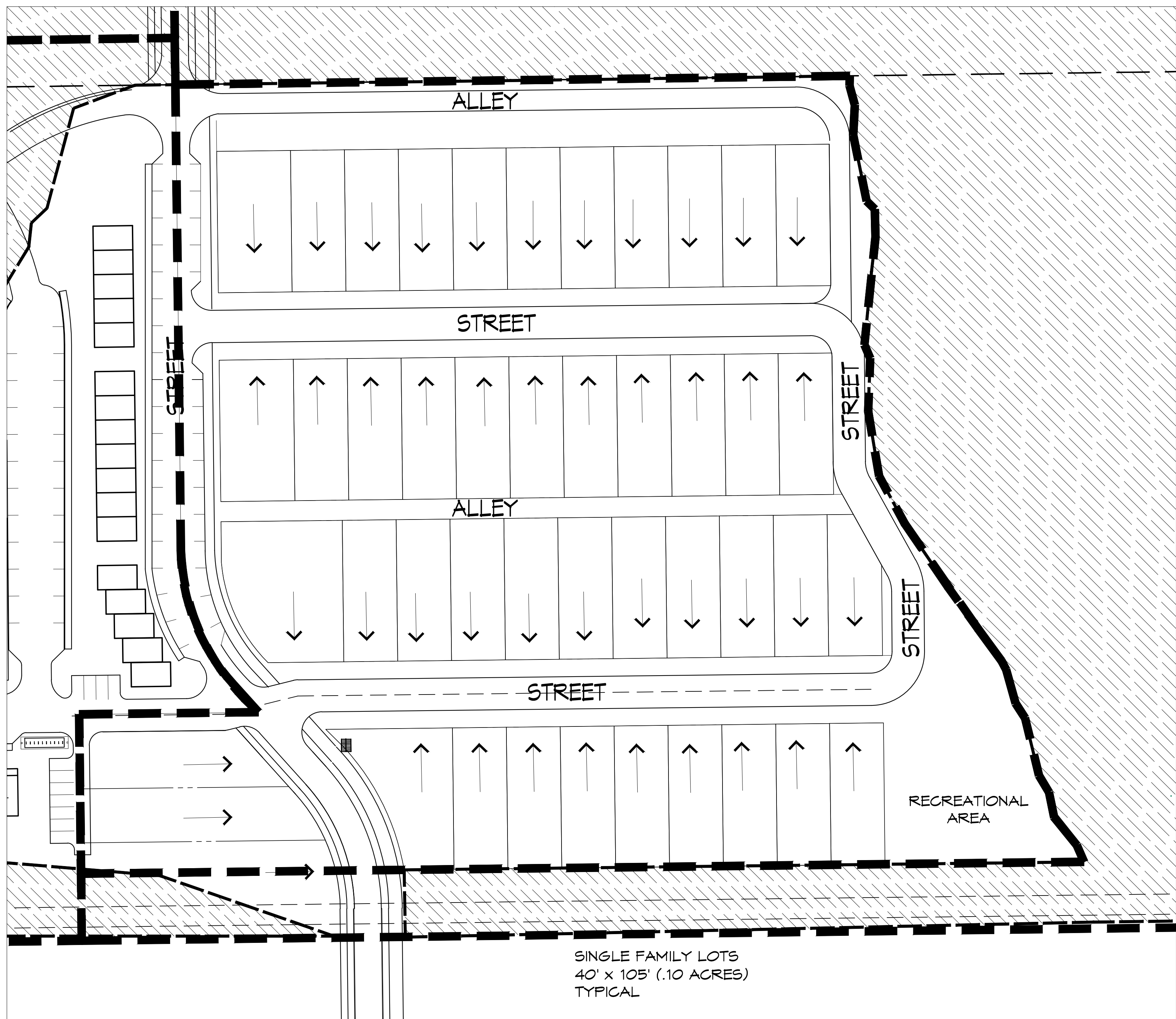
AREA B/C/D UNIT MIX -

1 BED	35	11.44%
2 BED	85	27.78%
3 BED	124	40.52%
4 BED	62	20.26%
TOTAL	306	100%

WEST 17TH STREET
BLOOMINGTON, INDIANA

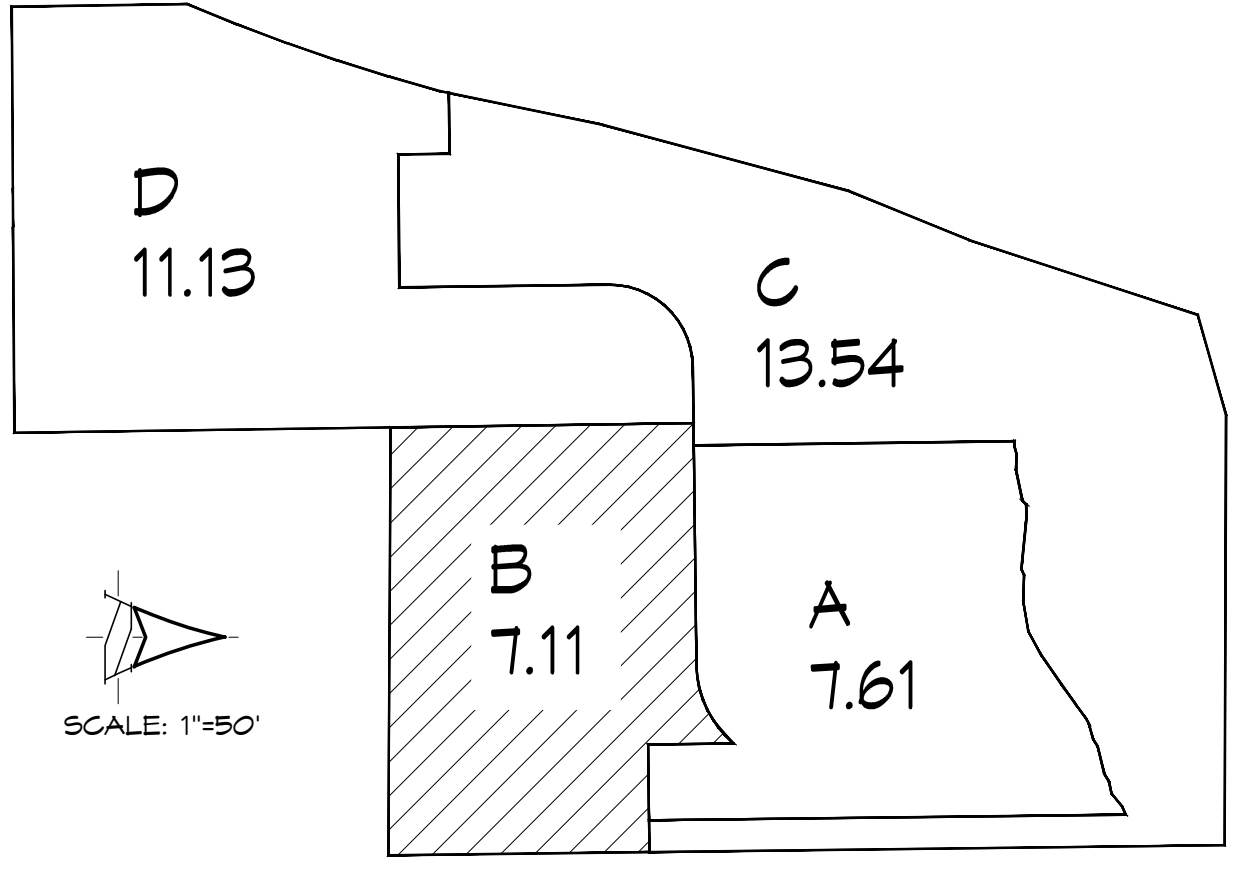
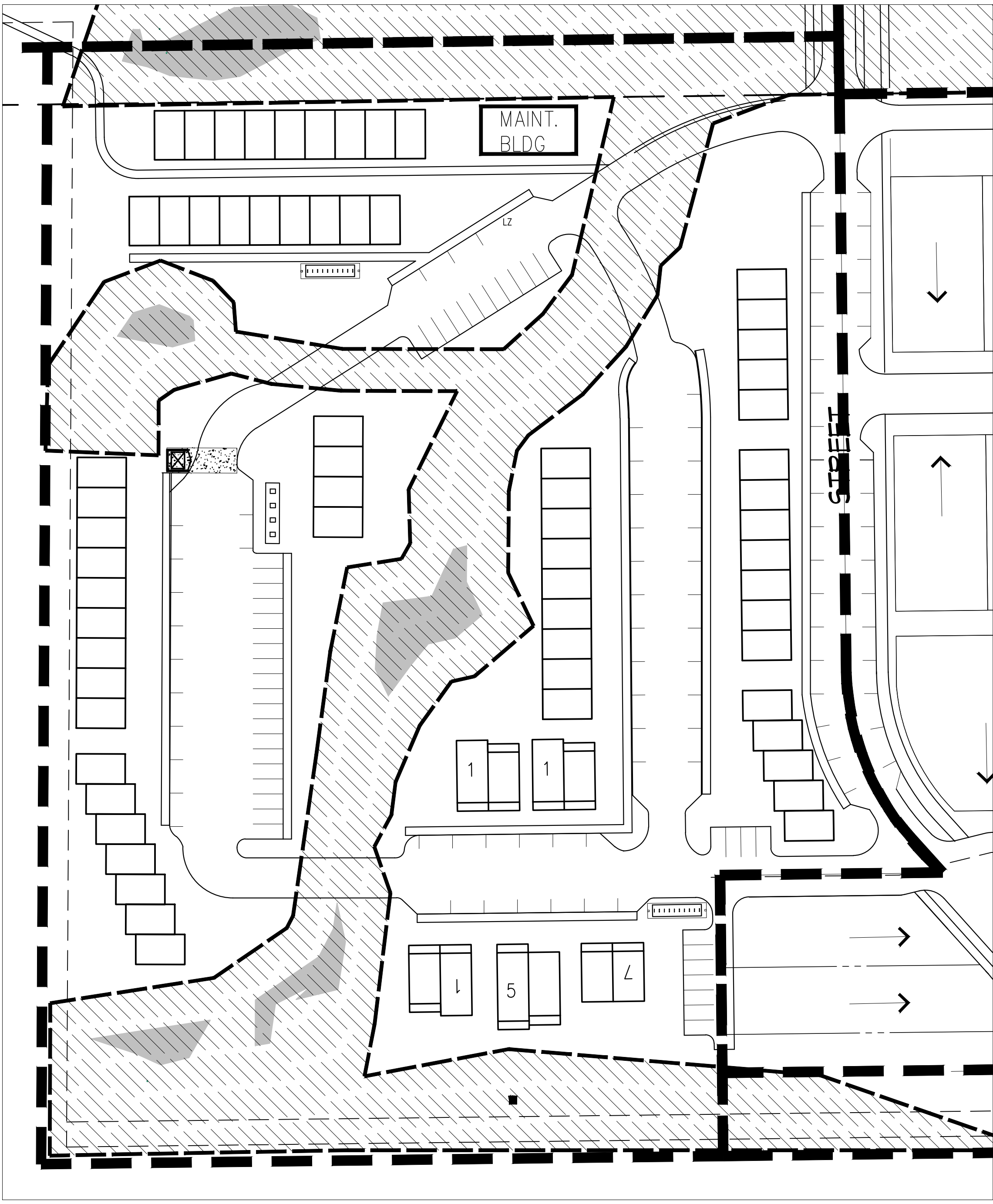
STUDIO M ARCHITECTURE AND PLANNING
PROJECT NUMBER - 19014
FEBRUARY 25, 2020

