

# CITY OF BLOOMINGTON



JULY 9, 2018 @ 5:30 p.m.  
COUNCIL CHAMBERS #115  
CITY HALL

**CITY OF BLOOMINGTON  
PLAN COMMISSION  
July 9, 2018 at 5:30 p.m.**

**❖City Council Chambers – Room #115**

**ROLL CALL**

**MINUTES TO BE APPROVED:** June 2018

**REPORTS, RESOLUTIONS AND COMMUNICATIONS:**

**WITHDRAWN:**

ZO-05-18      **JB's Salvage, Inc.**  
1816 W. Fountain Dr.  
Rezone from Residential Single Family (RS) to Industrial General (IG).  
*Case Manager: Jackie Scanlan*

**CONTINUED TO AUGUST:**

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

PUD-16-18      **Whitney Gates**  
410 N Gates Dr.  
Site plan approval to allow construction of a 4,000 sq. ft. commercial building and preliminary plat approval of 2 lot subdivision  
*Case Manager: Eric Greulich*

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

**PETITIONS:**

PUD-27-17      **Public Investment Corporation**  
2700 W. Tapp Rd.  
PUD Final Plan approval and preliminary and final plat approval of a 24-lot subdivision  
*Case Manager: Eric Greulich*

DP-06-18      **Whitehall Associates**  
3477 W 3<sup>rd</sup>. St.  
Final plan & preliminary plat approval for a 3 lot subdivision of an existing PUD  
*Case Manager: Amelia Lewis*

PUD-12-18      **Fountain Residential Partners**  
4500, 4518 E 3<sup>rd</sup> St, & 306 SSR 446  
Preliminary Plan Amendment and expansion of an existing PUD & Preliminary Plat Amendment with a lot addition  
*Case Manager: Jackie Scanlan*

**\*\*Next Meeting August 13, 2018**

**Last Updated: 7/6/2018**

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

**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: 2700 W. Tapp Road**

**CASE #: PUD-27-17  
DATE: July 9, 2018**

**PETITIONER:** Public Investment Corporation  
2417 Fields South Drive, Champaign, IL

**CONSULTANT:** Smith Brehob & Associates, Inc.  
453 S. Clarizz Blvd, Bloomington

**REQUEST:** The petitioner is requesting PUD final plan approval and preliminary plat approval to allow a 24 lot commercial subdivision.

**BACKGROUND:**

**Area:** 54.53 acres  
**Current Zoning:** PUD  
**Comp Plan Designation:** Employment Center  
**Existing Land Use:** Undeveloped  
**Proposed Land Use:** Commercial/Industrial  
**Surrounding Uses:** North – Undeveloped property  
East – Commercial (Woolery PUD)  
South – Business/Professional Offices/Undeveloped  
West – Commercial/Industrial

**REPORT:** The property is located at 2700 W. Tapp Road and is within the Mill Creek Planned Unit Development (PUD-40-87). Surrounding properties to the north and west are also within the Mill Creek PUD, to the south is the Southern Indiana Medical Park PUD, and to the east is the Woolery Planned Unit Development. The properties to the west of this site within the PUD have been developed with a commercial office park, however the petition property has remain undeveloped. The Mill Creek PUD received outline plan approval in 1987 under case #ZO/PUD-40-87 and development plan approval for one phase of the PUD was given in 1991 under case #PUD-73-90. A development plan approval (PCD-76-91) was also given in 1991 to allow for an access drive off of Tapp Road for Deborah Drive, which was installed. The Mill Creek PUD was approved under the 1973 zoning code list of permitted uses and development standards for the Light Manufacturing (ML) zoning district, with some uses excluded for the north part of the PUD (not involved with this petition). The PUD was intended to incorporate retail and commercial uses into the framework of an industrial park.

The petitioner is requesting PUD final plan approval for a proposed road layout and preliminary plat approval for a 24 lot subdivision. The proposed plat and site plan follows the general outline plan that was previously approved with the initial rezoning. However, the petitioner has also attempted to meet all of the current UDO standards related to site design, including the environmental preservation standards, which were not in place at the time of the initial rezoning. The proposed preliminary plat shows 20 commercial lots, 2 common area lots, and one lot that will potentially be dedicated to the City Parks Department for inclusion in the Wapehani Park.

This petition would involve a major change in the transportation network for this portion of the City. Specifically, with input from the Department, Weimer Road is being proposed to be relocated

from its current location to go through this petition site. This realignment was envisioned by the City in 2010 when right-of-way was purchased along this property frontage on Tapp Road for a possible new Weimer road location and roundabout. The location of the roundabout was chosen to align with the location of a possible future entrance to the Southern Indiana Medical Park to the south as well as locate the entrance more central to this petition site. In order to offset some of the development cost associated with this larger community-serving project, the Redevelopment Commission approved a contribution of \$250,000 for this project. The relocation of Weimer Road would have several benefits including-

- Allowing the Parks Department to utilize the abandoned (current) Weimer Road for the proposed Clear Creek Trail that would connect from the existing parking area on the south side of Tapp Road and extend north through the Sudbury PUD.
- The relocation of Weimer Road would move the road out of the floodplain and solve flooding issues at the Weimer/Tapp intersection.
- Provide a more continuous road network for this corridor of the City that would align with undeveloped properties to the south.

