

CITY OF BLOOMINGTON



PLAN COMMISSION

October 8, 2018 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL

CITY OF BLOOMINGTON

PLAN COMMISSION

October 8, 2018 at 5:30 p.m.

❖City Council Chambers – Room #115

ROLL CALL

MINUTES TO BE APPROVED: September 2018

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITIONS CONTINUED TO NOVEMBER:

SP-14-18 **Waterstone Bloomington Land LLC**
320 W. 11th St.
Site plan approval to allow a 51,720 sq. ft. mixed use building with 22 parking spaces
Case Manager: Eric Greulich

***Note: Per PC Rules, a vote is needed to continue.**

CONSENT AGENDA:

SP-25-18 **JBMF LLC**
910 & 916 N. College Ave, 913 N. Walnut St.
Site plan approval for a rooming house
Case Manager: Eric Greulich

PETITIONS:

PUD-13-18 **Trinitas Development**
1550 N. Arlington Park Dr.
Approval of Preliminary Plan Amendments & District Ordinance to rezone Business Park to PUD to PUD
Case Manager: Jackie Scanlan

DP-24-18 **City of Bloomington Redevelopment Commission**
621 N Rogers St.
Preliminary Plat amendment to amend Lot 2 and add Lot 3 to Trades District West Phase One subdivision and vacation Lots 46-50 in Maple Heights subdivision
Case Manager: Jackie Scanlan

PUD-26-18 **Meadowood Retirement Community**
800 E. Tamarack Trail
An amendment to the Meadowood Planned Unit Development district ordinance and preliminary plan to allow the expansion of the PUD to add 1.3 acres. Also requested is delegation of final plan approval to Staff. A waiver from the required second hearing is requested.
Case Manager: Eric Greulich

****Next Meeting November 5, 2018**

Last Updated: 10/3/2018

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

BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 1550 N. Arlington Park Drive

CASE #: PUD-13-18
DATE: October 8, 2018

PETITIONER: Trinitas Development
 201 Main Street Suite 1000 Lafayette IN

CONSULTANTS: Bynum Fanyo Associates
 528 N Walnut Street, Bloomington

REQUEST: The petitioner is requesting a Preliminary Plan Amendment and District Ordinance and Rezone of Business Park (BP) and Planned Unit Development (PUD) to PUD.

BACKGROUND:

Area: approx. 41 acres
Current Zoning: Business Park / Planned Unit Development
GPP Designation: Neighborhood Residential
Existing Land Use: Vacant
Proposed Land Use: Dwelling, Multi-Family
Surrounding Uses: North – Dwelling, Single-Family
 West – State Road 37 / Interstate 69
 East – Dwelling, Single-Family
 South – Office / Industrial Use

CHANGES SINCE LAST HEARING: The petitioners have worked extensively with the Department and other City staff since the last hearing to address concerns about the project's compatibility with the Comprehensive Plan. Changes to the design were made to protect the identified environmentally-sensitive areas. The Environmental Commission report is included. Additional changes are listed below:

1. Reduced to two phases with detached units built in the first phase.
2. A multipurpose path included.
3. A more gridded connection network.
4. Platted lots.
5. Stubs for potential future connection to the east.
6. Five-bedroom units removed.
7. Additional 1-bed, 2-bed, and 3-bed units added.
8. Sustainable building practices incorporated in the clubhouse.
9. Electric vehicle charging stations added.

REPORT: The property is located north of West 17th Street at the north end of Arlington Park Drive. The property is behind offices and industrial development and a multifamily development that maintain frontage on 17th Street and is bounded by single family lots to the north and east and State Road 37/Interstate 69 to the west. The western portion of the property is zoned Business Park, while the eastern portion is zoned Planned Unit Development (PUD).

The petitioner proposes to amend the existing District Ordinance and PUD Preliminary Plan in order to allow for the BP portion of the site to be added to the PUD and the vacant portion of the PUD to be used for a student-oriented residential development.

The multifamily development proposal includes 266 units and 845 bedrooms. The project includes 240 duplex units and 26 detached dwelling units. The petitioner proposes a total of 772 parking spaces, which is equal to 91% of the bedrooms having a parking space. The breakdown between public and private parking spaces is discussed further below. The petitioners propose 17 1-bed units, 47 2-bed units, 74 3-bed units, 128 4-bed units, and 0 5-bed units. The version of the project seen at the August Plan Commission hearing contained 253 units and 855 beds with 224 duplexes and 29 detached units. It contained 873 parking spaces, equal to 102% of the bedrooms having a parking space. The petitioner previously proposed 10 1-bed units, 54 2-bed units, 54 3-bed units, 100 4-bed units, and 35 5-bed units.

This property appeared before the Plan Commission with a similar (in use and design) proposal in 2014 proposing 505 units with 475 multifamily and 30 single-family units. The petitioners opted to withdraw the petition and wait for the new Comprehensive Plan to see if the new designation was more in-line with their plans, as the Growth Policies Plan designation, Employment, did not match. The new Comprehensive Plan designates this area as Neighborhood Residential, which is discussed further below. The Department believes that many of the issues that have plagued this type of development proposal at this location in the past (2014 and 2003) are still issues along with some additional concerns from the Comprehensive Plan: no frontage on 17th Street; poor access to transit along 17th Street; poor access to Indiana University; lack of adequate infrastructure existing or proposed to support bicycle and pedestrian use; lack of walkable commercial services; lack of nearby parks facilities; and lack of compliance with Comprehensive Plan direction for site and neighborhood design.

The proposal is to build the development in two phases. The breakdown of phases by units, bedrooms and parking spaces is below.

	Phase I	Phase 2	Total
1-bed units	9	8	17
2-bed units	18	29	47
3-bed units	54	20	74
4-bed units	87	41	128
5-bed units	0	0	0
Total Units	168	98	266
Beds	555	290	845
Parking	489	283	772

COMPREHENSIVE PLAN: This property is designated as *Neighborhood Residential*. The Comprehensive Plan notes the following about the intent of the *Neighborhood Residential* area and its redevelopment:

- **Single family residential development is the dominant land use activity**
 - The petitioner has proposed to plat each attached and detached unit on separate lots,

so that they can be sold separately in the future. The current intended use of the units is as single-ownership rental units, primarily for Indiana University students.

- **Natural or landscaped front, side, and rear yards**
 - The current design provides for roughly 3-4 feet between each unit and the sidewalk in front of the unit. The configuration of the units does not allow for many usable front, side, or rear yards on the lots.
- Most often two stories or less
- Sensitive habitats and unsuitable areas for development should be protected and restricted from high-intensity human activities
- **Public streets, sidewalks, and other facilities provide good access to other uses within the district, to area parks and schools, and to adjacent districts**
 - The petitioner proposes a series of public streets on the site to connect those areas that are not parking lots. The main connection utilizes existing right-of-way to extend to 17th Street and connects east to Arlington Road. While 17th Street will have a path that will eventually connect to a County park facility 1.37 miles to the west, neighborhood-supporting facilities are lacking in this area and none are proposed with this project.
- **The wide range of architectural styles is a characteristic that should be maintained for this district**
 - The petitioner is proposing five (5) different styles of homes, while most neighborhoods in this district provide a much wider array of architecture.
- **Public streets, sidewalks, and other facilities provide access and mobility which in some cases meets the “20-minute neighborhood” metric: Some destinations are accessible within a 20-minute walk**
 - Again, pedestrian connections are provided, but there are not many existing facilities in the immediate area and no public facilities, such as parks or small commercial nodes, are provided in the project.
- Using 'Complete Street' guidance to achieve a well-connected, active transportation network is a priority
- **Buildings face the primary street with a range of small to large front yards in relation to the building setback from the street**
 - All front yard spaces are small and are 3-4 feet from the back of the sidewalk.
- **Higher density developments (greater than four units per acre) provide on-site parking in the side or backyard areas**
 - Parking design has improved, but the traditional on-site parking in side or rear areas is only provided for one row of detached units.
- **On-site parking is not the dominant site design feature, and on-street parking is available on at least one side of the street**
 - On-street parking is provided in most of the proposed rights-of-way, but large parking lots are provided for most of the attached units. No plan is provided for how parking will be distributed in a potential sale of lots, which could be complicated as there is no on-site parking for the large majority of units.
- **Sidewalks and front yard landscaping further establish a more traditional residential context**
 - Sidewalks are included, but front yards are minimal.
- New and redevelopment activity for this district is mostly limited to remodeling existing or constructing new single-family residences
- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other

20-minute walking destinations

- **Create neighborhood focal points, gateways, and centers. These could include such elements as a pocket park, formal square with landscaping, or a neighborhood-serving land use. These should convey a welcoming and open-to-the-general-public environment**
 - A clubhouse is provided for use of the residents, as in a typical large apartment complex. No public amenities, as listed above, are provided to create the feeling of ‘open-to-the-general-public’ at the site. Incorporation of a public park was discussed briefly at the beginning on the process, but has not ever been incorporated in plans.
- **Ensure that appropriate linkages to neighborhood destinations are provided**
 - Vehicular and pedestrian linkages are included, but again, there are not many neighborhood destinations in this area, and the opportunity to create one with this development has been missed.
- **Large development should develop a traditional street grid with short blocks to reduce the need for circuitous trips**
 - An attempt at a street grid has been included in the plan, however, the use of parking lots as a result of almost no on-site parking breaks up what could be a more successful design. Additionally, the mix of public streets and parking lots will complicate City services such as trash and recycling pick-up and snow removal.
- **Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).**
 - The petitioner is working with the Administration on a workforce housing component. Per the Petitioner’s Statement, either an unestablished amount will be donated to the Housing Development Fund or workforce units will be provided onsite.

○

Comprehensive Plan	Project	Meets?
Single-Family is Dominant Land Use	26 Proposed / 240 Duplexes, many with right-of-way frontage	Yes*
Natural or Landscaped Yards	No substantial front yards or much variation	No
Most often two stories or less	Two stories	Yes
Protecting Sensitive Habitats	Have increased preservation areas	Yes
Public streets, sidewalks, to connect to other uses in district and adjacent	Connect to existing roads, no amenities to connect to and none proposed	Partial
Wide range of architectural styles	Five options for 146 buildings	No
Public streets, sidewalks, and other facilities provide access and mobility '20-minute neighborhood'	Not much to walk to, none provided	Partial
Complete Streets' guidance to achieve well-connected active transportation network	Sidewalk width unclear	Partial
Buildings face primary street with range of yard sizes	Fairly uniform, almost no front yards	No

Provide on-site parking in side or backyard areas	All non-street parking is in lots in common areas	No
Sidewalks and front yard landscaping further establish a more traditional neighborhood context	Sidewalks in front of most / 4 foot front yard setback	No
Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods	Connections to 17th and Arlington	Yes
Create neighborhood focal point, gateways, and centers (pocket park, formal square, neighborhood-serving land use). Convey a welcoming and open-to-the-general-public-environment	Clubhouse for residents	No
Ensure appropriate linkages to neighborhood destinations are provided	Not much to walk to, none provided	No
Large developments should develop a traditional street grid with short blocks to reduce the need for circuitous trips	Attempt at gridding	Partial
Support incentive programs that increase owner occupancy and affordability	No commitment, 100% Rental	No
On-street parking available on at least one side of the street.	Parking on both sides of public roads	Yes

*If platted.



Neighborhood Residential Example Image from Comprehensive Plan.

The development of this large Neighborhood Residential property lacking public frontage should incorporate a street grid with traditionally-designed residential properties and neighborhood and public amenities, as called for in the Comprehensive Plan. Traditional neighborhood development, as it relates to lot design, is the predominant development pattern of the surrounding Neighborhood Residential and is expected in this area. While 100% compliance with the Comprehensive Plan guidance is not always feasible, the Department finds that the proposal is not consistent with the intent and development guidance of the Comprehensive Plan for this area, as discussed above in

this report.

PRELIMINARY PLAN:

Planned Unit Development: The petitioner has not identified a zoning district from the UDO to use as a base district if the regulations approved as silent on a particular standard. The Department proposed that any items not addressed in the Petitioner’s Statement meet the Residential Single-Family (RS) zoning district.

Uses: The proposed uses on the site are ‘dwelling, multi-family’ and ‘dwelling, single-family’. Those units that will be put on individual lots with frontage on a public right-of-way will be the use ‘dwelling, single-family’. The rest of the development will be the ‘dwelling, multi-family’ use. There is an existing multi-family development in this PUD. Under the current proposal, this PUD would contain only residential uses, eschewing the mixed-use intention of the PUD regulations.

Residential Density: The proposed residential density for the site is 6.59 units/acre. This density is within the suggested *Neighborhood Residential* density limits of 2 to 15 units per acre. However, an area of concern is the density and design proposed for this area relative to surrounding single family uses.

Height and Bulk: The proposal includes one and two-story residential structures. As mentioned in the August hearing report, no height maximum was proposed, but based on the described house design, the Department still recommends that the height be limited to 40 feet, as is allowed in the adjacent Residential Single-Family (RS) zoning district.

Parking and Surrounding Roads: A total of 772 parking spaces are proposed in a series of parking lots and drive aisles on the property. This is a total number of parking spaces equal to 91% of the bedrooms on the site. Public roads have been included in the petition (see the proposed plat), and a total of 270 on-street parking spaces. An additional 502 parking spaces are planned in parking areas outside of the rights-of-way.

Access: There are two proposed vehicular and pedestrian accesses roughly 335 feet apart on 17th Street. The western access connects to 17th Street through an existing platted right-of-way, while the eastern access appears to require an access easement through the property to the south. There is an additional vehicular and pedestrian access proposed through an existing parcel to Arlington Road to the east of the site.

Sidewalks are planned on the internal public rights-of-way and a multi-use path is included to connect the project to 17th Street.

Bicycle Parking: The development has 845 proposed bedrooms. The required bicycle parking is 71 covered Class II spaces; 36 Class I spaces; and 35 Class II spaces. The petitioner will address the specifics of bicycle parking at the development plan stage, and will be required to meet the minimum requirements.

Architecture/Materials: The proposed project will contain a minimum of five (5) building types and two (2) building styles. The designs are intended to reflect a traditional residential neighborhood in the architectural design. The project will meet the anti-monotony standards of 20.05.016. While some type examples were submitted, the Department would like more specific

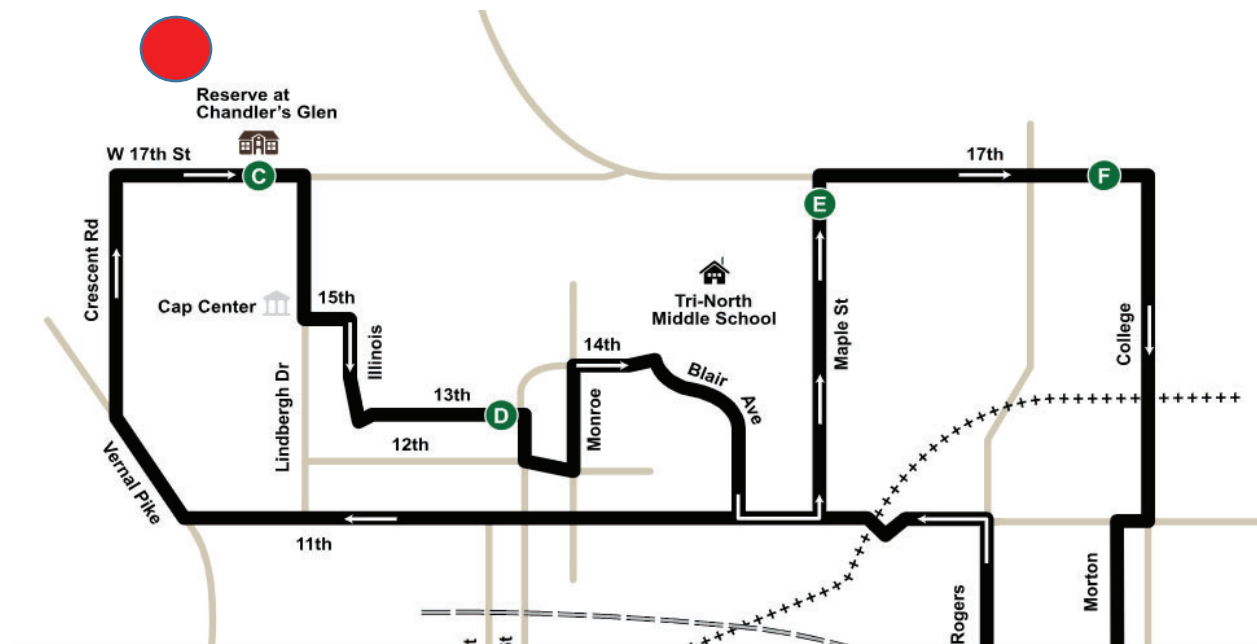
material standards to be included, as well as more than five building types to meet Comprehensive Plan. This could be alleviated when the developer proposes an underlying zoning district from the UDO to address items not addressed in the PUD documents.

No base zoning was suggested, but the Department recommends the architectural materials standards of the adjoining RS zoning district.

Streetscape: The project has no frontage along a public street, but is proposing public rights-of-way. The internal proposed roads contain on-street parking and sidewalks with tree plots on each side.

The internal driveways contain 90 degree parking on both sides of the drive, except in portions of the detached single-family area of Phase III. There is 90 degree parking on one side with detached garages and an alley-style access in that area, and no apparent on-drive parking in front of seven (7) of the units which have driveways. Trees are shown behind the sidewalk and in islands in most of the development. Additional landscaping requirements have not yet been determined.

Alternative Transportation: A Bloomington Transit bus line runs along 17th Street, but has no direct access to the site. The transit facility is approximately 400 feet from the western portion of the petition site and 1000 feet from the eastern portion of the petition site. Someone walking from the northeast portion of the petition site would need to walk about half a mile to get to the bus stop. The Department has encouraged the petitioner to reach out to Bloomington Transit, as the existing line in the area has capacity for additional riders, but potentially no extra time to stop on-site, even if the petitioner offered a bus stop on-site. An issue with access to the existing line is that the line does not go to the Indiana University campus. With the petitioner projecting 2/3 'university-related' tenants, a connection to campus would be ideal.



The petitioner proposes a private shuttle service, which is not desired by the City. The Department was told that the petitioner was going to discuss a possible collaboration on a Bloomington Transit shuttle, but has not heard more details.

Environmental Considerations: There appear to be multiple environmental constraints on the site, including streams and steep slopes, and potential sinkholes and wetlands. The petitioner met on-site with the Senior Environmental Planner and members of the Environmental Commission to identify areas of sensitivity on-site that need to be preserved. The design was altered in order to protect the sensitive areas on the northern portion of the site. There is existing wooded area on the western portion of the site that will be removed with the project.

Housing Diversity: The petitioner is in discussions with the Administration and the Housing and Neighborhood Development Department on how to best contribute to alleviating the City's need for affordable and diverse housing. Both on-site units and a contribution to Housing Development Fund.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) made 16 recommendations concerning this development, which are listed below:

- 1.) Adhere to the EC's Habitat Connectivity Plan by reducing the size of the project significantly and protecting the high quality wooded areas, riparian buffers, and all environmental features.
- 2.) The Petitioner should redesign the site to protect and preserve the environmentally sensitive areas as least as stringently as is required in the UDO.
- 3.) Karst features have been identified on the site; therefore the Petitioner should provide a plan explaining what they intend to do should they encounter any karst features during construction.
- 4.) The stream channels should be planted and protected with riparian buffers using native plants.
- 5.) The notable forest areas between the power lines and SR 37, and at the north end of the site should be protected in a Tree Conservation Easement in order to protect the wooded wildlife habitat in perpetuity.
- 6.) Wetlands should be identified and placed in a Conservancy Easement.
- 7.) The invasive species should be eradicated from the Conservancy Easement areas.
- 8.) The UDO rules for steep slope protection should be followed.
- 9.) The design should be modified to designate a larger vegetated buffer between the highway and any development.
- 10.) The development design should incorporate environmentally-friendly, new-urbanism qualities.
- 11.) The Petitioner should design with Low Impact Development practices.
- 12.) The Petitioner should use green, sustainable building practices to reduce the carbon footprint of homes, resulting in lower expenses for the homeowners.

13.) Because the site is adjacent to native woodlands, all landscape material should be native to south central Indiana.

14.) The parking areas for the multifamily units should have at least 2% of the spaces equipped for electric vehicle charging stations.

15.) The District Ordinance should specifically allow clothes lines to be installed.

16.) Any required state and federal permits should be obtained before any city permits are granted.

STAFF RESPONSE: Because this is a PUD, any of these requirements can be included in the consideration of the petition. The Department particularly supports those recommendations that bring the development in line with any UDO environmental standards that are not being met.

CONCLUSION: The development of this large Neighborhood Residential property lacking public frontage is going to be a difficult process and require innovative design to maximize the potential of the site while preserving the environmental integrity, being sensitive to the neighboring existing uses, addressing diverse housing concerns, and providing public benefit. The Department and the Comprehensive Plan both contend that that design will include gridded streets with traditionally-designed detached units as the majority of the site. When working with the petitioner, we have consistently requested more detached units, in the vein of those designed in the northeast portion of the site, with alleys and garage areas, as much more consistent with the Comprehensive Plan.

The petitioner has made strides to improve the petition by incorporating some public roads that create areas of some gridding, improving pedestrian connections, and increasing environmental protections. One public benefit provided by this project is much needed housing. However, as a City, we have identified this area as Neighborhood Residential in the Comprehensive Plan, to encourage development as described in the above paragraph. Bloomington is largely developed and we have few large expanses of land left that have been identified for this type of desired development. This location is one of those areas. Any development of this area should incorporate a street grid with traditionally-designed residential properties and neighborhood and public amenities, as called for in the Comprehensive Plan. Additionally, any PUD should incorporate mixed uses, which is part of the intent of the PUD zoning district. Traditional neighborhood development, as it relates to lot design, is the predominant development pattern of the surrounding Neighborhood Residential to the east and is expected in this area. While 100% compliance with the Comprehensive Plan guidance is not always feasible, the Department finds that this proposal is not consistent with the intent and development guidance of the Comprehensive Plan for this area, as discussed in this report.

This petition brings a large University-oriented development to an area that is intended for traditional neighborhood-style street grid development. Roughly 48% of the units are four-bedroom units with just over 60% of the beds in the development belonging to those units, which typically indicates a development that will be largely attractive to undergraduate students. The developer has also indicated that they plan to run a private shuttle from the property, which is typically only done for Indiana University students. No mixed-use is proposed for the PUD, and no public amenities are proposed beyond vehicular and pedestrian connections through the site.

Access to the Bloomington Transit stop south of the petition site is poor. The Department contends that the incompatibility with the Comprehensive Plan designation for the site must be weighed heavily as a Review Consideration, as listed in 20.04.080(h)(3).

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission recommend denial of PUD-13-18 to the Common Council.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: October 10, 2018

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: PUD-13-18: Chandler's Glen
Trinitas Development, west side
1550 N. Arlington Park Drive

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environment-enriching attributes of this proposed plan. The EC reviewed the petition and inspected the property and offers the following comments and requests for your consideration, and recommendations that it believes should be incorporated.

Although the Petitioner has redesigned the plan a bit, the EC maintains its original position and does not support this petition. It needs to have larger swaths of protected areas around the perimeter and more greenspace on the interior. The sustainable practices proposed are weak, and do not justify a development this size to violate so many Unified Development Ordinance regulations.

EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE

1.) THE BLOOMINGTON HABITAT CONNECTIVITY PLAN, NOVEMBER 2017

The EC's Bloomington Habitat Connectivity Plan (BHCP) is meant to guide protection and development of plant and animal habitats in a connected pseudo-circle around downtown Bloomington. This circle will connect three main areas of existing high quality habitat; Griffy Lake, Clear Creek, and Jackson Creek. This revised rendition of the Chandler's Glen proposal still does not follow the BHCP. The Petitioner reduced the size of the development by only 11 beds; this is insufficient. The EC recommends that the development be reduced in size significantly in order to preserve the high quality wooded areas and the riparian buffer, at the least.

2.) FOLLOW UDO ENVIRONMENTAL STANDARDS

The EC believes that any PUD should not reduce the environmental protection requirements to less than

the Unified Development Ordinance (UDO) standards. These standards went through a public process and were vetted by the citizenry and voted on by our lawmakers. Therefore the EC recommends that the Petitioner preserve the environmentally sensitive areas as required in the UDO.

3.) KARST GEOLOGY

Upon inspecting the site, the EC found sinkholes and springs that had not been identified in the plan. The EC is aware that the Petitioner employed a geologic consultant to inspect the site for karst features, and their findings remain somewhat different than those of the EC. Because the consultant did report that “Both visual assessment and the EM surveys do depict anomalies which could be indicative of low levels of rock dissolution,” the EC requests that the Petitioner submit a plan that explains what they intend to do if a sinkhole or spring is discovered during construction.

4.) RIPARIAN BUFFER

There are several streams on the property that combine into two main channels and drain northwest to Stouts Creek. These two main stream channels carry high volumes of water and are currently eroding the adjacent banks vigorously. The EC believes that they should be protected with riparian buffers in accordance with the UDO standards. The riparian buffers should be planted with native vegetation on both sides of the channels.

Maintaining a vegetated buffer along swales, creeks, ditches, streams, wetlands, and rivers provides more than just a beautiful landscape. The effectiveness of vegetative buffers as a best management practice (BMP) for the control of nonpoint source runoff results from their abilities to reduce the velocity of runoff and allowing for the deposition of sediments, and from filtration and biological removal of nutrients within the vegetated area. The combination of native trees, shrubs, and grasses adjacent to stream systems provides numerous flood mitigation, environmental, and resource management benefits that can include the following:

1. Removing pollutants (including oil, detergents, pesticides, herbicides, insecticides, wood preservatives, and other domestic chemicals) delivered from urban stormwater;
2. Absorbing nutrients (particularly nitrogen) from surface water runoff and groundwater flow;
3. Providing flood control by slowing flow and water feathering;
4. Reducing erosion and sediment entering the stream;
5. Stabilizing stream banks;
6. Providing infiltration of stormwater runoff to recharge aquifers;
7. Maintaining base flow of streams;
8. Restoring and maintaining the chemical, physical, and biological integrity of the water resources;
9. Contributing the organic matter that is a source of food and energy for the aquatic ecosystem;
10. Providing tree canopy to shade streams and lower water temperature to improve habitat for aquatic organisms;
11. Providing scenic value and recreational opportunity;
12. Providing a source of detritus and large woody debris for aquatic organisms and habitat for wildlife; and
13. Reducing the urban heat island effect.

5.) TREE AND FOREST HABITAT PRESERVATION

The EC inspected the site and found that it is primarily wooded with most of the area being dominated by mixed-age native hardwoods. There is relatively young, successional growth along the interior road and near stream channels that includes walnut, ash, boxelder, cottonwood, sycamore, cedar, sumac, and



City of Bloomington Bloomington Environmental Commission

redbud trees. The vegetation under the power lines has been recently removed entirely.

A large area along the north end and along the west side supports a higher-quality forest with older trees, less early-succession growth, and a diverse native understory. Some of the tree species found include cottonwood, sycamore, tuliptree, shagbark hickory, red oak, white oak, and black cherry. The forest floor within this area is blanketed with a native understory that lacks the invasive species found in the younger successional growth that is abundant where the site had been previously cleared. This understory includes mayapple, rue anemone, trout lily (both yellow and white), spring beauty, toad shade trillium, Solomon's seal, toothwort, bloodroot, wild geranium, wild strawberry, plantain, and more. These wooded areas are high quality in the context of what is left within the City's boundaries, and should be preserved.

The proposed 75% impervious surface coverage (page 7, Open Space Standards: a) General:) will result in substantial loss of forest wildlife habitat and forest ecosystem services within the City planning jurisdiction. Consequently, to best serve the City's environmental integrity, more space should be set aside as conservation easement. The best quality forest, between the power lines and SR 37, and at the north end of the site should be protected in an Environmental Conservation easement in order to protect the wooded wildlife habitat in perpetuity.

6.) WETLAND PROTECTION

The EC inspected the site and found at least one wetland area. This spot was holding standing water and supported a large stand of wetland plants. Therefore, the EC believes that this should be protected in compliance with all wetland requirements as described in the UDO.

7.) INVASIVE SPECIES

The invasive species, primarily bush honeysuckle, should be removed from the site, with follow up maintenance as needed. This is especially important to do in the Conservation Easements.

8.) STEEP SLOPES

The steep slopes on the site should be protected according to the UDO 20.05.039 requirements.

9.) HIGHWAY BUFFER WIDTH

The EC believes that the proposed 30 feet of buffer between the highway and the development is not wide enough for the quality of life of the residents, and in light of the high quality of forest in some of that area.

10.) NEW URBANISM DEVELOPMENT

The very size of this development guarantees a major change in character for the whole area. The EC believes this major change justifies a requirement in the PUD that will direct the character of the neighborhoods in a positive manner. This proposal provides an opportunity to introduce a more "new urbanist" approach to the site design, thus the PUD District Ordinance should require that the site design employ environmentally-enhancing landscaped roadways, entryways, berms, and parking lots.

Additionally, the area needs plenty of community space, light retail, and other amenities to ensure a high quality of life and enhanced environmental integration.

The site is currently almost vacant, thus is a perfect opportunity for a “Complete Streets” approach (<http://www.completestreets.org/>) to enhance its navigability for all users – pedestrians, bicyclists, handicapped people, and others. Beautiful, mixed-use development helps our city develop in a pedestrian-friendly fashion in all areas, not just downtown. The more walkable our neighborhoods are, the less we rely on the use of automobiles, which translates into less oil depleted, less greenhouse gas emissions produced, cleaner air and a quieter, safer city. Walkable cities provide many tangible environmental benefits that contribute positively to high quality of life. All of these benefits help Bloomington to fulfill serious & important commitments to sustainability, including signing on to the Mayor’s Climate Protection Agreement, passing resolutions supporting the Kyoto Protocol, and recognizing and planning for peak oil. The EC believes that claim that this development incorporates Complete Streets is weak.

11.) LOW IMPACT DEVELOPMENT

This PUD should contain the requisite controls to protect environmental quality as these parcels develop by ensuring adequate BMPs that are at least as effective as those found in the UDO. Therefore, the EC recommends that the plan be crafted to include state-of-the-art Low Impact Development (LID) best practices.

Low Impact Development is an integrated, holistic strategy for stormwater management, and thus is especially important at this site because of its size and topography. The premise of LID is to manage rainfall at the source using decentralized small-scaled controls that will infiltrate, filter, store, evaporate, and detain runoff close to its source.

Examples of the types of LID practices that could be used are listed below.

1. Floodwater storage that can manage runoff timing
2. Multiple small biofiltration basins and trenches
3. Vegetated roofs
4. Pervious pavement
5. Well-planned native landscaping
6. Removing curbs and gutters to allow sheet flow

The District Ordinance currently allows only one post-construction detention basin. Current LID BMPs indicate that multiple smaller basins are more effective. Therefore, the EC believes that the District Ordinance should not allow only one post-construction detention basin, as written now.

12.) GREEN BUILDING

The EC recommends that commitments be made in the District Ordinance for incorporating environmentally sustainable green building and site design features in this design. Green building can provide substantial savings in energy costs to a building over its life cycle and is thus an especially prudent investment in this time of rising energy prices. Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the UDO and the Comprehensive Plan.



City of Bloomington Bloomington Environmental Commission

13.) NATIVE PLANTS

The EC recommends that the Petitioner include in the District Ordinance a requirement for using at least 80% native plant species in the Landscape Plans. Native plants exemplify Indiana's natural heritage and benefit native birds and insects, particularly pollinators. For additional suggestions, please see the EC's Natural Landscaping materials at www.bloomington.in.gov/beqi/greeninfrastructure/htm under 'Resources' in the left column. We also recommend an excellent guide to midwest sources of native plants at: <http://www.inpaws.org/landscaping.html>. Native plants provide food and habitat for birds, butterflies and other beneficial insects, promoting biodiversity in the city. Furthermore, native plants do not require chemical fertilizers or pesticides and are water efficient once established.

14.) ELECTRIC VEHICLE CHARGING STATIONS

The parking areas for the multifamily units should have at least 2% of the spaces plug-in-ready for electric vehicle charging stations.

15.) ALLOW CLOTHESLINES

Clotheslines reduce energy consumption. The Covenants, Conditions, and Restrictions for all of the neighborhood, homeowners, or condominium associations should not restrict the use of clothes lines in yards. This should be clearly stated in the District Ordinance.

16.) STATE AND FEDERAL PERMITS

If any disturbance to any waterways or wetlands is anticipated, the Petitioner should obtain the necessary state permits from the Indiana Department of Environmental Management or the federal Army Corps of Engineers before any city permits are granted.

17.) LANDSCAPE PLAN

The Landscape Plan shows 284 Street Trees, of only four species. Three species are not native and the fourth one is a species that the Urban Forester doesn't want to use for Street Trees because of it overabundance. The Petitioner should change the Street trees to offer more diversity of native trees. There is no other landscaping shown at this time.

18.) TREE INVENTORY

Please describe what you mean by a scrub tree and an overgrown tree? The EC considers both young vegetation and mature vegetation necessary in an ecosystem, yet you use these terms as if they are undesirable.

19.) GREENSPACE TO REMAIN

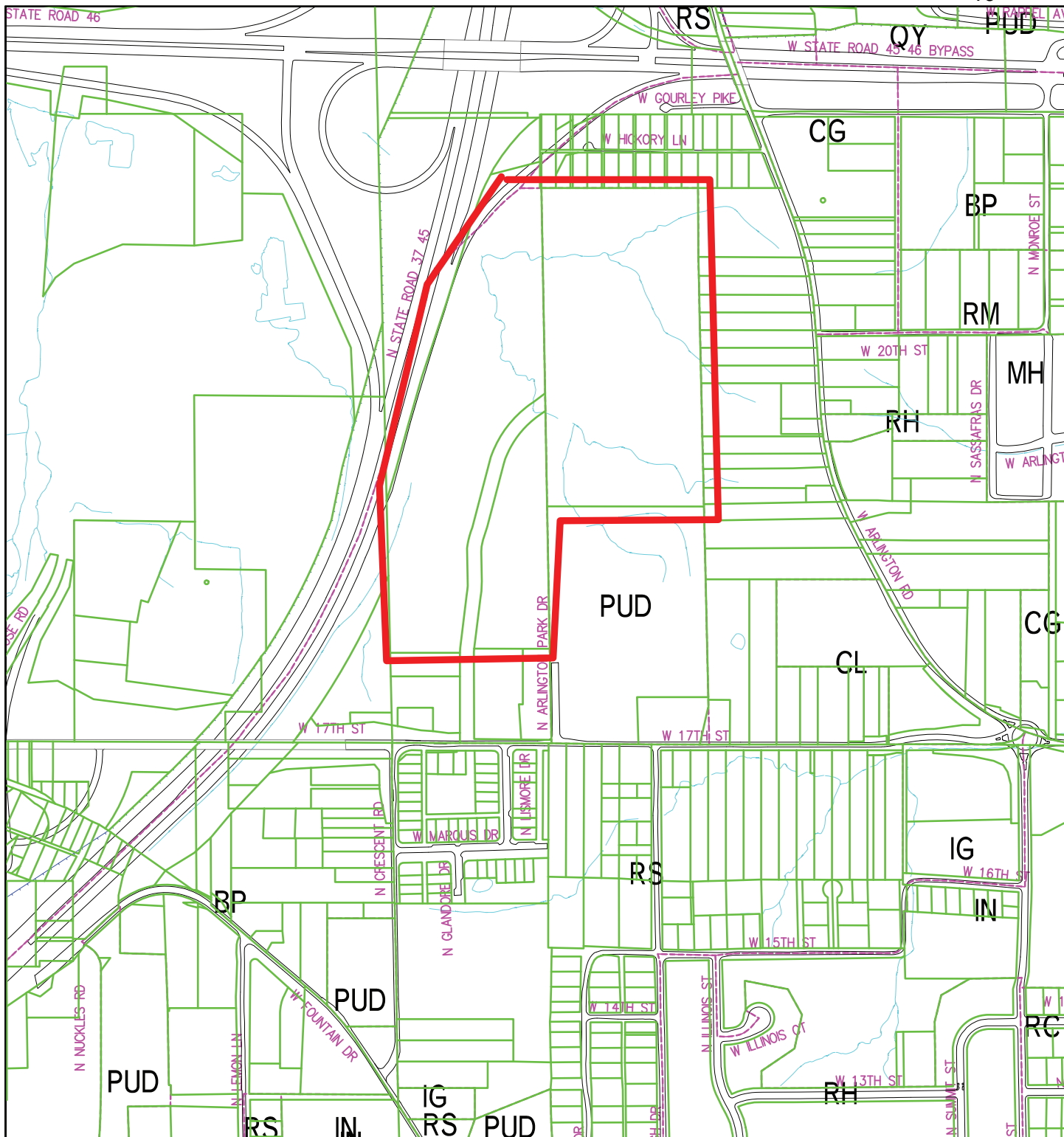
How many acres and what is your definition of green space?

EC RECOMMENDATIONS:

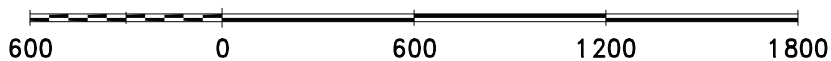
- 1.) Adhere to the EC's Habitat Connectivity Plan by reducing the size of the project significantly and

protecting the high quality wooded areas, riparian buffers, and all environmental features.

- 2.) The Petitioner should redesign the site to protect and preserve the environmentally sensitive areas as least as stringently as is required in the UDO.
- 3.) Karst features have been identified on the site; therefore the Petitioner should provide a plan explaining what they intend to do should they encounter any karst features during construction.
- 4.) The stream channels should be planted and protected with riparian buffers using native plants.
- 5.) The notable forest areas between the power lines and SR 37, and at the north end of the site should be protected in a Tree Conservation Easement in order to protect the wooded wildlife habitat in perpetuity.
- 6.) Wetlands should be identified and placed in a Conservancy Easement.
- 7.) The invasive species should be eradicated from the Conservancy Easement areas.
- 8.) The UDO rules for steep slope protection should be followed.
- 9.) The design should be modified to designate a larger vegetated buffer between the highway and any development.
- 10.) The development design should incorporate environmentally-friendly, new-urbanism qualities.
- 11.) The Petitioner should design with Low Impact Development practices.
- 12.) The Petitioner should use green, sustainable building practices to reduce the carbon footprint of homes, resulting in lower expenses for the homeowners.
- 13.) Because the site is adjacent to native woodlands, all landscape material should be native to south central Indiana.
- 14.) The parking areas for the multifamily units should have at least 2% of the spaces equipped for electric vehicle charging stations.
- 15.) The District Ordinance should specifically allow clothes lines to be installed.
- 16.) Any required state and federal permits should be obtained before any city permits are granted.



By: scanlanj
25 May 18




For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 600'



For reference only; map information NOT warranted.

Professional Service Industries, Inc.
5362 West 78th Street, Indianapolis, IN 46268
phone: 317.876.7723
fax: 317.876.8155

Trinitas Development
201 Main Street
Suite 1000
Lafayette, Indiana 47901

Attn: Jennifer Lewis

Re: Proposed Development Project – Karst Data Evaluation
Multi-Family Housing Project
Near 17th Street and Arlington Road
Bloomington, Indiana

Dear Ms. Lewis,

Professional Services Industries, Inc. (PSI), an Intertek company, is pleased to submit this Karst Development opinion letter for the proposed multi-family housing project site at 17th and Arlington Road in Bloomington, Indiana. The following letter has been developed based on a review of the available data for the property and an expertise in the field of karst hydrogeology.

SITE DESCRIPTION

The project site is located in Bloomington, Indiana along the east side of State Road 37 (I-69) and north of 17th Street, near the intersection of 17th Street and Arlington. The site latitude and longitude is approximately N 39.183° and W -86.554°, respectively. The project site is currently wooded and undeveloped. Based on the information provided, the project site encompasses an area of approximately 40 acres, of which approximately 32 ½ acres will be improved.

PSI understands the final layout of the proposed multi-family housing buildings has not yet been finalized and may change based on the results of this exploration. The proposed development will include construction of a total of approximately 100 individual buildings throughout the site. The buildings will utilize wood-frame construction, extend 1 to 2 stories in height, and be supported on slab-on-grade floors (no basement levels are planned) and shallow conventional foundations.

SITE GRADING

Based on the topographic information provided and PSI's site visits, there appears to be approximately 50 feet of elevation change across the site. Therefore, significant cut/fills (greater than 5 feet) are anticipated to establish final grade for the proposed buildings and adjacent parking areas. Due to the topographic variation across the project, it is recommended that PSI be provided with a plan showing the proposed grading.

GEOLOGIC DATA EVALUATED

PSI has evaluated geologic and topographic mapping available from the Indiana Geological Survey for the general area containing the site. The site is mapped as underlain by bedrock of the Mississippian System, primarily skeletal limestone of the Sanders Group formation. According to the published maps, two limestone units within the Sanders Group come together on this site. The St. Louis and Salem limestones intersect near the northwest portion of the site. The St. Louis limestone is primarily composed of horizontal to massive bedded skeletal packstone or argillaceous limestone. The color is generally brownish gray to medium gray. The Salem limestone is primarily cross-bedded to massive-bedded fine-grained grainstone, packstones and argillaceous limestones. The color ranges from light gray to medium and dark gray.

The Salem limestone unit occupies the northwestern portion of the site and is underlying the St. Louis limestone formation. Both units offer the potential for dissolution; which has been documented within the Mitchel Plain structure in south central Indiana. According to the maps reviewed there appears to be mapped basin units primarily in the St. Louis formation. Without additional information, these units can be described as having potential sinkholes or evidence of potential karst solutional development. Joints for these units and potential solutional development appear to be primarily depicted on a lines trending between approximately 40 degrees west of north and 50 degrees south of east. A lesser joint development pattern is depicted on a line trending between approximately 7 degrees west of north and 83 degrees south of east.

There is a mapped basin feature on the property; however, this feature may be associated with storm water runoff and/or construction of the adjacent roadway (Interstate 69). Eight (8) other depressions were noted during the site walkthrough. They range in size between approximately 40 and 5 feet in diameter and are primarily located on the northern edge of the property.

Two electromagnetic (EM) surveys of the areas containing the depressions were conducted. A conductivity EM survey was conducted over accessible terrain to examine conductivity differences to a depth of approximately 20 feet. Conductivity via frequency domain electromagnetics was chosen because it can give the best resolution of the tested properties over the largest area in the shortest on-site time. The survey was designed to evaluate the aerial content of the subsurface, based on water content and other electrical conductivity, soil/bedrock differences and if there were water filled voids in the subsurface. The results of the survey indicate higher conductivity areas, higher clay content, less dense rock, and/or water ponding, which were noted along the northern, western, and southeastern portions of the property.

The second survey, two-dimensional electrical resistivity, was completed to develop a cross-section in those conductivity anomalies identified during the first survey. The purpose is to identify the vertical density cross-section through the survey line. The survey identified three areas on the north and eastern portions of the site where there were bedrock outliers with areas of lower density materials between bedrock zones. Bedrock was absent at shallow depths in several cross-sections.



CONCLUSIONS

Both visual assessment and the EM surveys do depict anomalies which could be indicative of low levels of rock dissolution. Areas of undulating bedrock surface or clay filled depressions are indicated but extensive moderate to well-developed karst features were not identified during the survey. Instead, the surveys appear to indicate little to moderate weathering of the limestone surface and/or contact between the two formations on the eastern portion of the property. The western portion of area appears to be dominated by surficial erosion by water runoff; which cuts through approximately 40 feet of soils and rock to the Interstate elevation.

Areas of springs, caves, or definitive karst sinkholes were not observed on the property. Depressions identified on the property do not appear represent even a moderate channelized subsurface drainage; therefore, moderate to mature karst development has not been indicated. Based on these observations and data collected to date regarding sinkhole development and subsurface solutional-based drainage, the property does not conform to the definition of a karst landscape according to the definitions published in Chapter 801 of Bloomington Zoning ordinance.

PSI proposes to collect additional geotechnical data from the site, including that from soil borings and a coring of bedrock in those anomalies to further investigate the potential for karst dissolution on the property. Once this data is evaluated, the Geotechnical report will provide an opinion on the competency of the bedrock and the level of observed karst development, if any.


If you should have any questions or require additional information, please do not hesitate to contact our office at (317) 876-7723.

Sincerely,

Professional Service Industries, Inc.



Jeffrey G. Timmons
Senior Geologist



Ronald J. Hosek, CPG
Manager, Environmental Services



Christopher L. Carson, P.E.
Geotechnical Department Manager



Memo

To: City of Bloomington

From: Jeff L. Kanable

cc: Travis J. Vencel, Jennifer Lewis

Date: September 20, 2018

Re: Cottages at Chandlers Glen

Trinitas recognizes that the City of Bloomington, and many other communities throughout the State of Indiana, has a desire to secure quality and affordable housing in reasonable proximity to places of employment. The urgency for workforce housing exists to serve the housing needs of people employed in the jobs that the general population of the community rely upon to make the community economically viable. With increasing costs to construct, acquire, own and operate housing, the demand for additional housing options must be met promptly.

Trinitas is interested in supporting the delivery of workforce housing solutions in Bloomington either through making available certain units within its proposed community at, “The Cottages at Chandlers Glen,” or through a contribution of funds to the Bloomington Housing Fund.

Myself and Travis Vencel from Trinitas have held multiple meetings with City staff and others in order to explore this topic and determine a mutually beneficial way for meeting this urgent demand. Some of those meetings included:

- September 7, 2018 – Meeting with Amber Skoby from Bloomington Housing Authority.
- August 31, 2018 – Meeting with Doris Sims from the Bloomington Housing & Neighborhood Development and Alex Crowley from Economic and Sustainable Development as well as Terri and Jackie from Planning and Transportation.
- August 17, 2018 - Meeting with Alex Crowley.
- May 2, 2018 – Meeting with Doris Sims and Alex Crowley.

We are encouraged by the above discussions and are firmly committed to finding a solution that helps alleviate the demand for workforce housing in the City of Bloomington.

September 24, 2018

Jacqueline Scanlan, Development Services Manager
City of Bloomington
Planning and Transportation Dept.
401 N. Morton Street, Suite 130
Bloomington, IN

Dear Ms. Scanlan:

Attached please find the updated submittal for Chandler's Glen dated September 24, 2018. The revisions contained within the PUD document are as follows:

1. The site has been redesigned to protect and preserve the environmentally sensitive areas found within the site.
2. The site plan has been reduced to two separate phases. Phase I of the project includes both duplex product as well as single family dwellings in addition to the site amenities.
3. A multi purpose path has been added to the site plan to provide connectivity.
4. The street layout has been revised to incorporate a gridded pattern with complete streets where possible. Streets to be dedicated to the City will be noted on the site plan.
5. All dwelling units will be designed on separate platted lots.
6. Additional future points of ingress/egress have been added to the site.
7. Overall density of the project has been changed to 6.82 units to the acre and all five bedroom dwellings have been removed from the site plan.
8. Additional 1, 2 and 3 bedroom units have been added to the project.
9. Bio swales and conservation easements which will preserve the natural open green space have been added throughout the site.
10. Sustainable building practices have been incorporated in portions of the site to reduce the impact to the carbon footprint and to provide substantial savings in energy costs.

11. Electrical vehicle charging stations have been added to the site plan.
12. Recycling stations have been incorporated throughout the site.
13. Steep slopes on site have been protected in accordance with UDO 20.05.039 requirements.
14. Propose putting trees along West, East and North properties lines where feasible in a protective conservation easement.
15. Parking has been reduced to .5 spaces per bed. Additional parking is provided along future dedicated public streets.

Sincerely,



Travis Vencel

Executive Vice President, Development



GLICK FAMILY HOUSING FOUNDATION

Writer's Direct Dial: (317) 495-6634

Email: arichter@lickco.com

September 7, 2018

VIA EMAIL

Trinitas
Attn: Travis J. Vencel, Executive Vice President, Development
201 Main Street, Suite 1000
Lafayette, IN 47901
tvencel@trinitas.ventures

Re: The Cottages at Chandler's Glen

Dear Mr. Vencel,

Thank you for allowing Gene B. Glick Family Housing Foundation, Inc. the opportunity to speak with you and your representatives and review materials related to Trinitas' proposed Cottages at Chandler's Glen development in Bloomington. We appreciate the professional manner in which you've sought feedback from us and the community at large. Your effort is consistent with Trinitas' reputation as a sophisticated and respectable developer of quality multifamily projects.

As you know, the Foundation, an Indiana nonprofit corporation and 501(c)(3) charitable organization, acquired an adjacent affordable housing property historically referred to as Arlington Park in 2012. The Foundation has invested millions of dollars to acquire Arlington Park, rebrand it as "The Reserve at Chandler's Glen", invest in physical upgrades, and provide its residents valuable social services. The Foundation has vested interest in the continued improvement of the Reserve and its surrounding area.

With all that as background, the Foundation welcomes the Cottages of Chandler's Glen and believes it will continue to improve this area of Bloomington. By this letter, we also acknowledge Trinitas' agreement, reached over email on September 4, 2018, to cause its project contractors to keep North Arlington Park Drive open during and after construction and, upon request, to use commercially reasonable good faith effort to reduce construction traffic through the Reserve.

Best of luck with the Cottages. Should you desire anything further, please let us know. Thanks again.

Very truly yours,

Gene B. Glick Family Housing Foundation,
Inc.