SITE AREAS

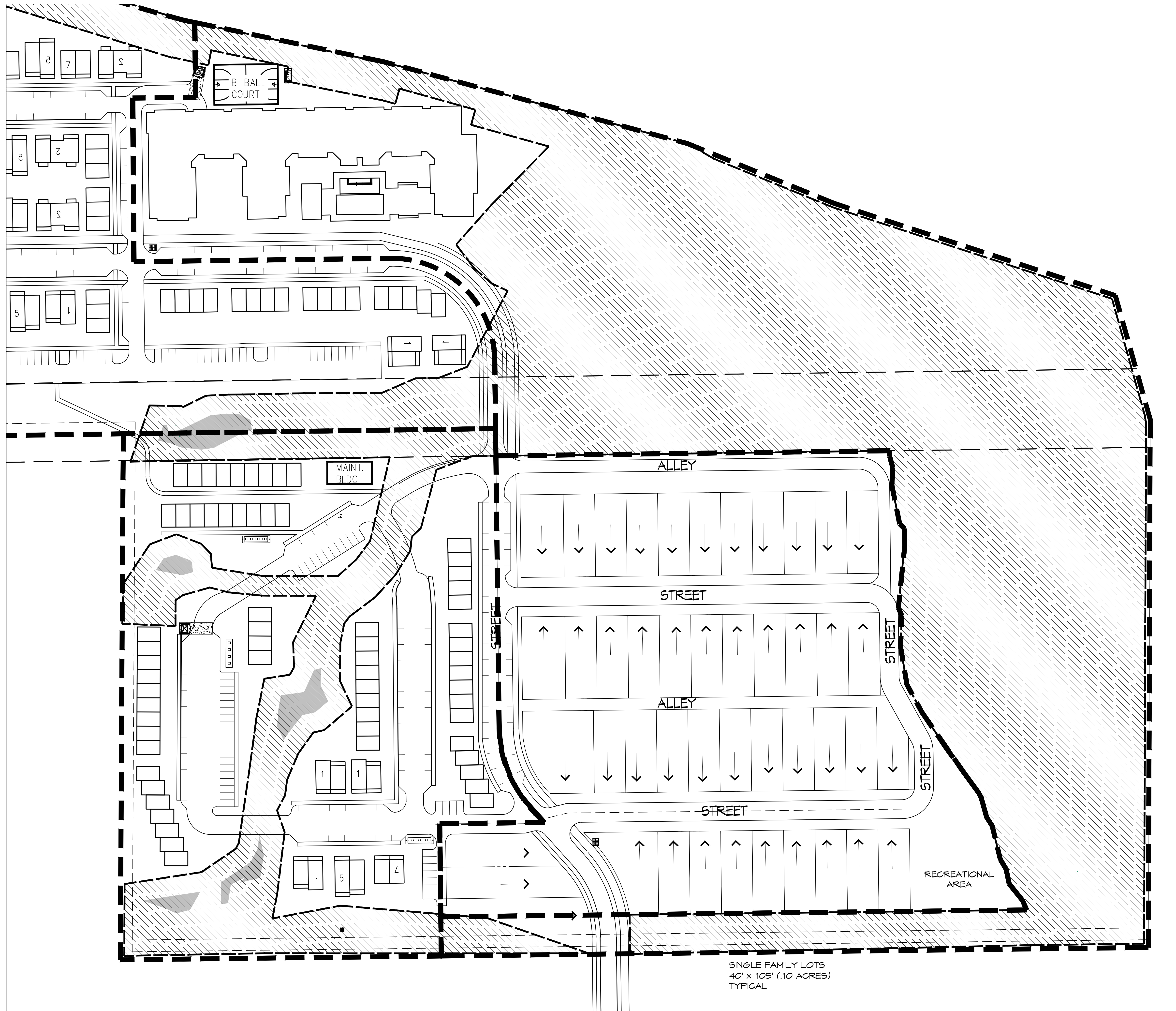


AREA A - SINGLE FAMILY
 (45) LOTS
 40'X105', .10 ACRE TYPICAL LOT
 (5.91) UNITS PER ACRE

SITE AREAS

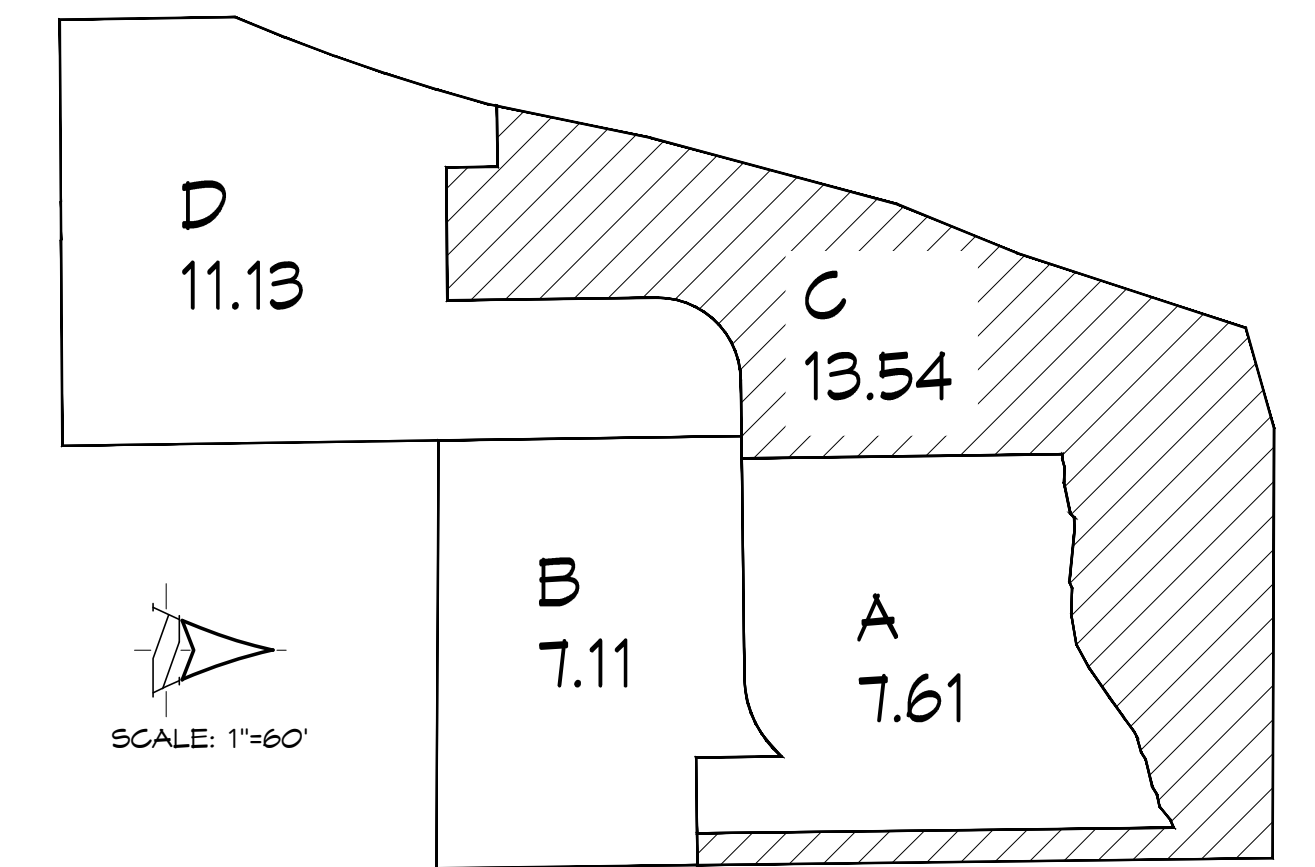


AREA B - TOWNHOUSES
(72.25) DUE UNITS
(10.16) DUE UNITS PER ACRE
(123) SURFACE PARKING SPACES



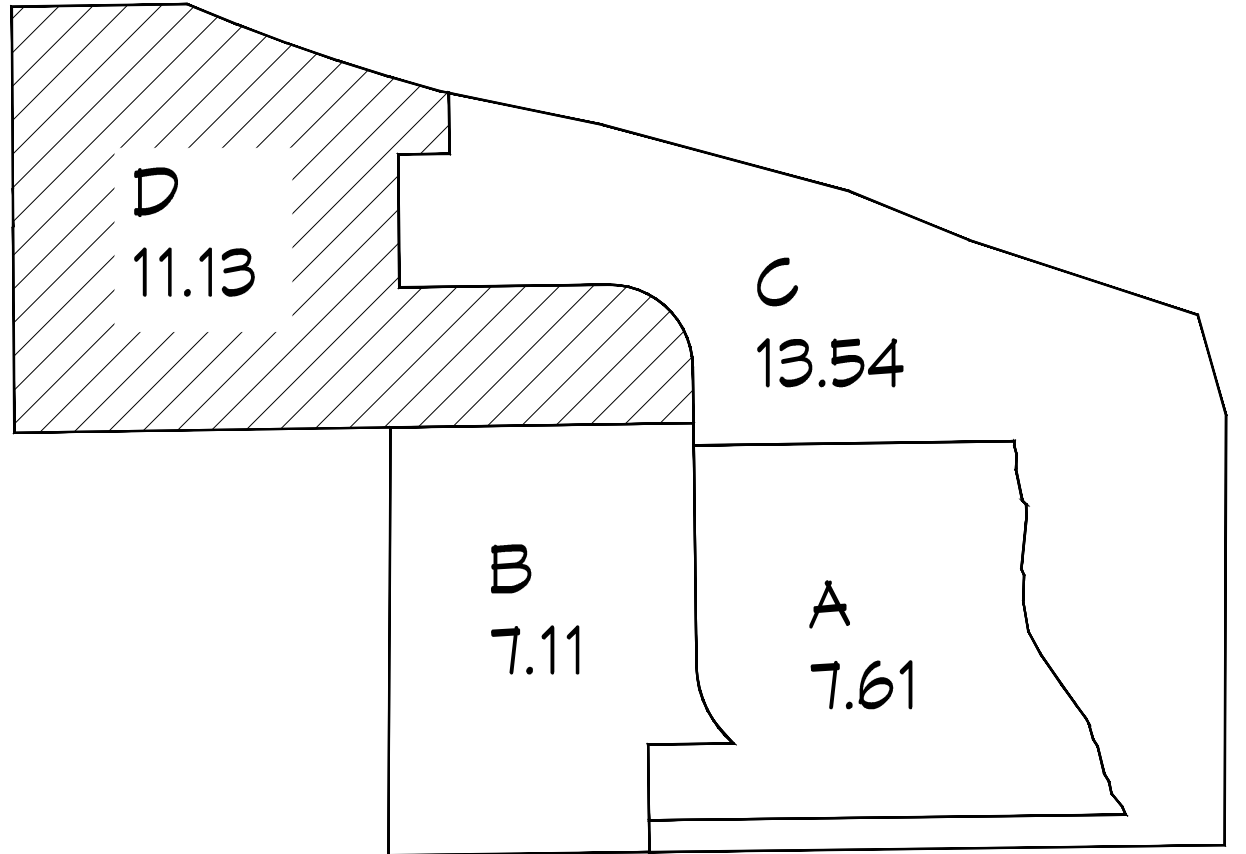
SINGLE FAMILY LOTS
40' x 105' (.10 ACRES)
TYPICAL

SITE AREAS

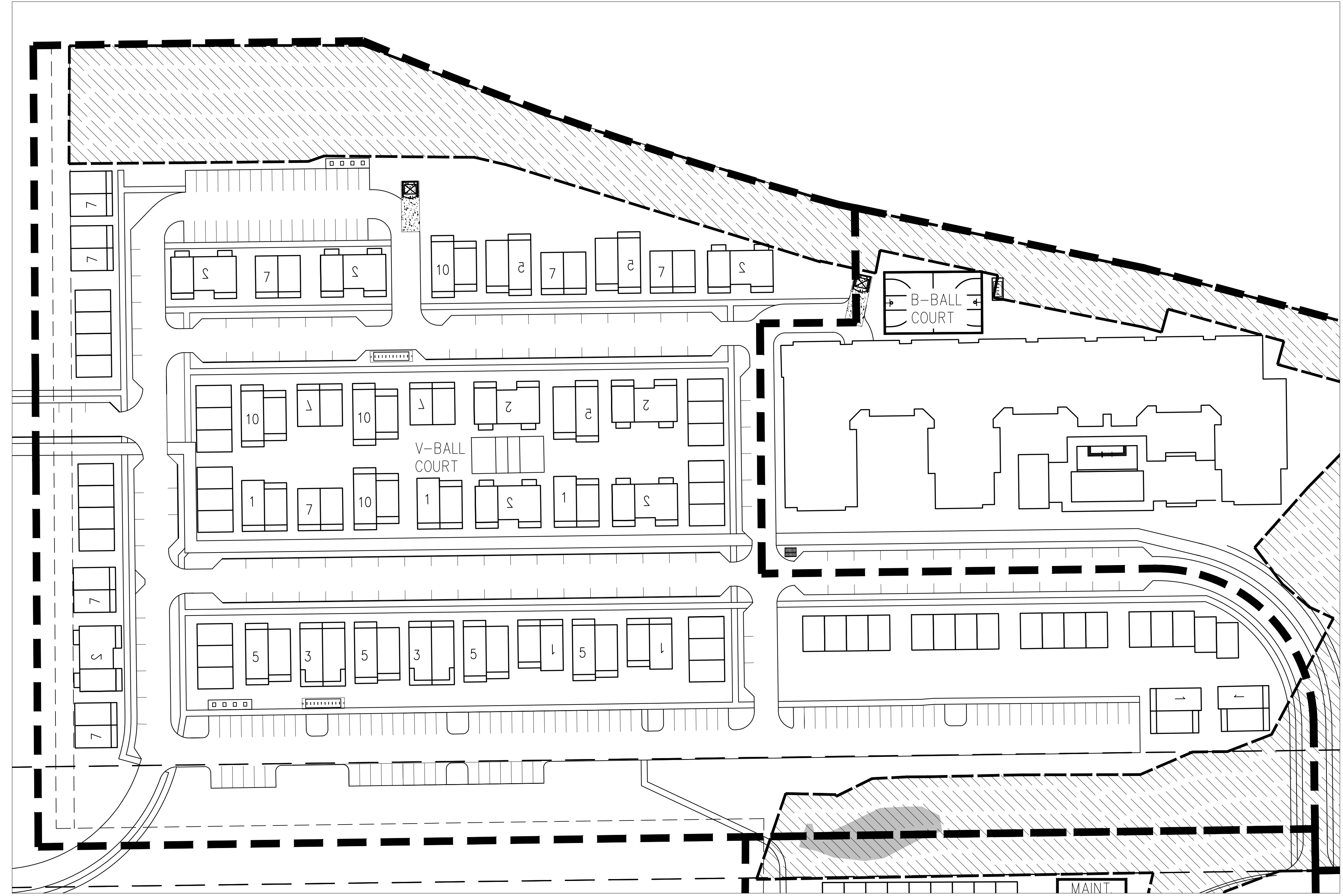


- AREA C - HIGHER DENSITY MULTIFAMILY
- (99.5) DUE UNITS
- (7.34) DUE UNITS PER ACRE
- (13) SURFACE PARKING SPACES
- (82) GARAGE PARKING SPACES