---

#### **PRELIMINARY PLAT REVIEW:**

**Lot Layout:** This plat will create 20 commercial lots, 2 common area lots, and one lot that will potentially be dedicated to the Park Department for inclusion in Wapehani Park. The relocated Weimer Road has been shown running through the middle of the site with 2 cul-de-sacs extending east. The standards for this PUD are those of the ML district which did not have a minimum lot size and only had a minimum lot width requirement of 60'. All of the proposed lots meet the minimum lot width standards. Stormwater detention will be provided on the 2 common area lots for the entire subdivision. There are 2 cul-de-sacs shown that are allowed and meet the minimum 200' length requirement and do not exceed the 600' length maximum.

**Right-of-Way:** With this project the new extension of Weimer Road would be a Primary Collector and a total of 65' of right-of-way is required. However, in order to minimize disturbance through this property the Department worked with the petitioner on a specific cross-section of this road for this overall phase with only 60' of right-of-way being dedicated. Future sections of Weimer are required to dedicate the required 65' of right-of-way. In addition, right-of-way from centerline of existing Weimer Road must be dedicated and would result in 32.5' of right-of-way dedicated from centerline. All internal streets would be public with a total of 50' of right-of-way dedicated for each. All roads will be dedicated public roads. The Department has worked with the petitioner on an appropriate cross section for the new Weimer Road to include bike lanes as well as sidewalks and tree plots. The approved cross sections must be shown on the final plat as well. In addition, the final plat must show all right-of-way clearly dedicated to the City of Bloomington and show centerlines of adjacent roads.

**Street Trees:** New street trees are required no less than 20' and not more than 40' from center along all internal public streets, as well as along Weimer and Tapp. A 5' wide tree plot with street trees is required along both sides of Schmaltz Drive as well as along the other new streets.

**Common Area:** There are 2 common area lots shown on the preliminary plat. The UDO requires that areas of tree preservation over one acre in size be set aside in common area and this has been met. The common area lots also contain areas of 18% slope that are required to be preserved. A facilities maintenance plan is required to be recorded with the final plat.



**Environmental:** The site has approximately 77% existing tree canopy coverage and is required to preserve at least 60% of that amount. The petitioner has shown 62% preservation which exceeds the minimum requirement. These areas of preservation have all been shown in common area as required since the areas of preservation are greater than one acre. There are also several karst features on the site that are required to be set aside in karst preservation easements and these have been shown as well. A 10' no-build area is required around the karst preservation easements and must be shown. The site also has several areas of 18% slope and those have been set aside within the common area as well.

---

**FINAL PLAN ISSUES:**

**Access:** The project will be accessed through the proposed new relocation of Weimer Road and from Schmaltz Drive. No new access connections to Weimer Road or Tapp Road are approved. As mentioned previously, the new location of Weimer Road will align with the location of previously purchased right-of-way on Tapp Road, which is also positioned to align with a possible new access drive on the south side of Tapp Road to access undeveloped property to the south.

**Development Standards:** The PUD Outline Plan approved the list of permitted uses and development standards per the ML District for this site. Any standard not addressed under the previous code would utilize the current standards of the IL district. No change to the list of permitted uses is requested or approved.

**Pedestrian Facilities:** Since it is foreseen that the current Weimer Road will be used to access the Clear Creek trail, the Department has given guidance to the petitioner to incorporate a 12' asphalt multiuse path along the west side of Weimer to be used for the future connection route and that has been shown. Since there are no lots along the north side of Schmaltz Drive, the petitioner is requesting to install a sidewalk along only the south side of Schmaltz Drive in order to minimize disturbance and preserve existing trees. The Department believes that a sidewalk should be constructed along the north side of Schmaltz Drive and has included a condition of approval to the effect.

**Utilities:** The site is well served by existing utilities and while no problems have been highlighted so far, a full utility plan has not been approved and will be reviewed with a grading permit.

---

**20.04.090 PUD Final Plan-** The UDO does not list specific findings criteria for PUD Final Plans, but does list what items shall be considered by the Plan Commission in a review:

- (A) The written statement and supportive material submitted by the petitioner;

**Recommended Finding:** The petitioner has provided all required materials.

- (B) The PUD District Ordinance;

**Recommended Finding:** The proposed petition meets the original PUD District Ordinance guidance, including the planned multi-family density and trail connection.

- (C) The Preliminary Plan;

**Recommended Finding:** The approved preliminary plan showed a substantial amount of environmental disturbance which this final plan has avoided.

(D) The Final Plan;

**Recommended Finding:** The petition is the Final Plan for the site.

(E) Any commitments or conditions of approval attendant to prior approvals;

**Recommended Finding:** There were no previous commitments or conditions that were imposed on the final plan approval.

(F) Any applicable section of the Unified Development Ordinance;

**Recommended Finding:** The petition is subject to the current standards of the UDO for architecture, height, and environmental standards as well as any other current standards in the UDO that were lacking in the original PUD.

