City of Bloomington Indiana

City Hall
401 N. Morton St.
Post Office Box 100
Bloomington, Indiana 47402

Office of the Common Council
(812) 349-3409
Fax: (812) 349-3570
email: council@bloomington.in.gov

To: Council Members
From: Council Office
Re: Weekly Packet Memo
Date: April 30, 2004

Packet Related Material

Memo
Agenda
Calendar
Notices and Agendas:
Notice of Council's Special Session in May
Legislation for Final Action:
None
Legislation and Background Material for First Reading:
Ord 04-09 To Amend the Bloomington Zoning Maps from RS 3.5/PRO6 To PUD and to Amend the Preliminary Plan for the Renwick Planned Unit Development (PUD) - Re: 2410 East Moores Pike (Ramsey Land Development, Petitioner)

- Certification (8 – 1); Memo to Council from Tom Micuda, Director of Planning; **GPP Materials:** Critical Subarea Plan for Ramsey Farm; **Environmental Protection Materials:** Environmental Commission Report; Exh A – Revised Map; Exh B – Additional Revisions; Renwick Park Plan; Exh C – Options for Park Access; **Preliminary Plan Maps:** Topographical Map with Plan; Map of Density; Map of Surrounding Densities; **Village Center Materials:** Revised Petitioner Statement; Map; List of Commercial Uses; **Traffic and Pedestrian Plan Materials:** Traffic Study; Staff Report; Smith Memo; BF&S Review of Study; Diagram of Roundabout; Critique of Roundabout by Brown; Diagrams of Sare Road Improvements; Memo from Transportation Planner; **Other Staff Reports:** February and April Staff Reports; **Neighborhood Comments:** Letters from the Ramsey Farm Neighborhood Coalition; Letters from the Sycamore Knolls Neighborhood Coalition; Other Letters
- **Note:** Petitioner will be providing a Renwick Notebook for council members and staff and it will be available in the Council Office for public inspection

Contact: James Roach at 349-3527 or roachja@bloomington.in.gov

Minutes from Regular Session:
None

Memo

State of the City on Thursday in the Buskirk/Chumley Theatre at 5:30 p.m.

Budget Retreat on Saturday Morning, May 22nd at Cascades Clubhouse

No Final Actions – One Item for First Reading at Regular Session on Wednesday, May 5th

The Regular Session next week promises to be a short one because there are no items ready for final action, an annual report from the Historic Preservation Commission, and just one item ready to be introduced. That one item is **Ord 04-09** (the Renwick PUD) which takes up the rest of this memo and most of the accompanying packet materials.

First Readings – Ord 04-09 – Ramsey Farm/Renwick

Ord 04-09 would rezone the 80-Acre Ramsey farm from RS 3.5/PRO6 to PUD and approve a Preliminary Plan for 364 units of mixed residential uses, a village commercial center with a 22,000 s.f. footprint, and a roundabout on Moores Pike (Ramsey Land Development, Petitioners).

The Plan Commission considered the petition at its February, March, and April meetings and adopted it by a vote of 8 to 1, with the Council representative Dave Rollo, who represents the affected neighborhoods, casting the one negative vote.

The background material includes the material from the three meetings at the Plan Commission, the Renwick Plan as submitted to the Council Office earlier this year, and communications from the public. It is too voluminous to be included here in its entirety. Please contact the Council Office if you see a reference to something you did not find in this packet and want to see the material. If we don't have it, the Plan Department probably will. *Please note that the petitioner will be distributing a notebook to council members and staff, which will be available in the Council Office for public inspection.*

After reading Tom Micuda's memo to the Council as well as the material from the three Plan Commission meetings, I have concluded that it would not be helpful for me to summarize the proposal in this memo. Please spend some time to read Tom's 18 page memo for a good summary of the proposal, identification of the issues, and explanations for staff recommendations. When reading the remaining information, please review the neighborhood comments for a critique of this proposal.

NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
7:30 P.M., WEDNESDAY, MAY 5, 2004
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES FOR: None

IV. REPORTS FROM:

1. **Councilmembers**
2. **The Mayor and City Offices**
3. **Council Committees**
   - Historic Preservation Commission – Annual Report
4. **Public**

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

None

VII. LEGISLATION FOR FIRST READING

1. Ordinance 04-09 To Amend the Bloomington Zoning Maps from RS 3.5/PRO6 to PUD and to amend the Preliminary Plan for the Renwick Planned Unit Development (PUD) – Re: 2401 East Moores Pike (Ramsey Land Development, Petitioner)

VIII. PRIVILEGE OF THE FLOOR (This section of the agenda will be limited to 25 minutes maximum, with each speaker limited to 5 minutes)

IX. ADJOURNMENT

City of
Bloomington
Indiana

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Office of the Common Council
(812) 349-3409
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To: Council Members
From: Council Office
Re: Calendar for the Week of May 3, 2004 – May 8, 2004
Date: April 30, 2004

Monday, May 3, 2004

5:00 pm Redevelopment Commission, McCloskey
5:00 pm Utilities Service Board, IU Research Park – 501 N. Morton, Conference Rm 100 B
5:30 pm Bicycle and Pedestrian Safety Commission – Work Session, Hooker Room

Tuesday, May 4, 2004

City Holiday: Primary Election Day – City offices are closed today.

Wednesday, May 5, 2004 *Cinco de Mayo*

12:00 pm Bloomington Urban Enterprise Association, McCloskey
3:30 pm Bloomington Historic Preservation Commission, McCloskey
5:30 pm Board of Public Works, Council Chambers
6:00 pm Neighborhood Improvement Grant, McCloskey
7:30 pm Common Council – Regular Session, Chambers

Thursday, May 6, 2004

3:30 pm Arbor Day Tree Planting
and
Grand Opening – Skate Park at Upper Cascades, Upper Cascades Park
5:30 pm State of the City Address, Buskirk-Chumley Theater, 122 S. Walnut

Friday, May 7, 2004

There are no meetings scheduled for today.

Saturday, May 8, 2004

7:00 am Bloomington Community Farmers' Market, Showers Common
10:00 am Indiana University's 175th Commencement Ceremony, Assembly Hall - 1001 E. 17th
3:00 pm Indiana University's 175th Commencement Ceremony, Assembly Hall - 1001 E. 17th

City of Bloomington
Office of the Common Council

MEETING NOTICE

Common Council
Budget Retreat

The Common Council will hold its annual budget retreat on Saturday, May 22, 2004, from 9:00 a.m. until approximately 12:00 p.m. The meeting will be held in the Cascades Golf Course Clubhouse (3550 North Kinser Pike). Because a quorum of the Council will be present, this meeting also constitutes a meeting of the Council, under the Indiana Open Door Law. For that reason, this statement is providing notice that this meeting will occur and is open for the public to attend, observe, and record what transpires.

Dated & Posted: Friday, April 30, 2004

401 N. Morton Street Bloomington, IN 47404 City Hall Phone: (812) 349-3409 Fax (812) 349-3570
www.city.bloomington.in.us
email: council@city.bloomington.in.us

City of Bloomington
Office of the Common Council

MEETING NOTICE

THE MAYOR HAS CALLED A SPECIAL SESSION OF THE COMMON COUNCIL FOR THURSDAY, MAY 6, 2004, AT 5:30 P.M. IN ORDER TO DELIVER

THE STATE OF THE CITY ADDRESS

AT THE
BUSKIRK-CHUMLEY THEATER
114 EAST KIRKWOOD AVENUE

Dated & Posted: Friday, April 30, 2004

401 N. Morton Street Bloomington, IN 47404 City Hall Phone: (812) 349-3409 Fax (812) 349-3570
www.city.bloomington.in.us
email: council@city.bloomington.in.us

ORDINANCE 04-09

TO AMEND THE BLOOMINGTON ZONING MAPS FROM RS 3.5/PRO6 TO PUD AND TO AMEND THE PRELIMINARY PLAN FOR THE RENWICK PLANNED UNIT DEVELOPMENT (PUD) - RE: 2410 East Moores Pike (Ramsey Land Development, Petitioner)

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

WHEREAS, the Plan Commission has considered this case, PUD-53-03, and recommended that the petitioner, Ramsey Land Development, be granted a rezone of the property located at 2410 East Moores Pike from RS3.5/PRO6 to Planned Unit Development and also be granted a preliminary plan approval for the Renwick PUD. The Plan Commission thereby requests that the Common Council consider this petition;

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

SECTION I. Through the authority of IC 36-7-4 and pursuant to Chapter 20.05.09 of the Bloomington Municipal Code the property located at 2410 East Moores Pike shall be rezoned from RS3.5/PRO6 to Planned Unit Development (PUD) and the Preliminary Plan shall be approved. The property is further described as follows:

The East Half of the Northeast Quarter of Section 10, Township 9 North, Range 1 West, Monroe County, Indiana, being more particularly described as follows:

Beginning at an iron pin found in a highway box at the Northeast Quarter of said section 10; thence South 00 degrees 00 minutes 00 seconds East 2,643.63 feet to a 6" x 6" stone w/x found at the East Quarter corner of Section 10 also being the Northeast corner of Sycamore Knolls Section 6, (PB 5, page 87); thence North 89 degrees 28 minutes 05 seconds West 1,317.85 feet to a 4" x 4" concrete monument at the Southwest corner of the Southeast Quarter of the Northeast Quarter of Section 10 also being the Southeast corner of Sycamore Knolls Section 3 (PC B Env. 121); thence North 00 degrees 41 minutes 39 seconds West 1135.83 feet to a 4" x 4" concrete monument found at the Southeast corner of Lot 14 in Sycamore Knolls Section 1 (PB 5, page 33-34); thence North 00 degrees 34 minutes 01 seconds West 189.67 feet to a 4" x 4" concrete monument found at the Northwest corner of the Southeast Quarter of the Northeast Quarter of Section 10 also being the Northeast corner of said Sycamore Knolls Section 1; thence North 00 degrees 00 minutes 54 seconds West 1,324.25 feet to the Northwest corner of the East Half of the Northeast Quarter of Section 10; thence South 89 degrees 12 minutes 55 seconds East 1,333.90 feet to the point of beginning. Containing 80.78 acres, more or less.

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

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

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2004.

_____
MIKE DIEKHOFF, President
Bloomington Common Council

ATTEST:

_____
REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2004.

_____
REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2004.

_____
MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance rezones approximately 80 acres located at 2410 East Moores Pike from RS3.5/PRO6 to Planned Unit Development and approves the preliminary plan for the Renwick PUD. This PUD would allow development of up to 364 mixed residential housing units as well as a 22,000 square foot Village Commercial Center.

****ORDINANCE CERTIFICATION****

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 04-09 is a true and complete copy of Plan Commission Case Number PUD-53-03 which was given a recommendation of approval by a vote of 8 Ayes, 1 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on April 12, 2004.

Date: April 22, 2004

Thomas B. Micuda, Secretary
Plan Commission

Received by the Common Council Office this __ day of _____, 2004.

Regina Moore, City Clerk

Appropriation Ordinance # _____

Fiscal Impact Statement Ordinance # _____

Resolution # _____

Type of Legislation:

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

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

Cause of Request:

Planned Expenditure___ _____ _____ Emergency _____
Unforseen Need _____ Other _____

Funds Affected by Request:

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

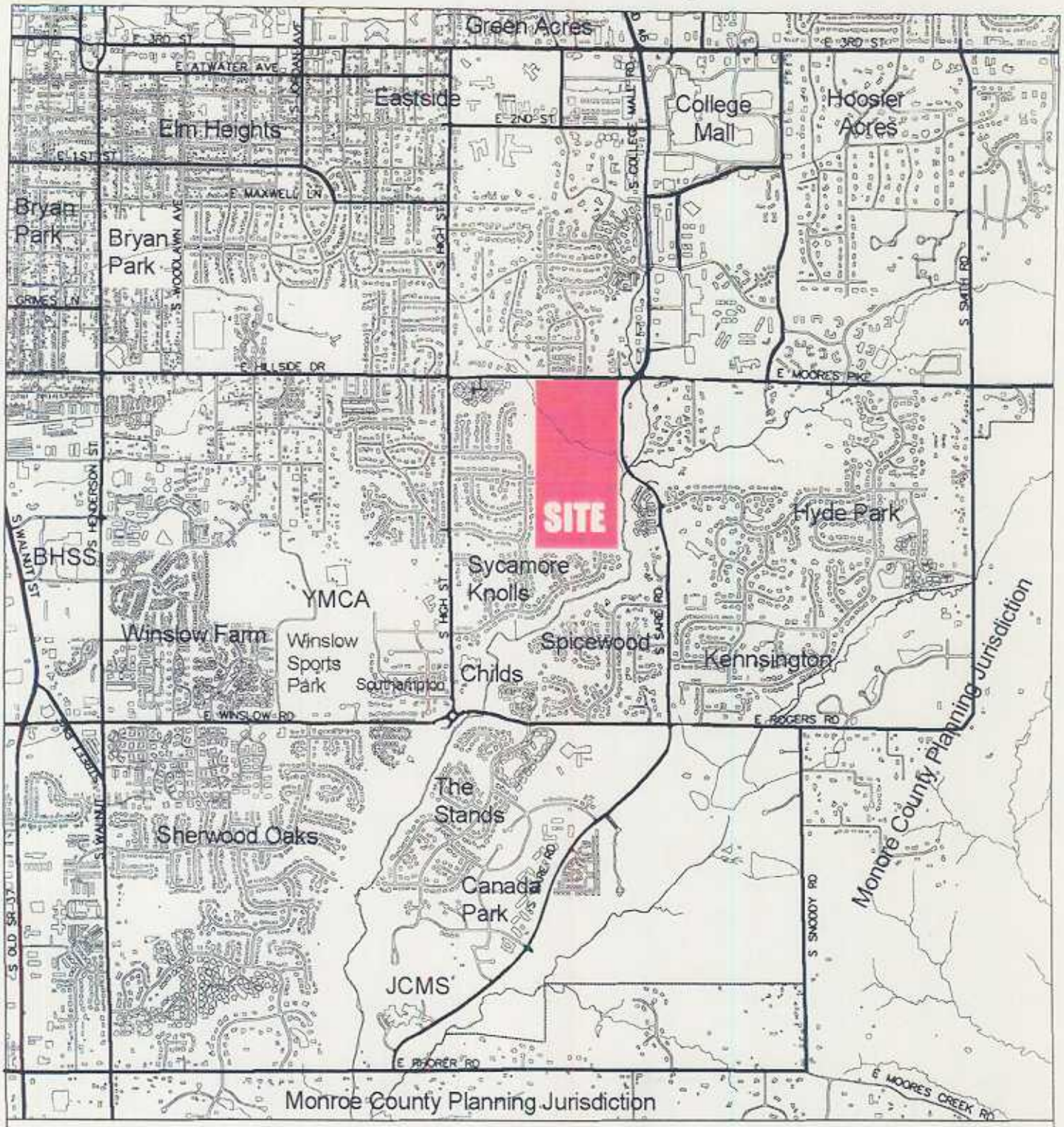
Signature of Controller

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

Yes _____ No _____

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

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



PUD-53-03
Renwick PUD

Site in Context

By: roachja
30 Jan 04

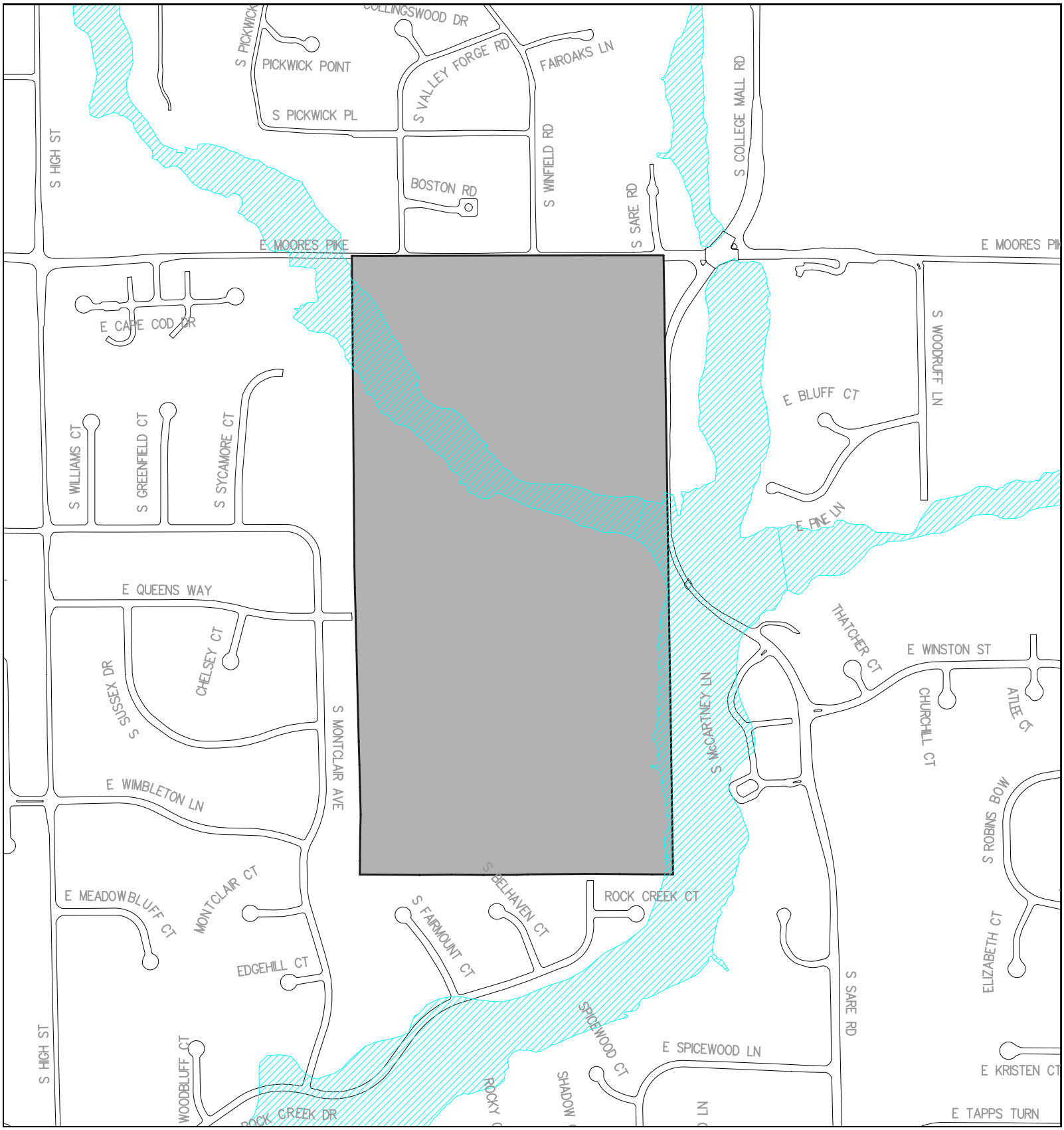
2115 0 2115 4230 6345

N

City of Bloomington
Planning

Scale: 1" = 2115'

For reference only; map information NOT warranted.


S PICKWICK
COLLINGSWOOD DR
PICKWICK POINT
S VALLEY FORGE RD
FAIROAKS LN
S PICKWICK PL
S HIGH ST
S WINFIELD RD
S COLLEGE MALL RD
BOSTON RD
S SARE RD
E MOORES PIKE
E MOORES PIK
E CAPE COD DR
S WOODRUFF LN
E BLUFF CT
S WILLIAMS CT
S GREENFIELD CT
S SYCAMORE CT
E PINE LN
E QUEENS WAY
THATCHER CT
E WINSTON ST
CHELSEY CT
S SUSSEX DR
S McCARTNEY LN
CHURCHILL CT
ATLEE CT
S MONTCLAIR AVE
E WIMBLETON LN
S ROBINS BOW
S BELHAVEN CT
ROCK CREEK CT
E MEADOWBLUFF CT
MONTCLAIR CT
S FAIRMOUNT CT
EDGEHILL CT
ELIZABETH CT
S SARE RD
SPICEWOOD CT
E SPICEWOOD LN
S HIGH ST
WOODBLUFF CT
E KRISTEN CT
ROCKY
SHADOW
ROCK CREEK DR
E TAPPS TURN

Interdepartmental Memo

To: Members of the Common Council

From: Tom Micuda, Planning Director

Subj: Case # PUD-53-03

Date: April 22, 2004

Attached are the staff reports, petitioner's statements, and map exhibits which pertain to Plan Commission Case # PUD-53-03. The Plan Commission heard this petition at its February 9, March 8, and April 12 hearings and is forwarding the proposal with a positive recommendation of 8 to 1.

REQUEST: The petitioner is requesting a rezoning of approximately 80 acres from RS3.5/PRO6 to Planned Unit Development (PUD) and preliminary plan approval for 364 mixed residential dwelling units as well as a 22,000 square foot village commercial center.

BACKGROUND:

Area:	80 gross acres
Current Zoning:	RS3.5/PRO6
GPP Designation:	Urban Residential
Existing Land Use:	Vacant; mainly rolling open terrain with scattered areas of steep slopes and a central floodway
Proposed Land Use:	Mixed Residential; Village Commercial Center
Proposed Density:	4.55 gross units per acre (364 units)
Surrounding Uses:	**South, West -** Single family (Sycamore Knolls); Southeast Park **East -** Hyde Park Condos; Bittner Woods; Pinestone **North -** Single Family (Revere's Run)

PROJECT SUMMARY: As recommended by the Growth Policies Plan, the petitioner is proposing to rezone this property to create a mixed use Planned Unit Development (PUD). The petitioner has purchased the site with the understanding that its current zoning would allow for two other development scenarios: 1) Plan Commission subdivision approval to allow up to 280 single family homes and 2) Plan Commission site plan approval to allow single family and duplex development of up to 480 dwelling units (using the PRO6 overlay provision of the Zoning Ordinance).

The petitioner's request contains both elements of new urbanism as well as more conventional single family subdivision design. On the southern two-thirds of the site, which predominantly borders the Sycamore Knolls neighborhood, the petitioner's layout depicts 78 single family residential lots. The width of these lots ranges from 65 to 100 feet. Additionally, the petitioner proposes another 78 paired units (duplexes); one adjacent to single family homes along Montclair Avenue, the second located adjacent to the southern edge of Southeast Park. The petitioner has successfully integrated these types of paired units into single family contexts before. One example is the Coppertree paired home portion of the project known as "The Stands" (off Rogers Road).

Both the single family and paired units would be accessed by the continuation of two streets: Rock Creek Drive and Queens Way. As shown in the preliminary plan map, the petitioner has attempted to mitigate concerns regarding cut-through traffic by the provision of such features as street indirection as well as placement of entry medians and traffic circles. One notable area of street indirection occurs as the street network circulates around a pair of sinkholes. Preservation of these sinkholes allows the petitioner to create a 2-3 acre park space in center of the proposed development.

The northern one-third of the property is much more new urbanist in character. In this area, the petitioners are proposing an additional 80 single family home lots. These lots feature widths of between 40 and 55 feet. 61 of these homes would feature alley access and rear loaded garages. This portion of the site would be linked to the remainder of the development via a bridged road crossing over the West Branch of Jackson Creek floodway. An additional bicycle and pedestrian linkage is created by a proposed 8 foot trail that would run along this floodway and connect the project to Southeast Park as well as the intersection of College Mall Road and Moores Pike.

At the northeast portion of the property, the proposed project begins to appropriately change its density and land use mix as it reaches its borders with Sare Road and Moores Pike. Specifically, the petitioners are requesting to develop a village center consisting of 128 multifamily dwelling units and 22,000 square feet of small-scale retail, office, or civic uses. Under this proposal, second-story office and residential uses would be allowed above the first floor space. The 128 multifamily dwellings would take the form of brownstone structures and large "mansion homes". These dwellings are not proposed for student occupancy. They would be most likely sold as condominiums that target non-student markets.

The village center is proposed to be accessed off Sare Road while the new urbanist-style single family component will be accessed via Moores Pike. Because the difficult vertical geometry of Moores Pike presents challenges for safe access, the petitioners are proposing that a new roundabout intersection be constructed. A new roundabout presents opportunities to improve the current

topographic condition of Moores Pike, slow down vehicle speeds, create a crossing point for pedestrians, and protect traffic flow both out of the development and along Moores Pike itself.

PRELIMINARY PLAN ISSUES:

GROWTH POLICIES PLAN: The Ramsey Farm property has been identified as a Critical Subarea on pages 58 and 59 of the Growth Policies Plan (GPP). Both the critical subarea map as well as text recommendations are included in this packet material. In summary, the GPP provides the following key recommendations that should guide rezoning for this property:

- High quality, mixed residential housing at urban densities is encouraged.
- The expansion of Southeast Park on the northwest portion of the site is highly recommended.
- Nonresidential uses are encouraged for the northeast part of the site, but only with limits in scale and a tight design concept in keeping with traditional neighborhood concepts.
- A pathway facility is recommended along the West Branch of the Jackson Creek floodway.
- Coordination of development review with the Monroe County Community School Corporation (MCCSC) is necessary to ensure the adequacy of school facilities.
- Stormwater detention standards should be stringently applied to this site given the presence of known downstream flooding problems.
- Road connections from Queens Way and Rock Creek Drive should be required. However, sensitivity to street design is necessary to discourage cut-through traffic.
- Access to Moores Pike is a critical site design issue given the presence of existing sight distance constraints.
- Preservation of site constraints should include stream buffer protection (West Branch of the Jackson Creek floodway), tree protection (particularly on the south end of the property), and steep slope protection. Such areas should be incorporated into conservation easements and greenways.

These recommendations outlined above will be further analyzed in both the topic sections outlined below as well as the findings at the end of this memo.

TRANSPORTATION IMPACTS: The petitioner was required by the Planning Department to submit a traffic impact analysis study. This study was reviewed for both its methodology and findings by City staff as well as the City's retained Engineering Consultant, Butler Fairman & Seufert. Both the methodology and findings of the study have been endorsed for their accuracy.

As part of the study, the petitioners and the City conducted traffic counts during both July and October of 2003. For the purposes of the study, only the higher count numbers were utilized. These counts were as follows:

Sare Road – 10,950 Average Daily Trips (ADT)
Moores Pike – 13,772 ADT
High Street – 6,767
Rock Creek Drive – 623
Wimbleton Lane – 257
Arden Drive – 863
Winfield Road – 571
Valley Forge Road – 295
Queens Way - 431

In order to translate these numbers into assessments of traffic congestion, a level of service (LOS) analysis is then computed. LOS ratings range from "A" (uncongested) to "F" (maximum roadway congestion). In terms of average daily trips, current LOS conditions for the surrounding arterial street network are as follows: 1) Sare Road – LOS C, 2) Moores Pike – LOS D, and 3) High Street – LOS B. The Sare Road and High Street ratings indicate that both streets currently operate at reasonable levels of service. The Moores Pike rating indicates that some level of congestion stress is present.

In terms of nearby street intersections, LOS ratings are computed to estimate delays in morning peak traffic (7-9am) and afternoon peak traffic (4-6pm). The Sare Road/Moores Pike intersection currently operates at LOS C in the morning peak hour and LOS B in the afternoon peak hour. The intersection at Moores Pike and High Street operates at LOS C during both the AM and PM peak hours. These ratings indicate that both intersections are operating with acceptable levels of travel delay.

Based on the proposal's estimated trip generation, an additional 4060 new vehicle trips would enter the adjoining street network via Rock Creek Drive, Queens Way, and the proposed Sare Road and Moores Pike access points. Once this traffic is added to background growth in the nearby area, the following impacts are anticipated within a 10 year time frame:

- Due to the number of potential access points proposed onto the adjoining street system, the existing Levels of Service for High Street, Sare Road, and Moores Pike can be maintained at existing levels.
- During the AM peak hour, the LOS for the Sare Road/Moores Pike intersection is projected to decrease from a "C" rating to an "E" rating. Specifically, it is anticipated that northbound traffic along Sare Road would experience the absolute limit of acceptable delay. The petitioners are proposing to correct this impact by funding the addition of a northbound

travel lane along Sare Road at the intersection. This will allow the current LOS rating of "C" to be maintained.

- Impacts to neighborhood streets such as Rock Creek Drive, Queens Way, Arden Drive, Wimbleton, Valley Forge, and Winfield are not sufficient enough to trigger improvements such as signalization, stop signs, or street widening.

During the Plan Commission review process, a great amount of discussion was generated concerning the proposed roundabout intersection at Moores Pike.

Based on the recommendations from the Manager of Engineering Services and the City's retained Professional Engineer, Planning staff continues to recommend that a roundabout intersection be utilized for access onto Moores Pike. Staff further asserts that such an intersection design will provide area-wide benefits in terms of slowing down excessive vehicle speeds on Moores Pike as well as create a safer pedestrian and bicycle crossing point between High Street and Sare Road. In addition, the proposed roundabout will allow for much safer project access onto Moores Pike. Having safer access will greatly reduce the number of trips that would otherwise be directed at lower capacity neighborhood streets such as Arden Drive, Queens Way, and Rock Creek Drive.

ENVIRONMENTAL PROTECTION: The petitioner's initial proposal preserved 35 acres of the 80 acre site (43%) as future open space. Of this acreage, 18 was proposed to be donated to the future association, 7 was proposed for dedication to the Parks Foundation, and 10 was proposed as lot open space. The preliminary plan addressed PUD ordinance standards for floodway protection, intermittent stream buffering, and sinkhole buffering.

In response to input from staff as well as the Planning Subcommittee of the Environmental Commission, the petitioners committed to additional restrictions designed to address steep slope protection, tree preservation, and greater sinkhole buffering. These modifications were as follows: (see Exhibit A in the packet material):

- **Shift in road away from sinkhole cluster –** In the central portion of the site, the petitioners have shifted the proposed north-south street further away from a pair of sinkholes. This roadway complies with the City's 25 foot sinkhole buffer regulations.
- **Shift of proposed mansion home –** Within the proposed Village Center, one of the proposed multifamily mansion homes is situated within an area of mature trees containing greater than 18% slopes. The petitioners have agreed to move this structure to the north in order to enhance tree preservation.
- **Relocation of lots –** In response to concerns raised about tree preservation, steep slope protection, and maintenance of existing drainageways, the petitioners have relocated lots and added property into

conservancy areas. This has occurred on both the east and southwest portions of the property.

PARK SERVICE IMPACTS: As indicated earlier in this memo, the Ramsey Farm property is bordered to the northwest by Southeast Park. This park is approximately 9 acres in size and is classified as a neighborhood scale park. In anticipation that this facility would not be large enough to provide recreation services for new development on the Ramsey Farm site, the GPP recommends that the acreage of Southeast Park be expanded.

During the Plan Commission phase of this petition, the Planning staff has been able to review potential facility needs with the Parks and Recreation Department. As a result of these discussions, several conclusions can be drawn:

- The Parks and Recreation Department has determined that the existing park acreage is adequately sized to meet the active recreational needs of the surrounding area as well as the proposed new development.
- While the overall parks acreage is satisfactory, there are some facilities within Southeast Park itself that should be upgraded to meet user needs. These include a new parking lot along Moores Pike, an improved pathway system within the park, and a reconfigured central parking facility.
- In order to fulfill the goals of the Jackson Creek Master Plan and Growth Policies Plan, a new trail should be constructed by the petitioner along the West Branch of Clear Creek floodway which connects Southeast Park to the College Mall area. The petitioner is proposing to construct and dedicate an 8 foot multi-use trail to fulfill this recommendation. The trail would be part of a 7 acre floodway land dedication which would run to the Parks Foundation. Estimated value of this dedication is $405,000.