Adam J. Richter, Esq.
Vice President and General Counsel



Traffic Impact Study
Proposed Housing Development
17th Street and Arlington Road
Bloomington, IN

Prepared for

Bynum Fanyo and Associates

By

*AZTEC Engineering Group, Inc.
320 W. 8th Street, Suite 100
Bloomington, Indiana 47404
(812) 717-2555*



9/25/2018

September 2018

INTRODUCTION

Two parcels totaling 34.48 acres have been acquired for a residential development known as “Arlington Road Development.” The Arlington Road Development proposes a mixture of rental residential uses – 238 townhouses (duplexes) and 28 single-family homes. The single family rental homes are intended to be rentals but may also be owner-occupied. The development will be located north of 17th Street between Crescent Road and Lindberg Drive. This Traffic Impact Study is being prepared at the request of Bynum Fanyo and Associates, the primary site civil engineering firm working for Trinitas Ventures LLC on this proposed development.

PURPOSE & NEED

The proposed development is located within the limits of the City of Bloomington. Based on the expected trips noted above in Table 1; a Category 1 Traffic Impact Study (TIS) is required. A Category 1 TIS is for developments which will generate from 100 or more peak hour vehicle trips but less 500 vehicle trips during the morning OR afternoon peak hours. A Category 1 TIS analyzes the opening year of the development. The Study Area includes the site access driveways and the adjacent signalized intersections and/or major unsignalized intersections within a ¼ mile. In this case, the Study Area will include the following intersections:

- The existing 17th Street/Arlington Park Drive intersection;
- The proposed 17th Street/West Entrance Roadway intersection;
- The proposed Arlington Road/East Access Roadway intersection;
- The existing 17th Street/Arlington Road roundabout intersection.

The specific study objectives are as follows:

- Determine the trips associated with this proposed Arlington Road Development;
- Evaluate the existing 17th Street/Arlington Park Drive intersection;
- Evaluate the proposed 17th Street/West Entrance Roadway intersection;
- Evaluate the proposed Arlington Road/East Access Roadway intersection;
- Evaluate the existing 17th Street./Arlington Road roundabout intersection;
- Evaluate 17th Street for right-turn lane and left-turn warrants;
- Provide a set of conclusions based on the HCS analysis;
- Make recommendations based on the results of the study.

ZONING

One of the parcels in the development will be re-zoned from Business Park (BP) to a Planned Unit Development (PUD). As a PUD, the development will have its own development ordinance. The zoning change may trigger off-site improvements to publicly maintained streets and the developer is addressing these potential improvements proactively by preparing a TIS coinciding with a petition to the Planning Commission. The parcels of land surrounding the proposed site are currently a mixture vacant land and residential uses.

SITE PLAN

Figure 1 – Site Plan (Page 4) provides a scaled drawing of the proposed development plan, which illustrates the location of the site access driveways, the lot layout, and other amenities. The proposed development will have two site access roadways along the north side of 17th Street and one site access roadway along the west side of Arlington Road. The access roadways along the north side of 17th Street include the existing 17th Street/Arlington Park Drive intersection and a proposed site access roadway (referred to as the West Entrance Roadway) which is located

approximately 350 feet west of Arlington Park Drive. 17th Street is a two-lane east/west minor arterial roadway and Arlington Park Drive is a two-lane north/south neighborhood collector roadway. Arlington Park Drive is an existing privately-maintained road. The West Entrance Roadway will be a two-lane north/south roadway. The 17th Street/Arlington Park Drive intersection and the proposed 17th Street/West Entrance Roadway will be full access intersections; allowing left-in, right-in, left-out, and right-out.

Another proposed site access roadway referred to as the East Access Roadway will be located along the west side of Arlington Road. The East Access Roadway will be a full access intersection. Arlington Road is a two-lane north/south minor arterial roadway with a posted speed limit of 40 MPH. The East Access Roadway is located approximately 100 feet south of the 20th Street/Arlington Road intersection.

DEVELOPMENT PHASING AND TIMING

The Arlington Road Development will be built in two phases as a Planned Unit Development (PUD). The Phase 1 will be completed in 2020 and Phases 2 and 3 completed in 2021 depending upon agency approvals.

STUDY AREA

The study area for the proposed development is confined to the City of Bloomington roadways. The area of significant traffic impacts and influence area have been established based on the size, density, and characteristics of the proposed development. The existing land uses surrounding the site, as well as the site's accessibility, have been considered in determining the site's study and influence areas.

Area of Significant Traffic Impact

This development was determined to be a small development. The proposed development is expected to generate more than 100 peak hour vehicle trips but less than 500 peak hour vehicle trips. Therefore, the proposed development requires a Category I TIS. The area of significant traffic was determined to consist of the following intersections:

- The existing 17th Street/Arlington Park Drive intersection;
- The proposed 17th Street/West Entrance Roadway intersection;
- The proposed Arlington Road/East Access Roadway intersection;
- The existing 17th Street/Arlington Road roundabout intersection.

Influence Area

A development's influence area consists of the geographic area surrounding the development from which it is expected to draw the majority of its trips. In the case of the proposed development, the geographic area from which the majority of the expected site-generated trips will come from is the 17th Street corridor and the Arlington Road corridor. Per the City of Bloomington requirements, the influence area would encompass the existing and proposed intersections referenced above.

SITE ACCESSIBILITY

In most cases, the incoming trips will originate and terminate from areas outside the proposed development and will use 17th Street to access Arlington Park Drive or the West Entrance Roadway and Arlington Road to access the East Access Roadway and vice-versa for the exiting site-generated traffic.

TRAFFIC VOLUMES

17th Street has an estimated 2018 average daily traffic (ADT) of 11,050 vehicles a day. The ADT values for 17th street are based on projected traffic from the I-69 Section 5 Technical Provisions. The ADT on Arlington Road is 14,460 vehicles a day and is based on the same study. Traffic counts for the study were not taken due to the current detouring related to I-69 at 2nd Street and 3rd Street and various City and County closures and traffic restrictions in Bloomington. As a result, 17th Street is currently experiencing a high volume of traffic which would constitute an inaccurate portrayal of traffic on 17th Street.

Arlington Road is estimated to have a 2021 ADT of 12,500 vehicles a day and 1,500 vehicles during the peak hours. The estimation is based on the roadway alignment, the existing development (primarily residential) along Arlington Road, and the connection points to other roadways.

PHYSICAL CHARACTERISTICS

Figure 2 illustrates the existing street network and ADTs. Two roadways were identified to comprise the influence area. The following briefly describes these roadways:

- **17th Street**
17th Street is a two-lane east/west Neighborhood Collector Street. 17th Street has a 30 MPH posted speed limit in the vicinity of Arlington Park Drive.
- **Arlington Road**
Arlington Road is a two-lane north/south Minor Arterial Street and the old State Route 46 from Bloomington to Ellettsville. Arlington Road has a 40 MPH posted speed limit in the vicinity of the proposed East Access Roadway.

EXPECTED TRIPS

Based on the proposed land uses provided by the developer and noted above, the proposed Arlington Road Development is for 238 rental townhouses (duplexes) and 28 rental single-family detached houses. Based on the ITE data for rental townhouses and single-family homes, the proposed Arlington Road Development is expected to generate 1,650 daily vehicle trips, 195 AM Peak Hour vehicle trips, and 202 Peak Hour vehicles trips at full build-out. See **Table 1** below trips to be generated by the proposed development.

TABLE 1									
ARLINGTON ROAD DEVELOPMENT - SITE TRAFFIC GENERATION									
LAND USE	ITE CODE	No. of Dwelling Units	NUMBER OF VEHICLE TRIPS						
			AM PEAK HOUR			PM PEAK HOUR			DAILY (TWO-WAY)
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Single-Family Detached Housing	210	28	5	16	21	18	10	28	267
Rental Townhouse	224	238	61	113	174	96	78	174	1,383
TOTAL TRIPS			66	129	195	114	88	202	1,650

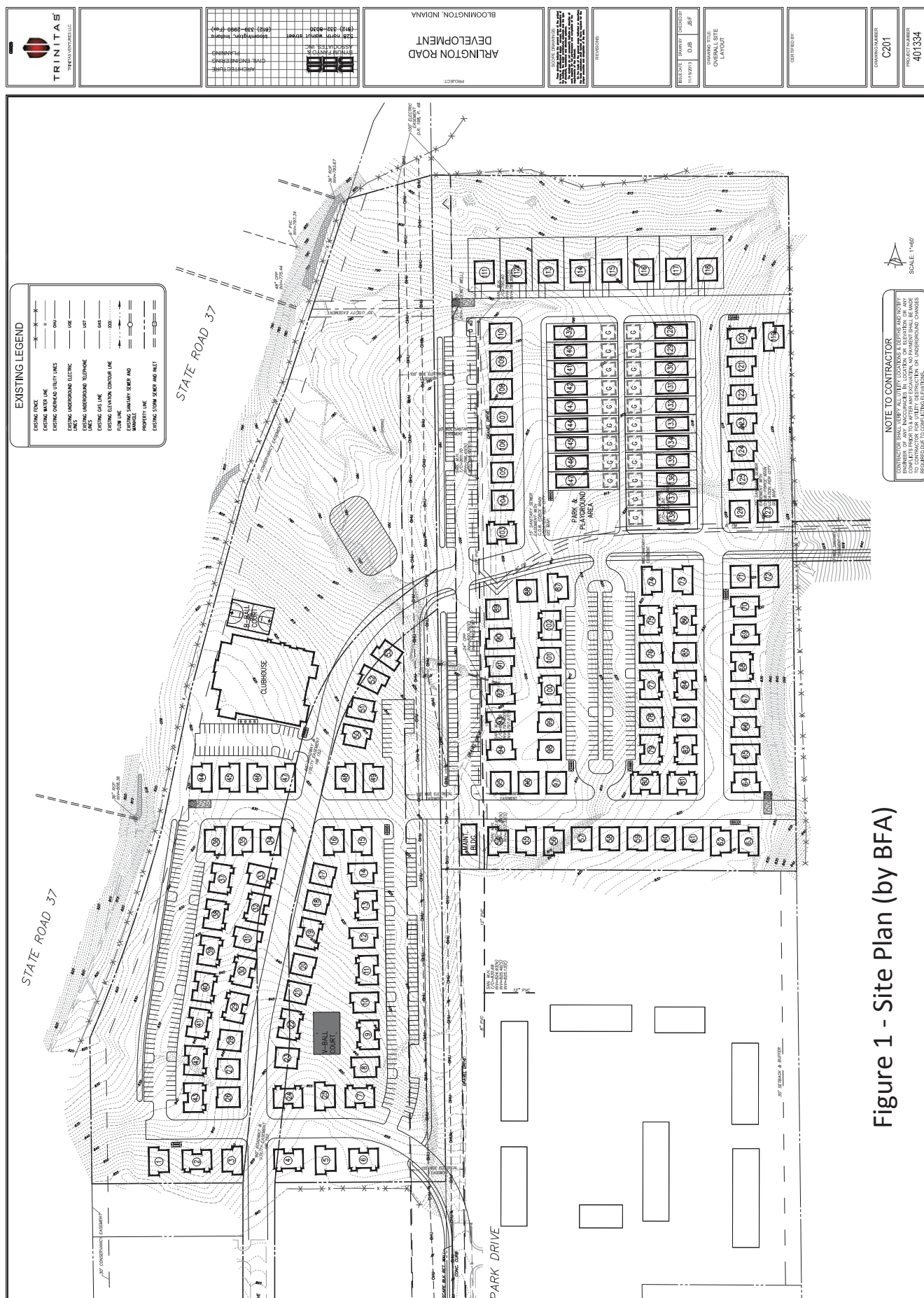


Figure 1 - Site Plan (by BFA)

PASS-BY TRAFFIC

Pass-by traffic (traffic already on the adjacent roadway) will provide a zero percentage of the site-generated traffic for the Arlington Road Development. Available ITE data, as published in the ITE Trip Generation Manual, 9th Edition, Volume 1, Chapter 5 and in the ITE Trip Generation Handbook, 3rd Edition, August 2014, Appendix F suggests that pass-by trips are a non-issue for single-family houses and townhouses uses.

DIRECTIONAL DISTRIBUTION

Based on the location of the proposed development, the expected directional distribution of the site-generated traffic from the proposed development will be 72% along 17th Street and 28% along Arlington Road. The expected development traffic along 17th Street will be split evenly (36%) between Arlington Park Drive and the West Entrance Roadway. The expected development along Arlington Road will use the East Access Roadway.

SITE TRAFFIC ASSIGNMENTS

The expected AM and PM Peak Hour trips and daily trips for the proposed development are assigned to the roadway network using the directional distributions referenced above. The traffic assignments are shown in **Figure 2 – 2021 – Site Traffic Assignments**.

TOTAL TRAFFIC

For the Study Horizon Year 2021, the projected 2021 non-site traffic (the traffic volumes are determined by applying a 1.0% growth factor to the 2018 traffic volumes) is 11,385 vehicles/day. This volume will be combined with the expected AM and PM Peak Hour trips and daily trips from the proposed development to create the 2021 Total Traffic volumes. These volumes are illustrated on **Figure 3 – 2021 Total Traffic Assignments**.

TRAFFIC AND IMPROVEMENT ANALYSIS

The effects of the project's total traffic on the existing 17th Street/Arlington Park Drive intersection and the proposed 17th Street/Entrance Roadway will be analyzed for the Study Horizon Year 2021.

AUXILIARY LANES WARRANTS

EB Left-turn Lane at the West Entrance Roadway

Using the Study Horizon Year 2021 AM and PM Peak Hour Total Traffic volumes and ***the Left Turn Guidelines for Two-Lane Roadways, and plotting the data points on the graph***, an EB Left-turn lane **is warranted** along 17th Street at the 17th Street/West Entrance Roadway intersection during both the ***AM and PM Peak Hours***.

WB Right-turn Lane at the West Entrance Roadway

Using the Study Horizon Year 2021 AM and PM Peak Hour Total Traffic volumes, ***the Right-Turn Guidelines for Two-Lane Roadways, and plotting the data points on the graph***, a WB right-turn lane **is not warranted** along 17th Street at the 17th Street/West Entrance Roadway intersection for either the ***AM or PM Peak Hours***.

EB Left-turn Lane at Arlington Park Drive

Using the Study Horizon Year 2021 AM and PM Peak Hour Total Traffic volumes and ***the Left Turn Guidelines for Two-Lane Roadways, and plotting the data points on the graph***, an EB left-turn lane **is warranted** along 17th Street at the 17th Street/Arlington Park Drive intersection during both the ***AM and PM Peak Hours***.

WB Right-turn Lane at Arlington Park Drive

Using the Study Horizon Year 2021 AM and PM Peak Hour Total Traffic volumes, ***the Right-Turn Guidelines for Two-Lane Roadways, and plotting the data points on the graph***, a WB right-turn lane is **not warranted** along 17th Street at the 17th Street/Arlington Park Drive intersection for either the **AM or PM Peak Hours**.

NB Left-turn Lane at the East Access Roadway

Using the Study Horizon Year 2021 AM and PM Peak Hour Total Traffic volumes and ***the Left Turn Guidelines for Two-Lane Roadways, and plotting the data points on the graph***, an NB Left-turn lane is **warranted** along Arlington Road at the Arlington Road/East Access Roadway intersection for both **AM and Peak Hours**.

SB Right-turn Lane at the East Access Roadway

Using the Study Horizon Year 2021 AM and PM Peak Hour Total Traffic volumes, ***the Right-Turn Guidelines for Two-Lane Roadways, and plotting the data points on the graph***, a SB right-turn lane is **not warranted** along Arlington Road at the Arlington Road/East Access Roadway intersection for either the **AM or PM Peak Hours**.

LEVEL OF SERVICE – ROADWAY INTERSECTIONS FOR STUDY HORIZON YEAR 2021

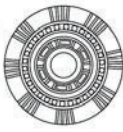
17th Street/Arlington Park Drive intersection

The 17th Street/Arlington Park Drive intersection will be analyzed as a two-way unsignalized intersection with one-way STOP control on Arlington Park Drive. The 17th Street/Arlington Park Drive intersection is a full access intersection. The analysis included an EB Left-Turn Lane along 17th Street at the intersection with Arlington Park Drive. The results are listed below in **Table 2 and Appendix A**.

TABLE 2
2021 PROPOSED LEVEL OF SERVICE

UNSIGNALIZED INTERSECTION	2021 APPROACH LEVEL OF SERVICE							
	AM PEAK HOUR				PM PEAK HOUR			
	EB	WB	NB	SB	EB	WB	NB	SB
	L			L-R	L			L-R
17 th Street/Arlington Park Drive	A			E-B	A			E-B

For the 2021 Total Traffic conditions, the results of the analysis indicate that the SB Approach will operate at LOS D during the AM Peak Hour with 28.9 seconds of delay. During the PM Peak Hour, the SB Approach will operate at LOS D with 27.6 seconds of delay.



NTS

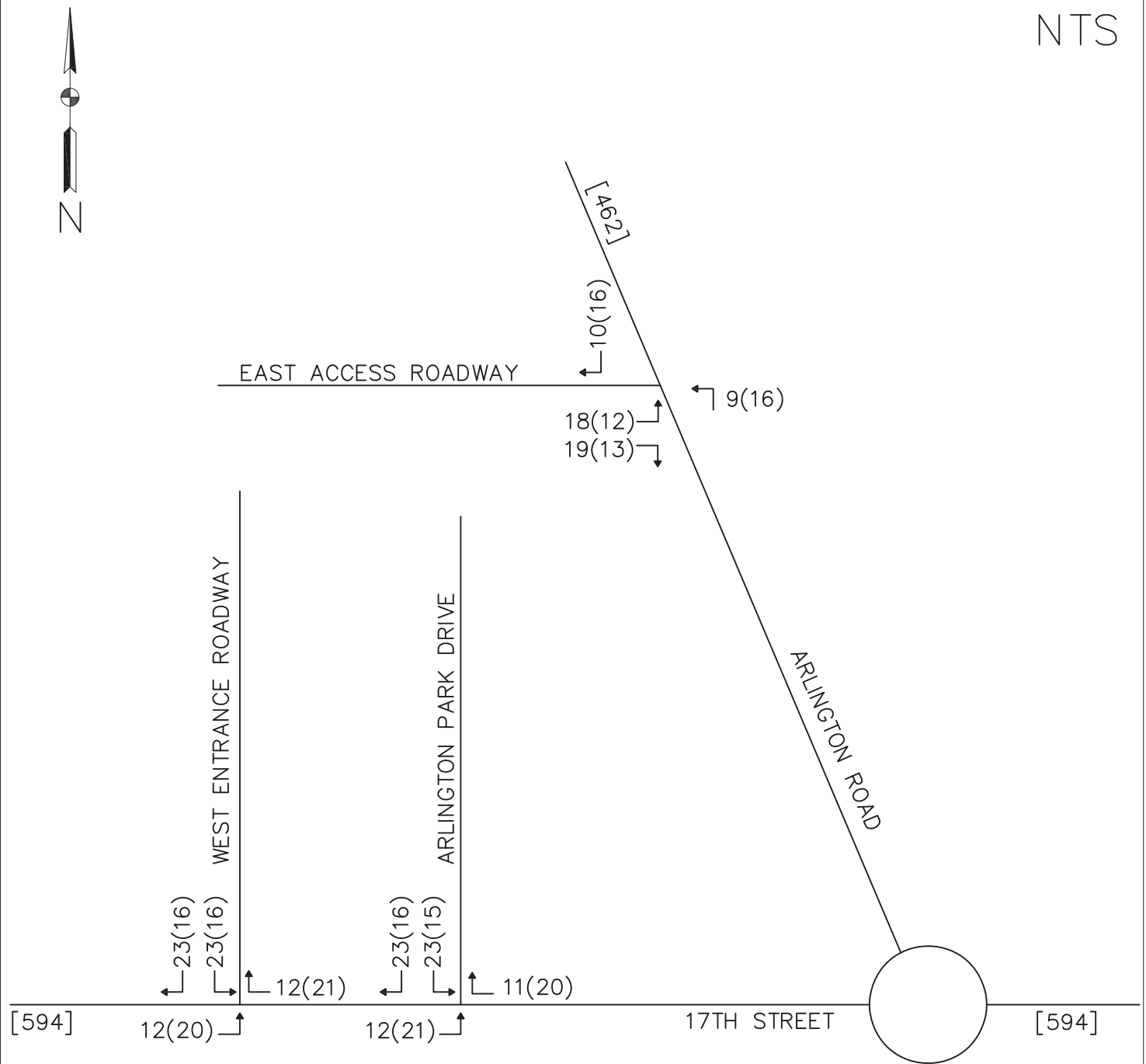


FIGURE 2 - 2021 SITE TRAFFIC ASSIGNMENTS

NTS

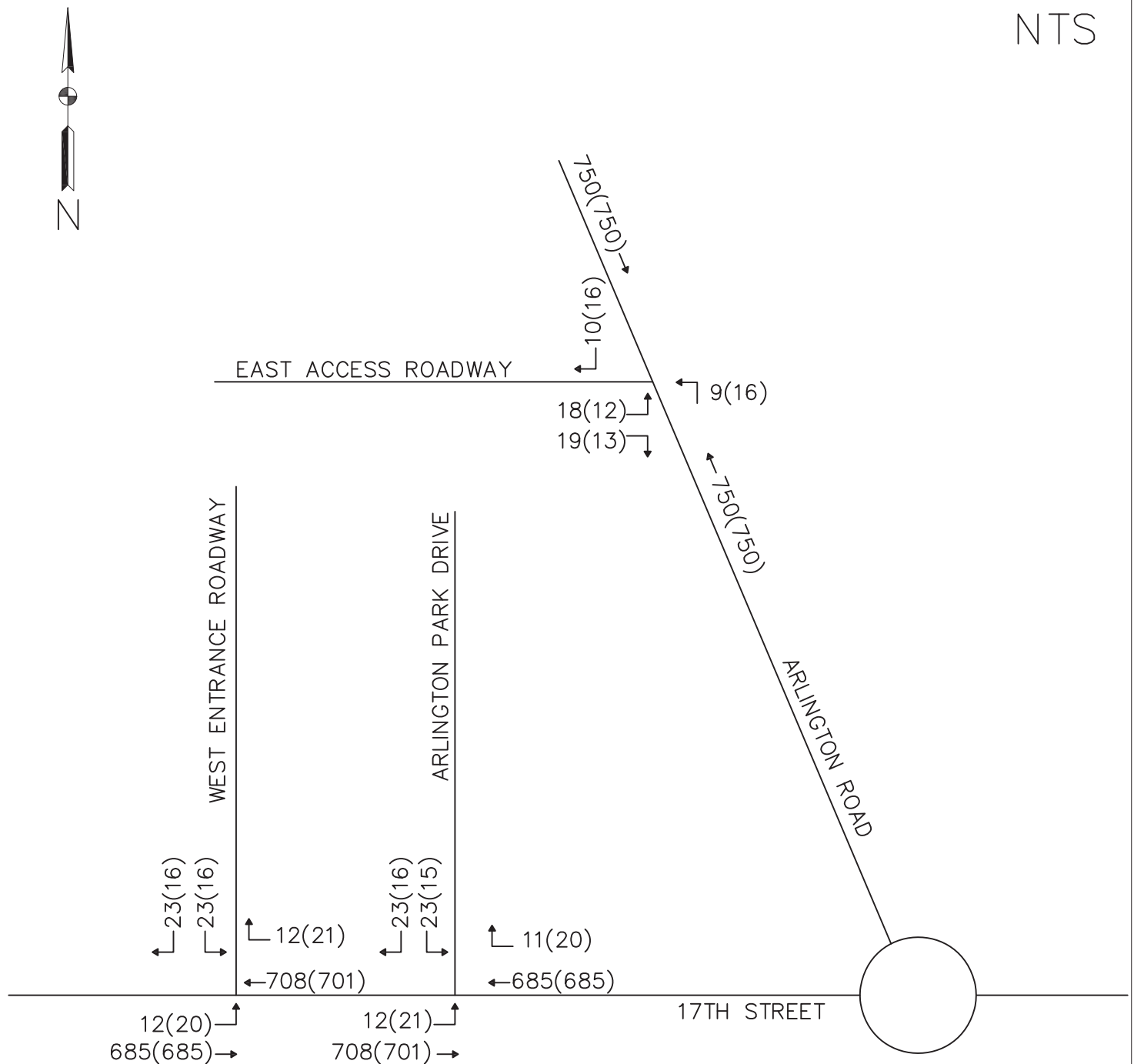


FIGURE 3 – 2021 TOTAL TRAFFIC ASSIGNMENTS

LEVEL OF SERVICE (CONT.) – ROADWAY INTERSECTIONS FOR STUDY HORIZON YEAR 2021

17th Street/West Entrance Roadway intersection

The 17th Street/West Entrance Roadway intersection will be analyzed as a two-way unsignalized intersection with one-way STOP control on the West Entrance Roadway. The 17th Street/West Entrance Roadway intersection is a full access intersection. The analysis included an EB Left-Turn Lane along 17th Street at the intersection with West Entrance Roadway. The results are listed below in **Table 3 and Appendix A**.

**TABLE 3
2021 PROPOSED LEVEL OF SERVICE**

UNSIGNALIZED INTERSECTION	2021 APPROACH LEVEL OF SERVICE							
	AM PEAK HOUR				PM PEAK HOUR			
	EB	WB	NB	SB	EB	WB	NB	SB
	L			L-R	L			L-R
17 th Street/West Entrance Roadway	A			E-B	A			E-B

For the 2021 Total Traffic conditions, the results of the analysis indicate that the SB Approach will operate at LOS D during the AM Peak Hour with 29.1 seconds of delay. During the PM Peak Hour, the SB Approach will operate at LOS D with 28.2 seconds of delay.

Arlington Road/East Access Roadway intersection

The Arlington Road/East Access Roadway intersection will be analyzed as a two-way unsignalized intersection with one-way STOP control on East Access Roadway. The Arlington Road/East Access Roadway Drive intersection will be a full access intersection. The analysis included a NB Left-turn Lane along Arlington Road at the intersection with the East Access Roadway. The results are listed below in **Table 4 and Appendix A**.

**TABLE 4
2021 PROPOSED LEVEL OF SERVICE**

UNSIGNALIZED INTERSECTION	2021 APPROACH LEVEL OF SERVICE							
	AM PEAK HOUR				PM PEAK HOUR			
	EB	WB	NB	SB	EB	WB	NB	SB
	L-R				L-R			
Arlington Road/East Access Roadway	E-C		A		E-C		A	

For the 2021 Total Traffic conditions, the results of the analysis indicate that the EB Approach will operate at LOS D during the AM Peak Hour with 31.5 seconds of delay. During the PM Peak Hour, the EB Approach will operate at LOS D with 30.5 seconds of delay.

17th Street/Arlington Road Roundabout intersection

The 17th Street/Arlington Road Roundabout intersection was not analyzed at this time because of the re-construction of I-69. Arlington Road serves as a secondary detour route therefore the current traffic volumes are artificially high at this point.

TRAFFIC SAFETY

The sight distance triangles at the West Entrance Roadway, at Arlington Park Drive, and at the East Access Roadway will be calculated and shown on the Improvement Plans. No vegetation is planned at the intersections or within the 17th Street and Arlington Road right-of-way. Therefore, there should be no visual restrictions at the roadway intersections.

PEDESTRIAN CONSIDERATIONS

A multiuse path will be constructed along the north side of 17th Street as part of a City project to reconstruct 17th Street from Lismore Drive to the roundabout. The project also includes sidewalk along the south side of 17th Street. These facilities complete connections to Vernal Pike across I-69 to the City's network of sidewalk and multiuse path from the 17th & Arlington Roundabout to the east. Adjacent pedestrian network, while not fully complete today, will support and encourage pedestrian and bicycle traffic to and from the development.

TRAFFIC CONTROL NEEDS

At the proposed West Entrance Roadway and the existing Arlington Park Drive intersections with 17th Street, one-way STOP control is recommended with STOP signs installed on the West Entrance Roadway and Arlington Park Drive. Sufficient gaps in the 17th Street traffic stream exist, allowing for entering and exiting right-turn and left-turn movements to and from 17th Street. Therefore, lane movement restrictions for the roadways are not recommended.

At the proposed East Access Roadway intersection with Arlington Road, one-way STOP control is recommended with STOP signs installed on the East Access Roadway. Sufficient gaps in the Arlington Road traffic stream exist, allowing for entering and exiting right-turn and left-turn movements to and from Arlington Road. Therefore, lane movement restrictions for the roadways are not recommended.

CONCLUSION & RECOMMENDATIONS

In conclusion based on the HCS Analysis, the proposed development, "Arlington Road Development" will have impact on 17th Street and Arlington Road. For the 2021 Total Traffic conditions at the 17th Street/West Entrance Roadway intersection and at the 17th Street/Arlington Park Drive intersection, the results of the HCS Analysis indicate that the SB approaches on the West Entrance Roadway and Arlington Park Drive will operate at LOS D for both the AM and PM Peak Hours.

For the 2021 Total Traffic conditions at the 17th Street/East Access Roadway intersection, the results of the HCS Analysis indicate that the EB approach on the East Access Roadway will operate at LOS D for both the AM and PM Peak Hours.

AUXILIARY LANES RECOMMENDATIONS

EB Left-turn Lane at the West Entrance Roadway

An EB Left-turn lane **is warranted** along 17th Street at the 17th Street/West Entrance Roadway intersection during both the **AM and PM Peak Hours**. An Eastbound left turn lane is recommended.

WB Right-turn Lane at the West Entrance Roadway

A WB right-turn lane **is not warranted** along 17th Street at the 17th Street/West Entrance Roadway intersection for either the **AM or PM Peak Hours**. A Westbound right turn lane is not recommended.

EB Left-turn Lane at Arlington Park Drive

An EB left-turn lane **is warranted** along 17th Street at the 17th Street/Arlington Park Drive intersection during both the **AM and PM Peak Hours**. An Eastbound left turn lane is recommended.

WB Right-turn Lane at Arlington Park Drive

A WB right-turn lane **is not warranted** along 17th Street at the 17th Street/Arlington Park Drive intersection for either the **AM or PM Peak Hours**. A Westbound right turn lane is not recommended.

NB Left-turn Lane at the East Access Roadway

A NB Left-turn lane **is warranted** along Arlington Road at the Arlington Road/East Access Roadway intersection for both **AM and Peak Hours**. A Northbound left turn lane is recommended.

SB Right-turn Lane at the East Access Roadway

A SB right-turn lane **is not warranted** along Arlington Road at the Arlington Road/East Access Roadway intersection for either the **AM or PM Peak Hours**. A Southbound right turn lane is not recommended.

TRAFFIC SAFETY RECOMMENDATIONS

The sight distance triangles at the West Entrance Roadway, at Arlington Park Drive and at the East Access Roadway will be calculated and shown on the Improvement Plans. No vegetation is planned at the intersections or within the 17th Street and Arlington Road right-of-way. Therefore, there should be no visual restrictions at the roadway intersections.

TRAFFIC CONTROL RECOMMENDATIONS

At the proposed West Entrance Roadway and the existing Arlington Park Drive intersections with 17th Street, one-way STOP control is recommended with STOP signs installed on the West Entrance Roadway and Arlington Park Drive. Sufficient gaps in the 17th Street traffic stream exist, allowing for entering and exiting right-turn and left-turn movements to and from 17th Street. Therefore, lane movement restrictions for the roadways are not recommended.

At the proposed East Access Roadway intersection with Arlington Road, one-way STOP control is recommended with STOP signs installed on the East Access Roadway. Sufficient gaps in the Arlington Road traffic stream exist, allowing for entering and exiting right-turn and left-turn movements to and from Arlington Road. Therefore, lane movement restrictions for the roadways are not recommended.

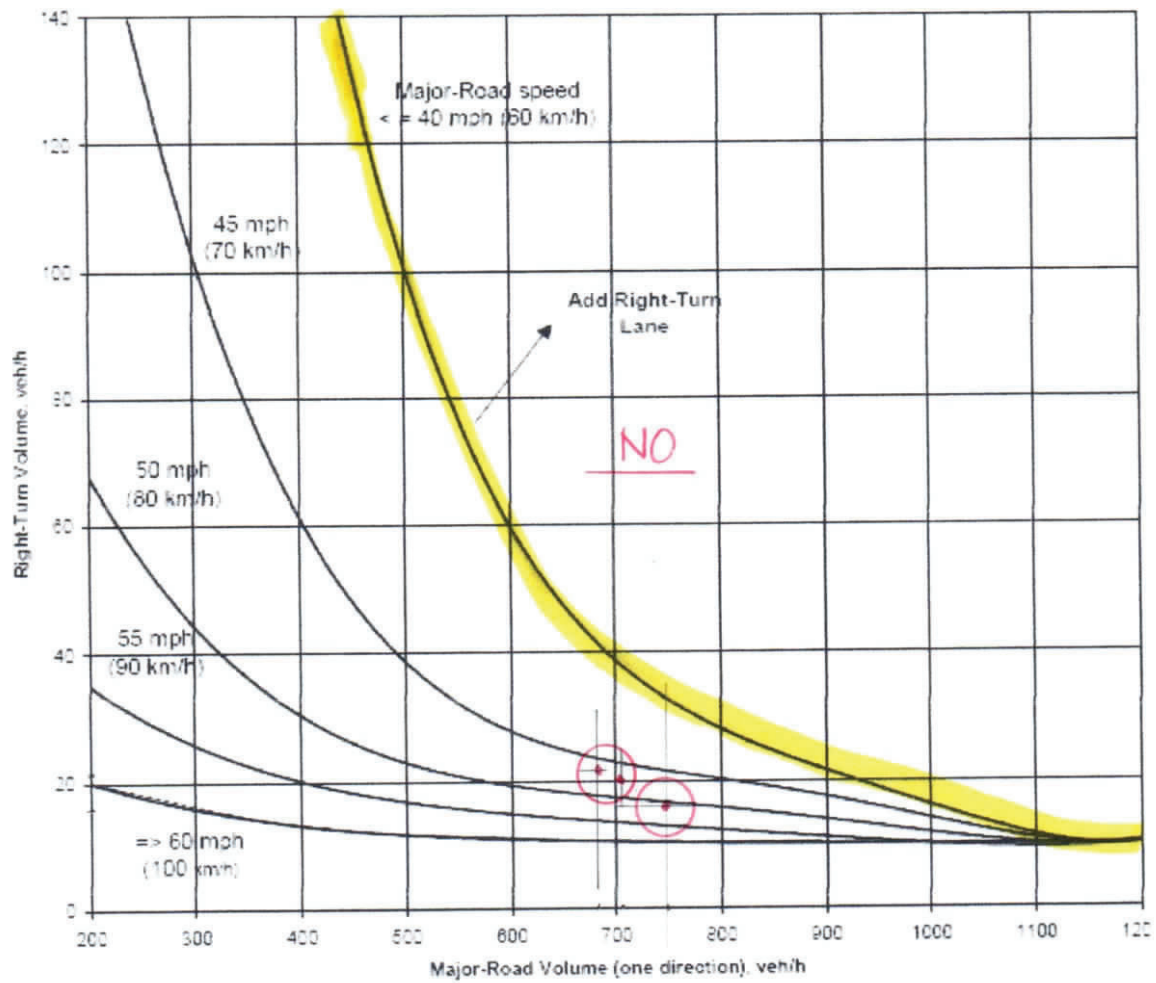
APPENDIX A

Right Turn Lane Guidelines for Two-Lane Roadways

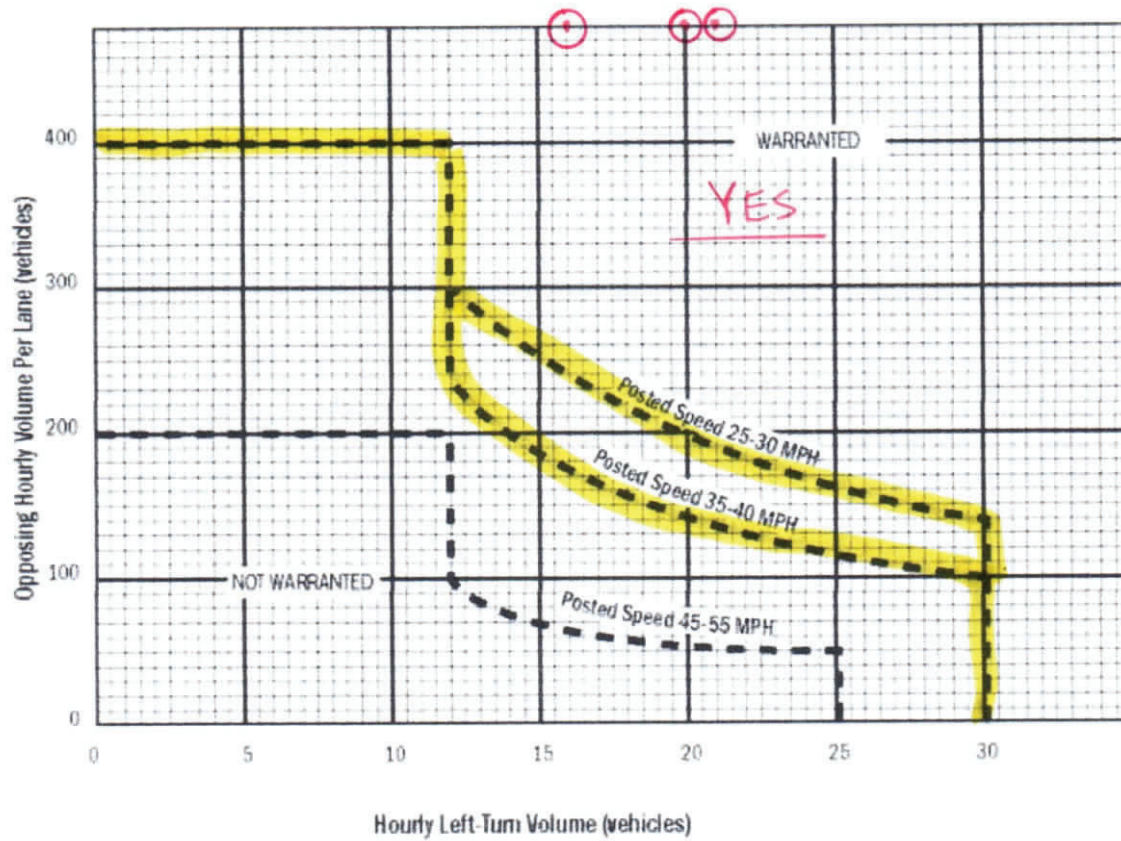
Left Turn Lane Guidelines

HCS Analysis

RIGHT TURN LANE GUIDELINES FOR TWO-LANE ROADS⁹



LEFT TURN LANE GUIDELINES⁹



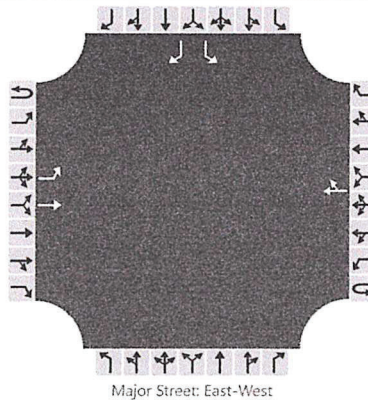
General Information

Analyst	MEM
Agency/Co.	AZTEC Eng. Corp
Date Performed	9/22/2018
Analysis Year	2021
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Arlington Road Development

Site Information

Intersection	
Jurisdiction	Bloomington, IN
East/West Street	17th Street
North/South Street	Arlington Park Drive
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		12	708				685	11						23		23
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

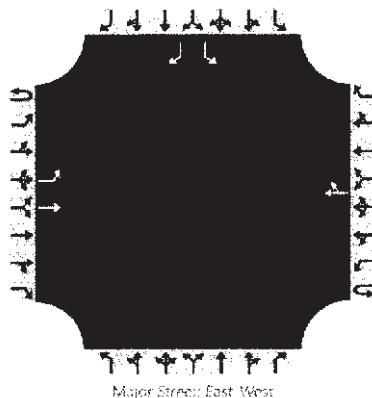
Flow Rate (veh/h)		13												26		26
Capacity		851												120		405
v/c Ratio		0.02												0.22		0.06
95% Queue Length		0.0												0.8		0.2
Control Delay (s/veh)		9.3												43.3		14.5
Level of Service (LOS)		A												E		B
Approach Delay (s/veh)	0.2												28.9			
Approach LOS													D			

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General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp	Jurisdiction	Bloomington, IN
Date Performed	9/22/2018	East/West Street	17th Street
Analysis Year	2021	North/South Street	Arlington Park Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		21	701				685	20						15		16
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		23												17		18
Capacity		844												115		403
v/c Ratio		0.03												0.15		0.04
95% Queue Length		0.1												0.5		0.1
Control Delay (s/veh)		9.4												41.6		14.4
Level of Service (LOS)		A												E		B
Approach Delay (s/veh)	0.3												27.6			
Approach LOS													D			

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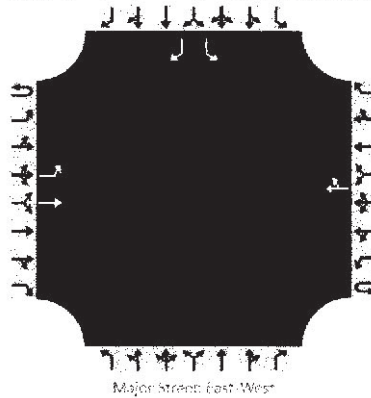
General Information

Analyst	MEM
Agency/Co.	AZTEC Eng. Corp.
Date Performed	9/22/2018
Analysis Year	2021
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Arlington Road Development

Site Information

Intersection	
Jurisdiction	Bloomington, IN.
East/West Street	17th Street
North/South Street	West Entrance Roadway
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

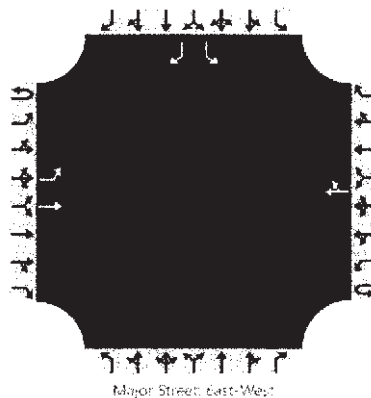
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		12	685				708	12						23		23
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		13												26		26
Capacity		832												119		391
v/c Ratio		0.02												0.22		0.07
95% Queue Length		0.0												0.8		0.2
Control Delay (s/veh)		9.4												43.3		14.9
Level of Service (LOS)		A												E		B
Approach Delay (s/veh)	0.2												29.1			
Approach LOS													D			

General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp	Jurisdiction	Bloomington, IN
Date Performed	9/22/2018	East/West Street	17th Street
Analysis Year	2021	North/South Street	West Entrance Roadway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



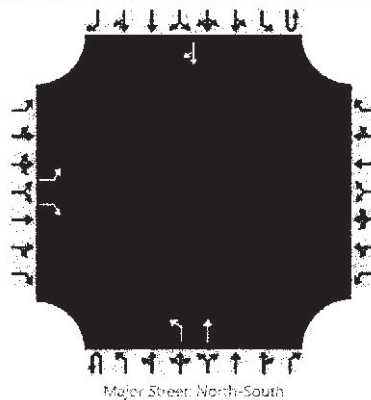
Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		20	685				701	21						16		16
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		22												18		18
Capacity		831												116		393
v/c Ratio		0.03												0.16		0.05
95% Queue Length		0.1												0.5		0.1
Control Delay (s/veh)		9.5												41.8		14.6
Level of Service (LOS)		A												E		B
Approach Delay (s/veh)	0.3												28.2			
Approach LOS													D			

General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp.	Jurisdiction	City of Bloomington, IN.
Date Performed	9/21/2018	East/West Street	East Access Roadway
Analysis Year	2021	North/South Street	Arlington Road
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T					TR
Volume (veh/h)		18		19						9	750				750	10
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

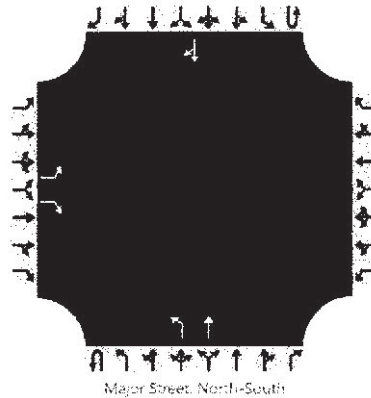
Flow Rate (veh/h)		20		21						10						
Capacity		102		369						801						
v/c Ratio		0.20		0.06						0.01						
95% Queue Length		0.7		0.2						0.0						
Control Delay (s/veh)		48.5		15.3						9.6						
Level of Service (LOS)		E		C						A						
Approach Delay (s/veh)	31.5								0.1							
Approach LOS	D															

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General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp.	Jurisdiction	Bloomington, IN.
Date Performed	9/21/2018	East/West Street	East Access Roadway
Analysis Year	2021	North/South Street	Arlington Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T					TR
Volume (veh/h)		12		13						16	750				750	16
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		13		14						18						
Capacity		99		367						796						
v/c Ratio		0.13		0.04						0.02						
95% Queue Length		0.4		0.1						0.1						
Control Delay (s/veh)		47.0		15.2						9.6						
Level of Service (LOS)		E		C						A						
Approach Delay (s/veh)	30.5								0.2							
Approach LOS	D															

From: Carrie Winkel <cgw1018@sbcglobal.net>
Date: August 20, 2018 at 9:47:55 PM EDT
To: Douglas Jones <djones6146@aol.com>
Subject: Re: Note from Doug Jones– Arlington property
Reply-To: Carrie Winkel <cgw1018@sbcglobal.net>

Doug,

Thanks for asking about Crescent Bend's thoughts and concerns. I asked the neighbors that usually share their opinions, to do so, so I could more accurately inform you of our thoughts. First of all, no one has said that they are against the Trinitas project as it was presented to us at the Holiday Inn meeting.

There is some concern about density, access roads and increased traffic with only W. 17th access to the duplexes.

- 1) We feel that the density should be no more than 6.83/acre as presently proposed on updated online documents.

- 2) 800 parking spaces mean a possible 800 extra vehicles on W. 17th, daily. The upgrade to W. 17th certainly will be imperative to handle this amount of extra cars on top of the extra traffic now using the corridor. We strongly feel that there should be an access, since the land is available to Rogers Group/Trinitas, to Arlington Road, to help off-set the traffic load on W. 17th.

- 3) The Plan Commission and City Council just approved an affordable housing development (soon to be the 4th) on Crescent Rd. after Crescent Bend expressed that we were not in favor of another affordable housing project. We have voiced this repeatedly so Chris Sturbaum and Dorothy Granger know our opinion on this. But just in case there is a question, WE ARE NOT IN FAVOR OF ANY MORE AFFORDABLE HOUSING WITHIN OUR NEIGHBORHOOD. We have quite enough.

- 4) The "old timers" that were living in Crescent Bend when Arlington Park (now The Reserve at Chandlers Glen) was proposed, were promised a fence or a barrier between the adjacent properties and the apartments to prevent trespassing and for safety reasons. Because this was never actually built, those of us who live East of The Reserve have had our fences destroyed and have experienced trespassing that is unacceptable for 20+ years now.

- 5) On a more personal note, I would really appreciate if Trinitas would also purchase the tiny piece of land that is in front of The Reserve and adjacent to our 1604 W. 17th property so that it can be maintained as necessary. This seems to be a magnet for road trash. If I didn't pick up the road trash and if we and The Reserve's yard guys, didn't mow the wide shoulder, it would never be mowed and the road trash would not be removed except one day a year during our neighborhood clean-up. It would look like a literal dump. I just picked up trash tonight as a matter of fact. The sidewalk overgrowth was recently removed and it looks much better and pedestrians can actually use the sidewalk. Thank you!

Hope this helps.....
 Carrie W.

Prepared by

Bynum Fanyo & Associates, Inc.

Chandler's Glen

Planned Unit Development

The Chandler's Glen Planned Unit Development proposes the development of a vacant former excavated site as a residential development. This residential development includes 40.76 acres of land for a total of approximately 266 residential duplex and single unit buildings with an overall density of 6.59 units per acre. The property is located north of the 17th Street extension and adjacent to State Road 37, soon to become Interstate 69. With the development of I-69, 17th Street is now an over pass to Vernal Pike and a major connection on Bloomington's north side. These infrastructure improvements make this site appropriate for residential development, as direct access for commercial development will be limited with the roadway systems.

The area surrounding the site includes predominately residential properties with single family to the north and west, multi-family to the south and a small area of commercial/light industrial to the south as well. Historically this area has been single family residential; however recent development over the last 20 years had included multi-family government subsidized housing, including the two Section 42 properties (Arlington Park and Crescent Bend properties). The site has been an eyesore for the City of Bloomington since the construction State Road 37 in the 1970's when most of the top soil was removed for the road. Current conditions include exposed rock, overgrown scrub trees and limited healthy vegetation. Since that time the property has been marketed for business uses, however given the existing poor access and visibility the property has not had any serious offers. The majority of the natural features are located along the northern and western edges of the property and does not include any Karst features. This development 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 of the RM district is within the preferred range. The proposed density for Chandler's Glen is 6.59 units per acre on average across the two phases of the project.

The project will predominately consist of duplexes all of which are designed as rentals with access to amenities such as a clubhouse, pool, bicycle racks and playground and outdoor sports courts with appropriate design. The current plan attains traditional urban form by utilizing a gridded street pattern and complete streets as much as possible, while recognizing that access to 37/69 is not available and the only available streets are 17th Street and Arlington Road. It is anticipated that this site will redevelop with styles that transition to the adjacent currently developed areas. The diverse resident mix (professionals, student, seniors and families) overall 2/3 university related population and 1/3 non-university related population will provide necessary expansion of the residential base to support the existing commercial along 17th Street and the College/Walnut corridor which is less than one (1) mile away.