(G) Additional information as may be required by the Plan Commission to evaluate the application.

**Recommended Finding:** No additional information beyond what the petitioner supplied was requested by the Plan Commission at the May hearing.

---

**ENVIRONMENTAL COMMISSION RECOMMENDATION:** The EC realizes this PUD was created long ago before it was widely known how important habitat corridors are. Because of this, the recommendation is to construct this development as carefully as possible, and as the city moves forward planning other areas of town, be conscientious about enabling preservation of pathways of vegetation.

---

**CONCLUSION:** This petition follows the general outline of the approved outline plan while at the same time meeting our current environmental regulations. This petition also accomplishes a relocation and improvement to the overall road network for this corridor which will greatly improve the transportation network in this portion of the City. The proposed plat meets all of the current subdivision regulations as well as the approved standards for this PUD. There were not any specific standards for this PUD and it was approved under the 1973 zoning code list of development standards for the ML district. As such, staff used the current IL district UDO standards to review the site plan which meets all of the current standards.

---

**RECOMMENDATION:** The Department recommends approval of the proposed site plan and preliminary plat with the following conditions of approval:

1. A 5' wide concrete sidewalk and 5' tree plot is required along the north side of Schmaltz Drive.
2. A zoning commitment is required to be recorded to the effect that when the property to the north develops, that Weimer Road must be dedicated and extended through that site.
3. A facilities maintenance plan must be submitted prior to final plat approval.
4. Approved cross-sections must be shown on the final plat.

5. A 10' no-build setback should be shown around the karst features. No construction, including sidewalks for public roads, are allowed in the no-build setback.



City of Bloomington  
Bloomington Environmental Commission

## MEMORANDUM

Date: July 9, 2018  
To: Bloomington Plan Commission  
From: Bloomington Environmental Commission  
Subject: PUD-27-17, Public Investment Corporation/Mill Creek, PUD Final Plan & Preliminary Plat  
2700 W. Tapp Rd.

---

The purpose of this memo is to convey the concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to protect the environmental attributes of this environmentally-sensitive undeveloped area.

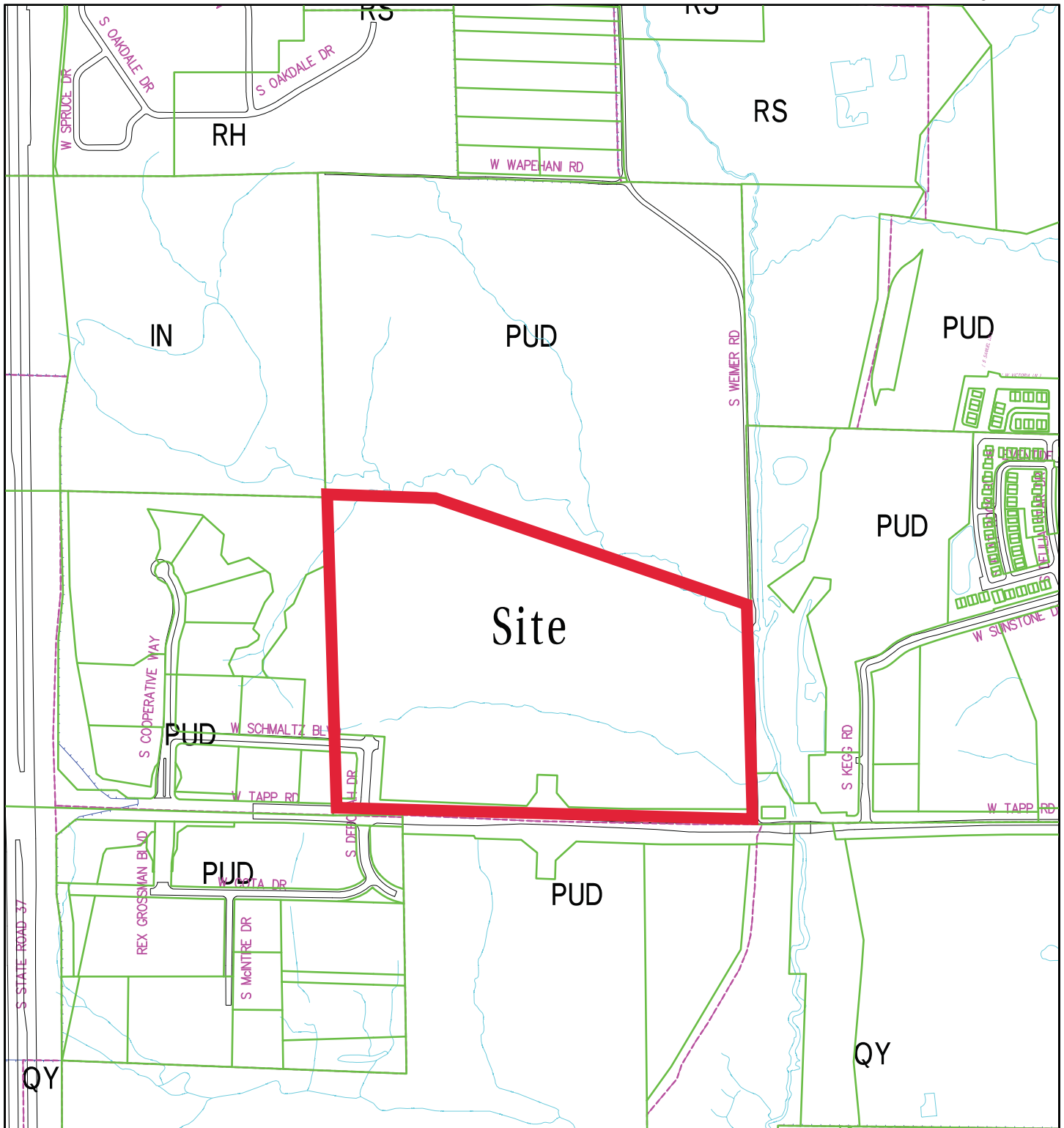
This site is mostly covered by a high-quality woodland; perhaps one of the best in Bloomington. It also boasts creeks, riparian buffers, sinkholes, springs, steep (12% - 18%) and excessive slopes (> 18%), high quality floral and faunal habitats, and ample biodiversity including bats and box turtles.