SITE AREAS



- AREA D - COTTAGES (DUPLEXES)
 (43) TOWNHOUSES
 (38) COTTAGES
 (139) DUE UNITS
 (12.48) DUE UNITS PER ACRE
 (240) SURFACE PARKING SPACES



DISTRICT ORDINANCE

W. 17th Street

A Planned Unit Development

Trinitas Development LLC

January 14, 2020



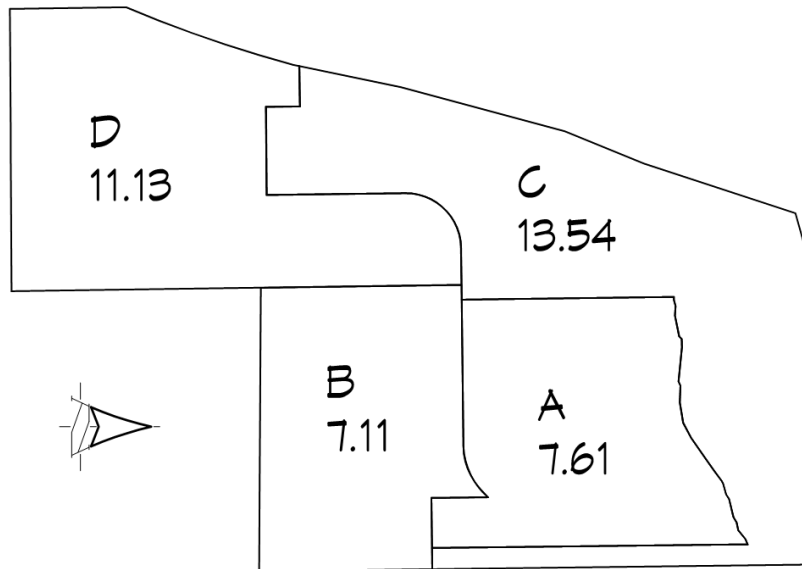
*images in document are representative, not final

W. 17th Street

Planned Unit Development

The W. 17th Street Project (the "Project") is a proposed development on the northwest side of Bloomington, just east of Interstate 69, north of 17th Street, west of Arlington Road and located within the Crescent Bend Neighborhood. This proposed residential development will include a mixture of residential units including apartments, townhomes, duplexes and single-family homes. The site consists of 39.29 acres of land with an overall proposed density of 9.85 units per acre. The plan includes approximately 14.62 acres of green space intended to protect existing environmental features. There is one planned entrance off Arlington Road and two points of access off 17th Street. Currently, the property is zoned PUD and Business Park. A portion of the property was a part of a now expired PUD that included an affordable housing development along 17th Street. This former PUD established one point of access off 17th Street. Another portion of the property is currently zoned Business Park and has been developed over several years with smaller commercial buildings along 17th Street. This provides a second point of access off 17th Street.

SITE AREAS



The proposed development incorporates new urbanist design principles and draws on the existing UDO and Comprehensive Plan to set standards for the development. The desire for complete streets, a variety of housing types, a modified gridded street pattern and meaningful open space have been major drivers for design of the Project. The site layout focuses on preserving existing environmental features such as trees and sloped areas and, most importantly, existing waterways. As environmental features were identified the design resulted in four (4) primary areas of development:

- A. Area A (Single-Family Lots) - The lots outlined in the northeastern portion of the site are purposefully designed with owner-occupied single-family homes in mind. Trinitas is proposing to convey 45 finished (buildable) lots to the City so that the City may decide how best to deliver homes that address Bloomington’s workforce housing needs. All infrastructure, including utilities, will be completed by Trinitas prior to conveyance of the lots to the City.
- B. Area B (Townhomes) - Townhomes are designated in the southeast section of the property. These townhomes will be for rent units located immediately south of the single-family area.
- C. Area C (4-story Multi-family and Amenity Building) - This area consists of one to two 4-story buildings that will feature for rent apartment units. This building(s) will also incorporate a Clubhouse featuring a business center, collaboration areas, fitness rooms, and provide other indoor and outdoor amenity space for residents. Another feature of this building(s) will be a small retail space thought to house coffee, tea and an assortment of snacks available to the public.
- D. Area D (Cottages) - Cottages, also referred to as duplexes, will be located in the southwest portion of the site and will be for rent units.

Trinitas anticipates completing the Project over a 24-month period once construction begins. The preliminary schedule shows Area C, Area D, along with the infrastructure and platting of Area A, and the connection to Arlington Road being completed as the first phase of construction.

Overall, Trinitas believes the Project will substantially improve the aesthetic and economic value of the area and add to the compact urban form within the urban service boundary of the City of Bloomington. The recently adopted Growth Policy Plan calls for neighborhood residential—qualifying densities ranging from 2-15 units per acre. The proposed density for the W. 17th Street Project is 9.85 units per acre on average across all areas of the development.

Overall Site Features

Project Data:

Gross Acreage – 39.29

Total Units (Areas B-D) - 387

Total Beds (Area B-D) – 825

1 Bedrooms – 109

2 Bedrooms – 326

3 Bedrooms – 210

4 Bedrooms - 180

Parking Spaces (Area B-D) – 458

Single-Family Lots (Area A) – 45

Land Use and Development Standards

The Project proposes four (4) areas of residential development as shown on the site plan in Exhibit A. Each of these areas has specific development standards identified from the Bloomington Unified Development Ordinance (UDO). When a standard is not specifically identified in this document, the referenced UDO District, is intended to govern.

Open Space and Environmental Conservation

The site plan incorporates 14.62 acres of undeveloped land. This land, accounting for 37% of the total site area, will remain as dedicated open space or within a Conservation Easement for the benefit of the City of Bloomington. The majority of this area is on the northern and northwestern portions of the site, however, there are undisturbed buffers that extend along the entire western boundary with “fingers” of undisturbed area in and through the central portion of the site.

A limited tree survey was completed focusing on a 50-foot wide strip within the proposed open space easement on the western property boundary. Based on results from this survey, a 30'-50' buffer to protect existing trees has been established along the majority of I-69 frontage.

Please note the existence of a 100-foot Duke Energy power easement located in the center of the site and traverses the entire property from north to south.

Access and Roadways

There will be two (2) entrances to the site located off W. 17th Street and one entrance accessible from/to Arlington Road. Information regarding the two (2) W. 17th Street access points is listed below.

W. 17th Street Eastern Access via N. Arlington Park Drive: A 50' roadway and utility easement was recorded with the Arlington Park (Glick Arlington Park LLC as owner), Phase I plat. This plat is recorded in plat cabinet C envelope 196 (see note 4). Trinitas is in discussions with Glick asking Glick to dedicate this Easement land to the City as public right-of-way.

W. 17th Street Western Access via 60-foot Roadway and Utility Easement: Parcel 1, Tract 1 of the Morris subdivision shows Morris owns a 60' wide strip of land from 17th street to the remainder of the property which has a Roadway and Utility Easement overlay. Since this Easement is to the benefit of the Morris tract, upon purchasing the land (Summer 2020) Trinitas will 1.) vacate the Easement, then 2.) dedicate this land to the City as public right-of-way via the platting process.

Roadways throughout the site are intended to be public where feasible and are designed to meet City standards. These roadways will be dedicated to the City at time of plat recordation.

A multi-use path is designed along the entire length of the main roadway running through the site connecting Arlington Road to W. 17th Street.

Transportation

Trinitas has received a proposal from Bloomington Transit (“BT”) to create a new bus route that would serve the proposed development. Trinitas intends to enter into an agreement with BT to provide bus transit

services for the Project In lieu of operating its own, private shuttle service for daily weekday transportation to and from various points within the City. Trinitas' residents will have the non-exclusive right to access and ride the service at no charge using a means of identification for free passage which shall be mutually agreed upon by BT and Trinitas.

The BT proposal for a new bus route includes a schedule to operate on a 40-minute frequency, Monday-Friday, on a year-round basis from approximately 7:00 am to 10:00 pm and will include multiple stops in the Downtown and IU Campus areas. Any agreement between Trinitas and BT is thought to include a 3-year base term for service. Additional terms are outlined in an email from Lew May to Jeff Kanable dated October 16, 2019 and is included in Exhibit B, Supportive Information. Final terms will be agreed upon approximately 12-months in advance of completion of the Project and are subject to approval by the BT Board of Directors and Trinitas Executive Committee.

Trinitas is planning to provide shuttle service for residents during the late evening, Monday through Friday (after 10 pm) and on weekends.

Pedestrian Access

The Project will be designed and built with the pedestrian in mind, encouraging residents to rely less heavily on personal automobiles. This is accomplished through a mix of well-connected multi-use paths and sidewalks throughout the site. A 10-foot multi-use path will run parallel to the main roadway from Arlington Road to W. 17th Street. Sidewalks allow pedestrians to easily walk throughout the site, to the bus stop, to the Clubhouse and amenity area or even to the recreational area and open spaces. Walking is just one (1) alternate transportation option residents of the Project will enjoy. Bicycle, scooter and other means of transportation also exist as a result of the interconnectivity of sidewalks and paths throughout the Project.

Trinitas explored the feasibility of adding a sidewalk along Arlington Road, however, Right-of-Way does not currently exist and topography and drainage ditches pose significant challenges to the implementation of this sidewalk. A sidewalk stub is currently provided should future Right-of-Way be established.

Occupancy

Occupancy shall be governed by

Occupancy for all other Areas shall be:

1. 1 and 2-bedroom unit occupancy is limited to 3 unrelated adult persons.
2. 3 and 4-bedroom unit occupancy is limited to 5 unrelated adult persons.

Parking requirements

Parking for the overall development, excluding the single-family lots in Area A, is .56 spaces on a per bedroom basis. A 15' parking setback for the perimeter of the overall PUD area is provided. A breakdown of parking is shown below:

Public parking spaces: 125

Surface parking spaces: 251

Garage spaces: 82

Bicycle parking shall be provided based on one space per four bedrooms. This parking will be dispersed throughout the Project.

Sustainability Initiatives

The following sustainability/green initiatives will be implemented in designated areas of the development.

1. The parking for units within Areas B-D shall have a minimum of 2% or 8 spaces that are plug-in ready for electrical vehicle charging stations. Trinitas is currently planning for 12 total spaces to be covered with solar arrays on the roof of those structures. The intent is for solar power to generate the electricity to the electric vehicle charging stations. There will be wayfinding signage directing residents of their location.
2. Designated areas accessible to waste haulers and building occupants for the collection and storage of recyclable materials have been positioned in three separate areas of the site and are noted on the site plan.
3. To reduce water usage on-site, we will eliminate all irrigation and utilize native plantings.
4. The use of natural light in the clubhouse will be incorporated into the design to reduce interior light pollution.
5. Lighting controls and occupancy sensors within designated areas of the clubhouse will be utilized to reduce energy consumption.
6. Energy efficiency will be realized through the installation of energy star appliances throughout all buildings.
7. Water usage will be controlled throughout the clubhouse utilizing low flow plumbing fixtures.
8. Stormwater treatment and detention throughout the site will incorporate bio-filtration strips at the edge of some parking areas for stormwater to sheet flow off and into these areas for immediate treatment.
9. Utilization of low volatile organic compounds will be utilized during construction of the clubhouse, including items such as: paint, adhesives, sealants, flooring and insulation.
10. The development will purchase a minimum of 10% regional building materials (by cost) that are sourced and manufactured within 500 miles of the site.
11. The 4-story Multi-Family and Amenity Building will comply with Energy Standard for Buildings ASHRAE 90.1-2007.
12. The building envelope for the clubhouse will incorporate the following:
 - Window = 0.40 U Factor non-metal, 0.50 U Factor metal, 0.40 SHGC
 - Roof insulation value = R20
 - Wall Insulation value = R13 wood framed wall
13. Each ventilation system in the clubhouse that supplies outdoor air to occupied spaces will have particle filters or air cleaning devices that have a minimum efficiency reporting value (MERV) of 13 or higher, in accordance with ASHRAE Standards 52.2-2007.
14. Smoking will be prohibited in all public areas within the community during all times including but not limited to the clubhouse, fitness areas, pool area, courtyard area, and sports courts.
15. Trinitas will participate in consulting program offered by Duke Energy to identify efficiencies in design to maximize energy savings for four story building in Area C.
16. On site recycling.
17. Invasive species will be removed from conservancy areas.

18. High quality woods on the northern portion of the property will be protected in a conservancy easement, as well as, a 30'-50' easement along the majority of I-69 frontage.
19. Trinitas continues to explore the feasibility of implementing solar to portions of the 4-story building roof deck.

Services (including mechanical, utility and trash services)

Utility services boxes, telecommunication devices, cables, vents, flues, chillers, fans, trash receptacles, dumpsters and service bays located on private property shall be screened from view from the public street. No dumpsters will be located within the front setback area of any public street.

Sign Standards

One freestanding sign is proposed near one of the two entrances on 17th Street and one freestanding sign is proposed near the entrance on Arlington Road. Each of these signs has a maximum square footage of 36 square feet per side and a maximum height of six feet.

For the multifamily building in Area C, 200 total square feet of permanent wall signage is proposed.

Site Drainage Standards

All drainage standards shall be in accordance with the City of Bloomington Utility standards and engineering practices however, the following design considerations may be incorporated into the entire Project site for the BMP plan including stormwater retention/detention and stormwater quality:

1. The drainage area (contributing or effective) of the entire Project site is allowed to be served by one post-construction BMP or can be split into many throughout the site.
2. The maximum treatable ponding depth for stormwater quality areas may be up to 4 feet.