Topography, parcel shape and access also limit the ability to fully integrate a gridded street design style. There will be two points of ingress/egress off of 17th Street and one point of ingress/egress off of Arlington. There are two additional designated street connections to the east in the event development takes place to the east to allow for additional grid connectivity. The property is located on the existing Bloomington Transit Route, which will provide public transportation to the area, without extending the

current bus routes or times. The redevelopment extends the traditional neighborhood design within the existing street network by constructing residential style streets (public and private) as well as pedestrian paths to provide residents with a unique urban living experience set amongst the natural beauty and terrain of Bloomington. The site has close proximity to Ivy Tech, Cook, the new hospital, Indiana University and downtown. Each of these locations are within 3.5 miles and can be accessed within an 8-minute drive.

Environmental Findings

Both visual assessment and EM surveys do depict anomalies which could be indicative of low levels of rock dissolution, which is not itself indicative of karst development. Rock core samples from the site, showed no evidence of surface bedrock solutional development nor was there any bedding plane enlargement, solutional vugs, or secondary porosity observed at depth in the core samples. Areas of undulating bedrock surface or clay filled depressions are indicated but this is not indicative of a specific form of weathering. There was no evidence of extensive moderate to well-developed karst features associated with these areas of weathering. Instead, the surveys appear to indicate little to moderate weathering of the limestone surface and or contact between the two formations on the eastern portion of the property. The western portion of area appears to be dominated by surficial erosion by water runoff; which cuts through approximately 40 feet of soils and rock to the interstate elevation.

Concern for green space and open space is a key component of the design. Common courtyards, backyards, open space, and recreational spaces allow residents and visitors to gather as a community. These spaces make up a total of 19.64 acres of the current site design with 10.20 acres of the 19.64 being defined as conservation easements reflected in the attached site plan. The area along the 37/69 includes a large setback and conservation easement to allow the residential developments to be buffered from the road way along with a bioswale detention strip. The area in the northern most portion of the site will be preserved in a conservation easement and will remain in its natural state and is depicted in the site plan found in this document. The development will plan to feature a multi-use trail that provides connectivity to 17th Street and other current multi use trails to the west of the site. In addition to this, the roadway design, green space, and connections to existing public transportation will be developed in a manner that promotes sustainability.

Development Standards:

Chandler's Glen Planned Unit Development proposes residential uses that complement the surrounding areas. The design provides for flexibility and interaction with the existing residential in the area. The standards are based on those in the Unified Development Ordinance Residential Districts.

The following development standards shall apply to the overall development.

Architecture:

The structures are designed to reflect a traditional residential neighborhood and will feature both attached (duplex) and detached (single) home units. Representations of these units can be found contained within this document. A portion of detached homes will have the flexibility of offering either a detached garage or a concrete pad for parking. The buildings will initially be leased however, at some point in the future, some or all of the buildings could be sold as they will be platted on individual lots.

When the individual lots within the development are sold this may require the formation of an HOA to manage the common elements of the site including but not limited to all common areas, parking as well as clubhouse and amenity features. The homes are one and two-story construction with front porches and rear patios. The structures will have single private entrances near the front of every unit. The exteriors will include high quality siding, with some additional accents of architectural elements such as shake and or board and batten, residential windows and doors. The project will consist of a minimum of five (5) main building types and two building styles and will follow the anti-monotony standards as specified in the UDO 20.05.016 AG. The community will be adequately landscaped with residential style features and native plantings with buffer landscaping with emphasis placed on the east and west property lines. A Conservation easement will be incorporated into the development and is depicted on the site plan included within this document.

Sustainability Initiatives:

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

1. The shared parking areas for the development shall have a total of 1% of spaces that are plug in ready for electrical vehicle charging stations. There will be wayfinding signage directing residents of there location.
2. Pervious pavement will be incorporated into the parking area in front of the clubhouse.
3. Designated areas accessible to waste haulers and building occupants for the collection and storage of recyclable materials have been positioned throughout the development and are noted on the site plan.
4. To reduce water usage on-site we will eliminate all irrigation and utilize native plantings.
5. The use of natural light in the clubhouse will be incorporated into the design to reduce interior light pollution.
6. Lighting controls and occupancy sensors within designated areas of the clubhouse will be utilized to reduce energy consumption.
7. Energy efficiency will be realized through the installation of energy star appliances throughout the clubhouse.
8. Water usage will be controlled throughout the clubhouse utilizing low flow plumbing fixtures.
9. Utilization of low volatile organic compounds during construction of the clubhouse including items such as paint, adhesives, sealants, flooring and insulation.
10. The development will target purchasing a minimum of 10% regional building materials (by cost) that are sourced and manufactured within 500 miles of the site.
11. The clubhouse will comply with 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 is prohibited in all Community public areas at all times including but not limited to clubhouse, fitness areas, pool area, courtyard area, sports courts and study rooms.

Environmental Initiatives

1. The new plan eliminates the lots in the northern most area of the site. This area will be preserved in its natural state by the creation of a conservation easement.
2. The revised site plan incorporates more pockets of stormwater treatment and detention rather than disturbing more area on the northwest side of the site for a large treatment and detention facility. These pockets of stormwater treatment and detention throughout the site will incorporate bio-filtration strips at the edge of some parking areas for stormwater to sheet flow right off and into these areas for immediate treatment.
3. Some of the proposed structures at the southwest part of the site were eliminated to create a 118' wide undisturbed buffer for 275' before tapering to the 30' wide undisturbed buffer strip when the tree canopy isn't as big along SR 37 to the north.

Minimum lot sizes:

1. All single family lots shall be 2,637 square feet minimum with 0 set backs.
2. All duplex lots shall be 1,147 square feet minimum with 0 set backs.

Maximum Impervious Surface Coverage:

The requirements shall be met by each area or as an aggregate of the PUD as a whole but do not need to be met by an individual parcel or lot. The maximum coverage area shall be 60 percent. The pervious or open space area shall consist of the listed qualifications in the 'open space' section below.

Occupancy:

Occupancy for any single rental unit is limited to the number of bedrooms.

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

Parking requirements:

The requirements shall be met by each area or as an aggregate of the PUD as a whole, but do not need to be met by an individual parcel.

1. A maximum of 60% off-street parking based on total bedroom count, with additional public on-street parking available.
2. Parking requirements may be calculated and shared across all areas.
3. Bicycle Parking shall be a minimum of 25 percent of the off-street automobile parking provided of which 50 percent shall be Class I. Such parking will be dispersed throughout the project.
4. The project will also include five (5) designated parking spaces for “car pool” participants.

Pedestrian Access and Public Transit:

The project is well-served by transit services along 17th Street and has potential for private, point-to-point service, thus reducing the need for the personal automobile. As a result, the project should be well-connected for pedestrian access within and throughout the project to allow easy access to alternate transportation options. This connectivity will be best accomplished by a series of interconnected sidewalks throughout the development. Bloomington Transit is in the process of evaluating all routes of service. Although this evaluation may result in changes to certain services, we are not anticipating any changes to service along 17th Street.

Property Lines:

If any property lines are created, they are not subject to the lot and setback requirements of the UDO. Said property lines shall not require side, front or rear setback for buildings or parking as defined in the UDO, unless otherwise stated herein.

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. Please reference the site plan for designated locations.

Sign Standards:

The project will potentially have free-standing signs located near each of the entrances at 17th Street and Arlington Road and the Clubhouse. Each of these signs shall have a maximum square footage of 36 square feet per side and have a maximum height of six feet. Wall signs are allowed on primary commercial structures that conform to the UDO (20.05.078). Wall signs are not permitted on primary residential structures. Projection signs shall be allowed on a single structure in any area in accordance with the UDO (20.05.084), however limited to two signs per area.

Easement Standards:

Easements shall be 15-feet in width centered upon the utility unless otherwise noted on the plat and shall comply with the following Easement standards:

(a) General: All proposed plats submitted for approval shall allocate sufficient easement areas for features including, but not limited to drainage, utilities, tree preservation, environmental conservation, pedestrian access, vehicular access, and transit facilities, wherever necessary. All easements and corresponding utility location plans shall be approved prior to the approval of the plat. For features required to be in an easement but not required to be within common area, maintenance shall generally be the responsibility of the lot owner, except as expressly provided otherwise in this PUD ordinance or in the development approval. A grant of authority to the City of Bloomington to enter upon an easement for purposes of inspection, maintenance and/or repair of a feature within the easement shall not be construed as relieving the owner or owners of such responsibility.

(b) Recording of Easements: All necessary easements shall be clearly identified on Final Plats and shall be recorded per Monroe County processes.

(c) Existing Easements: All proposed plats shall clearly identify all existing easements on the property, including dimensions, bearings, and recorded instrument numbers.

(d) Environmental Features: All areas that are determined not to be developable shall be placed within preservation/conservation easements on the plat.

(e) Easement Types: Unless specifically defined on an approved plat or by condition of plat approval, the following requirements shall apply to these easements:

(1) Sanitary Sewer Easement:

(A) Shall allow the City of Bloomington Utilities Department exclusive access for installation, maintenance, repair, or removal of sanitary sewer facilities.

(B) Encroachment by other utilities is prohibited, unless such encroachment is approved by the City of Bloomington Utilities Department in conjunction with the Preliminary Plat. Upon written permission from the City of Bloomington Utilities Department, encroachments may be permitted after the recording of the Final Plat.

(C) Trees and structures including, but not limited to, buildings, fences, retaining walls, signs, and light fixtures, shall not be located within Sanitary Sewer Easements.

(D) Grading activity shall be prohibited within Sanitary Sewer Easements without written permission from the City of Bloomington Utilities Department.

(2) Waterline Easement:

(A) Shall allow the City of Bloomington Utilities Department exclusive access for installation, maintenance, repair, or removal of potable water facilities.

(B) Encroachment by other utilities is prohibited, unless such encroachment is approved by the City of Bloomington Utilities Department in conjunction with the Preliminary Plat. Upon written permission from the City of Bloomington Utilities Department, encroachments may be permitted after the recording of the Final Plat.

(C) Trees and structures including, but not limited to, buildings, fences, retaining walls, signs, and light fixtures, shall not be located within Waterline Easements.

(D) Grading activity shall be prohibited within Waterline Easements without written permission from the City Utilities Department.

Site Drainage Standards:

All drainage standards shall be in accordance with the City of Bloomington Utility standards and engineering practices except as stated below as discussed with the City of Bloomington drainage engineer on 04.08.14:

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 allowable 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.

Open Space Standards:

(a) General: 40% minimum open space for the PUD as a whole. (60% max. impervious surface for entire site)

(b) Site Features that Qualify as Open Space: The following features count toward the minimum open space requirements as described.

(1) *Conservation Areas*: Any required preservation/conservation area shall count toward open space requirements.

(2) *Man-made Water Features*: Any man-made water feature (including retention facilities) shall count toward minimum open space.

(3) *Dry Detention Facilities*: Man-made storm water detention facilities (dry) shall count toward the minimum open

(4) *Regulated Floodplain*: The regulated floodplain of any stream, regulated drain, or river shall count toward the open space requirements.

(5) Other common areas set aside to meet open space requirements.

(6) Any other areas covered by grass, woodlands or landscaping material.

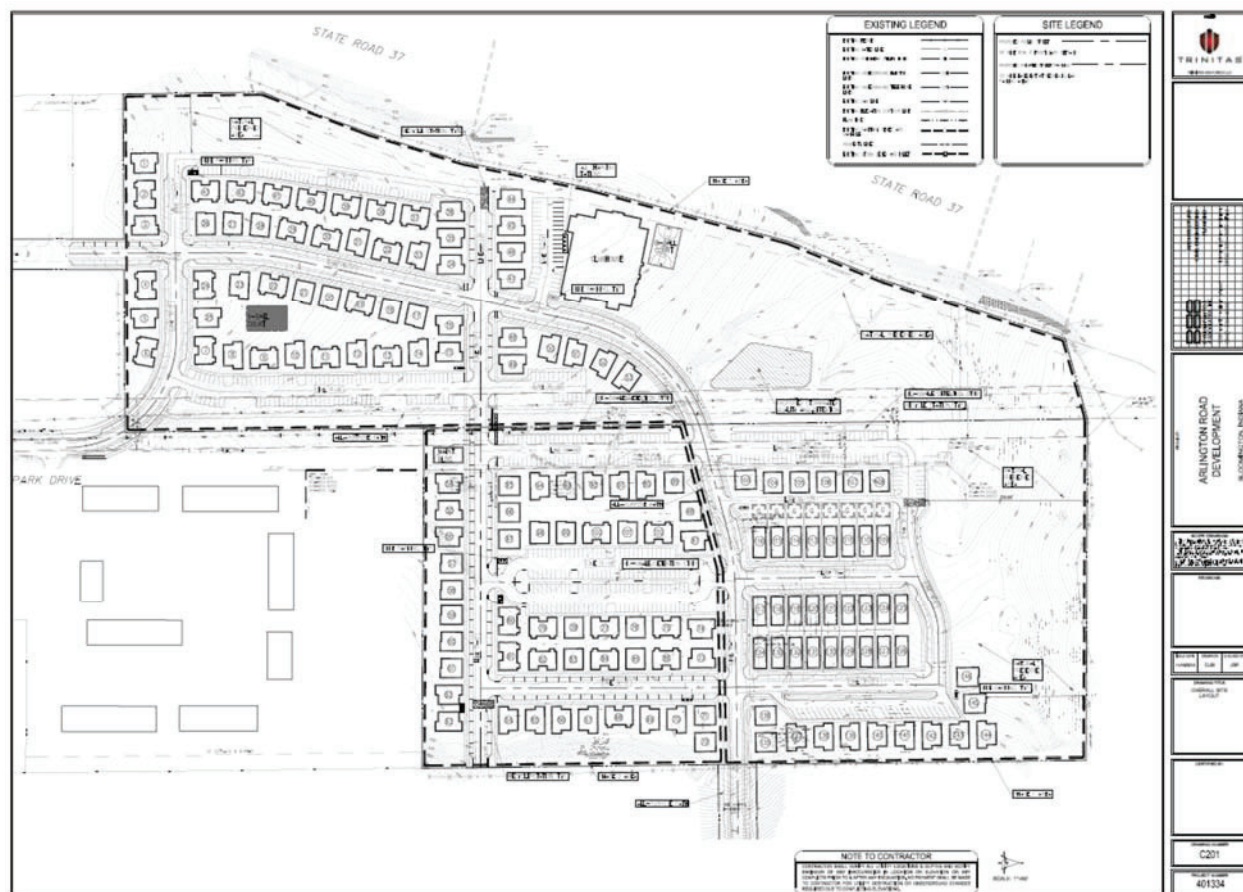
Project Schedule:

The project will be constructed in two phases as dictated on the attached image below. Construction will commence on Phase I in early 2019 with the intent to be fully operational in that portion of the site by July 2020. Construction for the subsequent phase will begin after demand is demonstrated in the market.

Mass grading of the entire site will be completed after preliminary plan approval; however, utility relocation may be congruent with subsequent phases of development.

Access to 17th Street and Arlington Road will be completed as part of the initial construction work. All amenities including playground, clubhouse, pool and tree conservation will be completed in the early stage as well.

Proposed Site and Phasing Plan:



Examples of duplex structures in the proposed development:



Examples of amenities for proposed development



Examples of single family alley loaded product in proposed development



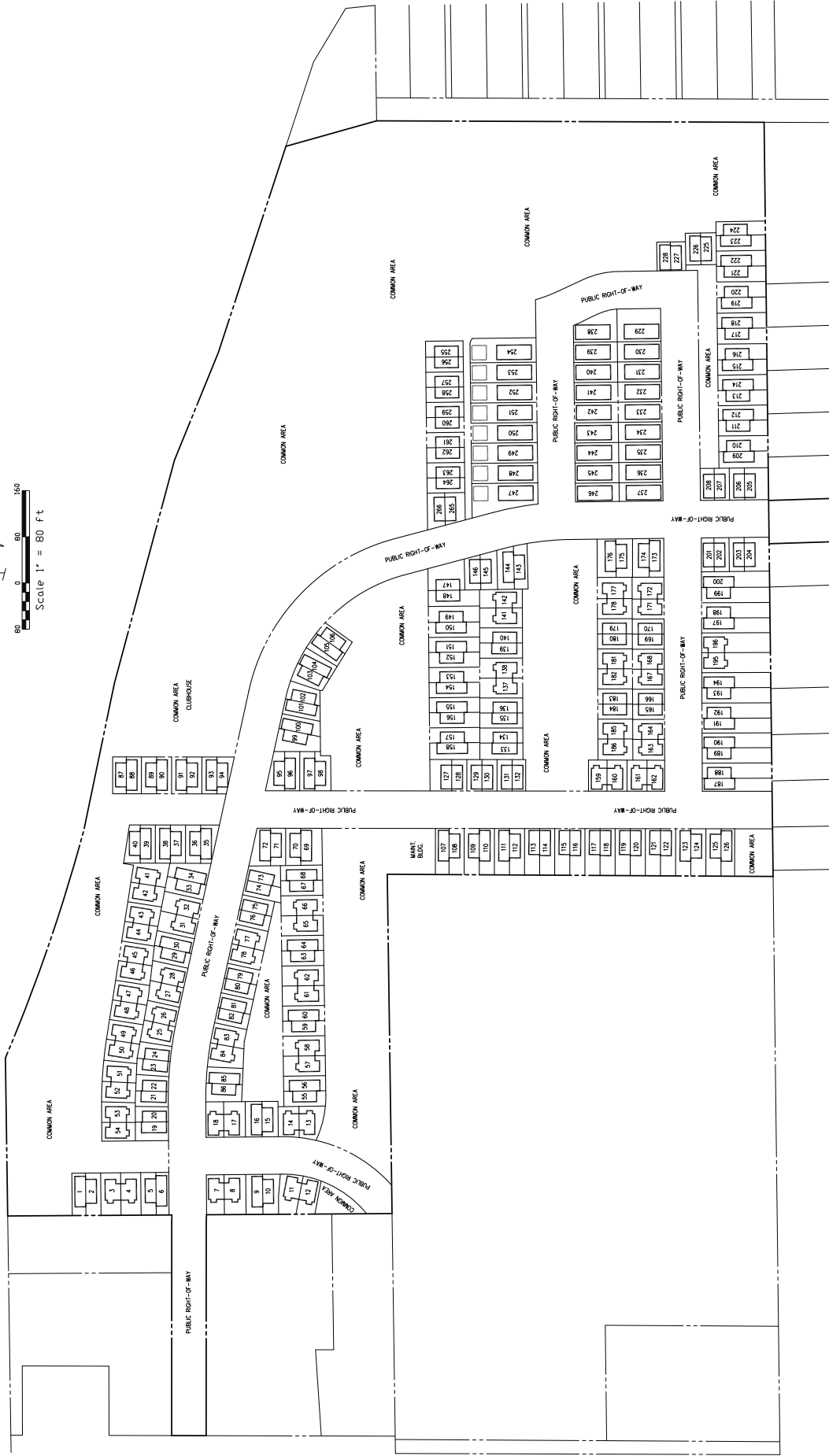


Attachments included to file this PUD document:

1. Existing Conditions Site Survey with an aerial photo background and without.
2. ALTA survey showing existing boundary lines and acreages.
3. Preliminary plan showing conceptual location of roads, proposed land uses, open space areas, and other significant features.
4. Infrastructure Plan showing road and building locations along with approximate locations of drainage features/ management and utilities.
5. Memo regarding workforce housing initiatives.
6. Support letter from adjacent landowner.
7. Email dated August 20, 2018 regarding request to not develop “affordable housing.”

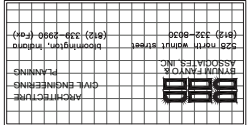


Scale 1" = 80 ft

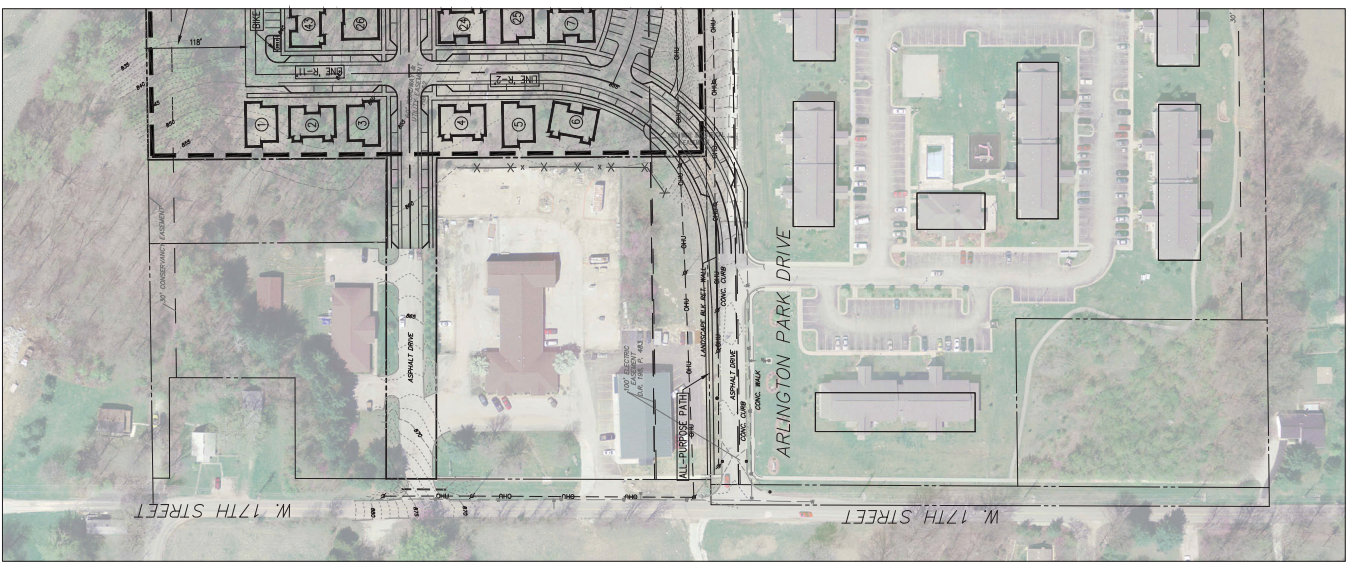
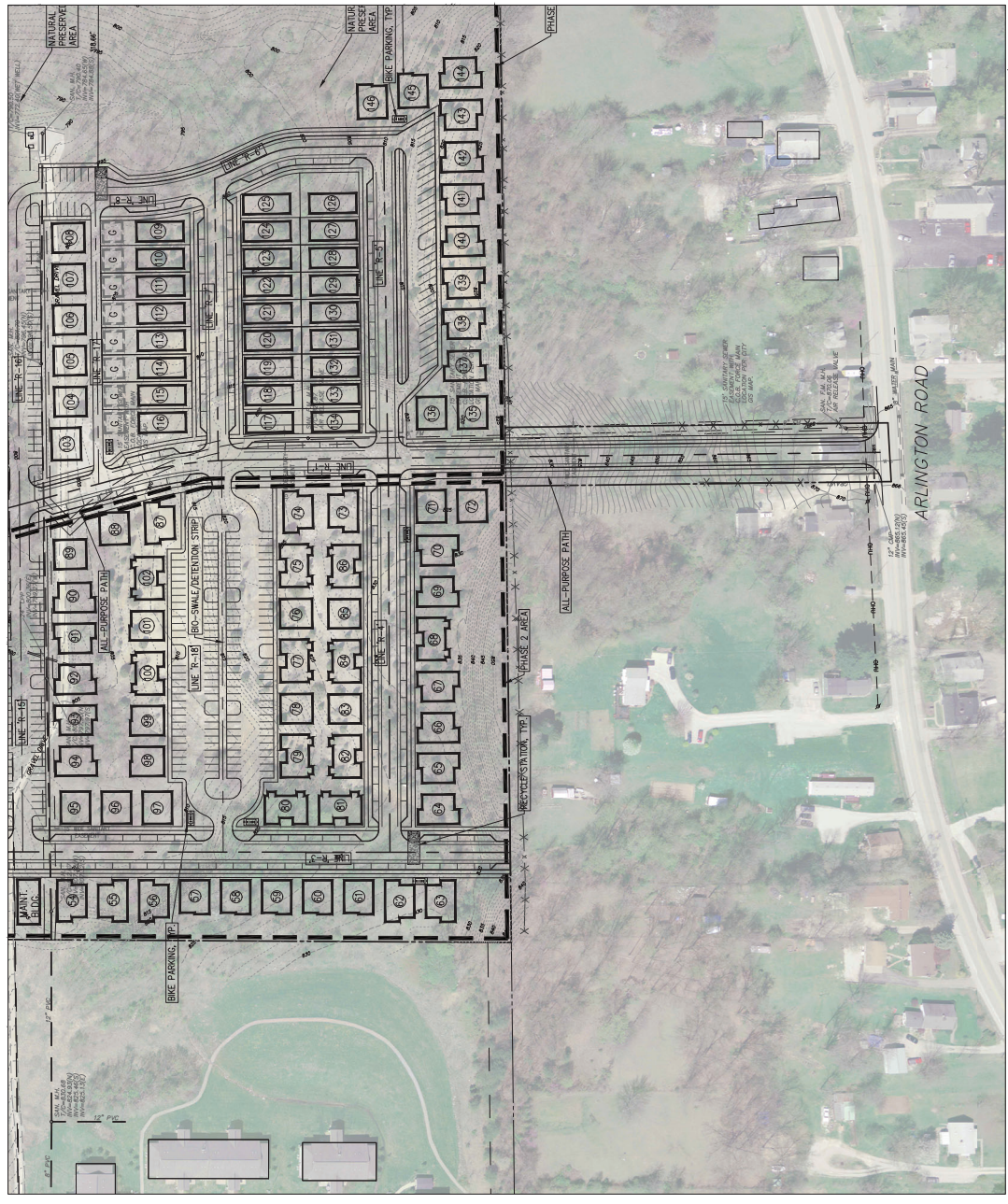


PRELIMINARY
LOT SCHEMATIC
W 17TH STREET
ARLINGTON ROAD
STATE ROAD 37
SHEET 2354 OF 1

PREPARED BY BINWU FANVO & ASSOCIATES INC. 528 N. WALNUT ST. BLOOMINGTON, IN 47404



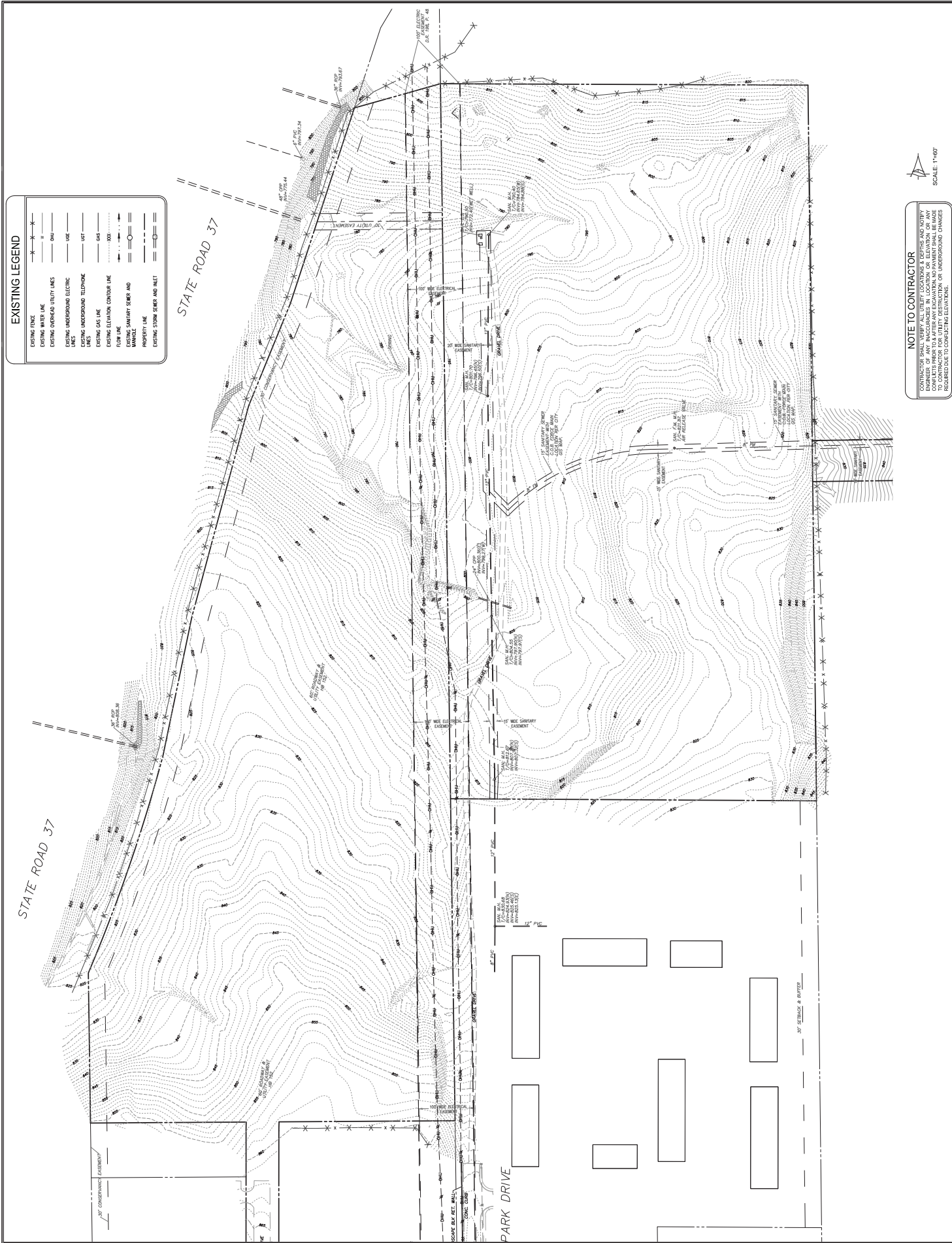
EXISTING LEGEND	
EXISTING FENCE	---
EXISTING WATER LINE	---
EXISTING OVERHEAD UTILITY LINES	---
EXISTING UNDERGROUND UTILITY LINES	---
EXISTING UNDERGROUND TELEPHONE LINES	---
EXISTING GAS LINE	---
EXISTING ELEVATION CONTOUR LINE	---
EXISTING SANITARY SEWER AND STORM LINE	---
EXISTING STORM SEWER AND INLET	---

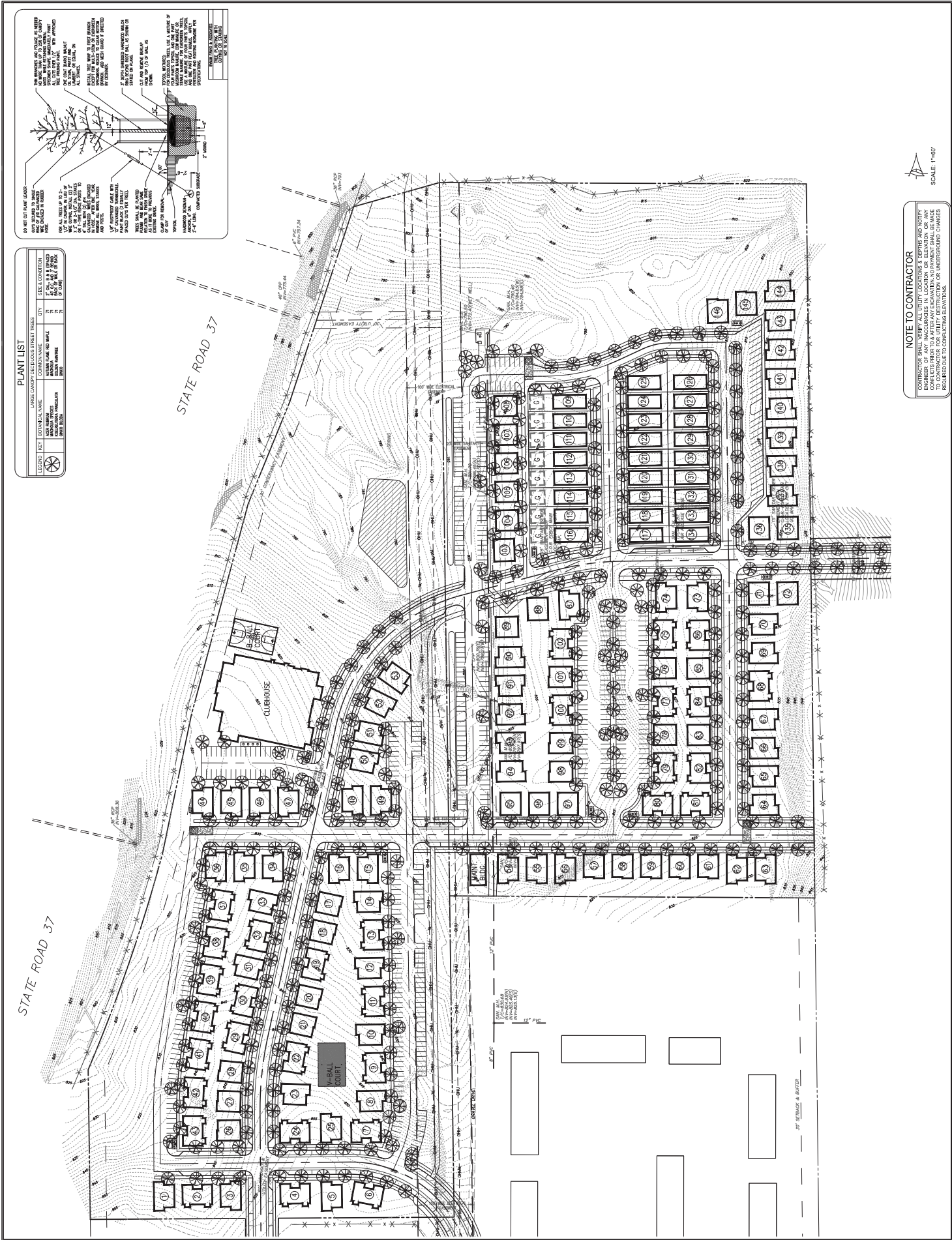


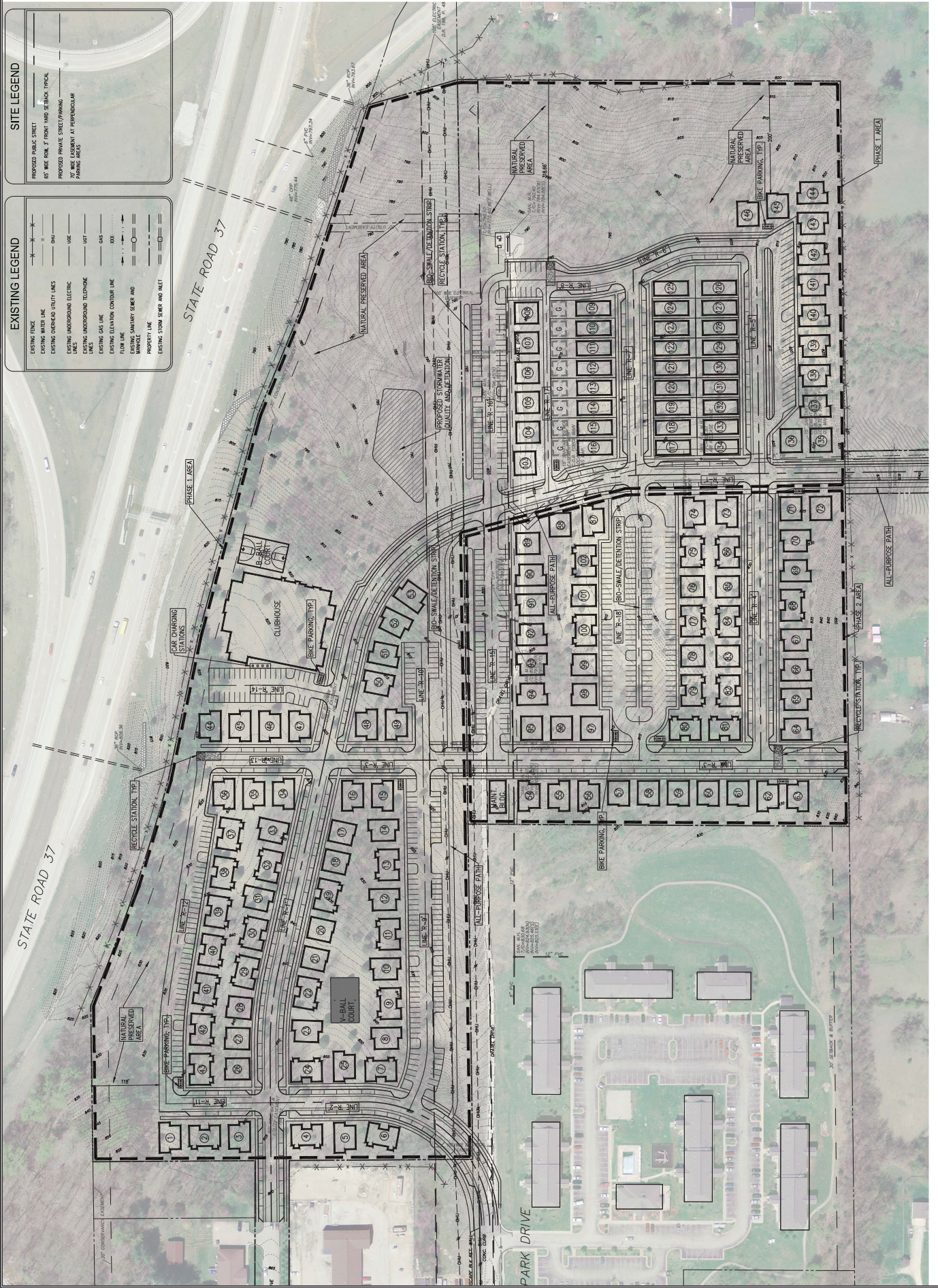
NOTE TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ALL UTILITIES PRIOR TO ANY EXCAVATION. NO PAVER SHALL BE MADE WITHOUT THE CONTRACTOR'S PERMISSION. ANY CHANGES OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING UTILITIES.

SCALE: 1"=40'







EXISTING LEGEND

- EXISTING FENCE
- EXISTING WATER LINE
- EXISTING OVERHEAD UTILITY LINES
- EXISTING UNDERGROUND ELECTRIC LINES
- EXISTING UNDERGROUND TELEPHONE LINES
- EXISTING GAS LINE
- EXISTING ELEVATION CONTOUR LINE
- FLOW LINE
- EXISTING SANITARY SEWER AND MANHOLE
- PRIORITY LINE
- EXISTING STORM SEWER AND INLET

SITE LEGEND

- PROPOSED PUBLIC STREET
- 65' WIDE ROW, 5' FRONT YARD SETBACK TYPICAL
- PROPOSED PRIVATE STREET/PARKING
- 30' WIDE EASEMENT AT PERPENDICULAR PARKING AREAS



NOTE TO CONTRACTOR
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ALL UTILITIES PRIOR TO ANY EXCAVATION. NO PAINT SHALL BE MADE AS CONTRACTOR SHALL BE RESPONSIBLE FOR ANY EXCAVATION OR UNDERGROUND CHANGES REQUIRED DUE TO CONSULTING ELEVATIONS.

SCALE: 1"=40'



TRINITAS
TRINITY ASSOCIATES, LLC

ARCHITECTURAL
CIVIL ENGINEERING
PLANNING
BIRMINGHAM, ALABAMA
(205) 332-8000
(205) 332-8000 (FAX)

PROJECT:
ARLINGTON ROAD
DEVELOPMENT
BLOOMINGTON, INDIANA

DATE: 11/15/2013
BY: JST
CHECKED BY: JST

REVISIONS:

REVISIONS
DATE
BY
CHECKED BY

CERTIFIED BY:
70

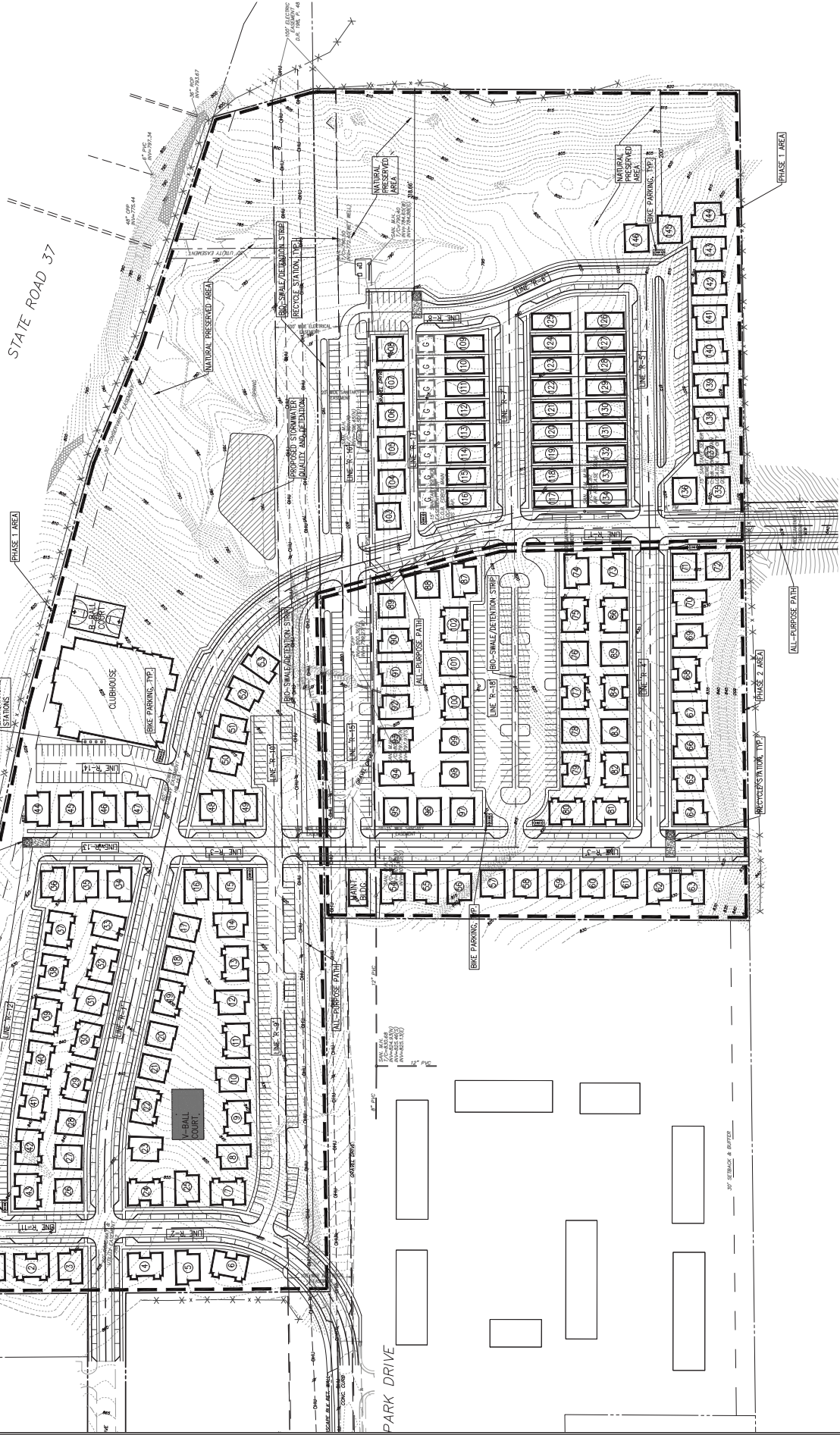
DRAWING NUMBER
C201
PROJECT NUMBER
401334

EXISTING LEGEND

EXISTING FENCE
EXISTING WATER LINE
EXISTING OVERHEAD UTILITY LINES
EXISTING UNDERGROUND ELECTRIC LINES
EXISTING UNDERGROUND TELEPHONE LINES
EXISTING GAS LINE
EXISTING ELEVATION CONTOUR LINE
FLOW LINE
EXISTING SANITARY SEWER AND MANHOLE
PROPERTY LINE
EXISTING STORM SEWER AND INLET

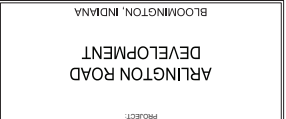
SITE LEGEND

PROPOSED PUBLIC STREET
65' WIDE ROW, 5' FRONT YARD SETBACK TYPICAL
PROPOSED PRIVATE STREET/PARKING
30' WIDE ACCESS AT PERPENDICULAR PARKING AREAS



NOTE TO CONTRACTOR
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ALL UTILITIES PRIOR TO ANY EXCAVATION. NO PARTIAL SHALL BE MADE WITHOUT THE NECESSARY PERMITS AND INSURANCE. OF UNDERGROUND CHANGES REQUIRED DUE TO CONSULTING ELEVATIONS.

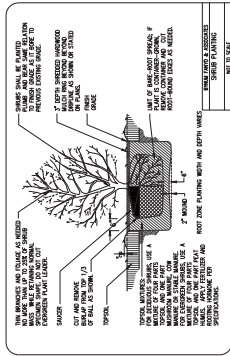
SCALE: 1"=40'



REVISIONS:

DRAWING TITLE:
OVERALL
PROPOSED STREET
AND LANDSCAPE
PLAN

DRAWING NUMBER
C201

PROJECT NUMBER
401334

Chandler's Glen - Bloomington, IN
Unit Counts

Phase 1

Building Type	# Buildings	# Bed Units per building	Total # units	UDO DUEs	Total Beds	Total DUEs	Parking Spaces	Parking %	Phase 1 Acreage	DUE/Acre	Impervious surface Acreage	Impervious surface %	Average beds per unit
D1 Duplex	8	2 bed	8	0.66	16	5.28							
		2 bed	8	0.66	16	5.28							
D2 Duplex	20	4 bed	20	1.5	80	30.0							
		4 bed	20	1.5	80	30.0							
D3 Duplex	32	3 bed	32	1.0	96	32.0							
		4 bed	32	1.5	128	48.0							
D4 Duplex	0	5 bed	0	2.0	0	0.0							
		5 bed	0	2.0	0	0.0							
D5 Duplex	9	1 bed	9	0.25	9	2.25							
		3 bed	9	1.0	27	9.0							
D6 Duplex	2	4 bed	2	1.5	8	3							
		2 bed	2	0.66	4	1.32							
Single Family	26	3 bed	13	-	39	-							
		4 bed	13	-	52	-							
		5 bed	0	-	0	-							
Total =			168	Total =	555	Total =	489	88.11	30.98	5.36	14.98	48.35	3.304

Phase 2

Building Type	# Buildings	# Bed Units per building	Total # units	UDO DUEs	Total Beds	Total DUEs	Parking Spaces	Parking %	Phase 2 Acreage	DUE/Acre	Impervious surface Acreage	Impervious surface %	Average beds per unit
D1 Duplex	11	2 bed	11	0.66	22	7.26							
		2 bed	11	0.66	22	7.26							
D2 Duplex	11	4 bed	11	1.5	44	16.5							
		4 bed	11	1.5	44	16.5							
D3 Duplex	12	3 bed	12	1.0	36	12.0							
		4 bed	12	1.5	48	18.0							
D4 Duplex	0	5 bed	0	2.0	0	0.0							
		5 bed	0	2.0	0	0.0							
D5 Duplex	8	1 bed	8	0.25	8	2							
		3 bed	8	1.0	24	8.0							
D6 Duplex	7	4 bed	7	1.5	28	10.5							
		2 bed	7	0.66	14	4.62							
Total =			98	Total =	290	Total =	283	97.6	9.78	10.49	6.5	66.46	2.959
Grand Total =			266	Grand Total =		268.77		91.36	40.76	6.59	21.48	52.70	3.18

All Phases Totals

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT****CASE #: DP-24-18
DATE: October 18, 2018****Location: Southwest Corner of 11th and Morton Streets
621 N. Rogers Street**

PETITIONER: City of Bloomington
Redevelopment Commission
401 N. Morton Street**CONSULTANT:** Bledsoe Riggert Cooper and James
1351 W. Tapp Road

REQUEST: The petitioner is requesting a preliminary plat amendment to Trades District West Phase One Subdivision Plat and Vacation of Lots 46-50 in Maple Heights Subdivision.

REPORT: The petition site is located at the southwest corner of N. Rogers and 11th Streets. The property is 1.96 acres, which is a portion of the larger 12 acre Trades District site, currently majority-owned by the City of Bloomington Redevelopment Commission. The property is zoned Commercial Downtown (CD) and is within the Showers Technology Park Overlay (STPO).

The site currently contains the existing Lot 2 of the Trades District West Phase One Subdivision Plat, and 46-50 of Maple Heights 2nd Subdivision. When the petition was filed, the petitioner was exploring right-of-way vacation to remove the platted right-of-way alley that juts into Lot 2, but has since decided against that process at this time. Therefore, there is no request to amend Lot 2 at this time. The petitioner proposes to vacate the existing Maple Heights lots to create two new developable lots. The Maple Heights lots are part of a residential subdivision that was recorded around 1900. The existing petition site is vacant. This amendment would create 2 new lots, both with frontage along 11th Street.

No site plans for the vacant lots have been filed.

SITE PLAN REVIEW:

Right of Way: 11th Street is listed as a Primary Collector in the Thoroughfare Plan, requiring 65 feet of right-of-way, resulting in roughly 7.5 feet of right-of-way to be dedicated on the north side with this petition.

When the property to the south was developed, the Plan Commission acknowledged that there would be only an additional 8.5' of right-of-way dedicated for Rogers Street for a total of 33.5' of right-of-way as opposed to the required 40' from centerline. The amount of right-of-way dedicated still allows for the on-street parking spaces, tree plot, and sidewalk to be located in the right-of-way, and is equivalent to the right-of-way needed for

the design done for the larger Trades District. The Department proposes to carry that dedication through to these northern lots.

BMC (20.09.210(d)(2)(A)(i) allows for waivers from subdivision standards. The Department finds that the requested waiver from the required 40' of dedicated right-of-way for Rogers Street to only dedicate 33.5' of right-of-way is appropriate. The request to dedicate less than the required right-of-way stems from the desire to place future buildings closer to the street, in line with the Trades District design. All of the required public facilities including on-street parking, street trees, and sidewalk will be located in the right-of-way.