In November of 2017, the EC released a document titled Bloomington Habitat Connectivity Plan. The purpose for crafting the plan was to improve habitat and connectivity in our city. The EC recommended five steps to connect habitat biodiversity through developing vegetative corridors; they are as follows.

1. Conserve habitat before, during, and after development;
2. Prioritize the habitat potential and permanent habitat connectivity of an area when making land use decisions;
3. Connect isolated areas of habitats by producing greenspace corridors;
4. Enhance habitat quality in stable areas by planting native species and removing invasives; and,
5. Inform Bloomington residents of the ecological benefits of habitat connectivity and encourage citizen involvement in habitat restoration.

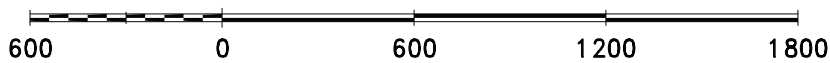
This site falls into an area described as having the best potential of linking two high-quality habitats.

The EC realizes this PUD was created long ago before it was widely known how important habitat corridors are. Because of this, the recommendation is to construct this development as carefully as possible, and as the city moves forward planning other areas of town, be conscientious about enabling preservation of pathways of vegetation.



PUD-27-17 Public Investment Corporation  
 2700 W Tapp Road  
 Plan Commission  
 Site Location, Zoning, Parcels

By: greulice  
 6 Apr 18



City of Bloomington  
 Planning & Transportation

Scale: 1" = 600'

For reference only; map information NOT warranted.





PUD-27-17 Public Investment Corporation

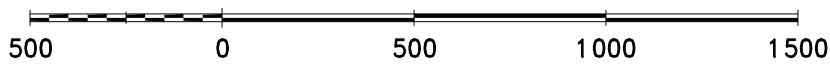
2700 W Tapp Road

Plan Commission

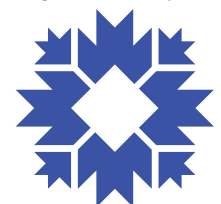
2016 Aerial Photograph

By: greulice

6 Apr 18



City of Bloomington  
Planning & Transportation



Scale: 1" = 500'

For reference only; map information NOT warranted.



*Providing professional land planning, design, surveying and approval processing for a sustainable environment.*

Stephen L. Smith P.E., L.S.  
Steven A. Brehob B.S., C.A.T.  
Todd M. Borgman, P.L.S.  
Don J. Kocarek, P.L.A.  
Katherine E. Stein, P.E.

Mill Creek  
Petitioner's Statement  
(Revised)

**Location**

The site is located within the Mill Creek PUD at the northeast corner of SR 37/I-69 and W Tapp Rd. This portion of Mill Creek is located at the immediate NW corner of Weimer and Tapp and generally contains 54 acres south of the creek that flows out of the Waphanei Bike Park to Weimer Road.

**Size**

The parcel is 54.53 acres in size. The parcel will be subdivided into 24 lots. Twenty-one of these lots will be for development purposes, 3 lots will be conservancy and common area lots to preserve environmental features and encompass storm water management facilities.

**Environmental Constraints**

Approximately 42.18 acres of the site is wooded. Of this wooded area, 26.15 acres will be preserved on separate conservancy lots.

Steep slopes on the site (12-18%) comprise approximately 17.14 acres of the property. Approximately 10.98 acres of steep slope area will be preserved.

There are several sinkholes on the site. The majority of those features are located within the wooded area on conservancy lots. Sinkholes not located within a conservancy area will be placed in easement on the respective development lot.

There are two streams that flow easterly across the property. The first stream is an ephemeral stream on the south side of the parcel that runs from the east side of Lot 1 through the preserved wooded area to an existing culvert under S Weimer Rd on the east side of Lot 21. The second stream is a perennial stream on the north side of the site. This stream starts offsite at the outlet of Lake Waphanei of the site and continues easterly through a wetland area and underneath S. Weimer Rd. Both streams discharge to West Fork Clear Creek on the east side of S. Weimer Road.