SCHOOL FACILITY IMPACTS: In light of the GPP's recommendations concerning possible project impacts on the Monroe County Community School Corporation, both staff and the petitioner have discussed the PUD proposal with MCCSC representatives. Based on these discussions, the following information can be conveyed:

- The proposed development may generate as few as 40-60 new elementary school aged children when it reaches complete build-out. This is based on the proposed 158 single family homes generating one new student for every four dwelling units.
- The Ramsey Farm property is located on the boundary between two elementary school districts: Childs and Binford/Rogers.

- If this PUD is approved, elementary school children would most likely attend Binford/Rogers. Currently, Childs School is nearly enrolled to capacity while Binford/Rogers still has enrollment capacity remaining.
- When the new Broadview Elementary School is ready to be occupied in 2005, MCCSC will likely initiate district alignment plans in recognition of the new capacity that will be added to the overall system.
- In order to be in position to respond to long-term growth in the community, MCCSC is exploring acquisition of property for a possible new elementary school site. However, MCCSC does not believe that the Ramsey Farm is a preferred location for the following reasons: 1) the property is too far from Childs School to create a K-2/3-6 grade split in enrollment such as has been done at Binford/Rogers, 2) the location would lead to school bus traffic that would utilize neighborhood streets. This has been a complaint with past school sites. 3) The topography of the site is significant enough to where a larger amount of land area would need to be acquired. This would also drive up construction costs associated with multi-level school building construction.

LAND USE/DESIGN CONCEPTS – VILLAGE CENTER AND SINGLE FAMILY COMPONENTS: As stated previously, the proposed village center contains a mixture of multifamily housing units as well as up to 22,000 square feet of nonresidential uses. These nonresidential uses, which are outlined in the packet material, include medical and professional offices, civic uses such as churches, and commercial uses such as sit down restaurants, banks, and food stores. The petitioner's renderings depict two-story residential-style structures that would allow residential or office uses to be placed on the second floor level. Signage and architecture are proposed to be tightly regulated, while expanses of parking will be limited in favor of street parking and rear and side-loaded spaces.

The principal issue that required Plan Commission discussion concerned appropriate limitations on the square footage of individual uses or structures. In response to input from staff as well as residents from Sycamore Knolls, the petitioners committed to the following limitations on the proposed village center:

- Individual building footprints in the commercial center will vary in size from 1,800 to 2,700 square feet. In no case, will these footprints exceed 2,700 square feet.
- For two-story buildings, second floor space is limited to residential and office uses only. No second floor retail uses will be allowed. Second floor office space cannot exceed an aggregate total of 10,000 square feet. Second floor residential units shall be limited to a total of 18. These units shall count towards the 364 units in the PUD.
- The first floor office/retail component of the village center shall not exceed 22,000 square feet.
- Architectural design and signage restrictions will be governed by both the standards and renderings submitted with the Preliminary Plan. These

restrictions are proposed to become part of the Covenants, Conditions, and Restrictions (CCRs) of the PUD.

- The petitioner's list of uses has been further clarified. Under the proposed use "Veterinarian office", no kennels will be allowed. The land use "Bike shop" has been added. Another land use "Walk up ATM" has been added to clarify that no drive-through banking will be allowed. The land use "Food services" has been further clarified to restrict drive-through uses. The term "Neighborhood food market" now restricts gasoline sales. Finally a light retail use category has been added.

In addition to these controls, the petitioner's residential development is also proposed to be tightly controlled in terms of site planning and architectural design. Examples of these controls include: 1) all residential buildings must be raised above the sidewalk grade (typically 18 inches above curb height), 2) reduced front setbacks, 3) garages to be offset behind the main structure, 4) individual sidewalks must be connected to the public sidewalk on each housing unit, and 5) driveways to be recessed below grade with street cuts limited to 9 feet in width. In addition, the petitioners are proposing to restrict architectural elements such as façade materials and color, porches, entry features, windows and trim, and roof pitches.

STREETS, ALLEYS, AND PEDESTRIAN FACILITIES: In order to fulfill the petitioner's goal of creating a more walkable community as well as limiting cut-through traffic, the proposed street standards have been reduced from that of typical subdivision code requirements. Within the vast majority of the site, the petitioner's basic street profile includes 10-foot travel lanes, parking on one side (in some areas framed by curbed bump-outs), 5-foot tree plots, and 5-foot sidewalks. Street indirection, traffic circles, and medians also have been located in the PUD to better improve aesthetics as well as pedestrian safety.

As indicated earlier in the staff report, the petitioner proposes that 61 single family homes receive their garage access off alley systems. The proposed alley widths of 14 feet have been approved by City Engineering. These alleys, which will be dedicated to the public, will be utilized for City sanitation services.

In addition to the proposed trail that will link the development to Southeast Park and the College Mall Road area, the petitioners are proposing a number of pedestrian options. The majority of the project's internal streets, except on one side of some cul-de-sacs, will have sidewalks. Additionally, the petitioners are proposing to construct two important areas of off-site sidewalk. The first is along the north side of Queens Way to connect with an existing sidewalk at Arden Drive. This will allow for a sidewalk connection to Southeast Park. The second is along the east side of Winfield Drive to link a missing area of sidewalk that would connect the proposed roundabout to an existing sidewalk on Winfield. The petitioners have also reached agreement with the City to facilitate construction of sidewalk along the north side of Moores Pike. This sidewalk would link Winfield

Drive and Valley Forge Road with the College Mall Road/Sare Road intersection. The lack of pedestrian connectivity along the north side of Moores Pike was an issue that has been brought forward in numerous neighborhood meetings.

UTILITIES ISSUES – All sewer, water, and stormwater plans have received preliminary approval from the City Utilities Department. If this project is approved for rezoning, the following utility improvements will require further investigation at final plan stage:

- **Water Supply –** Although there is currently an abundance of water capacity in the immediate area, CBU's Long Range Water Capital Plan indicates the potential need for a 24" water main in the vicinity of the Sare Road/Moores Pike intersection. This need will require further study.

- **Sanitary Sewer –** CBU has indicated that the condition of the existing 10" sewer line running along the West Branch of Jackson Creek will still require field evaluation, and that the petitioner may be required to replace portions of this line. The petitioners are aware of this potential obligation.

- **Stormwater –** As stated earlier in this staff report, residents living along Rock Creek Drive, which is downstream from this property, have experienced flooding problems in the past. This stems from the fact that the rear yards of these houses are located within the 100-year floodway of Jackson Creek. In light of this existing condition, the GPP stresses that stringent stormwater review should be applied to potential site development. The petitioners have submitted a detailed stormwater analysis proposal to the City of Bloomington Utilities Department. This proposal contains the following elements:

- The petitioner's drainage proposal utilizes a combination of smaller ponds known as satellite ponds rather than a regional detention facility to be located within the West Branch of Jackson Creek floodway. The proposal is being put forward to minimize disturbance of this environmentally sensitive area.
- Water quality issues are being handled through the use of retention ponds that feature permanent pools of water. This particular type of pond, which would be planted with special seed mixtures, has a greater ability to filter out pollutants in comparison to standard, grass-bottom detention ponds.
- The proposed land area devoted to these ponds (6.0 acre-feet), is sufficient to maintain post-development runoff rates at the same level as pre-development rates for 2-, 10-, and 100-year storm events.
- Although the petitioners will be addressing post-development runoff rates discharging from the West Branch of Jackson Creek, this portion of the overall drainage basin which affects homes along Rock Creek Drive is extremely small. The vast majority of stormwater affecting the Rock

Creek Drive area stems from drainage along the main branch of Jackson Creek (which drains College Mall, Hoosier Acres, and the Park Ridge neighborhoods).

CBU has accepted the preliminary report which indicates the location and capacity of proposed detention/retention ponds. Final approval by CBU is contingent upon submittal of information related to such issues as storm drain inlet locations and spacing.

NEIGHBORHOOD ISSUES: This development proposal has elicited comments from a number of nearby neighborhoods. These areas include Hyde Park Condos (east), Revere's Run (north), Ridgemead (north), Sycamore Village (west), homes along Sare Road and Moores Pike, and from Sycamore Knolls (south and west). In summary, the specific issues receiving the most concerns include:

- proposed density, particularly as it relates to traffic congestion and the pattern of development near existing neighborhoods to the north
- the proposed roundabout, particularly as it relates to future traffic congestion and pedestrian safety along Moores Pike
- stormwater quantity and quality control in light of downstream flooding issues
- natural area protection, particularly portions of the site where proposed lot development encroaches into wooded areas
- whether the proposed commercial development complies with the GPP in light of the Plan's recommendation to fully utilize vacancies in the community's commercial/office space
- need to expand Southeast Park to a greater extent than provided with this petition
- impact of the project on MCCSC in light of capacity issues at Childs School, particularly the potential need to bus children to other school sites
- need for improved pedestrian safety along Moores Pike, including sidewalk on the north side and traffic calming to slow down vehicle speeds
- need for traffic calming devices on Rock Creek Drive and Queens Way; sidewalk on the south side of Queens Way
- need for restrictive square foot limitations on commercial building footprints proposed for the village center;
- need for at least four points of connectivity onto the adjoining street system.

RESOLUTION OF FINAL HEARING PLAN COMMISSION ISSUES: At the final Plan Commission hearing, there were three aspects of the proposal that had not yet been agreed upon by the petitioner and the Planning staff. An outline of each issue and the resultant Plan Commission decision is provided below.

Issue #1 – Environmental Protection – As discussed previously in this memo, the petitioners made significant changes to the preliminary plan to respond to staff recommendations regarding tree stand preservation, sinkhole buffer protection, steep slope protection, and preservation of existing drainageways. Exhibit B depicts areas of the petitioner's preliminary plan where no preservation agreement had yet been reached. In the case of two of the proposed lots outlined in this exhibit, staff asserted that there was adequately dense, albeit immature tree cover that warranted inclusion into the petitioner's conservation area. In the case of the final lot, the petitioner had not yet demonstrated that an existing drainage swale could be adequately protected through the utilization of appropriate natural vegetative buffering. Staff recommended that the Plan Commission require modifications to the preliminary plan as dictated in Exhibit B.

Resolution: Rather than attempt to resolve these final environmental issues at a conceptual plan stage, the Commission opted to wait until final plan review. This was resolution was incorporated into a revision to Condition of Approval #3.

Issue #2 – Safety Improvements along Moores Pike – One of the issues noted by all parties during the Plan Commission review process was the presence of an existing sight visibility problem along Moores Pike. This is due to a topographic high point located just east of the Valley Forge Road/Moores Pike intersection. The presence of this high point makes it dangerous for vehicles turning out of this cross street onto Moores Pike.

During discussions between the petitioner and the City, there was disagreement concerning who should bear the total cost for trying to fix this safety problem. The petitioner believed that this improvement was not needed for the proposed project's safe access onto Moores Pike. They also argued that the project could be paid for by the City at substantially reduced cost if it is timed with private sector construction activity on the site. The City's position was that it is reasonable for the developer to bear this total cost. The proposed roundabout can only function better with additional sight line improvements. Also, the petitioner's project generates enough proportional traffic to cause more driver interactions at this dangerous line of sight location. Staff recommended requiring the petitioner to bear the cost for this line of sight correction.

Resolution: The petitioner conceded opposition to staff's position at the hearing. The petitioner's responsibility is outlined in Condition of Approval #1.

Issue #3 – Direct pedestrian access to Southeast Park or the proposed multi-use trail – During the Plan Commission process, staff recommended that the petitioner provide a direct and convenient pedestrian connection between the northwest portion of the site and either the park or proposed multi-use trail. Requiring connectivity to nearby amenities is consistent with previous development approvals (for example, the Kensington Park/Schmalz Park connection) as well as the City's Alternative Transportation and Greenways

System Plan. The petitioners asserted that such direct connections are not desired by lot owners, that reasonable connectivity is available on the project, and that reverse trespass (people cutting through the project to the Village Center) was a concern. The staff respectfully disagreed and recommended that such a connection be mandated (see Exhibit C).

Resolution: The Plan Commission found in favor of the petitioner due to concerns about the steep topography in the area. The Plan Commission found the petitioner's argument concerning potential lack of ADA accessibility to be persuasive.

Final Staff Findings (Per Section 20.05.09.08 Review Considerations)

In their consideration of a planned unit development preliminary plan, the planning staff in its report to the Plan Commission, the Plan Commission in its recommendation, and the common council in its decision, shall consider as many of the following as may be relevant to the specific proposal:

1) The extent to which the proposed plan meets the requirements, standards, and stated purpose of the planned unit development regulations.

Staff Finding: Staff finds compliance. In terms of requirements and standards, the PUD meets standards of having unified ownership, parcel size of greater than 3 acres, and an adequate percentage of open space which will be protected by detailed Homeowner's Association CCRs. As for the purpose of this chapter, the PUD is consistent with the Ramsey Farm Subarea Plan (see Finding #3), it provides dominant transition zones of single family and paired home land uses, it conserves significant environmental resources, it mitigates congestion impacts at the Sare Road/Moores Pike intersection through committed improvements, and it promotes quality residential/nonresidential architecture through site plan, design, and signage restrictions.

2) The extent to which the proposed plan departs from the zoning and subdivision regulations 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.

Staff Finding: The proposed PUD does depart from the existing RS3.5 subdivision standards as well as the PRO6 overlay requirements. The proposed 364 dwelling units is higher than the 280 possible units which could be constructed under the subdivision code. However, it is less than the potential number of housing units that could be developed under PRO6 site planning standards. Dimensional standards are similar but generally less restrictive than

underlying zoning standards. However, deviations in terms of setbacks and dimensions are being advanced by the petitioner and supported by staff for the purposes of achieving mixed housing types and traditional neighborhood concepts advanced by the Growth Policies Plan. Such departures in terms of dimensional standards, housing types, and nonresidential uses are recommended for this property and therefore in the overall public interest.

3) The extent to which the planned unit development meets the purposes of this Zoning Ordinance, the comprehensive plan, and any other adopted planning objectives of the city. Any specific benefits shall be specifically cited.

Staff Finding: The Ramsey Farm property has been identified as a Critical Subarea on pages 58 and 59 of the Growth Policies Plan (GPP). Both the critical subarea map as well as text recommendations are included in this packet. In summary, the GPP provides the following key recommendations that should guide the decision to rezone this property:

- High quality, mixed residential housing at urban densities is encouraged. **The proposal meets this objective.**

- The expansion of Southeast Park on the northwest portion of the site is highly recommended.
  While the proposal does not expand the park to the degree envisioned by the guiding Subarea Map, the Parks and Recreation Department has determined that the existing park acreage is adequately sized to meet the active recreational needs of the surrounding area as well as the proposed new development. While the overall parks acreage is satisfactory, there are some facilities within Southeast Park itself that the Parks Department has determined should be upgraded to meet user needs. These include a new parking lot along Moores Pike, an improved pathway system within the park, and a reconfigured central parking facility. Additionally, in order to fulfill the goals of the Jackson Creek Master Plan and Growth Policies Plan, a new trail will be constructed by the petitioner along the West Branch of Jackson Creek floodway which connects Southeast Park to the College Mall area. The petitioner is proposing to construct and dedicate an 8 foot multi-use trail to fulfill this recommendation. The trail would be part of a 7 acre floodway land dedication which would be donated to the Parks Foundation. Estimated value of this dedication is $405,000. The City of Bloomington finds that these commitments fulfill the GPP's recommendation to expand Southeast Park.

- Nonresidential uses are encouraged for the northeast part of the site, but only with limits in scale and a tight design concept in keeping with traditional neighborhood concepts.
  With the modifications in use and building square footage outlined earlier in the staff report, staff finds compliance with this recommendation.

- A pathway facility is recommended along the West Branch of the Jackson Creek floodway.
  The petitioner has fulfilled this recommendation.

- Coordination of development review with the Monroe County Community School Corporation (MCCSC) is necessary to ensure the adequacy of school facilities.
  Adequate coordination between the developer, City, and MCCSC has occurred. MCCSC has evaluated this property for possible school location needs. Projected enrollments can be handled by existing elementary school facilities.

- Stormwater detention standards should be stringently applied to this site given the presence of known downstream flooding problems.
  The petitioner's preliminary stormwater analysis incorporates 9 detention/retention ponds and has been conceptually approved by City Utilities. The petitioner's proposed pond storage capacity exceeds ordinance requirements.

- Road connections from Queens Way and Rock Creek Drive should be required. However, sensitivity to street design is necessary to discourage cut-through traffic.
  The petitioner's proposal includes both connections, which are mitigated to discourage cut-through travel movements by traffic circles, medians, and on-street parking with bump-outs.

- Access to Moores Pike is a critical site design issue given the presence of existing sight distance constraints.
  As stated previously, staff recommends addressing this issue through approval of the proposed roundabout intersection.

4) The physical design of the planned unit development and the extent to which it makes adequate provision for public services, provides adequate control over vehicular traffic, provides for and protects designated common open space, and furthers the amenities of light and air, recreation and visual enjoyment.

Staff Finding: Adequate public services are available in association with this petition. This particular sector of the community is abundantly served by both

passive and active recreation amenities. The petitioner's proposed improvements to Southeast Park as well as adjoining land dedication will only enhance nearby recreational opportunities. As stated in the staff report, water capacity and sewer services are already available. In the February 9 staff report, staff further noted that police, fire, and transit services were present as well. While the project will create traffic congestion issues at the intersection of Sare Road and Moores Pike, a Level of Service C can be maintained as a result of developer-committed improvements.

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

Staff Finding: With regards to the PUDs compatibility with adjacent neighborhoods, staff has received substantial input on this issue from Sycamore Knolls as well as residents north of Moores Pike. With regards to Sycamore Knolls, the petitioner's land use is restricted to single family and paired units with a density of approximately 3 units per acre. This density and land use is quite compatible with that neighborhood. Clearly, the proposed project increases in density and features a greater mixture of land uses as it interfaces with Moores Pike and the dominantly single family residential area to the north.

In this case, the recommendations of the GPPs Subarea Plan and the desires of residents living north of Moores Pike come into some conflict. The GPP clearly recommends small-scale commercial uses on the northeastern portion of this PUD site. With this recommendation coupled with the goal of achieving mixed housing types, the petitioner's proposal to construct a higher density residential node bordering small-scale commercial uses is a reasonable proposal. In this case, staff finds that the higher density recommendations of the GPP coupled with the presence of a significant arterial street buffer allow for the petitioner's proposal to be compliant with this criterion.

6) The desirability of the proposed plan to the city's physical development, tax base and economic well being.

Staff Finding: The petitioner's development proposal features such positive elements as finely detailed architectural and site planning controls, utilization of alleys, mixed housing products, off-site pedestrian amenities, safety improvements to Moores Pike, and proposed live-work units in the Village Center. These types of development concepts, coupled with the degree of committed physical infrastructure improvements, provide benefits to the City's overall physical development.

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

and services.

Staff Finding: Staff findings for this criterion are duplicated in Criterion #4.

8) The proposal preserves significant ecological, natural, historical and architectural resources to the extent possible.

Staff Finding: staff notes that the petitioner has done an excellent job in the following environmental areas: 1) floodway protection, 2) karst feature protection, and 3) water resource buffering. The proposal has only a few minor encroachments into greater than 18% slopes and largely preserves significant stands of woodland.

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

Staff Finding: Staff finds that this criterion is adequately addressed through the findings for Criterion #5. In addition, the petitioner has developed a reasonable proposal for addressing both cut-through traffic as well as safe access for vehicles entering and exiting Moores Pike.

10) The proposed development is an effective and unified treatment of the development possibilities on the planned development site.

Staff Finding: The proposal fulfills both the GPPs recommendations as well as PUD ordinance requirements as a single development treatment of the property under single ownership.

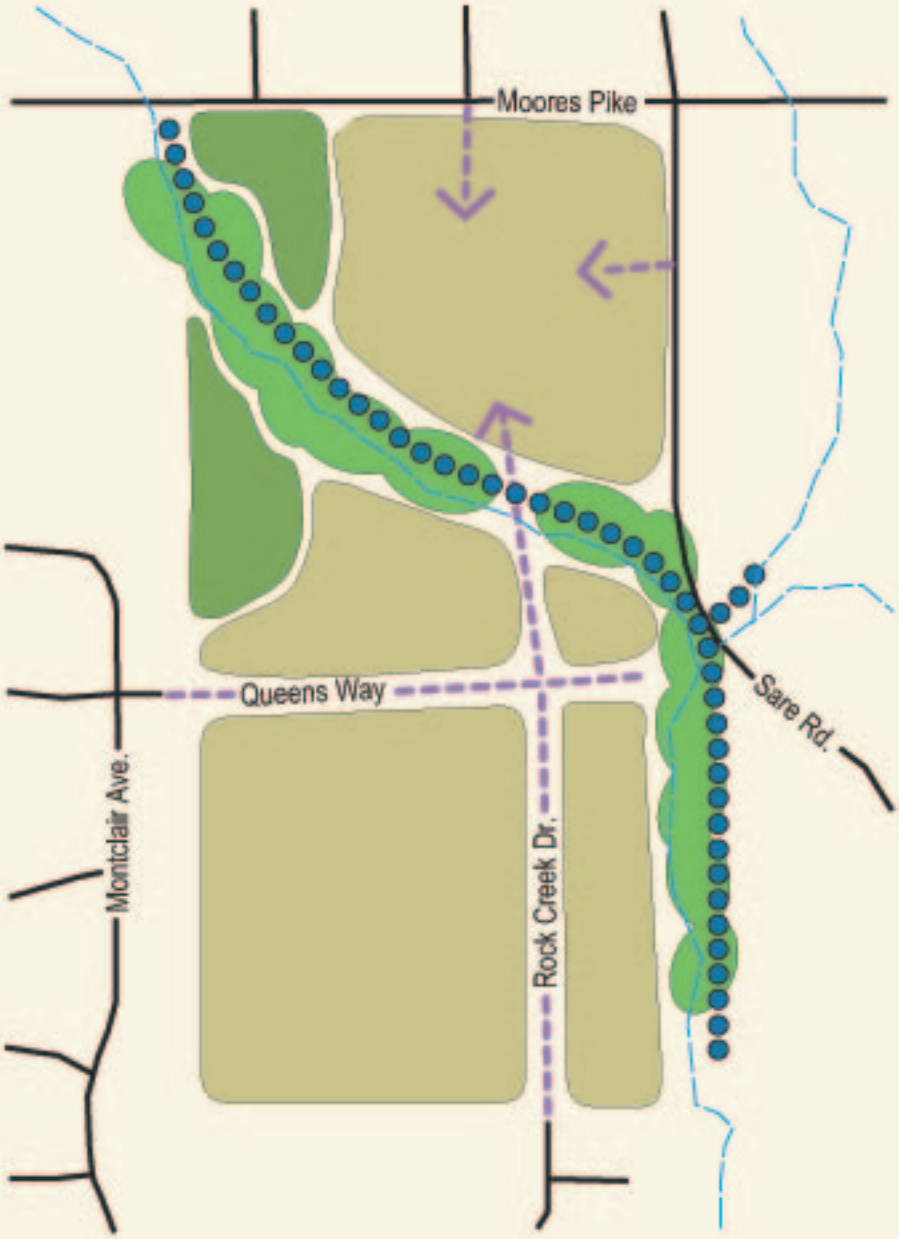
FINAL CONDITIONS OF APPROVAL

1. At final plan stage, the petitioner shall be responsible for and the Board of Public Works shall approve the design and implementation of the following infrastructure;
    a. Roundabout intersection with Moores Pike
    b. Sare Road travel lane improvements
    c. Proposed sight distance improvements on Moores Pike, east of Valley Forge Road.
    d. Sare Road / Moores Pike intersection improvements
    e. Addressing, street naming, curb bump-outs, on street parking location, cul-de-sac/circle/median designs
    f. Proposed sanitation collection
    g. Sidepath improvements along the entire frontage with Sare Road.

2. The petitioner shall be responsible for construction of a sidewalk link from the northwest portion of the PUD to the Moores Pike sidewalk (Staff

Exhibit C). Such connection shall be constructed prior to occupancy permits being issued for adjoining lots.

3. Future final plans shall consider the Planning Department's proposed conservancy areas as recommended in Exhibit B.
4. The petitioner's proposed Village Center shall be limited by the restrictions outlined in the revised petitioner's statement, and with the additional definition of Business Service indicated in the staff report.
5. All committed parks service improvements, both to be dedicated on the petitioner's site as well as those which occur within Southeast Park, shall be reviewed and inspected by the Parks Department prior to City certification.
6. Not including the proposed park improvements, this preliminary plan approval shall bind the petitioner to the following off-site pedestrian improvements: sidewalk along Queens Way and sidewalk along Winfield Drive. The City is financially responsible for sidewalk improvements along the north side of Moores Pike between College Mall Road and the roundabout access opposite Winfield Drive.
7. All site planning and architectural design restrictions as set forth in the preliminary plan are binding on future final plans for this PUD. Final plan review will be conducted by the Plan Commission, with the Commission being given discretion to delegate such review to staff as the project is developed.



MAP LEGEND

- Urban Residential
- Park
- Preserve Stream Corridor
- Existing Roadway
- New Roadway
- Creek
- Alternative Transportation Path

Ramsey Farm Subarea

Prepared by: Ground Rules, Inc.

ORIENTATION MAP

Ramsey Farm Subarea

Intent

This site is located south of Moores Pike, west of Sare Road, and east and north of the Sycamore Knolls neighborhood. The site is split by the floodway for the West Branch of Jackson Creek. The Ramsey Farm presents an opportunity for high-quality, infill housing accompanied by small-scale commercial uses.

Land Use Policies

- This Subarea is designated "Urban Residential", which encourages the development of mixed residential housing at urban densities.
- The expansion of Southeast Park on the northwest portion of the site is highly recommended. The use of conservation easements and greenways should also be used to preserve the West Branch of Jackson Creek's floodplain and environmentally sensitive areas on this site.
- Orientation of uses should place potential nonresidential uses closer to the northeastern portion of the site, limit the scale of nonresidential uses, and provide for a tight design standard for new nonresidential construction in keeping with traditional neighborhood concepts.

Urban Services

- A pathway facility along the floodway in the middle of the site is recommended as an additional cross connection from Sare Road to Southeast Park and as an additional linkage to a planned path facility in the Jackson Creek floodway.
- Because development of this Subarea could add significant residential units to the southeast side of Bloomington, coordination with the Monroe County Community School Corporation is necessary to insure the availability of adequate school facilities.
- Stormwater drainage issues are a significant concern given past downstream flooding problems along the West Branch of Jackson Creek. Development of this Subarea should incorporate very stringent stormwater detention standards.
- The City's Long Range Transportation Plan recommends improvements to both Moores Pike and Sare Road within the next 20 years. Sare Road improvements near the Moores Pike intersection are scheduled to occur within two years.

Site Design

- In order to assure integrated site design, this Subarea should be developed under a master development plan.
- Road connections to Queens Way and Rock Creek Drive should be a required design element of Subarea development.
- Access to Moores Pike is a critical site design issue due to sight distance constraints, especially at coordinated points across from Valley Forge Drive and Winfield Road.
- Design at stubbed street locations should feature a narrower street profile, on-street parking and calming measures (such as neck-downs) to discourage cut-through traffic.
- Preservation of natural features on site is strongly encouraged. This includes stream buffer protection in the interior of the site, tree preservation at the south end of the Subarea, and steep slope protection on the east side of the site.
- The character of the site along Moores Pike is enhanced by an existing tree row of ornamental tree species; these trees should be preserved during site development.

MEMORANDUM

TO: **City of Bloomington Plan Commission**

FROM: **Environmental Commission**

LIAISON: **Linda Thompson, Senior Environmental Planner**

DATE: **April 7, 2004**

SUBJECT: **PUD-53-03 Renwick**

The Bloomington Environmental Commission (EC) has reviewed the revised petition and has the following comments and recommendations. The recommendations that are italicized behind the symbol "▶" are the top five (5) in importance. Please refer to the memo dated February 3, 2004 for background information.

SILTATION AND EROSION:

Management of erosion and siltation is very important at this site. Best Management Practices (BMP) should be used strictly.

STORMWATER MANAGEMENT:

Recommendations:

1. **All parking lots should incorporate biofiltration swales and bioretention islands into site landscaping plans.**
2. **All stormwater inlets in and around parking areas should use inlet filtration devices.**
3. **All proposed stormwater basins should be generously planted with appropriate native trees, as well as a diverse mixture of native grasses, forbs and shrubs.**
4. **The post development runoff quantities should not exceed the pre-development runoff quantities.**
5. **There should be no direct concentrated drainage to moderate or steep slopes. All drainage must be controlled by Best Management Practices to prevent erosion and subsequent siltation.**

TREE PRESERVATION and OPEN SPACE:

Recommendations:

6. **The tree line along Sare Road next to the Village Center area should be preserved.**
7. ► ***Even with the recommended changes to development design in sensitive areas, there are lots that include sensitive features such as steep slopes, thin soil cover, and high quality forest. These sensitive areas should be avoided and protected.***
8. ► ***Land in the northwest corner of the property should be provided to expand Southeast Park, as recommended by the GPP.***
9. **There should be a clear plan as to how the conservancy areas to be held in common by the neighborhood association will be protected permanently. The plan should include deed restriction language, signage and other measures to ensure that property owners are adequately informed of the restrictions. The plan should be approved by the Planning Department staff and any other appropriate body prior to selling lots.**
10. **All proposed infrastructure in sensitive areas should be placed under roads.**
11. **All landscaping should be native to south central Indiana.**
12. **The mature tree line near the sidepath and the proposed roadway should be preserved.**

KARST:

Recommendations:

13. **Karst features (sinkholes and springs) should be protected by substantial fencing during the construction phase.**
14. **All sinkholes should be reclaimed with vegetation native to south central Indiana.**

STEEP SLOPES (>18%):

Recommendations:

15. **Lot configuration should be modified in areas adjacent to steep slopes to avoid disturbance and destabilization of the slopes.**
16. ► ***Buildings and/or infrastructure located adjacent to steep slopes should be subject to additional design standards, as well as additional stormwater BMPs.***

WATER RESOURCES:

Recommendations:

17. **As stated in the GPP, the floodplain of the west branch of Jackson Creek should be protected and preserved, especially at the proposed road crossing.**
18. ► ***The bridge should have a very large span so that stream flow is not impeded, and the sensitive soils of the floodplain are protected.***
19. **A 25 foot wide area of no disturbance should be placed to protect riparian vegetation and the floodplain.**

WETLANDS:

Not only is protection of on-site wetlands and floodplains important, but ensuring this development doesn't adversely affect downstream wetlands is necessary.