Architecture

Proposed structures are intended to reflect a contemporary residential development. Each of the areas as defined herein are intended to have flexibility and predictability in product type while also consisting of an overall theme that weaves together each of the Areas A-D. Representative images can be found within this document. More specific detail pertaining to each Area A-D can also be found within this document.

Structures in Areas A, B and D are intended to be one to three stories in height with front porches and rear patios. Area C proposes a four-story apartment building(s) over a parking garage. Exterior construction across each of the Areas will include high quality siding with some additional architectural accents such as shake and/or board and batten in addition to residential windows and doors.

The Project will follow the anti-monotony standards as specified herein. The community will be adequately landscaped with native plantings and buffer yard landscaping. Planting emphasis will be placed on the east and west property lines. Each dwelling unit shall feature landscaping which will consist of native plantings, shrubbery and perennials. Final landscape plans will be provided with each final Area plan and will be consistent with the UDO as adopted on the date the preliminary plan is approved.

Lot Standards and Uses

Area	Description	Acreage	Units	DUE
A	Single-family lots	7.61	45	N/A
B	Townhomes	7.11	162	92.75
C	Multi-family apartments	13.54	113	105.5
D	Duplexes or townhomes	11.13	112	108.5
Total		39.29	387	328.5

Anti-monotony Code

The following variations will be used to break up the monotony in the design such that no two structures sitting side by side are identical in at least 2 aspects as listed below at the time of building permit. Examples of proposed colors and exterior materials are found within the body of this document.

- A. Difference in roofline.
- B. Difference in overall building footprint.
- C. Difference in building color.
- D. Difference in exterior materials.
- E. Setback

Easements

Easements shall be per UDO standards.



Area A

Area A is a single family residential platted lot subdivision designed to the standards of the Residential Urban (R4) District of the Unified Development Ordinance of the City of Bloomington. This area is approximately 7.61 acres and is intended to include approximately 45 single family lots, which can be developed and owned individually. Specific standards with respect to lot size, lot coverage and elements of design (building materials and setbacks) are those of the R4 District unless specified below. The finished lots in Area A are intended to be conveyed to the City of Bloomington for the purposes of providing workforce housing. Allowable uses in this area include single family, attached single family, and plexes.

Impervious Surface Coverage: 3.04 acres (40%)

**permeable pavers may be used toward meeting impervious surface coverage requirements*

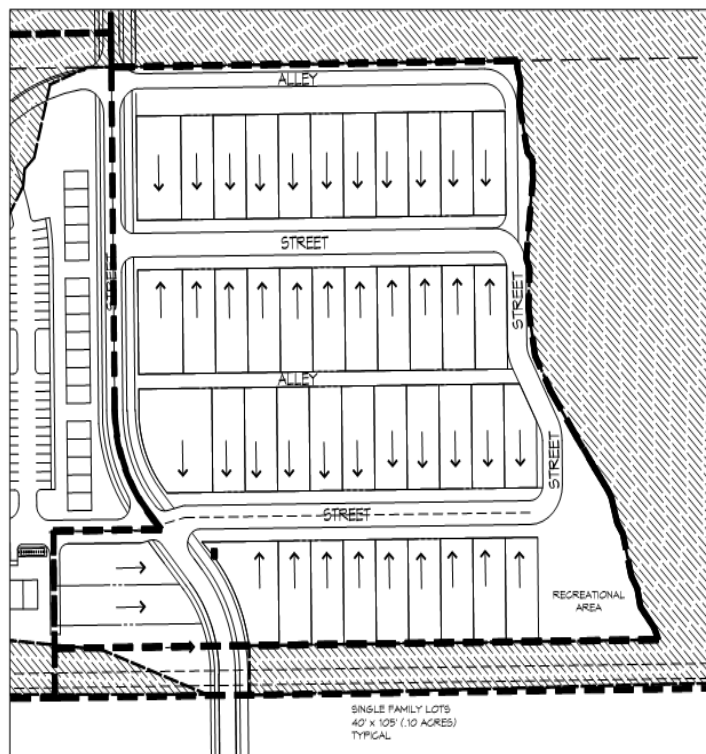
Setbacks from outer property lines: 15'

Individual Lot Setbacks:

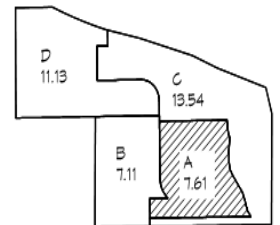
Front yard – 10'

Side yard – 5'

Rear yard – 5'



SITE AREAS



AREA A - SINGLE FAMILY
(45) LOTS
40'X105', .10 ACRE TYPICAL LOT
(5.91) UNITS PER ACRE

Area B

Area B is a townhome residential area. This area could be single family lots, paired homes, townhomes, zero lot line homes or condominiums as set forth in the standards of the Residential Multifamily (RM) of the Unified Development Ordinance. This area is approximately 7.11 acres and is intended to include approximately 162 townhome dwelling units, which could be individually owned in the future, but are currently planned as rental units. Specific standards with respect to lot size, lot coverage and elements of design (building materials and setbacks) are those of the RM District unless specified below.

Impervious Surface Coverage: 2.63 acres (40%)

**permeable pavers may be used toward meeting impervious surface coverage requirements*

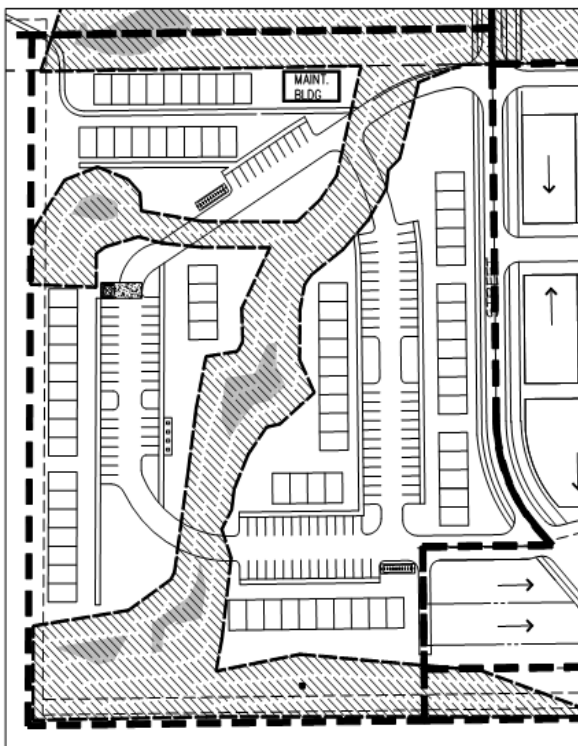
Density: 162 units, 22.78/acre

Setback from outer property line – 15'

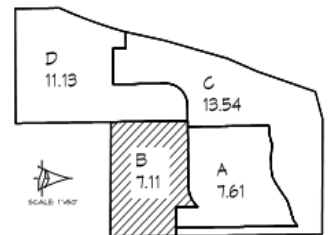
Permitted Uses – Single family detached, single family attached, rowhouses, townhomes (no more than 16 units in a building)

Building Materials: Fiber cement horizontal lap siding, fiber cement vertical board and batten, asphalt roof shingles, vinyl windows, limestone, brick, or masonry

**Dwelling Unit Equivalentents are calculated using the following breakdown: 4 bedroom unit (1.5 units), 3 bedroom unit (1.0 unit), 2 bedroom unit with <950 sq ft (.66 of a unit), 1 bedroom unit with <700 sq ft (.25 of a unit)*



SITE AREAS



AREA B - TOWNHOUSES
 (92.75) DUE UNITS, (255) BEDS
 (13.05) DUE UNITS PER ACRE
 (123) SURFACE PARKING SPACES

AREA B UNIT MIX -

1 BED	70	43.2%
2 BED	70	43.2%
3 BED	16	9.9%
4 BED	6	3.7%
TOTAL	162	100%

Area C

Area C is a multi-family residential area which could include limited commercial on the first floor. This area can be apartment or condominiums as set forth in the standards for Residential High-Density (RH) District of the Unified Development Ordinance. Allowable use will include up to 113 dwelling units and up to 1,700 square feet of commercial space allowing for coffee/tea sales, food/snack sales and other retail sales. This Area will allow for up to 65-feet in building height. Other specific standards with respect to lot size, lot coverage and elements of design (building materials and setbacks) are those of the RH District unless specified below. This area is approximately 13.54 acres.

Impervious Surface Coverage: 1.56 acres (12%)

**permeable pavers may be used toward meeting impervious surface coverage requirements*

Density: 113 units, 8.35/acre

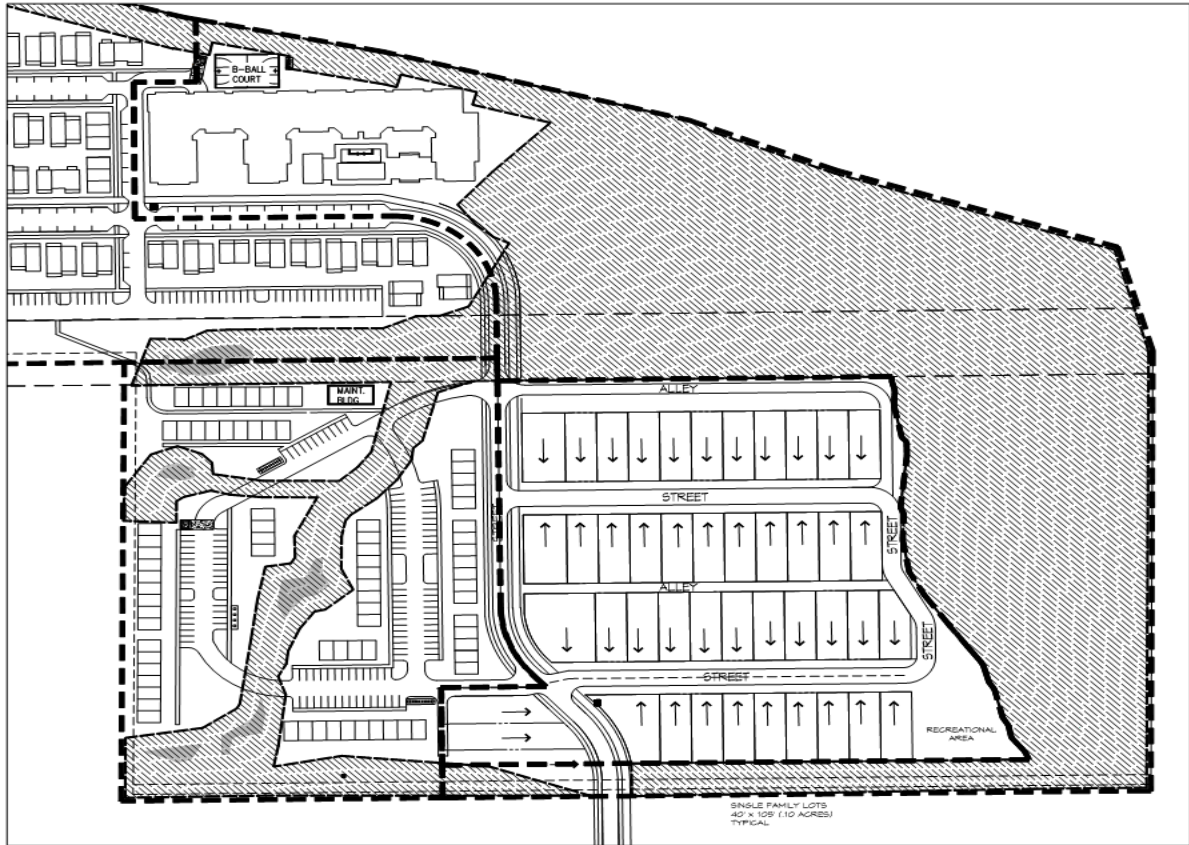
Setback from outer property line – 15'

Permitted Uses – Multifamily dwellings and the following commercial uses: antique sales, apparel and shoe sales, art gallery, artists studio, arts/craft/hobby store, barber/beauty shop, bicycle sales/service, bookstore, brewpub, business/professional office, community center, computer sales, convenience store (without gas), copy center, day care center, drugstore, fitness/training studio, florist, garden shop, gift shop/boutique, government office, grocery store/supermarket, hardware store, health spa, jewelry shop, library, medical clinic, museum, music/media sales, musical instrument sales, pet grooming, pet store, photography studio, police/fire/rescue station, recreation center, restaurant, restaurant (limited service), retail (low intensity), school, shoe repair, social services, sporting goods sales, veterinary clinic, video rental

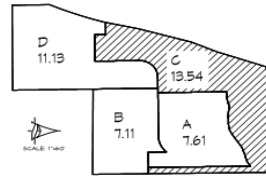
Building Materials: Fiber cement horizontal lap siding, fiber cement vertical board and batten, asphalt roof shingles, vinyl windows, limestone, brick, or masonry

**Dwelling Unit Equivalents are calculated using the following breakdown: 4 bedroom unit (1.5 units), 3 bedroom unit (1.0 unit), 2 bedroom unit with <950 sq ft (.66 of a unit), 1 bedroom unit with <700 sq ft (.25 of a unit)*

Area C Site Plan and Unit Breakdown included on next page.