**Access**

Access to the property will be provided by connection to and extension of existing roadways. A north/south extension across the property beginning at Tapp Road and continuing north will provide the main access and could be extended further north in the future to eliminate Weimer Road. Weimer Road could then become a multi-use trail. Schmaltz Boulevard located west of the site and within Mill Creek Phase 1 will be extended east parallel with Tapp Road to the new north/south roadway. This extension of Schmaltz will provide access to lots 2 through 8 which front on Tapp Road.

A second internal east/west roadway is proposed also proposed to provide interior access to development area.

The petitioner has been working with the Administration and the Redevelopment Commission for funding of the proposed north/south roadway since it furthers the City goals of a safe replacement for Weimer Road and the opportunity to use the existing roadway area of Weimer Road for a multi-use trail. The alignment of this north/south roadway was somewhat predetermined when the City originally purchased R//W from the Mill Creek property for a roundabout on Tapp Road at the Tapp road and “New Weimer Road” intersection.

**Proposed Development Uses**

Uses approved within the PUD are those listed in the original PUD outline plan.

Site plan approval would be required for each individual lot upon development. Site plan approval would be requested at staff level for each lot.

**Proposed Development Roadway Sections**

There are 3 typical roadway sections within the development as described below. Sections are illustrated on the Site Plan.

***New North/South Roadway***

- 60’ R/W width
- 20’ pavement for two travel lanes
- 7’ on-street bike lanes
- 6” standing curb both sides
- 6.5’ wide tree plot both sides
- 5’ concrete sidewalk





***Public Street through Sensitive Areas***

- 50' R/W min width
- 24' pavement for two travel lanes
- 6" standing curb both sides
- 6.5' tree plot and 5' concrete sidewalk on 1 side only

***Public Street***

- 50' R/W width
- 24' pavement for two travel lanes
- 6" standing curb both sides
- 6.5' tree plot and 5' concrete sidewalk both sides

**Roadway Sidewalk Waiver**

The roadway typical cross section for the East/West extension of Schmalz runs adjacent to steep slope areas and sinkholes. It is also adjacent to common area where a significant block of existing tree canopy is being preserved. There are no development lots location along the north side of the roadway. A waiver to the required tree plot and sidewalk on the north side of this roadway is being requested. Inclusion of a sidewalk will require additional removal of tree canopy and may necessitate the construction of walls within the sinkhole buffer areas to support the sidewalk. Sidewalk is included on the south side of the roadway adjacent to the development lots and crosswalks are provided at intersections.

**Preservation and Common Area**

The proposed plan preserves a total of 26.15 ac of tree canopy (62% of existing tree canopy). The tree preservation areas are located on Conservancy Lots 21-24. Several karst features are present on the site and are located within Conservancy Lots 21-24 with the exception of two karst features on lots 16 and 17. Storm water management areas are also located within lots 21, 23 and 24.

**Stream Buffer**

Two 75' stream buffer areas are provided for one ephemeral stream and one perennial stream. The ephemeral stream is located on lots 21 and 22 north of Schmaltz Boulevard. This stream flows in an easterly direction to S Weimer Road. A proposed detention basin is located within Zones 2 and 3 of the stream buffer area near S. Weimer Road on Lot 21. The perennial stream is located on the north side of the development. This stream starts offsite from the west and flows in an easterly direction to S. Weimer Road. A wetland area has also been identified within this stream.



**Tree Canopy Mitigation**

Mitigation of the loss of tree canopy coverage is proposed along the roadside embankment of the North/South roadway. The mitigation plantings will consist of canopy and understory tree planted on a 10' x 10' grid. Native grasses will also be planted in the mitigation area. The area will not be maintained (mowed) after planting.

**Interaction with Waphanei**

Pedestrian easements have been included to link the site to the park through Lot 24 of the development. Lot 24 is a preservation lot and is currently encumbered with mountain bike and hiking trails. A prior agreement with PIC permitted the use of the trails until the Mill Creek property was developed. Discussions with Parks regarding donation of Lot 24 to the City are ongoing.

**Storm Water Management**

Three detention basins are proposed to provide both storm water management and water quality for the entire development. The storm water detention basins will be planted with native plant material. Basins are located on lots 21, 22 and 23.

**Utility Service Lines**

Water, sewer and private utility lines are located near the property to serve the needs of the development.

*Water* – water service will be provided to the lots fronting W Tapp Road from an existing main along the north side of W Tapp Rd. The remaining lots will be served by a new main extension from Tapp Road north through the development and looping back out to S. Weimer Road.

*Sanitary Sewer* – sanitary sewer service will be provided by a proposed main extension within the development that will connect to an existing main along S Weimer Rd.