MISCELLANEOUS RECOMMENDATIONS:

20. **Because bluebirds were observed during our site inspection, the EC recommends construction of bluebird nest boxes in appropriate locations in conservancy areas.**

21. **The EC encourages the petitioner to consider the use of green building design, which would be a very appropriate amenity for this type of development.**

22. **Full recycling services should be provided for residents of the multi-unit housing, and the commercial facilities.**

23. **Covered bicycle shelters should be provided for the multi-unit housing, and commercial facilities.**

24. ► ***The Covenants, Conditions, and Restrictions (CCR) should include additional restrictions in the PUD-designated tree control areas. These restrictions should disallow any filling or cutting of existing grade within the tree control areas throughout the overall PUD.***

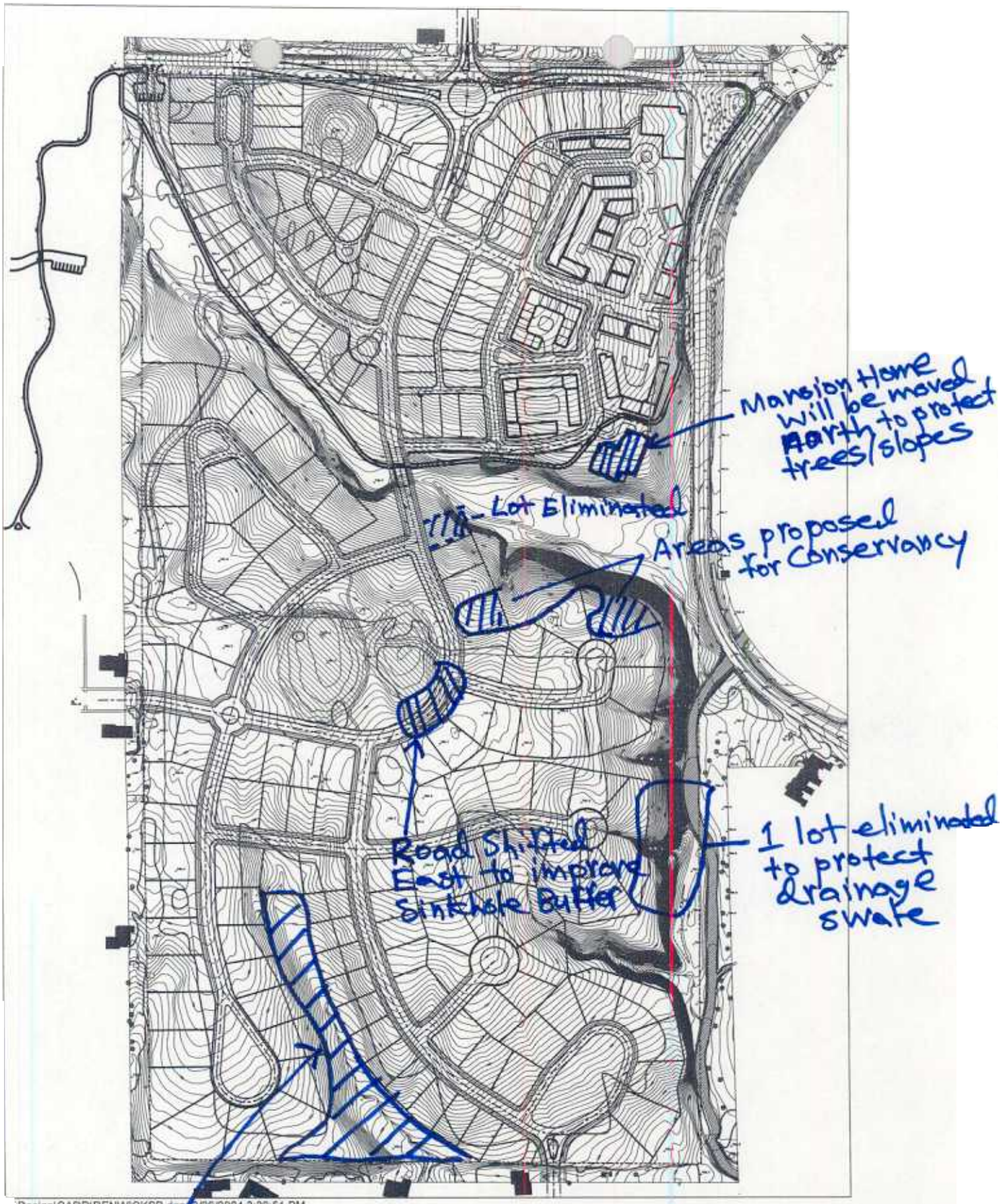


Exhibit A
Revisions for Environmental Protection

Exhibit B
Additional Staff Recommended Revisions

MOORES PIKE
SOUTHEAST PARK
Parks Foundation Gift Area
RENWICK
SARE ROAD
SARE ROAD

Parks Plan

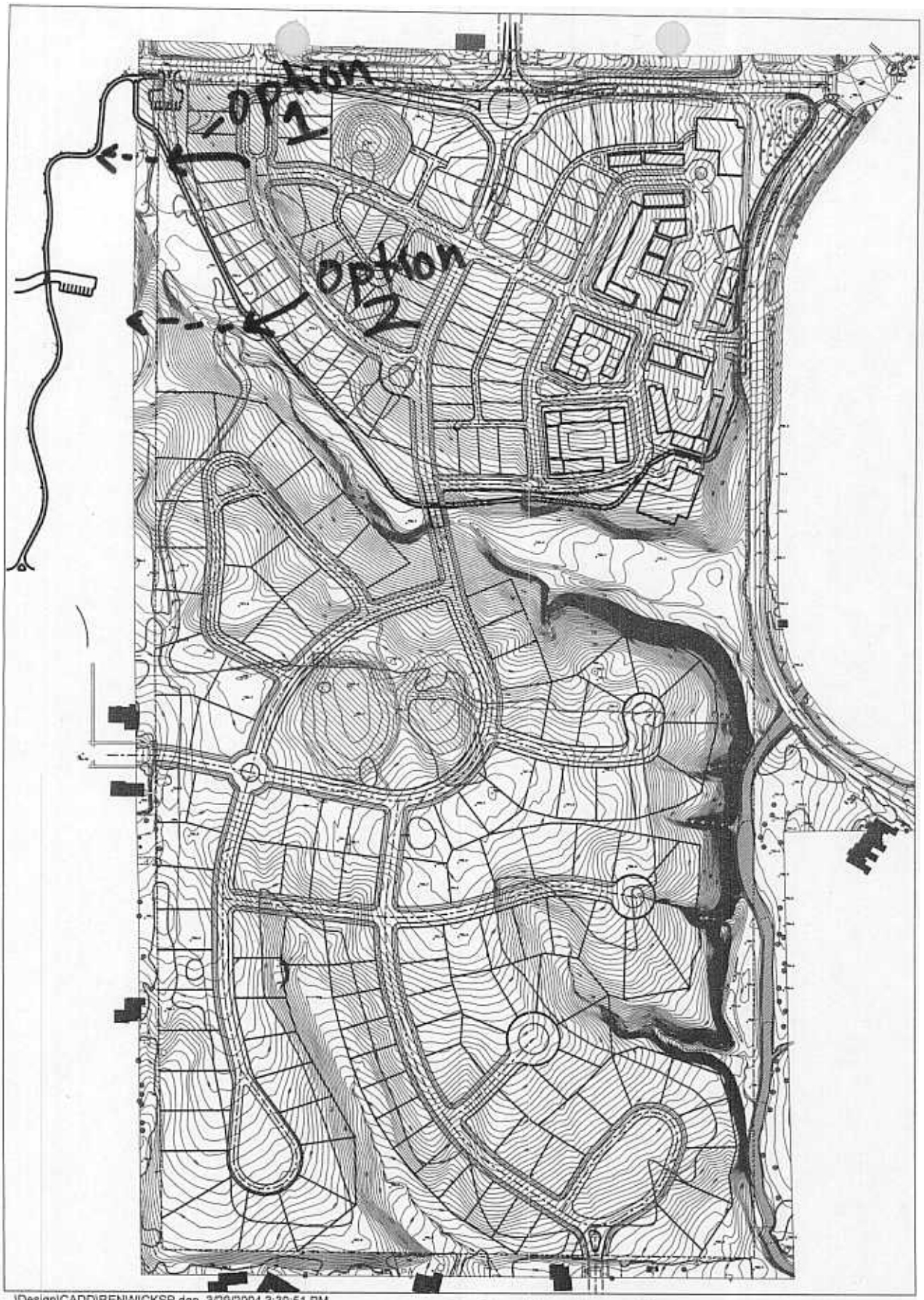


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Exhibit C
Park Connectivity Options

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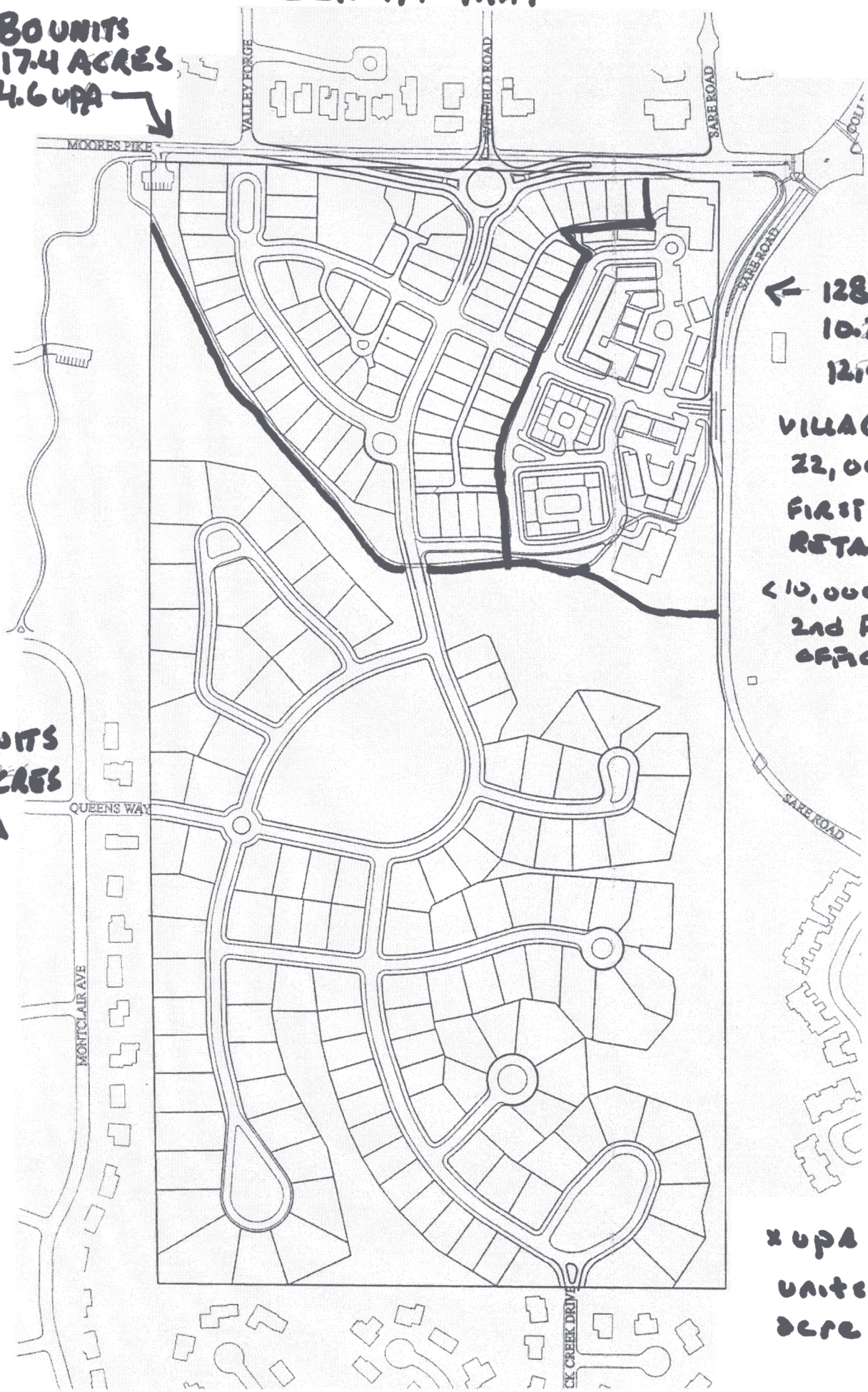
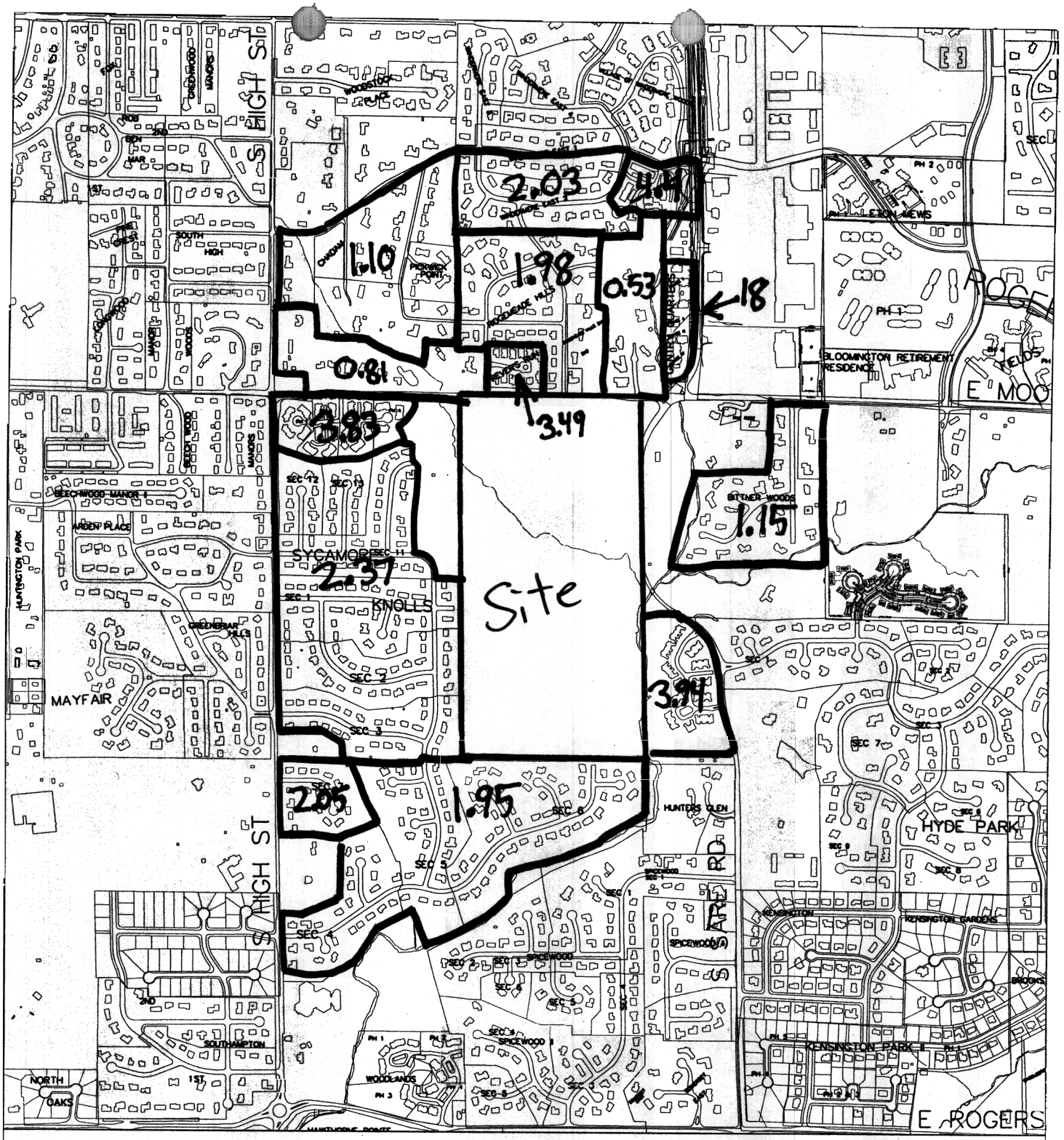
Preliminary Plan Map

DENSITY MAP


80 UNITS
17.4 ACRES
4.6 UPA
MOORES PIKE
VALLEY FORGE
SARE ROAD
128 UNITS
10.2 ACRES
12.5 UPA
VILLAGE CENTER
22,000 sf
FIRST FLOOR
RETAIL
<10,000 sf
2nd FLOOR
OFFICE SPACE
~156 UNITS
51.5 ACRES
3 UPA
QUEENS WAY
MONTCLAIR AVE
CK CREEK DRIVE
x UPA
units per
acre



Density Map

By: roachja
6 Apr 04

1000 0 1000 2000 3000

N

City of Bloomington
Planning

Scale: 1" = 1000'

For reference only; map information NOT warranted.

THE VILLAGE CENTER AT RENWICK

The Village Center at Renwick will feature a rich mix of brownstones, mansion homes, and a small scale commercial village area to provide neighbors in the immediate area with services a walkable distance from their home.

The following are specific commitments and representations regarding the Village Center commercial area:

1 The Village Center commercial component shall not exceed a total of 22,000-sf of first floor space.

2. Second floor space shall include residential or office use only. Residential use (live/work) units shall be limited to a total of 18. Second floor office space shall be limited to a total of 10,000 sf spread over the individual buildings shown on the site plan.

3. Individual building square footage will vary in size from 1,800-sf to 2,700-sf (see site plan).

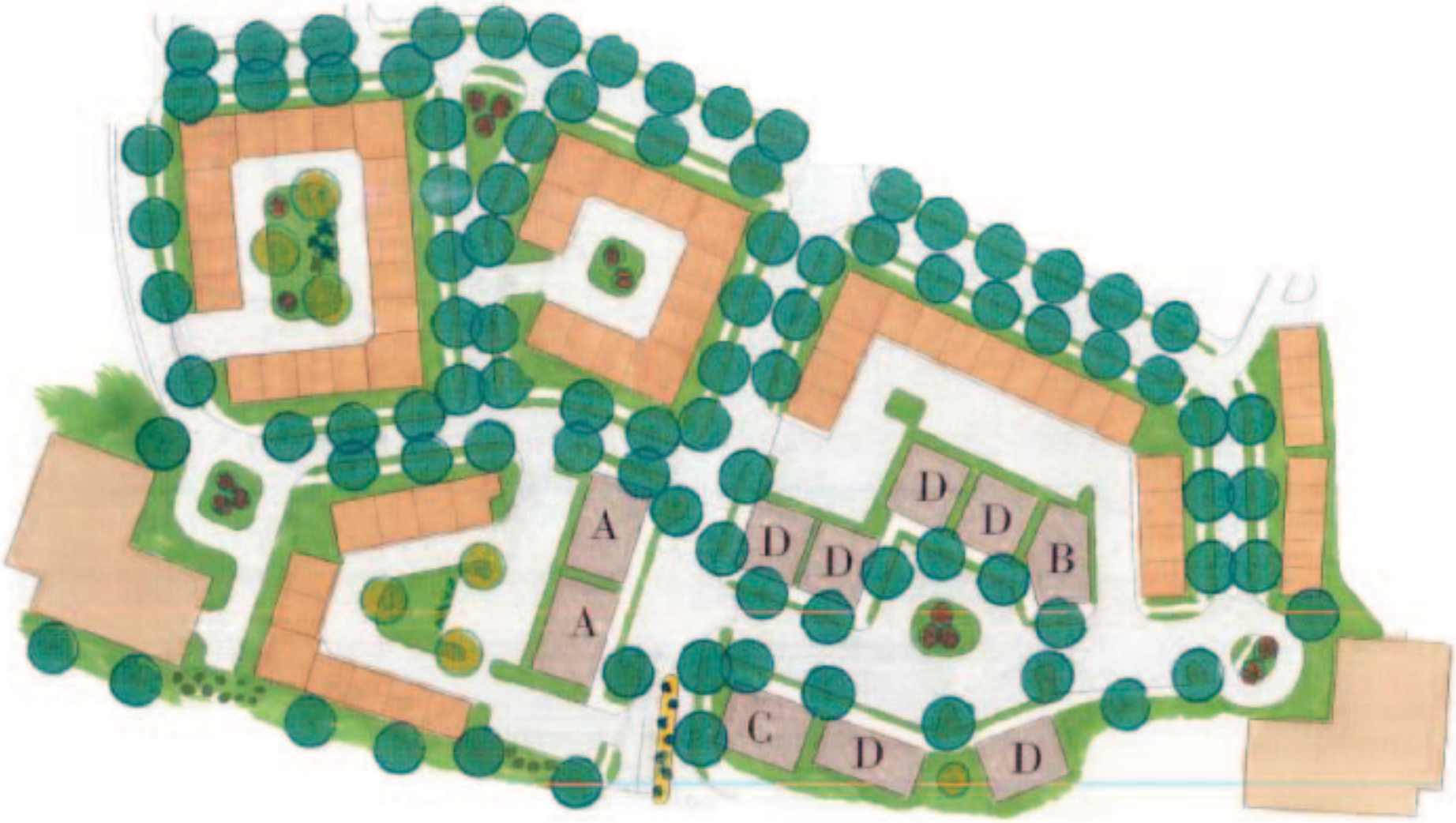
4. Character of the buildings/exterior elevations shall be as shown on the attached renderings.

5. Tight design standards for the commercial buildings shall be required as shown on the attached retail lot standards including building elevation, side/rear yard, grouping of lots, and front yard landscaping.

6. Signage standards for all buildings shall be as shown on the attached Retail Sign Standards and illustrative drawings.

7. Covenants, Conditions and Restrictions shall be a part of each deed of conveyance to any commercial lot/buildings, which CCR's will include all commitments and design standards referenced herein.

Revised Petitioner's Statement



Renwick Village Center

- A 2-2,700 sq.ft. 1st Fl. Commercial = 5,400 sq.ft.
- B 1-2,400 sq.ft. 1st Fl. Commercial = 2,400 sq.ft.
- C 1-2,200 sq.ft. 1st Fl. Commercial = 2,200 sq.ft.
- D 6-1,800 sq.ft. 1st Fl. Commercial = 10,800 sq.ft.
  20,800 sq.ft.

- Office 2nd Fl. Max 10,000 sq.ft.
- Residential 2nd Fl. Max 18 du.

The Village Center at Renwick

Commercial Uses:

Live/work individual buildings per guidelines
- Medical services including Doctor, Dentist, Optometrist, and Chiropractor
- Veterinarian office (no kennels)
- Restaurant (no drive through)
- Business services
- Bike shop
- Convalescent/Rest home
- Community Center
- Cultural facility

Daycare Center
- Walk up ATM (no drive through)
- Offices
- Personal service
- Food services such as coffee/bagel, ice cream, pizza, Subway etc. (no drive through)

Neighborhood convenience food market (no gas pump)
- Drycleaners (drop off/pick up)
- Light retail such as flowers, art store, gift/card shop, books/newspaper, etc.

Note:

We anticipate over half of the first floor commercial space will be occupied by medical services, business service, and personal service type users. The balance of the square footage will be filled in with other uses outlined above.

We further anticipate that well over half of the users in the commercial Village Center will be owners of their building and some may very well live in the immediate area of Renwick or other adjacent neighborhoods. There is a strong demand for ownership of one's office or business rather than lease.

Renwick
Traffic Accommodation
2/21/04

This is a summary of the methodology, design criteria, standards and recommendations for the Renwick Proposal. The traffic plan for Renwick involves many factors and the subsequent proposal is submitted as most appropriate plan for the Project and the Community.

The Process

Designing the street and traffic features of a development is an iterative process that involves participation of many disciplines. It typically begins with the land planner and developer with initial development concepts. The planner has an understanding of street layout and the purpose and functioning of the streets. Input is sought from a wide variety of sources including the local planning and engineering departments, affected neighbors etc.

With the initial schematic plan completed, the traffic engineer is called upon to study traffic impacts of the proposal. The engineer could recommend changes to the plan. The traffic study first evaluates the existing roadway network and traffic system in the area of the project. Traffic volume projections are made for the project and for background growth in the area. These projected trips are then distributed to the internal and area roadways. Recommendations may be made for alternative road configurations, upgrades to the existing road network and for appropriate design of the various roads and intersections within or affected by the project.

The review authority typically evaluates the information provided in the traffic study to insure that a proper evaluation has been completed and that the design adequately addresses the requisite issues.

The Renwick Plan

The Wininger Stolberg Group worked closely with their land planner, Gary Weaver, the City Planning Staff and affected neighbors in the development of the initial Renwick plan. Smith Neubecker and Associates was retained to perform the traffic study and make roadway design recommendations. The City retained traffic engineers Butler Fairman and Seufert to assist with review of the traffic study and resulting intersection recommendations.

The Renwick plan provided for an internal network of streets that connected to Sare Road, Moores Pike and to High Street via Sycamore Knolls Subdivision. These connections were consistent with the City's sub area plan for the Ramsey farm and consistent with recent traffic planning by the City. The streets are very indirect to discourage cut through traffic yet allow Renwick and Sycamore Knolls traffic to exit in the direction of its final destination.

The Traffic Study

The Renwick schematic plan became the basis for a traffic impact study. The study included the standard elements of a traffic impact study for new development. Each of these elements is discussed briefly;

- **Existing Traffic**
  The consultant and the City made traffic counts on area roads and intersections. 24 hour counts were made on Rockcreek Drive, Wimbleton Lane, Queens Way, Arden Place, Winfield, Valley Forge, Moores Pike, Sare Road and High Street. Peak hour counts were taken in the morning and afternoon at the Moores Pike intersection at Sare Road and at High Street. Level of Service (LOS) analysis was completed for the existing traffic.

  Background Growth
  There is a general trend in traffic growth due to many factors including population growth and the increased use of the automobile. Background growth was initially evaluated at 1% per year for the estimated 8 yr. build out of the project. At the City's request that figure was increased to 2.5% per year for a ten year period. Background growth adds significantly more traffic to the street network than the development of Renwick.

  Trip Generation
  The estimated volume of trips is projected based on the proposed land use and the ITE Trip Generation data. Projections were made for Average Daily Traffic (ADT) and for morning and afternoon peak hours. Average Daily Traffic includes both exiting and entering traffic. The project is expected to generate 4060 ADT, 269 during the AM peak hour and 293 during the PM peak hour. (See attached table)

  Trip Distribution
  Trips are distributed to area roadways for each of the areas within the Renwick land use plan for ADT and for peak hour volumes. Allowance is made for internal trips that do not reach the arterial roads and for passer by trips that are drawn by the commercial uses. The trips were distributed assuming that flow on Moores Pike was interrupted in some fashion to allow Renwick traffic onto the street. Traffic volume totals were computed that included existing traffic, background growth and project generated traffic.

  Discussion and Analysis
  Each intersection was evaluated based on it's proposed configuration in the land use plan and its projected traffic volumes.

  Executive Summary
  Specific recommendations are made in the executive summary:
  - The Sare Rd/Moores Pike intersection drops from its existing LOS C to LOS E during the AM peak hour and from its current LOS B to LOS C in the PM peak hour. Intersection improvements should be considered.
  - The High Street/Moores Pike intersection operates at LOS C before and after development.
  - The Sare Road intersection with Renwick should provide separate lanes for left turn movements.
  - Traffic on Moores Pike must be interrupted for Renwick Traffic. A roundabout is recommended.

Moores Pike Connection

The land plan and the traffic plan for Renwick is intended to distribute traffic efficiently to the arterial street network. The internal street network is designed to accommodate that efficient distribution without encouraging cut through traffic.

Connections need to be made to High Street, Moores Pike and Sare Road for the traffic plan to work effectively and not cause excessive traffic on any of the connections or on the internal street network. The Moores Pike entry will have a large number of left turns during the peak hour. The left turn is very difficult to make if the Moores Pike traffic is not interrupted. If the Moores Pike traffic is not interrupted, many of the left turn movements will seek a different route. The most logical substitute is through Sycamore Knolls to High Street putting additional traffic on internal local streets.

The traffic study assumed interruption of traffic at Moores Pike and distributed approximately 300 (ADT) Renwick trips to the Queens Way/Arden Drive pair. If left turns entering Moores Pike are not protected, the volume of traffic added to Queens Way can be expected to increase to 600 ADT. If no access were provided to Moores Pike, total traffic added to Queens Way could be 1100 ADT. Lack of a Moores Pike access would add traffic to the Sare Road access as well.

The Moores Pike intersection must be designed to function efficiently for it to be an effective part of the area street system. Exiting left turn traffic must be protected to minimize excessive redirection of traffic through Renwick and adjacent neighborhoods. All way stop control, traffic signal or a Roundabout are possible solutions. Since the original intersection design study the City of Bloomington has agreed to partner with the Developer and remove the "hump" west of Winfield providing adequate intersection site distance to Valley Forge. While this does not change the effectiveness of the type of intersection it would allow for greater flexibility for the intersections location.

Intersection Types:

- **All Way Stop**
  An all way stop would provide the opportunity to stop the Moores Pike Traffic so that the local road traffic can enter the intersection. Interruption of traffic is a justifiable reason for a multiway stop. However, Moores Pike traffic volume is much higher than the proposed or adjacent local roads, which would cause considerable delay and reduction in level of service. Construction of an all way stop intersection would also decrease safety along Moores Pike.

  Traffic Signal Control
  The Renwick entry drive does not have a high enough traffic volume to warrant a traffic signal. Traffic signal warrants in the Manual on Uniform Traffic Control Design(MUTCD) are very specific and are not met at this intersection.

  Roundabout
  The preliminary design for the roundabout has been completed based on the Federal Highway Administrations (FHWA) manual "Roundabouts: An Informational Guide". The attached memo from Kristen Taylor, engineer with Smith Neubecker & Associates, dated 2/23/04 provides references and explains the design elements of the roundabout.

According to the FHWA roundabouts always offer better performance than all way stop control, giving similar conditions. In addition to providing for left turns out of the Renwick development all left turns at the intersection are simplified including exiting traffic from Winfield Drive. Because traffic is not stopped at a roundabout delays are minimized which can lower emissions.

Roundabouts may improve safety by:

- Eliminating or Altering Conflicts
- Decreasing speeds
- Pedestrians only cross one direction of traffic at a time. Traffic is either entering or exiting the roundabout.

Sare Road Access

The location of the Sare Road access in the Renwick Land Plan meets all requirements for sight distance and provides adequate distance from the Moores Pike intersection. After the February 9, 2004 Plan Commission Meeting the Developer requested additional analysis to determine if the intersection could be move south and still meet sight distance requirements.

Both horizontal and vertical intersection sight distances were reviewed and it was determined that the intersection could be moved. The new location of the Sare Road intersection is 100 feet south of the previous location making it south of the existing residence to the east and approximately 590 feet from the Sare Rd. Moorse Pike intersection.

Plan Commission Memo

To: Members of the Plan Commission

From: Tom Micuda, Planning Director

Date: March 3, 2004

Subj: Case # PUD-53-03 (Renwick PUD request)

In order to address questions that were raised by both the Plan Commission and the public regarding traffic impacts associated with the Renwick PUD request, the petitioners have submitted supplementary information to augment their original traffic study. This information covers the following topics:

- Projected traffic impacts of the PUD proposal
- Review of access options along Moores Pike
- Relocation of Sare Road access
- Overview of roundabout design criteria
- Review comments by the City's Professional Engineer – Butler Fairman & Seufert
- Diagrammatic depictions of various access options and proposed street improvements.