SITE AREAS



AREA C - HIGHER DENSITY
MULTIFAMILY
(105.5) DUE UNITS, (261) BEDS
(7.74) DUE UNITS PER ACRE
(13) SURFACE PARKING SPACES
(82) GARAGE PARKING SPACES

AREA C UNIT MIX -

1 BED	12	10.6%
2 BED	51	50.4%
3 BED	41	36.3%
4 BED	3	2.7%
TOTAL	113	100%

Area D

Area D is a cottage or duplex residential area. This area could be apartments or condominiums (1-6 units per building) as set forth in the standards of the Residential Multifamily (RM) District of the Unified Development Ordinance of the City of Bloomington. This area is approximately 11.13 acres and is intended to include approximately 112 dwelling units which could be under single or individually ownership but are currently planned as rental units. Specific standards with respect to lot size, lot coverage and elements of design (building materials and setbacks) are those of the RM District unless specified below.

Impervious Surface Coverage: 5.44 acres (49%)

**permeable pavers may be used toward meeting impervious surface coverage requirements*

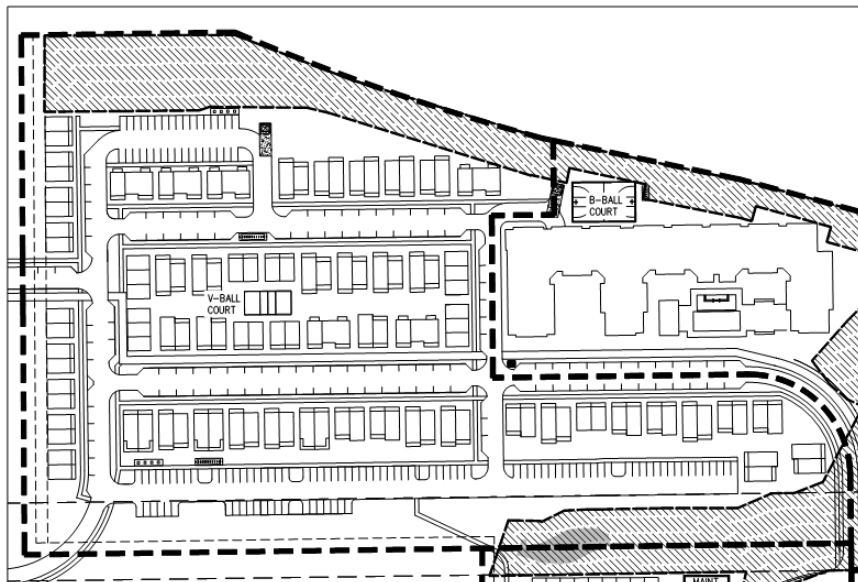
Density: 112 units, 10.06/acre

Setback from outer property line – 15'

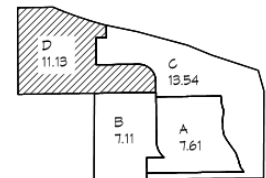
Permitted Uses – Single family attached dwelling

Building Materials: Fiber cement horizontal lap siding, fiber cement vertical board and batten, asphalt roof shingles, vinyl windows, limestone, brick, or masonry

**Dwelling Unit Equivalents are calculated using the following breakdown: 4 bedroom unit (1.5 units), 3 bedroom unit (1.0 unit), 2 bedroom unit with <950 sq ft (.66 of a unit), 1 bedroom unit with <700 sq ft (.25 of a unit)*



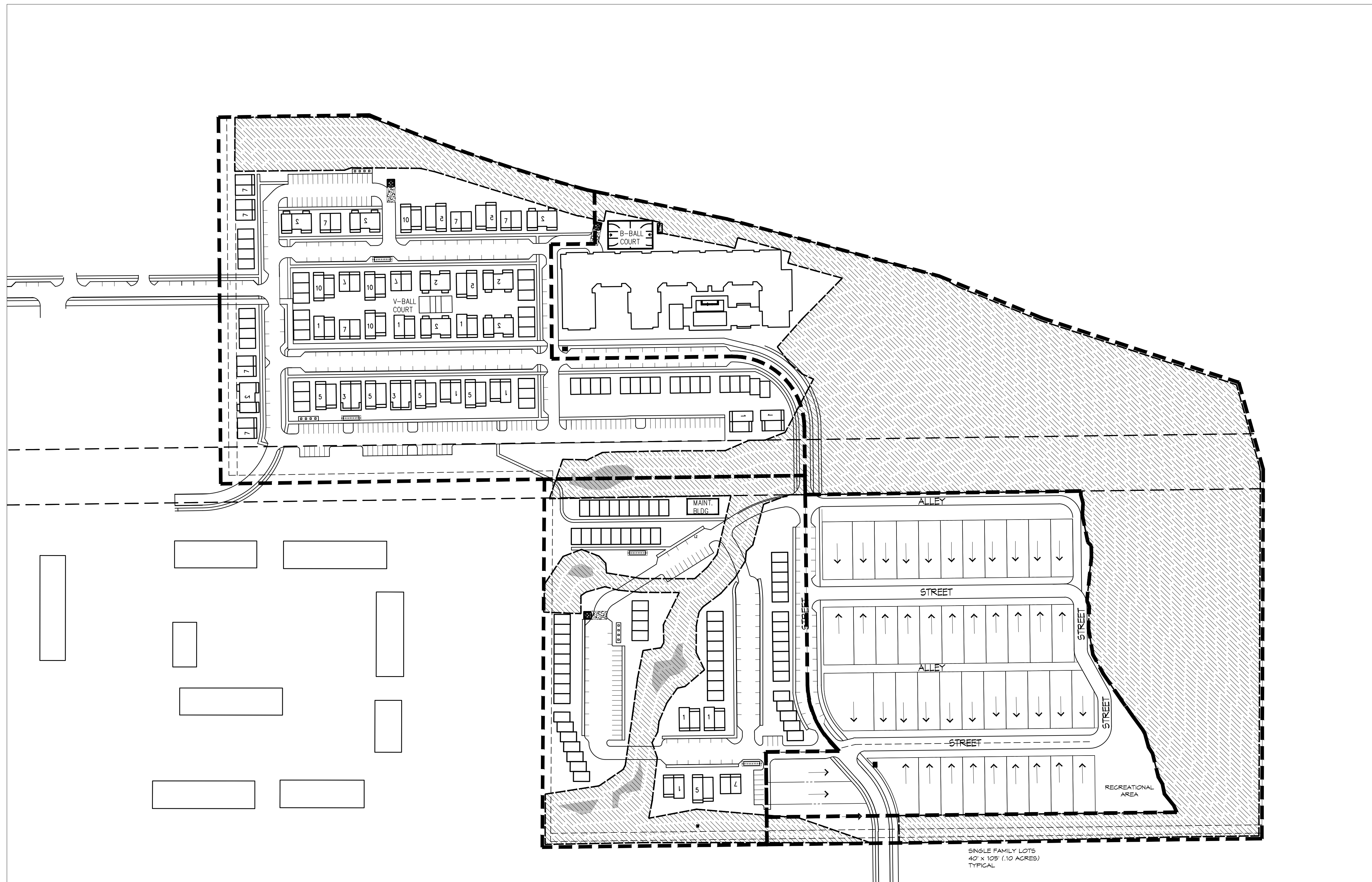
SITE AREAS



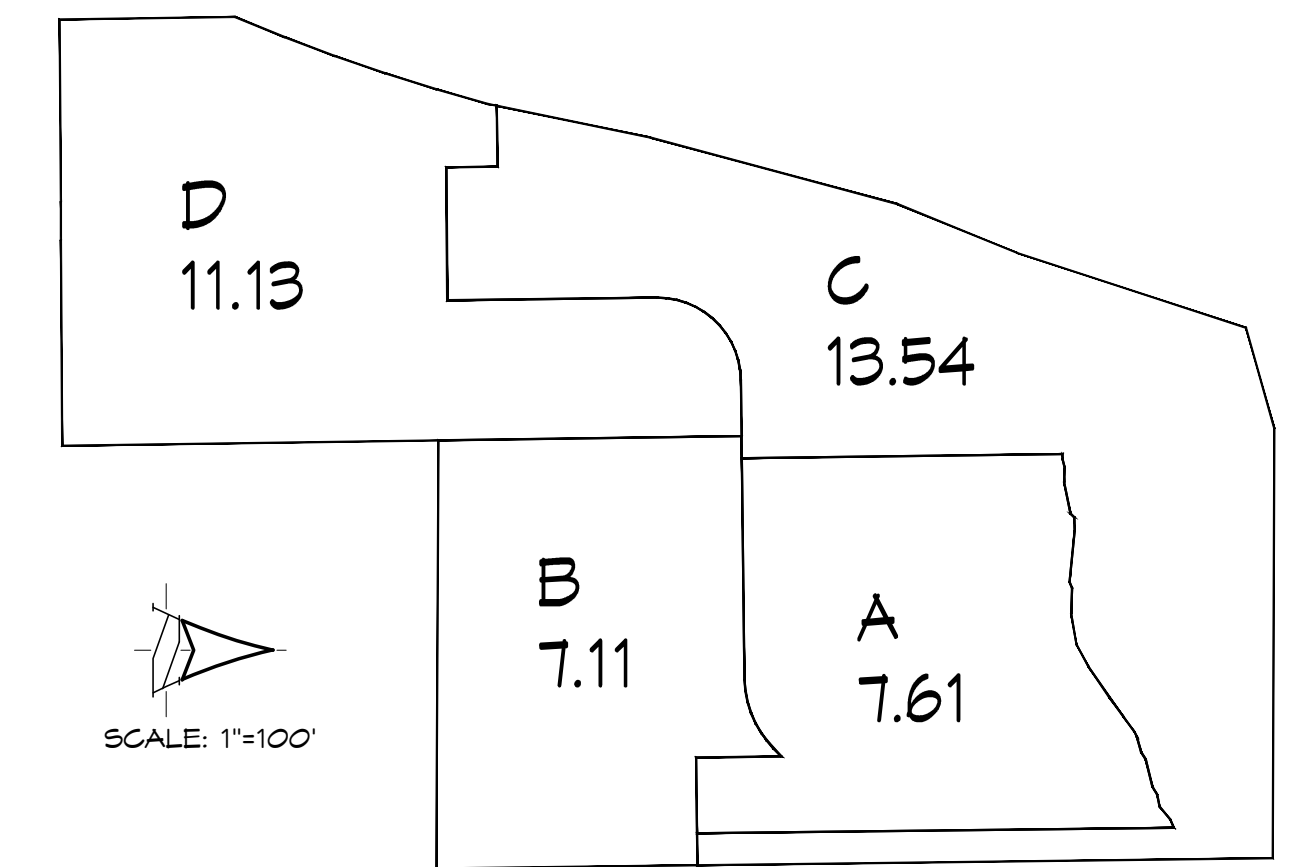
AREA D - COTTAGES (DUPLEXES)
 (12) TOWNHOUSES
 (106) COTTAGES
 (108.5) DUE UNITS, (309) BEDS
 (9.15) DUE UNITS PER ACRE
 (240) SURFACE PARKING SPACES

AREA D UNIT MIX -

1 BED	26	23.2%
2 BED	30	26.8%
3 BED	12	10.7%
4 BED	36	32.2%
TOTAL	112	100%

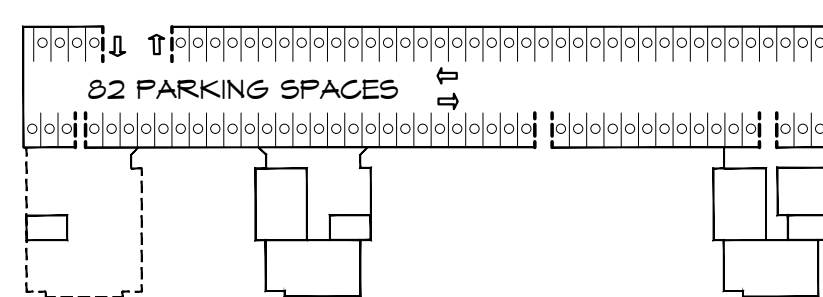


SITE AREAS

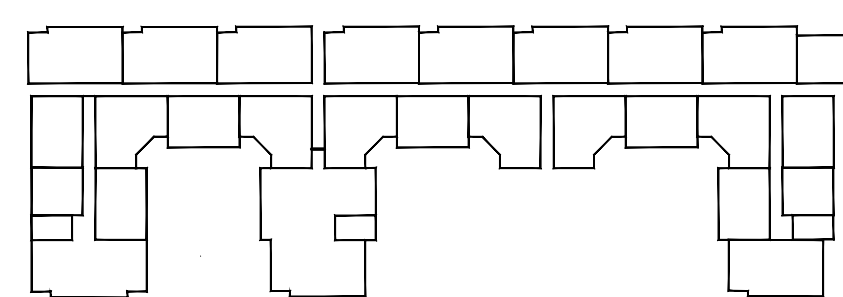


- AREA A - SINGLE FAMILY
(45) LOTS
40'X105', .10 ACRE TYPICAL LOT
(5.91) UNITS PER ACRE
- AREA B - (64) TOWNHOUSES
(5) COTTAGES
(72.25) DUE UNITS
(10.16) DUE UNITS PER ACRE
(123) SURFACE PARKING SPACES
- AREA C - HIGHER DENSITY
MULTIFAMILY (110 UNITS)
(99.5) DUE UNITS
(7.34) DUE UNITS PER ACRE
(13) SURFACE PARKING SPACES
(82) GARAGE PARKING SPACES
- AREA D - COTTAGES (DUPLEXES)
(43) TOWNHOUSES
(38) COTTAGES
(139) DUE UNITS
(12.48) DUE UNITS PER ACRE
(240) SURFACE PARKING SPACES