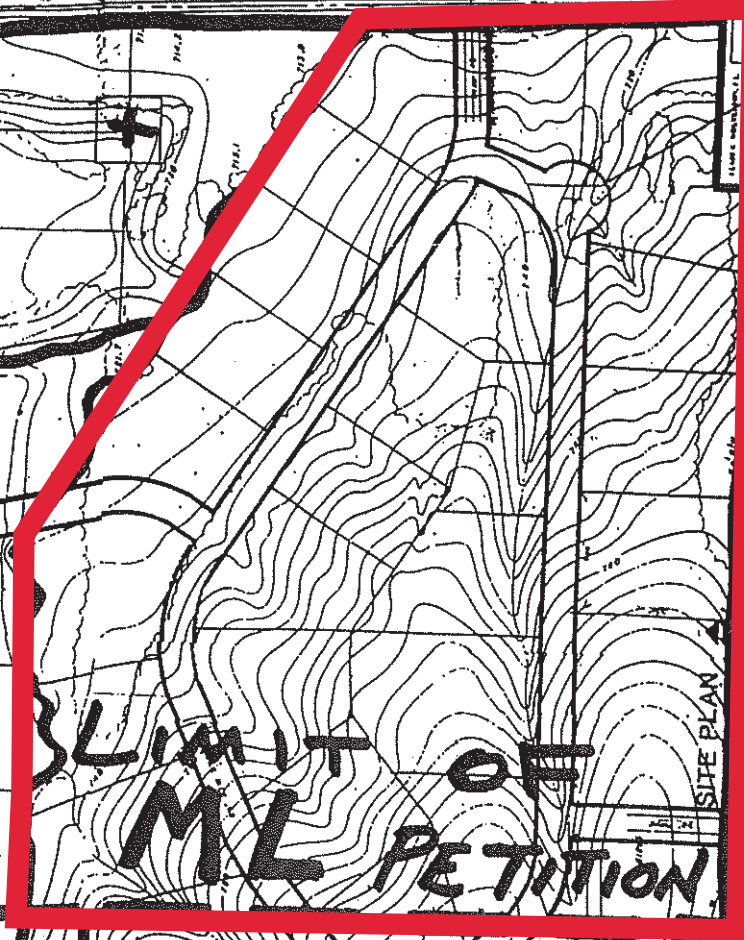
*Private utilities* – Electric, telephone, gas and cable service is available in along W Tapp Road and Deborah Drive to meet the needs of the development.

NORTH

WEIMER

WAREHAM ROAD

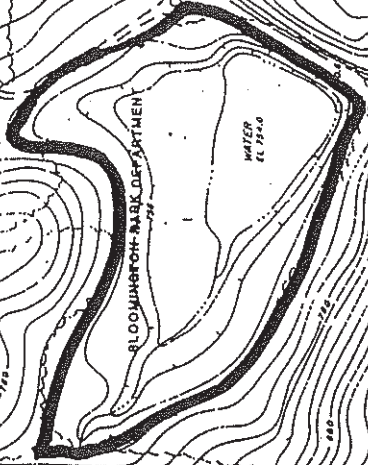
TAPP ROAD



LIMIT OF PETITION



EXISTING ML/PCD



BLOOMINGTON MARK OF PARTNER WATER 11.75x10

S. R. 37 BYPASS

PROJECT NO.	20-40-87
DATE	11/11/87
SCALE	AS SHOWN
DESIGNED BY	W. J. BROWN
CHECKED BY	W. J. BROWN
DATE	11/11/87

20-40-87  
SITE PLAN



Notes on motion to approve 8/3/87

ML Manufacturing- Light

20.07.05.00 Business

A. Commercial, Retail

- 1. Appliance Stores, Small
- 2. Arts and Crafts
- 3. Auto/ Truck/ Marine Sales
- 4. Auto Parts/ Supplies, New
- 5. Bicycle Shops
- 6. Dairy Products
- 7. Drugstore, Sundry
- 8. Farm Equipment
- 9. Grocery and Meats
- 10. Hardware
- 11. Mobile Home Sales
- 12. Motorcycle Sales
- 13. Used Merchandise
- 14. Variety Store

B. Commercial Trade

- 1. Appliance Repair (Small)
- 2. Auto Repairs- all major overhaul, body and fender work, upholstering and welding shall be conducted within a completely enclosed building and all spray painting shall be conducted within an approved spray booth and provided further, that no outdoor storage of automobile parts, discarded tires, or similar materials, or outdoor storage of more than three wrecked or temporarily inoperable motor vehicles awaiting repairs shall be permitted.

3. Auto Storage Yards- special exception

- 4. Banks (Branch)
- 5. Business Service
- 6. Business and Professional Office
- 7. Candy, Confectionary
- 8. Eating, Drinking (Restaurant)
- 9. Furniture Repair
- 10. Gasoline Service Station
- 11. Laundry and Dry Cleaning
- 12. Personal Service
- 13. Recreation
- 14. Schools (Trade and Business)
- 15. Taxi Stands
- 16. Tire Recapping- special exception
- 17. Theaters, Drive-In- special exception
- 18. Building Trades Shops
- 19. Warehouses
- 20. Warehouses (mini)

C. Commercial, Wholesale

- 1. Building Material
- 2. Farm Products
- 3. Food Products
- 4. Farm Supplies
- 5. Household Goods