In addition to this supplementary material, the petitioner's engineering consultant as well as a representative from Butler Fairman & Seufert will be attending the March 8 Plan Commission hearing. After a short introduction by staff, the petitioner's consultant will give a presentation devoted specifically to traffic and access issues. Following Plan Commission questions for the petitioner and City consultant as well as public comment on traffic issues, staff would like to receive Plan Commission input on the following topics:

- Have the traffic impacts associated with this proposed rezoning been adequately addressed by the petitioner?
- Is the proposed roundabout the most logical design option to address project access to Moores Pike?

Staff continues to work with the petitioner on a number of other issues raised during the first hearing. Because these issues are still in a state of flux and more discussion is still needed to better understand the project's traffic impacts, staff advises the Plan Commission to forward the petition to the April 12 hearing.

Smith Neubecker & Associates, Inc.

Memo

To: Steve Smith

From: Kristen Taylor

3547 File

Date: 2/23/2004

Project No. 3547 - Ramsey Farm Roundabout

Roundabout Design

The following is a summary of the various design elements considered in the proposed layout of the roundabout at Winfield Rd. and Moore's Pike for the Ramsey Farm Development. The Federal Highway Administration publication *Roundabouts: An Informational Guide,* was used as a reference in the design.

Roundabout Size Category – Urban Single Lane – "There are six basic categories based on environment, number of lanes, and size:" (Ch.1, 12) The urban single lane category best fits the traffic capacity needs, design vehicle and design speed of Moore's Pike.

Roundabout Design Speed – 16 mph – "The design speed of the roundabout is determined from the smallest radius along the fastest allowable path. The smallest radius usually occurs on the circulatory roadway as the vehicle curves to the left around the central island." Exhibit 6-11 in the roundabout manual shows that for a circulatory roadway radius of 55 ft, the speed is approximately 16mph.

Design Vehicle – WB-50 – "The choice of design vehicle will vary depending upon the approaching roadway types and the surrounding land use characteristics." (Ch.6, 142) "Commonly, WB-15 (WB-50) vehicles are the largest vehicles along collectors and arterials." (Ch.6, 142)

Alignment of Circle – In the proposed roundabout design the centerlines of all approaches pass through the center of the inscribed circle. "In general, the roundabout is optimally located when the centerlines of all approach legs pass through the center of the inscribed circle." (Ch. 6, 144)

Inscribed Circle Diameter –130 ft – For single lane roundabouts, inscribed circle diameters of 100, 115 130 or 150 ft are recommended. Due to the turning requirements of the design vehicle, an inscribed circle diameter of 130 ft was chosen. "In general, the inscribed circle diameter should be a *minimum* of 30m (100ft) to accommodate a WB-15 (WB-50) design vehicle." (Ch.6, 146)

Circulatory Roadway Width – 19 ft – The width of the circulatory roadway was determined with the use of turning radius templates for a WB-50 truck.

Circulatory Path Superelevation – The circulatory roadway proposed is set at a cross slope of 2 % away from the central island. "As a general practice, a cross slope of 2 percent *away* from the central island should be used for the circulatory roadway. This technique of sloping outward is recommended

6

for four main reasons: 1.) It promotes safety by raising the elevation of the central island and improving its visibility 2.) It promotes lower circulating speeds 3.) It minimizes breaks in the cross slopes of the entrance and exit lanes & 4.) It helps drain surface water to the outside of the roundabout." (Ch. 6, 166)

Central Island design - Designed as a raised circle with radius of 44 ft. – "Central islands should always be raised, not depressed, as depressed islands are difficult for approaching drivers to recognize." (Ch. 6, 150)

Entry width – 14ft to 16ft – "The design should provide the minimum width necessary for capacity and accommodation of the design vehicle in order to maintain the highest level of safety. Typical entry widths for single-lane entrances range from 4.3 to 4.9 m (14 to 16 ft)..." (Ch. 6, 147)

Splitter Island Geometry – Length - Varies by approach from 50ft to 63ft in length. "Splitter islands should be provided on all roundabouts, except those with very small diameters at which the splitter island would obstruct the visibility of the central island." (Ch. 6, 157) "The splitter island envelope is formed by the entry and exit curves on a leg... The total length of the island should generally be at least 15m (50ft) to provide sufficient protection for pedestrians and to alert approaching drivers to the roundabout geometry." (Ch.6, 157)

Pedestrian Crossings – Pedestrian crossings are located at least 25ft from the yield line on each approach. Splitter islands are at least 6 ft in width at the point of the pedestrian crossings and the pedestrian refuge is designed to be at street level. "At single-lane roundabouts, the pedestrian crossing should be located one vehicle-length (7.5m [25ft]) away from the yield line." (Ch. 6, 156) "The pedestrian refuge should be designed at street level, rather than elevated to the height of the splitter island." (Ch. 6, 156) "The pedestrian refuge should be a minimum width of 1.8 m (6ft) to adequately provide shelter for persons pushing a stroller or walking a bicycle." (Ch. 6, 156)

Stopping Sight Distance – 248 ft provided in both directions on Moore's Pike – The required stopping sight distance for a design speed of 30mph is 197.8ft ~200ft. (Exhibit 6-28) This is calculated based on an object height of 2 ft and height of drivers eye of 3.5 ft.

Intersection Sight Distance – Adequate intersection sight distance is provided in a roundabout when the height of objects in the center circle and in the outside corners between entry points are limited. The developer will only add landscaping and other objects within sight distance areas that do not obstruct a driver's line of sight. Intersection sight distance is "the distance required for a driver without the right of way to perceive and react to the presence of conflicting vehicles. At roundabouts, the only locations requiring evaluation of intersection sight distance are the entries." (Ch. 6, 161)

NOTE:

Vehicle path radiuses – The determination of vehicle path radii to achieve consistent design speeds throughout the roundabout is an important element in the design of a roundabout and can be "a subjective process requiring a certain amount of personal judgment". At the time the roundabout was laid out, the key elements of design as mentioned above were determined, however, an in depth look at all of the vehicle path radiuses was considered to be a part of detailed design and outside the scope of the design at that time.

Butler Fairman Seufert
CIVIL ENGINEERS
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BY:

8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN 46240-8302
TEL 317 713 4615
FAX 317 713 4616
E-MAIL bfs@BFSEngr.com

509 W. 84TH DR., SUITE G
MERRILLVILLE, IN 46410-6249
TEL 219 769 2333
FAX 219 769 2377

December 11, 2003

Mr. Tom Micuda, AICP
Planning Director
City of Bloomington
City Hall
401 North Morton Street
Bloomington, IN 47404

RE: Ramsey Farm Development Traffic Impact Studies

Dear Mr. Micuda:

We have reviewed the traffic engineering studies submitted to you by Smith Neubecker and Associates on behalf of Wininger Stolberg Group, which describe a proposed PUD immediately southwest of the intersection of Sare Road and Moores Pike.

The 80-acre mixed-use development is planned for single family, multifamily and retail uses. More distinctly, the proposed uses are defined as "Single Family Detached Housing - ITE Code 210", "Residential Condominium/Townhouse - ITE Code 230" and "Shopping Center - ITE Code 210".

The traffic generated by the above mentioned land uses in this development have been forecast using trip generation rates from the Institute of Transportation Engineers, Trip Generation manuals in the standard manner. The projected background growth rates on the existing adjacent arterial streets are logically based on projected new traffic generated from available developable land within the immediate area, and projected through traffic generated by new development beyond the immediate area.

The forecast traffic volumes within the development have been logically distributed to four portals, each in a cardinal direction. The north and east portals will connect directly to arterial streets. The south and west portals connect to existing local residential streets which then connect to arterial streets. The interaction of this additional traffic at the intersections with the boundary arterials, and at the intersections of the boundary arterials, is the defining test of the impacts of the proposed development.

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BRADLEY D. WATSON, P.E.

Member
ACEC
INDIANA

The traffic engineering software "Synchro" was used to define the capacity of each approach to each intersection in the network. "Synchro" is an industry standard computer program which extrapolates the "Level of Service" (coefficient of utilization) of each individual intersection. A baseline (present day) AM and PM peak hour capacity is determined for each approach and a coefficient of utilization is calculated. The coefficient of utilization is simply a comparison of the capacity of the approach in vehicles per hour to the intended usage of the approach in vehicles per hour. The result is the percentage of total possible vehicles per hour through an approach. A future capacity and coefficient of utilization is determined from the projected volumes for each approach, and the present and future are then compared to identify the resultant impacts.

The highest differential impacts comparing present demand to future demand resulted at the intersection of Moores Pike and Sare Road during the AM Peak Hour. The future westbound through approach volume raised the coefficient of utilization from 73% to 86%. The future northbound through approach volume raised the coefficient of utilization from 83% to 90%. The 13% and 7% increases do indicate an increase in delay through these approaches, but not to an unacceptable level. The addition of approach lanes and geometry improvements within the intersection are indicated before the forecast year of 2011. These intersection changes, which can be incorporated into the City's proposed improvements to Sare Road, will allow the current intersection level of service to be maintained.

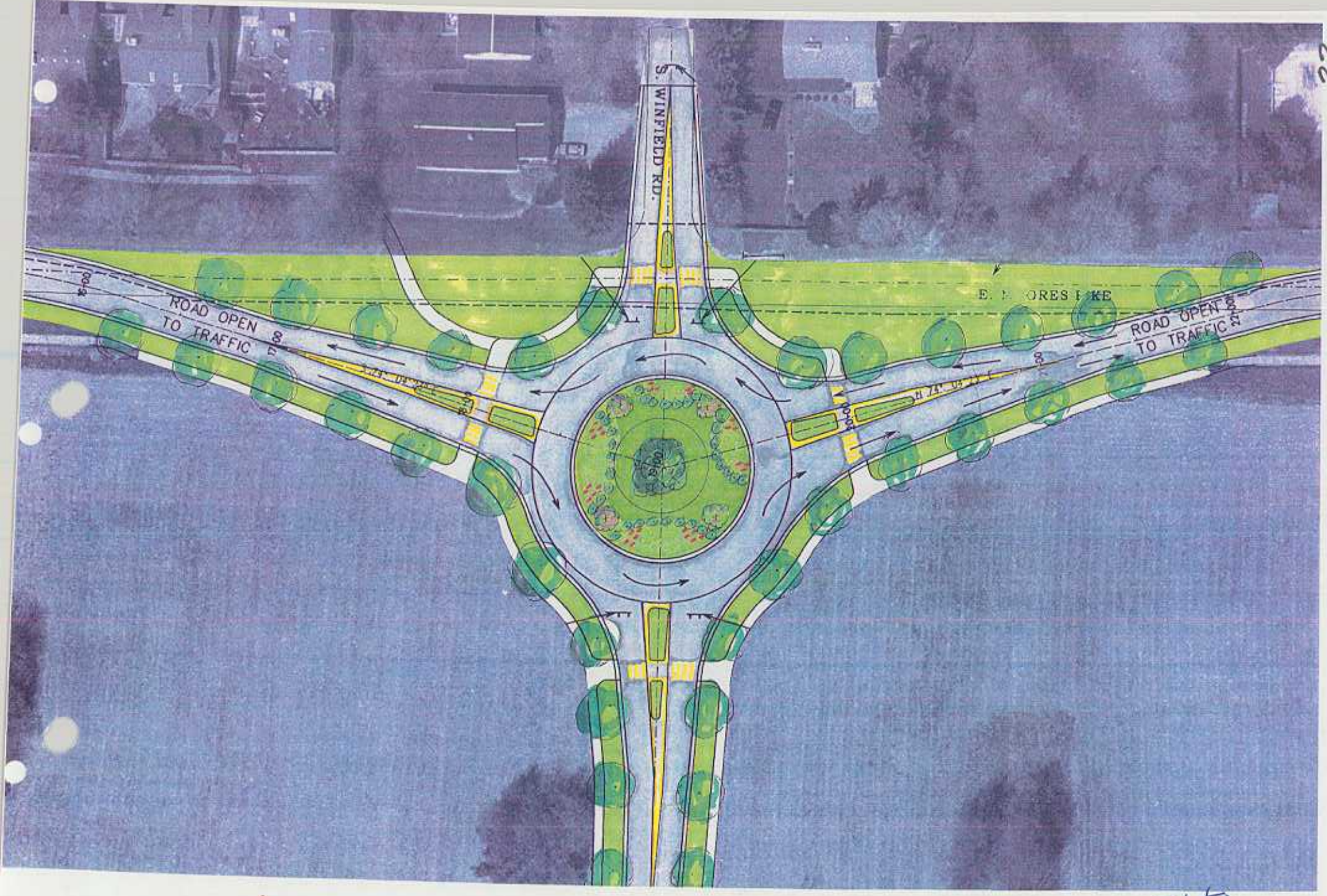
We found the study to be a well-founded and complete assessment of traffic impacts generated by the proposed development. In addition, we have also reviewed the proposed roundabout intersection at the project's access drive with Moore's Pike. Unlike a stop-conditioned or signalized intersection, the proposed roundabout will allow traffic generated from this project to outlet onto Moore's Pike without creating negative impacts to either the congestion or safety on this arterial street. The roundabout also meets all AASHTO design standards.

Very truly yours,

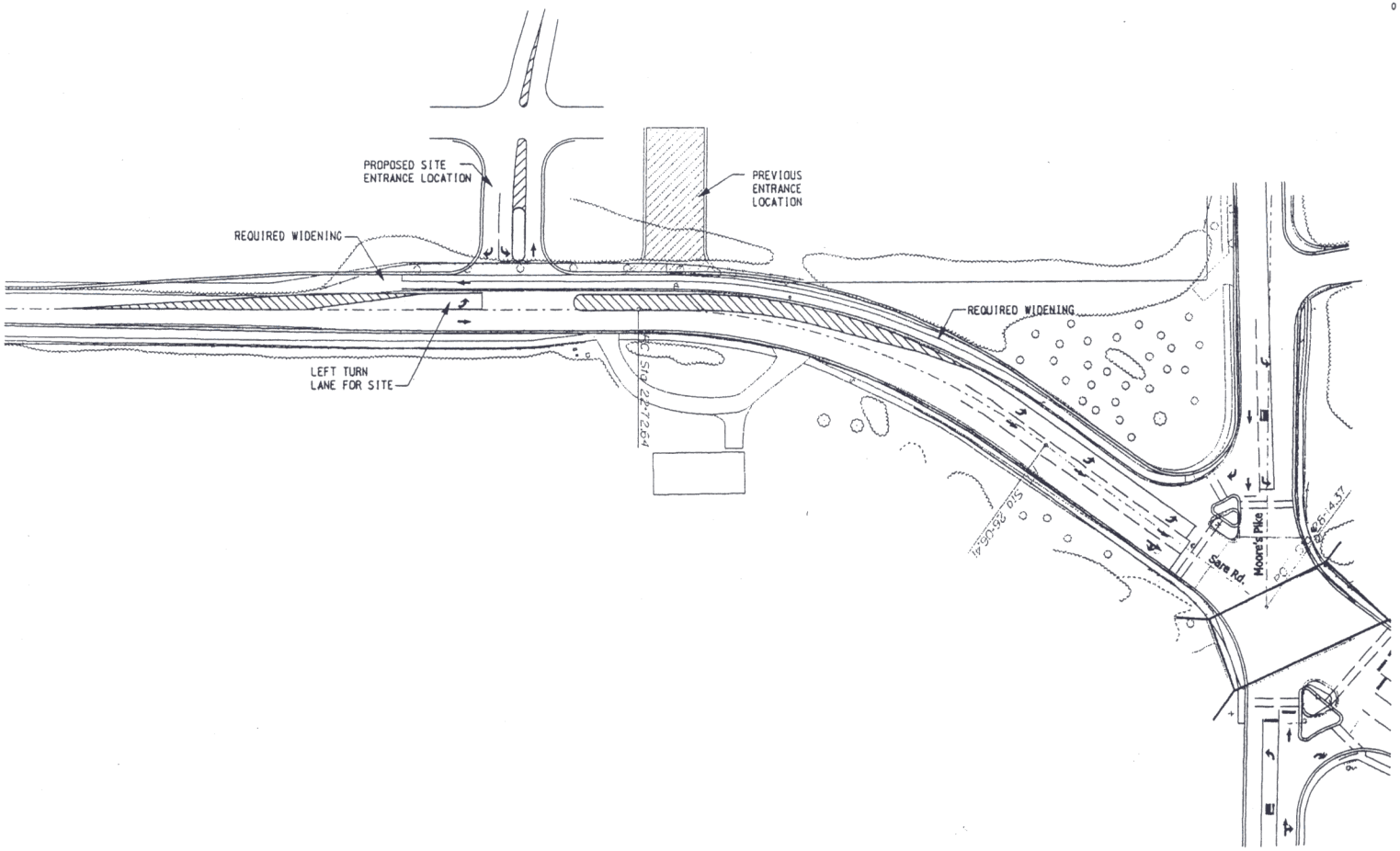
BUTLER, FAIRMAN and SEUFERT, INC.

Stephan F. Holder
Transportation Engineer

James A. Deahl P.E.
Chief, Right-of-Way Services



Proposed Roundabout



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Smith Seckman & Associates, Inc.

JOB TITLE

Ramsey Farm
Sare Road / Moores Pike
Conceptual Improvements

REVISIONS	BY	DATE

SHEET

OF

DATE / /

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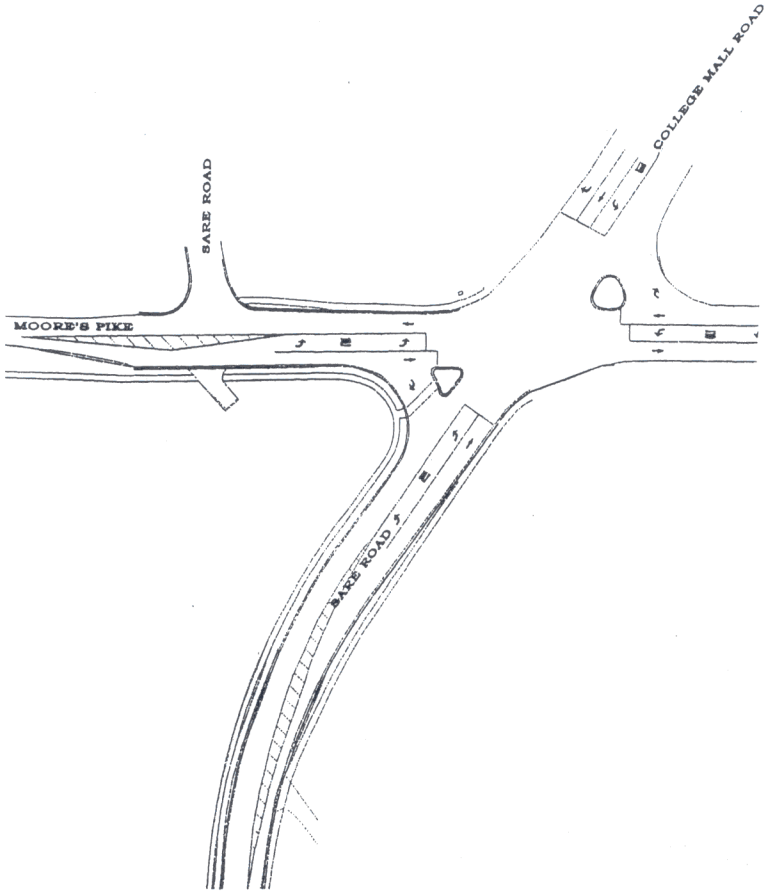

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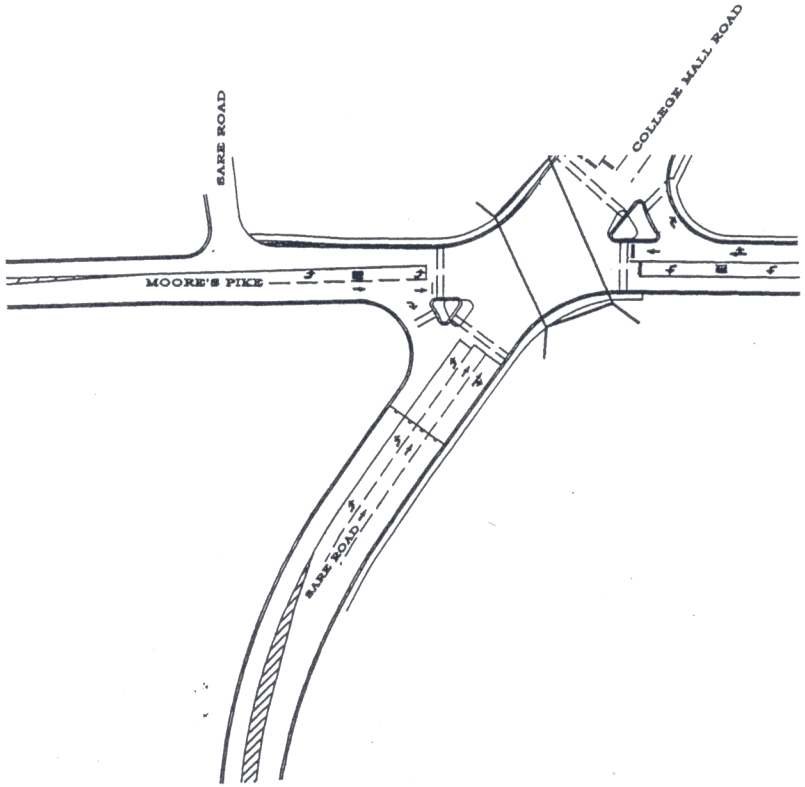

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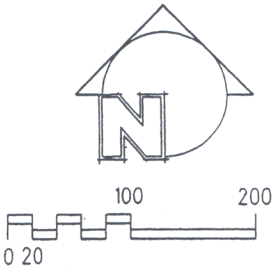

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Smith Heubecker & Associates, Inc.

JOB TITLE
RENWICK DEVELOPMENT
SARE ROAD & MOORES PIKE
INTERSECTION

REVISIONS	BY	DATE

JOB NUMBER 3547
SHEET
OF
DATE / /

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Renwick Moores Pike/Sare Road Alternative Plan

Buff Brown

April 9, 2004

Executive Summary

This document describes an Alternative Plan to the current transportation plan surrounding Renwick Place.[1] These ideas grew from attending numerous meetings of interested parties and studying a number of relevant documents. I believe this Alternative Plan is in the best interest of all citizens and ultimately in the interest of the developer. I believe I am reasonably qualified to produce and present this Alternative Plan; I am an Engineer, an Attorney and am employed with IDEM as a Transportation emissions expert in the Office of Air Quality. I have been on the Traffic Commission for 9 years and the Citizens Advisory Council for the Metropolitan [Transportation] Planning Organization (MPO) for over 2 years where I am vice-chair. The following summarizes this Alternative Plan.

- **No roundabout at the entrance to Renwick.**
  - Federal Highway guidelines describe this location as inappropriate for a roundabout. (See report for details)
  - The neighbors north of Moores Pike are highly opposed to it, Queens Way residents are highly opposed to it, and the Sycamore Knolls planning group members are apprehensive.

- **Two two-way-stop entrances to Renwick on Moores Pike, one at Winfield and one at Valley Forge.**
  - This is consistent with Federal Highway guidelines, it is consistent with the GPP. (See report for details)
  - It is highly supported by all neighborhood groups.
  - The design of these intersections, however, are critical:
    - The sight lines must be improved by flattening the hill east of Valley Forge and removing the slight rise just east of Winfield.
    - The intersection design must calm traffic and facilitate safe left turns. (See report for suggests).

- **A pedestrian/bike overpass over Moores Pike**
  - The complete leveling of the hill east of Valley Forge will bring the road nearly 12 ft below the existing north and south-side sidewalks, thus creating a perfect at-sidewalk-grade location for an arched pedestrian overpass. (See report).
  - This would remove the largest impediment (Hillside) to bike/ped transportation for those on the southeast side of Bloomington, as well as give access to the park for those north of Moores Pike.
  - This is consistent with the GPP to mitigate traffic through improved alternative transportation facilities, and consistent with the Greenways plan.
  - This is highly supported by all neighborhood groups.

- **The lane addition planned for Sare Road as it approaches Moores Pike can be removed.**
  - Given the great advantage the overpass will bring to the entire southeast quadrant of Bloomington, i.e., significantly improving the safety and convenience to alternative modes of transportation, it is likely the 2.5% traffic growth forecast is excessive and the addition is unnecessary. Also, this will defray the cost of the overpass, which includes extensive excavation to level the road, removal and replaces of a sewer line and bridge construction.

This plan is not only supported by all the neighbor groups, but is much more consistent with our GPP, the Greenways Plan, has benefits to the entire city, and is consistent with the development which has been toted as, and designed as, a walkable, pedestrian-friendly neighborhood. Everybody wins.

---

[1] This plan is limited to the external streets and does not discuss any desired infrastructure changes to internal infrastructure in Renwick or to the connections to Sycamore Knolls.

Introduction

The following is a description of an Alternative Plan that has been devised after attending numerous neighborhood meetings, Plan Commission meetings, and having a number of discussions with the developer. I took it to each neighborhood group and received positive responses.

My hope is that this Alternative Plan will be placed on the table beside the developer's proposal at the April 12th meeting, that the Planning Department and the developer consider it upfront and discuss its positive and negative aspects. The interested neighborhood groups will be able to discuss its appeal, or lack there of, if it is described early and thoroughly.

It shows great consistency with the GPP, Greenways Plan and the walkable Renwick Place development plan. I apologize for its arrival at the 11th hour, but that is commonly when the right answer arrives. (Appendices exist but are not attached to the electronic version of this document.)

No Roundabout at the Entrance to Renwick

The Federal Highway Administration has produced the Roundabouts: An Informational Guide, (FHWA-RD-00-067, June 2000). It states that Roundabouts are generally not the solution where low-volume cross streets meet major heavy through-volume streets.

The guideline describes the 4 general functional types of Roundabouts, each having difference capacities and dimensions. Section 3 of this document is the *Planning* section. It contains a section (3.5) called *Comparing Operational Performance with Alternative Intersection Types.* It compares Roundabouts to other systems like Two-Way Stop Control (TWSC) (Section 3.5.1; see copied pages in Appendix I). The following statements stand out:

> *Roundabouts work better when the proportion of minor street traffic is higher.* (p. 64)
>
> *Roundabouts may offer an effective solution at TWSC intersections with heavy left turns from the major street.* (p. 64)[2]
>
> *Roundabout capacity decreases as the proportion of minor-street entering traffic decreases. Roundabouts and TWSC intersections have about the same capacity when the minor street proportion is less than 10%.* (p. 65)
>
> *...problems experienced by low-volume cross street traffic at TWSC intersections with heavy through volumes on the major street are very difficult to solve by any traffic control measure. Roundabouts are generally not the solution to this type of problem because they create a significant impediment to the major movements. This situation is typical of a residential street intersection with a major arterial.....High proportions of minor street traffic tend to favor roundabouts, <u>while low proportions favor TWSC</u>.* (p. 64)

In summary, the Federal Highway Administration suggests that Roundabouts are for intersections where the volumes on the intersecting streets are similar and left turns are a high percentage of the movements. Interestingly, this explains the success of the High Street and Rogers Roundabout.

Also in Appendix I is a graph from the British urban transport manual. This graph indicates that signals and roundabouts are only considered for proportionally-similar, high-volume streets. Note

[2] Page 67 of this document describes the great reductions in traffic delays that occur when the left turn percentages go up from 10% to 25% then to 33%.

that the volumes here (penciled in) are in the center of the area marked "priority", indicating that the major street should get the right-of-way.

Traffic Counts

Traffic counts for Moores Pike are 13,800 ADT (average daily traffic), about 450 ADT coming in and out of Winfield currently and a prediction of 1600 ADT coming in and out of Renwick at Winfield. The minor street percentage calculates out to 13%. Given the current estimate of 2.5% growth on Moores Pike and no expected growth coming out of Renwick, the minor street percentage will only go down, thus making the roundabout less and less efficient.

The percentage of left turn movements are expected to be around 7%, which is so low that it does not come close to the values on the Federal Highway Administration's charts (see p. 67 in Appendix I). These charts show the improved efficiency of a roundabout at 3 levels of left-turn percentages; the first and lowest level of efficiency being 10%, then showing significant improvements at 25% and then 33%. Again, the counts show an expected 7%.

Efficiency and Safety

As stated above, the British manual suggests the major street have "priority". Note that all 13,800 cars do not have right-of-way as they enter the roundabout and must deal with the threat that all the on-coming vehicles may turn left with almost no notice. Realize that as one comes to the roundabout on Moores Pike, one does not know if a car is going to continue around the circle toward them until it does not take that nearest exit, which is not even 45° around the circle. This will cause many drivers to wait until the on-coming traffic is clear…as they do at the High Street and Rogers roundabout. It is common, when coming down Rogers to find a line of cars entering from Winslow. It is common practice for drivers to wait for this line to clear even though the entire line takes the Rogers exit because they have such short notice as to which way they are going. Traffic counts indicate that only 6% of Moores Pike vehicles will be making a left.

Likewise, at 6%, this left-turning will be so rare that some drivers will not wait and will get used to not having to yield and this will cause accidents. This will be a very different situation than the High Street / Rogers roundabout, i.e., although one gets the same short notification that they must yield to a car, the probability of having a left-turning vehicle is very high so drivers are always cautious. This will not be true in the Renwick case.

The guideline also indicates that peak-hour benefits of roundabouts are small (although this comment is when comparing with an all-way stop, it may still apply in our situation).

> *"A Substantial part of the delay-reduction benefit of roundabouts, compared to AWSC intersections, come during off-peak periods."* (See page 65).

Pedestrian safety is also imperiled. Currently, the sidewalk on the south side of Moores Pike is highly used as a pedestrian exercise route. The roundabout will extensively deviate the sidewalk away from it current path and, again, pedestrians crossing the inbound side will have very short notice that a car is turning into the neighborhood, and the speed of the car could be quite high considering the large turning radius.

Conclusion

This analysis shows that the Moores Pike/Renwick roundabout is far from ideal and is actually inappropriate as a traffic control devise under these circumstances. In addition, there are safety issues that would exist as well. Both highway administration manuals indicate that giving right-of-way to the major street in the form of a two-way stop at Renwick/Winfield is the correct traffic control system.

Two two-way-stop entrances at Winfield and at Valley Forge

Two-Way Stop Control (TWSC)

As noted in the previous sections conclusions, the two-way stop control (TWSC) is the correct control under the current and forecasted circumstance along Moores Pike.

There are many examples of TWSCs along similar roads. For example, Hillside and Highland. Although this not a four-way intersection, it is still similar because 80% of the traffic at Winfield is expected to be in and out of Renwick. Traffic counts on Hillside near Highland [while IU is in session] have not been taken since 1998, but the value was 12,500 ADT.[3] Assuming traffic growth rates over the last 6 years, the current volume is likely to be close to the 13,800 on Moores Pike. The traffic counts on Highland were 2600 ADT in 1998, again, these values are likely to be higher today. This is 500 more than that expected at Winfield and almost 950 more than expected out of Renwick. This intersection does not have long stacking on Hillside or on Highland. Another example is Woodlawn. The entrance to Woodlawn from Hillside does not have a left turn lane, although cars are able to get around left-turning cars because the apartment-entrance acts as a blister. A very recent study shows 3000 vehicles enter and exit Hillside from Woodlawn.