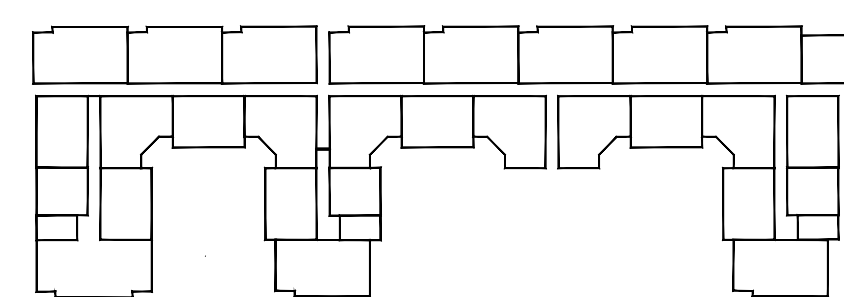
TOTAL - (310.8) DUE UNITS, (825) BEDS
 (45) SINGLE FAMILY LOTS
 PARKING - (458) SPACES PROVIDED



MULTISTORY BUILDING
PARKING LEVEL (LVL 0)



MULTISTORY BUILDING
CLUBHOUSE LEVEL (LVL 1)



MULTISTORY BUILDING
TYPICAL UPPER LEVEL (LVLS 2-4)

PROJECT BREAKDOWN

COTTAGES -	88.5 UNITS (28.5%)
TOWNHOMES -	122.75 UNITS (39.5%)
HIGHER DENSITY -	99.5 UNITS (32%)
TOTAL APARTMENTS -	310.8 DUE UNITS (100%)

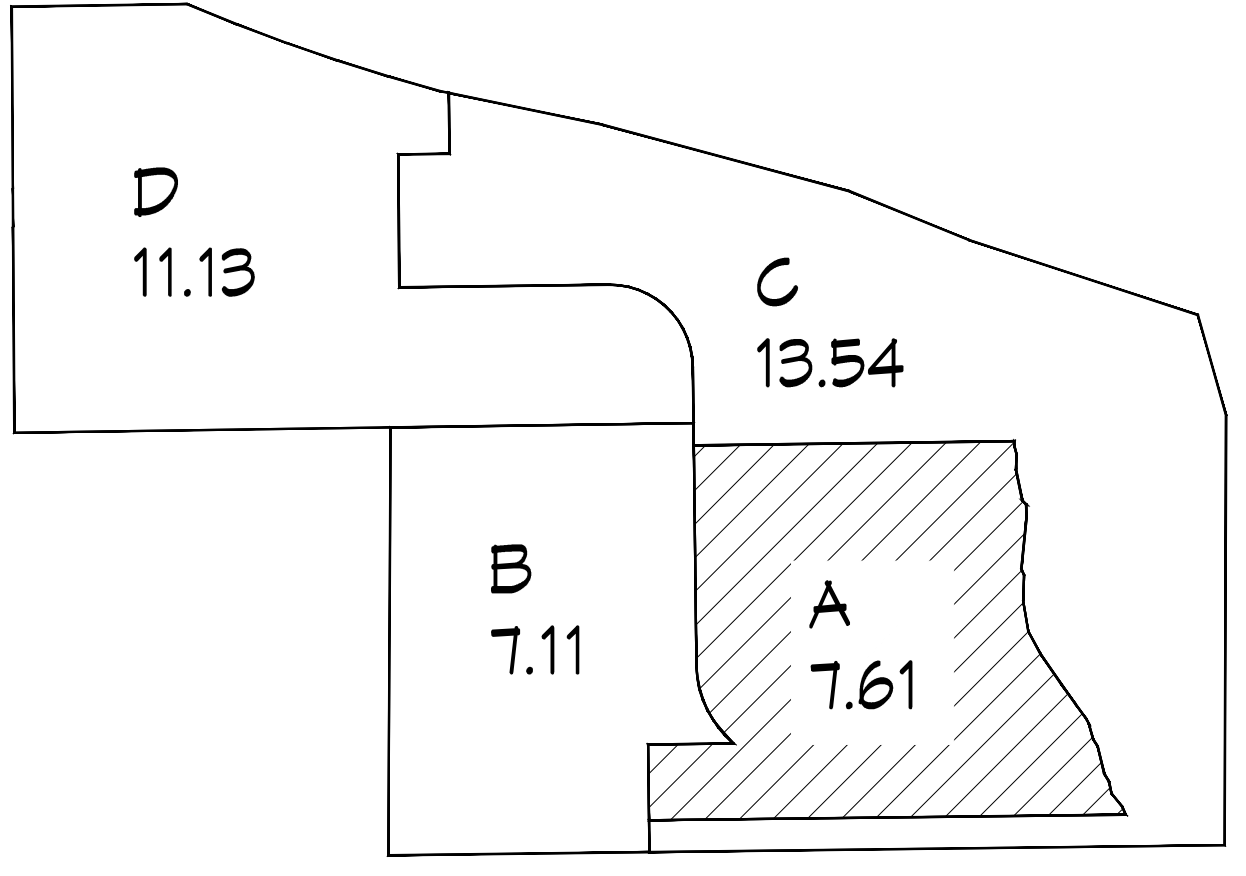
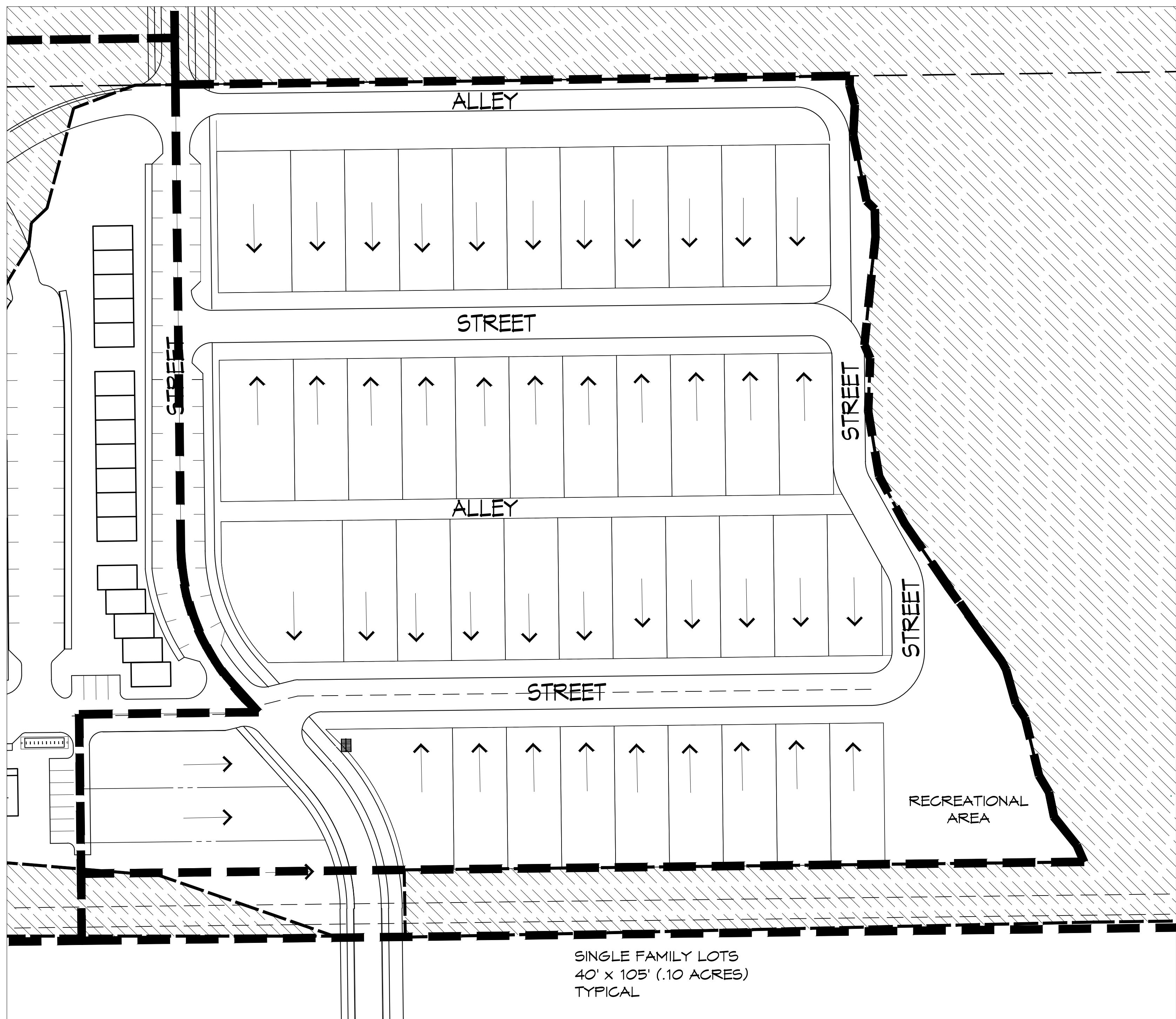
AREA B/C/D UNIT MIX -

1 BED	35	11.44%
2 BED	85	27.78%
3 BED	124	40.52%
4 BED	62	20.26%
TOTAL	306	100%

WEST 17TH STREET
BLOOMINGTON, INDIANA

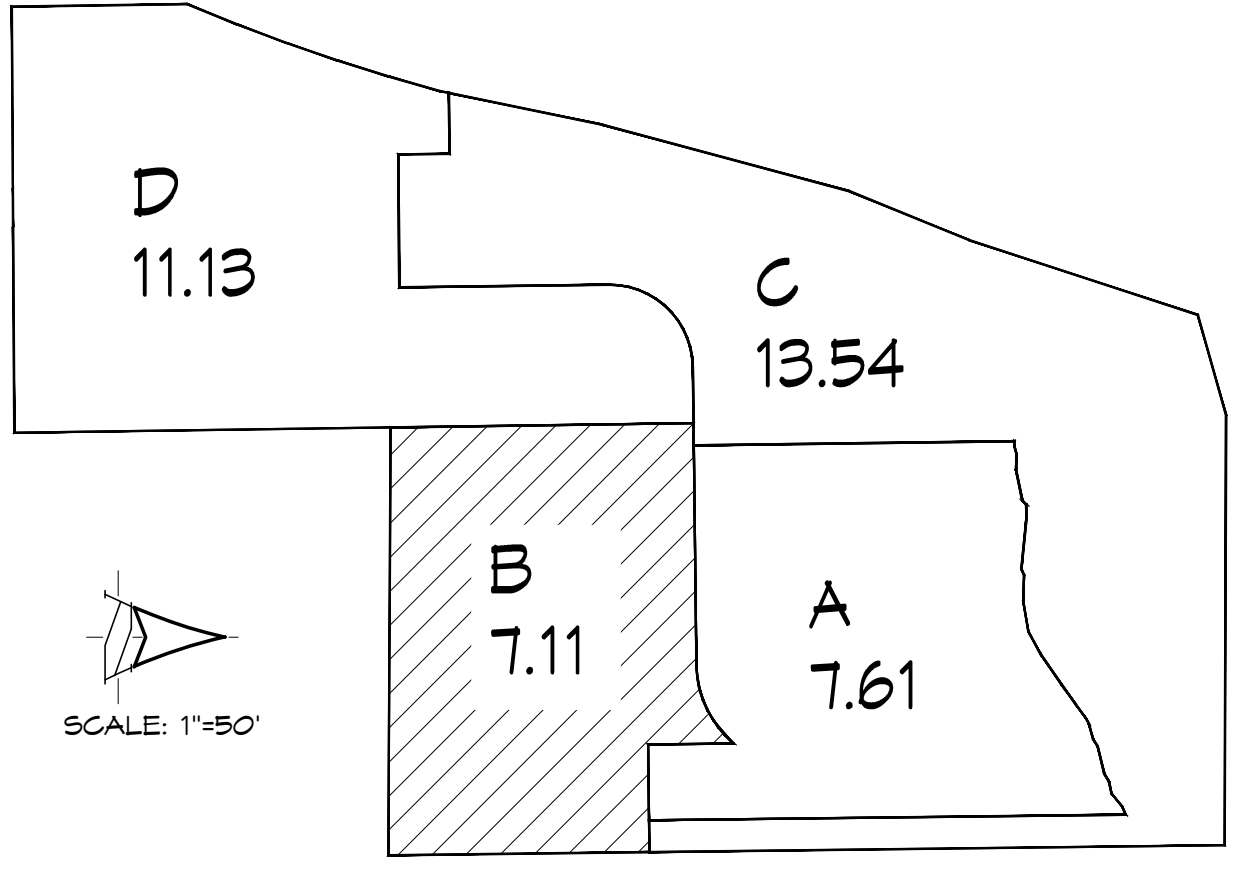
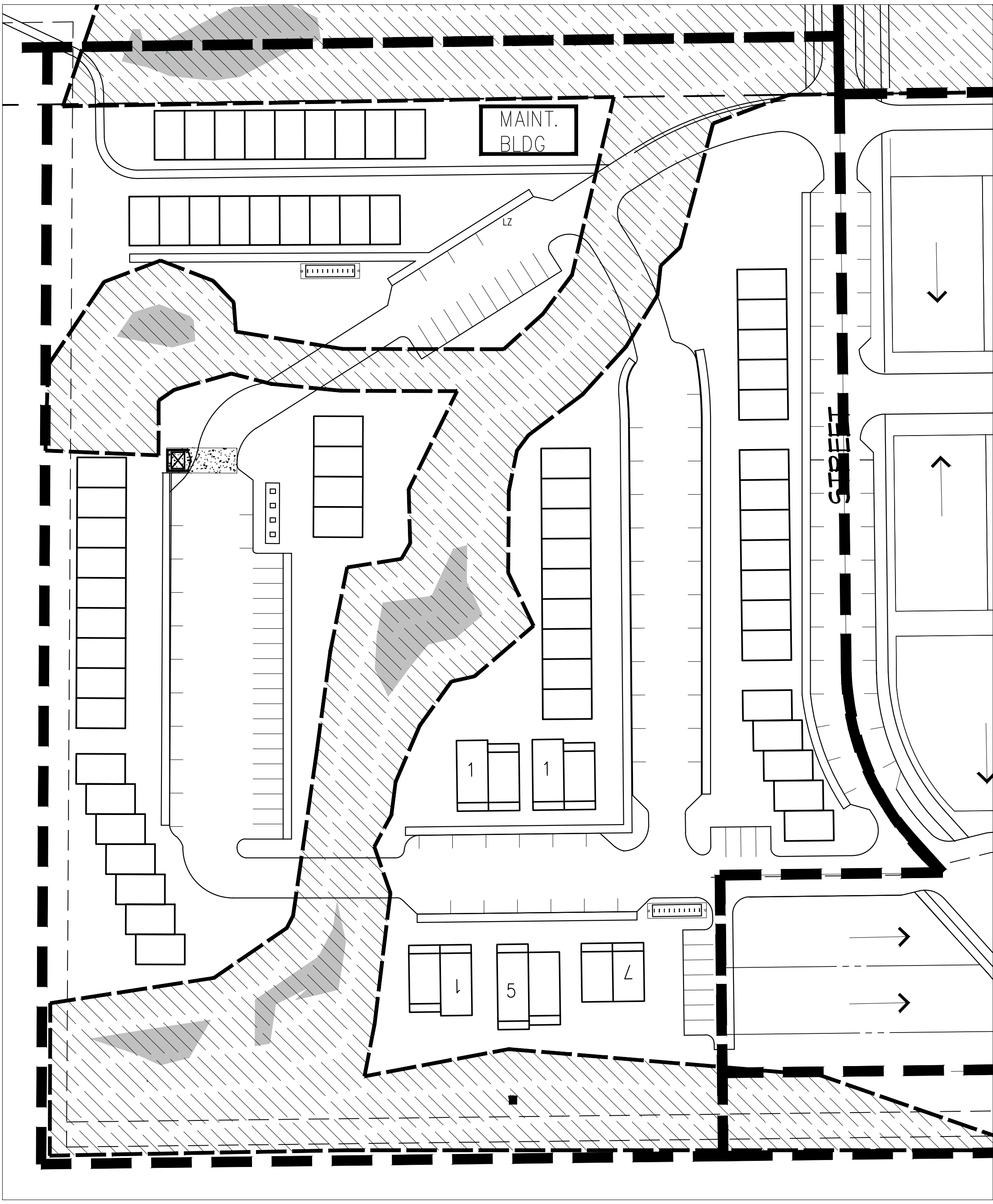
STUDIO M ARCHITECTURE AND PLANNING
PROJECT NUMBER - 19014
FEBRUARY 25, 2020