Minimum Lot Size: The two new lots are 0.355 acres and 0.401 acres in size. There is no minimum lot size in the CD zoning district.

Utilities: Sanitary and water service currently exist in Rogers Street.

Environmental: There are no environmental features on this site that require preservation.

PRELIMINARY PLAT REVIEW: The Review Considerations for Preliminary Plats BMC 20.09.180(h) require that the Plan Commission review:

- (1) The written statement and supportive material submitted by the petitioner;
- (2) The Preliminary Plat;
- (3) The testimony of the petitioner;
- (4) The Growth Policies Plan (now the 2018 Comprehensive Plan);
- (5) Any applicable standards in *Chapter 20.02: Zoning Districts*;
- (6) Any applicable development standards in *Chapter 20.05: Development Standards*;
- (7) Any applicable subdivision standards in *Chapter 20.06: Subdivision Regulations*;
- (8) Any applicable design standards in *Chapter 20.07: Design Standards*;
- (9) Any other applicable provisions of the Unified Development Ordinance;
- (10) The Planning and Transportation Department report; and
- (11) Such other additional information as may be required by the Plan Commission or Plat Committee to evaluate the petition.

PROPOSED FINDING: The Department finds that all necessary requirements have been submitted with this petition and that the design meets UDO standards, excepting the waiver request mentioned above.

VACATION REVIEW: The Plan Commission shall approve the petition for Plat Vacation of all or part of the final plat only upon making written findings that:

- (A) Conditions in the platted area have changed so as to defeat the purpose of the final plat;

PROPOSED FINDING: The Department finds that the plat was originally done at the turn of the 20th Century, and the outlying area of a larger residential subdivision. The current characteristic of

the area is that of a mixed use downtown with multifamily being built to the south, a Duke substation to the north, and commercial to the northeast. The character of the area has changed significantly.

(B) It is in the public interest to vacate all or part of the final plat; and

PROPOSED FINDING: The Department finds that small residential lots at this location are not practical when considering the current surroundings and zoning designation of the area. Creating larger lots for development is in the interest of the public.

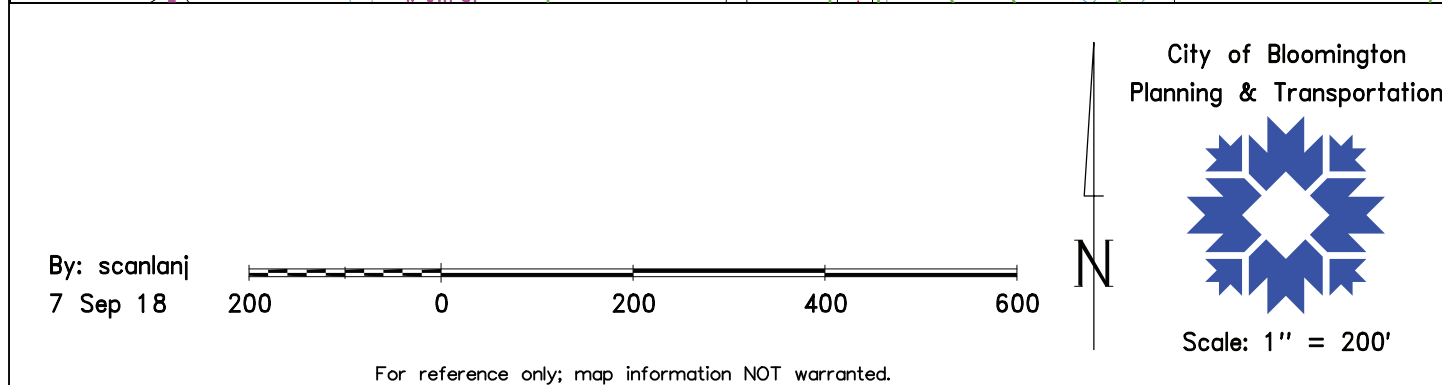
(C) The value of that part of the land in the final plat now owned by the petitioner will not be diminished by vacation.

PROPOSED FINDING: The Department finds that the request does not indicate that the value of any of the land in the existing plat will be diminished by the vacation.

CONCLUSION: The amendment to Trades District West Phase One Subdivision Plat meets the minimum Preliminary Plat requirements of the Unified Development Ordinance. Additionally, the characteristics of the area have changed drastically since the creation of the Maple Heights 2nd Subdivision, and therefore, vacation of the requested lots is appropriate.

RECOMMENDATION: Based on the findings in the above report, the Department recommends approval of the preliminary plat amendment and vacation request for case# DP-24-18 with the following conditions:

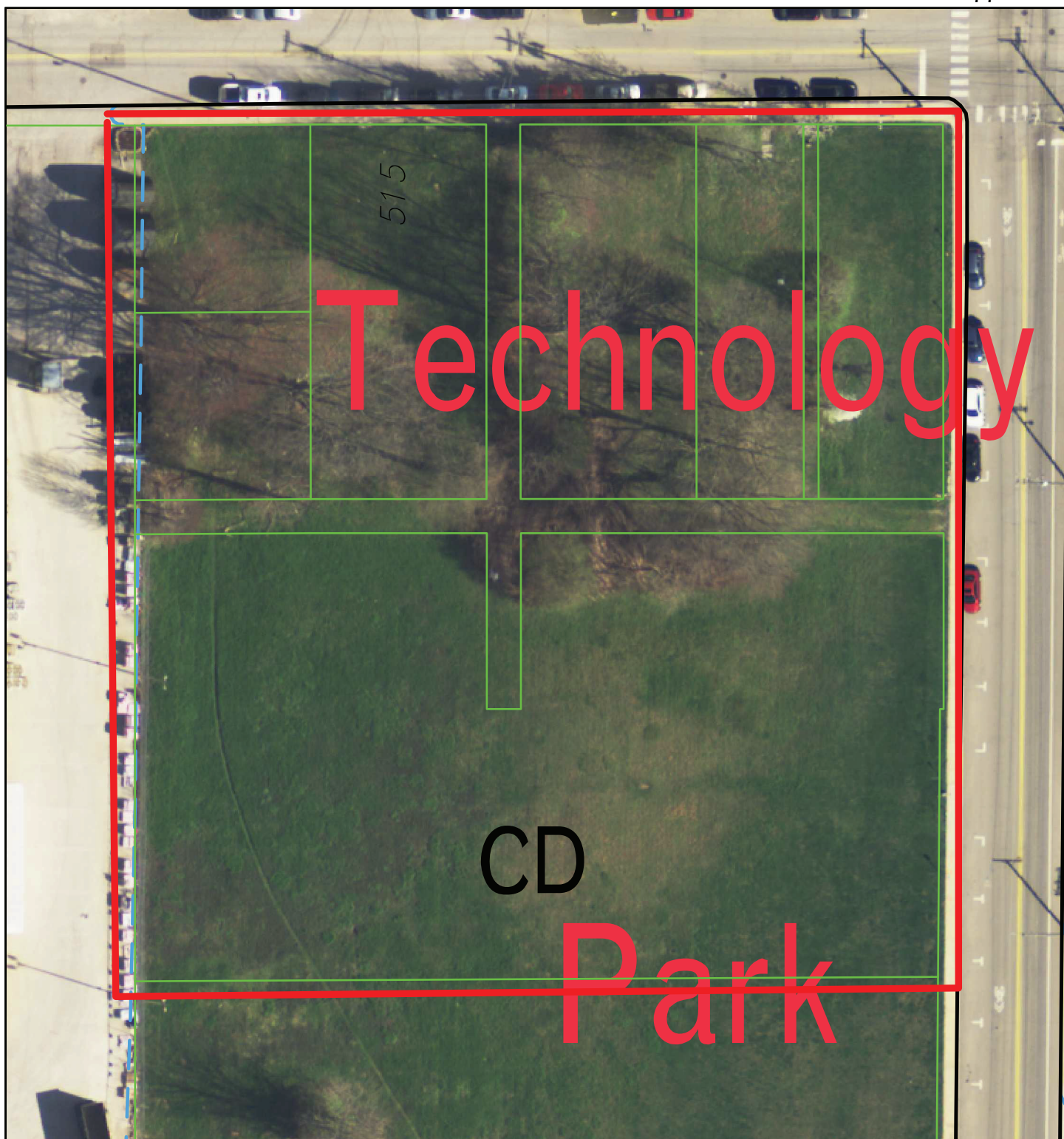
1. The required right-of-way dedication must be shown on the Final Plat for both 11th and Rogers Streets.



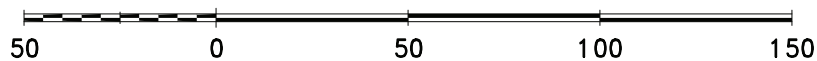
Scale: 1" = 200'

A horizontal number line with tick marks at 200, 0, 200, 400, and 600. The segment between the first 200 and 0 is filled with a black and white checkered pattern. The segment between 0 and 200 is empty.

For reference only; map information NOT warranted.



By: scanlanj
7 Sep 18



For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 50'

Bledsoe Riggert Cooper James

LAND SURVEYING • CIVIL ENGINEERING • GIS

Page 1 of 1

September 04, 2018

Jackie Scanlan
City of Bloomington, Planning Department
401 N. Morton Street, Suite 160
Bloomington, Indiana 47402-0100

Re: Trades District West Phase One Subdivision - Amendment Plat

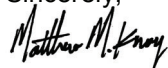
Dear Ms. Scanlan,

On behalf of the City of Bloomington Redevelopment Commission, we are petitioning the City of Bloomington for a plat amendment to the Trades District West Phase One Subdivision - Final Plat.

This amendment will create 2 additional lots (Lots 3 and 4) along with dedicating additional right-of-way to continue the development of this area consistent with the master plan.

If you have any questions about this development, please do not hesitate to contact me.

Sincerely,



Matthew M. Knoy | PS
Bledsoe Riggert Cooper James, Inc.

PLAT CABINET "D", ENVELOPE

[illegible]

● 5/8" REBAR WITH CAP STAMPED
"BRCJ INC 6892 IN" SET FLUSH

FLOOD ZONE: FEMA has not designated this property as a Flood Hazard Area, this property is located in Flood Zone X per Community Panel No. 180169 0141D dated December 17, 2011.

PRO FORMA
SURVEY



\\job\09101-9400\9371 TECH PARK: PFD\COR\DRAW\9371 TECH PARK: PFD\COR AMEND: PLAT C3D.dwg

PB11

MAPLE HEIGHTS SECOND ADDITION.



**BLOOMINGTON PLAN COMMISSION
STAFF REPORT**

Location: 916 & 910 N College Ave, 913 N. Walnut

**CASE #: SP-25-18
DATE: October 8, 2018**

PETITIONER: JBMF, LLC
PO Box 1785, Bloomington

CONSULTANTS: Bynum Fanyo
528 N. Walnut St, Bloomington

REQUEST: The petitioner is requesting site plan approval to allow for 3 new roominghouses to be constructed.

BACKGROUND:

Area:	0.8 acres
Current Zoning:	CG – Commercial General
GPP Designation:	Urban Corridor
Existing Land Use:	Vacant commercial space
Proposed Land Use:	Roominghouse
Surrounding Uses:	North – CVS
	West – Multi-family residences
	East – Office
	South – Railroad

REPORT: The properties are located at the southeast corner of W. 14th Street and N. College Ave. and includes one property that fronts on N. Walnut Street. Surrounding land uses include the Indiana Railroad to the south, multifamily residences to the west, offices to the east, and a CVS pharmacy to the north. The petition site currently contains three vacant commercial buildings.

The petitioner proposes to redevelop this property by demolishing the existing buildings and building three roominghouse buildings on each site. Each building will have a central kitchen, study area, living space and individual bedrooms for the tenants. Each bedroom will have a bathroom, sleeping area, and closet and is less than 300 square feet in size. Each building is further described as follows:

- 910 N. College (0.4 acres) will be 3-stories with 27 bedrooms and 7 parking spaces. This building will also feature an indoor bicycle storage area.
- 916 N. College (0.2 acres) will be 4-stories with 41 bedrooms and 14 parking spaces. This building will also feature an indoor bicycle storage area.
- 913 N. Walnut (0.2 acres) will be 3-stories with 31 bedrooms and 8 parking spaces.

All of the parking for the buildings will be accessed through adjacent alleyways and there will not be any drivecuts on the adjoining public streets. There are 3 existing drivecuts that will be removed with this petition. There are existing sidewalks along all public street frontages and new sidewalk segments will be installed to replace the drivecuts that will be removed. Street trees are also required to be installed where they are missing.

SITE PLAN ISSUES:

Height: The maximum height in the CG zoning district is 50 feet. All of the proposed buildings will meet that requirement. The tallest building is 50' tall.

Parking: There is no minimum number of parking spaces required with this petition and the UDO has a maximum number of parking spaces of 2 spaces plus one per room for rent. None of the individual sites exceed the maximum number of spaces allowed.

Bicycle Parking: A total of 4 Class II bicycle parking spaces are required for each building. One additional bicycle loop is required for each building so that there are a total of 4 bicycle parking spaces adjacent to each building. Bicycle pads have been shown adjacent to each entrance and must be modified to include one additional loop. A condition of approval has been included.

Architecture/Materials: The architectural standards of the UDO apply to this site since it is within 300 feet of a primary arterial street. All of the buildings will be finished with cement board siding panels and brick, which are both permitted materials. The buildings have all been designed to meet the architectural standards which include the modulation requirements, a change in building façade height of a minimum 5', and include an awning or canopy over the pedestrian entrances. The buildings also feature changes in color and texture as required. All of the buildings have been designed with 360 degree architecture. A defined pedestrian entrance has also been included for all buildings with a recessed entry and canopy as required.

Streetscape: There are existing sidewalks in the public right-of-way along all of the adjacent street frontages. There are 3 drivecuts that will be removed with this petition and new sidewalk segments will be installed in their place. There are existing street trees within the existing tree plots, however there are some areas that will need to be filled in so that there are street trees not more than 40' apart.

Landscaping: Each site must meet the parking and site landscaping requirements. A landscape plan has been submitted and needs minor revisions prior to issuance of a grading permit.

CRITERIA AND FINDINGS FOR SITE PLANS

20.09.120 (e)(9) The staff or plan commission, whichever is reviewing the site plan, shall make written findings concerning each decision to approve or disapprove a site plan.

(A) Findings of Fact. A site plan shall be approved by the plan commission only upon making written findings that the site plan:

- (i) Is consistent with the growth policies plan (now 2018 Comprehensive Plan);

Proposed Findings:

- The site is located in the 'Urban Corridor' area on the Land Use Map.
- Urban Corridor is designed to transform strip retail and commercial corridors along major roadways into a more urban mixed-use district that will serve

as an appropriate transition area from higher, more intensive uses to other districts, Focus Areas, and regional activity centers. (CP, 90)

- Integrating multifamily residential uses into existing retail and commercial areas within the district can apply a mixed-use approach within individual buildings or between adjacent properties. (CP, 90)
- Emphasis must be placed on urban design and the creation of a distinctive design style in each area. (CP, 90)
- The proposed petition does support the goals of this Urban Center by providing unique architecture with convenient access for pedestrians.
- This petition also diversifies housing types within the community through the roominghouse style of living.

(ii) Satisfies the requirements of Chapter 20.02, Zoning Districts;

Proposed Findings:

- The project meets all of the development standards of the CG zoning district.

(iii) Satisfies the requirements of Chapter 20.05, Development Standards;

Proposed Findings:

- The project meets all of the development standards of the CG zoning district.

(iv) Satisfies the requirements of Chapter 20.07, Design Standards; and

Proposed Findings:

- No subdivision is involved, so this is not applicable.

(v) Satisfies any other applicable provisions of the Unified Development Ordinance.

- All other provisions of the UDO are met with this project.

CONCLUSION: This petition meets all CG zoning district Development Standards. The proposed roominghouses will help diversify the housing mixture in the areas adjacent to the downtown and provide a unique architectural product. This petition will also redevelop several vacant properties and provide redevelopment along 2 major arterial corridors.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission approve the site plan based on the written findings and with the following conditions:

1. One additional bicycle loop must be shown adjacent to the building at 913 N. Walnut.
2. The petitioner shall continue to work with Staff to revise the landscape plan.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: October 10, 2018

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: SP-25-18: JBMF LLC., rooming house
910 & 916 N. College Ave. and 913 N. Walnut St.

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environment-enriching attributes of this proposed plan.

EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE

1.) LANDSCAPE PLAN

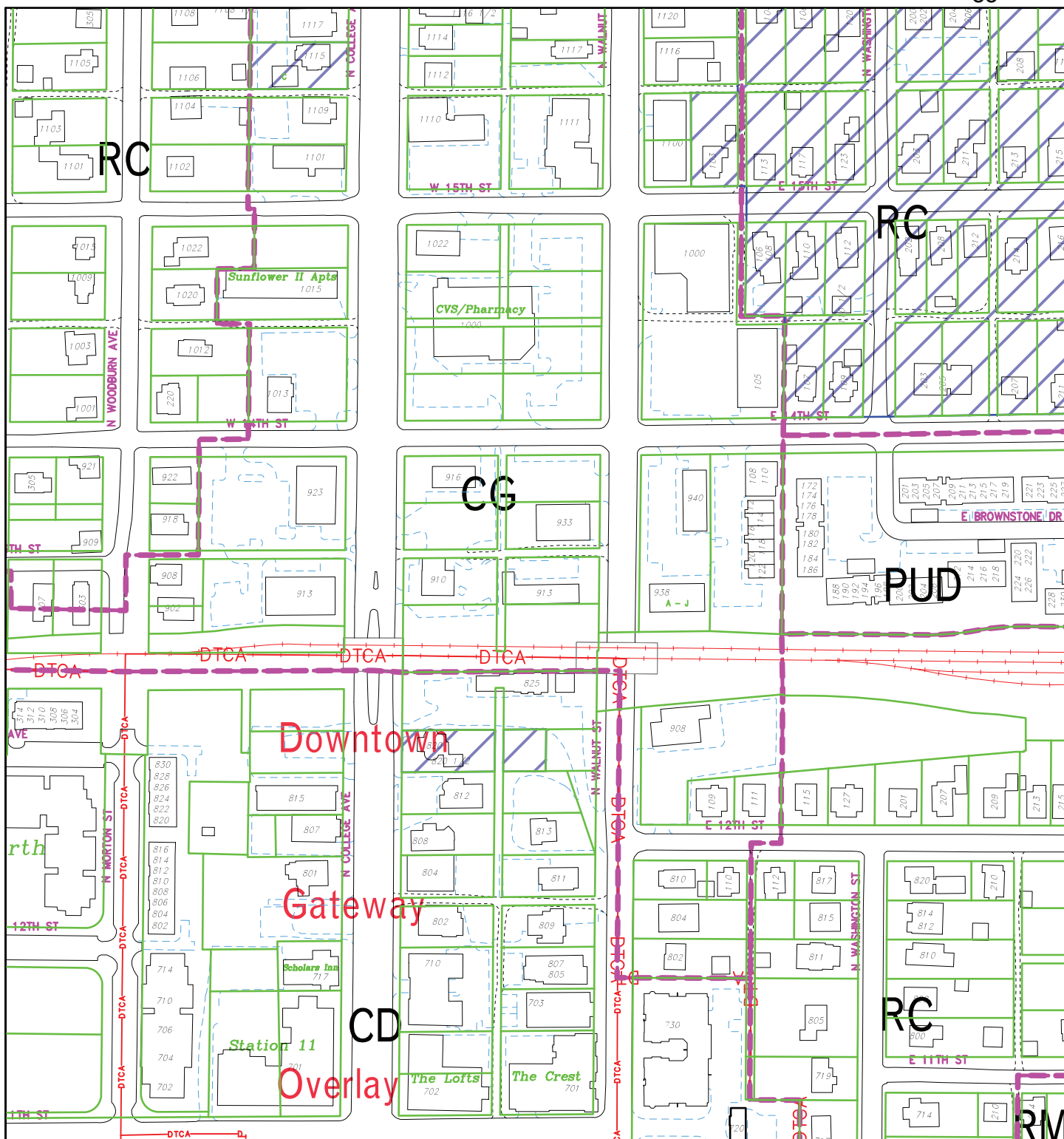
The Landscape Plan will need some revisions. The EC applauds the Petitioner for using mostly native plants on the plan. Native plants provide food and habitat for birds, butterflies and other beneficial insects, promoting biodiversity in the city. Furthermore, native plants do not require chemical fertilizers or pesticides and are water efficient once established.

2.) GREEN BUILDING

The EC recommends that the Petitioner commit to environmentally sustainable green building and site design features in this design. Green building can provide substantial savings in energy costs to a building over its life cycle and is thus an especially prudent investment in this time of rising energy prices. Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the UDO and the Comprehensive Plan.

EC RECOMMENDATIONS:

- 1.) Work with staff to revise the Landscape Plan.
- 2.) The Petitioner should use green building practices to reduce the carbon footprint of this project.



SP-25-18 JBMF LLC

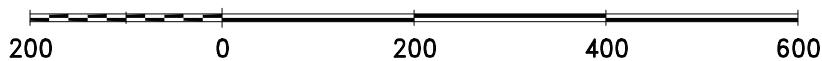
910 & 916 N. College Ave, 913 N Walnut Street

Plan Commission

Site Location, Zoning, Parcels

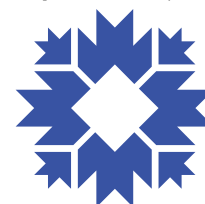
By: greulice

3 Oct 18



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 200'

City of Bloomington
Planning & Transportation



Scale: 1" = 100'



BLOOMINGTON PLAN COMMISSION

Petitioner's Statement

Design

We are proposing three residential structures—Two are smaller scale buildings at three stories, and a larger structure of 4 stories. These are designed to fulfill the charge to create and add more “diversified” housing types in our city—these are design to function as co-live spaces. This type of housing has not been attempted at this scale. The difference in co-live spaces are that unlike a typical apartment structure where the tenants are pushed upstairs into their own units, this housing will provide activity and shared spaces at the street front level with shared kitchens, living room space, work out rooms, meeting rooms, and leisure activity spaces to promote a live-work-play environment. This “workforce” housing model is a more affordable way to provide housing that is not just geared to students.

The current site consists of three various structures that have sat empty for some time and are of no architectural significance. The southern edge of the site is bordered by the rising terrain of the railway, which acts as a natural buffer along the south side and The proposed corner structure at 14th and College will further act as a gateway into town and provides a corner entry with parking located behind the building. An outdoor space for gatherings is located along the 14th Street portion of the building.

This site is within walking distance to retail centers downtown as well as the new tech park at 11th Street. It is meant to provide living space that is not only affordable but is designed as an extension to the Technology Park. This infill development allows for residential uses within our city's core where development is best served by not only existing infrastructure but by public transportation.

The building will be designed as a unique solution architecturally, windows and materials that will break up the facade and not feel like a decorated box. Both the structures along College Avenue are more modern in their design, as they are not adjacent to any residential structures, while the structure along Walnut Street, which will not be as visible because of the railway bridge, has a more residential feel to it's design because of the abundance of gabled residential structures along that preceding block. The use of a gabled roof and horizontal siding material will better tie into other structures along this street. The larger structure is of a more modern design along College Ave, to better tie into the multistory existing structures as one drives south from 17th Street. The exteriors will be clad with cement board siding panels and include details

such as distinctive bays, for views up and down the street and either a gabled/shingled roof along Walnut Street and more modern roofs with parapets along College Ave.

Green Building Initiatives

The units will have a shared on site recycling area as well as high efficiency HVAC units, secure bicycle storage, and other materials that qualify as green building materials as feasibly possible.

Access

The primary pedestrian entry to the structures will be along the West facade and the corner of 14th Street/College Avenue. Each building will have an entry door along the street it affronts.

We believe this project will be an attractive improvement to the neighborhood and perfectly scaled to the existing buildings along both Walnut and College streets. Thank you for the opportunity to submit the proposed development for review. We look forward to working together on this Development. We kindly ask for your approval of our request.

Sincerely,

Doug Bruce
Architect
Tabor/Bruce Architecture & Design

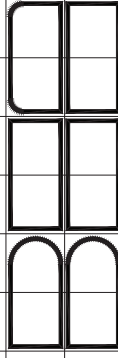
PROPOSED: CO-LIVE ROOMING HOUSE 2 for JBMF, LLC

910 N. COLLEGE AVE.
BLOOMINGTON, INDIANA 47404

SHEET INDEX

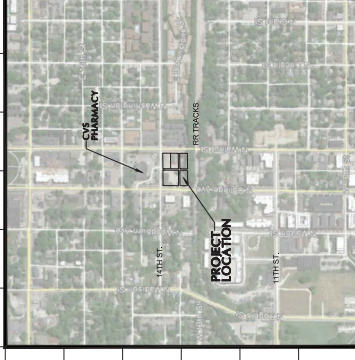
SHEET NO.	SHEET NO.
C101	DEMOLITION PLAN
C102	SITE, GRADING & UTILITY PLAN
C103	LANDSCAPE PLAN
C201	MAINTENANCE OF TRAFFIC PLAN
C301	MISCELLANEOUS NOTES & DETAILS
C302	MISCELLANEOUS DETAILS

UTILITY CONTACT INFORMATION	
GAS NICHOLSON CITY OF BLOOMINGTON UTILITIES BLOOMINGTON, IN 47402 0006 ANDERSON (812) 335-4009	ELECTRIC DAVE SHERRY BLOOMINGTON, IN 47402 0006 ANDERSON (812) 335-4009
TELEPHONE P.O. BOX 56 BLOOMINGTON, IN 47402 8001 MACARE (812) 334-4321	CABLE TELEVISION CONQUEST 2450 SOUTH ANDERSON STREET BLOOMINGTON, IN 47404 1-800-382-5444
UNDERGROUND UTILITY LOCATION NORTH ANDERSON PLANT PROTECTION SCOTT TUNNEY (812) 335-7822	



BYNUM FANYO & ASSOCIATES, INC.
528 North Walnut Street

Bloomington, Indiana 47404 (812) 332-8030



VICINITY/LOCATION MAP
SCALE: 1"=500'



architecture
civil engineering
planning

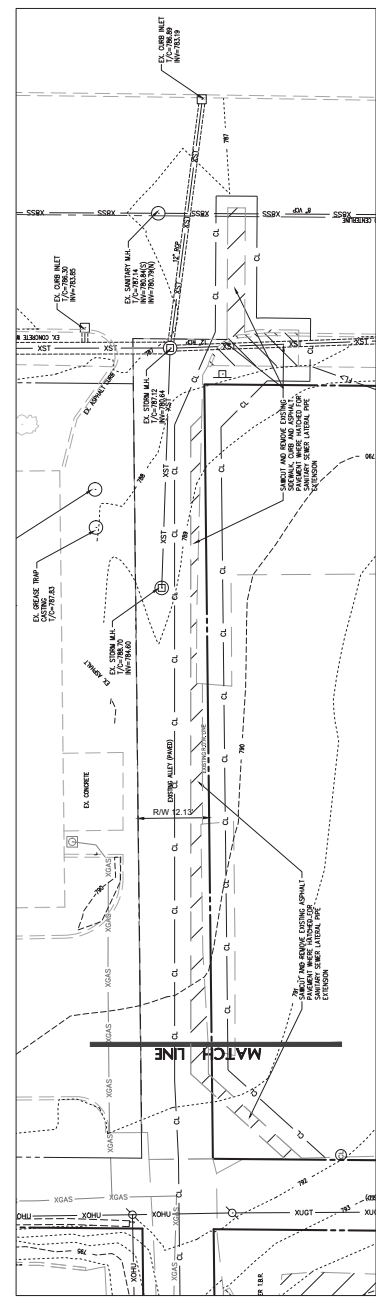
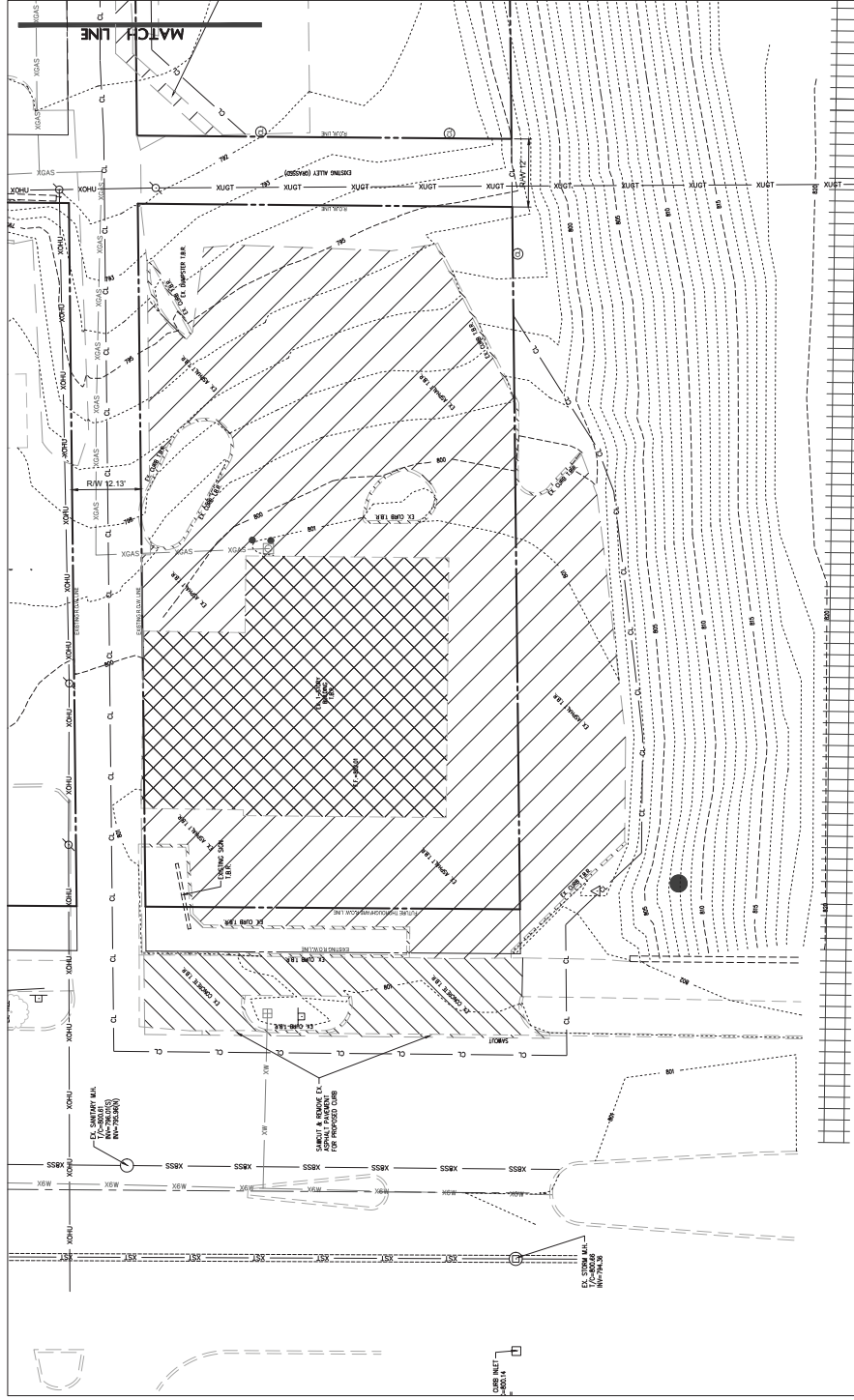
OWNER/DEVELOPER: JBMF, LLC P.O. BOX 1785 BLOOMINGTON, IN 47402	THE CURRENT EDITION OF THE INDIANA DEPARTMENT OF TRANSPORTATION, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES & CITY OF BLOOMINGTON UTILITIES STANDARD SPECIFICATIONS IS TO BE USED WITH THESE PLANS	3.26.18	Certified By: JEFFREY S. FANYO, P.E. IND. REG. NO. 60018283	Revisions	CO-LIVE HOUSE 910 N. COLLEGE PROJECT NO. 401327
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EXISTING LEGEND

- X — EXISTING FENCE
- W — EXISTING WATER LINE
- ONE — EXISTING OVERHEAD ELECTRIC LINES
- USE — EXISTING UNDERGROUND ELECTRIC LINES
- OHT — EXISTING OVERHEAD TELEPHONE LINES
- UGT — EXISTING UNDERGROUND TELEPHONE LINE
- GAS — EXISTING GAS LINE
- — — — — EXISTING CONTOUR & ELEVATION
- — — — — FLOW LINE
- SS — EXISTING SANITARY SEWER AND MANHOLE
- ST — EXISTING STORM SEWER AND INLET

GENERAL LEGEND

- — — — — PROPERTY LINE
- — — — — DEED BOOK AND PAGE
- XXX/XXX TO BE REMOVED
- TBR TO REMAIN UNOCCUPIED
- — — — — SETBACK LINE
- — — — — PROPOSED ACCESSIBLE PARKING SPACE
- — — — — SANITARY SEWER EASEMENT
- S.S.E. GAS EASEMENT
- G.E. WATER LINE EASEMENT
- W.L.E. ELECTRIC EASEMENT
- E.E. DRAINAGE EASEMENT
- D.E. UTILITY EASEMENT
- U.E.



NOTE TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ALL AFFECTED AGENCIES PRIOR TO ANY EXCAVATION. ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION OR PAVEMENT CHANGES TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

designed by: JCB

drawn by: JCB

sheet no.: 06

project no.: 401327

title: DEMOLITION PLAN

PROPOSED
COLIVE ROOMING HOUSE 2
for JBMF, LLC
910 N. COLLEGE AVE
BLOOMINGTON, IN 47404

certified by:

3.26.18

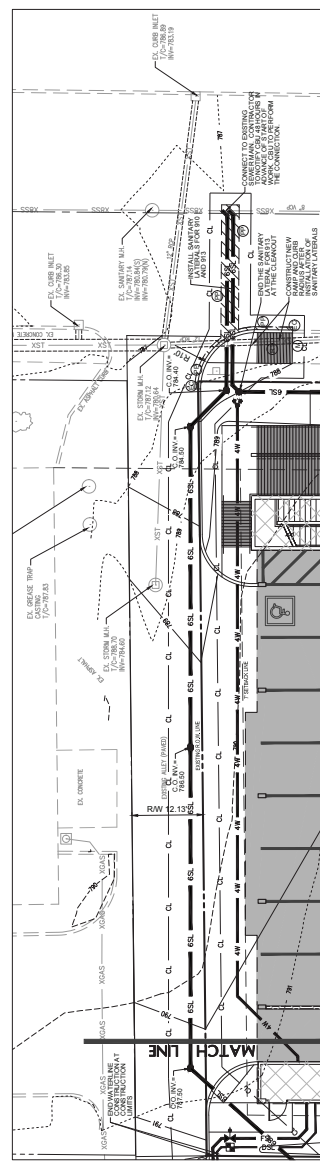
BEA
BYNUM FAYND & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING
Bloomington, Indiana
(612) 359-2590 (fax)
(612) 359-8630

SCALE: 1"=10'



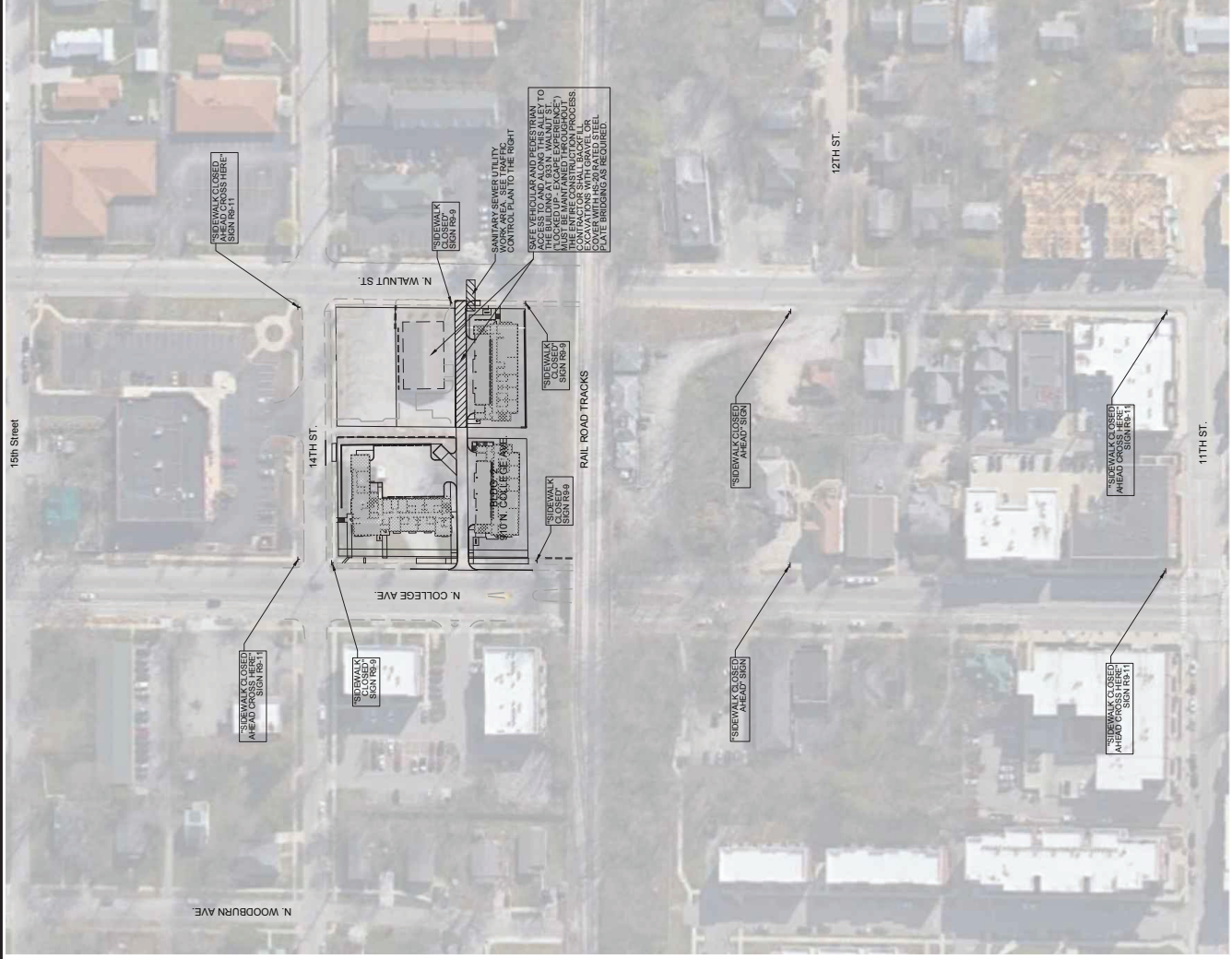
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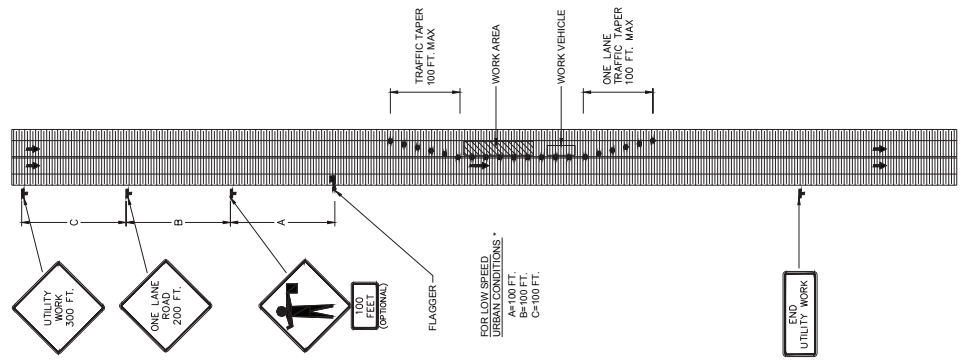
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designed by: JBT
drawn by: JBT
checked by: JSF
sheet no: C102
project no.: 401327

designed by: JBT
drawn by: JBT
checked by: JSF
sheet no: C103
project no.: 401327



1. **FLASHERS, WARNING LIGHTS, AND ROAD FLAGS** MAY BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS. A "BE PREPARED TO STOP" SIGN MAY BE ADDED TO THE SIGN SERIES.
2. WHEN USED, THE "BE PREPARED TO STOP" SIGN SHOULD BE LOCATED BETWEEN THE "FLAGGER" SIGN AND THE "ONE LANE ROAD" SIGN.
3. FOR LOW-VOLUME SITUATIONS WITH SHORT WORK ZONES ON STRAIGHT ROADWAYS WHERE A FLAGGER IS VISIBLE TO ROAD USERS APPROACHING FROM BOTH DIRECTIONS, A SINGLE FLAGGER, POSITIONED TO BE VISIBLE TO ROAD USERS APPROACHING FROM BOTH DIRECTIONS, MAY BE USED.
4. AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED, EXCEPT IN EMERGENCIES.



DETAIL - TRAFFIC CONTROL PLAN
(AT TWO LANE ONE-WAY ROAD)

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

SCALE: 1"=60'

[illegible]

certified by: -

PROPOSED
CO-LIVE ROOMING HOUSE 2
for JBMF, LLC
910 N. COLLEGE AVE
BLOOMINGTON, IN 47404

PROPOSED
GO-FIVE ROOMING HOUSE 2
for JBMF, LLC
910 N. COLLEGE AVE
BLOOMINGTON, IN 47404

title: MAINTENANCE OF TRAFFIC PLAN

designed by: JBT
drawn by: JBT
checked by: JSF
sheet no: C201
project no.: 401327

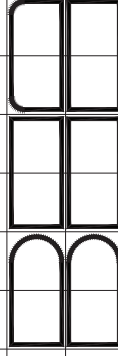
CO-LIVE 913 N. WALNUT
PROJECT NO. 401327

VICINITY/LOCATION MAP
SCALE: 1"=500'

INDIANA 811
Call before you dig. Know what's below.

DIAL "811" BEFORE YOU DIG
PER INDIANA STATE LAW (IC8-126)
IT IS AGAINST THE LAW TO EXCAVATE WITHOUT NOTIFYING THE
UNDERGROUND UTILITY LOCATING SERVICE (811) ON WORKING DAYS
BEFORE COMMENCING WORK.

UTILITY CONTACT INFORMATION	
GAS	ELECTRIC
VESTER 10000 WILSON ST. KANSAS CITY, MO 64114 DOUG ANDERSON (816) 533-4069	DART ENERGY 10000 WILSON ST. KANSAS CITY, MO 64114 AMY SHELUS (816) 975-2071
TELEPHONE	UNDERGROUND UTILITY LOCATION
AT&T 10000 WILSON ST. KANSAS CITY, MO 64114 BRIAN WAGNER (816) 434-4267	KANSAS UNDERGROUND 10000 WILSON ST. KANSAS CITY, MO 64114 1-800-832-5544
CABLE TELEVISION	
COMCAST 10000 WILSON ST. KANSAS CITY, MO 64114 SCOTT TEMPLER (816) 555-3622	
SEWER AND WATER	
CITY OF KANSAS CITY UTILITIES 10000 WILSON ST. KANSAS CITY, MO 64114 MARCY KORM (816) 349-3689	



	architecture
	civil engineering
	planning

Bloomington, Indiana 47404 (812) 332-8030

OWNER/DEVELOPER: JBWIF, LLC P.O. BOX 1785 BLOOMINGTON, IN 47402	THE CURRENT EDITION OF THE INDIANA DEPARTMENT OF TRANSPORTATION, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES & CITY OF BLOOMINGTON UTILITIES STANDARD SPECIFICATIONS IS TO BE USED WITH THESE PLANS	3.26.18	Certified By: JEFFREY S. FANYO, P.E. IND. REG. NO. 60018283	Revisions
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CO-LIVE HOUSE
913 N. WALNUT ST.
PROJECT NO. 401327

revisions:



SCALE: 1"=10'

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

BYNUM FAYND & ASSOCIATES, INC.

528 North Walnut Street
Bloomington, Indiana
(317) 332-2590 (fax)

3.26.18

certified by:

PROPOSED
GO-LIVE ROOMING HOUSE 3
for JBMF, LLC
913 N. WALNUT ST.
BLOOMINGTON, IN 47404

title: DEMOLITION PLAN

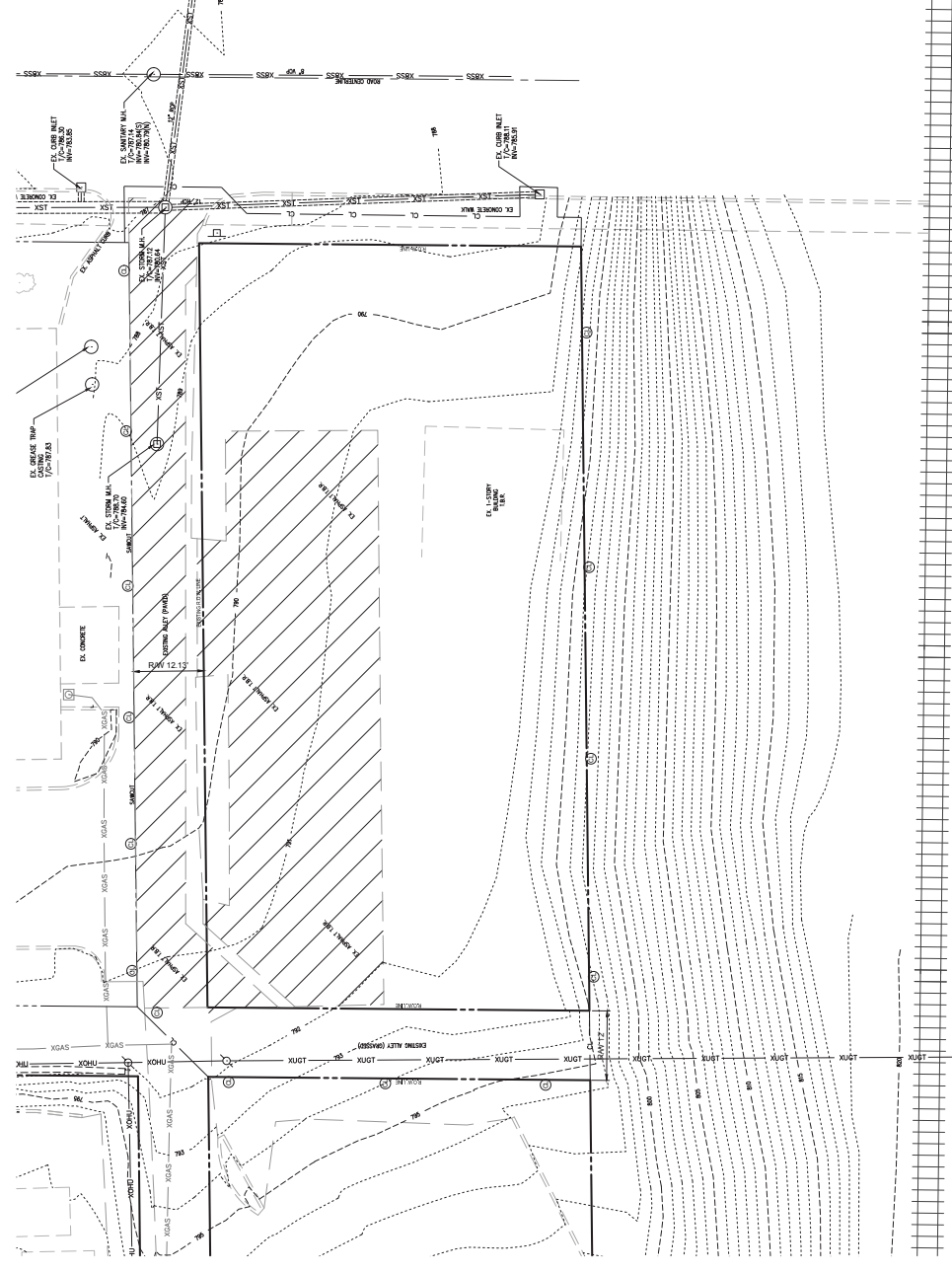
designed by: JBC
drawn by: JBC
checked by: JBC
sheet no.: 0101
project no.: 401327

EXISTING LEGEND

- X — EXISTING FENCE
- W — EXISTING WATER LINE
- ONE — EXISTING OVERHEAD ELECTRIC LINES
- USE — EXISTING UNDERGROUND ELECTRIC LINES
- OHT — EXISTING OVERHEAD TELEPHONE LINES
- UGT — EXISTING UNDERGROUND TELEPHONE LINES
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- XXX — EXISTING CONTOUR & ELEVATION
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GENERAL LEGEND

- PROPERTY LINE
- DEED BOOK AND PAGE
- XXX/XXX TO BE REMOVED
- TO REMAIN UNOCCUPIED
- SETBACK LINE
- PROPOSED ACCESSIBLE PARKING SPACE
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- G.E. WATER LINE EASEMENT
- W.L.E. ELECTRIC EASEMENT
- E.E. DRAINAGE EASEMENT
- D.E. UTILITY EASEMENT
- U.E.