These examples indicate that exiting onto a high-volume arterial is not a problem if the sight lines are sufficient. However, cars pass very quickly[4] and this affects the comfort of exiting and the seriousness of accidents, thus, some traffic calming systems are suggested.

Two TWSC intersections

For Renwick, this Alternative Plan cuts the expected Winfield volumes (2100 ADT) and any potential stacking virtually in half by making two intersections, one at Winfield and one at Valley Forge. The GPP emphasizes connectivity and this additional connection at Valley Forge does exactly that. This connection also will improve access to the pedestrian bridge.

Intersection Design

Currently, residents existing and entering Valley Forge and Winfield feel like they take their lives in their hands. The sight lines are terrible and the car speeds are also quite high.[5] Thus, it is imperative that the design of these intersections improves sight lines, calms traffic and makes left-turns easier and safer. Below are a few suggestions.

Sight lines

- The small rise east of Winfield makes it impossible to see cars coming up the hill from Sare and College Mall roads. This must be sufficiently cut down.
- Moores Pike to the east of Valley Forge should be leveled completely.

Traffic calming Islands

- It is suggested that traffic be deflected by two center islands (see Appendix II, Fig. 1), one on each side of the intersection for the purpose of slowing traffic. These islands are becoming quite popular around the world as effective calming devices.
- These deflections can be accentuated with the use of bump-outs (see App. II, Fig. 2).
- Painted bike lanes can also be an effective calming device (see App. II, Fig. 3)

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[3] These numbers gathered on Bloomington's traffic count website: http://bloomington.in.gov/egov/docs/1077562096_783409.xls

[4] Speed data taken 6/02 shows an avg speed of 36 mph and 85 percentile speed of 40 and 41. (data acquired from Engineering dept.)

[5] speed data taken 10/03 shows an avg speed of 35mph and 85 percentile speed of 40 both directions.

Left-turn lanes

- It is suggested that short left-turn lanes go between these islands (two car capacity max). Long turn-lanes are unnecessary for car-stacking because the car quantities will be quite low, especially with two intersections, and long lanes enlarge the intersection and move the islands away from the area where calming is desired.
- Islands should be large enough that the distance between the through-lanes can "store" a car so that a vehicle can negotiate crossing the intersection one lane at a time.

Right-turn lanes

- It is strongly suggested that right-turn deceleration and acceleration lanes **not** be used (Hillside and Highland does not have them). These have the opposite effect of traffic calming by expanding rather than narrowing the lane width. In addition, they shorten sight distances by moving waiting cars back from the road edge. Cars entering deceleration lanes block the view of car behind them creating a dangerous situation. These lanes also require cars to cross more pavement, taking more time and requiring more clearance to enter the intersection, thus causing more delay. Right turning cars in through-lanes have a traffic-calming effect. Nearly all intersections in Bloomington work fine without deceleration/acceleration lanes.

A Pedestrian/Bike Overpass over Moores Pike

Consistently throughout the GPP is the idea of traffic mitigation through the provision of alternatives. However, project after project, we continue to pour our energies and resources into making sure that the inconvenience to the single-occupant-vehicle is minimize. This is done generally at the expense of the convenience to alternative modes of transportation - compounding our car dependency. This proposal has been no different; the infrastructure offered is for the car only, it is quite expensive, and there is a net loss of convenience to the pedestrian/cyclist.

Here is an opportunity to follow the GPP and give the entire alternative transportation community a shot in the arm. Hillside and Moores Pike have been "the" major impediment to many potential commuter cyclists. Many people have told me they are too afraid of High Street and particularly the intersections of Hillside & High and, the infamous, Moores Pike & Sare Road. A pedestrian overpass over Moores Pike is a panacea for the entire quadrant of Bloomington:

- It is a perfect connection to the proposed Jackson Creek Trail.
- It would service those going downtown, to campus, and to the mall.
- It would significantly improve access to the Southeast Park.
- It is exactly in-line with the Renwick design of a walkable, pedestrian-friendly community.
- The unique location would require no large ramping and the bridge span would be low (60 ft max), making it both affordable and attractive.
- It would be a logical location both because of the safe connecting streets and its location between people and common destinations.

Funding

- There is a greenways fund that may be able to help out with this.
- Many of these bridges have been built lately around the country due to the great increase in trails. Parks and Rec would likely have a good idea of the cost.

The Lane Addition Planned for Sare Road can be Removed.

This lane addition is a result of a forecasted reduction in the level of service (LOS) assuming a 2.5% annual ADT increase over the next 10 years. However, there are a number of things that will relieve this growth rate. For one, the proposed pedestrian overpass will have a reducing effect. More importantly, other surrounding roads are well below capacity and will pick up much of the growth. Clarizz, Rogers, Smith Road and 3rd Street all have additional capacity and all have improvements planned over the next few years. These will attract any growth in traffic volumes from the southeast region. A 1998 traffic study of Moores Pike between Valley Forge and Winfield shows an ADT of 13,600; 5 years later it was 13,800, and that is with plenty of growth to the southeast region. This lane addition is simply unnecessary.

Costs

The developer's current proposal offers numerous infrastructure changes that do not necessarily benefit Renwick. This alternative proposal relieves the developer of some expenses and demands some others. The hill to the east of Valley Forge will have to be leveled more to allow clearance for the proposed pedestrian bridge. Currently, there is a sewer line under this portion of the road that will need to be removed and replaced. The road deviation necessary to build the proposed roundabout avoided the need to remove and replace a significant portion of this line. This Alternative Plan will require its removal. However, the existing, attractive corridor will be maintained, along with many more of the existing trees, and because the street will be lowered significantly, the noise levels to the adjacent neighborhoods will be less.

Conclusion

This Alternative Plan is a significant improvement over the original proposal. It is win-win for everyone. I ask for your support.

MEMORANDUM

TO: PLAN COMMISSION MEMBERS

FROM: KARYN RYG, TRANSPORTATION PLANNER
STAFF SUPPORT TO THE BLOOMINGTON BICYCLE AND PEDESTRIAN SAFETY COMMISSION

SUBJECT: PUD-53-03, RENWICK

DATE: 4/6/2004

The Bloomington Bicycle and Pedestrian Safety Commission (BBPSC) has reviewed this petition and has the following comments and recommendations:

Off-site improvements
The BBPSC request that as part of the Renwick development, the City of Bloomington or the developer commit to the construction of sidewalks along Queens Way and Montclair Avenue up to the existing sidewalk to help improve neighborhood pedestrian safety.

Bicycle/Pedestrian Safety
The BBPSC is concerned about pedestrian safety in crossing Moores Pike at the proposed roundabout. Signage should be required to warn approaching vehicles of the pedestrian crossings. The roundabout should be constructed to include pedestrian refuge islands as well as push buttons that would trigger lights warning vehicles of crossing pedestrians. The refuge islands should be wide enough to safely harbor a bicycle or a person with a long stroller.The roundabout should also be designed at a radius that would reduce traffic speeds to <15 mph to improve pedestrian and bicyclist safety.

The boulevard street width at the entrance to the Renwick development off of Moores Pike should be lowered to reduce travel speeds and increase pedestrian safety.

The BBPSC would also like to see the necessary road adjustments be made to lower traffic speed along the connecting street through the development, particularly in areas of interaction between bicyclists, pedestrians, and vehicles.

The intersection of Moores Pike and Sare Road should be made more bicycle and pedestrian friendly. This can be accomplished by upgrading the intersection to include pedestrian refuge islands, painted cross walks, timed pedestrian crossings, and curb cuts. This intersection and any improvements made to it must be ADA compliant.

Trail Connections
The BBPSC is pleased that there will be land dedication and construction of a multi-use trail through the Renwick development that connects Southeast Park to Sare Road. The addition of an improved path through Southeast Park up to Arden Drive will allow future Jackson Creek Trail users to connect to the proposed section through this development.

The BBPSC would like to see an additional trail connection to the park provided at the northwest corner of the development. If this connection cannot be made, then the BBPSC would like the proposed sidewalk connection to Moores Pike and the existing sidewalk along Moores Pike from the connection to the Park upgraded to a sidepath to allow for bicycle access.

The proposed trail connects to Sare Road in an awkward way. The connection forces users to

head north on the trail to connect to Sare Road. The BBPSC would like to see either a more direct connection to Sare Road or a second connection to let users wishing to go southbound more easily connect.

The current plan does not show any indication that the proposed trail will connect to the existing sidepath on Sare Road. The BBPSC requests that as part of the Renwick development, right of way should be provided and a sidepath constructed the length of the propertyalong Sare Road.

The proposed trail should also be constructed in a manner that allows for full access for both bicyclists and pedestrians, particularly in areas of steeper slopes. Access should also be provided for all users at any road crossings, including those that will be grade separated.

General Comments

Compared to west side developments in which increased densities are requested and yet there are no services to walk to – this petition should be looking at minimum densities instead of maximum densities. As one of the last large tracts of land within the City, and the proximity this parcel has to the College Mall area it is logical to request higher densities from this petition. Comparable densities to the Elm Heights neighborhood with its opportunities to walk and bike to the parks, College Mall area, and nearby schools should be sought with this petition.

Recommendations:

5-foot sidewalks

8-foot asphalt sidepaths

- right-of-way dedication and sidepath on Sare Road must extend the length of the property

trail must connect to the Sare Road sidepath in a more direct route

sidepath on Moores Pike – south side – and Sare Road – west side – be separated from roadway and roundabout by Thoroughfare Plan Standards of 7.5 feet.

- Offsite improvements should be constructed including sidewalks along Queens Way, Montclair Avenue, and along the north side of Moores Pike.

- Improvements to the intersection of Moores Pike and Sare Road to make the intersection more pedestrian friendly and comply with ADA standards – this would include curb cuts, larger refuge islands (with curb cuts for ADA), painted crosswalks and timed pedestrian crossing signals.

The BBPSC recommends that safety and motorist awareness signagebe required along Moores Pike at the approaches to the intersection (approx. 450 feet away each direction) to alert motorists of potential pedestrians crossing the road. Using technology that would allow pedestrians to push a button triggering flashing lights over Moores Pike may also increase the safety of this crossing and make this crossing more pedestrian friendly.

The BBPSC recommend that for the safety of pedestrians and bicyclists, the internal street network be designed with narrow street widths.

The Moores Pike roundabout should be designed witha tighter radius to create lower traffic speeds for pedestrian and bicyclist safety.

BLOOMINGTON PLAN COMMISSION
PRELIMINARY REPORT
LOCATION: 2410 Moores Pike

CASE NO: PUD-53-03
DATE: February 9, 2004

PETITIONER: Ramsey Land Development, Inc.
1128 South College Mall Road, Bloomington

REQUEST: The petitioner is requesting a rezoning of approximately 80 acres from RS3.5/PRO6 to Planned Unit Development (PUD) and preliminary plan approval for 364 mixed residential dwelling units as well as a 22,000 square foot village commercial center.

BACKGROUND:

Area:	80 gross acres
Current Zoning:	RS3.5/PRO6
GPP Designation:	Urban Residential
Existing Land Use:	Vacant; mainly rolling open terrain with scattered areas of steep slopes and a central floodway
Proposed Land Use:	Mixed Residential; Village Commercial Center
Proposed Density:	4.55 gross units per acre (364 units)
Surrounding Uses:	**South, West** - Single family (Sycamore Knolls); Southeast Park **East** - Hyde Park Condos; Bittner Woods; Pinestone **North** - Single Family (Revere's Run)

PROJECT SUMMARY: As recommended by the Growth Policies Plan, the petitioner is proposing to rezone this property to create a mixed use Planned Unit Development (PUD). The petitioner has purchased the site with the understanding that its current zoning would allow for two other development scenarios: 1) Plan Commission subdivision approval to allow up to 280 single family homes and 2) Plan Commission site plan approval to allow single family and duplex development of up to 480 dwelling units (using the PRO6 overlay provision of the Zoning Ordinance).

The petitioner's request contains both elements of new urbanism as well as more conventional single family subdivision design. On the southern two-thirds of the site, which predominantly borders the Sycamore Knolls neighborhood, the petitioner's layout depicts 78 single family residential lots. The width of these lots ranges from 65 to 100 feet. Additionally, the petitioner proposes another 78 paired units (duplexes); one adjacent to single family homes along Montclair Avenue, the second located adjacent to the southern edge of Southeast Park. The petitioner has successfully integrated these types of paired units into single family contexts before. One example is the Coppertree paired home portion of the project known as "The Stands" (off Rogers Road).

Both the single family and paired units would be accessed by the continuation of two streets: Rock Creek Drive and Queens Way. As shown in the preliminary plan map, the petitioner has attempted to mitigate concerns regarding cut-through traffic by the provision of such features as street indirection as well as placement of entry medians and traffic circles. One notable area of street indirection occurs as the street network circulates around a pair of sinkholes. Preservation of these sinkholes allows the petitioner to create a 2-3 acre park space in center of the proposed development.

The northern one-third of the property is much more new urbanist in character. In this area, the petitioners are proposing an additional 80 single family home lots. These lots feature widths of between 40 and 55 feet. 61 of these homes would feature alley access and rear loaded garages. This portion of the site would be linked to the remainder of the development via a bridged road crossing over the West Branch of Jackson Creek floodway. An additional bicycle and pedestrian linkage is created by a proposed 8 foot trail that would run along this floodway and connect the project to Southeast Park as well as the intersection of College Mall Road and Moores Pike.

At the northeast portion of the property, the proposed project begins to appropriately change its density and land use mix as it reaches its borders with Sare Road and Moores Pike. Specifically, the petitioners are requesting to develop a village center consisting of 128 multifamily dwelling units and 22,000 square feet of small-scale retail, office, or civic uses. Under this proposal, second-story office and residential uses would be allowed above the first floor space. The 128 multifamily dwellings would take the form of brownstone structure and large "mansion homes". These dwellings are not proposed for student occupancy. They would be most likely sold as condominiums that target non-student markets.

The village center is proposed to be accessed off Sare Road while the new urbanist-style single family component will be accessed via Moores Pike. Because the difficult vertical geometry of Moores Pike presents challenges for safe access, the petitioners are proposing that a new roundabout intersection be constructed. A new roundabout presents opportunities to improve the current topographic condition of Moores Pike, slow down vehicle speeds, create a crossing point for pedestrians, and protect traffic flow both out of the development and along Moores Pike itself.

PRELIMINARY PLAN ISSUES:

GROWTH POLICIES PLAN: The Ramsey Farm property has been identified as a Critical Subarea on pages 58 and 59 of the Growth Policies Plan (GPP). Both the critical subarea map as well as text recommendations are included in this staff report. In summary, the GPP provides the following key recommendations that should guide the Plan Commission's decision to rezone this property:

- High quality, mixed residential housing at urban densities is encouraged.
- The expansion of Southeast Park on the northwest portion of the site is highly recommended.
- Nonresidential uses are encouraged for the northeast part of the site, but only with limits in scale and a tight design concept in keeping with traditional neighborhood concepts.
- A pathway facility is recommended along the West Branch of the Jackson Creek floodway.
- Coordination of development review with the Monroe County Community School Corporation (MCCSC) is necessary to ensure the adequacy of school facilities.
- Stormwater detention standards should be stringently applied to this site given the presence of known downstream flooding problems.
- Road connections from Queens Way and Rock Creek Drive should be required. However, sensitivity to street design is necessary to discourage cut-through traffic.
- Access to Moores Pike is a critical site design issue given the presence of existing sight distance constraints.
- Preservation of site constraints should include stream buffer protection (West Branch of the Jackson Creek floodway), tree protection (particularly on the south end of the property), and steep slope protection. Such areas should be incorporated into conservation easements and greenways.

These recommendations outlined above will be further analyzed in the topic sections outlined below.

TRANSPORTATION IMPACTS: The petitioner was required by the Planning Department to submit a traffic impact analysis study. This study was reviewed for both its methodology and findings by City staff as well as the City's retained Engineering Consultant, Butler Fairman & Seufert. Both the methodology and findings of the study have been endorsed for their accuracy.

As part of the study, the petitioners and the City conducted traffic counts during both July and October of 2003. For the purposes of the study, only the higher count numbers were utilized. These counts were as follows:

Sare Road – 10,950 Average Daily Trips (ADT)
Moores Pike – 13,772 ADT
High Street – 6,767
Rock Creek Drive – 623
Wimbleton Lane – 257
Arden Drive – 863
Winfield Road – 571
Valley Forge Road – 295
Queens Way - 431

In order to translate these numbers into assessments of traffic congestion, a level of service (LOS) analysis is then computed. LOS ratings range from "A" (uncongested) to "F" (maximum roadway congestion). In terms of average daily trips, current LOS conditions for the surrounding arterial street network are as follows: 1) Sare Road – LOS C, 2) Moores Pike – LOS D, and 3) High Street – LOS B. The Sare Road and High Street ratings indicate that both streets currently operate at reasonable levels of service. The Moores Pike rating indicates that some level of congestion stress is present.

In terms of nearby street intersections, LOS ratings are computed to estimate delays in morning peak traffic (7-9am) and afternoon peak traffic (4-6pm). The Sare Road/Moores Pike intersection currently operates at LOS C in the morning peak hour and LOS B in the afternoon peak hour. The intersection at Moores Pike and High Street operates at LOS C during both the AM and PM peak hours. These ratings indicate that both intersections are operating with acceptable levels of travel delay.

Based on the proposal's estimated trip generation, an additional 4060 new vehicle trips would enter the adjoining street network via Rock Creek Drive, Queens Way, and the proposed Sare Road and Moores Pike access points. Approximately 39% of the traffic would utilize the Moores Pike intersection, 23% would enter/exit via Sare Road, and 38% would utilize neighborhood streets within Sycamore Knolls. Once this traffic is added to background growth in the nearby area, the following impacts are anticipated within a 10 year time frame:

- Due to the number of potential access points proposed onto the adjoining street system, the existing Levels of Service for High Street, Sare Road, and Moores Pike can be maintained at existing levels.
- During the AM peak hour, the LOS for the Sare Road/Moores Pike intersection is projected to decrease from a "C" rating to an "E" rating. Specifically, it is anticipated that northbound traffic along Sare Road would experience the absolute limit of acceptable delay. The petitioners are proposing to correct this impact by funding the addition of a northbound travel lane along Sare Road at the intersection. This will allow the current LOS rating of "C" to be maintained.
- Impacts to neighborhood streets such as Rock Creek Drive, Queens Way, Arden Drive, Wimbleton, Valley Forge, and Winfield are not sufficient enough to trigger improvements such as signalization, stop signs, or street widening. For example, current traffic counts on Queens Way are expected to increase from 431 to 864. Counts along Rock Creek Drive are projected to change from 623 to 814. While these changes will be noticeable and may trigger concerns over traffic calming, they do not necessitate specific street improvements.

PARK SERVICE IMPACTS: As indicated earlier in the staff report, the Ramsey Farm property is bordered to the northwest by Southeast Park. This park is approximately 9 acres in size and is classified as a neighborhood scale park. In anticipation that this facility would not be large enough to provide recreation services for new development on the Ramsey Farm site, the GPP recommends that the acreage of Southeast Park be expanded.

During the pre-filing discussion surrounding this petition, the Planning staff has been able to review potential facility needs with the Parks and Recreation Department. As a result of these discussions, several conclusions can be drawn:

- The Parks and Recreation Department has determined that the existing park acreage is adequately sized to meet the active recreational needs of the surrounding area as well as the proposed new development.
- While the overall parks acreage is satisfactory, there are some facilities within Southeast Park itself that should be upgraded to meet user needs. These include a new parking lot along Moores Pike, an improved pathway system within the park, and a reconfigured central parking facility.
- In order to fulfill the goals of the Jackson Creek Master Plan and Growth Policies Plan, a new trail should be constructed by the petitioner along the West Branch of Clear Creek floodway which connects Southeast Park to the College Mall area. The petitioner is proposing to construct and dedicate an 8 foot multi-use trail to fulfill this recommendation. The trail would be part of a 7 acre floodway land dedication which would run to the Parks Foundation. Estimated value of this dedication is $405,000.
- If the petitioner is required by the Plan Commission to allocate additional land for parks facility usage, it is with the understanding that such land is not explicitly needed by the Parks Department for either active or passive use. The Parks Department would accept additional dedication of passive greenspace, but this particular property is not a target area for additional landholdings.

ENVIRONMENTAL PROTECTION: The Planning Subcommittee of the Environmental Commission has inspected the property and reviewed the proposed preliminary plan. Their comments are contained in the Environmental Commission memo that is part of the packet. While there are a number of recommendations outlined in that memo, the staff report will focus on two areas of overlapping concern: 1) tree preservation, 2) sinkhole buffer protection, and 3) steep slope protection.

Tree Preservation – Analysis of the preliminary plan indicates four areas where proposed residential lot development would affect areas of existing vegetation. Between first and second Plan Commission hearings, these particular areas

should be marked in the field to allow for further review by the Planning staff as well as the Planning Subcommittee of the Environmental Commission. From this field analysis, a more precise location of proposed construction limits can be assessed. The petitioner should note that setbacks, lot depths, and potentially even the number of lots may require modification after these construction limits are determined. The four areas that require further review are noted in the enclosed tree preservation exhibit.

Sinkhole Buffer Protection – As outlined earlier in the staff report, there is a cluster of two sinkholes in the central portion of the site that requires the petitioner's compliance with 25 foot sinkhole buffer requirements. The petitioner's proposed buffer complies with the Zoning Ordinance's provision to have no disturbance within the last closed topographic contour line that outlines the easternmost of the two features. However, field observation of the eastern sinkhole indicates that the proposed north-south connecting street will pass very close to what appears to be the rim of this feature. This issue will require more precise field investigation between first and second hearings.

Steep Slope Protection – There are no specific PUD code requirements that prohibit construction on steep slopes. However, common practice has dictated that slopes greater than 18% be preserved. The petitioner's proposal depicts three areas of the property where some disturbance of greater than 18% slopes would occur. The first is for the proposed north-south street crossing of the West Branch of Jackson Creek. In order to limit the potential slope disturbance at the crossing location, the petitioners are proposing to construct a bridge rather than utilize cut and fill techniques to disturb the slope and floodway areas. Both staff and the Planning Subcommittee have reviewed this proposal and find it to be an excellent treatment for the street crossing. However, there are two areas of the site, both indicated in the attached exhibit, where a minor amount of steep slope encroachment is proposed to take place. Staff recommends that these areas be protected rather than disturbed.

SCHOOL FACILITY IMPACTS: In light of the GPP's recommendations concerning possible project impacts on the Monroe County Community School Corporation, both staff and the petitioner have discussed the PUD proposal with MCCSC representatives. Based on these discussions, the following information can be conveyed:

- The proposed development may generate as few as 40 new elementary school aged children when it reaches complete build-out. This is based on the proposed 158 single family homes generating one new student for every four dwelling units.
- The Ramsey Farm property is located on the boundary between two elementary school districts: Childs and Binford/Rogers.

- If this PUD is approved, elementary school children would most likely attend Binford/Rogers. Currently, Childs School is nearly enrolled to capacity while Binford/Rogers still has enrollment capacity remaining.
- When the new Broadview Elementary School is ready to be occupied in 2005, MCCSC will likely initiate district alignment plans in recognition of the new capacity that will be added to the overall system.
- In order to be in position to respond to long-term growth in the community, MCCSC is exploring acquisition of property for a possible new elementary school site. However, MCCSC does not believe that the Ramsey Farm is a preferred location for the following reasons: 1) the property is too far from Childs School to create a K-2/3-6 grade split in enrollment such as has been done at Binford/Rogers, 2) the location would lead to school bus traffic that would utilize neighborhood streets. This has been a complaint with past school sites. 3) The topography of the site is significant enough to where a larger amount of land area would need to be acquired. This would also drive up construction costs associated with multi-level school building construction.

LAND USE/DESIGN CONCEPTS – VILLAGE CENTER AND SINGLE FAMILY COMPONENTS: As stated previously, the proposed village center contains a mixture of multifamily housing units as well as up to 22,000 square feet of nonresidential uses. These nonresidential uses, which are outlined in the packet material, include medical and professional offices, civic uses such as churches, and commercial uses such as sit down restaurants, banks, and food stores. The petitioner's renderings depict two-story residential-style structures that would allow residential or office uses to be placed on the second floor level. Signage and architecture are proposed to be tightly regulated, while expanses of parking will be limited in favor of street parking and rear and side-loaded spaces.

The principal issue that requires Plan Commission discussion concerns appropriate limitations on the square footage of individual uses or structures. Currently, the petitioner's site plan depicts seven free-standing nonresidential buildings with footprints ranging from a low of 1,000-2,000 square feet to a high of over 8,000 square feet. The petitioners have not proposed a specific limitation on either building square footage or the size of a particular land use. Staff recommends such limitations in order to achieve the GPP's goal of limiting the scale of nonresidential uses on this property. Other issues to consider include: 1) whether or not to allow ATM facilities, 2) achieving more of a building forward design along Sare Road, and 3) including the proposed allowance of second story residential units into the petitioner's density calculation.

The petitioner's residential development is also proposed to be tightly controlled in terms of site planning and architectural design. Examples of these controls include: 1) all residential buildings must be raised above the sidewalk grade (typically 18 inches above curb height), 2) reduced front setbacks, 3) garages to be offset behind the main structure, 4) individual sidewalks must be connected to

the public sidewalk on each housing unit, and 5) driveways to be recessed below grade with street cuts limited to 9 feet in width. In addition, the petitioners are proposing to restrict architectural elements such as façade materials and color, porches, entry features, windows and trim, and roof pitches.

STREETS, ALLEYS, AND PEDESTRIAN FACILITIES: In order to fulfill the petitioner's goal of creating a more walkable community as well as limiting cut-through traffic, the proposed street standards have been reduced from that of typical subdivision code requirements. Within the proposed new urbanist-style residential portion of the site, the petitioner's basic street profile includes 9-foot travel lanes, parking on one side, 4 ½ foot tree plots, and 4-foot sidewalks. This profile deviates slightly from the City's Thoroughfare Plan recommendations. The Plan recommends 10-foot travel lanes (for fire protection accessibility) as well as 5-foot tree plots and sidewalks. Staff will discuss the street width issue internally with other City departments. However, staff recommends widening both the tree plots and sidewalks. Other potential staff recommendations for the northern portion of the site are as follows: 1) increasing the travel lane widths for the retail area from 9 to 10 feet, 2) increasing the tree plots in the retail area from 4 to 5 feet, and 3) reducing the boulevard lanes from their current width of 18 feet.

For the southern portion of the site, the petitioners are proposing 28 foot street sections with parking on one side. Because the density of this area is significantly lower than the northern portion, staff prefers adhering to the Thoroughfare Plan's recommendation of 20 foot wide streets with no on-street parking. To this point, staff has found that 28 foot wide streets in lower density subdivisions with ample garages and driveways do not have significant usage of the on-street parking lane. This leads to higher vehicle speeds. In addition to this recommendation, staff also recommends that tree plot and sidewalk sizes be increased to 5 feet in width. Staff is also still working with the Engineering Department to determine the appropriate design for both the proposed traffic circle off Queens Way as well as the proposed median features.

As indicated earlier in the staff report, the petitioner proposes that 61 single family homes receive their garage access off alley systems. The proposed alley widths of 14 feet have been approved by City Engineering. Still to be determined is whether these alleys, which will be dedicated to the public, will be utilized for City sanitation services. Currently, the City does not provide sanitation services in platted alleys due to such problems as surfacing as well as the location of above-ground utilities and accessory structures. If it is determined that sanitation services will be provided using alleys, changes are needed to make these alleys more accessible via City sanitation vehicles.

In addition to the proposed trail that will link the development to Southeast Park and the College Mall Road area, the petitioners are proposing a number of pedestrian options. The majority of the project's internal streets, except on one

side of some cul-de-sacs, will have sidewalks. Additionally, the petitioners are proposing to construct two important areas of off-site sidewalk. The first is along the north side of Queens Way to connect with an existing sidewalk at Arden Drive. This will allow for a sidewalk connection to Southeast Park. The second is along the east side of Winfield Drive to link a missing area of sidewalk that would connect the proposed roundabout to an existing sidewalk on Winfield. The petitioners are also in negotiations with the City to facilitate construction of sidewalk along the north side of Moores Pike. This sidewalk would link Winfield Drive and Valley Forge Road with the College Mall Road/Sare Road intersection. The lack of pedestrian connectivity along the north side of Moores Pike is an issue that has been brought forward in numerous neighborhood meetings.

In addition to the finalization of pedestrian access along the north side of Moores Pike, there are several other pedestrian related issues which still must be resolved. The first involves the lack of direct pedestrian access from the petitioner's proposed lots on the northwest side of the property to either the multi-use trail or Southeast Park. Staff recommends that a pedestrian pathway be incorporated into the preliminary plan. A second issue involves the lack of a sidepath along the entire west side of Sare Road. The preliminary plan shows a primary sidepath as well as a secondary path connection to Sare. However, this connection does not continue further south. While the City is proposing to construct sidepath in the next few years as part of its improvements to Sare Road, the petitioners remain obligated to fulfill this requirement. This can be accomplished by either construction, or more likely, through a fiscal contribution to the City.

Several other pedestrian related issues are associated with the proposed roundabout. The Planning staff believes that a roundabout intersection is the preferred solution to either having no access at all on Moores Pike (this results in too much neighborhood traffic) or having signalized or stop sign access (this creates reduced efficiency along Moores Pike). However, roundabouts must be designed to facilitate safe pedestrian movements. This can be accommodated by the incorporation of curbed pedestrian refuge islands and a tight circle radius that forces cars to slow down adequately at entry and exit points. The petitioner's roundabout design will be reviewed for those issues by the Bicycle and Pedestrian Safety Commission. A final issue that involves pedestrian safety as well as vehicular safety concerns the existing hill on Moores Pike just east of Valley Forge Road. Although this hill does not affect the safety of the proposed roundabout, both City staff and the petitioners have noted that pedestrians trying to cross Moores Pike and vehicles turning left to go east on Moores Pike do not have adequate visibility at Valley Forge. In order to address this pre-existing condition, the petitioners and the City are negotiating a strategy to "shave down" the top of this hill as part of the petitioner's proposed improvements along Moores Pike.

OTHER PUBLIC FACILITIES: Since this zoning petition was filed with the Planning Department, staff has received numerous questions concerning the adequacy of City services in the surrounding area. In response to these inquiries, staff presents the following information:

Fire Protection – Currently, first response is provided by the City's East 3rd Street station with second response coming from the Henderson Street facility. No problems with response times have been observed in the general area of the site.

Police Protection – No response problems in this general area were reported by the City Police Department. The Police Department has no response concerns provided that adequate street connectivity and travel lane widths are incorporated into the development proposal.

Sewer Service – The property currently contains an existing 10" sewer main running along the West Branch of Jackson Creek. Additionally, a 30" main is available along the main branch of the creek. Some upgrades of the 10" line will be required as well as new installation of sewers along the internal street system. There are no sewer service capacity issues that have been identified in this general area.

Water Service – With existing lines located on Queens Way, Rock Creek Drive, Sare Road, and Moores Pike, water service capacity in this area is satisfactory. A proposed network of internal mains will be adequate to meet both fire protection as well as water customer needs.