Noted

Noted

OK

OK

ML Manufacturing- Light

20.07.06.00 Industrial

A. Manufacturing/ Processing

- 1. Apparel
- 2. Bakery, Dairy Products, Confectionary
- 3. Beverage, Bottling
- 4. Chemicals and Chemical Products- manufacture of products from already prepared chemical materials
- 5. Clock, Scientific Instruments
- 6. Furniture- custom shops, upholstery shops and small furniture manufacturing may be permitted in the ML zone by the plan Commission
- 7. Meat, Poultry, Seafood- processing or freezing of dressed meat and poultry permitted in all M zones, slaughter or dressing must receive special permission of the Plan Commission and is permitted only in the MG zone
- 8. Musical Instruments
- 9. Paper Products
- 10. Printing/ Newspaper
- 11. Research Laboratories

B. Industrial, Non- Processing

- 1. Motor and Bus Terminals
- 2. Warehouse, Storage

20.07.07.00 Institutional

A. Public, Quasi Public

- 1. Religious Organizations
- 2. Schools, Parks, Playgrounds- conditional use
- 3. Civic, Community Clubs
- 4. Day- care Centers- special exception

B. Utilities

- 1. Communication, Transmission
- 2. Storage

C. Medical Facilities

- 1. Rehabilitative Facilities

EXCL. ALL OVER

No MG uses  
Lynn Coyne's  
Supplies  
Butcher

Approved use list

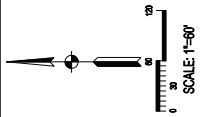










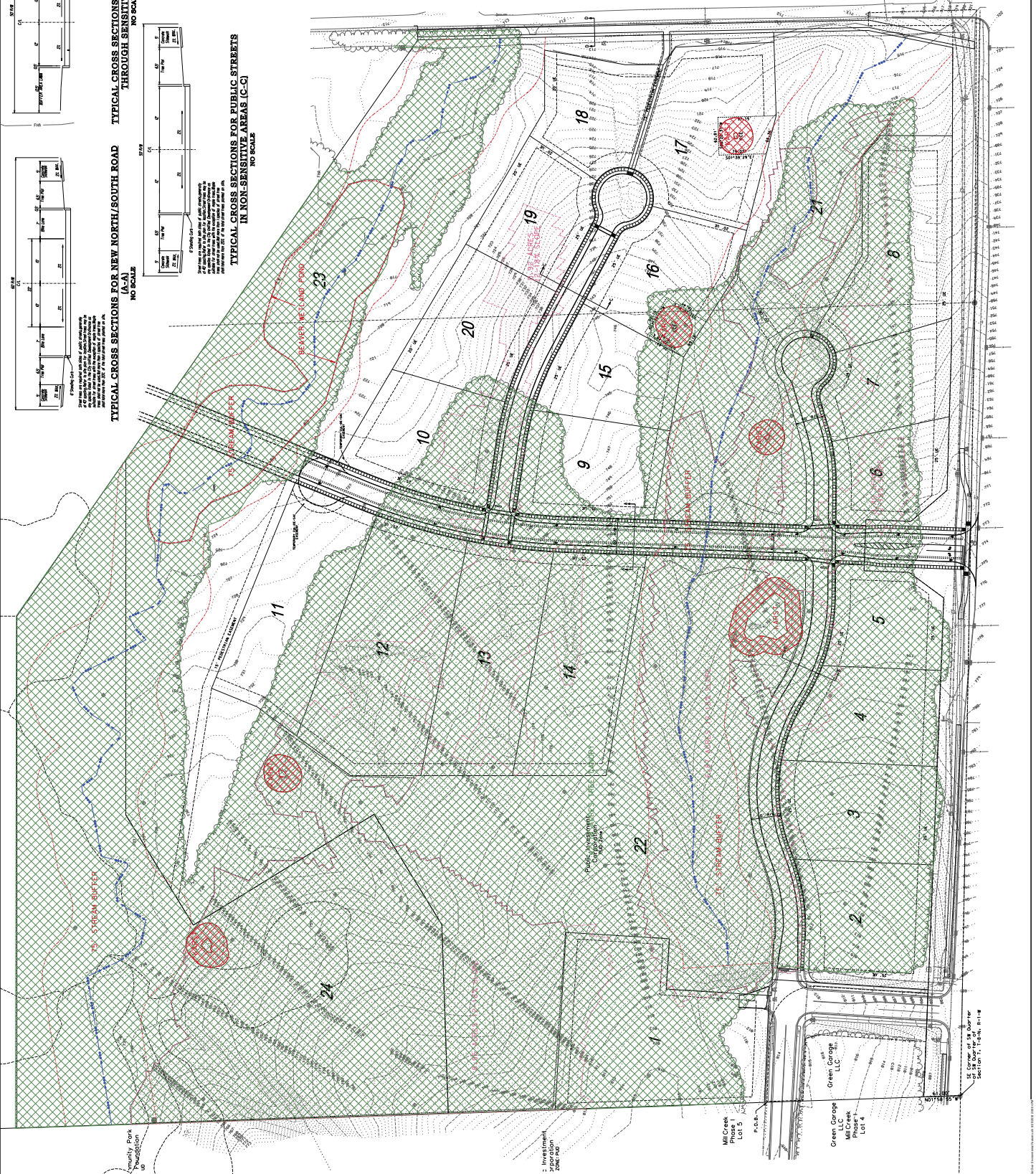
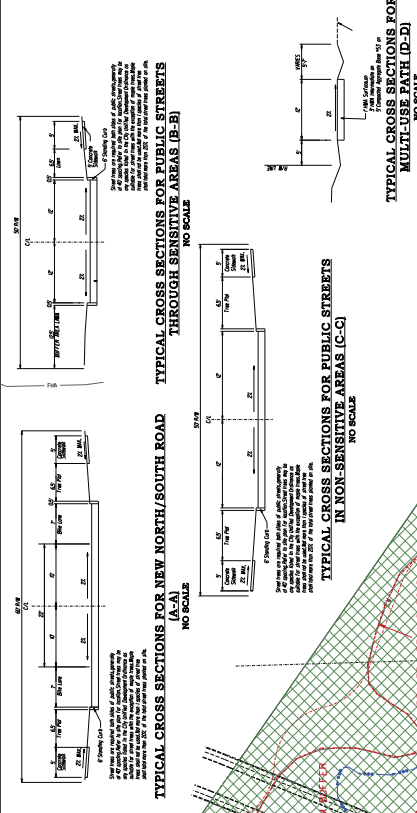