NOTE TO CONTRACTOR

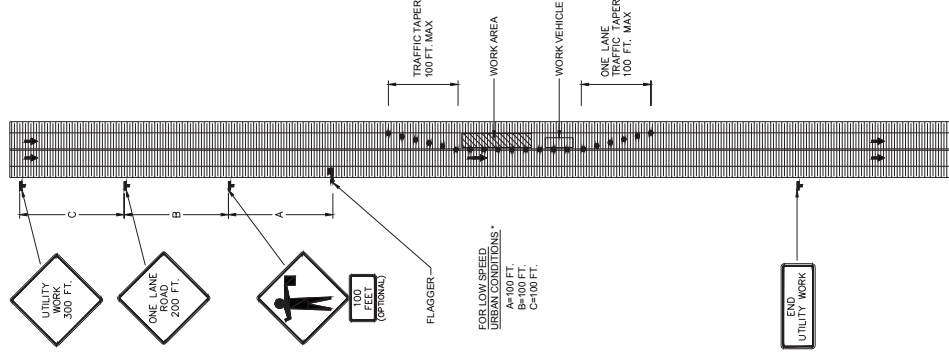
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sheet no: C102
project no.: 401327

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- NOTES:
1. FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS. A "BE PREPARED TO STOP" SIGN MAY BE ADDED TO THE SIGN SERIES.
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DETAIL - TRAFFIC CONTROL PLAN
(AT TWO LANE ONE-WAY ROAD)

NOT TO SCALE

NOTE TO CONTRACTOR

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designed by: JBC

drawn by: JBC

sheet no.: 0201

project no.: 401327

100

TITLE: MAINTENANCE OF TRAFFIC PLAN

PROPOSED
COLLEGE ROOMING HOUSE 3
FOR JBMF, LLC
913 N. WALNUT ST.
BLOOMINGTON, IN 47404

certified by:

3.26.18

BEL
BYNUM FANBY & ASSOCIATES, INC.

ARCHITECTURE

CIVIL ENGINEERING

PLANNING

52B North Walnut Street
Bloomington, Indiana
(317) 332-8630
(317) 339-2590 (fax)



revisions:

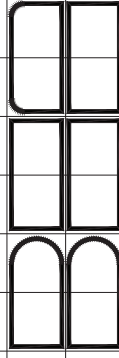
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916 N. COLLEGE AVE.
BLOOMINGTON, INDIANA 47404

SHEET INDEX

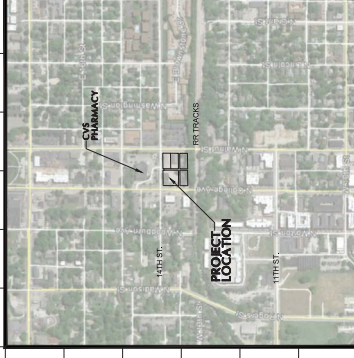
SHEET NO.	SHEET NO.
C101	DEMOLITION PLAN
C102	SITE, GRADING & UTILITY PLAN
C103	LANDSCAPE PLAN
C201	MAINTENANCE OF TRAFFIC PLAN
C301	MISCELLANEOUS NOTES & DETAILS
C302	MISCELLANEOUS DETAILS

UTILITY CONTACT INFORMATION	
GAS NICHOLSON CITY OF BLOOMINGTON UTILITIES BLOOMINGTON, IN 47402 0006 ANDERSON (812) 334-4009	ELECTRIC DAVE SHERRY BLOOMINGTON, IN 47402 AM JARVIS (317) 375-2071
TELEPHONE P.O. BOX 56 BLOOMINGTON, IN 47402 BENT MACARE (812) 334-4001	UNDERGROUND UTILITY LOCATION CABLE TELEVISION 2450 SOUTH HENDERSON STREET BLOOMINGTON, IN 47404 SCOTT TUNNEY (812) 335-7862



BYNUM FANYO & ASSOCIATES, INC.
528 North Walnut Street

Bloomington, Indiana 47404 (812) 332-8030



VICINITY/LOCATION MAP
SCALE: 1"=500'



architecture
civil engineering
planning

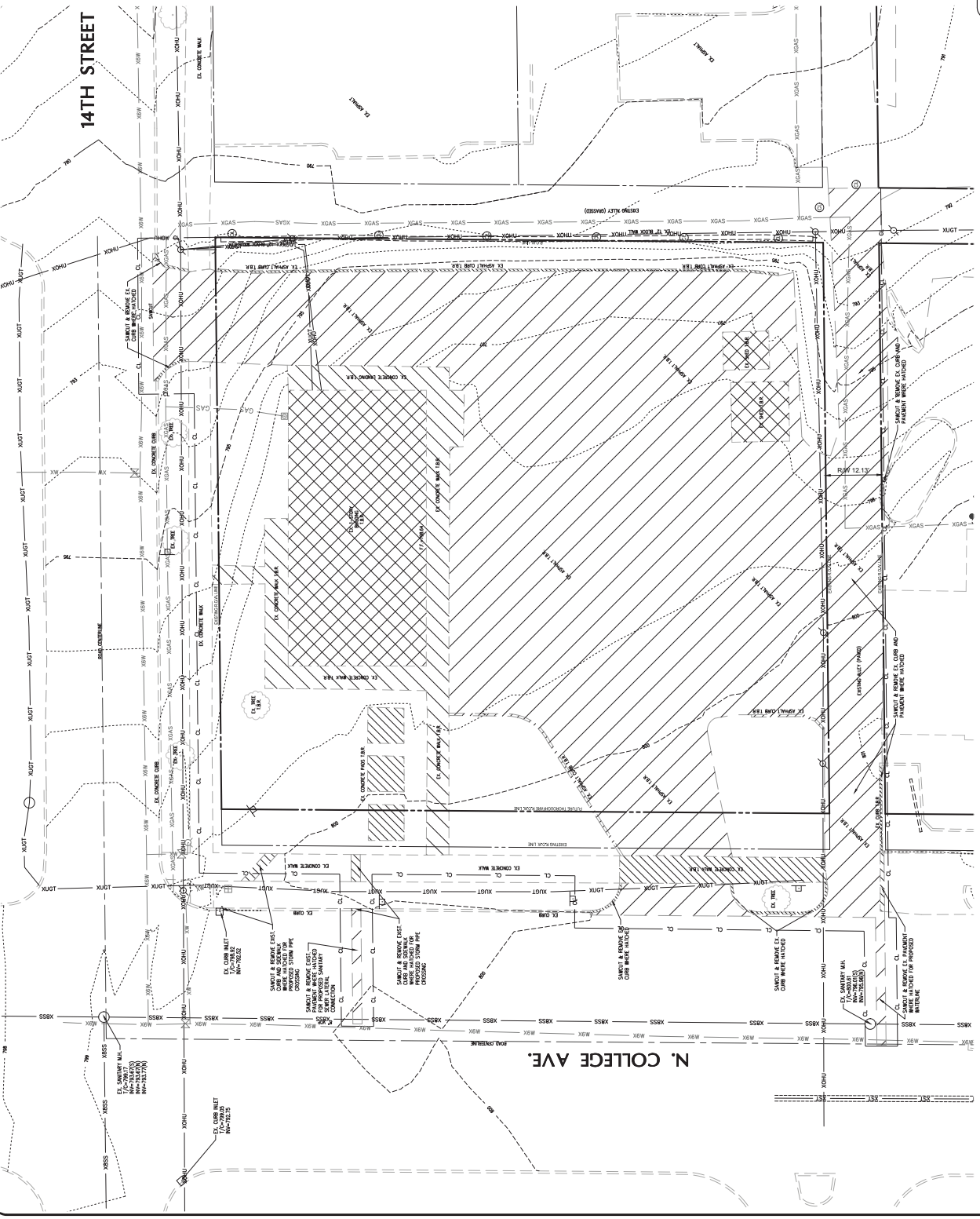
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EXISTING LEGEND

- X- EXISTING FENCE
- E- EXISTING WATER LINE
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GENERAL LEGEND

- PROPERTY LINE
- DEED BOOK AND PAGE
- XXX/XXX- TO BE REMOVED
- TBR- TO BE REMOVED
- TBU- TO BE REMOVED
- X' SBL- SETBACK LINE
- PROPOSED ACCESSIBLE PARKING SPACE
- S.S.E- SANITARY SEWER EASEMENT
- G.E- GAS EASEMENT
- W.L.E- WATER LINE EASEMENT
- E.E- ELECTRIC EASEMENT
- D.E- DRAINAGE EASEMENT
- U.E- UTILITY EASEMENT



revisions:

SCALE: 1"=10'

104

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

BYNUM FAYND & ASSOCIATES, INC.

(612) 339-2590 (fax)

3.26.18

certified by:

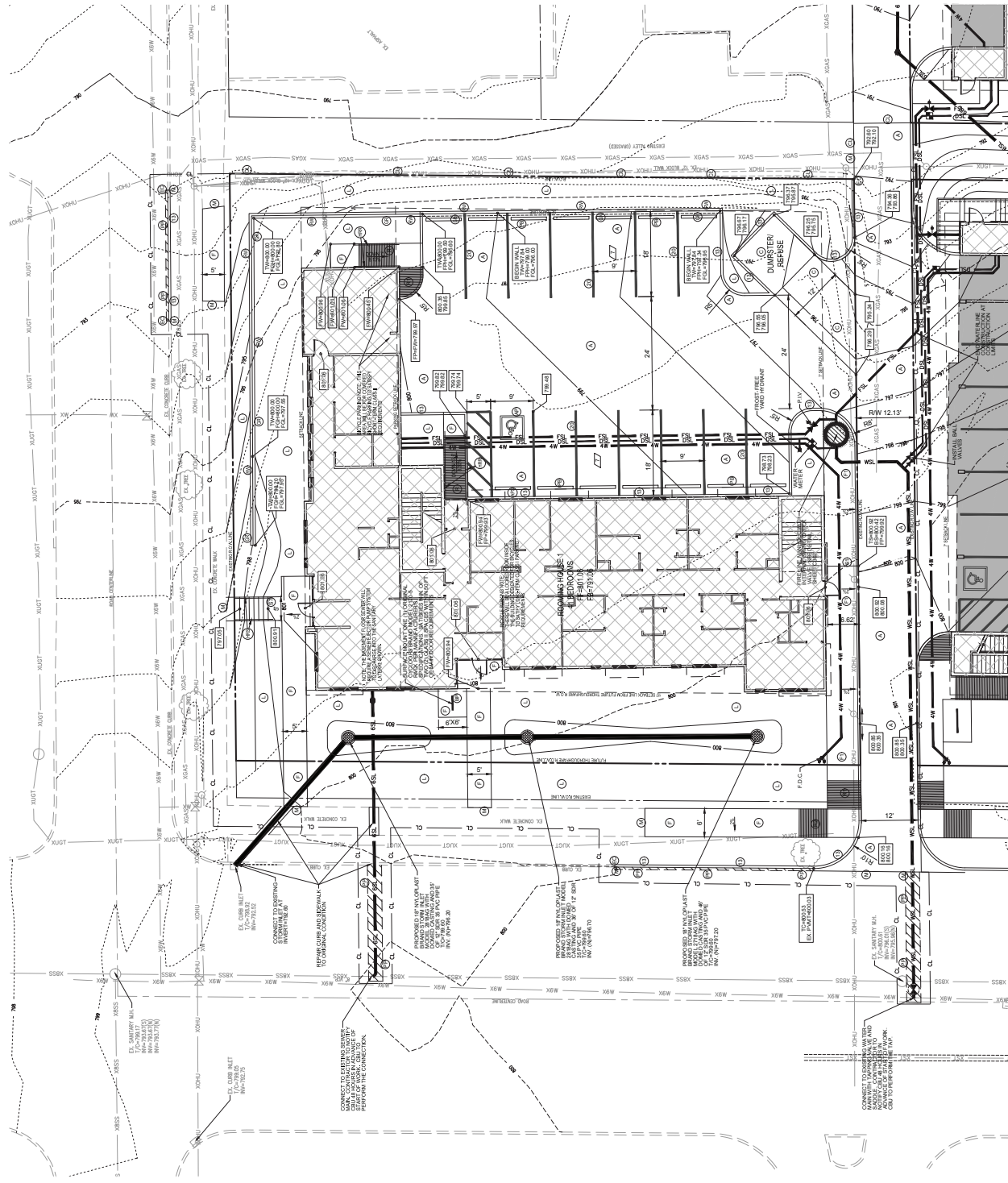
PROPOSED
COLIVE ROOMING HOUSE 1
for JBMF, LLC
916 N. COLLEGE AVE
BL OOMINGTON IN 47404

104

designed by: JBMF
drawn by: JBMF
sheet no.: C-101
project no.: 401327

NOTE TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ALL UTILITIES PRIOR TO ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.



EXISTING LEGEND

- | | |
|--------------|--------------------------------------|
| — X — | EXISTING FENCE |
| — W — | EXISTING WATER LINE |
| — OHE — | EXISTING OVERHEAD ELECTRIC LINES |
| — UGE — | EXISTING UNDERGROUND ELECTRIC LINES |
| — OHT — | EXISTING OVERHEAD TELEPHONE LINES |
| — UGT — | EXISTING UNDERGROUND TELEPHONE LINES |
| — GAS — | EXISTING GAS LINE |
| — ···· XXX — | EXISTING CONTOUR & ELEVATION |
| — — — — — | FLOW LINE |
| SS | EXISTING SANITARY SEWER AND MANHOLE |
| ST | EXISTING STORM SEWER AND INLET |

SITE LEGEND

- [illegible]

GRADING LEGEND

- | XXX | PROPOSED CONTOUR | XXX | EXISTING CONTOUR |
|-----|--|-----|------------------|
| BS | FINISH TOP OF CURB AND ADJACENT PAVEMENT ELEVATION | | |
| FG | FINISH BOTTOM STEP ELEVATION | | |
| FEL | FINISH GRADE LOW SIDE OF RETAINING WALL | | |
| FGL | FINISH GRADE LOW SIDE OF RETAINING WALL | | |
| FPH | FINISH PAVEMENT HIGH SIDE OF RETAINING WALL | | |
| PP | FINISH PAVEMENT ELEVATION | | |
| FW | FINISH PAVEMENT HIGH SIDE OF RETAINING WALL SIDEWALK ELEVATION | | |
| TS | FINISH TOP STEP ELEVATION | | |
| TW | TOP OF RETAINING WALL ELEVATION | | |
| T/C | TOP OF STORM DRAINAGE CASTING AT | | |

UTILITY LEGEND

- | | |
|------|--|
| 4W | 4" DP WATERLINE (PRIVATELY OWNED) |
| WSL | DP WATERLINE (PRIVATELY OWNED) |
| DSL | SIS-21 PVC DOMESTIC WATER SERVICE LINE (PRIVATELY OWNED) |
| PSL | D.P. FIRE SERVICE LINE (PRIVATELY OWNED) |
| ST | HEPE SYSTEM PIPE (PRIVATELY OWNED) |
| UD | SIS 35 PVC UNDERDRAIN PIPE (PRIVATELY OWNED) |
| SSL | 4" SIP-35 PVC SANITARY SEWER LATERAL (PRIVATELY OWNED) |
| FDC | FIRE DEPARTMENT "STREET" CONNECTION |
| B.V. | POST SIGNATURE VALUE |

NOTE TO CONTRACTOR

NOTES:
1. FOR RETAINING WALL DETAILS SEE STRUCTURAL PLANS.
2. FOR GUARDRAIL AND STAIR & ADA RAMP HANDRAIL SEE ARCHITECTURAL PLANS.

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

105

Sheet no: C102
Project no.: 401327

PROPOSED
CO-LIVE ROOMING HOUSE 1
for JBMF, LLC
916 N. COLLEGE AVE.
BIRMINGHAM, IN 47404

Title: SITE, GRADING &
UTILITY PLAN

Certified by: _____

528 north walnut street
(812) 332-8030
bloomington, indiana

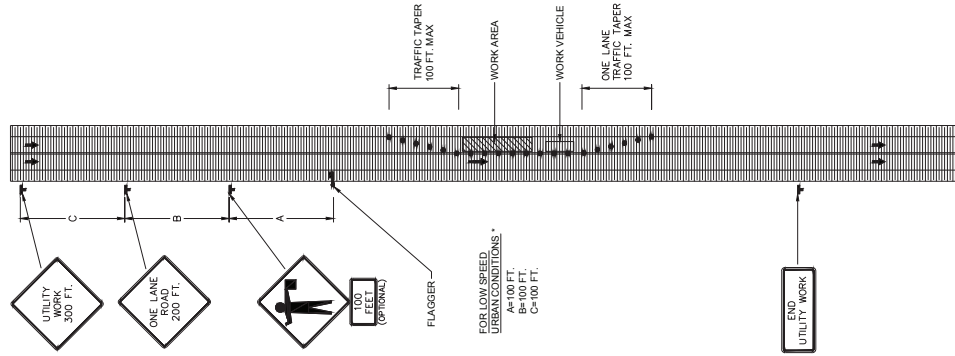


SCALE: 1"=10'



NOTES:

1. FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS. A "BE PREPARED TO STOP" SIGN MAY BE ADDED TO THE SIGN SERIES.
2. WHEN USED, THE "BE PREPARED TO STOP" SIGN SHOULD BE LOCATED BETWEEN THE "FLAGGER" SIGN AND THE "ONE LANE ROAD" SIGN.
3. FOR LOW VOLUME SITUATIONS WITH SHORT WORK ZONES ON STRAIGHT ROADWAYS WHERE THE WORK ZONE IS NOT VISIBLE TO ROAD USERS APPROACHING FROM BOTH DIRECTIONS, MAY BE USED. POSITIONED TO BE VISIBLE TO ROAD USERS APPROACHING FROM BOTH DIRECTIONS, MAY BE USED.
4. AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED, EXCEPT IN EMERGENCIES.



DETAIL - TRAFFIC CONTROL PLAN
(AT TWO LANE ONE-WAY ROAD)
NOT TO SCALE

NOTE TO CONTRACTOR

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ALL AFFECTED UTILITIES PRIOR TO ANY EXCAVATION. NO PAYMENT SHALL BE MADE TO CONTRACTOR FOR UTILITY DESTRUCTION OR UNDERGROUND CHANGES REQUIRED DUE TO CHANGING ELEVATIONS.

revisions:



SCALE: 1"=50'

ARCHITECTURE
CIVIL ENGINEERING
PLANNING
Bloomington, Indiana
(612) 359-2590 (Fax)
BRYAN FAYO & ASSOCIATES, INC.
528 North Walnut Street
Bloomington, Indiana
(612) 352-0630

3.26.18

certified by:

PROPOSED
COLIVE ROOMING HOUSE 1
for JBMF, LLC
916 N. COLLEGE AVE
BLOOMINGTON, IN 47404

TITLE: MAINTENANCE OF
TRAFFIC PLAN

designed by: JBC
drawn by: JBC
checked by: JBC
sheet no.: C201
Project no.: 401327

1 WEST ELEVATION
1/8" = 1'-0"

AE201

010
EXTERIOR ELEVATIONS
BUILDING

PROJECT NAME
D. BRUCE

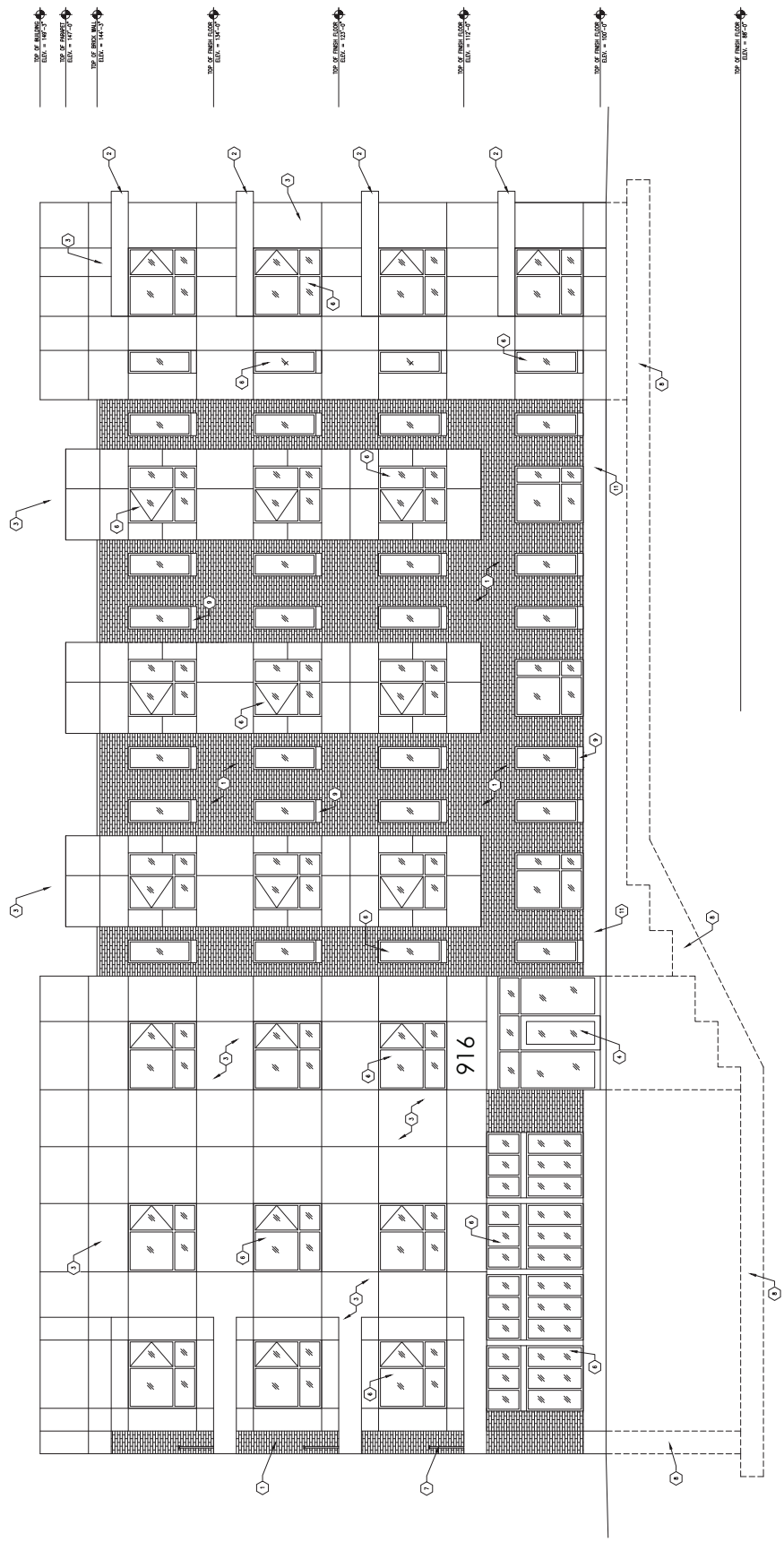
DATE
07.20.2018

PROJECT NO.
2018-1

BLOOMINGTON, INDIANA 47404
916 N. COLLEGE AVENUE
BUILDING 1
A CO-LIVE BLOOMINGTON FOR:



TABOR
ARCHITECTURE & DESIGN INC.
1101 S. WALNUT STREET - BLOOMINGTON, IN 47401
TELEPHONE: (317) 323-4234 FAX: (317) 323-4234
WWW.TABORARCH.COM



- ELEVATION KEYNOTES:
- 1 FACE BRICK
 - 2 PREFINISHED ALUMINUM TRIM
 - 3 CERAMIC TILE, PAVEMENT OR BONA LUMINATOR SERIES PER COREY PANELS
 - 4 ALUMINUM CLADDING
 - 5 SPONGE CONCRETE
 - 6 ALUMINUM WINDOW
 - 7 METAL INSULATION
 - 8 CONCRETE FOUNDATIONS
 - 9 LAMINATE GLASS
 - 10 WALLBOARD CLIMB METAL DOOR - FINISHED
 - 11 LAMINATE GLASS WARE

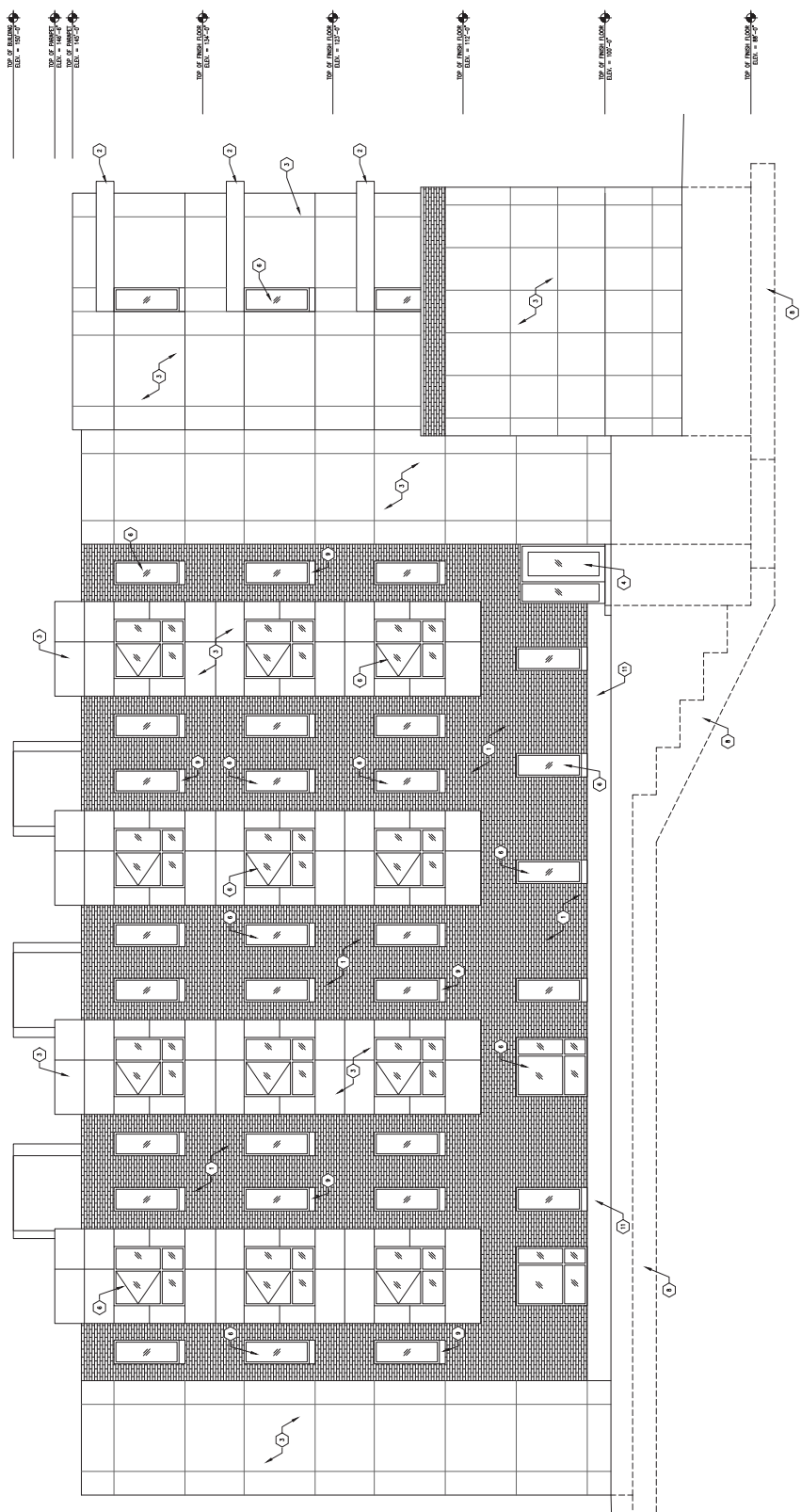
A CO-LIVE BLOOMINGTON FOR:
BUILDING 1
916 N. COLLEGE AVENUE
BLOOMINGTON, INDIANA 47404



REVISIONS

TABOR
ARCHITECTURE & DESIGN INC.
1101 S. WALNUT STREET - BLOOMINGTON, IN 47401
TELEPHONE: (317) 333-4338 WEB: WWW.TABORARCH.COM

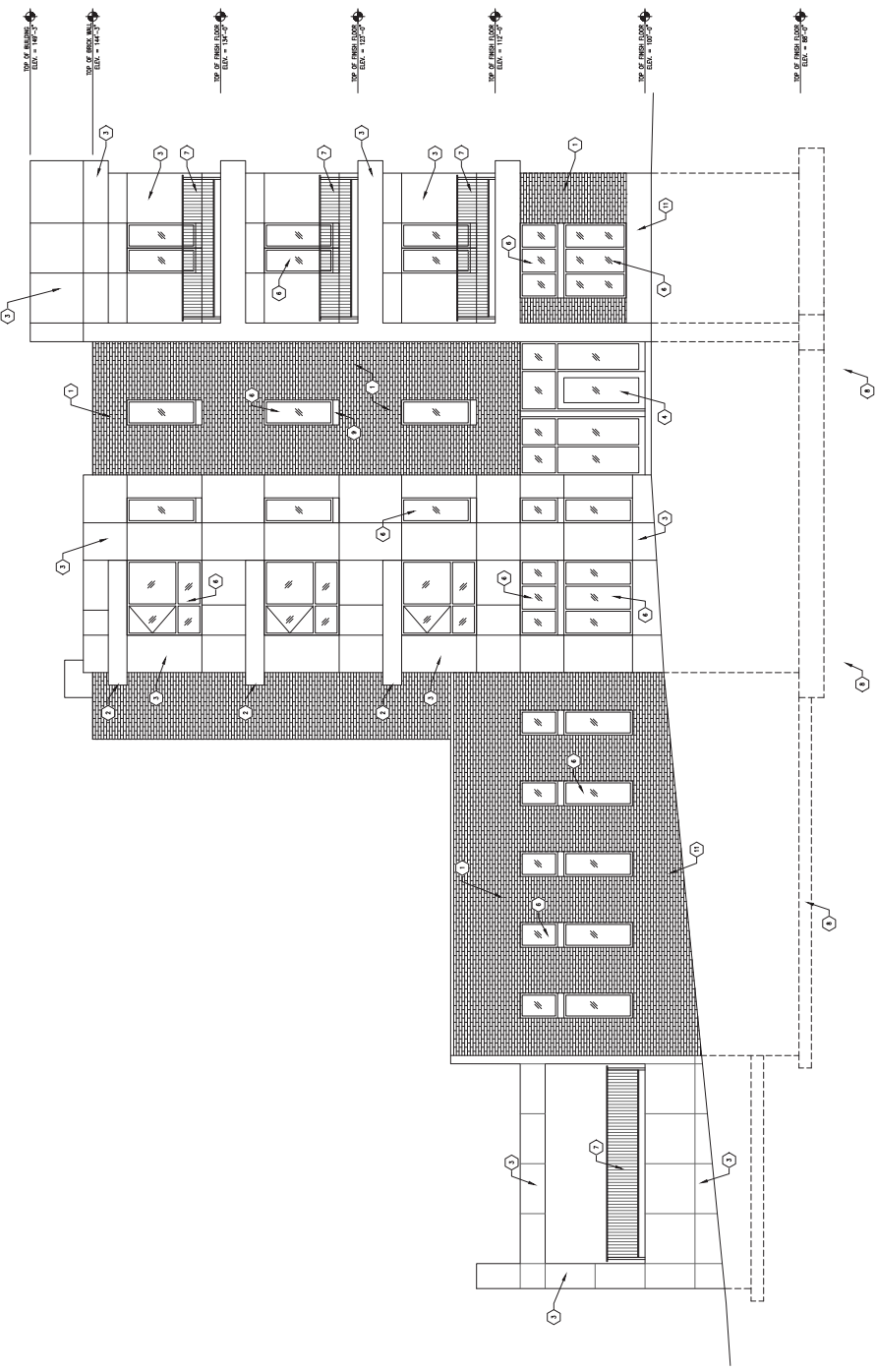
1 EAST ELEVATION



- ELEVATION KEYNOTES:
- 1. BRICK
 - 2. PREPARED ALUMINUM TRIM
 - 3. COLORED METAL FINISH OF NORTH LUMINATION STREET FRONT CORNER PANELS
 - 4. ALUMINUM STAIRCASE
 - 5. SPINCE CORNERPOST
 - 6. ALUMINUM WINDOW
 - 7. METAL BALANCE
 - 8. CONCRETE FOUNDATION
 - 9. INTERIOR WALL
 - 10. INSULATED FLUSH METAL DOOR - FINISHED
 - 11. INTERIOR UNDER BASE

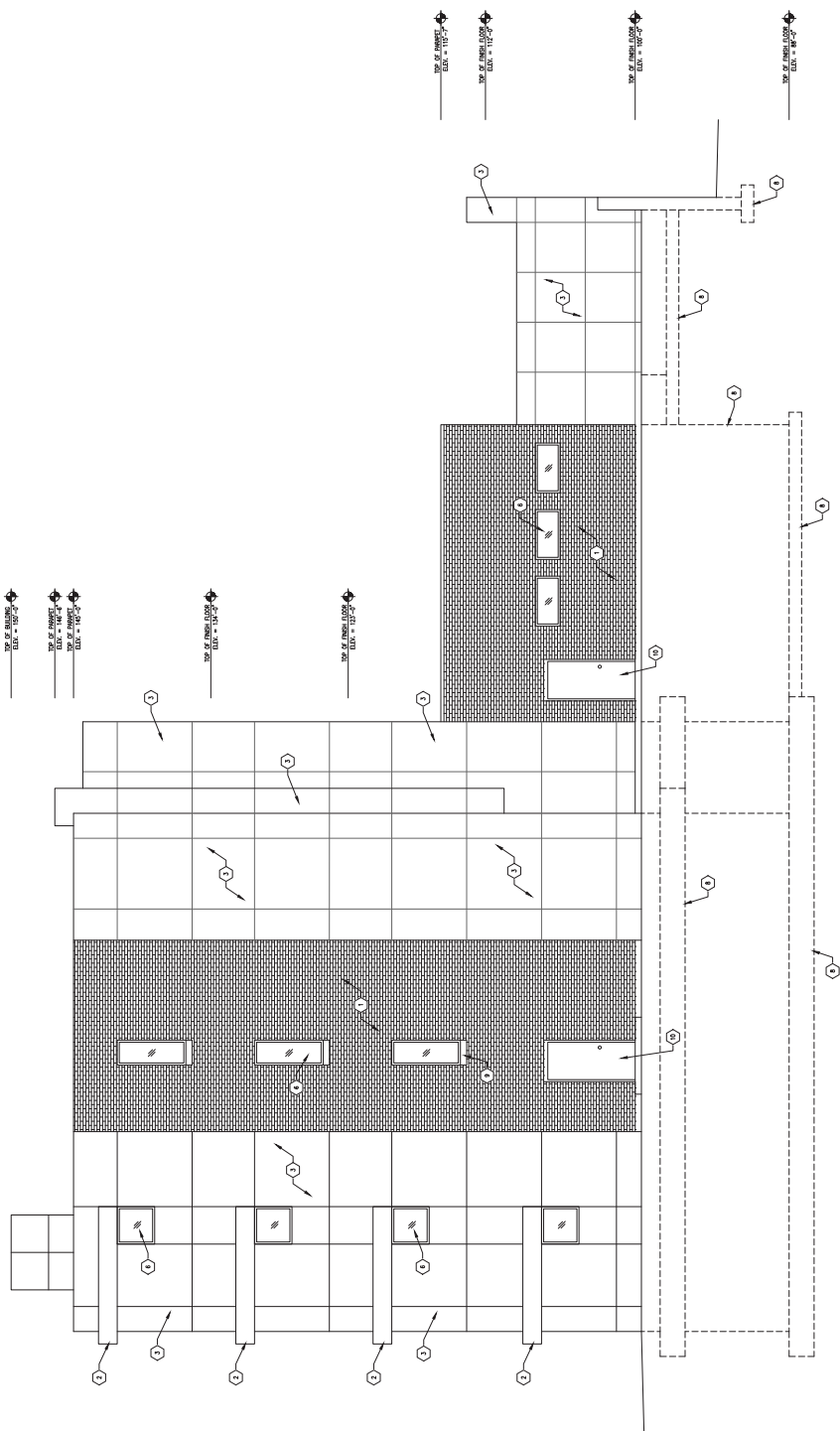
1 NORTH ELEVATION

1/4" = 1'-0"



- ELEVATION KEYNOTES:
- 1 FACE BRICK
 - 2 PREFINISHED ALUMINUM TRIM
 - 3 CERAMIC TILE, PAVEMENT OR INTERIOR LUMINATION SERIES PAPER LIGHT PANELS
 - 4 ALUMINUM CLADDING
 - 5 SPONGE CONCRETE
 - 6 ALUMINUM WINDOWS
 - 7 METAL WALLS
 - 8 CONCRETE FOUNDATIONS
 - 9 LUMINOUS GLASS
 - 10 WALLS OF ALUMINUM TRIM - FINISHED
 - 11 ALUMINUM WINDOW FRAME

2 SOUTH ELEVATION
1/4" = 1'-0"



ELEVATION KEYNOTES:

- 1) PYZE ROCK
- 2) PREFINISHED ALUMINUM TRIM
- 3) 2"X4"X8" METAL PANELS OF NOMINAL ILLUMINATION STREET LIGHT CROWN PANELS
- 4) ALUMINUM EXTERIOR FINISH
- 5) 3"X6"X8" METAL PANELS OF NOMINAL ILLUMINATION STREET LIGHT CROWN PANELS
- 6) ALUMINUM EXTERIOR FINISH
- 7) ALUMINUM TRIM
- 8) ALUMINUM TRIM
- 9) ALUMINUM TRIM
- 10) ALUMINUM TRIM
- 11) ALUMINUM TRIM
- 12) ALUMINUM TRIM
- 13) ALUMINUM TRIM
- 14) ALUMINUM TRIM
- 15) ALUMINUM TRIM
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- 97) ALUMINUM TRIM
- 98) ALUMINUM TRIM
- 99) ALUMINUM TRIM
- 100) ALUMINUM TRIM



NORTH ELEVATION

FABOR
ARCHITECTURE & DESIGN, INC.

PROJECT NAME
MARK HCCO

PROJECT ADDRESS
910 KAREN COLLEGE AVENUE

DATE
10.01.2018

DESIGNER
FABOR ARCHITECTURE & DESIGN, INC.

SCALE
1/4" = 1'-0"

PROJECT PHASE
CONCEPT PLANNING

DATE
10.01.2018

DESIGNER
FABOR ARCHITECTURE & DESIGN, INC.

SCHEMATIC ELEVATIONS

PROJECT NAME	MARK HCCO
PROJECT ADDRESS	910 KAREN COLLEGE AVENUE
DATE	10.01.2018
DESIGNER	FABOR ARCHITECTURE & DESIGN, INC.
SCALE	1/4" = 1'-0"
PROJECT PHASE	CONCEPT PLANNING
DATE	10.01.2018
DESIGNER	FABOR ARCHITECTURE & DESIGN, INC.

AE201

91

EXTERIOR
ELEVATION

PROJECT NAME

PROJECT NO.

DATE

DESIGNED BY

CHECKED BY

DATE

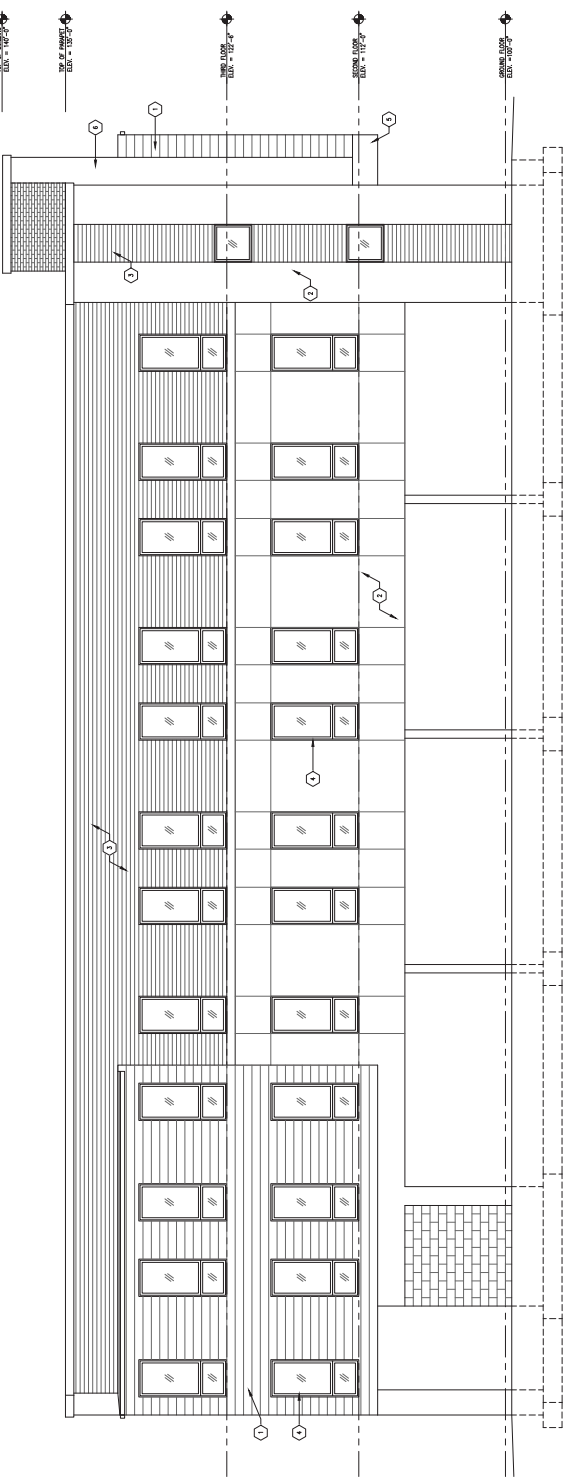
A CO-LIVE BLOOMINGTON FOR:
BUILDING 2
910 N. COLLEGE AVENUE
BLOOMINGTON, INDIANA 47404



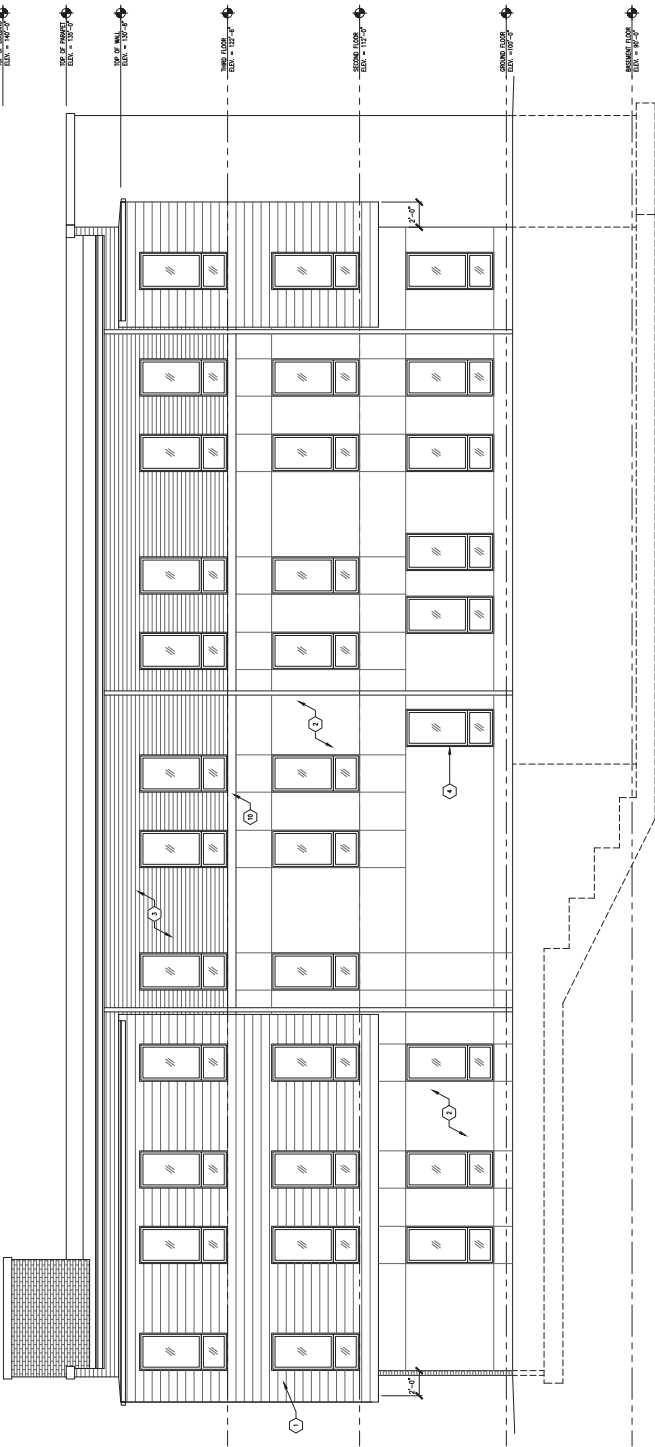
TABOR
ARCHITECTURE & DESIGN INC.
1101 S. WALNUT STREET - BLOOMINGTON, IN 47401
TEL: (317) 325-6528 WEB: WWW.TABORARCH.COM

- ELEVATION KEYNOTES:
- 1. 4" FIBER REINFORCED CONCRETE BAND - WOOD COLOR
 - 2. 4" FIBER CONCRETE PANEL WITH METAL JOINTS
 - 3. PREFABRICATED ALUMINUM METAL JOINTS
 - 4. 4" ALUMINUM WINDOW CASE WITH FIBER CONCRETE - REDUCED 100 SERIES
 - 5. 4" ALUMINUM WINDOW CASE WITH FIBER CONCRETE - REDUCED 100 SERIES
 - 6. 4" ALUMINUM WINDOW CASE WITH FIBER CONCRETE - REDUCED 100 SERIES
 - 7. 4" ALUMINUM WINDOW CASE WITH FIBER CONCRETE - REDUCED 100 SERIES
 - 8. 4" ALUMINUM WINDOW CASE WITH FIBER CONCRETE - REDUCED 100 SERIES
 - 9. 4" ALUMINUM WINDOW CASE WITH FIBER CONCRETE - REDUCED 100 SERIES
 - 10. 4" ALUMINUM WINDOW CASE WITH FIBER CONCRETE - REDUCED 100 SERIES
 - 11. 4" ALUMINUM WINDOW CASE WITH FIBER CONCRETE - REDUCED 100 SERIES

1 NORTH ELEVATION



1 SOUTH ELEVATION





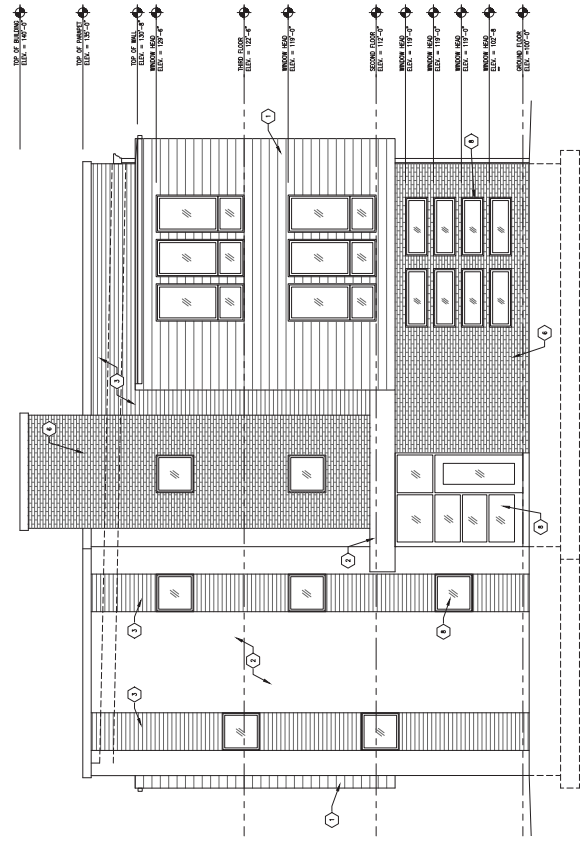
A CO-LIVE BLOOMINGTON FOR:
 BUILDING 2
 910 N. COLLEGE AVENUE
 BLOOMINGTON, INDIANA 47404

DATE

PROJECT NO. 0013
 DATE 03/20/18
 DRAWN BY C. WALSH
 CHECKED BY C. WALSH
 PROJECT NAME 0013 - 0013

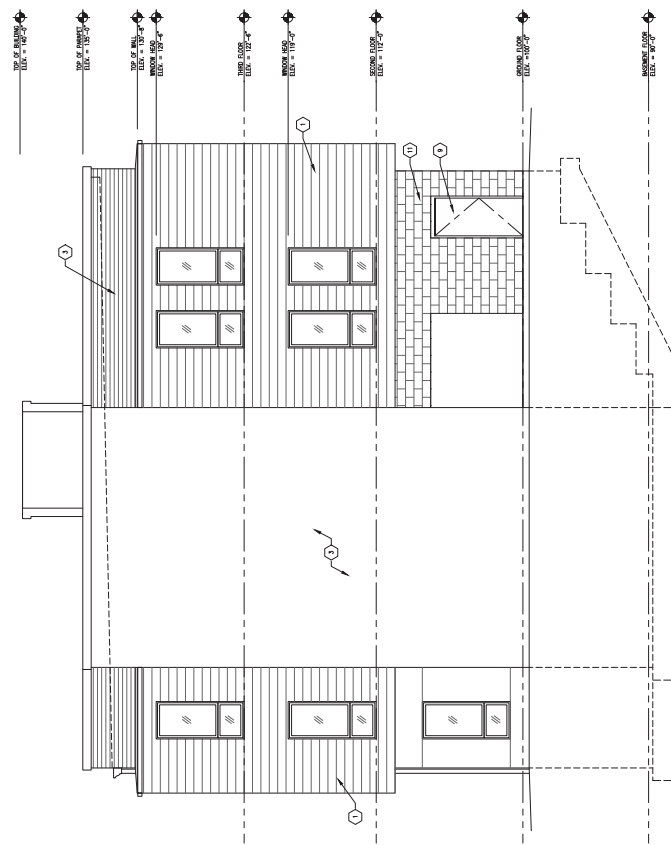
SHEET NO. 17
 EXTERIOR ELEVATION 1

AE202

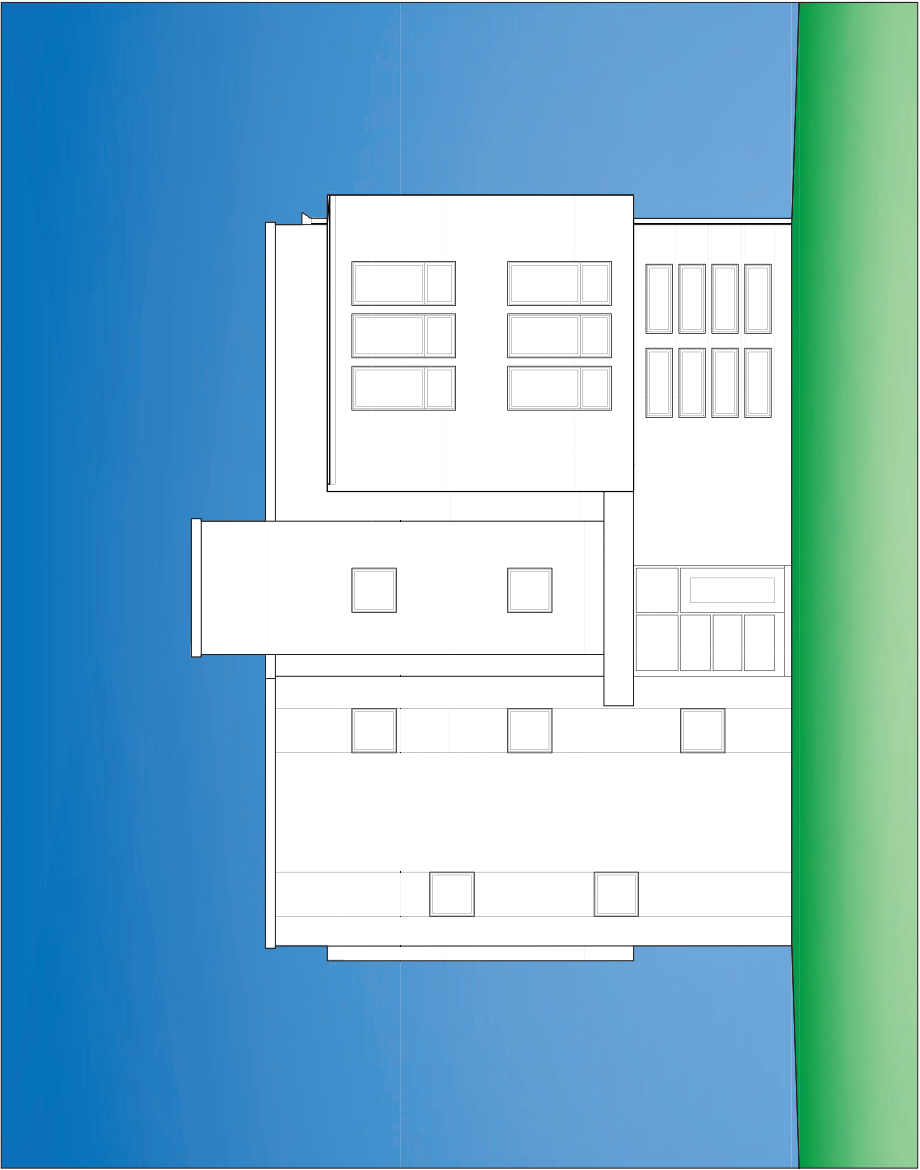


1 WEST ELEVATION
 1/11/18

- ELEVATION KEYNOTES:
- 1 1/4" THICK REINFORCED CONCRETE BOARD - BRICK COLOR
 - 2 1/4" THICK CONCRETE PANEL WITH METAL Joints
 - 3 PREFABRICATED CONCRETE WALL Joints
 - 4 CONCRETE BRICK AND CLAY PIER UNIT - ARDENSON 100 SERIES
 - 5 PREFABRICATED ALUMINUM CHIMNEY
 - 6 1/4" NOMINAL FACE BRICK
 - 7 ALUMINUM EXTERIOR SYSTEM
 - 8 1/4" THICK BRICK Joints
 - 9 INSULATED CLAY METAL DOOR - FINISH
 - 10 BRICKWORK TRIM BOARD
 - 11 CLAY WALL - FINISH



2 EAST ELEVATION
 1/11/18



TOP OF BUILDING
ELEV. = 142'-2"

TOP OF MOUNTAIN
ELEV. = 142'-0"

THIRD FLOOR
ELEV. = 132'-4"

SECOND FLOOR
ELEV. = 112'-2"

GROUND FLOOR
ELEV. = 100'-2"

EAST ELEVATION

PROJECT NAME
MARK FCG

PROJECT LOCATION
914 NORTH WALNUT AVENUE

DESIGN PHASE
CONCEPT PLANNING

DATE
10.13.2018

DRAWING SCALE
1/4" = 1'-0"

118

THORNTON
ARCHITECTURE
P.C.