Transit Services – Both Sare Road and Moores Pike are currently utilized on separate bus routes for Bloomington Transit. Because of the project's emphasis on single family and duplex development, Bloomington Transit does not believe that there will be adequate density and ridership to support internal transit service. However, staff would still like to work with the petitioner and BT to determine a potential location for a future shelter facility. One possible location would be at the proposed village center access point off Sare Road.

Drainage Impacts – As stated earlier in this staff report, residents living along Rock Creek Drive, which is downstream from this property, have experienced flooding problems in the past. This stems from the fact that the rear yards of these houses are located within the 100-year floodway of Jackson Creek. In light of this existing condition, the GPP stresses that stringent stormwater review should be applied to potential site development. The petitioners have submitted a detailed stormwater analysis proposal to the City of Bloomington Utilities Department. This proposal has not yet been approved, and no rezoning of the property can be granted until such approval has been secured by the petitioner. Until that time, the following factors should be recognized:

- The petitioner's drainage proposal utilizes a combination of smaller ponds known as satellite ponds rather than a regional detention facility to be located within the West Branch of Jackson Creek floodway. The proposal is being put forward to minimize disturbance of this environmentally sensitive area.
- Water quality issues are being handled through the use of retention ponds that feature permanent pools of water. This particular type of pond, which would be planted with special seed mixtures, has a greater ability to filter out pollutants in comparison to standard, grass-bottom detention ponds.
- Pending CBU review, the proposed land area devoted to these ponds (6.0 acre-feet), is sufficient to maintain post-development runoff rates at the same level as pre-development rates for 2-, 10-, and 100-year storm events.
- Although the petitioners will be addressing post-development runoff rates discharging from the West Branch of Jackson Creek, this portion of the overall drainage basin which affects homes along Rock Creek Drive is extremely small. The vast majority of stormwater affecting the Rock Creek Drive area stems from drainage along the main branch of Jackson Creek (which drains College Mall, Hoosier Acres, and the Park Ridge neighborhoods).

NEIGHBORHOOD ISSUES: This development proposal has elicited comments from a number of nearby neighborhoods. These areas include Hyde Park Condos (east), Revere's Run (north), Ridgemead (north), Sycamore Village (west), homes along Sare Road and Moores Pike, and from Sycamore Knolls (south and west). Letters from these residents are included in the packet material. In summary, the specific issues receiving the most concerns include:

- proposed density, particularly as it relates to traffic congestion and the pattern of development near existing neighborhoods to the north
- the proposed roundabout, particularly as it relates to future traffic congestion and pedestrian safety along Moores Pike
- stormwater quantity and quality control in light of downstream flooding issues; specific problem drainage sites have also been identified that will require on-site field inspections
- natural area protection, particularly portions of the site where proposed lot development encroaches into wooded areas
- whether the proposed commercial development complies with the GPP in light of the Plan's recommendation to fully utilize vacancies in the community's commercial/office space
- need to expand Southeast Park to a greater extent than provided with this petition
- impact of the project on MCCSC in light of capacity issues at Childs School, particularly the potential need to bus children to other school sites
- need for improved pedestrian safety along Moores Pike, including sidewalk on the north side and traffic calming to slow down vehicle speeds

- need for traffic calming devices on Rock Creek Drive and Queens Way; sidewalk on the south side of Queens Way
- need for restrictive square foot limitations on commercial building footprints proposed for the village center; no nonresidential uses being allowed for the second stories of these buildings; limited numbers of commercial parking bays
- need for at least four points of connectivity onto the adjoining street system. Residents of Queens Way are interested in having Arden Drive extended to provide an additional access point. These residents are also interested in seeing greater indirection in the street network to discourage cut-through traffic.

ISSUES FOR PLAN COMMISSION CONSIDERATION: In addition to evaluating the written comments submitted by affected neighborhoods and property owners, the Planning staff highlights the following issues for Plan Commission consideration:

1. **The petitioner's proposed 7-acre expansion of Southeast Park** – Is this proposal adequate in light of the GPP's subarea map recommendation? Should additional dedication take place despite the fact that the Parks Department is currently satisfied with its active and passive recreation landholdings in this area?
2. **Assessment of environmental protection** – Between first and second hearings, the petitioners must work with staff to address tree preservation, sinkhole protection, and steep slope protection issues. Also, the petitioners need to assess additional recommendations raised in the Environmental Commission memo.
3. **Village Center limitations** – Greater specificity concerning building/use restrictions are still needed.
4. **Street and Alley Designs** – Changes to the proposed cross-sections are needed to comply more strictly with Thoroughfare Plan requirements as well as Public Works needs.
5. **Additional Pedestrian Facilities** – The petitioners still need to provide an additional pathway connecting either Southeast Park or the 8 foot multi-use trail. In addition, a funding commitment for sidepath along the entirety of Sare Road must be secured. The petitioner and the City should also continue working together in an attempt to facilitate sidewalk construction along the north side of Sare Road as well as visibility improvements to the hill east of Valley Forge Road.
6. **Sewer, Water, and Stormwater** - This approval, in particular the petitioner's stormwater drainage proposal, is still required.

RECOMMENDATION: Staff recommends that this rezoning request be forwarded to the March 8 Plan Commission meeting.

BLOOMINGTON PLAN COMMISSION **CASE NO: PUD-53-03**
FINAL REPORT **DATE: April 12, 2004**
LOCATION: 2410 Moores Pike

PETITIONER: Ramsey Land Development, Inc.
1128 South College Mall Road, Bloomington

REQUEST: The petitioner is requesting a rezoning of approximately 80 acres from RS3.5/PRO6 to Planned Unit Development (PUD) and preliminary plan approval for 364 mixed residential dwelling units as well as a 22,000 square foot village commercial center.

BACKGROUND:

Area:	80 gross acres
Current Zoning:	RS3.5/PRO6
GPP Designation:	Urban Residential
Existing Land Use:	Vacant; mainly rolling open terrain with scattered areas of steep slopes and a central floodway
Proposed Land Use:	Mixed Residential; Village Commercial Center
Proposed Density:	4.55 gross units per acre (364 units)
Surrounding Uses:	**South, West -** Single family (Sycamore Knolls); Southeast Park **East -** Hyde Park Condos; Bittner Woods; Pinestone **North -** Single Family (Revere's Run)

PROJECT REVISIONS SINCE FEBRUARY 9 AND MARCH 8 HEARINGS: Although the proposed number of dwelling units and total amount of nonresidential square footage remain the same, the petitioner has made a number of changes to the PUD petition. These are as follows:

Limitations on Village Center Commercial Area – In response to input from staff as well as residents from Sycamore Knolls, the petitioners have committed to the following limitations on the proposed village center:

- Individual building footprints in the commercial center will vary in size from 1,800 to 2,700 square feet. In no case, will these footprints exceed 2,700 square feet.
- For two-story buildings, second floor space is limited to residential and office uses only. No second floor retail uses will be allowed. Second floor office space cannot exceed an aggregate total of 10,000 square feet. Second floor residential units shall be limited to a total of 18. These units shall count towards the 364 units in the PUD.
- The first floor office/retail component of the village center shall not exceed 22,000 square feet.

- Architectural design and signage restrictions will be governed by both the standards and renderings submitted with the Preliminary Plan. These restrictions are proposed to become part of the Covenants, Conditions, and Restrictions (CCRs) of the PUD.
- The petitioner's list of uses has been further clarified. Under the proposed use "Veterinarian office", no kennels will be allowed. The land use "Bike shop" has been added. Another land use "Walk up ATM" has been added to clarify that no drive-through banking will be allowed. The land use "Food services" has been further clarified to restrict drive-through uses. The term "Neighborhood food market" now restricts gasoline sales. Finally a light retail use category has been added.

Proposed Parking Area for Southeast Park – As part of the petitioner's commitment to provide off-site improvements for Southeast Park, the petitioners are proposing to construct a small parking area accessed by a right-in/right-out driveway along Moores Pike. Because the initial location of this parking area fell within the 100-year floodway of the West Branch of Jackson Creek, the parking lot location has since been shifted to avoid any floodway encroachment.

Increased Environmental Protection – In response to input from staff as well as the Planning Subcommittee of the Environmental Commission, the petitioners have made the following modifications to the preliminary plan (see Exhibit A):

- **Shift in road away from sinkhole cluster –** In the central portion of the site, the petitioners have shifted the proposed north-south street further away from a pair of sinkholes. This roadway complies with the City's 25 foot sinkhole buffer regulations.
- **Shift of proposed mansion home –** Within the proposed Village Center, one of the proposed multifamily mansion homes is situated within an area of mature trees containing greater than 18% slopes. The petitioners have agreed to move this structure to the north in order to enhance tree preservation.
- **Relocation of lots –** In response to concerns raised about tree preservation, steep slope protection, and maintenance of existing drainageways, the petitioners have relocated lots and added property into conservancy areas. This has occurred on both the east and southwest portions of the property.
- **Environmental Commission response –** In addition to the revisions provided above, the petitioner has submitted a memo which attempts to address the Environmental Commission's comments from the February 9 hearing. This memo, as well as the Environmental Commissions original comments, is included in the packet.

Changes to Street and Pedestrian Network – In addition to providing some alignment changes designed to preserve environmentally sensitive areas, the petitioners have made the following modifications at the request of staff:

- **Travel Lane Widths –** All travel lanes for two-way streets will be 10 feet in width in order to meet City Thoroughfare Plan specifications. Original proposal was for 9-foot lanes in some sections.
- **Sidewalk/Tree Plots –** Except in a few instances, all sidewalks and tree plots have been widened to be at least 5 feet in width.
- **North-South Connecting Street –** This street will be constructed to a 28 foot standard and include one-sided on-street parking framed by curb bump-outs.
- **Commitment to off-site sidewalk on north side of Moores Pike –** The City has agreed to work with the petitioner and pay for the cost of sidewalk installation on the north side of Moores Pike between College Mall Road and the proposed roundabout area. All other off-site pedestrian improvements (within Southeast Park, Winfield Drive, and Queens Way) remain in the petitioner's proposal.

Utilities Issues – All sewer, water, and stormwater plans have received preliminary approval from the City Utilities Department. If this project is approved for rezoning, the following utility improvements will require further investigation at final plan stage:

- **Water Supply –** Although there is currently an abundance of water capacity in the immediate area, CBU's Long Range Water Capital Plan indicates the potential need for a 24" water main in the vicinity of the Sare Road/Moores Pike intersection. This need will require further study.
- **Sanitary Sewer –** CBU has indicated that the condition of the existing 10" sewer line running along the West Branch of Jackson Creek will still require field evaluation, and that the petitioner may be required to replace portions of this line. The petitioners are aware of this potential obligation.
- **Stormwater –** CBU has accepted the preliminary report which indicates the location and capacity of proposed detention/retention ponds. Final approval by CBU is contingent upon submittal of information related to such issues as storm drain inlet locations and spacing.

FOLLOW-UP TO PLAN COMMISSION REQUESTS FOR INFORMATION: At the previous two hearings, Plan Commission members made various requests for information. This section summarizes these requests and staff responses.

Request #1 – Calculation of off-site pedestrian improvements – At one Commissioner's request, staff has calculated that the petitioner is financially pledged to construct over 1,500 lineal feet of off-site pedestrian improvements. This is a significant commitment to improve pedestrian circulation in the surrounding area.

Request #2 – Definitions for proposed nonresidential uses in Village Center – Another request made at the February hearing is make sure all proposed uses for the Village Center are either defined in the Zoning Ordinance or clearly specified by the petitioner. On this issue, uses which are undefined by the Zoning Ordinance include *veterinarian office, business service, bike shop, walk up ATM, food services, neighborhood convenience food mart, dry cleaner, and light retail use*. From staff's perspective, this list of remaining land uses has been specified well enough by the petitioner to require only one term to be defined. This term, "business service" is hereby defined by staff as follows:

> **Business Service - A subcategory of commercial land use that permits establishments engaged in rendering services to other businesses. This includes such services as advertising, building maintenance, personnel/employment, consulting, security, copying and printing, office supplies, and equipment rental.**

Request #3 – Density Map – Per a Plan Commissioner request, a map showing surrounding densities of neighborhoods has been provided in this packet.

Request #4 – Review of a Planned Residential Overlay (PRO6) development scenario for this property – Planning Department staff has received one Plan Commissioner request and several citizen requests to evaluate possible development of the Ramsey Farm property under a PRO6 development scenario. As a result, staff has reviewed a PRO6 feasibility study submitted by a nearby resident. As the Plan Commission may recall, the PRO6 zoning would allow a possible development right of 480 units on this property. Residents concerned about the impacts of the petitioner's proposal (364 units) have questioned whether 480 units is realistically achievable and believe a PRO6 project may ultimately have less impact.

After reviewing the submitted analysis which suggests a development build-out of 369 units, staff concludes that this analysis underestimates the number of units that could be constructed under a PRO6 zoning process. The reason for this underestimation is as follows: 1) The submittal assumes that density in the transition zones is based on a net area calculation (taking out environmentally constrained land and right-of-way for streets). Ordinance density calculations are calculated using a gross acreage standard. 2) The study assumes that areas of steep slopes and floodplain cannot be incorporated as part of yard areas. While staff sympathizes with this assumption, such environmentally constrained areas can be used to meet yard standards.

In conclusion, staff retains its position that this particular developer in question would almost certainly develop a PRO6 project at a density below 6 units per acre. However, staff bases this conclusion more on the developer's track record of creating lower density, higher quality paired home neighborhoods. Staff could

anticipate other developers who specialize in higher density single family and paired products reaching a density of nearly 6 units per acre.

Request #5 – Projected elementary school enrollments – In response to a Plan Commission question regarding projected school enrollments, the Planning Department contacted Monroe County Community School Corporation (MCCSC). The Superintendent for MCCSC reiterated that this project would most likely generate approximately 40 new school-aged children. When further questioned, a range of 40-60 was agreed upon as a projected impact. As stated in the first Plan Commission hearing, this impact can be absorbed by the school district.

Request #6 – Remaining questions concerning the Roundabout – At the last Plan Commission hearing, the following additional questions were put forth regarding the proposed roundabout intersection at Moores Pike:

- How does the proposed roundabout specifically compare in terms of size to the City's roundabout at the intersection of High/Winslow/Rogers?
- Will the proposed roundabout perform effectively considering that the potential traffic from the project is significantly less than the traffic along Moores Pike?
- Would it be reasonable to construct a roundabout at the Sare/Moores Pike intersection rather than as proposed?
- Should there be a concern, based on any existing data, that the proposed roundabout is located approximately 780 feet from a signalized intersection?

Staff and the petitioner will respond to as many of these questions as possible at the Monday hearing. Based on the recommendations from the Manager of Engineering Services and the City's retained Professional Engineer, Planning staff continues to recommend that a roundabout intersection be utilized for access onto Moores Pike. Staff further asserts that such an intersection design will provide area-wide benefits in terms of slowing down excessive vehicle speeds on Moores Pike as well as create a safer pedestrian and bicycle crossing point between High Street and Sare Road.

UNRESOLVED ISSUES: As outlined in the final section this report, staff finds that the petitioner's rezoning proposal largely complies with the review considerations outlined in Section 20.05.09.08 of the Zoning Ordinance. However, there are three aspects of the proposal that have not been agreed upon by the petitioner and the Planning staff. Agreement on these issues is a condition of the staff's recommendation for approval.

Issue #1 – Environmental Protection – As discussed previously in this staff report, the petitioners have made significant changes to the preliminary plan to respond to staff recommendations regarding tree stand preservation, sinkhole

buffer protection, steep slope protection, and preservation of existing drainageways. Exhibit B depicts areas of the petitioner's preliminary plan where no preservation agreement has yet been reached. In the case of two of the proposed lots outlined in this exhibit, staff asserts that there is adequately dense, albeit immature tree cover that warrants inclusion into the petitioner's conservation area. In the case of the final lot, the petitioner has not yet demonstrated that an existing drainage swale can be adequately protected through the utilization of appropriate natural vegetative buffering. Staff recommends that the Plan Commission require modifications to the preliminary plan as dictated in Exhibit B.

Issue #2 – Safety Improvements along Moores Pike – As has been previously stated in Plan Commission hearings as well as the February 9 staff report, there is an existing sight visibility problem along Moores Pike due to the presence of a topographic high point located just east of the Valley Forge Road/Moores Pike intersection. The presence of this high point makes it dangerous for vehicles turning out of this cross street onto Moores Pike.

During discussions between the petitioner and the City, there has been disagreement concerning who should bear the total cost for trying to fix this safety problem. The petitioner believes that this improvement is not needed for the proposed project's safe access onto Moores Pike. They also argue that the project could be paid for by the City at substantially reduced cost if it is timed with private sector construction activity on the site. The City's position is that it is reasonable for the developer to bear this total cost. The proposed roundabout can only function better with additional sight line improvements. Also, the petitioner's project generates enough proportional traffic to cause more driver interactions at this dangerous line of sight location. Staff recommends requiring the petitioner to bear the cost for this line of sight correction.

Issue #3 – Direct pedestrian access to Southeast Park or the proposed multi-use trail – As stated in the February 9 staff report and hearing, staff is still recommending that the petitioner provide a direct and convenient pedestrian connection between the northwest portion of the site and either the park or proposed multi-use trail. Requiring connectivity to nearby amenities is consistent with previous development approvals (for example, the Kensington Park/Schmalz Park connection) as well as the City's Alternative Transportation and Greenways System Plan. The petitioners assert that such direct connections are not desired by lot owners, that reasonable connectivity is available on the project, and that reverse trespass (people cutting through the project to the Village Center) is a concern. The staff respectfully disagrees and recommends that such a connection be mandated (see Exhibit C).

Staff Findings (Per Section 20.05.09.08 Review Considerations)

In their consideration of a planned unit development preliminary plan, the planning staff in its report to the Plan Commission, the Plan Commission in its recommendation, and the common council in its decision, shall consider as many of the following as may be relevant to the specific proposal:

1) The extent to which the proposed plan meets the requirements, standards, and stated purpose of the planned unit development regulations.

Staff Finding: Staff finds compliance. In terms of requirements and standards, the PUD meets standards of having unified ownership, parcel size of greater than 3 acres, and an adequate percentage of open space which will be protected by detailed Homeowner's Association CCRs. As for the purpose of this chapter, the PUD is consistent with the Ramsey Farm Subarea Plan (see Finding #3), it provides dominant transition zones of single family and paired home land uses, it conserves significant environmental resources (pending resolution to Staff Issue #1), it mitigates congestion impacts at the Sare Road/Moores Pike intersection through committed improvements, and it promotes quality residential/nonresidential architecture through site plan, design, and signage restrictions.

2) The extent to which the proposed plan departs from the zoning and subdivision regulations 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.

Staff Finding: The proposed PUD does depart from the existing RS3.5 subdivision standards as well as the PRO6 overlay requirements. The proposed 364 dwelling units is higher than the 280 possible units which could be constructed under the subdivision code. However, it is less than the potential number of housing units that could be developed under PRO6 site planning standards. Dimensional standards are similar but generally less restrictive than underlying zoning standards. However, deviations in terms of setbacks and dimensions are being advanced by the petitioner and supported by staff for the purposes of achieving mixed housing types and traditional neighborhood concepts advanced by the Growth Policies Plan. Such departures in terms of dimensional standards, housing types, and nonresidential uses are recommended for this property and therefore in the overall public interest.

3) The extent to which the planned unit development meets the purposes of this Zoning Ordinance, the comprehensive plan, and any other adopted planning objectives of the city. Any specific benefits shall be specifically cited.

Staff Finding: The Ramsey Farm property has been identified as a Critical Subarea on pages 58 and 59 of the Growth Policies Plan (GPP). Both the critical subarea map as well as text recommendations are included in this packet. In summary, the GPP provides the following key recommendations that should guide the Plan Commission's decision to rezone this property:

- High quality, mixed residential housing at urban densities is encouraged. **The proposal meets this objective.**

- The expansion of Southeast Park on the northwest portion of the site is highly recommended.
  While the proposal does not expand the park to the degree envisioned by the guiding Subarea Map, the Parks and Recreation Department has determined that the existing park acreage is adequately sized to meet the active recreational needs of the surrounding area as well as the proposed new development. While the overall parks acreage is satisfactory, there are some facilities within Southeast Park itself that the Parks Department has determined should be upgraded to meet user needs. These include a new parking lot along Moores Pike, an improved pathway system within the park, and a reconfigured central parking facility. Additionally, in order to fulfill the goals of the Jackson Creek Master Plan and Growth Policies Plan, a new trail will be constructed by the petitioner along the West Branch of Jackson Creek floodway which connects Southeast Park to the College Mall area. The petitioner is proposing to construct and dedicate an 8 foot multi-use trail to fulfill this recommendation. The trail would be part of a 7 acre floodway land dedication which would be donated to the Parks Foundation. Estimated value of this dedication is $405,000. The City of Bloomington finds that these commitments fulfill the GPP's recommendation to expand Southeast Park.

- Nonresidential uses are encouraged for the northeast part of the site, but only with limits in scale and a tight design concept in keeping with traditional neighborhood concepts.
  With the modifications in use and building square footage outlined earlier in the staff report, staff finds compliance with this recommendation.

- A pathway facility is recommended along the West Branch of the Jackson Creek floodway.

The petitioner has fulfilled this recommendation.

- Coordination of development review with the Monroe County Community School Corporation (MCCSC) is necessary to ensure the adequacy of school facilities.
  Adequate coordination between the developer, City, and MCCSC has occurred. MCCSC has evaluated this property for possible school location needs. Projected enrollments can be handled by existing elementary school facilities.

- Stormwater detention standards should be stringently applied to this site given the presence of known downstream flooding problems.
  The petitioner's preliminary stormwater analysis incorporates 9 detention/retention ponds and has been conceptually approved by City Utilities. The petitioner's proposed pond storage capacity exceeds ordinance requirements.

- Road connections from Queens Way and Rock Creek Drive should be required. However, sensitivity to street design is necessary to discourage cut-through traffic.
  The petitioner's proposal includes both connections, which are mitigated to discourage cut-through travel movements by traffic circles, medians, and on-street parking with bump-outs. The Planning and Engineering Departments will be meeting with the Sycamore Knolls Neighborhood Association on April 19 to begin City-neighborhood discussions concerning off-site sidewalks and traffic calming.

- Access to Moores Pike is a critical site design issue given the presence of existing sight distance constraints.
  As stated previously, staff recommends addressing this issue through approval of the proposed roundabout intersection. This finding is pending resolution of Staff Issue #2 (Safety improvements to Moores Pike).

4) The physical design of the planned unit development and the extent to which it makes adequate provision for public services, provides adequate control over vehicular traffic, provides for and protects designated common open space, and furthers the amenities of light and air, recreation and visual enjoyment.

Staff Finding: Adequate public services are available in association with this petition. This particular sector of the community is abundantly served by both passive and active recreation amenities. The petitioner's proposed improvements to Southeast Park as well as adjoining land dedication will only enhance nearby recreational opportunities. As stated in the staff report, water

capacity and sewer services are already available. In the February 9 staff report, staff further noted that police, fire, and transit services were present as well. While the project will create traffic congestion issues at the intersection of Sare Road and Moores Pike, a Level of Service C can be maintained as a result of developer-committed improvements.

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

Staff Finding: With regards to the PUDs compatibility with adjacent neighborhoods, staff has received substantial input on this issue from Sycamore Knolls as well as residents north of Moores Pike. With regards to Sycamore Knolls, the petitioner's land use is restricted to single family and paired units with a density of approximately 3 units per acre. This density and land use is quite compatible with that neighborhood. Clearly, the proposed project increases in density and features a greater mixture of land uses as it interfaces with Moores Pike and the dominantly single family residential area to the north.

In this case, the recommendations of the GPPs Subarea Plan and the desires of residents living north of Moores Pike come into some conflict. The GPP clearly recommends small-scale commercial uses on the northeastern portion of this PUD site. With this recommendation coupled with the goal of achieving mixed housing types, the petitioner's proposal to construct a higher density residential node bordering small-scale commercial uses is a reasonable proposal. In this case, staff finds that the higher density recommendations of the GPP coupled with the presence of a significant arterial street buffer allow for the petitioner's proposal to be compliant with this criterion.

6) The desirability of the proposed plan to the city's physical development, tax base and economic well being.

Staff Finding: The petitioner's development proposal features such positive elements as finely detailed architectural and site planning controls, utilization of alleys, mixed housing products, off-site pedestrian amenities, safety improvements to Moores Pike, and proposed live-work units in the Village Center. These types of development concepts, coupled with the degree of committed physical infrastructure improvements, provide benefits to the City's overall physical development.

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

Staff Finding: Staff findings for this criterion are duplicated in Criterion #4.

8) The proposal preserves significant ecological, natural, historical and architectural resources to the extent possible.

Staff Finding: A positive finding for this criterion is pending resolution concerning Staff Issue #1. However, staff would note that the petitioner has done an excellent job in the following environmental areas: 1) floodway protection, 2) karst feature protection, and 3) water resource buffering. The proposal has only a few minor encroachments into greater than 18% slopes and largely preserves significant stands of woodland.

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

Staff Finding: Staff finds that this criterion is adequately addressed through the findings for Criterion #5. In addition, the petitioner has developed a reasonable proposal for addressing both cut-through traffic as well as safe access for vehicles entering and exiting Moores Pike.

10) The proposed development is an effective and unified treatment of the development possibilities on the planned development site.

Staff Finding: The proposal fulfills both the GPPs recommendations as well as PUD ordinance requirements as a single development treatment of the property under single ownership.

RECOMMENDATION: Staff recommends that the Plan Commission grant a conditional approval for this petition. Specifically, staff's positive recommendation is based on the following conditions:

1. At final plan stage, the petitioner shall be responsible for and the Board of Public Works shall approve the design and implementation of the following infrastructure;
    a. Roundabout intersection with Moores Pike
    b. Sare Road travel lane improvements
    c. Proposed sight distance improvements on Moores Pike, east of Valley Forge Road.
    d. Sare Road / Moores Pike intersection improvements
    e. Addressing, street naming, curb bump-outs, on street parking location, cul-de-sac/circle/median designs
    f. Proposed sanitation collection
    g. Sidepath improvements along the entire frontage with Sare Road.

2. The petitioner shall be responsible for constructing a direct pedestrian access linking the public street located at the northwest portion of the PUD to the proposed multi-use trail which connects Southeast Park (Staff Exhibit C). Such connection shall be constructed prior to occupancy permits being issued for adjoining lots.
3. The petitioner's approved preliminary plan shall include the Planning Department's proposed conservancy area recommendations as outlined in Staff Exhibit B.
4. The petitioner's proposed Village Center shall be limited by the restrictions outlined in the revised petitioner's statement, and with the additional definition of Business Service indicated in the staff report.
5. All committed parks service improvements, both to be dedicated on the petitioner's site as well as those which occur within Southeast Park, shall be reviewed and inspected by the Parks Department prior to City certification.
6. Not including the proposed park improvements, this preliminary plan approval shall bind the petitioner to the following off-site pedestrian improvements: sidewalk along Queens Way and sidewalk along Winfield Drive. The City is financially responsible for sidewalk improvements along the north side of Moores Pike between College Mall Road and the roundabout access opposite Winfield Drive.
7. All site planning and architectural design restrictions as set forth in the preliminary plan are binding on future final plans for this PUD. Final plan review will be conducted by the Plan Commission, with the Commission being given discretion to delegate such review to staff as the project is developed.

Ramsey Farm Neighborhoods Coalition

Bloomington, IN 47401

Mailing Address:
2405 Boston Road
Bloomington, IN 47401
333-7120

E-mail Address:
jrihruss@msn.com

Coalition Contacts

Hyde Park Village:
John Black – 339-8709
Earl Riggs – 331-1656

Revere's Run HOA :
John Russell – 333-7120
Carolyn Walters - 331-7200

Ridgemead:
Rebecca Veidlinger - 339-2804
Dave Bartlett – 334-0406
Betsy Bosin – 339-0460
Chuck Bonser – 332-7179
Fran & Gene Weinberg - 336-5556

Sycamore Village:
Flo Davis – 332-8788
Joyce Wilson – 336-8496

South Sare Road:
Patti Pizzo – 336-6775
Steve Snyder – 333-6277

North Sare Road:
Ellen Stewart – 332-0762
Jean Creek MD - 332-5514
Charley McClary 339-9608

E. Moores Pike:
Paul Smith – 323-9025

Sycamore Knolls NA
Ivor & Shirley Davies 339-4921
Derek Fullerton – 333-5205
Carol McGregor - 332-6896

January 29, 2004

TRANSMITTAL

TO: Plan Commission
City of Bloomington

Bill Stuebe, President
Scott Burgis
Les Coyne
Susan Fernandes
Joe Hoffman
Milan Pece
Dave Rollo
Tom Seeber
Jim Sims
Travis Vencel
Kurt Zorn

RE: Informational Packet – Ramsey Farm PUD Rezoning Petition

Please find attached a packet of information for your review and reference in preparation for the February 9, 2004, Hearing before the Plan Commission, regarding the PUD Rezoning Petition proposal at Ramsey Farm ("Renwick"), submitted by Wininger/Stolberg Homes, Inc.

We believe you will find the contents of our packet of interest and will provide you with an overview of the major issues we will be illuminating upon during the Hearing.

We look forward to the opportunity to present our concerns and questions, in our interest to ensure that the Renwick development will be in the best interests of all parties involved, will protect the future health, safety and welfare of the Community, will be responsive to the unique natural features of the site, will be of the highest possible quality and compatible with adjoining neighborhoods, will not have a negative impact on property values, and will provide a fair profit for the Developer.

Please do not hesitate to call upon us in the event you may require clarification on information contained in our packet, or on other related issues. Thank you for your time and commitment of service to the City of Bloomington.