SITE AREAS

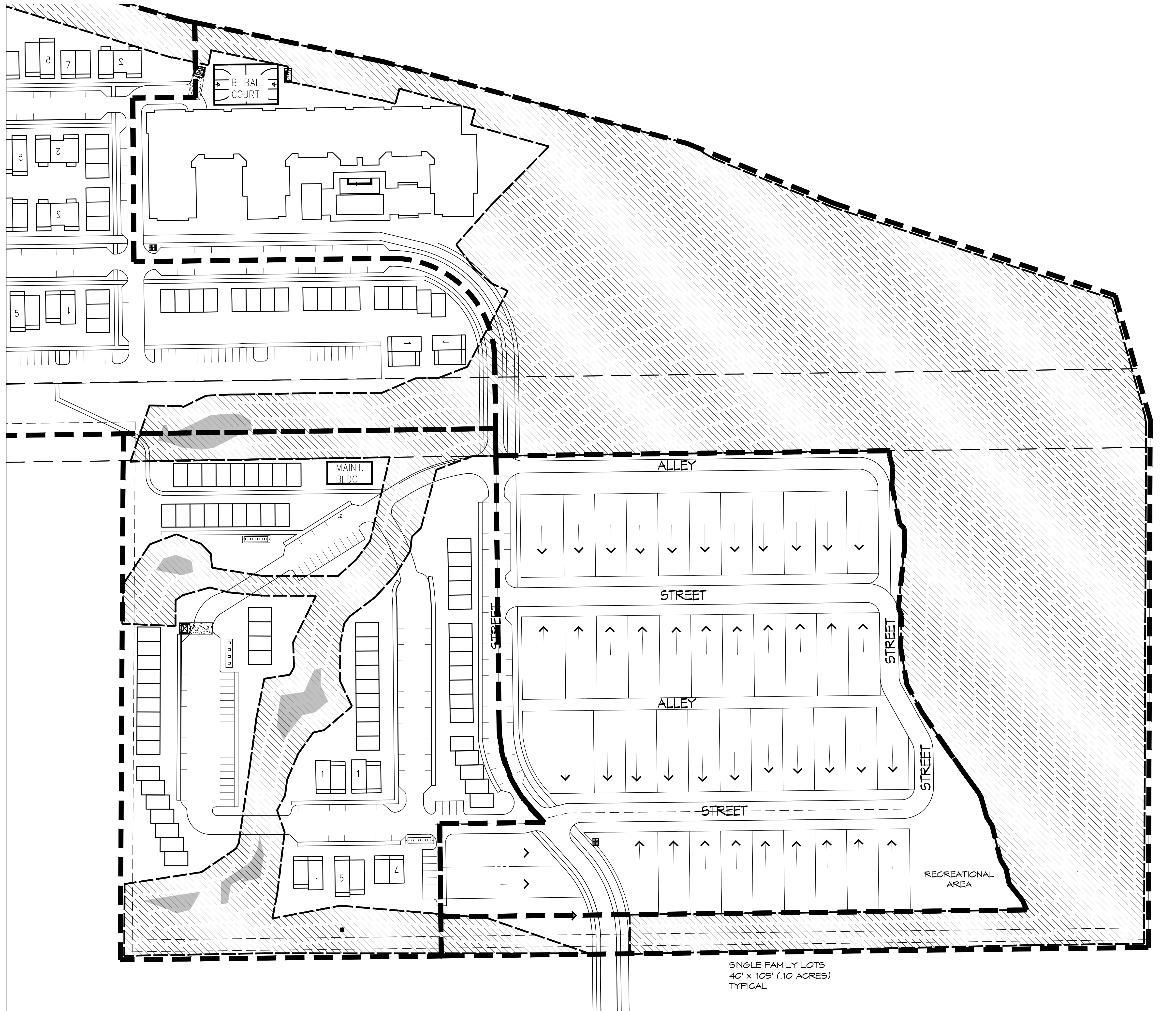


AREA A - SINGLE FAMILY
 (45) LOTS
 40'X105', .10 ACRE TYPICAL LOT
 (5.91) UNITS PER ACRE

SITE AREAS

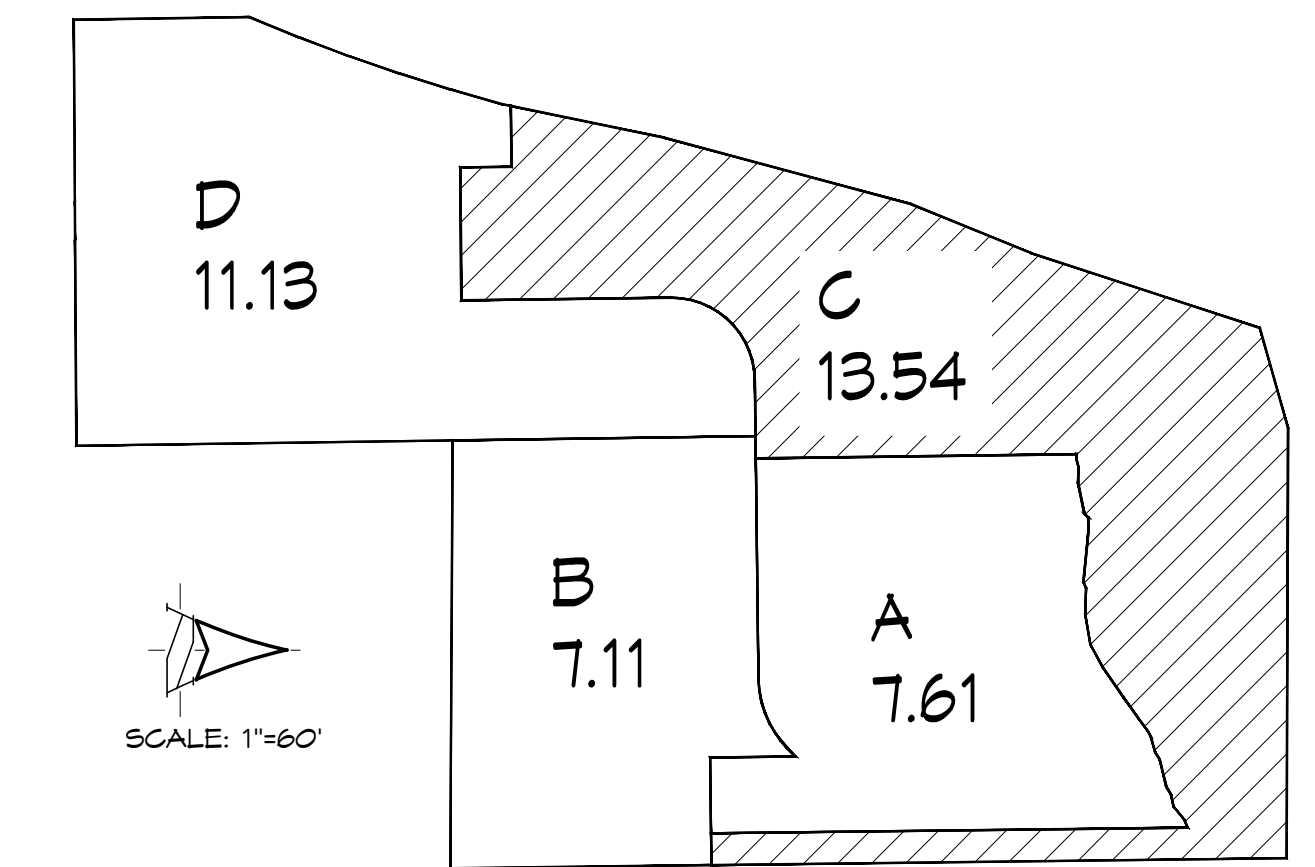


AREA B - TOWNHOUSES
 (72.25) DUE UNITS
 (10.16) DUE UNITS PER ACRE
 (123) SURFACE PARKING SPACES



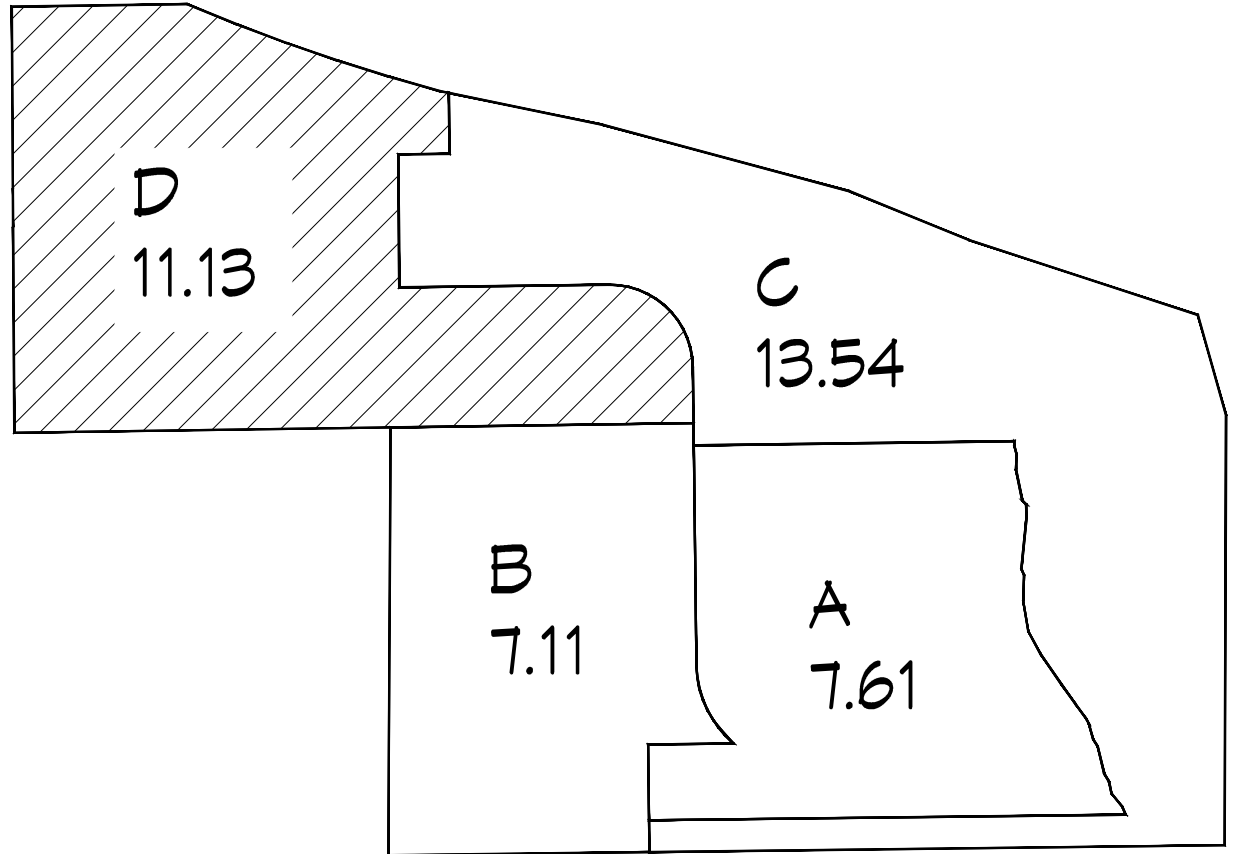
SINGLE FAMILY LOTS
40' x 105' (.10 ACRES)
TYPICAL