SCHMATIC ELEVATIONS

118

- ELEVATION KEYNOTES:
- 1 3/4" x 6" 1 PERGASUS ROOF SHAKES
 - 2 4" FIBER REINFORCED CONCRETE BOARD
 - 3 8" FIBER REINFORCED CONCRETE BOARD
 - 4 BRICK, 2 1/2" MIN. THICK
 - 5 4" CONCRETE, FACE BRICK
 - 6 ALUMINUM WINDOW
 - 7 CONCRETE BOARD PANELS
 - 8 1/2" TIMBER FRAMED COLLAR
 - 9 CONCRETE MASONRY UNIT - FINISHED
 - 10 INSULATED FLUSH WITH DOOR - FINISHED
 - 11 CONCRETE FOUNDATION

PROJECT NO. 101-1
DATE 07.15.2018
DRAWN BY D. VALDIVIA
CHECKED BY D. BRUCE
PROJECT NAME EXTERIOR ELEVATIONS
SHEET NO. 16
AE201

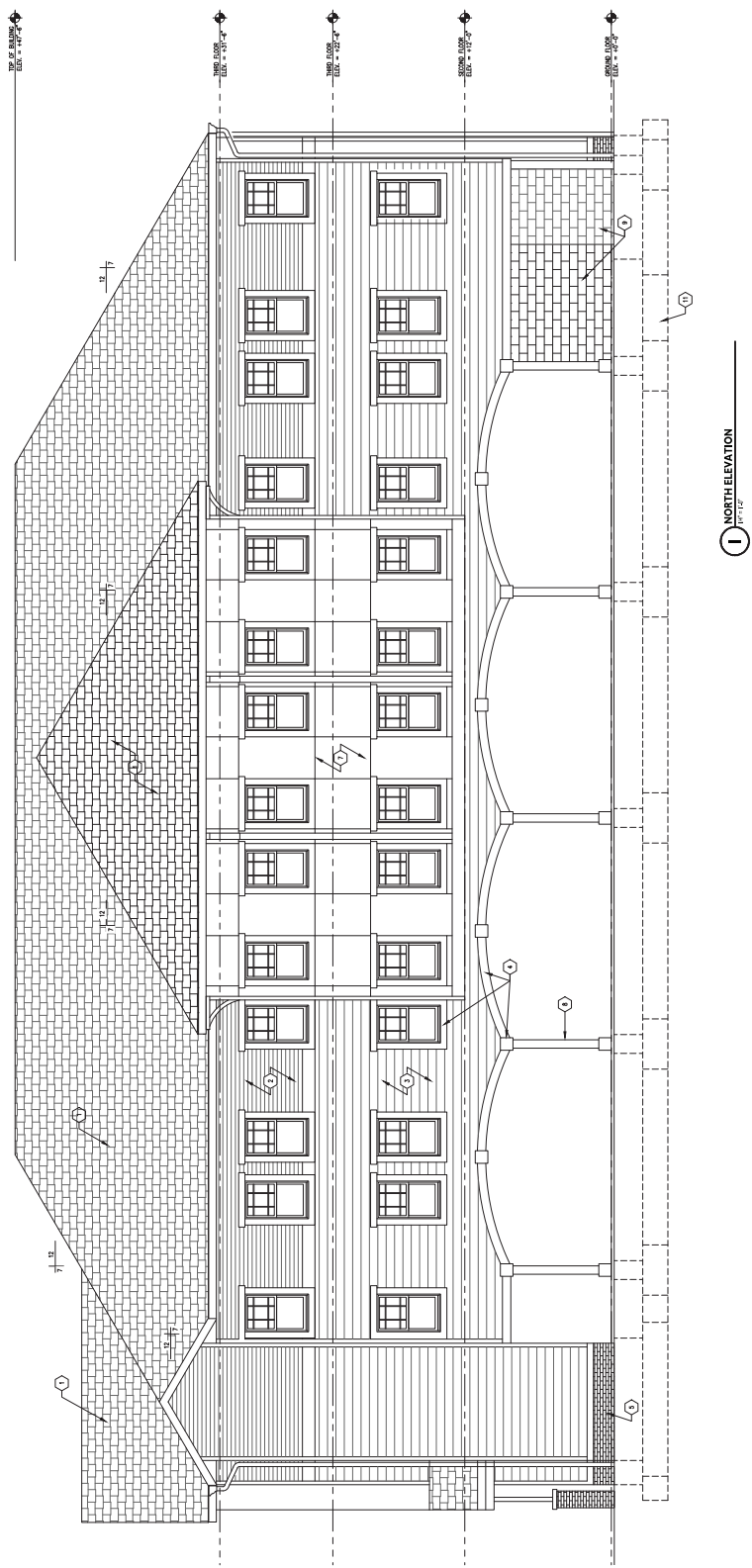


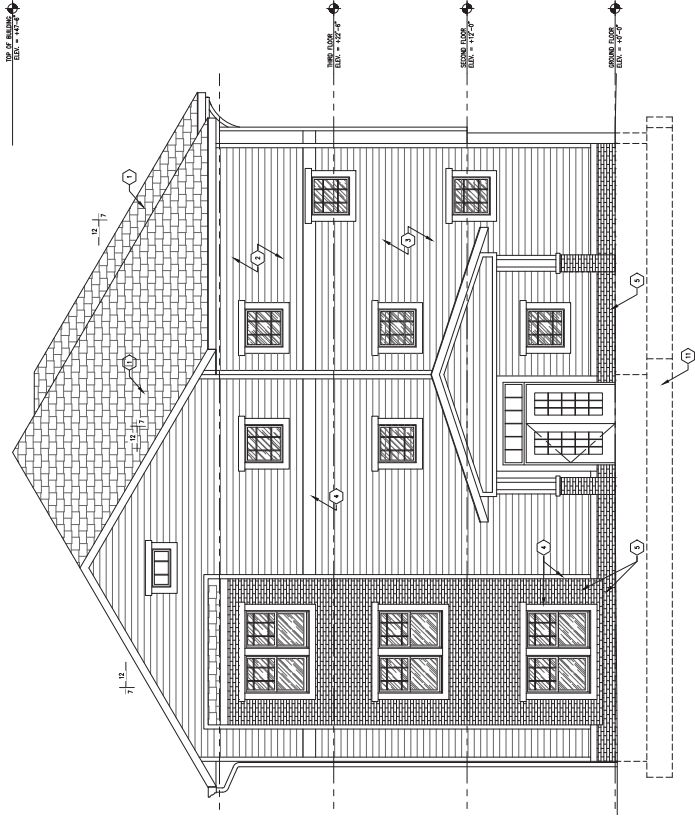
A CO-LIVE BLOOMINGTON FOR:
BUILDING 3
913 N. WALNUT STREET
BLOOMINGTON, INDIANA 47404

CONTRACT DATA
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TABOR
ARCHITECTURE & DESIGN INC.
1101 S. WALNUT STREET - BLOOMINGTON, IN 47401
TELEPHONE (317) 320-4251 WEB: WWW.TABORARCH.COM

REVISIONS
△

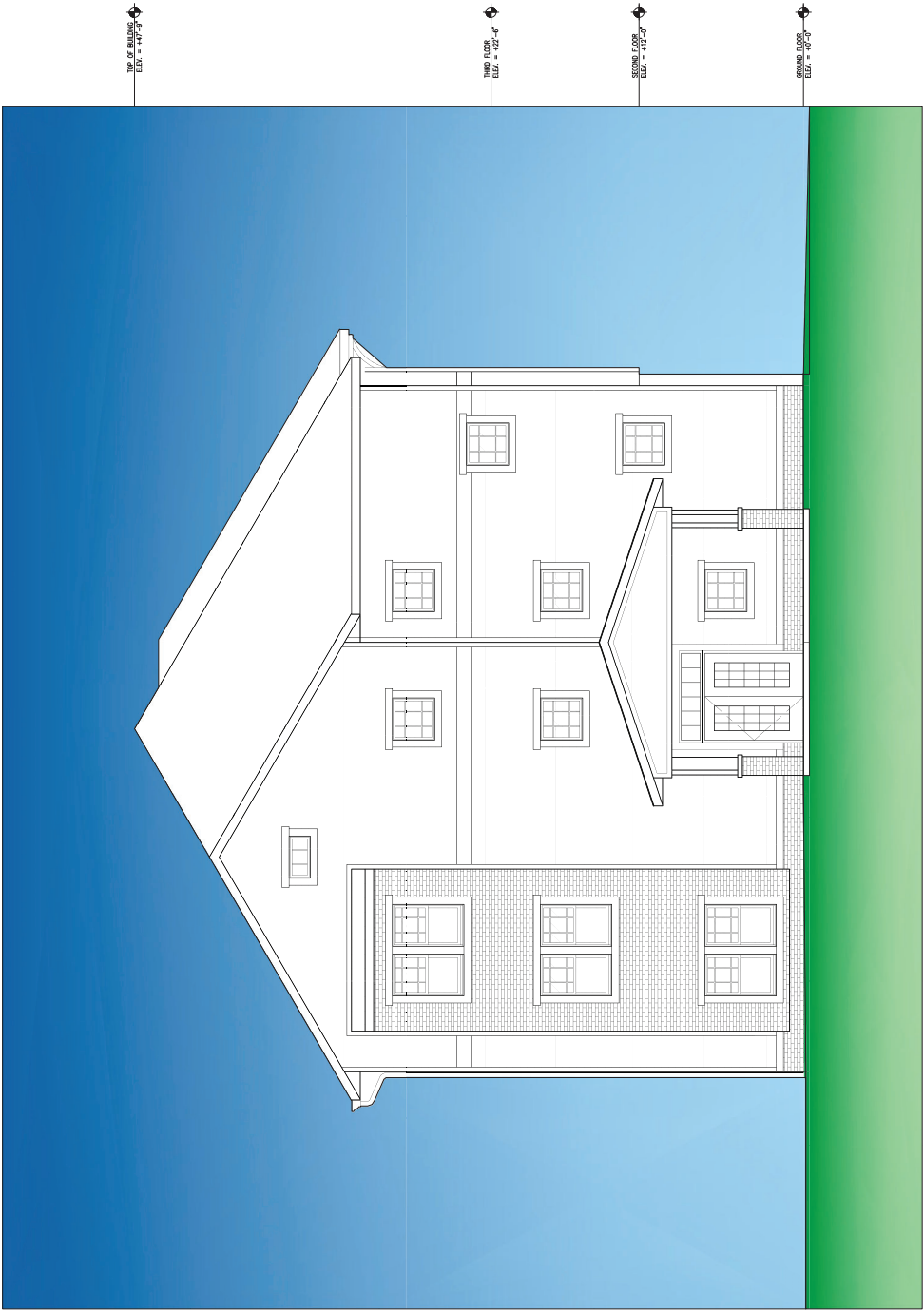




2 EAST ELEVATION
1/4\"/>

ELEVATION KEYNOTES:

- 1 3/4\"/>
- 2 4\"/>
- 3 4\"/>
- 4 4\"/>
- 5 4\"/>
- 6 4\"/>
- 7 4\"/>
- 8 4\"/>
- 9 4\"/>
- 10 4\"/>
- 11 4\"/>



EAST ELEVATION

PROJECT NAME	PROJECT LOCATION	DATE
DESIGN PHASE	PROJECT ADDRESS	DATE
CONCEPT PLANNING	PROJECT PHASE	DATE
	DESIGNER	DATE
	SCALE	DATE
	1/4" = 1'-0"	DATE

SCHEMATIC ELEVATIONS



PROJECT NAME:	PROJECT LOCATION:	DATE:
MARY FEGG	913 NORTH WALNUT AVENUE	10.03.2018
DESIGN PHASE:		DRAWING SCALE:
CONCEPT PLANNING	2016 TABOR BRUCE ARCHITECTURE & DESIGN	1/8" = 1'-0"

**BLOOMINGTON PLAN COMMISSION
FIRST HEARING STAFF REPORT
LOCATION: 800 E. Tamarack Trail**

**CASE NO: PUD-26-18
DATE: October 8, 2018**

PETITIONER: Meadowood Retirement Community
2455 Tamarack Trail, Bloomington

COUNSEL: Luckett & Farley.
737 S. Third Street, Louisville, KY

REQUEST: The petitioners are requesting a preliminary plan amendment and approval of a district ordinance for the Meadowood/Jill's House Planned Unit Development (PUD) and a rezone of 1.25 acres of Residential Estate (RE) land to be added to the Meadowood/Jill's House PUD. A waiver from the second hearing and delegation of final plan approval to staff has also been requested.

BACKGROUND:

Area:	9 Acres
Current Zoning:	RE and PUD
GPP Designation:	Neighborhood Residential
Existing Land Use:	Vacant, one single family home/Meadowood Retirement Community
Proposed Land Use:	Assisted care living facility and Independent Living
Surrounding Uses:	North – Single family, Jill's House, and the Griffy Nature Preserve West – Single family East – Existing Meadowood Retirement Community South – Single Family

REPORT SUMMARY: The petitioner is proposing to add approximately 1.25 acres (Lot #4) to the approved Planned Unit Development (PUD) known as the Meadowood/Jill's House PUD (PUD-19-07). A final plan approval was issued (PUD-26-07) to allow for the area of the ACLF to be cleared for the proposed building.

The petitioner is proposing to include an additional 1.25 acre area currently zoned Residential Estate (RE) in the PUD to allow for the construction of 20 townhomes. Also requested is approval to alter the building design of the approved 60-bed assisted care living facility (ACLF) to add an additional 15-bed capacity as well as add an additional story to the building.

The site received approval in 2007 (PUD-19-07) to construct a 60-unit ACLF building along the south side of Tamarack Trail, however that construction was not implemented and since that time the needs of Meadowood have increased. The petitioner is requesting to increase the capacity of the ACLF to 75 beds and to allow the building to be 4-stories rather than the previously approved 3-stories. With the previous approval,

the petitioner committed to constructing a LEED certified building designed to the Silver designation. The petitioner is still committed to that design, but is requesting to not have to actually certify the building due to the increased cost of the certification process. With this approval the petitioner is also requesting to allow for the construction of 20 townhomes that would front on Dunn Street, but accessed only from Tamarack Trail. These would be independent living units similar to the Sycamore Ridge townhomes previously constructed. These units would contain a maximum of 3 bedrooms each and be restricted to no more than 3 occupants.

A 10' wide multi-use path and minimum 5' wide tree plot are required along the Dunn Street frontage. Previous approvals required sidewalk installation along the south side of Tamarack Trail only with a tree plot to be installed in the areas practical. That design plan is still being proposed with this development.

COMPREHENSIVE PLAN ANALYSIS: The Comprehensive Plan has designated this area as Neighborhood Residential. While the dominant land use in this area is single family residential, other land use activities include places of religious assembly, schools, small-scale commercial, and some multifamily housing. The Comprehensive Plan goes on to state that this district contains a mixture of densities, housing types (single-family and multifamily), and a curvilinear street network of local, often with limited connectivity, low traffic volume streets.

The Comprehensive Plan states that under “Land Use Development Approvals” for larger lots (larger than one acre), single family, attached single family (duplex, triplex, and fourplex buildings, and multifamily residential uses may be appropriate. The inclusion of the townhomes with this petition satisfies this goal.

The Comprehensive Plan gives guidance under Policy 6.1.3 that “in land use decisions, required sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl.” This petition provides improved utilization of under-utilized property within the City that does not have environmental constraints.

The Comprehensive plan also encourages environmental protection and this project clusters development in areas already disturbed and avoids the environmentally sensitive areas of steep slope, riparian buffer, and tree canopy coverage. The proposed site plan does seek to cluster development in the least sensitive areas of the 9 acre tract and preserve the more sensitive areas thus fulfilling the site design guidance. With this petition, approximately 3.8 acres of ground will be placed within conservation easements. This includes steeply sloped areas adjacent to the two drainageways located on this site. This development would gain access from the existing private roadway, Tamarack Trail.

The petitioner also addresses other goals of the Comprehensive Plan through the inclusion of design elements such as the design of the building as a LEED Silver building. The Department finds this to be very consistent with many goals of the

Comprehensive Plan pertaining to sustainability. Additionally, interior trails, native plantings, redundant water quality measures and Best Management Practices (BMP's) for water quality improvement will also be utilized.

PUD AMENDMENT ISSUES:

Environmental: This site has several areas of steep slope, riparian buffer, and tree canopy coverage. There will be no disturbance in the areas of steep slope or the riparian buffer and these areas will be set aside in a conservation easement. The proposed area of the ACLF is in an area that was already approved for disturbance. All stormwater runoff from the ACLF building will be directed to a water quality pond that will be planted with a hydrophilic rain garden mix to meet water quality requirements.

Pedestrian Facilities: Previous approvals required a sidewalk along only the south side of Tamarack Trail. The Department has worked with the petitioner to include a 5' wide tree plot and 5' wide sidewalk in all areas practical along the south side of Tamarack Trail. In the areas where topography does not allow for a 5' wide tree plot, then a 6' monolithic sidewalk will be used. The Department believes that it may be appropriate to install a sidewalk along the north side of Tamarack Trail adjacent to the proposed townhomes and believes it would be best to evaluate that at the time of site plan approval for those units.

To help address additional internal traffic and pedestrian safety, the petitioner has proposed to add a 4-way stop condition to the intersection created by the new entrance to the ACLF with Tamarack Trail.

Utilities: Several deficiencies with the existing sewer service to this property have been identified. The petitioner is proposed to fix those issues with improvements to the sewer service for the proposed ACLF and to the new townhomes. Water service is being proposed to connect to existing public and private water mains located adjacent to the site. New fire hydrants will be installed along a new main to provide direct fire protection to the proposed structures.

Architecture: The petitioners have agreed to utilize a mixture of stone and fiber cement board siding for the proposed ACLF. The ACLF is being designed to compliment the Jill's House structure and to be a LEED certified building. The building is proposed to be 4 stories in height with a maximum height of 50'. All lighting was restricted with previous approvals to a maximum of 15 feet in height and will be downlit.

Parking: The petitioner has proposed 31 parking spaces, this is a reduction of 10 spaces from the previous approval. A "group/residential care home" has a parking maximum of 1 space per employee plus 1 space per 6 persons maximum capacity. The proposed number of spaces does not exceed the maximum number allowed based on occupancy and number of employees.

Development Standards: With this development the petitioner would be utilizing the Residential Multifamily (RM) zoning district standards for the townhomes and the standards of the Institutional (IN) district for the ACLF. The Department feels it is appropriate to utilize a 30' building setback along the south property line for the townhomes and the ACLF building, which would include a 30' conservation easement. Along the north property line, the Department feels that a 65' setback requirement and corresponding conservation easement is appropriate. The petitioner is proposing parking in front of the ACLF due to a large utility easement and underground utility lines that serve the adjacent Indiana University facilities that prevent any structure from being placed in that area. The location of the ACLF is the same as the previous approval.

Neighborhood Issues: The petitioners held a neighborhood meeting and Staff also met with several of the surrounding owners and representatives of neighborhood associations in this area. Concerns were expressed regarding buffering of their properties from the proposed townhomes and ACLF. The Department has recommended including a conservation easement adjacent to these surrounding properties to protect existing vegetation to address those concerns.

20.04.080(h) Planned Unit Development Considerations

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

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

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

- (2) The extent to which the proposed Preliminary Plan departs from the Unified Development Ordinance provisions otherwise applicable to the subject property, including but not limited to, the density, dimension, bulk, use, required improvements, and construction and design standards and the reasons why such departures are or are not deemed to be in the public interest.

PROPOSED FINDINGS: The proposed development meets the requirements of the proposed zoning districts appropriate to each development, with the exception of the parking located in front of the proposed ACLF. As mentioned

previously, the petitioner is proposing parking in front of the ACLF due to a large utility easement and underground utility lines that serve the adjacent Indiana University facilities that prevent any structure from being placed in that area. The location of the ACLF is the same as the previous approval.

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

PROPOSED FINDINGS: The PUD meets the purposes of the City by providing a diverse housing mix immediately adjacent to City Services and facilities. This petition provides a diverse housing mix that serves an aging demographic and need of the overall community. The location of the buildings have been placed to avoid adjacent environmental features and includes a Silver level LEED designed building.

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

PROPOSED FINDINGS: The PUD provides adequate public services by providing sidewalks through the project and by utilizing existing roads and services. An internal stop sign has been proposed to control internal vehicular traffic. The Meadowwood PUD has several areas of common open space throughout the campus. The construction of internal sidewalks helps complete the gaps in internal pedestrian connectivity and helps connect the existing amenities as well as installs a multi-use path along Dunn Street.

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

PROPOSED FINDINGS: Although this site is adjacent to a single family neighborhood, it is buffered by Dunn Street and large amounts of vegetation and open space. The Department has proposed a 30' buffer surrounding the proposed developments to help further buffer the uses from adjacent single family residences.

- (6) The desirability of the proposed Preliminary Plan to the City's physical development, tax base and economic well-being.

PROPOSED FINDINGS: The construction of a 4 story ACLF and 20

townhomes will substantially increase the tax base to the City. The location of the site next to campus also reduces the burden on properties in the downtown to provide student oriented housing.

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

PROPOSED FINDINGS: The Meadowwood facility is accessed from the Bypass and from Dunn Street only. No traffic will be directed through adjacent residential neighborhoods.

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

PROPOSED FINDINGS: Although there are ecological and natural resources on this site, they will not be disturbed with this petition. There are no historical or architectural resources on this site.

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

PROPOSED FINDINGS: The proposed land uses will not be injurious to the public health, safety, or general welfare. Meadowwood has existed on this site for almost 40 years with no known negative impacts.

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

PROPOSED FINDINGS: The amendments to this PUD for this property allows a unique development that would not otherwise be accomplished within an existing zoning district at this location. The mixture of housing units within the Meadowwood PUD is a unique design that does not fit within the typical standards and land uses of the UDO.

FINAL PLANS: With the original approval, final plan approval for Jill's House and the ACLF were delegated to staff level. The Department believes it is appropriate to delegate final plan approval for the ACLF to Staff, however due to the uncertainty regarding some of the aspects of the townhomes, believes that final plan approval for the townhomes should be reviewed by the Plan Commission.

WAIVER OF SECOND HEARING: Because this PUD amendment is simply amending 2 aspects of the ACLF and only approving the concept of townhomes, the Department is recommending a waiver of the required second hearing.

RECOMMENDATION: Staff recommends approval of this preliminary plan amendment with waiver of second hearing and with the following conditions:

1. Unless specifically amended by this petition, all terms and conditions of PUD-16-06 and PUD-26-07 shall remain in full effect.
2. The building must be designed to a silver level LEED certification.
3. 27.5 feet of right-of-way dedication from the centerline of N. Dunn Street and must be done within 180 days of Council approval.
4. Right-of-way dedication is required for Dunn Street that do not currently have the required amount of right-of-way.
5. A 10' multi-use path and 5' tree plot shall be constructed along the Dunn Street property frontage.
6. Final plan approval is required from the Plan Commission prior to construction.
7. The existing trees along the west side of Lot #5 and Lot #4 must be preserved with the development of the townhomes.
8. The preconstruction meeting must include the Senior Environmental Planner.
9. The petitioner shall work with the adjacent neighbor to the north to install fencing where appropriate. This will be reviewed with the final plan.
10. Final plan approval for the ACLF is delegated to staff.
11. Final plan approval for the townhomes will be reviewed by the Plan Commission.
12. The townhomes are to be utilized for residents of Meadowwood only.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: October 10, 2018
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Subject: PUD-26-18: Meadowood Retirement Community
800 E. Tamarack Trail

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environment-enriching attributes of this proposed plan.

EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE

1.) LANDSCAPE PLAN

The Landscape Plan is not acceptable. There are a number of invasive species listed; therefore, the EC recommends the Petitioner work with staff to create a compliant Landscape Plan using native plants. Native plants provide food and habitat for birds, butterflies and other beneficial insects, promoting biodiversity in the city. Furthermore, native plants do not require chemical fertilizers or pesticides and are water efficient once established.

2.) REUSE CONSTRUCTION AND DEMOLITION MATERIALS

Three structures will be demolished for this project. The EC recommends that the Petitioner reuse or recycle all of the construction and demolition materials possible that result from demolition, especially the limestone that clads the houses.

3.) MEETING ATTENDANCE

The EC recommends that the Petitioner include the Senior Environmental Planner in the meetings described in the Petitioner's Statement. One meeting will be a preconstruction meeting regarding vegetation removal and protection within the Conservation Easements. The other group of meetings is in regard to substantiating the design meets LEED Silver standards.

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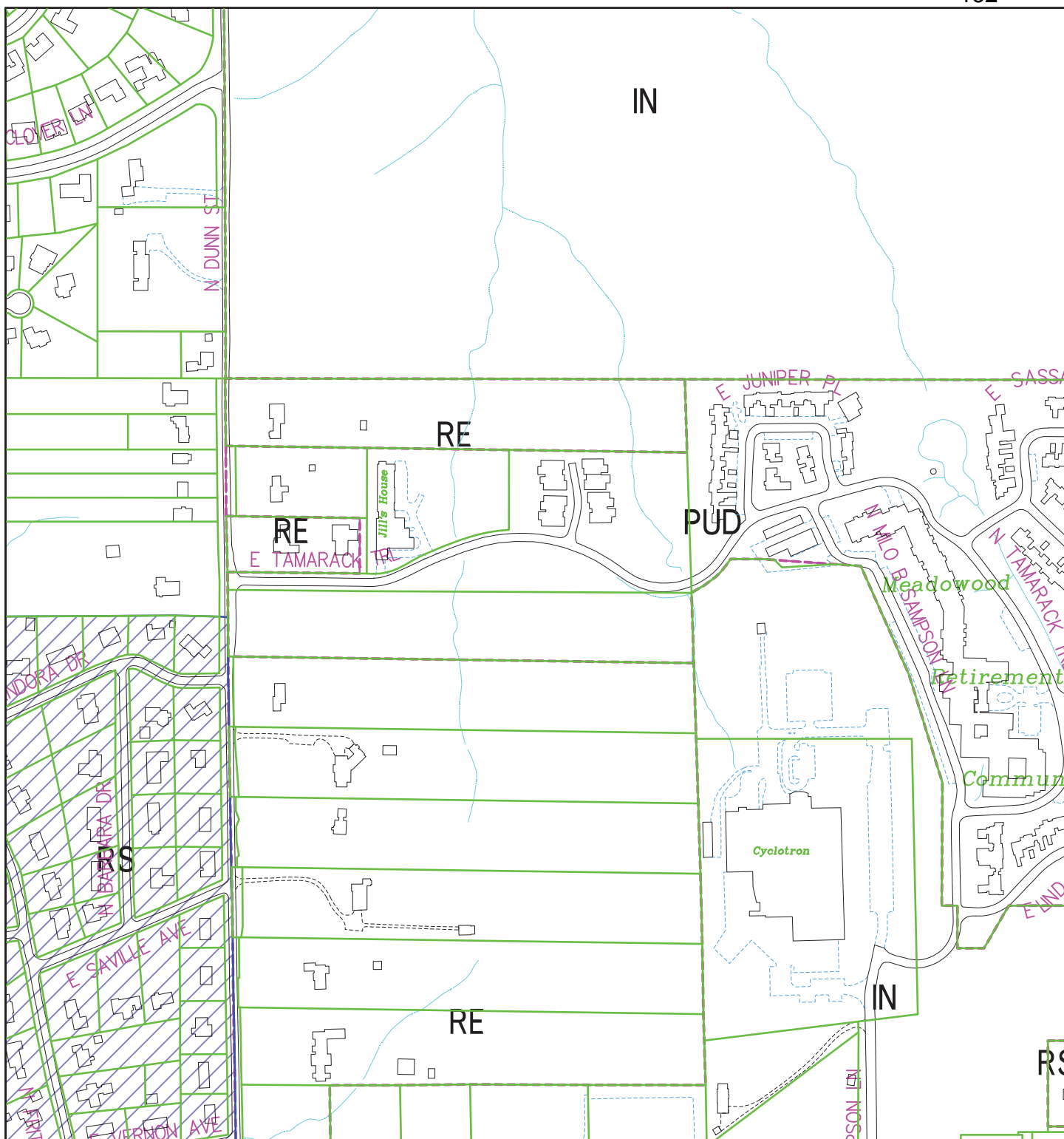
EC RECOMMENDATIONS:

401 N. Morton St., Suite 130 • Bloomington, IN 40402

www.bloomington.in.gov
environment@bloomington.in.gov

Phone: 812.349.3423

- 1.) Work with staff to revise the Landscape Plan.
- 2.) Reuse or recycle all of the construction and demolition possible, especially the limestone siding the buildings.
- 3.) The EC recommends that the Petitioner include the Senior Environmental Planner in the meetings described in the Petitioner's Statement, which include a preconstruction meeting regarding vegetation removal and protection within the Conservation Easements, and meetings in regard to substantiating the design meets LEED Silver standards.



PUD-26-18 Meadowwood Retirement

800 E Tamarack Trail

Plan Commission

Site Location, Parcels, Zoning

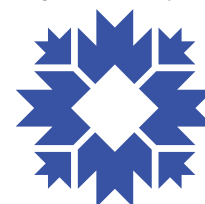
By: greulice

3 Oct 18

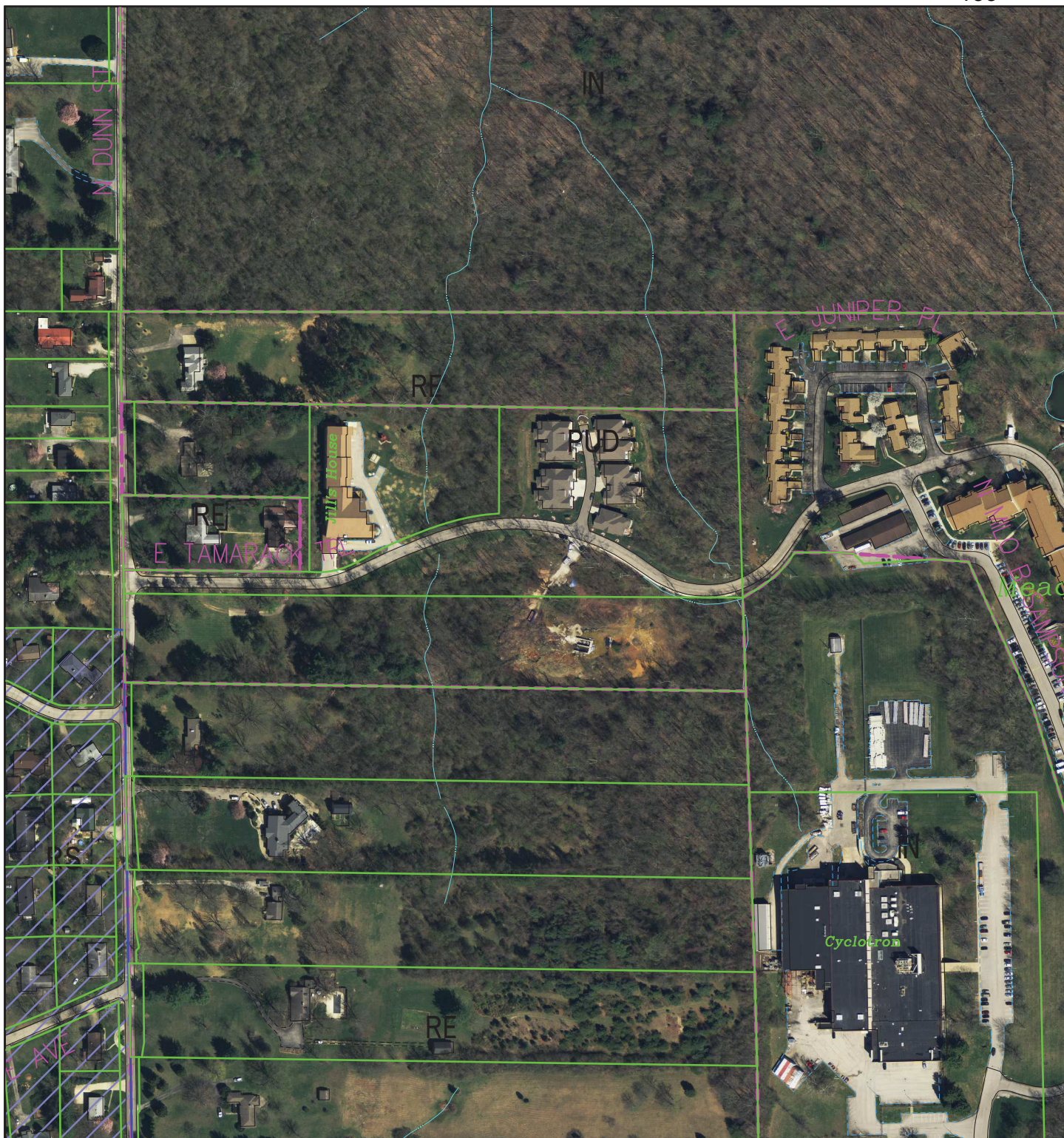


For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 400'



PUD-26-16 Meadowwood Retirement

800 E Tamarack Trail

Plan Commission

Site Location, Zoning, Parcels

By: greulice

3 Oct 18



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 300'



PC--Summary Minutes June 4, 2007

**PUD-19-07 Meadowood Assisted Living Project
800 E. Tamarack Trail**

Patrick Shay presented the staff report. The request is for a rezone of 6 acres to add to the Meadowood PUD. There is an underground water main has been found under the approved site of the assisted living building. This additional 6-acre property just became available. With this approval the land would be subdivided except for the single-family lot and home along Dunn. They want to maintain the single-family streetscape along Dunn. There would be about an acre more disturbance with this plan since the parking will be taken out from under the building. Staff feels this is a superior plan to the one approved at the first hearing. They would like to move the location of the building to this site along a ridge top and out of the more environmentally sensitive area to the north and away from the drainageway. They have committed to seeking a silver-level LEED certification for this building. The last part of this request is to amend the route of construction traffic. There is a signalized intersection at Dunn St. During times of high traffic, additional traffic on Milo B. Sampson would be quite a problem. Everyone involved is okay with construction traffic on Dunn St. Larger truck traffic will use Milo B. Sampson. Smaller trucks should use Dunn. The construction traffic will also apply to Jill's House since this is a change to the PUD. Staff recommends a positive recommendation to the Common Council of this preliminary plan amendment with waiver of second hearing and with the following conditions:

1. **Unless specifically amended by this petition, all terms and conditions of PUD-16-06 shall remain in full effect.**
2. **The building must be designed to a silver level LEED certification. The petitioner must demonstrate that this certification has been applied for as a condition of building permit approval.**
3. **27.5 feet of right-of-way dedication from the centerline of N. Dunn Street is required with the future subdivision of the single family home or any future final plans. An 8-foot sidepath must also be constructed on the N. Dunn Street frontage with the subdivision or future final plans.**

Steve Peters of Bynum Fanyo spoke for the Meadowood. He explained why they are coming back after a recent approval. Meadowood tried to acquire this piece of property from the beginning but it wasn't available. Other reasons include the discovery of the low force sewer main and the environmental advantages of the new location of the building. This will be a 3-story building now instead of a 4-story building. They can get the separation of the sidepath along Tamarack from the street. They will relocate the delivery area further away from the houses on Dunn St. Fire has approved the access. Pedestrian style lighting will be a plus. They are happy with the construction traffic solution. They are in agreement with the conditions of approval.

Jack Baker asked if LEED certification only pertains to the building.

Peters said the site plan is also involved. They are considering using permeable pavers.

Susan Fernandes asked if there are any available elevations. All erosion control inspections will apply to this, too. (Peters said yes.)

Joe Hoffmann asked if we have to amend the PUD to include the additional property. The second amendment would be to the preliminary plan amendment. Are you still recommending delegation of final plan approval to staff? (Shay said yes.)

*****Joe Hoffmann moved that the Plan Commission shall make a positive recommendation to the Common Council with respect to an amendment to PUD district ordinance for the PUD originally designated PUD-16-06 and an amendment to the preliminary plan for the entire PUD originally designated PUD-16-06 as amended with the conditions of approval as follows (with waiver of second hearing):**

FINAL CONDITIONS OF APPROVAL FOR PUD-19-07

1. Unless specifically amended by this petition, all terms and conditions of PUD-16-06 shall remain in full effect.
2. The building must be designed to a silver level LEED certification. The petitioner must demonstrate that this certification has been applied for as a condition of building permit approval.
3. 27.5 feet of right-of-way dedication from the centerline of N. Dunn Street is required with the future subdivision of the single family home or any future final plans. An 8-foot sidepath must also be constructed on the N. Dunn Street frontage with the subdivision or future final plans.
4. All trips of large construction vehicles must be coordinated to minimize the impacts and disturbance to N. Dunn Street and Milo B. Sampson Lane. More specifically construction traffic for this PUD must comply with the following restrictions:
 - All delivery and use of large construction vehicles must utilize Milo B. Sampson Lane.
 - All exiting trips are restricted from making left turning movements onto the SR45/46 Bypass.
 - No trips shall be permitted on days of IU football games
 - All exiting trips must be restricted from occurring between 4 and 6pm
 - All exiting trips must utilize flagmen at the intersection of SR45/46 to ensure safe movement
 - To the maximum extent possible, all exiting trips shall be combined to lessen the number of interruptions to the intersection.
 - Meadowood shall be responsible for repairing any damage occurring to Milo B. Sampson due to construction traffic for this project.
5. The Plan Commission delegates to staff the authority to render final plan approval for both the ACLF as well as any new construction on the single family home site.

***Bill Stuebe seconded the motion. A roll call vote was taken. The motion passed by a vote of 7:0.

The meeting was adjourned at 9:20 pm.

Interdepartmental Memo

To: Members of the Common Council
From: Patrick Shay, AICP, Development Review Manager
Subject: Case # PUD-19-07
Date: June 18, 2007

Attached are the staff report, petitioner's statements, maps, and exhibits which pertain to Plan Commission Case # PUD-19-07. The Plan Commission heard this petition at its June 4, 2007 meeting and voted 7-0 to send this petition to the Common Council with a favorable recommendation.

REQUEST: The petitioners are requesting a preliminary plan amendment to the Meadowood/Jill's House Planned Unit Development (PUD) and a rezone of 6 acres of Residential Estate (RE) land to be added to the Meadowood/Jill's House PUD.

SITE INFO:

Area:	14.8 total acres (6 new)
Current Zoning:	RE and PUD
GPP Designation:	Public/Semi-Public/Institutional and Conservation Residential
Existing Land Use:	Vacant, one single family home
Proposed Land Use:	Assisted care living facility
Surrounding Uses:	North – Single family, Jill's House, and the Griffy Nature Preserve West – Single family East – Existing Meadowood Retirement Community South – Single Family

EXECUTIVE SUMMARY: The petitioner is proposing to add approximately 6 acres to the recently approved Planned Unit Development (PUD) known as the Meadowood/Jill's House PUD (PUD-16-06, Ordinance #06-19). This additional acreage would allow the petitioner to subdivide a parcel for the existing single family home along N. Dunn Street and alter the building design and location of the approved 60-bed assisted care living facility (ACLF). In addition, the petitioner is requesting an amendment to the previously approved condition of approval that required all construction traffic to utilize Milo B. Sampson Lane rather than Dunn St.

The parcel to be rezoned is a 6 acre tract that currently houses a single family home along Dunn St. with existing trees and two drainage ways located to the rear (east) of the property. The house is in very poor condition. The approval would allow for a subdivision that would create a single family lot for the existing home at 2500 N. Dunn St. similar to what was approved for 2620 N. Dunn St.

with the original PUD. With approval of this request, the home would be renovated, if possible, or removed to allow for construction of a new single family home.

The rear of the property would be used to relocate a redesigned ACLF building. The approved design in 2006 limited construction to a smaller area between Tamarack Trail and the new property. The previous design is complicated due to a large sanitary sewer force main that runs through the previously approved building location. This force main is private and services the Cyclotron. This main did not show up on any of the original surveys and makes it very difficult to place the ACLF in this area. To resolve this issue, the petitioner has gained control of the property in question allowing for the amended layout.

The availability of the additional parcel has allowed for more room to construct the building and parking area and has resulted in several proposed changes to the development. These changes are summarized as follows:

- The proposed building has shifted south and east of its original location.
- Underground parking is no longer shown. A single bay of parking now wraps the northern portion of the building.
- The disturbed area has increased by just over an acre due to the provision of surface parking rather than structured parking.
- The building has been moved to higher, flatter ground away from the main drainageway and away from the steeper slopes.
- An additional 3.82 acres of undisturbed land will be placed within conservation easements.
- The petitioner has committed to designing the building to Leadership in Energy and Environmental Design (LEED) certification standards, seeking a Silver designation.
- Additional room is available to create better separation between a new pathway and Tamarack Trail.
- The service area for deliveries to the ACLF has been located on the northeast side of the building, away from the single family homes along N. Dunn St.
- The building has been redesigned with more articulation.
- The number of stories has been reduced from 4 to 3.

The Plan Commission found these changes to allow for a more environmentally friendly project. Although more land will be disturbed, additional land is being placed within conservation easements and the disturbance is occurring in less sensitive areas.

During the initial PUD process, several neighbors raised concerns about potential construction traffic on N. Dunn St. To allay those concerns, the petitioner agreed to a condition of approval to funnel all construction traffic to Milo B. Sampson Lane. After the petition was approved, the petitioner was contacted by Indiana

University regarding this condition. Milo B. Sampson Lane is a private street owned by the University. There are concerns from the University about construction vehicles using a non-signalized intersection to provide access to the SR45/46 Bypass.

With the proposed PUD amendment, staff held discussions with several surrounding neighbors, the University, and the petitioner to find a potential resolution to this issue. Ultimately, the Plan Commission recommended that the agreement be altered to funnel larger trucks toward the Milo B. Sampson Lane and SR45/46 intersection and to allow smaller vehicles to utilize Dunn St. Additional restrictions regarding timing, turning movements, repair, and flagging have also been recommended to reduce the impacts of the development. These restrictions are reflected in the proposed condition of approval #4.

GROWTH POLICIES PLAN ANALYSIS: The Growth Policies Plan (GPP) has designated the existing portion of the PUD as Public/Semi-Public/Institutional and the new portion as Conservation Residential. The intent of the Public/Semi-Public/Institutional area is *“to provide adequate land to support compatible government, non-profit and social service land use activities.”* This designation specifically anticipates uses such as Jill’s House and an ACLF as demonstrated in the Land Use guidance that reads as follows:

The Public/Semi-Public/Institutional designation encompasses properties controlled by public and private institutions and developed for: 1) schools (including Indiana University), 2) **non-profit facilities**, 3) government facilities, and 4) hospitals, medical parks, and **assisted care facilities**.

The GPP also gives guidance for any future Public/Semi-Public/Institutional uses to have adequate public services on site to support the use. This new development will be served by utilities that also serve the existing Meadowood Retirement Community. Other guidance for development in this area include new utilities to be placed underground and new development to be constructed in a manner to *“respect and compliment the existing character of the surrounding land uses.”* Utilities for the proposal will be underground and a large overhead power line will also be relocated underground with this proposal.

The Conservation Residential intent states that *“This category identifies areas possessing special natural environmental characteristics that require careful attention with regard to development proposals”* and that *“Any development in Conservation Residential areas should be low in density and clustered in a manner that protects environmentally sensitive lands and preserves infrastructure capacities.”*

The proposed site plan does seek to cluster development in the least sensitive areas of the 6 acre tract and preserve the more sensitive areas thus fulfilling the site design guidance stating *“dwellings and structures shall be sited so not to*

hinder any environmentally sensitive areas or conditions.” With this petition, approximately 3.8 acres of ground will be placed within conservation easements. This includes steeply sloped areas adjacent to the two drainageways located on this site. The GPP also notes that “access to property located within these areas should be from existing streets and roads. The development and construction of new public roadways within these areas should be discouraged.” This development would gain access from the existing private roadway, Tamarack Trail.

The petitioner originally attempted to address other goals of the GPP through the inclusion of design elements such as many of the LEED requirements for construction (partial use of green roofs, natural materials, passive energy, and solar energy). The petitioner is now proposing to design the building as a fully LEED certified building. The Plan Commission found this to be very consistent with many goals of the GPP pertaining to sustainability. Additionally, interior trails, native plantings, redundant water quality measures and Best Management Practices (BMP’s) for water quality improvement will also be utilized.

FINAL PLANS: With the proposed amendment, staff would review future final plans for the ACLF structure and any potential reconstruction of the single family home. All other portions of the PUD have received final plan approval.

CONCLUSION: The Plan Commission found that the proposed changes allow for a more environmentally sensitive site design while continuing to maintain the single family nature along Dunn St. The petitioner’s commitment to designing a fully LEED certified building is also applauded. Furthermore, the Plan Commission is supportive of the proposed amended construction traffic plan.