Very truly yours,
for the
Ramsey Farm Neighborhoods Coalition

John Black / Betsy Bosin/ Flo Davis / John Russell /
Rebecca Veidlinger / Fran and Gene Weinberg

Ramsey Farm Neighborhoods Coalition

2405 Boston Road - Bloomington, IN 47401

January 29, 2004

Summary Highlights

TO: Plan Commission - City of Bloomington

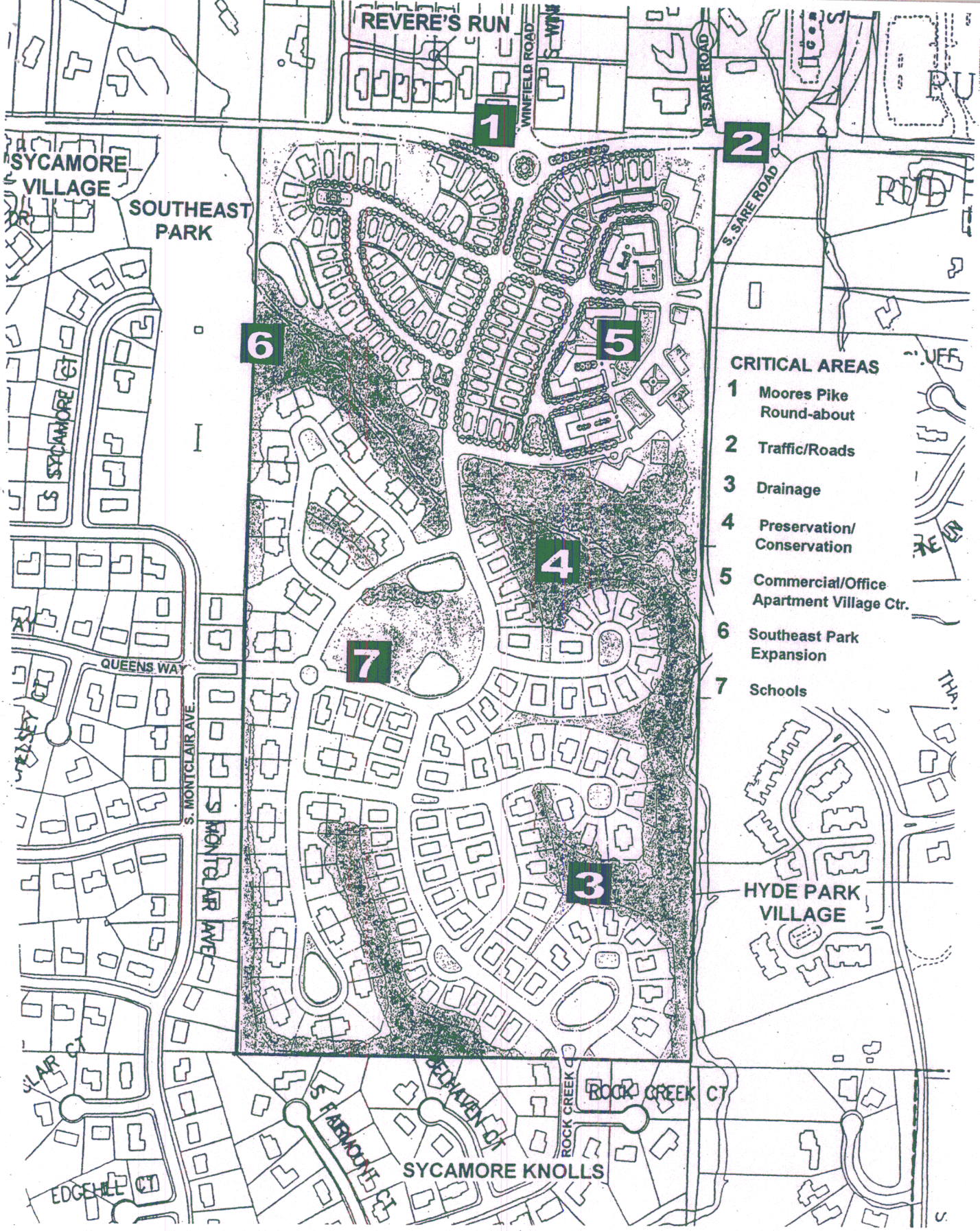
Monday, February 9, 2004, will mark the first Hearing on the Petition proposal, submitted by Wininger/Stolberg Homes, Inc., for a Planned Unit Development (PUD) Rezoning of Ramsey Farm ("Renwick"). This unique 80 acre parcel of land, at the southwest corner of Sare Road and Moores Pike, is the last bastion of open space, in the City, surrounded by established neighborhoods. The proposal includes 364 dwelling units, on lot sizes from 40' to 100' wide, and 22,000 square feet of Commercial/Office space with approximately 176 parking stalls. For those property owners, whose neighborhoods adjoin Ramsey Farm...as well as for those property owners who live in the vicinity, this development will have considerable impact.

Questions and Concerns

On the Map of the Ramsey Farm PUD proposal (See reverse side), the Coalition has identified 7 Critical Areas that have stimulated a number of questions and considerable concern. These Critical Areas are as follows:

1. **Density** - 364 Dwelling Units...plus Commercial/Office space...will generate a large number of residents, increased traffic congestion, and a pattern and mass of buildings and building types that are incompatible with adjoining neighborhoods;
2. **Traffic/Roads** - Increased traffic on Moores Pike, Sare Road and Winfield Drive. Proposed round-about on Moores Pike and revisions on Sare Road, as traffic congestion mitigation improvements, are highly questionable. Sidewalks and safety for pedestrians, also, are of considerable concern;
3. **Drainage** - Serious existing stormwater flooding and drainage conditions may be exacerbated without a comprehensive Stormwater Control concept that addresses, both, the need to control water buildup and the need to allow water to infiltrate back into soil and wooded areas to ensure sustainability for the existing vegetation;
4. **Preservation and Conservation** – The Ramsey Farm property is composed of a rich diversity of natural features, ranging from the Creek floodplain, wooded slopes and ravines, rock outcroppings, springs, rolling meadows, karst areas (sinkholes) and historic remnants of interest. The Coalition is concerned about intrusion of development into wooded areas that are required to be preserved;
5. **Commerical/Office/Apartment Village Center** - While the GPP recommends the introduction of "nonresidential" development near the northeast corner of the Ramsey Farm site, this recommendation is in direct conflict with recommendations included elsewhere in the GPP, which recognizes the existing problem of over-built and vacant Commercial/Office floor space, including the southeast sector of the City;
6. **Southeast Park Expansion** – The GPP recommends the expansion of Southeast Park into the Ramsey Farm site. Given the new development, at Ramsey Farm...and other projects in the southeast sector of Bloomington...the expansion of Southeast Park is logical, necessary and responsible;
7. **Schools** – With Childs School, already, at full capacity, the addition of elementary age students from Ramsey Farm, and other developments, may result in their being bused to other schools. The MCCSS is faced with critical questions about the addition of an elementary school and/or plans for redistricting.

For expanded commentary on the above Summary, please see attached Appendix. Thank you!



ESTIMATED "BUILT-OUT" SITE DEVELOPMENT

Prepared by: Ramsey Farm Neighbors Coalition

Not to Scale

SITE PLAN

NORTH

RENWICK

NOTICE:
The pattern of dwelling units, shown on this Master Plan, is based on an interpretation, by John Russell, of documents contained in the "Renwick" Petition proposal notebook submitted by Wininger/Stolberg Homes, Inc. This Plan has been developed to aid adjoining property owners and City Officials, Commission members, and other parties, to gain a greater understanding of mass and density generated by the proposal, but should not be construed as the final, built-out pattern at the Ramsey Farm site.

Ramsey Farm Neighbors Coalition

2405 Boston Road – Bloomington, IN 47401

January 27, 2004

Concerns and Questions

TO: Plan Commission – City of Bloomington

Introduction

Since the 16th of December, 2003...interrupted by the Holidays...members of the Coalition, finally, have had the opportunity to review a comprehensive Ramsey Farm PUD proposal, in preparation for the Hearing before your Commission on the 9th of February. Prior to that date, information revealed to Coalition property owners, during three (3) meetings with representatives from Wininger/Stolberg (WSG), was conceptual and/or was changed with each subsequent meeting. In addition, the structure, for such meetings, was, merely, informational and provided limited, or no, opportunity for any meaningful give-and-take.

Earlier this month, a joint letter from the Coalition and Sycamore Knolls Neighborhood Association (SKNA), presented eight (8) major issues, at the City-wide level, they believe that need to be addressed by the City Government...not the developers...as a prerequisite to the review of Site-specific issues. These eight (8) points are as follows: 1)Traffic Congestion and Safety; 2) Drainage and Flood Control; 3) Schools; 4) Fire; 5) Police; 6) Parks; 7) Public Utilities Systems; and 8) Environmental Protection and Enhancement. The Coalition and SKNA stated, in their joint letter, that they *"...acknowledge the fact that Ramsey Farm will be developed. However, the context in which the project is reviewed, approved and implemented is of utmost concern."* Important to note, implied, in one, or more, of the above points, is the issue of "Density." Further discoveries in, both, the GPP-2002 and the Zoning Ordinance, have produced a mounting number of concerns and questions which are addressed, herein.

City-wide Issues

Accountability and Articulation - In mid-January 2004, the Coalition learned that the Planning Department would provide answers to all questions regarding City-wide system issues that might arise during the Ramsey Farm Petition review process. Coalition members, then, must assume that the Planning Department has its fingertips on the pulse, policies and needs assessments and Master Plans from each Department/Division/Agency in the City. The Coalition, also, must assume that the Planning Department will be prepared to provide detailed answers regarding the relationship between the Ramsey Farm sub-systems and the City-wide systems. Such centralized accountability for, and effective articulation of, these City-wide issues is cause for a certain level of concern by the Coalition members.

A Case in Point: Southeast Park Expansion

- The Growth Policies Plan – 2002, Ramsey Farm Subarea Study, *"highly recommended"* the expansion of Southeast Park into the Farm site. One must assume the Parks and Recreation Department approved this recommendation, in 2002.
- The Site Plan for the Ramsey Farm proposal does not include such Park expansion. We were told, by Tim Hanson and Eric Stolberg from Wininger/Stolberg Homes, Inc., that during *"meetings with the Park Board Chairman and Park and Recreation Director"*...regarding *"donated"* improvements to Southeast Park and the Trail extension, and the ***"dedication"*** of the West Branch of Jackson Creek Floodplain to the Park Foundation...they were informed there was no need for an expansion of Southeast Park.
- These facts promote the following Questions: Where does Southeast Park fit into the Parks and Recreation Master Plan, given the pressures placed upon it by new development at Ramsey Farm and elsewhere in the southeast sector of the City? Have needs assessment

studies been completed to support this decision? Why was the expansion of Southeast Park included in the GPP-2002?

- Given that WSG has agreed to "donate" $405,000 worth of improvements to Southeast Park, including a Multi-purpose Trail through the Park and along the Creek floodplain on the Ramsey Farm site, and the dedication of **unbuildable** Creek floodplain, do Park Board Minutes record that the Board approved, 1) an agreement with WSG to construct the Trail and other improvements; and, 2) to exempt them from including the Park expansion in its "Renwick Site Plan"?

Application to Other City-wide Systems - The same type of questions will be asked regarding Traffic Control, Congestion, and Safety; Stormwater Control and Drainage; Fire and Police Service, etc.! Unless the City Government is willing to address the City-wide issues, first, the review, evaluation and approval process rings hollow for the Site-specific issues.

The Review Process - Unfortunately, the current Planning Review and Approval Process allows project proposals to advance and come before the Plan Commission without adequate prior review and accountability regarding the respective Master Plans, or Needs Assessments studies. In addition, the opportunity for in-depth public input and dialogue, at, both, the City-wide and Site-specific levels, during the Preliminary Development stage, is inadequate. The so-called "Up-date Reviews" with the developer are pro forma and meaningless. As a result, the current Review Process invites an adversarial atmosphere during Public Hearings and feeds public distrust of Government and public ridicule of the Process and is a waste of creative energy, time and expense for all parties involved.

Site-specific Issues

You will note, on the attached Map of the Ramsey Farm PUD proposal, the Coalition has identified seven (7) Critical Areas that have stimulated considerable concern and a number of questions. These Critical Areas are as follows:

1 **Density**

- 364 Dwelling Units...plus 22,000 s.f. of Commercial/Office space...proposed in an estimated, net 51.5 buildable acres which generates: A) a large number of residents in a confined area (209 d.u.'s on a net, estimated balance of 17.1 acres on the north section of the site, or 12 d.u.'s/acre); B) increased traffic congestion; and C) a pattern of density resulting in a building mass that is not compatible with adjoining neighborhoods [See Section 20.05.09. 08 (5) and GPP- 2002 – PART 1]
- Many property owners, in adjoining neighborhoods, take strong issue with the manner in which *"Compact Urban Form," "Urban Residential"* and *"Traditional Neighborhoods"* concepts are being interpreted and applied. Ramsey Farm is not an **"Urban Infill"** site!
- The GPP-2002 – PART 1: Policy Essence – Compact Urban Form, states, in part, as follows: *"Compact urban form refers to the overall development pattern.* ***It does not imply the instrusion of higher density development into established neighborhoods****, crowding...of a scale more appropriate to larger cities..."* (p. 5); (**bold** enhancement added for emphasis)

2 **Traffic/Roads**

- The high density, noted above, will increase traffic congestion on Moores Pike and Sare Road, and increase traffic on Winfield Drive, and, to a lesser degree, on Rock Creek and Queens Way.
- The roundabout concept, on Moores Pike and Revisions on Sare Road, proposed for traffic congestion mitigation and pedestrian safety, are highly questionable solutions. The GPP-2002 - PART1: Policy Essence – Leverage Public Capital states, in part, as follows: *"...As Bloomington's population increases, the need for maintenance and replacement of existing infrastructure, such as streets and utility lines, grows ever*

*greater. In addition, other public serves, such as parks, schools, and fire and police protection, are affected…Maintenance of these facilities and services is necessary to ensure preservation of the quality of life…To this end, the goal of the community should be to strive for **concurrency**; whereby growth is maintained **commensurate** with the provision of public facilities and services"* (p. 12); (**bold** enhancement added for emphasis)

- The issue of "concurrency" (the traditional Planning concept of **Land Use and Transportation**) is fundamental to sound and accountable City Planning!

3 **Drainage**

- Serious existing stormwater flooding and drainage conditions may be exacerbated without a comprehensive Stormwater Control concept that addresses, both, the need to properly contain and distribute water buildup and the need to allow water to **infiltrate** back into soil and wooded areas, at **pre-construction levels**, to ensure sustainability for the existing vegetation.
- The proposed Stormwater concept relies, solely, on Retention Ponds and fails to address the requirement of, both, the Zoning Ordinance and the GPP-2002 *"to protect environmentally-sensitive areas;"*

4 **Preservation and Conservation**

- The Ramsey Farm property is composed of a rich diversity of natural features: West Branch of Jackson Creek floodplain, wooded slopes and ravines, sinkholes, rock outcroppings, springs, and rolling meadows.
- The Coalition is very concerned about the intrusion of development into sensitive steep wooded slopes and other areas, required to be preserved under the PUD Zoning Ordinance (20.05.09.06), and about the proposed placement of a "Multi-purpose Trail" in the *"environmentally-sensitive"* Creek floodplain;

5 **Commerical/Office/Apartment Village Center**

- While the GPP Subarea Study recommends the introduction of *"nonresidential"* development near the northeast corner of the site, such introduction is in direct conflict with statements found, elsewhere, in the GPP (See Policy 3 – "Redirect Commercial Development" – p. 7). This Policy recognizes the *"continued spread"* of, and the need to *"restrain,"* Commercial/Office development, with the recommendation for the containment, *"re-use and redevelopment"* of *"…well established commercial centers, such as the College Mall…"*
- Essentially, Commercial/Office zoning, at this location, is an extension of College Mall Road and a ***"spread"*** of new floor space, when a diversity of Commercial/Office establishments is within a 10-15 minute walk from Renwick. In addition, a number of storefronts are vacant in the several commercial/business centers, north of the site.
- Our search reveals the Commercial/Office activities cannot be sustained by the Renwick residents, alone, as claimed by the Petitioner (helped, of course, IF the dominant tenants in the Village Center, are students).
- The long-range economic strength of these enterprises will depend, to a large degree, on off-site patrons, with the assumption there will be easy access from Sare Road and Moores Pike…especially during the first few years of development, when the project is, only, partially built-out.
- In addition to heavy traffic generation, including delivery and service vehicles, such Commercial/Office activities will be incompatible with adjoining residential properties and could have a negative impact on property values of the adjoining home sites and are in conflict with Zoning Ordinance provisions [See Section 20.05.09.08 (5)];

6 **Southeast Park Expansion** – (See above comments);

7 **Schools**

- With Childs School, already, at full capacity, the addition of elementary age students

From Ramsey Farm and other developments, may result in their being bused to other schools. The MCCSC is faced with critical questions about the addition of an elementary school and/or plans for redistricting. Where does the addition of Ramsey Farm fit into the MCCSS Master Plan?

Public Good vs Public Interest

- The issue of "Public Good" – the contributions to the Community by a given proposal – has dominated discussions and review of development proposals in our Community. Thus, trails, new sidewalks, street widening, dedication of open space, new parking lots on City property, and the like, have been recognized as "Public Good" contributions and have been given considerable recognition. Thus, the *"7 acres"* of *"dedicated"* Floodplain and the *"11 acres"* of *"conservancy"* wooded areas (**essentially unbuildable**) may be applied as "Public Good" contributions, not to mention the proposed donated Southeast Park improvements!
- On the other hand, the issue of "Public Interest," often, receives short shrift in such discussions, because of a lack of advocacy requiring development proposals to be held accountable for their impact on citizens and the environment of the broader Community.
- The fundamental Purpose of City Government, mandated by the State, and repeated in several sections of the Municipal Code, is *"to protect the health, safety…and welfare"* of the general public.
- This debate has a direct link to discussions about the Right to Develop, to treat one's property as one wishes, versus Public Rights, the need to protect and respect the Rights of others, as stated in, both, the Zoning Ordinance and the GPP-2002.

Costs and Benefits

- Commensurate with the debate on "Public Good vs Public Interest," is the often neglected topic of "Costs and Benefits." Unfortunately, most discussions focus on the Benefits reaped from a given development, with limited consideration for the Costs which are incurred by the City.
- This past summer, Coalition member, John Russell, asked the City Controller's Office if it possessed a "rule of thumb" Cost factor that it applied for every new home added to the City's housing market. He was told that this question had never been asked and there was no data available to generate such a Cost factor.
- Thus, we must ask: What are the Costs to the Community versus what Benefits are reaped, by a given development proposal? Apparently, no one is asking these questions and no one has any answers. Why?
- The City of Bloomington must not be satisfied to conduct the Planning Process based, only, on partial information. The City Government must ensure a balance between "Public Good" and "Public Interest" and a clear understanding of the "Cost/Benefits" of a given development. Once these issues have been incorporated into the Administrative Process of the Community, then the property owner/developer, and the general public, will be operating on a more level playing field, leading to greater openness and a willingness to engage in constructive review discussions.

Conclusion

The Ramsey Farm Neighbors Coalition seeks the support of the Plan Commission to insist on a broader, more comprehensive approach to the Planning Process, commencing now. We request that the Commission, please, address the following: 1) Require answers to the City-wide systems questions; and, 2) Require answers that demonstrate the connection between Site-specific issues, in this case, generated by the Ramsey Farm proposal, to the City-wide issues. The protection of health, safety and welfare, for all citizens, is fundamental to the Mission of our City government. Such protection must be a part of every Planning decision…City-wide, or Site-specific. Thank you for your consideration and support.

Ramsey Farm Neighborhood Coalition

Bloomington, IN 47401

January 29, 2004

Mailing Address:
2405 Boston Road
Bloomington, IN 47401
333-7120

E-mail Address:
jrihruss@msn.com

Coalition Contacts

Hyde Park Village:
John Black – 339-8709
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Ivor & Shirley Davies 339-4921
Derek Fullerton – 333-5205
Carol McGregor - 332-6896

Tom Micuda
Director
Department of Planning
City of Bloomington
440 N. Morton Street, Suite 160
Bloomington, IN 47404

RECEIVED
JAN 30 2004
BY:.....

RE: Ramsey Farm - Neighborhood Meeting Report

Dear Tom:

Following our telephone conversation, yesterday, during which I gained an additional layer of understanding on the Evaluative Criteria that may be applied to the Ramsey Farm Petition proposal, I returned, again, to Section 20.05.09.00 "PLANNED UNIT DEVELOPMENT REVIEW," for further enlightenment. Provisions in Subsection .07 "Specific Content of Plans" Subparagraph (11) "Neighborhood Meeting Report," provides the opportunity for the neighborhood association to submit a letter to the Planning Department "...summarizing the results of the contact." As the provisions, now, stand, such meeting would be limited, solely, to Sycamore Knolls Neighborhood Association, as none of the other affected neighborhoods, either, is a Neighborhood Association, and/or is "*on record with the city,*" as noted in Subparagraph (11). Nevertheless, formalities aside, you encouraged Wininger/Stolberg (WSG) to meet with other affected property owners, beyond Sycamore Knolls, and, after pressure from our Coalition, a meeting was called, by WSG, for August 6, 2003, initially, for property owners living to the north and east of Ramsey Farm. As you recall, our Coalition voiced concern about the exclusivity of those invited to attend leading WSG to invite a select number of owners from a broader area. A second meeting was scheduled for December 18, 2003, again, primarily for property owners north and east of Ramsey Farm.

Included in the Renwick Petition proposal notebook, is a document entitled, "Renwick Outreach With Neighborhoods and Other Interested Parties." Commencing May 27, 2003, with a meeting with the Sycamore Knolls Neighborhood Association, and running to December 18, 2003, WSG lists some forty-one (41) "Outreach" meetings. A breakdown of these meetings provides broader insight on the weakness in the process: 12 meetings with SKNA, Planning Committee, or individual SKNA property owners; 3 meetings with Coalition property owners and 3 meetings with individual property owners from north and east of Ramsey Farm; 1 Field Tour meeting, listed, was initiated by me on August 9, 2003. All the other twenty-two (22) meetings, listed, were with your staff, or with staff from other Departments, or with other City officials.

I know I speak for most, if not all, of the property owners "north and east of Ramsey Farm" (and northwest, as well), in stating that the group meetings, by and large, were nothing more than PR displays, simply, to get on the record that WSG had gone through the "required" motions to meet with adjoining property owners. The structure of the group meetings provided no opportunity for really, meaningful give-and-take, whereby the property owners had sufficient information and time, in a workshop-like atmosphere: 1) to understand the

full implications of the proposals; and, 2) to be able to offer intelligent suggestions. Up until the Petition proposal notebook was made available, on December 16, 2004 (thanks to Dave Rollo for securing a copy through the City Council budget), property owners had seen, only, bits and pieces of the puzzle, with the Site Plan and other details changing with each successive viewing.

All of us know that there was a much closer working relationship with the Sycamore Knolls NA, right from the beginning, which Eric and Tim nurtured. Why? Perhaps, WSG, simply, was following the "letter of the provisions" and performed exactly as required. Or, perhaps, the fact that SKNA had an early jump, because it had organized, years ago, and had an active Planning Committee in place. Obviously, everyone beyond SKNA had a very late arrival on the scene...and, obviously, WSG made no effort to meet with anyone, outside of SKNA, for 2-1/2 months. Why? The answers are unimportant, now. All involved parties must move forward and try to find common ground which will result in a high quality, profitable project that is responsive to the full range of requirements and approved through an open and accountable process. That is the best for which anyone can hope, considering the current out-of-synch Zoning Ordinance and GPP-2002...and an inadequate pre-Hearing review process.

Hopefully, the Year 2004 will find a well thought-out set of Zoning Ordinance revisions adopted by the City Council and, perhaps, some amendments adopted for the GPP, as well. I strongly encourage the Planning Department to outreach to persons, like myself, and others from our Coalition and elsewhere throughout the community, who have gained a new and valuable perspective on the Planning Process and who can provide fresh ideas, as the City engages in the revision exercise over the next few months.

I will not belabor my thoughts, at this time, other than to state that the entire Review process needs a wholesale overhaul. Steps MUST be written into the Zoning Ordinance provisions that will provide early and broad involvement by affected property owners in the Conceptual, Preliminary and Final stages of proposal review and approval process. Projects SHOULD NOT be "fought over" and revised at the public Hearing stage of the process. Also, the Planning Process MUST be completely transparent, free of real, or perceived, "backroom deals" between developer and City Officials, as one Commissioner recently observed. Commensurate with this point is the essential requirement that the Planning Process start from the City-wide scale, with clear evidence that all aspects of a given project are part of the respective Master Plans and that representatives, from Departments/Divisions/Agencies, be answerable. (NOTE: I do not believe this responsibility, or burden, should be placed upon the shoulders of the Planning Department.) This process, then, should move from the City-wide to the Site-specific scale issues, with much the same requirement, where the connections to impacts at the local City sector and adjoining neighborhoods level are made evident and evaluated. I look forward to discussing these points with you, in the near future.

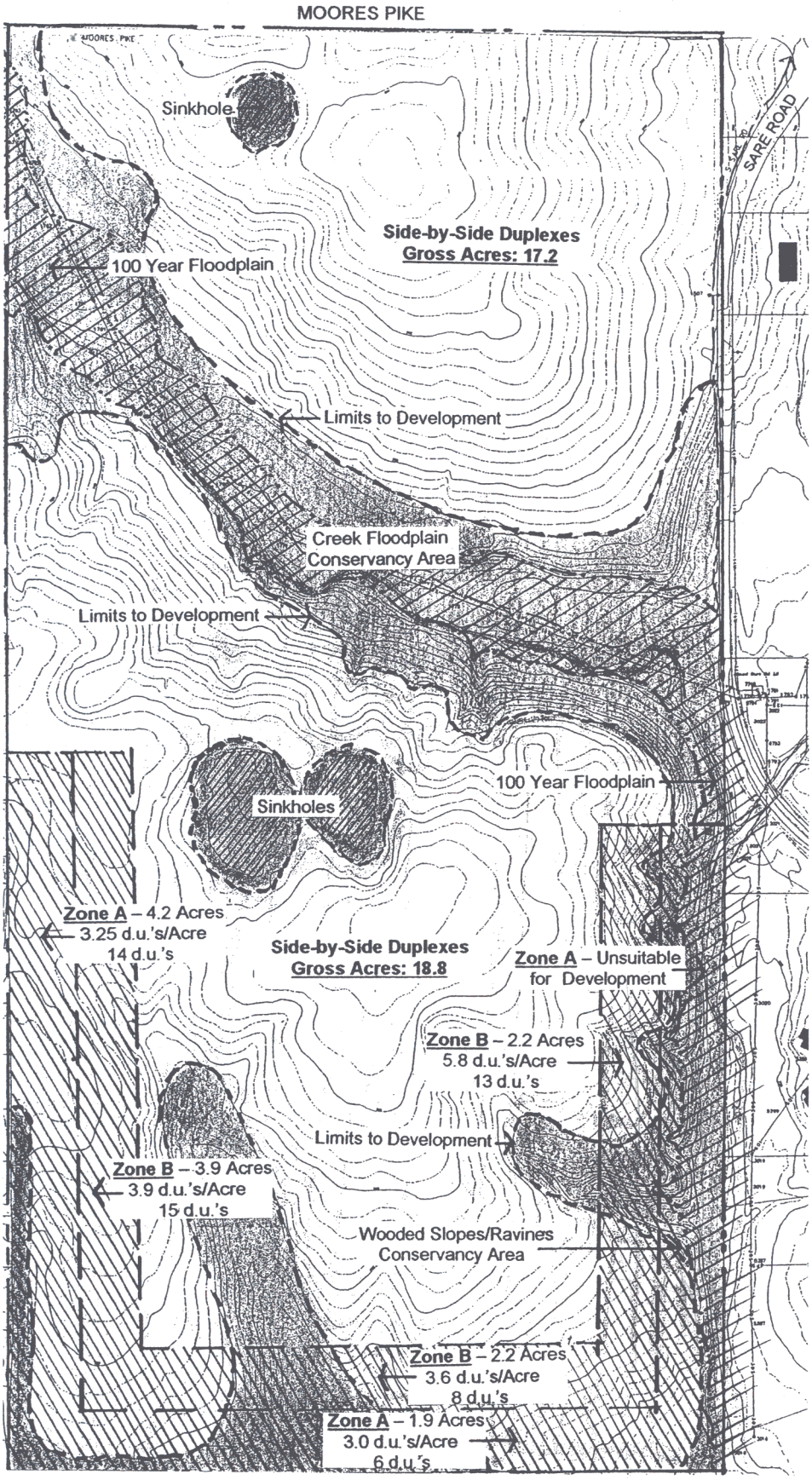
Thank you for your continued support.

Very truly yours,

John Russell

cc: Hon Mark Kruzan
Dave Rollo

Ramsey Farm Neighborhoods Coalition



Assumptions

1. Side-by-side Duplexes on 5,000 s.f. lots outside of Transitional Zones;
2. Roadway network moderately modified from current Renwick PUD proposal;
3. Access points in/out of site remain the same;

Guiding Criteria

1. Single Family and Duplexes; No apartments, or commercial;
2. Transitional Zones - Single Family: 125% excess of adjacent density first 150 ft. / 150% excess on second 150 feet;
3. Balance of land - "Side-by-side" Duplexes, as approved by Plan Commission: suitability for development based on limitations caused by slope, wooded areas, sinkholes, roadways, sidewalks, etc., and size of lots.

Total Dwelling Units

Transitional Zones:	56
South Section of Site:	163
North Section of Site:	150
TOTAL Dwelling Units:	**369**

Net Acreage

The net acreage available for development, after deduction of natural features and road-ways: 50.4 Acres

Key to Map

- 100 Year Floodplain
- Conservancy Areas
- Transitional Zones
- Gross Land Suitable for Development

North

Scale: 1" = 300'

Review – PRO6 Overlay Option – Ramsey Farm

Ramsey Farm Neighbors Coalition

From: Coordinator, Ramsey Farm Neighborhood Coalition

To: Mr Mitch Rice, Chair, Bicycle & Pedestrian Safety Commission
Mr Tom Micuda, Director, City of Bloomington Planning Department
Mr Sid Smith, Chair, Traffic Commission

Date: January 3, 2004

Re: Quality of Life Issue: Safety

After numerous discussions and meetings with the Wininger-Stolberg Group, we find there are major issues arising from the proposed development of the Ramsey Farm (now known as Renwick) that are City issues. They involve "Quality of Life" concerns that require proactive rather than reactive stances. In particular, their resolution necessitates City of Bloomington Committees, Commissions, Departments and Task Forces working together in a boundaryless manner to address the issues outside the rectangle described in the Wininger-Stolberg Group proposal entitled "Renwick: new sense of community"..

The purpose of writing this letter is to raise the **issue of safety**, and, in particular, the concerns of Ramsey Farm Neighbors Coalition & Sycamore Knolls Neighborhood Association (SKNA). Three safety themes that need to be addressed by both the Bicycle & Pedestrian Safety Commission, Traffic Commission & Planning Department (acting in a leadership role) in conjunction with other City agencies are as follows:

- ✓ need for safe pedestrian, bicycle & automobile travel on Moores Pike & feeder roads (i.e. signage & other traffic calming devices on Moores Pike, a sidewalk on the north side of Moores Pike, and safe crossings to the south side for pedestrians & bicycles wishing to access Sycamore Village, SE Park & Renwick)
- ✓ need to create a Childs School safe area from the roundabout in the south to Arden Drive in the north (the Ramsey Farm & Blackwell developments have added new roads which will feed significantly increased automobiles, bicycles & pedestrians into and off High Street. This necessitates traffic calming devices, sidewalk on west side of High Street, new signage, & improved drop off and pickup areas for Childs School)
- ✓ need for traffic calming devices in Sycamore Knolls (e.g. along and at the current end of Rock Creek & Queensway)

Although these matters are primarily the responsibility of the Bicycle & Pedestrian Safety Commission, Traffic Commission & Planning Department, other City agencies (e.g. Police, School Board & Childs School) need to be involved now in a proactive manner. The Ramsey Farm Neighbors Coalition & SKNA are both willing to consult with you, and would appreciate being kept in the information loop as progress is made.