SITE AREAS

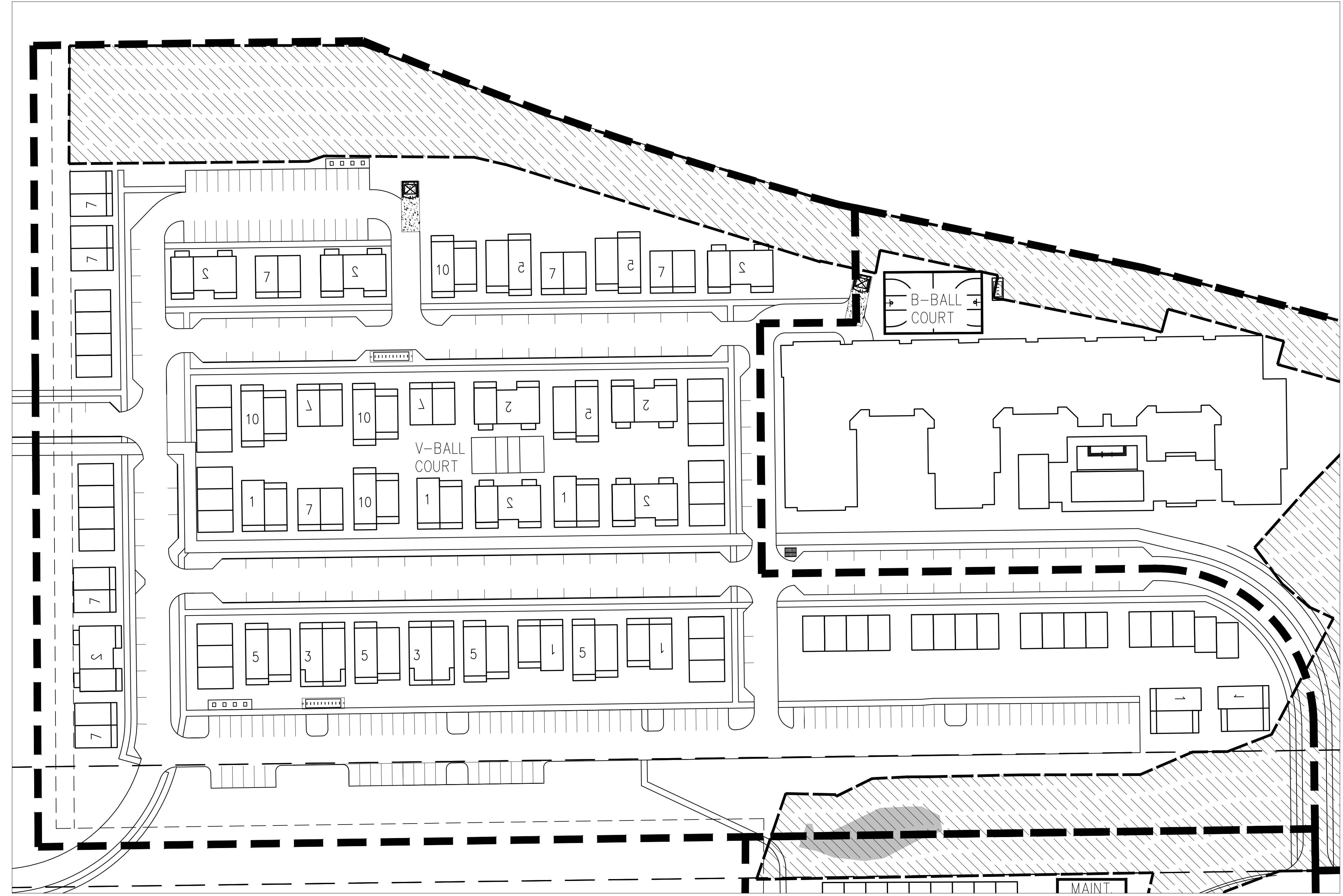


AREA C - HIGHER DENSITY
MULTIFAMILY
(99.5) DUE UNITS
(7.34) DUE UNITS PER ACRE
(13) SURFACE PARKING SPACES
(82) GARAGE PARKING SPACES

SITE AREAS



- AREA D - COTTAGES (DUPLEXES)
 (43) TOWNHOUSES
 (38) COTTAGES
 (139) DUE UNITS
 (12.48) DUE UNITS PER ACRE
 (240) SURFACE PARKING SPACES



***** Reasonable Conditions Form *****

Ordinance #: 20-04
Reasonable Condition #: 03 (*Revised*)
Submitted By: Cm. Flaherty, At-Large
Date: 26 February 2020

Proposed Reasonable Condition:

1. The Petitioner commits to fund a Bloomington Transit route (Route 10) with the following minimum level of service:
 - 40-minute frequency
 - 360 days of service per year
 - Hours of operation: 7 AM to 10 PM Monday through Friday, and 10 AM to 6 PM Saturday and Sunday

2. The route is estimated to cost \$358,875 in its first year of operation, from the time the project is open and has received its final Certificate of Occupancy from the City which is anticipated to be August 2022 to August 2023. Petitioner commits to provide this amount of funding at a minimum, including an actual annual inflation rate pursuant to the Consumer Price Index (CPI) for the Bloomington, Indiana Metropolitan Statistical Area for the following two (2) years.

3. Beginning in year four of operation, and every three (3) years thereafter (the beginning of year seven (7), year ten (10), etc.), this commitment is subject to renegotiation between Petitioner and Bloomington Transit. However, Bloomington Transit commits to providing a similar level of service and Petitioner commits to providing a similar level of funding in consideration of the services described herein.

4. Should Bloomington Transit choose to alter the proposed service in the future, such as through increased frequency, a different route length, or any other change, in order to better serve Bloomington residents, Petitioner agrees to continue to provide funds equivalent to the amount stipulated in provision 2, above, provided that if any change to the proposed service results in a reduction below the minimum level of service set forth in Section 1, Petitioner shall have the right to renegotiate the terms of its agreement with Bloomington Transit to appropriately and reasonably reduce amounts payable by Petitioner under the agreement. If the parties are unable to mutually agree on such reduction after negotiating in good faith, Petitioner shall have the right to terminate the agreement with Bloomington Transit.

5. In the event a new development is located along the route and as a condition of approval this new development is required to contract with Bloomington Transit for the provision of transit service, the parties agree to negotiate in good faith to develop a cost-sharing arrangement between Bloomington Transit and the two (2) Petitioners."

6. Petitioner and Bloomington Transit staff will reach consensus on a draft agreement within 90 days of the approval of the District Ordinance. The final agreement between Petitioner and Bloomington Transit will be subject to the approval of the Bloomington Transit Board of Directors.

7. The commitment to funding transit will run with the District Ordinance and be required of any future owner as long as the District Ordinance applies or until such time that Bloomington Transit service becomes obsolete, as reasonably determined by City of Bloomington Planning and Transportation staff.

8. This Reasonable Condition shall be in the form of written commitment and shall be recorded.

Synopsis

This Reasonable Condition is sponsored by Cm. Flaherty. It addresses the Petitioner's commitment to fund transit services and sets forth the minimum frequency, days of operation per year, and hours of operation per weekday and weekends. It also establishes a minimum contribution each year to be adjusted to account for inflation. It allows for renegotiation with Bloomington Transit every three years and notes that any agreement is subject to Bloomington Transit Board of Directors approval. Lastly, it requires that the commitments run with the District Ordinance, be in writing, and be recorded.

2/12/20 Land Use Committee Action: None

2/26/20 Land Use Committee Action: Do Pass

4-0-0 – Positive Recommendation

Note: Various Revisions were Made Subsequent to Committee Action

3/4/20 Regular Session Action: Adopt

9 – 0 – 0

ADOPTED

(4 March 2020)

***** Reasonable Conditions Form *****

Ordinance #: 20-04
Reasonable Condition #: 04
Submitted By: Cm. Volan, District VI
Date: 3 March 2020

Proposed Reasonable Condition:

1. The townhomes at two locations within Area B shall follow the curve and offer a pedestrian-friendly presence along the nearest roadway. The first location is along the main street at the northern boundary of Area B as it curves to the northeast and the second location is along the drive in the southeast portion of Area B as it curves to the northeast and connects with the townhomes to the north. The Preliminary Plan submitted by the Petitioner to the Council for its approval depicts those changes. This Reasonable Condition approves those changes.

Synopsis

This Reasonable Condition is sponsored by Cm. Volan and was revised after action at the second hearing on February 26th. The first version oriented the townhomes along the main street in Area B toward the street in order to improve the street's residential character and was in the form of a written and recorded commitment. The second version added a second location in the southeast portion of Area B for the same treatment and was in the form of approval of the applicable portions of a Preliminary Site Plan submitted to the Council.

2/12/20 Land Use Committee Action: None

2/26/20 Land Use Committee Action: Do Pass

4-0-0

Positive Recommendation

Note: This Reasonable Condition was revised subsequent to action by the Committee.

3/4/20 Regular Session Action: **Adopt**

9 – 0 – 0

ADOPTED

(3 March 2020)

***** Reasonable Conditions Form *****

Ordinance #: 20-04
Reasonable Condition #: 05
Submitted By: Cm. Piedmont-Smith, District V
Date: 19 February 2020

Proposed Reasonable Condition:

1. The petitioner shall provide a minimum of 12 parking spaces in Areas B-D that are plug-in ready and that solar arrays shall be installed to generate sufficient electricity to power these stations. The commitment shall be in writing and recorded.

Synopsis

This Reasonable Condition is sponsored by Cm. Piedmont-Smith. Under the Sustainability Initiatives of the District Ordinance, the petitioner indicates that there would be a minimum of 2% or 8 plug-in ready parking spaces in Areas B-D for electrical vehicles. In elaboration, this provision also states that the petitioner intends to cover a total of 12 parking spaces with solar arrays sufficient to generate the electricity for those charging stations. This Reasonable Condition would hold the petitioner to those stated intentions and would require that the commitment be in writing and recorded.

2/12/20 Land Use Committee Action: None
2/26/20 Land Use Committee Action: Do Pass
4-0-0 Positive Recommendation
3/4/20 Regular Session Action: Adopt
9 – 0 – 0
ADOPTED

(4 March 2020)

***** Reasonable Conditions Form *****

Ordinance #: 20-04
Reasonable Condition #: 07
Submitted By: Cm. Piedmont-Smith, Sponsor
Date: 3 March 2020

Proposed Reasonable Condition:

1. At the Council request, the Petitioner submitted a modified Preliminary Site Plan which, among other changes, added more townhomes in Area B and some cottage homes in Area D. Those changes addressing the diversity of housing in Areas B and D, as **generally** depicted in the modified site plan submitted by the petitioner, shall be a condition for approval of this proposal. **Each area will include a mix of townhomes and cottages.**

Synopsis

This Reasonable Condition is sponsored by Cm. Piedmont-Smith. In discussions at both hearings, members of the Land Use Committee expressed interest in seeing more diversity of housing types in Areas B and D. The petitioner agreed to offer modifications in its site plan that would add more townhomes in Area “B” and some cottage homes in Area D. This Reasonable Condition identifies those changes in an amended site plan submitted by the petitioner as a condition of approval of this proposal.

2/12/20 Land Use Committee Action: None

2/26/20 Land Use Committee Action: None

RC 07 was amended as indicated in red font

3/4/20 Regular Session Action: Amend
9 – 0 – 0
ADOPTED
Adopt as Amended
9 – 0 – 0
ADOPTED AS AMENDED

(4 March 2020)

***** Reasonable Conditions Form *****

Ordinance #: 20-04
Reasonable Condition #: 08
Submitted By: Cm. Volan, District VI
Date: 3 March 2020

Proposed Reasonable Condition:

1. The Petitioner has submitted a modified Preliminary Site Plan to the Council for its approval, which is attached to the Reasonable Conditions. A set of those modifications address the parking and roadway between the two rows of townhouses located in the southeast corner of Area B. That set of modifications shall be a condition of the Council approval of this proposal.

Synopsis

This Reasonable Condition is sponsored by Cm. Volan. During discussion of the Committee February 26th, the members requested the Petitioner to explore how the roadway and parking located between two rows of townhouses at the southeast corner of Area B could be changed to minimize its “parking lot” feel. The developer has submitted a modified Preliminary Site Plan that, among other changes, reduced the number of perpendicular parking spaces and added some parallel parking spaces at that location. This Reasonable Condition makes those changes to the Preliminary Site Plan a condition of Council approval for this proposal.

2/12/20 Land Use Committee Action: None
2/26/20 Land Use Committee Action: None
3/4/20 Regular Session: Adopt
9 – 0 – 0
ADOPTED

(4 March 2020)