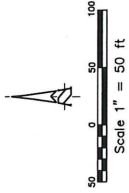
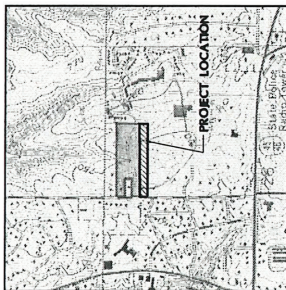
RECOMMENDATION: The Plan Commission voted 7:0 to forward this petition to the Common Council with a positive recommendation including the following conditions:

1. Unless specifically amended by this petition, all terms and conditions of PUD-16-06 shall remain in full effect.
2. The building must be designed to a silver level LEED certification. The petitioner must demonstrate that this certification has been applied for as a condition of building permit approval.
3. 27.5 feet of right-of-way dedication from the centerline of N. Dunn Street is required with the future subdivision of the single family home or any future final plans. An 8-foot sidepath must also be constructed on the N. Dunn Street frontage with the subdivision or future final plans.
4. All trips of large construction vehicles must be coordinated to minimize the impacts and disturbance to N. Dunn Street and Milo B. Sampson Lane. More specifically construction traffic for this PUD must comply with the following restrictions:

- All delivery and use of large construction vehicles must utilize Milo B. Sampson Lane.
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 - No trips shall be permitted on days of IU football games.
 - All exiting trips must be restricted from occurring between 4 and 6pm.
 - All exiting trips must utilize flagmen at the intersection of SR45/46 to ensure safe movement.
 - To the maximum extent possible, all exiting trips shall be combined to lessen the number of interruptions to the intersection.
 - Meadowood shall be responsible for repairing any damage occurring to Milo B. Sampson due to construction traffic for this project.
5. The Plan Commission delegates to staff the authority to render final plan approval for both the ACLF as well as any new construction on the single family home site.

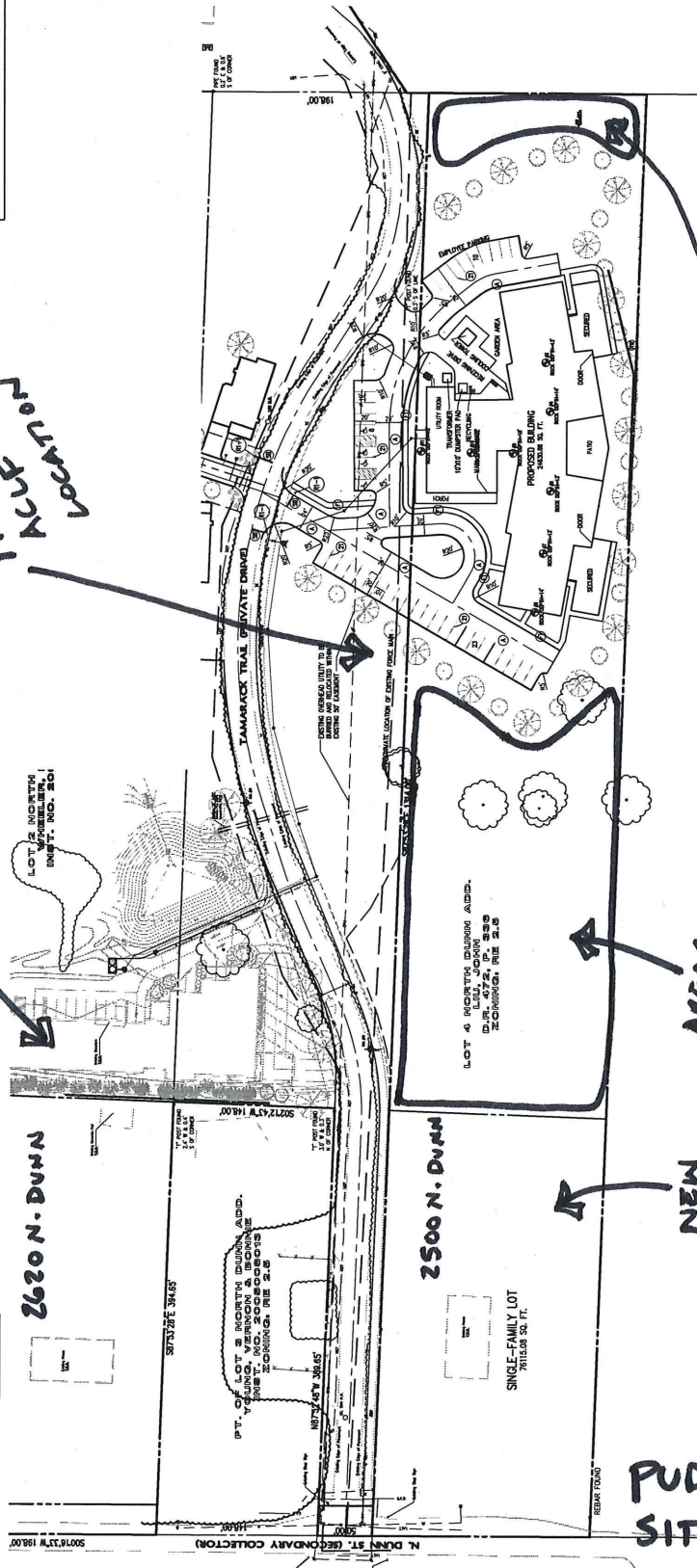
MEADOWWOOD ASSISTED LIVING PUD

SITE / LANDSCAPE OUTLINE PLAN



SITE LEGEND	
(A)	PROPOSED STIMULOUS PAVING
(B)	PROPOSED CONCRETE PAVING
(C)	PROPOSED PAVEMENT PAINTING
(D)	PROPOSED PAVEMENT MARKING PAINTED, 4", SOLID, WHITE
(E)	PROPOSED RETAINING WALL
(F)	PROPOSED NUMBER OF PAVING SPACES PER LOT
(G)	PROPOSED CONCRETE SIDEWALK
(H)	PROPOSED MONOLITHIC CURB & SIDEWALK
(I)	PROPOSED STOP BAR
(J)	PROPOSED STOP SIGN

Handwritten notes:
 JILL'S HOUSE
 LOCATION OF PAVING
 AREAS OF NEW CONSERVATION EASEMENTS
 NEW LOT



**PUD-19-07
SITE PLAN**

NOTE: CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ENGINEER OF ANY INACCURACIES IN LOCATION OR ELEVATION OR ANY CONFLICTS PRIOR TO & AFTER ANY EXCAVATION. NO PAYMENT SHALL BE MADE FOR ANY WORK DONE OR FOR ANY UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

Designed by:
 Drawn by:
 Street no.: 4007063
 Project no.: 4007063

THIS OUTLINE PLAN

Proposed:
 MEADOWWOOD ASSISTED LIVING BUILDING
 800 Tamarack Trail
 Bloomington, Indiana

Certified by:

BBB
 BRYNUM FAYO & ASSOCIATES, INC.
 528 North Walnut Street
 (812) 332-8030

ARCHITECTURE
 CIVIL ENGINEERING
 PLANNING
 Bloomington, Indiana
 (812) 338-2990 (Fax)

Revisions:

PETITIONER'S STATEMENT

To: City of Bloomington Planning and Transportation Department

cc: Plan Commission, Common Council, Eric Greulich

From: Boz Lindgren, Luckett & Farley

Date: September 24, 2018

Re: Five Star Senior Living, Meadowood Assisted Living Facility – PUD Amendment and Expansion
A/E Commission No. 2017.183

Members of the Plan Commission,

On behalf of the Five Star Senior Living Meadowood Retirement Community, we are petitioning to amend the existing Planned Unit Development (PUD) at Lot 5 and 6 of the Meadowood Assisted Living Subdivision and expand the PUD to include Lots 1 and 4. Lots 1, 4, 5, and 6 are located east of the intersection of Tamarack Trail and Dunn Street.

Lots 5 and 6 are currently zoned PUD with the Institutional (IN) district ordinance as a baseline. The PUD allows the construction of a 60-resident assisted living facility. The requested amendment of the Lot 6 PUD includes increasing the allowed facility size from 60 to 75 residents, allowing parking spaces to be constructed at the front of the building, and increasing the allowable height of the building from 50 (per baseline) to 60 feet and from three stories to four stories.

Lots 1, 4, and 5 are requested to be rezoned from RE to PUD with Residential Multifamily (RM) as the baseline district ordinance. We are requesting approval to design and construct a total of 20 townhomes on the two lots. The townhomes will be accessible from two drives off Tamarack Trail but for the homes adjacent N. Dunn Street, front-of-house presence will face N. Dunn Street. The townhomes are intended to be of an architectural style similar to the existing townhomes located on Lot 3 of the Subdivision. They will be grouped by 2-4 homes per building with green space between each grouping. Each home will have up to three bedrooms. The townhomes are planned to be an extension of the successful Independent Living services already at the Meadowood community. Residents would meet the same requirements for entry as the other Independent Living residents of the Meadowood facility. Meadowood will voluntarily

limit the number of non-related individuals living in the townhomes from five, allowed under RM, to three.

Lot 6 is 5.72 acres and has been partially cleared outside the conservancy easements and is currently used for storage of landscaping materials. Lots 1, 4, and 5 are residential estates with respective sizes of 1.71 acres, 1.35 acres, and 1.64 acres that have been purchased by Meadowood. Three existing buildings on Lots 1 and 4 will be demolished.

The proposed Meadowood Assisted Living Facility is intended to provide a new line of service between the existing independent living and comprehensive care (skilled nursing) services currently located on the Meadowood campus. The new facility would allow residents to remain in the Meadowood community once they have reached a point in their lives when they can no longer care for themselves independently, yet do not require full-time skilled nursing services. A dozen jobs will be created to provide care for residents of the facility. Additionally, a variety of size options for the facility will be offered for a variety of pricing options – there will be (36) Alcove/Studio-type units, (18) 1-bedroom units and (20) Memory Care rooms.

The facility is designed to be four stories with approximately 64,000 square feet of total floor space. An entrance is provided from Tamarack Trail in line with the existing entrance to the Sycamore Ridge townhomes to collocate where vehicles may enter Tamarack Trail. A stop sign will be provided at this intersection to provide additional safety measures for pedestrians and users of Tamarack Trail and in keeping with prior amendments. A parking lot is designed with parking to the north and east of the building. The west side of the building is a service area for deliveries, recycling, garbage disposal, and utilities. A detention basin is proposed near the entrance. Five-foot wide sidewalks with a five-foot tree plots are planned along the south side of Tamarack Trail along the property line of Lots 5 and 6, expanding on previous amendments that an 8-foot space be provided. This sidewalk will connect to the current sidewalk system on the Meadowood campus and is being provided to ensure the public has safe access to Meadowood. Where tree plots are not feasible due to existing grade conditions (some areas adjacent the roadway have significant fall and would require more extensive modification of the grades than is acceptable by disturbance requirements), a six-foot monolithic curb and sidewalk will be provided. Lots 4, 5 and 6 include areas to be set aside as conservancy easements. These conservancy easements are intended to offset development and to preserve sensitive areas that lead to the Griffy Nature Preserve. The conservancy easements will be cleared of invasive and hazardous or dead foliage and replanted with native plant species. A preconstruction meeting, including the Contractor, Landscape Architect, Arborist and Owner, will be held prior to the removal of the understory to ensure care is taken to protect the existing trees and ensure the Contractor understands the need to control erosion. Tamarack Trail is currently a private roadway and will remain as such.

An additional sidewalk and tree plot will be constructed along Dunn Street from the northern property line of Lot 1 to the southern property line of Lot 5 at the same time the townhomes are constructed or within five years, whichever comes first. A fee simple dedication of right of way along this alignment will also be provided to accommodate these sidewalks and tree plots in keeping with prior amendments. This right of way will be 27.5 feet measured from the centerline of Dunn Street. Future townhomes will have walks to connect to this pedestrian way. It is Meadowood's understanding that the city has planned a multi-use path to establish access from the IN-45/46 bypass to the Griffy Lake preserve.

We are petitioning to amend the previous requirement that the building be designed and submitted to USGBC as a LEED-Silver building. The administrative costs of constructing a LEED-Silver building are substantial. This amendment will allow us to keep costs of the project down and avoid passing along undue administrative costs to the resident.

We propose to build to the standards required of a LEED-Silver building but avoid the administrative costs of managing for LEED through design and construction. The administrative costs for designing, submitting and constructing a LEED building can be substantial. These costs are in addition to the increase in costs for added building costs required for a LEED-Silver building. These administrative costs are for the inclusion of tracking materials, proving that processes have been followed, collecting / managing / filing purchase orders for equipment/materials, etc. This often requires an additional staff member for the design and for the construction teams to maintain this work. Our estimate for these costs are:

Design	10-15% of design fee	+/- \$120,000 – \$150,000
Construction	1% of construction cost	+/- \$140,000 – \$150,000

We propose to meet with the City of Blooming Planning and Development Team three times through the construction of the project: 1) Upon completion of design and prior to construction to review proposed points and substantiate design meets LEED-Silver, 2) during construction to show that processes are being followed by the Contractor and 3) upon completion of construction to show materials, equipment and processes that were specified were completed in satisfactory manner.

Previous staff comments on prior filings indicate a desire to have stormwater flow in two different directions on the site. We propose to collect into one bioretention basin. We will voluntarily provide a hydrodynamic separator to treat runoff from the 2-year storm event over the site impervious area. The separator inflow is controlled by a weir structure and the outflow discharges to the bioretention basin. The bioretention basin and outlet structure have been designed to reduce the post-development runoff flow rates to pre-development levels for the 2-,

Petitioner's Statement
Meadowood Assisted Living Facility
A/E Commission No. 2017.183
September 21, 2018
Page 4



10- and 100-year storm events. Hydrophilic native plantings are planned to provide additional treatment of runoff.

We respectfully request the delegation of Final Plan Approval to City of Bloomington Planning Staff and the waiver of the Second Plan Commission Hearing.

We are submitting as part of this proposal a site layout, utilities plan, grading plan, drainage plan, erosion protection and sediment control plan, site survey, landscape plans, and building elevation views.

Thank you for your attention to our petition. Please do not hesitate to contact us with any questions or comments.

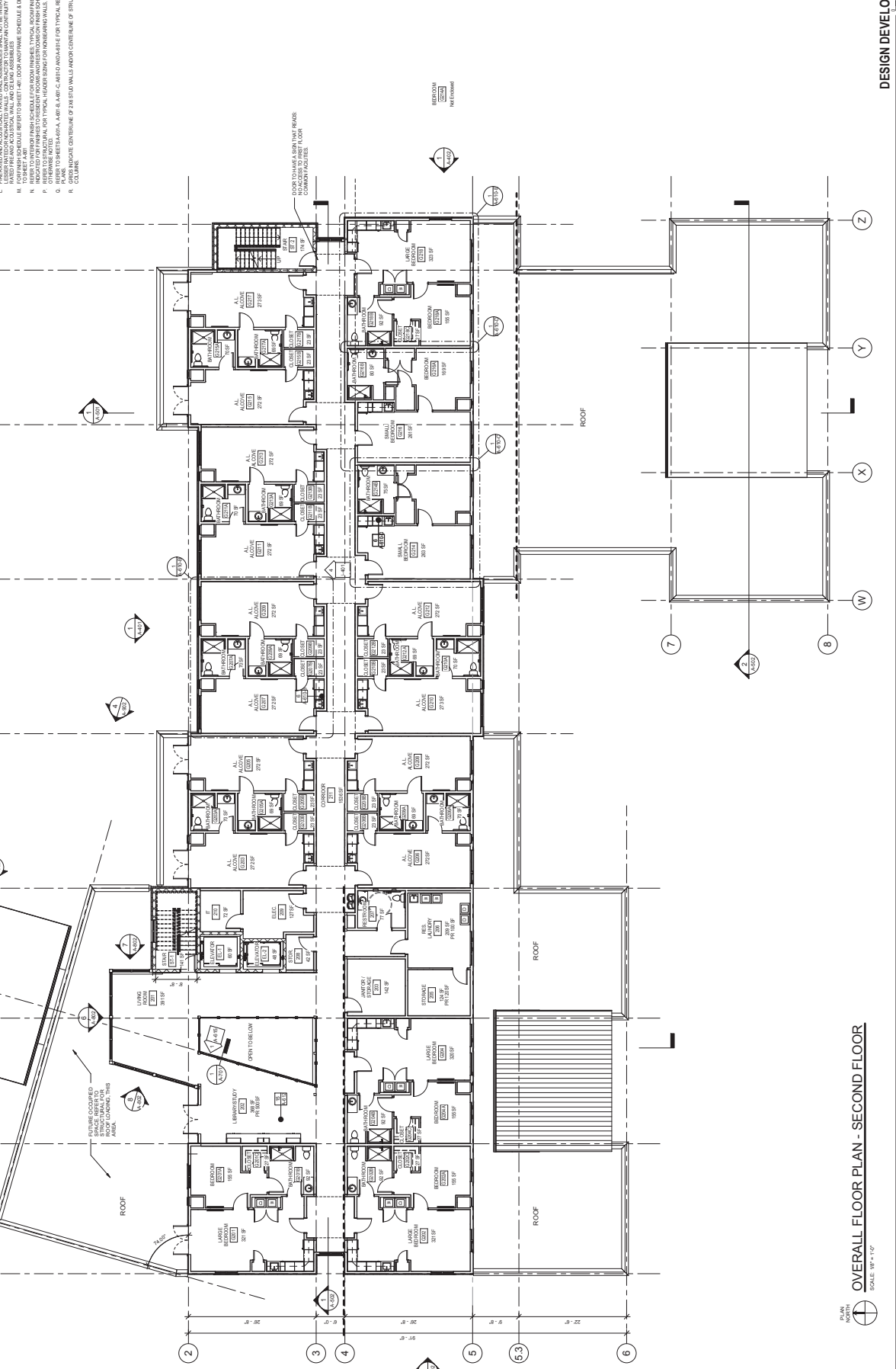
Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Lindgren', followed by a horizontal line and a small vertical mark.

Robert (Boz) Lindgren
Principal, Architect
Lockett & Farley Architects and Engineers
Petitioner's Representative

GENERAL NOTES - FLOOR PLAN

A. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
B. ALL INTERIOR WALLS ARE UNFINISHED TO FACE OF STUD UNLESS NOTED OTHERWISE.
C. THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS OF ALL EXISTING WALLS AND PARTITIONS PRIOR TO CONSTRUCTION.
D. THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS OF ALL EXISTING FLOORS AND PARTITIONS PRIOR TO CONSTRUCTION.
E. DONUT SHALL DIMENSIONS. THE CONTRACTOR SHALL REQUEST NECESSARY DIMENSIONS NOTED ON THE DRAWINGS AND SUBMITTALS TO THE ARCHITECT FOR REVIEW AND APPROVAL.
F. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EGRESS CLEARLY MARKED DIRECTIONS OF EGRESS.
G. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EGRESS CLEARLY MARKED DIRECTIONS OF EGRESS.
H. ALL CLOSETS SHALL BE 7'0" MIN. CLEARANCE ON THE INSIDE OF ALL DOORS.
I. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EGRESS CLEARLY MARKED DIRECTIONS OF EGRESS.
J. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EGRESS CLEARLY MARKED DIRECTIONS OF EGRESS.
K. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EGRESS CLEARLY MARKED DIRECTIONS OF EGRESS.
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P. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EGRESS CLEARLY MARKED DIRECTIONS OF EGRESS.
Q. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EGRESS CLEARLY MARKED DIRECTIONS OF EGRESS.
R. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EGRESS CLEARLY MARKED DIRECTIONS OF EGRESS.

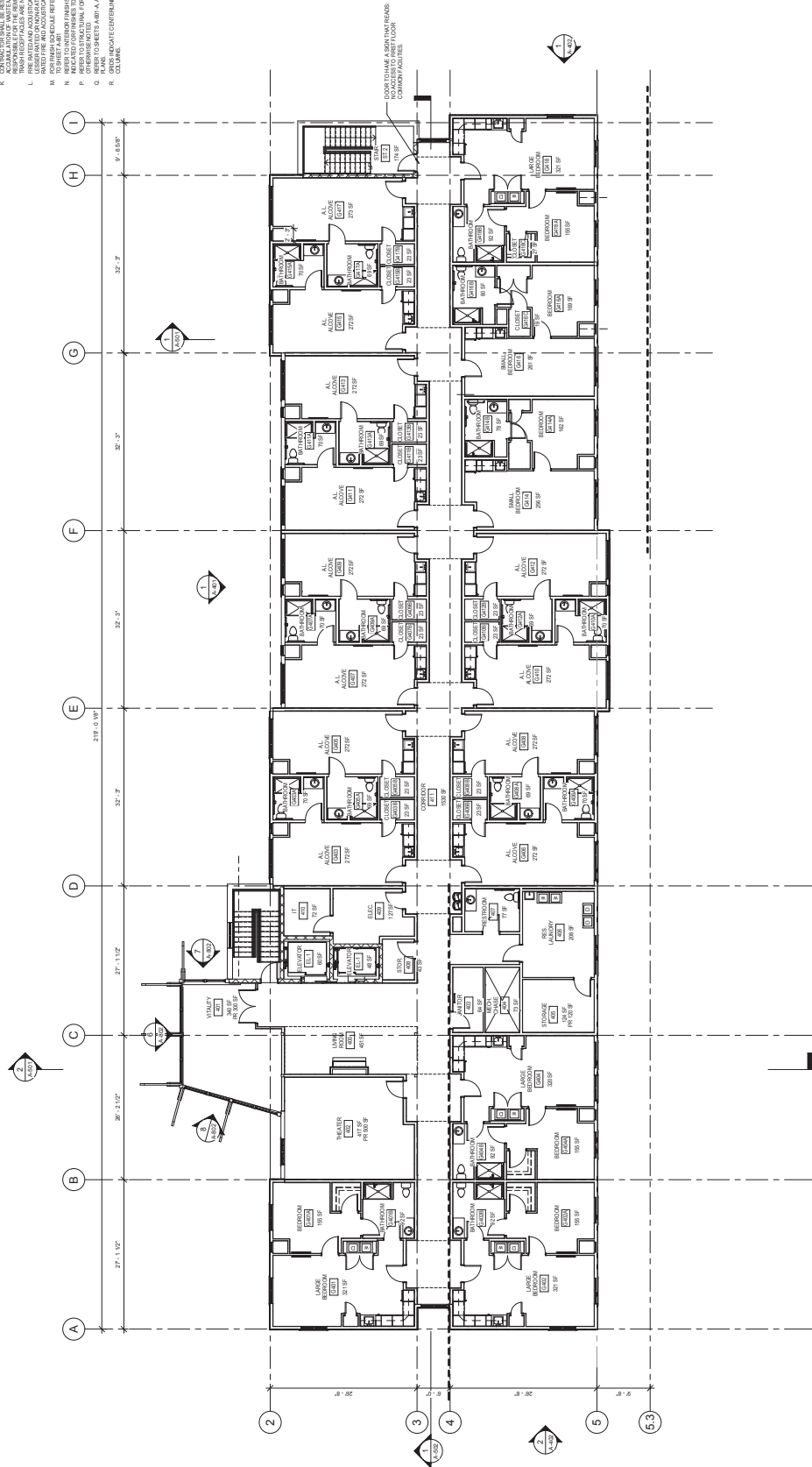


OVERALL FLOOR PLAN - SECOND FLOOR
SCALE: 1/8" = 1'-0"



GENERAL NOTES - FLOOR PLAN

- A. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
- B. ALL INTERIOR WALLS ARE DIMENSIONED TO FACE OF 2" NOMINAL THICKNESS UNLESS NOTED OTHERWISE.
- C. DIMENSIONS SHOWN ARE CLUMP PLATES THE CLEAR DIMENSIONS FROM FINISH TO FINISH.
- D. DIMENSIONS SHOWN ARE CLUMP PLATES THE CLEAR DIMENSIONS FROM FINISH TO FINISH.
- E. DIMENSIONS SHOWN ARE CLUMP PLATES THE CLEAR DIMENSIONS FROM FINISH TO FINISH.
- F. DIMENSIONS SHOWN ARE CLUMP PLATES THE CLEAR DIMENSIONS FROM FINISH TO FINISH.
- G. DIMENSIONS SHOWN ARE CLUMP PLATES THE CLEAR DIMENSIONS FROM FINISH TO FINISH.
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- R. DIMENSIONS SHOWN ARE CLUMP PLATES THE CLEAR DIMENSIONS FROM FINISH TO FINISH.



OVERALL FLOOR PLAN - FOURTH FLOOR
SCALE: 1/8" = 1'-0"



REVISIONS	
NO.	DESCRIPTION
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2	ISSUED FOR PERMIT
3	ISSUED FOR PERMIT



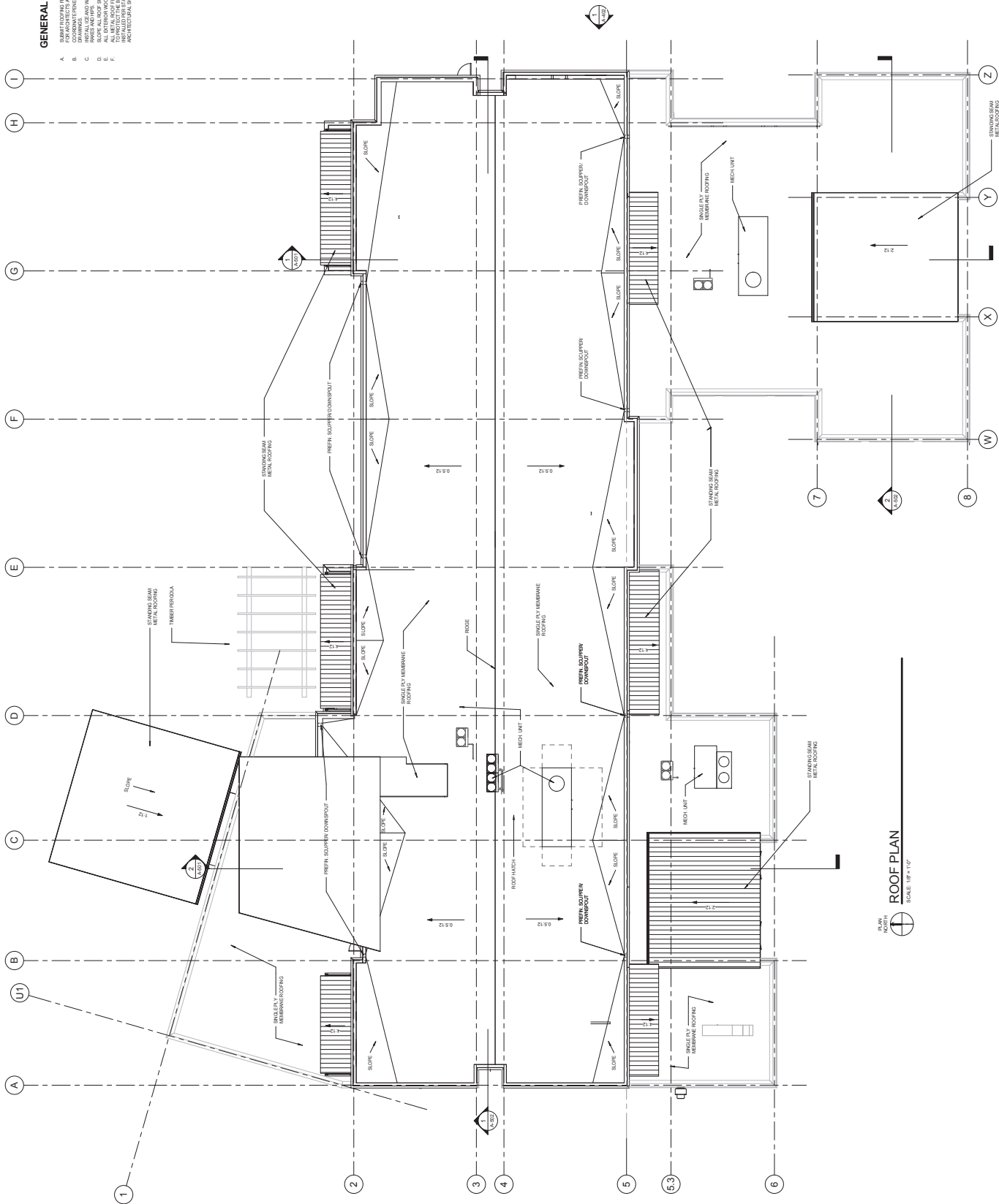
FIVE STAR SENIOR LIVING
MEADOWOOD
ASSISTED LIVING
NORTH TAYLORCK TRAIL, BLOOMINGTON, IN

Luckett & Farley
Architecture | Engineering | Interior Design

737 South Third Street, Louisville, Kentucky 40202-2100
502.585.4181 502.587.0488 Fax
www.luckett-farley.com

GENERAL NOTES - ROOF PLAN

- A. SEWAGE DRAINAGE: SUBMITTER SHALL PROVIDE SUFFICIENT SLOPE TO ALL ROOF DRAINAGE SYSTEMS TO PREVENT STAGNATION OF WASTEWATER.
- B. DRAINAGE: ALL ROOF DRAINAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
- C. FLASHING: ALL ROOF FLASHING SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
- D. SLOPE: ALL ROOF SURFACES SHALL BE SLOPED TO PREVENT STAGNATION OF WATER.
- E. SLOPE: ALL ROOF SURFACES SHALL BE SLOPED TO PREVENT STAGNATION OF WATER.
- F. SLOPE: ALL ROOF SURFACES SHALL BE SLOPED TO PREVENT STAGNATION OF WATER.

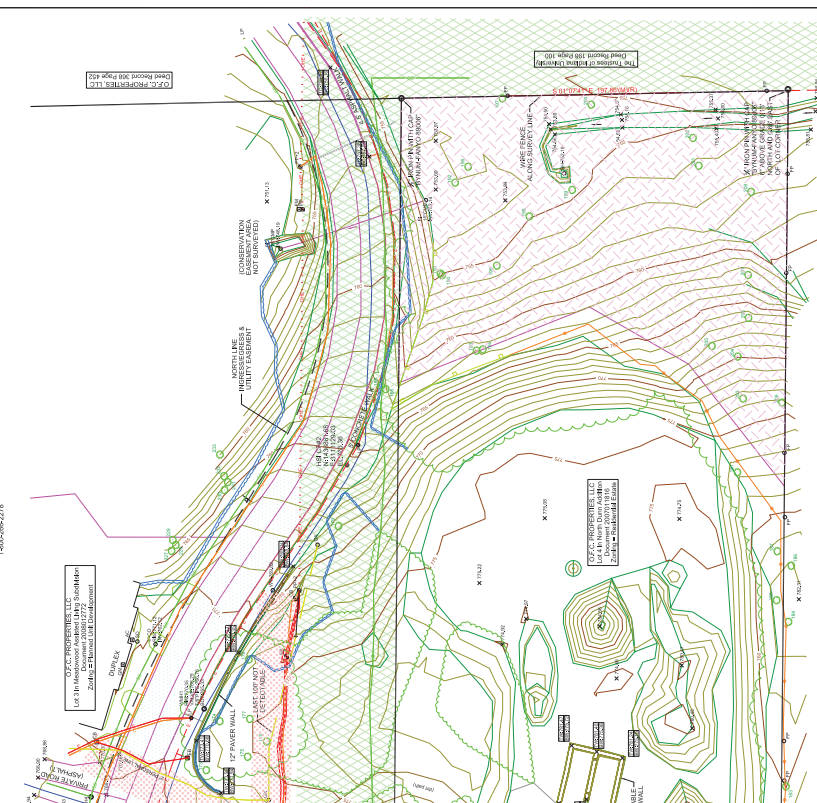
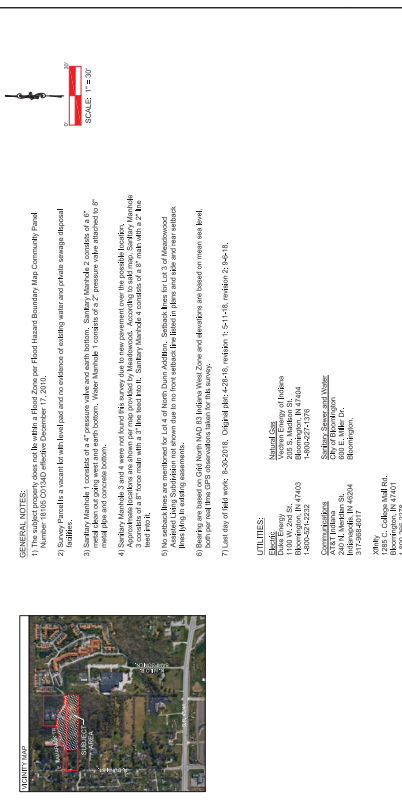
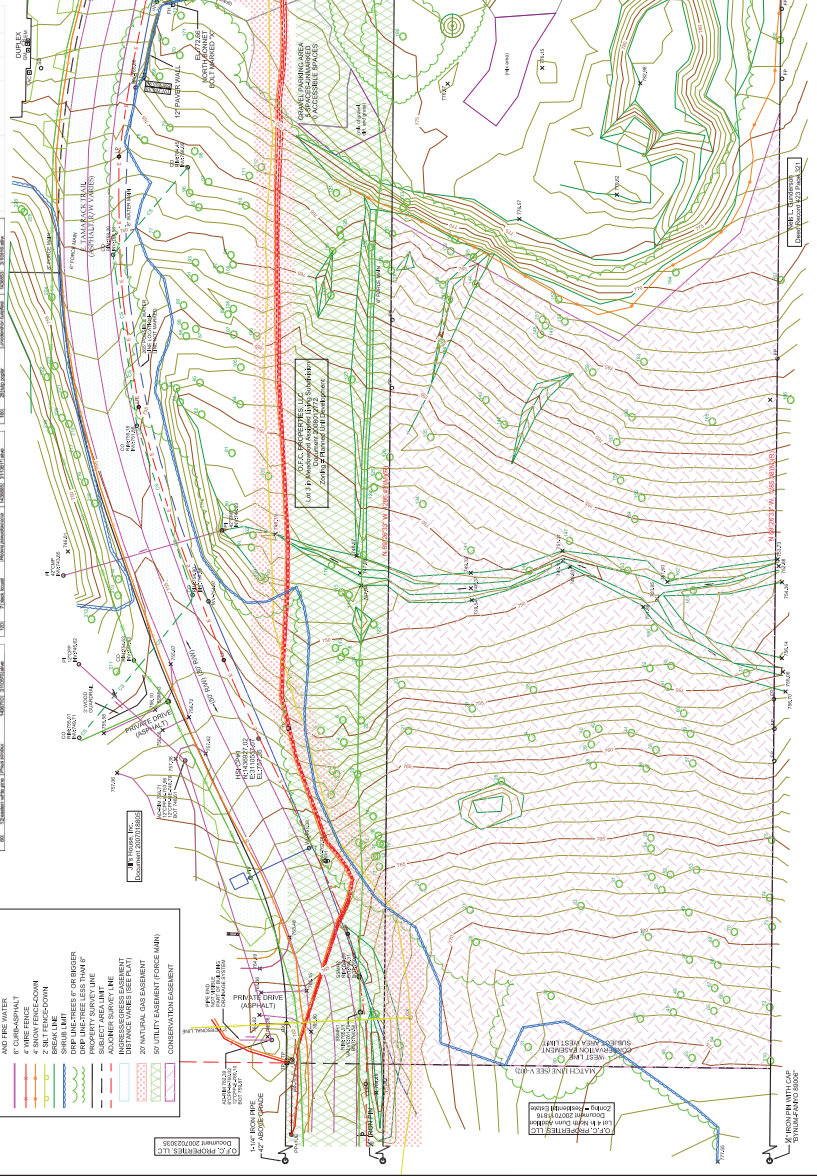
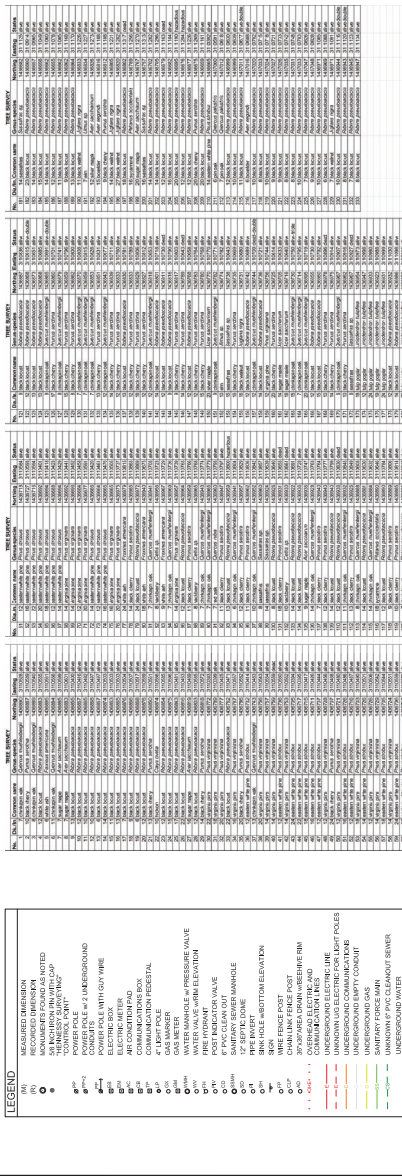


ROOF PLAN
SCALE: 1/8" = 1'-0"









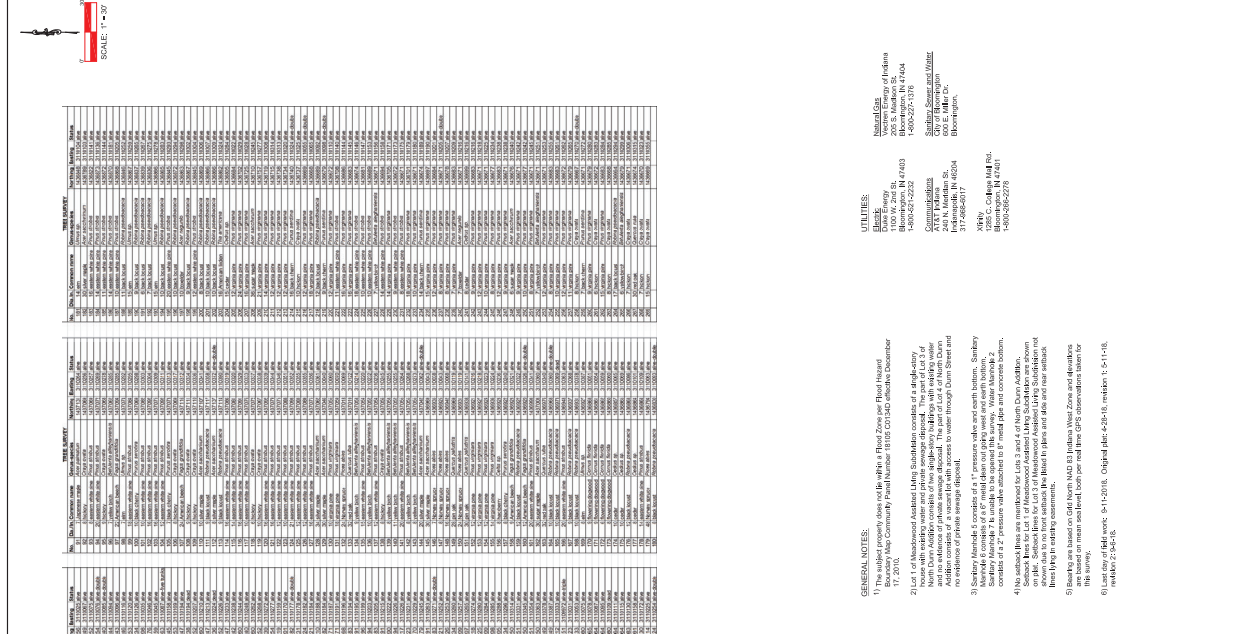
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TABLE 3-2-27		
UNIT WEIGHTS		
CONCRETE TYPE	UNIT WEIGHT (PCF)	UNIT WEIGHT (K/CM ³)
Normal weight concrete	145	2.3
Light weight concrete	120	1.9
Structural steel	490	7.8
Reinforcing steel	490	7.8
Asphalt concrete	145	2.3
Gravel	150	2.4
Sand	120	1.9
Light weight aggregate	100	1.6
Expanded polystyrene	2	0.03
Perforated concrete	120	1.9
Perforated brick	120	1.9
Perforated block	120	1.9
Perforated pipe	120	1.9
Perforated slab	120	1.9
Perforated wall	120	1.9
Perforated floor	120	1.9
Perforated ceiling	120	1.9
Perforated roof	120	1.9
Perforated column	120	1.9
Perforated beam	120	1.9
Perforated girder	120	1.9
Perforated truss	120	1.9
Perforated arch	120	1.9
Perforated dome	120	1.9
Perforated vault	120	1.9
Perforated shell	120	1.9
Perforated hyperboloid	120	1.9
Perforated paraboloid	120	1.9
Perforated ellipsoid	120	1.9
Perforated sphere	120	1.9
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Perforated sphere	120	1.9
Perforated cylinder	120	1.9
Perforated cone	120	1.9
Perforated pyramid	120	1.9
Perforated prism	120	1.9
Perforated cube		

Topographic Map of the Study Area

Scale: 0 to 500 meters

North Arrow

Building X

Road Y

Contour lines: 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 67

[illegible]

GENERAL NOTES:

[illegible]

J.F.C. PROPERTIES, LLC
1414 North Dunn Avenue
Tampa, FL 33606

O.F.C. PROPERTIES, LLC
of 3 h Meadowood Assisted Living Substation
Document 2025012772

<p>Sheet Number:</p> <p>V-002</p>	<p>Land Surveyor's Certificate</p> <p>I, Keith J. Hennessy, an Indiana Registered Land Surveyor, do hereby certify that to the best of my knowledge and belief, the data shown herein and the information given in this report is true and correct and represents a survey of the land described herein. With this I certify that I am duly licensed under my current license number 0000, 20150.</p> <p><i>Keith J. Hennessy</i></p> <p>Keith J. Hennessy, L.S. 200000406</p>	<p>Project:</p> <p>Topographic Survey of Lot 1 and Part of Lot 3, Meadowood Assisted Living Subdivision and Part of Lots 3 and 4, North Dunn Addition, both in the City of Bloomington, Monroe County, Indiana</p>	<p>This instrument is prepared by:</p> <p>CLARK AECOM</p> <p>Scale: 24" x 36" PLOT 1" = 30'</p> <p>Drawn by: JKH Date: 10/20/15 Job No.: 201504113 15-11-15mp</p>	<p>1568</p> <p>ISSUED BY: 0000 APPROVED BY: 0000 EXPIRATION DATE: 0000</p> <p>CLARK AECOM</p>
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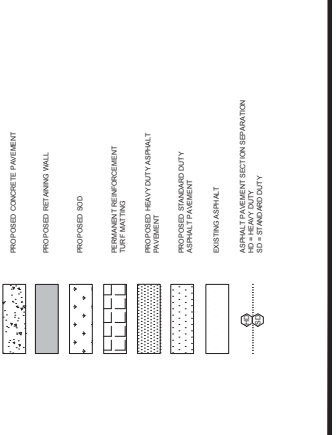
FIVE STAR MEADOWOOD
SITE DEMOLITION PLAN

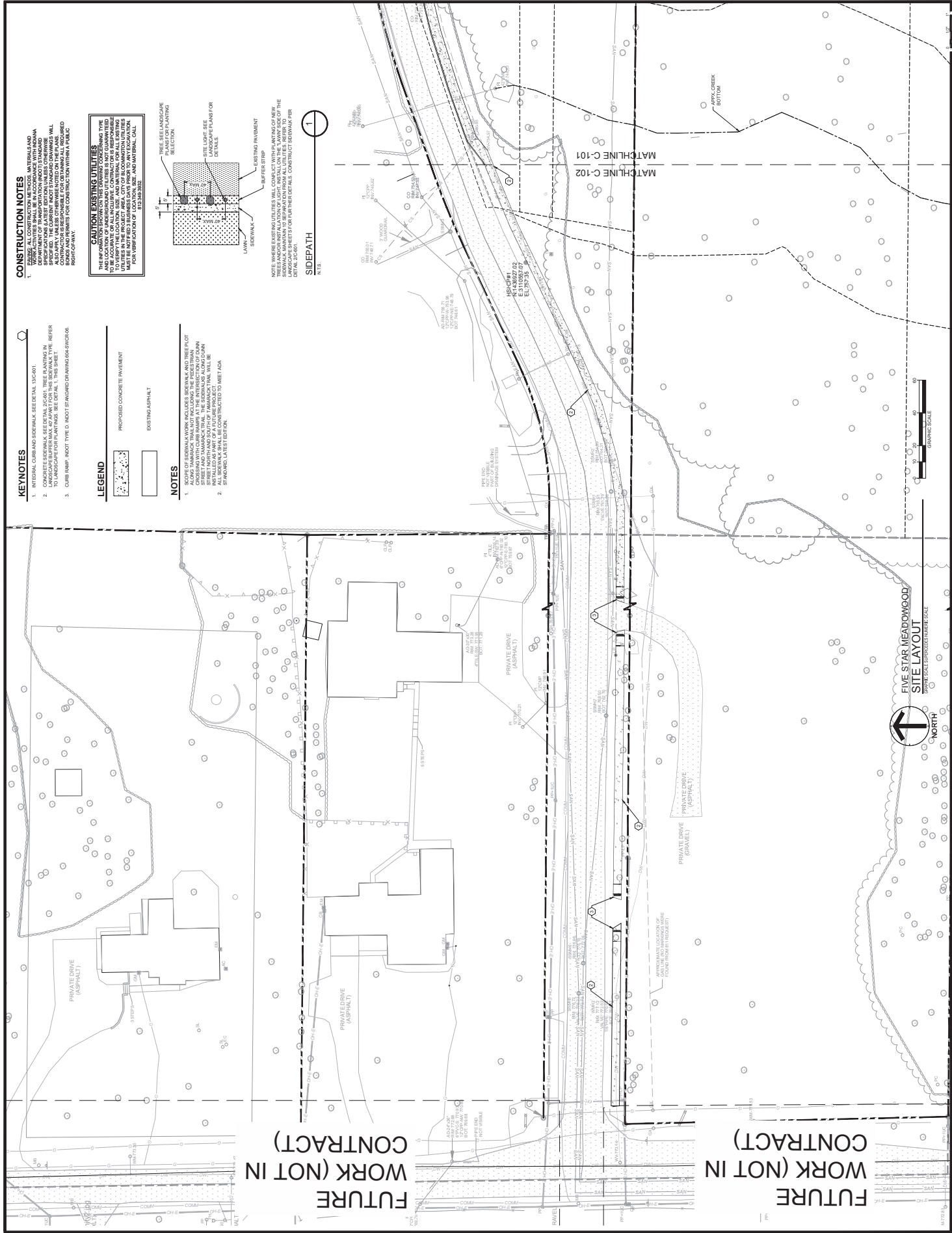
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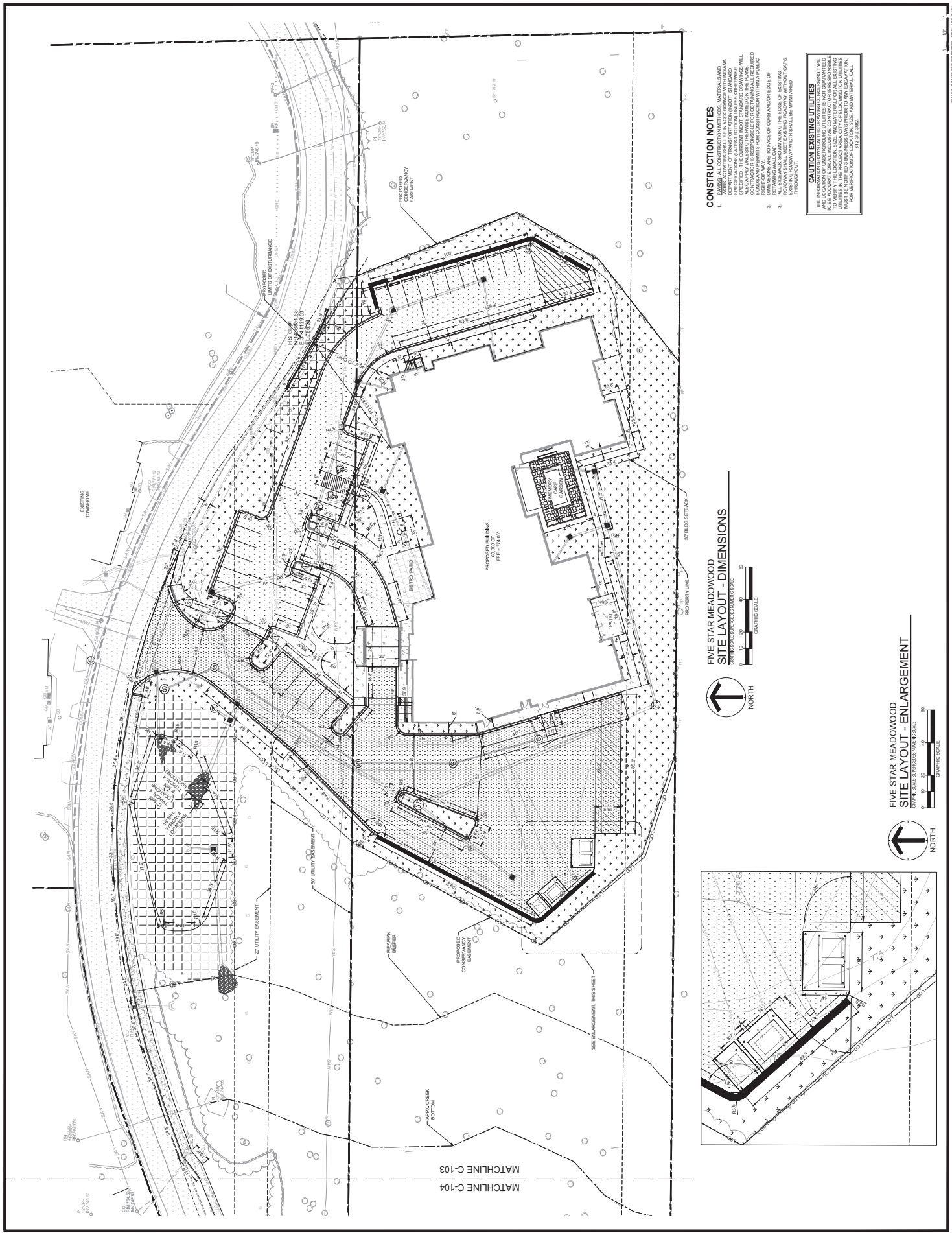
LEGEND