John R. Russell

(John Russell) 333-71204 e-mail: jrihruss@msn.com
Chair, Coalition Planning & Environment Committee

cc The Honorable Mark Kruzan, Mayor
Eric Stolberg, Wininger-Stolberg Group
Members of Bloomington City Council & Planning Commission
Carol McGregor, SKNA Planning & Development Committee

Ramsey Farm Neighborhoods Coalition

Bloomington, IN 47401

February 14, 2003

A REVIEW – PRO 6 OVERLAY OPTION – RAMSEY FARM

Prepared by: John Russell

Introduction

On several occasions over the past six months, most recently during the PUD Rezoning Hearing before the Plan Commission, on Monday, February 9, 2004, the Coalition has heard the comment that Ramsey Farm could be developed "by right" under the RS3.5/PRO6 Overlay provisions, with as many as "480 dwelling units" built, thereon. Some property owners have interpreted these "by right" statements to mean that a PRO6 considerable negative impact, while other property owners have had more fear for the PUD with its high densities, commercial and generation of increased traffic congestion. Either view is only speculative until such time as specific criteria and specific acreage suitable for development have been identified to determine the total number of dwelling units allowed on the site. **In this Review, you will discover that a maximum of 369 dwelling units would be allowed under the PRO6 Overlay at Ramsey Farm. The total number of dwelling units, under the current PUD proposal, is 364. Please read on for the "Rest of the Story."**

Determination of Dwelling Units Allowed

After a thorough review of the provisions found in the RS3.5 and PRO6 Overlay sections of the Zoning Ordinance, I posed several questions to Tom Micuda, Director of Planning. Tom provided new insight on, exactly, how the PRO6 Overly provisions could be applied to the Ramsey Farm site, as follows: 1) The number of dwelling units, allowed, will be based on available land, after those areas of the site, which cannot be built upon, such as wooded areas, sinkholes and steep slopes, plus such items as roadways, sidewalks, and parking lots, and area and density allowance in Transition Zones, have been determined; 2) The Planning Department will hold the developer to "high standards" in the preservation of wooded areas. Given this background, I was able to construct a Program to guide me in this Review.

Assumptions

1. The developer will construct Double Lot, "Side-by-side" Duplexes on minimum 5,000 square foot lots for the entire site, except where restrictions are imposed by the PRO6 Overlay provisions requiring "transitional zones" of lesser density along the boundary lines where the property is adjacent to existing developments;
2. Roadway network is moderately modified from the proposed network shown in the PUD petition Preliminary Master Plan;
3. Access points into and out of the site are the same as those proposed in the PUD petition Master Plan: Moores Pike, Sare Road, Rock Creek and Queens Way;
4. Sufficient "bonus points" have been accumulated to allow the maximum of 6 dwelling units per acre (See PRO6 Overlay provisions) (NOTE: Actually a moot point, considering the below Criteria).

Guiding Criteria

1. The minimum lot size, under RS3.5/PRO6 Overlay, is 9,600 square feet. (**NOTE: In the event the developer wishes to propose lot sizes less than 9,600 square feet, he/she must file a petition with the PRO6 Overlay application requesting Plan Commission approval for the reduction in lot size**.);
2. Single family and duplex dwellings are allowed; Apartments/townhouses/commercial not allowed;
3. Transitional zones limit the density of dwelling units on land adjacent to existing housing developments, as follows: 125% excess of existing density of housing situated on adjacent land, within a zone of 150 feet in width from adjacent property line; 150% excess of existing density of housing situated on adjacent land, within the next zone of 150 feet in width from adjacent property line; land beyond the 300 feet distance may be developed at a gross density permitted for the entire site, modified by net land available for development;
4. Available acreage for the construction of dwelling units is modified by existing site conditions, as noted above.

Available Acreage (Note: an acre is 43, 560 square feet)

1. The Ramsey Farm: 80 acres, or approx. 3,484,800 square feet (80 x 43,560 s.f.);
2. Area of Site **Not Suitable** for Development:

2.1 Creek Floodplain – Dedicated Greenway Corridor:	7.5 acres, or	326,700 s.f.
2.2 Wooded Areas/Steep Slope Dedicated Conservancy:	7.8 acres, or	339,800 s.f.
2.3 Sinkhole areas/Open Space:	4.5 acres, or	196,000 s.f.
2.4 Roadways, sidewalks, Stormwater control areas:	9.8 acres, or	426,900 s.f.
TOTAL AREA **NOT SUITABLE** FOR DEVELOPMENT:	**29.6 acres, or**	**1,289,400 s.f.**

3. Area of Site **Suitable** for Development

3.1 Transitional Zones (Single Family Housing):	14.4 acres, or	627,300 s.f.
3.2 Balance of Site ("Side-by-Side" Duplexes):	36.0 acres, or	1,529,000 s.f.
TOTAL AREA **SUITABLE** FOR DEVELOPMENT	**50.4 acres, or**	**2,156,200 s.f.**

Density

Net Acreage after deduction of Wooded areas and Roadways	Dwelling Units
Transition Zones Single Family	
1. 150' Zone A adjacent to west property line – 4.2 acres @3.25 d.u./acre, or	14 d.u.'s
2. 150' Zone A adjacent to south property line – 1.9acres @ 3.0 d.u.'s/acre, or	6 d.u.'s
3. 150' Zone A adjacent to east property line – (Unsuitable for Development)	
4. 150' Zone B adjacent to west property line – 3.9 acres @ 3.9 d.u.'s/acre, or	15 d.u.'s
5. 150' Zone B adjacent to south property line – 2.2 acres @ 3.6 d.u.'s/acre, or	8 d.u.'s
6. 150' Zone B adjacent to east property line – 2.2 acres @ 5.8 d.u.'s/acre, or	13 d.u.'s
	56 d.u.'s
Double Lots – "Side-by-Side" Duplexes	
1. South Section:: 18.8 acres, or 818,900 s.f. / 5,000 s.f. lot size =	163 d.u.'s
2. North Section: 17.2 acres, or 749,200 s.f. / 5,000 s.f. lot size =	150 d.u.'s
TOTAL DWELLING UNITS UNDER PRO6 OVERLAY:	**369 d.u.'s**

Summary

The total of **369** dwelling units exceeds the total proposed in the PUD Petition by only five (5) dwelling units. Four (4) important points need to be emphasized:

1. The critical guiding determinants for the number of dwelling units, for a PRO6 Overlay proposal at the Ramsey Farm site, are: 1) the existing natural site conditions; 2) site development elements (roadways, parking lots, stormwater control, etc.); and, 3) the minimum lot size approved by the Plan Commission. Thus, the oft heard statement that a PRO6 Overlay proposal, at Ramsey Farm, could have a maximum of 480 dwelling units (80 acres x 6 d.u.'s per acre) has no bearing on reality;
2. In the event the developer proposes lot sizes less than the minimum 9,600 square feet, as required in the RS3.5/PRO6 Overlay zoning provisions, the developer must submit a petition accompanying the PRO6 Overlay application, that will require a Hearing before, and approval by, the Plan Commission for reduced lot sizes;
3. Other impacts, generated by this PRO6 Overlay proposal, such as traffic congestion mitigation, preservation of wooded areas, control of on-site and off-site stormwater and drainage, provision of streets and roadways in compliance with City requirements, will not change, appreciably, from the current PUD proposal for Ramsey Farm, under consideration. However, the proposed Village Center, with Commercial/Office, Apartment and Townhouse land uses, would not be included.
4. I believe it is highly unlikely that a developer would propose to build 313 "side-by-side" duplex homes on 5,000 s.f. lots on this site. Also, I have no doubt such a proposal would be met with some opposition, by adjoining property owners, but far less so than the PUD Rezoning proposal. One wonders how the Planning staff and Plan Commission would respond to such a PRO6 Overlay proposal. Realistically, I would venture to guess the PRO6 Overlay proposal would include a balanced mix of lots ranging from a minimum of 6,000 s.f. (approx. 50' x 120') to 9,600 s.f. (approx. 80 x 120), resulting in a lesser number, thus, a lesser density, of dwelling units on Ramsey Farm.

In the event you may require clarification on any of the above statistics, or additional information, I may be reached at 333-7120 / jrihruss@msn.com. Thank you. *jrr*

RECEIVED
JAN 30 2004
BY:

Helga & Howard H. Keller
2723 McCartney Lane, Bloomington IN 47401-4323, Tel. 812.332.9912 / htkeller@indiana.edu

23 January 2004

Timothy A. Hanson
Wininger Stolberg Homes
1128 S. College Mall Road
Bloomington IN 47401

Re: The Ramsey Farm Development

Dear Mr. Hanson,

As a resident of Bloomington for the past twenty years who has lived in various neighborhoods along Sare Road, I feel compelled to express my concerns and observations in regard to the Renwick Project. My neighborhood association, the Hyde Park Village Homeowners' Association, has already submitted comments. My letter expresses my own personal concerns.

Traffic

During the past twenty years, the south-eastern part of Bloomington has greatly changed in that numerous new neighborhoods were developed, increasing the population and the number of vehicles manyfold. Sare Road was a narrow road with steep inclines and dangerous curves. We have witnessed first-hand several bicycle and vehicle accidents. Eventually, stretches of Sare Road were widened, College Mall Road was re-designed, and major traffic intersections were installed (Moores Pike – Sare Road – College Mall Road and Sare Road – Rogers Road). Still, traffic congestion exists on Sare Road and Moores Pike, as well as on Rogers Road; dangerous curves and hills contribute to considerable traffic obstacles.

At this time, it is impossible to envision the impact of added traffic on Sare Road. The planned commercial area with an outlet on to Sare Road so close to the intersection Moores Pike – Sare Road – College Mall Road is, in my opinion, one of the most dangerous developments planned along Sare Road. I invite you to travel on Sare Road during rush hours, on weekends when College Mall is an attractive destination, during special events such as sports events at Indiana University. There is considerable back-up of traffic in the direction of the intersection Moores Pike and in the direction of the stop light on Rogers Road. Quite often during various hours of the day it is a dangerous and time-consuming challenge to

exit McCartney Lane into Sare Road. By which means are cars from the Renwick Project supposed to feed into the traffic on Sare Road so close to the traffic lights at the intersection Moores Pike? What kind of devices will be implemented to assure the safety of pedestrians, bicyclists and car drivers?

Moores Pike is a hilly, narrow road. It is a major east-west traffic route for Bloomington. Has a study been undertaken as to how hundreds of additional cars will impact the traffic on Moores Pike? Would a round-about at Winfield Road really solve all problems posed by additional traffic?

Commercial Area

The Renwick Project is located close to College Mall, Eastland Plaza and East Third Street with their large variety of shops. Is it desirable and necessary to add more commercial outlets in close proximity to various residential areas that are basically in walking distance, definitely in easy driving distance, to all necessary shopping opportunities? What kind of shops are planned for the commercial area? Would it be desirable to add a cluster of small convenience stores to a high-scale residential neighborhood? A commercial area would also result in additional pollution, traffic and noise – these side effects, too, would be highly undesirable for a residential neighborhood.

Environmental Issues

We were attracted to Hyde Park Village because of its design and location. It is nestled into a parcel of land that is surrounded by trees. Jackson Creek, a bluff with various rock formations, and a beautiful stand of trees are the back drop of the neighborhood. They are also home to a large variety of wildlife and wild flowers. For us personally, and I believe for all homeowners in Hyde Park Village, the area is a small parcel of paradise for enjoyment and relaxation.

I would like to know whether Wininger/Stolberg plan to preserve this unique geological and environmental feature or whether it is earmarked for development. It would be highly desirable to preserve the beautiful treeline not only for Hyde Park Village but eventually also for the residents in the Renwick Project. It would be important to provide a clear picture about the control of water run-off, about the control of drainage, and the number of retention ponds. The fragile ecology of Jackson Creek is already stressed to the limits; every possible precaution should be taken to protect Jackson Creek and the abundant wildlife that makes its home in and along Jackson Creek.

The hilly farmland exposes a number of unique geological features that eventually would be covered with asphalt and concrete for roads and parking lots.

Did Wininger/Stolberg solicit professional geotechnical studies to determine the suitability of the farmland for "smart growth" that incorporates "new urbanism" design and construction philosophies? What do these terms really stand for? If studies have been carried out, which environmental engineering consulting firm has undertaken the geotechnical studies for the terrain? Would it be possible to make these studies public? Considering the size of the project, it might be advisable and necessary to implement a third-party review of geotechnical studies.

Wininger/Stolberg might be well aware of subsidence problems in this area. Quite a number of homes developed problems and needed to be stabilized in the adjacent Spicewood neighborhood. This problem also has appeared in other neighborhoods where houses were erected directly on the edge of bluffs.

I am certain that Wininger/Stolberg has explored the various issues that I present in my letter. Maybe my letter serves to look once again closely at important matters that are connected with such a huge project and that directly impact the lives, and the quality of life, of so many people. I have not even begun to address questions of sewer, water and electricity supply, new cellular towers, and impact on the schools with the added population.

Constructing a large number of new homes and a commercial area in a pristine terrain should not result in a dramatic change of the quality of life for residents in long-established neighborhoods surrounding the Ramsey Farm.

Sincerely,

Helga Keller

cc: Mayor Mark Kruzan, City of Bloomington
√Tom Micuda, City of Bloomington Planning Director
Chris Smith, John Black, Earl Riggs, Andy Hoover
Hyde Park Village Homeowners Association

To: Wininger/Kolberg, Developer;
City Planning Commission,
Mayor J. Fernandez;
Mayor-elect M. Kruzan.

From: Residents, Queens Way (Sycamore Knolls)
(contacts: Eduardo Brondizio 333-0667 and Buff Brown 336-8299)

Ref.: Impact of Ramsey Farm development upon Queens Way residents

Date: November 10, 2003

CC.: SKNA

On November 9, 2003, fourteen families who reside on Queens Way met to discuss the implications of forthcoming Ramsey Farm development to our street. As one of the main connections to the forthcoming addition, the residents of Queens Way will suffer the most impact from this development. Traffic is projected to increase significantly according to a study made by the City of Bloomington. Besides the changing character of our neighborhood, the two issues of most concerns to us are the safety of our children and the potential impact increasing traffic will have on property value. The daily life of our children – going to and returning from school, playing and riding on the street, and overall safety – and all of us who enjoy walking daily along Queens Way will be significantly affected by this development.

Given the apparent interest the developer and the city administration have shown toward neighborhood concerns, we would like to propose some possible measures to mitigate the negative impacts of the project:

1. We take the premise that we should have as many as possible access points in order to distribute the traffic. As already made clear by our neighborhood association (SKNA) in a letter to the city of Bloomington planning director (Mr. T. Micuda; Oct. 21, 2003) the two north-side access points currently proposed (Moores Pike at Winfield and Sare Road) are paramount. However, we feel strongly that, consistent with the GPP, connectivity should be maximized to include **additional** access point at Sare Road, Moores Pike across from Valley Forge Road and a connection to Arden to optimize traffic distribution.

2. We would like to see as much "indirection" of traffic as possible. In addition to already proposed "indirections" we would like to see included:
   a. A small traffic circle at the intersection of Queens Way and Montclair.
   b. The street connecting Ramsey Farm to Queens Way should be "jogged" to further discourage through traffic.
   c. The inclusion of as many as possible 'stop' signs within both North and South sections of the Ramsey Farm development.
   d. Remove through way on Northwest side of the 'central greeenspace'. The current road segment will undermine the purpose of the central green space to provide traffic indirection. We suggest changing the south portion of this segment to a walking and biking path.
   e. Queens Way should "T" into the main North-South Road rather than connect as a single road (as a more recent rendition indicated).

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By

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f. The inclusion of other types (beyond 'stop' signs) of traffic calming devices within both North and South sections of the Ramsey Farm development.

3. Regarding improvements to allow Queens Way residents to cope with new traffic demands, we would like to see the following improvements provided by an association between the developer and the city:
   a. Traffic calming devices included throughout our street
   b. Better lighting
   c. An offer to install side-walks (one side of the street) throughout Queens Way and linked to connected streets. A plan for a sidewalk should be developed in accordance to residents of both sides of the street.

We appreciate your consideration and support of our concerns. While we are in tune with SKNA and the efforts of its planning board, these issues reflect the particular concerns of Queens Way residents. We are certain we will be able to reach a desirable end that will improve the quality of life to both neighborhoods.

Sincerely, below signed Queens Way and other concerned residents.

Lawrence C Brown	2219 Queens Way
Huseyin Ozturk	2225 Queens Way
Ezen Ozturk	2225 Queensway
[illegible]	2231 Queens Way
Andrea Siqueira	2231 Queens Way
Barr Kuhlman	2315 Queen Way
Ron & Jean Hughes	140 Queens Way
~~Donald Helford~~	2212 Queens Way
Mary Andrus Overley	2212 Queens Way
[illegible]	2213 Queens Way
A Murphy	2213 Queensway
Laura Gottlieb	2310 Queensway
Jack Bates	2201 "
Paula Bates	2201 Queens Way
Bonnie Marsh	2303 Queens Way
Monty Marsh	2303 Queens Way

Sycamore Knolls Neighborhood Association

(SKNA established 1985)

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JAN 16 2004
BY:

From: SKNA Planning & Development Committee

To: Mr Mitch Rice, Chair, Bicycle & Pedestrian Safety Commission

Mr Tom Micuda, Director, City of Bloomington Planning Department
Mr Sid Smith, Chair, Traffic Commission

Date: January 11, 2004

Re: Quality of Life: Traffic

After numerous discussions and meetings with the Wininger-Stolberg Group, we find there are major issues arising from the proposed development of the Ramsey Farm (now known as Renwick) that are City issues just as much as developer issues. They involve "Quality of Life" concerns that require proactive rather than reactive stances. In particular, their resolution necessitates City of Bloomington Committees, Commissions, Departments, Task Forces & particularly the Traffic Commission working together in a boundaryless manner.

The purpose of writing this letter is to raise the **issue of traffic**, and, in particular, the concerns of Sycamore Knolls Neighborhood Association. Four traffic themes that need to be addressed by the Planning Department (acting in a leadership role) in conjunction with other City & County agencies are as follows:

- ✓ solutions to traffic issues will be data driven with decisions concerning road connections, traffic flow & traffic calming based upon identified needs & priorities.
- ✓ a minimum of four or more entry/exit connections to Renwick development will be opened as determined by traffic studies.
- ✓ effects of opening the new entry/exit points upon surrounding neighborhoods will be recognized, and the City will address issues that arise from the openings in order to protect the integrity of neighborhoods most affected.
- ✓ connections will adequately & efficiently distribute new traffic consequent upon the development, and that traffic volume, flows, calming devices & signage will be designed for their effectiveness in reducing through traffic, noise and speed on new and existing neighborhood roads.

Although these matters are primarily the Planning Department's responsibility, other City & County agencies need to be involved now in a proactive manner. SKNA is willing to consult with you, and would appreciate being kept in the information loop as progress is made.

Carol McGregor, Co-chair 332-6896
e-mail: ccmcgregor@aol.com

Derek Fullerton, Co-chair 333-5205
e-mail: BoetF@aol.com

cc The Honorable Mark Kruzan, Mayor
Eric Stolberg, Wininger-Stolberg
Members of Bloomington City Council & Planning Commission
Jack Wittman, Monroe County Drainage Board
John Russell, Ramsey Farm Neighbors Coalition

Sycamore Knolls Neighborhood Association

(SKNA established 1985)

RECEIVED
JAN 1 6 2004
BY:.....

From: SKNA Planning & Development Committee

To: Mr Tom Micuda, Director, City of Bloomington Planning Department

Date: January 11, 2004

Re: Quality of Life Issue: Commercial Development

After numerous discussions and meetings with the Wininger-Stolberg Group, we find there are major issues arising from the proposed development of the Ramsey Farm (now known as Renwick) that are City issues. They involve "Quality of Life" concerns that require proactive rather than reactive stances. In particular, their resolution necessitates City of Bloomington Committees, Commissions, Departments and Task Forces working together in a boundaryless manner to address the issues concerned with the proposed commercial center in the Renwick development.

As one would expect, the question of the **issue of commercial development** has provoked much discussion and controversy. If a commercial center is approved, the look & feel shall be that communicated by the illustrations in the Renwick proposal. We believe that there are seven major commercial issues which need to be addressed by the Planning Department. They are as follows:

- ✓ that the aggregate total area of the proposed commercial buildings will ***not*** exceed 22,000 square feet.
- ✓ each individual commercial building will be limited to a maximum footprint of 2,000 square feet in area on each of two levels.
- ✓ the upper floors of commercial buildings will be residential in nature.
- ✓ tight standards will be applied to ensure that commercial design and construction are in keeping with traditional neighborhood concepts.
- ✓ the type of construction envisaged will be as aesthetically pleasing as the architectural drawings in the Renwick proposal to the City of Bloomington.
- ✓ a limited number of individual parking bays will be provided for each of the individual commercial ventures. One central or common parking area is unacceptable.
- ✓ covenants and conditions will be in place to govern the outward appearance and to restrict the type of business venture of each commercial unit.

Although these matters are primarily the responsibility of the Planning Department, other City agencies need to be involved now in a proactive manner. SKNA is willing to consult with you, and would appreciate being kept in the information loop as progress is made.

Carol McGregor, Co-chair 332-6896
e-mail: ccmcgregor@aol.com

Derek Fullerton, Co-chair 333-5205
e-mail: BoetF@aol.com

cc The Honorable Mark Kruzan, Mayor
Eric Stolberg, Wininger-Stolberg Group
Members of Bloomington City Council & Planning Commission
Mr Sid Smith, Chair, Traffic Commission
John Russell, Ramsey Farm Neighbors Coalition

Sycamore Knolls Neighborhood Association

(SKNA established 1985)

From: SKNA Planning & Development Committee

To: Mr Tom Micuda, Director, City of Bloomington Planning Department

Date: January 4, 2004

Re: Quality of Life: Sycamore Knolls Drainage Issues

After numerous discussions and meetings with the Wininger-Stolberg Group, we find there are major issues arising from the proposed development of the Ramsey Farm (now known as Renwick) that are City issues just as much as developer issues. They involve "Quality of Life" concerns that require proactive rather than reactive stances. In particular, their resolution necessitates City of Bloomington Committees, Commissions, Departments, Task Forces & County Drainage Board working together in a boundaryless manner.

The purpose of writing this letter is to raise the **issue of drainage**, and, in particular, the concerns of SKNA & the Ramsey Farm Neighbors Coalition. Four drainage themes that need to be addressed by the Planning Department (acting in a leadership role) in conjunction with other City & County agencies are as follows:

- ✓ preservation of existing Ramsey Farm drainage systems & subsystems (damage to an existing natural drainage system will negatively impact drainage systems downstream in currently developed areas, e.g. attention needs to be given to cleaning out bed of drainage channel running from Ramsey Farm between Montclair & Fairmount into a partly blocked pipe under Rock Creek and on into Jackson Creek)
- ✓ effects of development on Jackson Creek flood plain (anticipated increased runoff from Ramsey Farm development must be controlled to minimize impact on the already over stressed Jackson Creek flood plain)
- ✓ increased runoff from Renwick development (run off from roofs, driveways, roads etc. will significantly increase the amount of water in Jackson Creek. Provision for an adequate system of retention ponds for both normal & flood conditions is essential)
- ✓ defects in existing Sycamore Knolls drainage (e.g. Ramsey Farm runoff on north end of Rock Creek, lack of drainage control at intersection of Queensway & Montclair)

Although these matters are primarily the Planning Department's responsibility, other City & County agencies need to be involved now in a proactive manner. SKNA & the Ramsey Farm Neighbors Coalition are both willing to consult with you, and would appreciate being kept in the information loop as progress is made.

(Carol McGregor, Co-chair) 332-6896
E-mail: ccmcgregor@aol.com

(Derek Fullerton, Co-chair) 333-5205
e-mail: BoetF@aol.com

cc The Honorable Mark Kruzan, Mayor
Eric Stolberg, Winneger-Stolberg
Members of Bloomington City Council & Planning Commission
Jack Wittman, Monroe County Drainage Board
John Russell, Ramsey Farm Neighbors Coalition

Sycamore Knolls Neighborhood Association

(SKNA established 1985)

From: SKNA Planning & Development Committee

To: Mr Lynn Coyne, President, MCCSC School Board
Mr Tom Micuda, Director, City of Bloomington Planning Department
Mr Sid Smith, Chair, Traffic Commission

Date: January 4, 2004

Re: Effect of Ramsey Farm Development on School Districting & Children's Safety

After numerous discussions and meetings with the Wininger-Stolberg Group, we find there are major issues arising from the proposed development of Ramsey Farm (now known as Renwick) that are City, and in this case, also School Board issues. They involve "Quality of Life" concerns that require proactive rather than reactive stances. In particular, their resolution necessitates City of Bloomington Committees, Commissions, Departments, Task Forces & school system working together in a boundaryless manner.

The purpose of writing this letter is to raise the **issue of the effects of Ramsey Farm development on school districting & children's safety**, and, in particular, the concerns of Sycamore Knolls Neighborhood Association (SKNA) & Ramsey Farm Neighbors Coalition). Three children's education & safety themes that need to be addressed:

- ✓ in view of the Master Plan description (page 56) of the addition of "significant residential units", confirm that it is still the intention of MCCSC to send Renwick children to Rogers or Binford, Jackson Creek & South High schools (see attached Superintendent's letter dated October 6, 2003), subject to possible realignment of elementary school district boundaries. We hope that the Board will consider building schools to accommodate proposed growth.
- ✓ there is a need to ensure that Renwick roads are designed with safe drop off & pickup points for children and that school buses can make safe turns on area roads.
- ✓ a Childs School safe area needs to developed from the roundabout in the south to Arden Drive in the north. Renwick & Blackwell developments have added new roads which will feed significantly increased automobiles, bicycles & pedestrians into and off High Street. This necessitates traffic calming devices, additional sidewalks, new signage, & improved drop off and pickup areas at Childs School.

We hope that you will take action now, so that development can be accommodated without adverse effect on children's education & safety. SKNA & the Ramsey Farm Neighbors Coalition are both willing to discuss our concerns with you in more detail, and would appreciate being kept in the information loop as progress is made.

(Carol McGregor, Co-chair) 332-6896
e-mail: ccmcgregor@aol.com

(Derek Fullerton, Co-chair) 333-5205
e-mail: BoetF@aol.com

cc The Honorable Mark Kruzan, Mayor
Eric Stolberg, Wininger-Stolberg Group
Dr John Maloy, Superintendent, MCCSC
Members of Bloomington City Council & Planning Commission
John Russell, Ramsey Farm Neighbors Coalition

Subject: **Concern from North side Ramsey farm development (fwd)**
Date: Sat, 3 Apr 2004 18:53:25 -0500 (EST)
From: "Prof. Ruth C. Engs" <engs@indiana.edu>
To: micudat@bloomington.in.gov

Mark Kruzan
Bloomington Mayor
City Hall
Bloomington, IN 47401

Re: Ramsey farm development

Dear Mark,

I am most distressed that a high density development along with a commercial area will be built one block from our quiet single family neighborhood. Yes, I realize that many of the Sycamore Knolls owners have accepted the proposal. However, they will be adjacent to new single family houses, while we will on the north side of the development, have an increased probability of problems, noise, student rentals, and the ruination of our quiet, safe, single family neighborhood. This high density development is not compatible with our neighborhood.

Please through your leadership ability keep the original zoning and make the whole development single family on nice size lots. This would help to keep the beauty of Bloomington and not add to the already urban-suburban sprawl that is beginning to blight the beauty of our community.

Sincerely yours,
Ruth Engs
1511 S. Pickwick Pl.
Bloomington, IN 47401

cc: Rollo,Sturnbaum,Micuda

See my webpage for ARTICLES & info about my latest Books:
THE PROGRESSIVE ERA HEALTH REFORM MOVEMENT: A HISTORICAL DICTIONARY (2003)
CLEAN LIVING MOVEMENTS: AMERICAN CYCLES OF HEALTH REFORM (2001)
++
Professor Ruth C. Engs
IU Research Park
Showers Bld. Suite 101, 501 N. Morton St.
Indiana University
Bloomington, IN 47404.
WEBPAGE:http://www.indiana.edu/~engs EMAIL:engs@indiana.edu
Phone/Voicemail: 1.812.855.9581 FAX: 1.812.856.5600
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Subject: Ramsey Farm Development
Date: Sun, 4 Apr 2004 21:21:15 -0500
From: "Tim Byers" <tjbyers@harmonyschool.org>
To: <micudat@city.bloomington.in.us>

Dear Mr. Micuda,

I am concerned that the plan commission is moving toward approval of the Renwick development of the Ramsey Farm property without fully considering the default alternative. I hope that you will investigate the number of units that could be built by right under current zoning regulations and present that information to the plan commission at the next meeting.

As you know, the Renwick plan includes apartments and commercial space that are not needed in Bloomington or appropriate to the surrounding neighborhoods. The northern third should be planned with single-family residential housing similar to the lower two thirds. A significant addition to Southeast Park would be also be a welcome addition.

The tremendous concerns about increased traffic on Sare Road and Moore's Pike are due to the placement of offices and shops plus two thirds of the development's residents in the northeast third of the property. Developing under existing zoning regulations would disperse the housing more evenly over the property and more traffic outlets could be provided, alleviating neighbors' concerns and allowing us to could drop the risky strategy of placing a roundabout at Winfield and Moore's Pike.

Of course the Ramsey Farm property will be developed, but we have choices over how it will be developed. I hope that you will carefully consider the obvious alternative to the Renwick plan before giving the green light to a project that would convert a gorgeous, park-like site to commercial space and high-density housing of questionable value to our city.

Thank you very much for your attention.

Sincerely yours,

Tim Byers

1620 S. Pickwick Place
Bloomington, IN 47401
333-5093

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1902 S. Chelsey Court
Bloomington, IN 47401
March 23, 2004

Dear Sirs,

My home is on the corner of Chelsey Ct and Queens Way. I am concerned about the impact of the Ramsey farm development on my neighborhood. At the moment my greatest concern is the proposed roundabout on Moores Pike.

The limited area available for this roundabout does not compare to the area for the roundabout on south High St., which is spacious and does not intrude on the adjoining residences. This is not the case with Moores Pike proposal.

The Ramsey Farm is not land-locked, lacking in abundant frontage or easement. This fact allows for more than one exit from the farm. The Patterson/Hillside/Moores Pike area is a major east-west thoroughfare. To build a roundabout, level a hill, etc, would create a major traffic disruption for months.

The proximity of the proposed location of the roundabout is too close to the traffic light, which, during peak traffic could cause a back up of traffic when the light at the intersection is red. This in turn could cause back up into the roundabout. Impatient drivers could potentially "spill" into the surrounding neighborhoods to escape the traffic. There is an entrance by means of an existing gate next to the park, with almost unrestricted visibility. Using this entrance would make grading the hill unnecessary. There is ample room for a second exit from the Farm onto Moores Pike if you use the configuration of a "Y" or fork near the Moores Pike/Sare Rd intersection. That would dilute traffic and give drivers the choice to turn right onto Sare or left onto Moores Pike. Also, since a sidewalk already exists on the south side of Moores Pike, there would be no reason to damage the yards of residents on the north side of Moores Pike to build to another sidewalk.

Perhaps I "March to the beat of a different drummer", but I can't believe that serious consideration is being given to this proposal. I believe that my suggestions offer favorable and practical alternatives to the ill-conceived concept of the roundabout on Moores Pike. Money could be saved, even though developers seem to have it in abundance, and a potentially messy situation could be avoided.

Thanks you for you attention and consideration.

Very Truly Yours,

Frances W Cavendish

New Letters Received