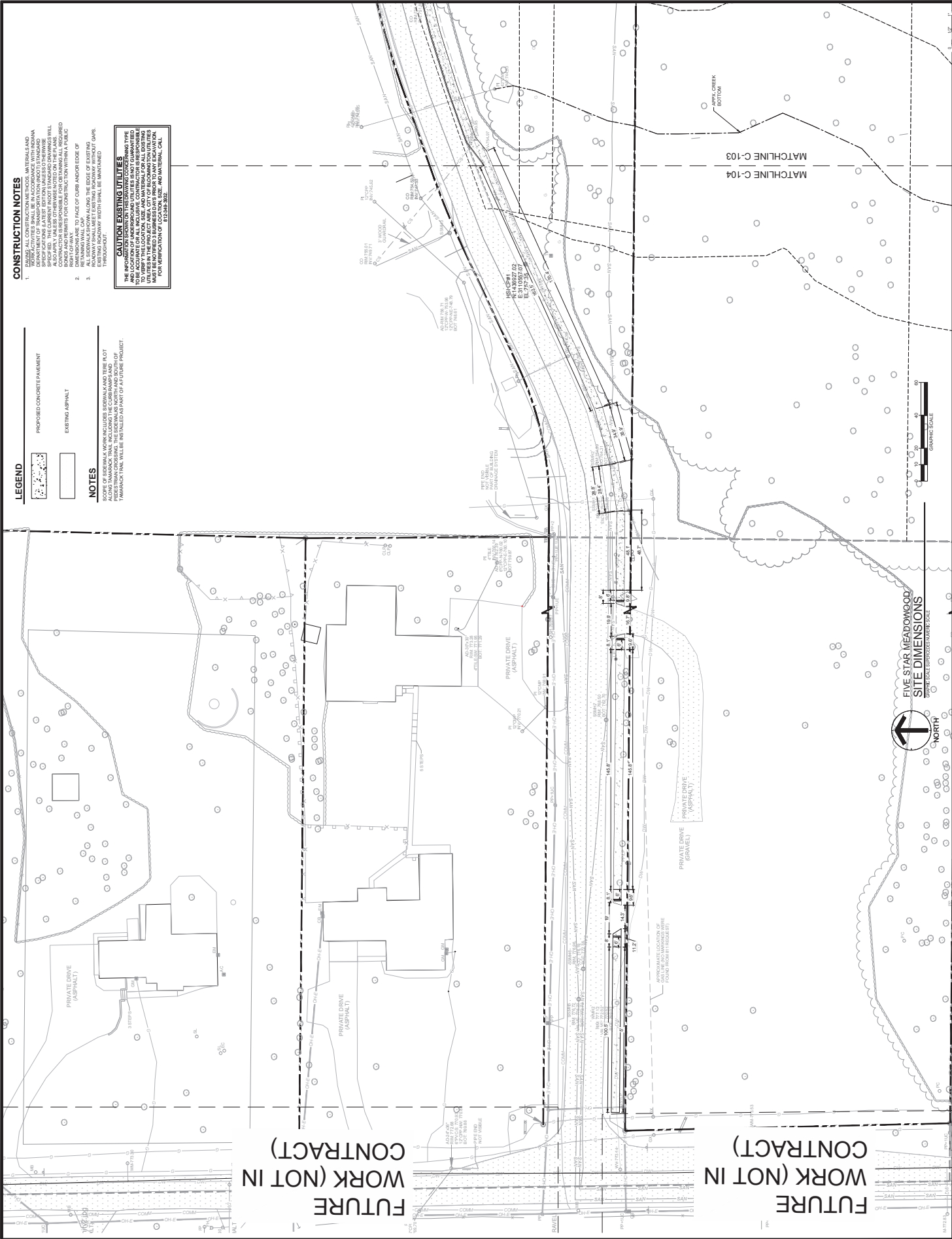


CAUTION EXISTING UTILITIES
THE INFORMATION SHOWN ON THIS DRAWING CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE TO VERIFY THE LOCATION, SIZE, AND MATERIAL FOR ALL EXISTING UTILITIES IN THE PROJECT AREA. CITY OF BLOOMINGTON UTILITIES MUST BE NOTIFIED 3 BUSINESS DAYS PRIOR TO ANY EXCAVATION. FOR VERIFICATION OF LOCATION, SIZE, AND MATERIAL, CALL









CONSTRUCTION NOTES

1. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH INDUSTRY PRACTICES AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

CAUTION EXISTING UTILITIES
THE INFORMATION SHOWN ON THIS DRAWING CONCERNING THE TYPE AND DEPTH OF EXISTING UTILITIES IS BASED ON THE RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

LEGEND

- PROPOSED CONCRETE PAVEMENT
- EXISTING ASPHALT

NOTES

SCOPE OF SUBMITTAL WORK INCLUDES SIDEWALK AND TIE-OUT FROM EXISTING SIDEWALK TO NEW SIDEWALK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

FUTURE
WORK (NOT IN
CONTRACT)

FUTURE
WORK (NOT IN
CONTRACT)

FIVE STAR MEADOWWOOD
SITE DIMENSIONS
ONE INCH REPRESENTS ONE FOOT



NORTH

GRAPHIC SCALE
0' 10' 20' 30' 40' 50' 60' 70' 80' 90' 100'

164

DATE	2019-09-24
BY	JOS
CHECKED	JOS
APPROVED	JOS
SCALE	AS SHOWN
SHEET NO.	C-104
TOTAL SHEETS	104



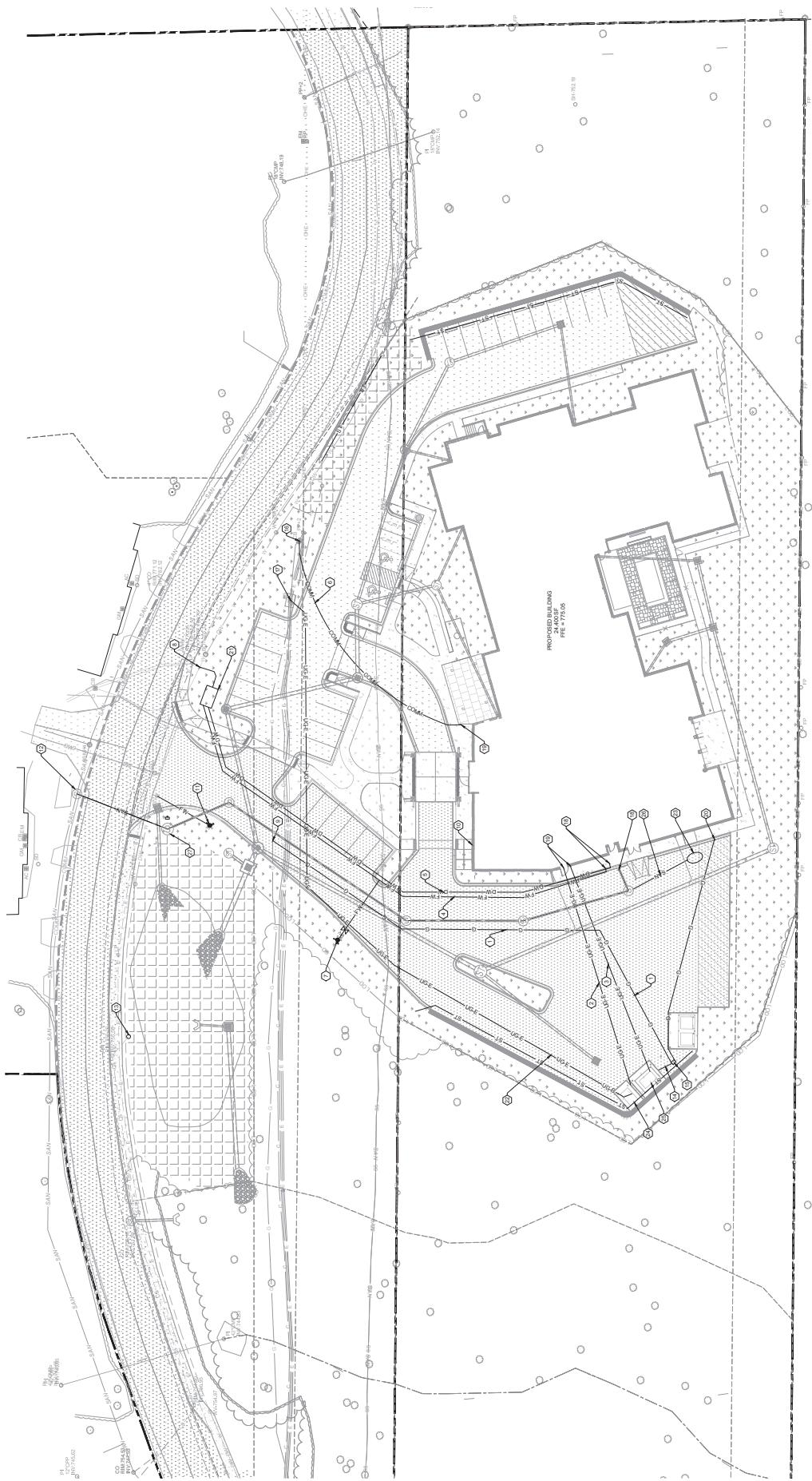
FIVE STAR SENIOR LIVING
MEADOWOOD
ASSISTED LIVING

NORTH TAYLOR TRAIL, BLOOMINGTON, IN

Luckett & Farley
Architecture | Engineering | Interior Design

www.luckett-farley.com
502.585.4181 502.587.0488 Fax

2737 South Third Street, Louisville, Kentucky 40202-2100



KEYNOTES

- [illegible]

CONSTRUCTION NOTES

- [illegible]

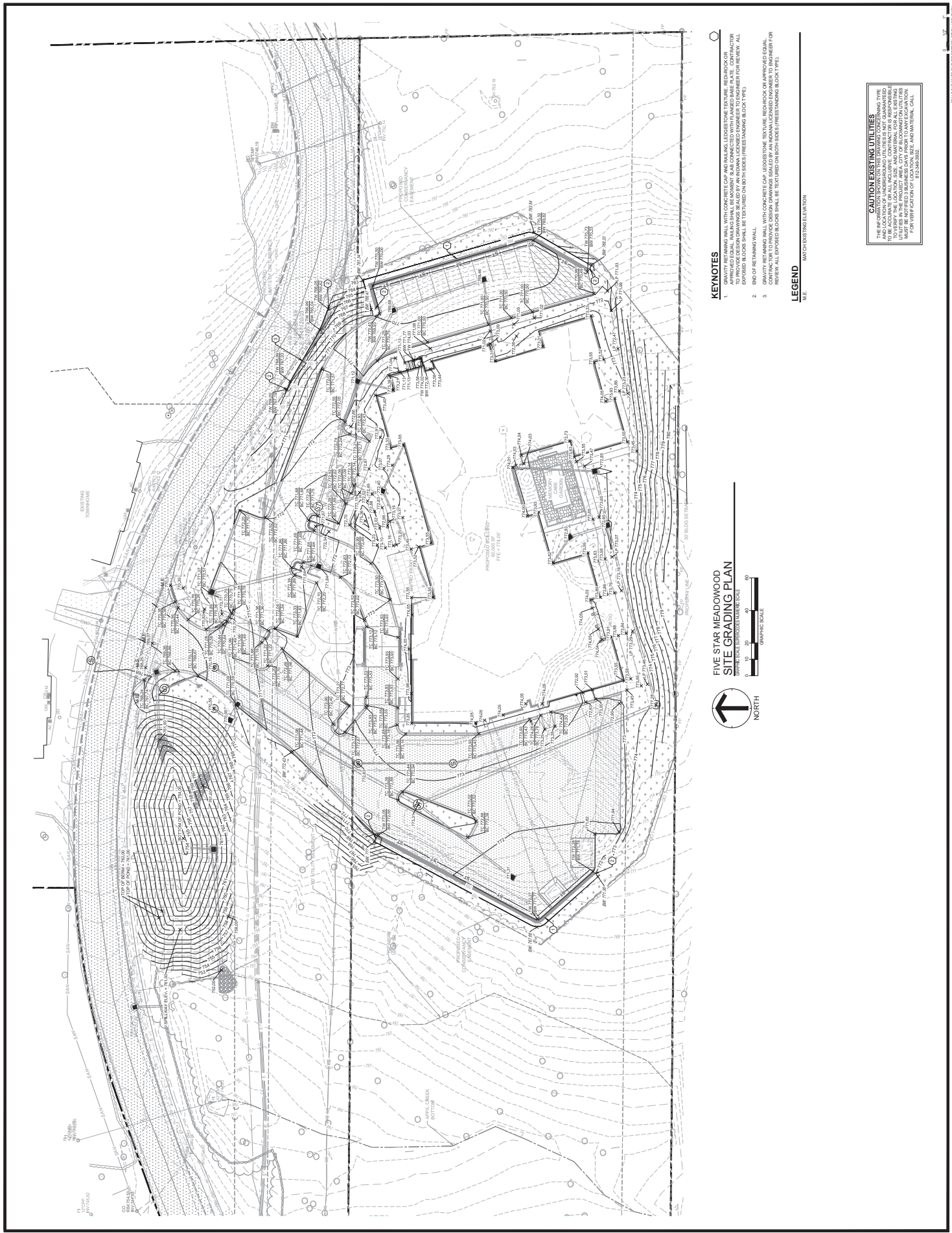
CAUTION EXISTING UTILITIES

INFORMATION SHOWN ON THIS DRAWING CONCERNING TYPE OF UNDERGROUND UTILITIES IS NOT GUARANTEED FOR ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE LOCATION, SIZE, AND MATERIAL FOR ALL EXISTING UTILITIES IN THE PROJECT AREA. CITY OF BLOOMINGTON UTILITIES NOTIFIED 3 BUSINESS DAYS PRIOR TO ANY EXCAVATION. VERIFICATION OF LOCATION, SIZE, AND MATERIAL. CALL 812-349-1032.



FIVE STAR MEADOWOOD SITE UTILITY PLAN

SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY

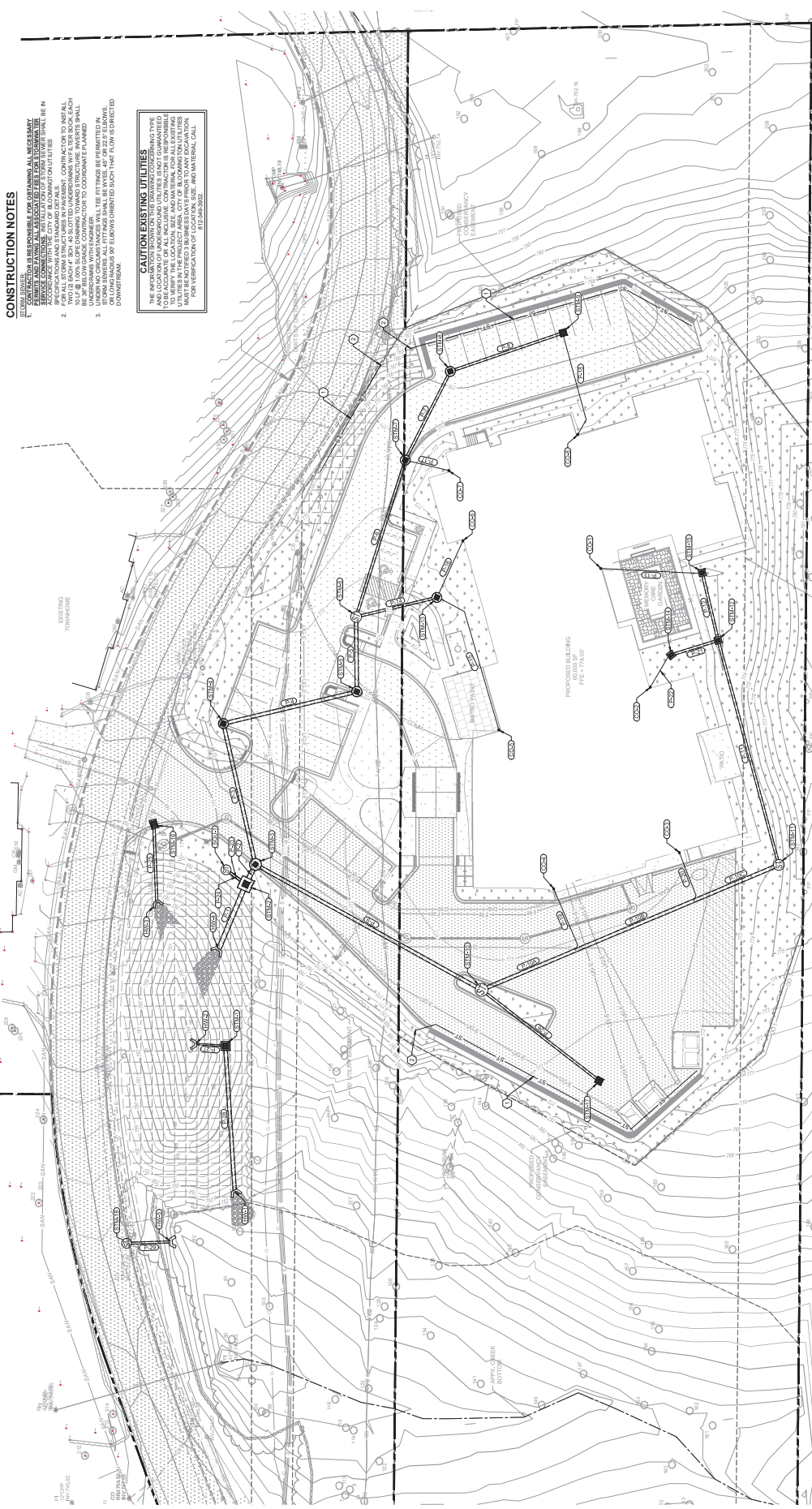


CONSTRUCTION NOTES

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.
6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.
7. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.
8. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.
9. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.
10. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.

CAUTION EXISTING UTILITIES

THE LOCATION OF ALL EXISTING UTILITIES SHALL BE DETERMINED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE KY DEPARTMENT OF HIGHWAY CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS.



PIPE TABLE				PIPE TABLE				PIPE TABLE				PIPE TABLE			
NAME	MATERIAL	DIA.	APPROX. LENGTH	SLOPE	Q	APPROX. LENGTH	SLOPE	Q	APPROX. LENGTH	SLOPE	Q	APPROX. LENGTH	SLOPE	Q	APPROX. LENGTH
P-1	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-2	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-3	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-4	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-5	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-6	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-7	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-8	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-9	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-10	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-11	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-12	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-13	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-14	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-15	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-16	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-17	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-18	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-19	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'
P-20	HDP	24"	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'	0.00%	15.00	11'

STRUCTURE TABLE				STRUCTURE TABLE				STRUCTURE TABLE				STRUCTURE TABLE			
STRUCTURE	TYPE	RM	PIPE IN (E)	STRUCTURE	TYPE	RM	PIPE IN (E)	STRUCTURE	TYPE	RM	PIPE IN (E)	STRUCTURE	TYPE	RM	PIPE IN (E)
S-1	8" RCH CLEAOUT	774.0	P-1, 24" HDP (E)	S-5	CONCRETE INDIOT TYP	771.6	P-1, 24" HDP (E)	S-9	CONCRETE INDIOT TYP	771.6	P-1, 24" HDP (E)	S-13	CONCRETE INDIOT TYP	771.6	P-1, 24" HDP (E)
S-2	8" RCH CLEAOUT	773.6	P-2, 24" HDP (E)	S-6	CONCRETE INDIOT TYP	771.6	P-2, 24" HDP (E)	S-10	CONCRETE INDIOT TYP	771.6	P-2, 24" HDP (E)	S-14	CONCRETE INDIOT TYP	771.6	P-2, 24" HDP (E)
S-3	8" RCH CLEAOUT	773.0	P-3, 24" HDP (E)	S-7	CONCRETE INDIOT TYP	771.6	P-3, 24" HDP (E)	S-11	CONCRETE INDIOT TYP	771.6	P-3, 24" HDP (E)				
S-4	8" RCH CLEAOUT	773.6	P-4, 24" HDP (E)	S-8	CONCRETE INDIOT TYP	771.6	P-4, 24" HDP (E)	S-12	CONCRETE INDIOT TYP	771.6	P-4, 24" HDP (E)				
S-5	8" RCH CLEAOUT	773.6	P-5, 24" HDP (E)												
S-6	8" RCH CLEAOUT	773.6	P-6, 24" HDP (E)												
S-7	8" RCH CLEAOUT	773.6	P-7, 24" HDP (E)												
S-8	8" RCH CLEAOUT	773.6	P-8, 24" HDP (E)												
S-9	8" RCH CLEAOUT	773.6	P-9, 24" HDP (E)												
S-10	8" RCH CLEAOUT	773.6	P-10, 24" HDP (E)												
S-11	8" RCH CLEAOUT	773.6	P-11, 24" HDP (E)												
S-12	8" RCH CLEAOUT	773.6	P-12, 24" HDP (E)												
S-13	8" RCH CLEAOUT	773.6	P-13, 24" HDP (E)												
S-14	8" RCH CLEAOUT	773.6	P-14, 24" HDP (E)												

PIPE IN (E)				PIPE IN (E)				PIPE IN (E)				PIPE IN (E)			
P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	P-9	P-10	P-11	P-12	P-13	P-14	P-15	P-16
774.0	773.6	773.0	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6

PIPE OUT (E)				PIPE OUT (E)				PIPE OUT (E)				PIPE OUT (E)			
P-17	P-18	P-19	P-20	P-21	P-22	P-23	P-24	P-25	P-26	P-27	P-28	P-29	P-30	P-31	P-32
773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6

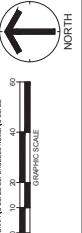
PIPE IN (E)				PIPE IN (E)				PIPE IN (E)				PIPE IN (E)			
P-33	P-34	P-35	P-36	P-37	P-38	P-39	P-40	P-41	P-42	P-43	P-44	P-45	P-46	P-47	P-48
773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6

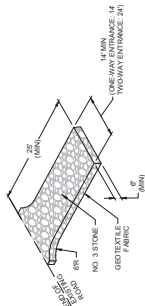
PIPE OUT (E)				PIPE OUT (E)				PIPE OUT (E)				PIPE OUT (E)			
P-49	P-50	P-51	P-52	P-53	P-54	P-55	P-56	P-57	P-58	P-59	P-60	P-61	P-62	P-63	P-64
773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6	773.6

KEYNOTES

1. SET ANCHORS WALL FOUNDATION DOWN 4" SLOTTED PVC WITH FILTER SOCK. CAP
2. DAYLIGHT UNDERPASS. INSTALL 4" VARIANT GUARD AT END. 5" ANCHOR STEEL

FIVE STAR MEADOWOOD SITE DRAINAGE PLAN

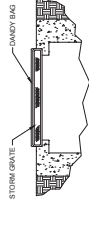




NOTE: CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION.

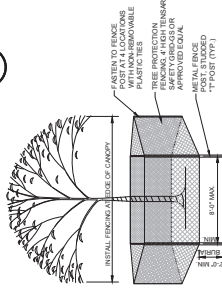
CONSTRUCTION ENTRANCE

N.T.S.



DANDY BAG INLET PROTECTION

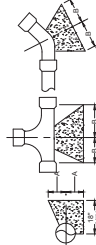
N.T.S.



TREE PROTECTION

N.T.S.

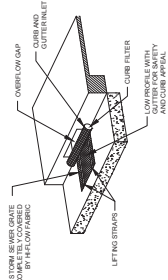
PIPE DASH	4" 40' BEND	6" 40' BEND	8" 40' BEND	10" 40' BEND	12" 40' BEND
4" 40'	A = 9"	A = 9"	A = 9"	A = 9"	A = 9"
6"	A = 9"	A = 12"	A = 12"	A = 12"	A = 12"
8"	A = 12"	A = 12"	A = 12"	A = 12"	A = 12"
10"	A = 12"	A = 12"	A = 12"	A = 12"	A = 12"
12"	A = 12"	A = 12"	A = 12"	A = 12"	A = 12"



NOTE: 1. THRUST BLOCKING SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION.

THRUST BLOCKING

N.T.S.



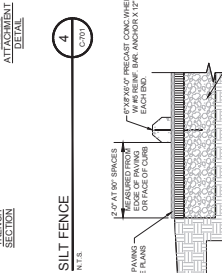
DANDY BAG CURB INLET WITH FILTER

N.T.S.



CONCRETE WHEEL STOP

N.T.S.



UTILITY TRENCH

N.T.S.

STONE BAG CHECK DAM

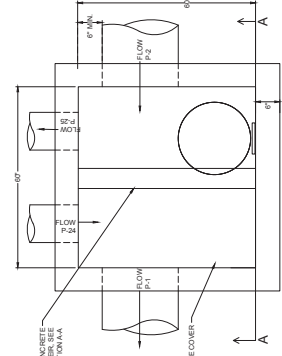
N.T.S.



NOTE: 1. STONE BAG CHECK DAM SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION.

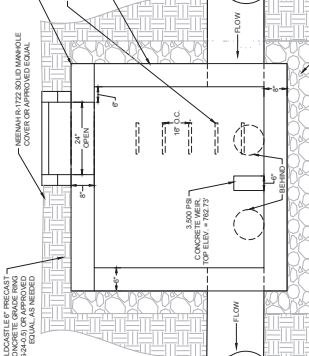
STONE BAG CHECK DAM

N.T.S.



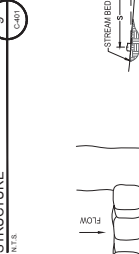
PLAN VIEW

N.T.S.



SECTION A-A

N.T.S.

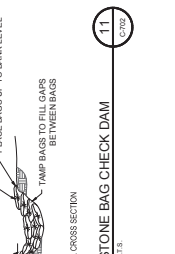


SECTION A-A

N.T.S.

SECTION A-A

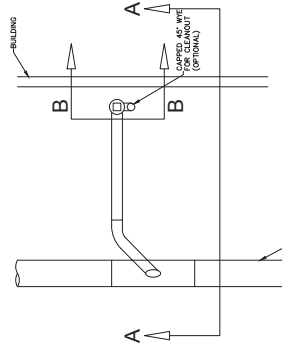
N.T.S.



NOTE: 1. STONE BAG CHECK DAM SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT PROGRESS OF ANY TYPE OF EROSION.

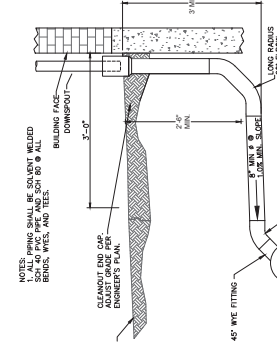
STONE BAG CHECK DAM

N.T.S.



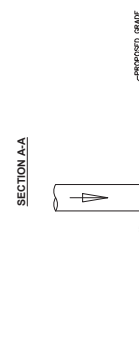
PLAN

N.T.S.



SECTION A-A

N.T.S.

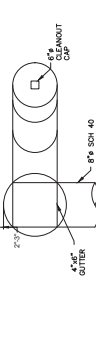
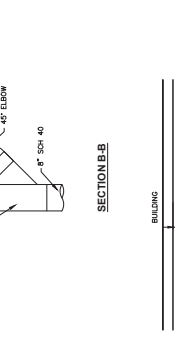


SECTION A-A

N.T.S.

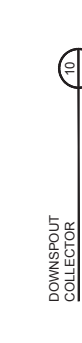
SECTION A-A

N.T.S.



CONNECTOR DETAIL

N.T.S.



DOWNSPOUT COLLECTOR

N.T.S.

SCALE: 1/4" = 1'-0"

SCALE: 1/4" = 1'-0"

737 South Third Street, Louisville, Kentucky 40202-2100
502.585.4181 502.587.0488 Fax
www.luckett-farley.com

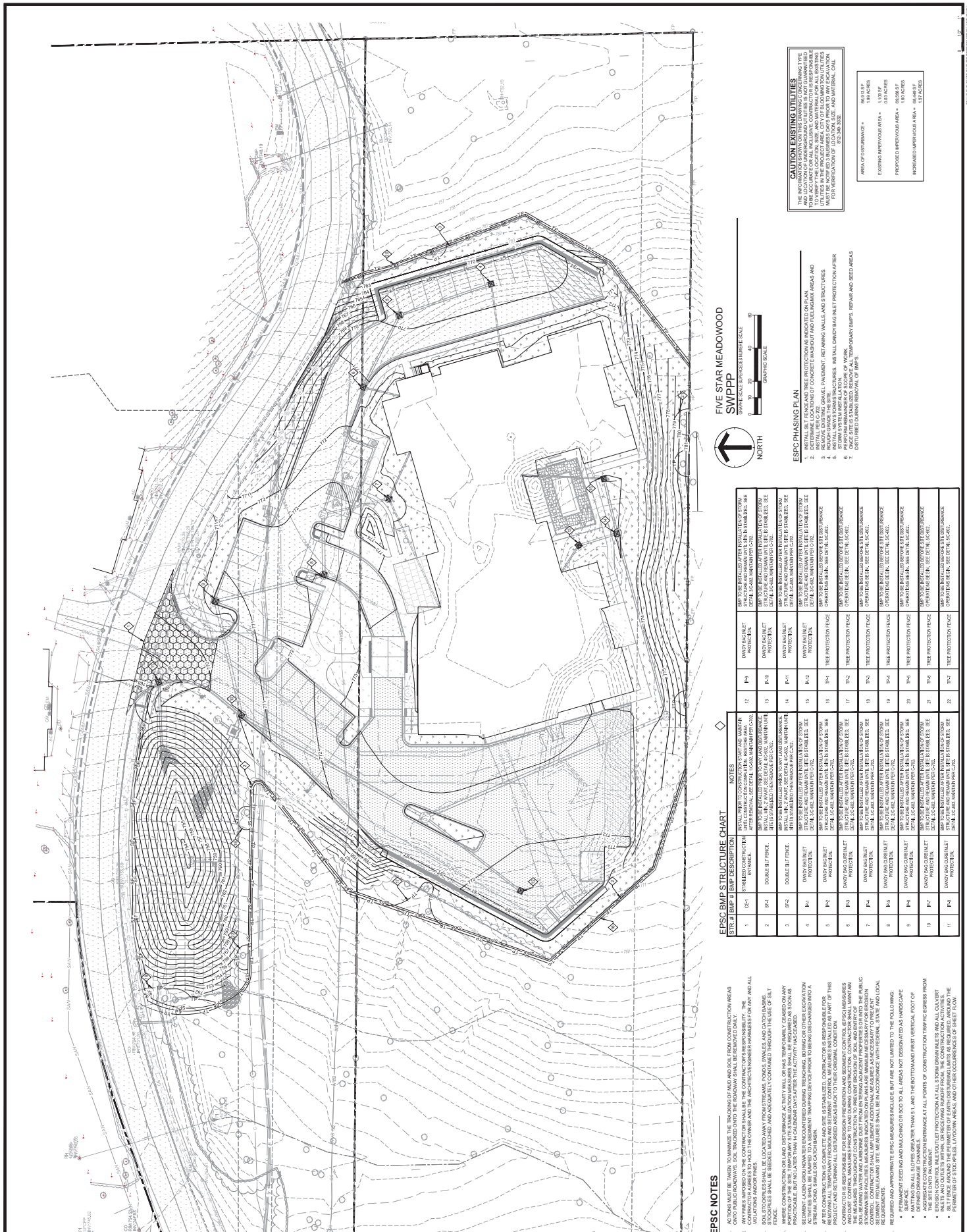
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FIVE STAR SENIOR LIVING
MEADOWOOD
ASSISTED LIVING
NORTH TAYLOR TRAIL, BLOOMINGTON, IN

FIVE STAR SENIOR LIVING

170
REVISIONS

DATE: 2018-09-24
SHEET: 10
C-602



EPSC NOTES

1. ANYTIME BEFORE THE START OF CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
2. ANYTIME BEFORE THE START OF CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. SOIL STOCKPILES SHALL BE LOCATED AWAY FROM STREAMS, PONDS, SWALES, AND CATCH BASINS. SOIL STOCKPILES SHALL BE LOCATED AWAY FROM STREAMS, PONDS, SWALES, AND CATCH BASINS. SOIL STOCKPILES SHALL BE LOCATED AWAY FROM STREAMS, PONDS, SWALES, AND CATCH BASINS.
4. WHERE CONSTRUCTION OR LAND DISTURBANCE ACTIVITY WILL OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
5. SEDIMENT FACILITIES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. SEDIMENT FACILITIES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. SEDIMENT FACILITIES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
6. AFTER CONSTRUCTION IS COMPLETE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
8. PERMANENT SEEDING AND MULCHING OR SOIL TO ALL AREAS NOT DESIGNATED AS HARDSCAPE OR PAVING SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. PERMANENT SEEDING AND MULCHING OR SOIL TO ALL AREAS NOT DESIGNATED AS HARDSCAPE OR PAVING SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. PERMANENT SEEDING AND MULCHING OR SOIL TO ALL AREAS NOT DESIGNATED AS HARDSCAPE OR PAVING SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

EPSC BMP STRUCTURE CHART

STR #	BMP #	BMP DESCRIPTION	NOTES
1	1	1. Silt fence	1. Silt fence
2	2	2. Double silt fence	2. Double silt fence
3	3	3. Double silt fence	3. Double silt fence
4	4	4. Double silt fence	4. Double silt fence
5	5	5. Double silt fence	5. Double silt fence
6	6	6. Double silt fence	6. Double silt fence
7	7	7. Double silt fence	7. Double silt fence
8	8	8. Double silt fence	8. Double silt fence
9	9	9. Double silt fence	9. Double silt fence
10	10	10. Double silt fence	10. Double silt fence
11	11	11. Double silt fence	11. Double silt fence

- CAUTION EXISTING UTILITIES
1. THE LOCATION OF ALL EXISTING UTILITIES IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
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 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

AREA OF DISTURBANCE	18.93 AC
EXISTING IMPERVIOUS AREA	1.18 AC
PROPOSED IMPERVIOUS AREA	0.04 AC
INDICATED IMPERVIOUS AREA	0.04 AC
INDICATED IMPERVIOUS AREA	0.04 AC

FIVE STAR MEADOWOOD SWPPP



EPSC PHASING PLAN

1. INSTALL SILT FENCE AND TREE PROTECTION AS INDICATED ON PLAN.
2. INSTALL CONCRETE FOUNDATION AND CONCRETE WALLS AND STRUCTURES.
3. INSTALL ROOFING AND INTERIOR FINISHES.
4. INSTALL EXTERIOR FINISHES.
5. INSTALL LANDSCAPE AND PLANTING.
6. PERFORM REMEDIATION OF SCOUR OF VERTICALLY EXPOSED EROSION CONTROL MEASURES.
7. DISTURBED DURING REMOVAL OF BMPs.

SECTION A: BASIC PLAN ELEMENTS

- WETLANDS, LAKE, ETC. ARE SHEET PILE SOILS AND PROPERTY W/IN SITE. GRIFFY LAKE IS NORTH OF THE PROJECT AREA. SEE SHEET C-70. SOLTS AND WOODS HAVE BEEN REMOVED FROM ADJACENT WATERWAYS.
- RECEIVING WATERS SEE SHEET C-601. DRAINAGE. STORMWATER RUNOFF WILL TRAVEL VIA SHEET FLOW A11. DRAINAGE FROM THE PROJECT AREA WILL BE COLLECTED BY A DRAINAGE DITCH FROM THE ROAD. IT WILL DRAIN TO AN UNNAMED DITCH WHICH EVENTUALLY REACHES GRIFFY LAKE.
- A12. GROUNDWATER. THE SITE IS PROBABLY A CLAY UNDERLAY WITH LIMESTONE. RISK OF DISCHARGE TO GROUNDWATER. A DRAINAGE DITCH WILL DISCHARGE FROM IMPROVEMENTS AND WILL BE DIRECTED TO THE ADJACENT DRAINAGE BASIN.
- A13. FLOODPLAINS. THERE ARE NO FLOODPLAINS ADJACENT TO THE SITE PER FEMA FRS.

A15. ADJACENT LAND USE: PRIMARILY RESIDENTIAL WITH GRIFFY NATURE PR
SHEET C-702 SOIL MAP AND PROPERTY MAP.

81. POTENTIAL POLLUTANTS: STEEL AND SEDIMENT FROM EXPOSED SOILS, LEAVES, MULCH, AND OTHER COLLAGE OILS, FUELS FLUIDS, ETC. FROM VEHICLES, GENERAL DEBRIS SUCH AS GARBAGE.
82. CONSTRUCTION ENTRANCE: INITIAL PERIMETER SALT FENCE AND TREE PROTECTION FENCING. PERFORMANCE OF WORK WITH DAILY CLEANING AND SITE STABILIZATION (GRASS GRANGE) AND SHED CONSTRUCTION ENTRANCE. CONSTRUCTION PLANNED AT EXISTING SITE ENTRANCE. SEE SHEET C-701.8WHP.
83. SEDIMENT CONTROL: FOR SHEET FLOW, TEMPORARY AND PERMANENT SEED AND GRASS.

AND C-001 SITE DETAILS.

- B15. EPSC SPECIES FOR INDIVIDUAL LOTS: NOT APPLICABLE.

DESCRIPTION OF POST-CONSTRUCTION STORMWATER QUALITY MEASURES AND BIORETENTION BASIN. SEE SHEET C-501 DRAINAGE AND C-601 SITE DATA.

11. CONSTRUCTION EQUIPMENT
 - a. ALL FUELING, MAINTENANCE, AND OTHER OPERATIONS WHERE AN VEHICULAR FUEL GUY ENTERS THE WORK AREA SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
 - 1. FUELING SHALL BE CONDUCTED BY A DESIGNATED AND TRAINED PERSONNEL SELECTED BY THE GENERAL CONTRACTOR OR ANOTHER PERSON.
 - 2. FUELING SHALL BE CONDUCTED IN A DESIGNATED FUELING TANKS.
 - 3. THE POTENTIAL FOR SPILLS INTRUSING INTO THE SOIL AND GROUNDWATER, FUELING TANKS SHALL BE DOUBLE-WALLED AND STORED IN THE DESIGNATED AREA. IF A SPILL OCCURS IN SOIL, THE SPILL SHALL BE IMMEDIATELY REPORTED TO THE SUPERINTENDENT.
 - 4. NON-FLAMMABLE SURFACE, IMMEDIATELY CLEAN AND SOAK-UP FLOOD WITH ABSORBENT MATERIAL AND PROPERLY DISPOSE OF. REPORT ALL SPILLS TO SITE SUPERINTENDENT.

13. INSPECT ALL TANKS, CONTAINERS, ETC. FOR
REUSE ON THE IOR SITE DO NOT LEAVE

2. CONSTRUCTION MATERIALS AND PACKAGING (CONT.)

- SPILL REPORTING PROCEDURES
- PURPOSE: TO OUTLINE SPILL REPORTING PROCEDURES AND REQUIREMENTS IN ACCORDANCE WITH 312 MC 16-2.3 SPILL REPORTING AUTHORITY: IC 131-3, AFFICED IC 1437.
- SECTION 23

SIZE AND LOCATION OF SPILL

- 5.2. SOILS NOT MEETING REMEDIATION CONDITIONS IN SECTION 26(a) OF THIS RULE MUST BE EXCAVATED AND DISPOSED OF IN ACCORDANCE WITH SECTION 27(b) OF THIS RULE
 6. SOILS CONTAMINATED WITH SALT WATER MUST BE CLEANED IN ACCORDANCE WITH SECTION 26(f) OF THIS RULE
 7. SOILS CONTAMINATED WITH OIL THAT WILL BE REMEDIATED UNDER SECTION 25 OF THIS RULE MUST BE MANAGED TO PREVENT DISCHARGE OF OIL TO UNAFFECTED SOILS OR WATERS OF THE STATE.
- NATURAL RESOURCES COMMISSION 312 MC 16-5.24; FILED SEP. 11, 2000, 3:31 PM; 24 IC 260

[illegible]

-

CONDITIONS

VALLEY SILT LOAM - 12 TO 18 PERCENT SLOPES. V

SOIL MAP



SILT LOAM - 2 TO 6 PERCENT SLOPES, WELL DRAINING, COMMONLY FOUND IN HILLY AREAS. CROSS SECTION



FIVESTAR MEADOWOOD
SITE SCHEMATIC
GRAPHIC SCALE: NUMBER SCALE



SCALE: 1/8" = 10' (SEE NOTE ON DRAWING FOR EXACT SCALE)

EX-101

SITE SCHEMATIC

DATE: 2018-09-24

173

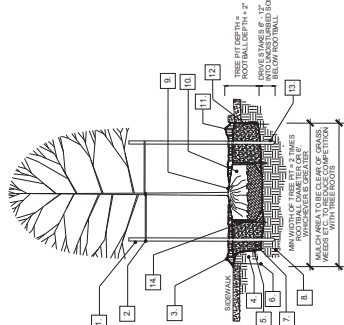
REVISIONS



FIVE STAR SENIOR LIVING
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ASSISTED LIVING
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502.585.4181 502.587.0488 Fax
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- [illegible]

THE CONTRACTOR IS HEREBY NOTIFIED OF THE PROTECTION OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION AND PROTECT ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING AND LAYOUT OF THE PLANTINGS ON THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE ARCHITECT/OWNER PRIOR TO OPENING ANY PLANTING PITS OR BEDS.

THE CONTRACTOR SHALL INSTALL A SHOE TREE PLANTING MOCKUP ON SITE. TREE PLANTING MOCKUP SHALL BE APPROVED BY THE ARCHITECT PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LANDSCAPE ARCHITECT PRIOR TO THE PLANTING OF ANY ADDITIONAL TREES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING PLANT MATERIAL IS NOT ACCEPTABLE. ANY PLANT MATERIAL THAT IS BEING DESTROYED OR REMOVED SHALL BE REPLACED UNLESS OTHERWISE NOTICED. GAZE, NATURAL DIRT-FREE-SEEDED HARDWOOD MULCH SHALL BE USED TO PROTECT ALL PLANTING AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE REMOVAL OF ALL BINDING CORDS AND ALL OTHER MATERIALS THAT ARE NOT DESIRED. ALL PLANT MATERIAL SHALL BE REMOVED FROM THE IDENTIFICATION TAGS AND BRIDGES SHALL BE REMOVED FROM ALL PLANT MATERIAL. AT THE TIME OF PLANTING, ALL STAKES, WIRE, ETC. SHALL BE LEGALLY DISPOSED OF OFF-SITE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PLANT MATERIAL PRIOR TO DELIVERY TO THE SITE. ANY CHANGE TO PLANT SPECIES OR PLANT LOCATION SHALL BE UNACCEPTABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PLANT MATERIAL. AT THE TIME OF IDENTIFICATION TAGS AND BRIDGES SHALL BE REMOVED FROM ALL PLANT MATERIAL. AT THE TIME OF PLANTING, ALL STAKES, WIRE, ETC. SHALL BE LEGALLY DISPOSED OF OFF-SITE.

THE "LIMIT OF SODDING" EXTENDS TO INCLUDE ALL AREAS WITHIN THE LIMITS OF CONSTRUCTION AS WELL AS ALL TRENCHES OR OTHER AREAS DISTURBED AS A RESULT OF CONSTRUCTION OPERATIONS. THE CONTRACTOR TO PROVIDE TWO (2) APPLICATIONS OF "SMASHPOOT" OR EQUAL PRE-EMERGENT WEED CONTROL TO PLANTING BEDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PLANT MATERIAL. AT THE TIME OF IDENTIFICATION TAGS AND BRIDGES SHALL BE REMOVED FROM ALL PLANT MATERIAL. AT THE TIME OF PLANTING, ALL STAKES, WIRE, ETC. SHALL BE LEGALLY DISPOSED OF OFF-SITE.

ALL GRAVEL, DGA AND CONSTRUCTION DEBRIS MUST BE REMOVED FROM PLANTING BED AREAS AND ALL EXISTING "FINISHED" GRADES WITHIN A LANDSCAPING AREA IS UNACCEPTABLE.

THE CONTRACTOR IS RESPONSIBLE FOR INSURING THAT PROPER WATERING OF PLANT MATERIAL IS MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A ONE YEAR REPLACEMENT WARRANTY FOR ALL PLANT MATERIAL. ALL TREES SHALL BE FIELD GROWN, ROOT-PRUNED AND TRANSPLANTED FROM LOCAL NURSERIES. ALL PLANTING WITHIN THE RIGHT OF WAY SHALL COMPLY WITH THE CITY OF LONGMONT TREE CARE REGULATIONS.

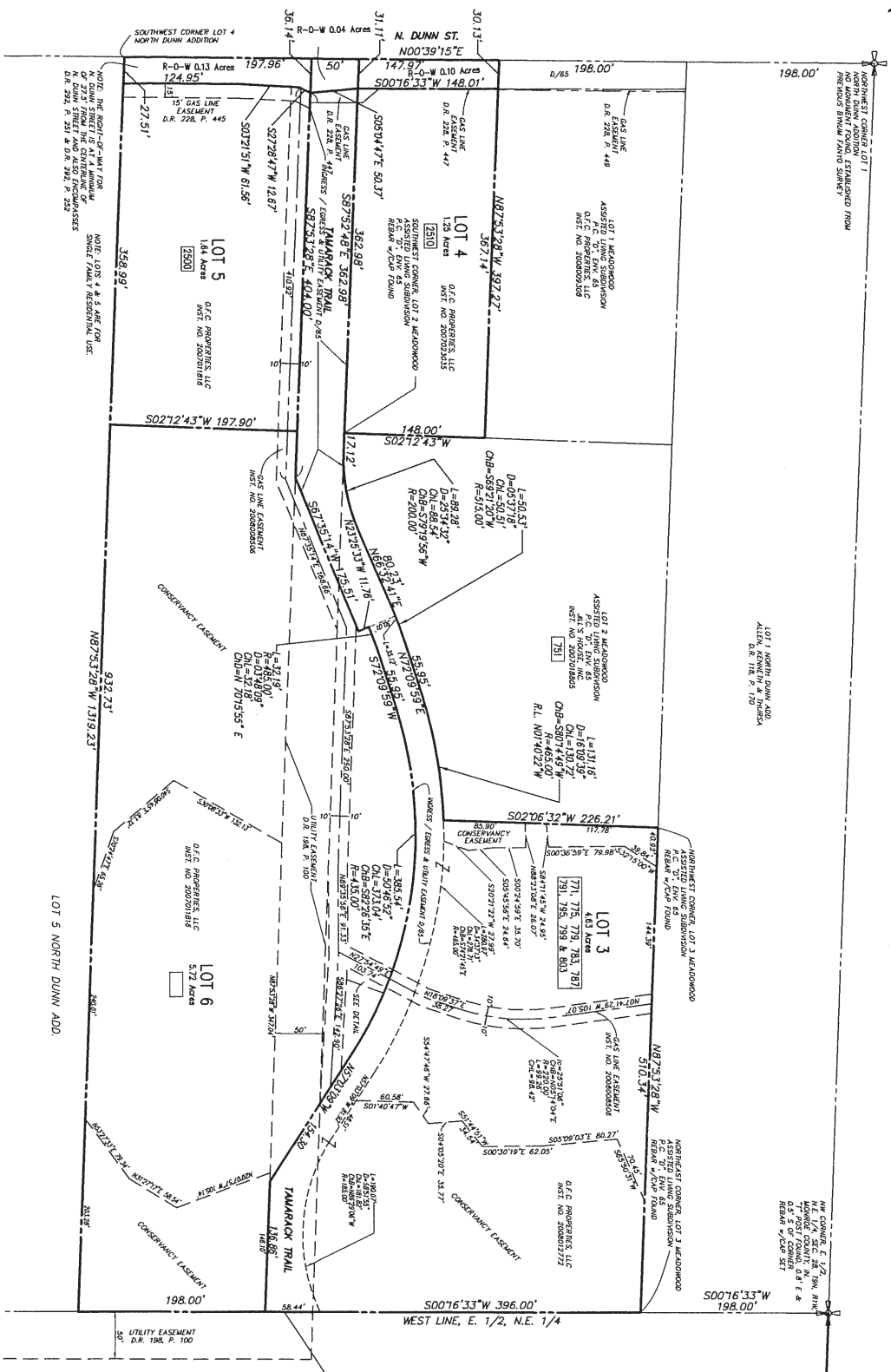
[illegible]

KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
WK	<i>Catalpa bignonioides</i>	Winter King Hickory	2" Col.	VARIES
RO	<i>Quercus rubra</i>	Northern Red Oak	2" Col.	VARIES

MEADOWOOD ASSISTED LIVING SUBDIVISION PHASE TWO

FINAL PLAT

PART OF SECTION 28, TOWNSHIP 9 NORTH, RANGE 1 WEST
MONROE COUNTY, INDIANA



LEGEND

PROPERTY LINE

EASEMENT LINE

ADDRESS

ARC LENGTH

RADIUS

CENTRAL ANGLE

CHORD BEARING

CHORD LENGTH

RIGHT-OF-WAY

5/8 INCH DIAMETER REBAR WITH 60° SET AT ALL LOT CORNERS

1234

SETBACK TABLE (PUD ZONING)			
BUILDING	FRONT YARD		REAR YARD
	30'	30' + 4' PER ADD. STORY	60'
LOTS 2 & 3	BUILDING		10' (20' RESIDENTIAL)
	PARKING		5' (10' RESIDENTIAL)

NOTE: UNDERLYING ZONING FOR LOT #1 IS (R2.5); UNDERLYING ZONING FOR LOTS #2 AND #3 IS (N)