  
 Smith Brothers & Associates, Inc.  
 924 S. Center Boulevard  
 Springfield, Illinois 62761-1001  
 Phone: 618-252-4513  
 Fax: 618-252-4515  
 Web: www.sbaonline.com

**MILL CREEK**  
**PUD DEVELOPMENT PLAN**  
 JOB TITLE

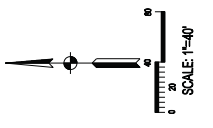
REVISIONS	BY	DATE

SHEET NO. **S-449**  
 OF **11**  
 DATE: **06/25/18**  
 SITE OVER: **PLANNED UNIT DEVELOPMENT (PUD)**  
 DRAWN BY:



1. Community Park UP ZONE AD  
 2. Investment Zone AD  
 Mill Creek Lot 5 P.U.D. P.U.D.  
 Green Garage LLC Phase 1 Lot 4  
 Green Garage LLC Phase 1 Lot 4  
 US Corner of S. Barber Section 17, T-24N, R-1E





- SITE LEGEND**
- 1. 1/2" DIA. ASPHALT
  - 2. 1" DIA. ASPHALT
  - 3. 1 1/2" DIA. ASPHALT
  - 4. 2" DIA. ASPHALT
  - 5. 3" DIA. ASPHALT
  - 6. 4" DIA. ASPHALT
  - 7. 6" DIA. ASPHALT
  - 8. 8" DIA. ASPHALT
  - 9. 12" DIA. ASPHALT
  - 10. 18" DIA. ASPHALT
  - 11. 24" DIA. ASPHALT
  - 12. 36" DIA. ASPHALT
  - 13. 48" DIA. ASPHALT
  - 14. 60" DIA. ASPHALT
  - 15. 72" DIA. ASPHALT
  - 16. 90" DIA. ASPHALT
  - 17. 108" DIA. ASPHALT
  - 18. 126" DIA. ASPHALT
  - 19. 144" DIA. ASPHALT
  - 20. 162" DIA. ASPHALT
  - 21. 180" DIA. ASPHALT
  - 22. 216" DIA. ASPHALT
  - 23. 252" DIA. ASPHALT
  - 24. 288" DIA. ASPHALT
  - 25. 324" DIA. ASPHALT
  - 26. 360" DIA. ASPHALT
  - 27. 432" DIA. ASPHALT
  - 28. 504" DIA. ASPHALT
  - 29. 576" DIA. ASPHALT
  - 30. 648" DIA. ASPHALT
  - 31. 720" DIA. ASPHALT
  - 32. 864" DIA. ASPHALT
  - 33. 1008" DIA. ASPHALT
  - 34. 1152" DIA. ASPHALT
  - 35. 1296" DIA. ASPHALT
  - 36. 1440" DIA. ASPHALT
  - 37. 1680" DIA. ASPHALT
  - 38. 1920" DIA. ASPHALT
  - 39. 2160" DIA. ASPHALT
  - 40. 2520" DIA. ASPHALT
  - 41. 2880" DIA. ASPHALT
  - 42. 3240" DIA. ASPHALT
  - 43. 3600" DIA. ASPHALT
  - 44. 4320" DIA. ASPHALT
  - 45. 5040" DIA. ASPHALT
  - 46. 5760" DIA. ASPHALT
  - 47. 6480" DIA. ASPHALT
  - 48. 7200" DIA. ASPHALT
  - 49. 8640" DIA. ASPHALT
  - 50. 10080" DIA. ASPHALT
  - 51. 11520" DIA. ASPHALT
  - 52. 12960" DIA. ASPHALT
  - 53. 14400" DIA. ASPHALT
  - 54. 16800" DIA. ASPHALT
  - 55. 19200" DIA. ASPHALT
  - 56. 21600" DIA. ASPHALT
  - 57. 25200" DIA. ASPHALT
  - 58. 28800" DIA. ASPHALT
  - 59. 32400" DIA. ASPHALT
  - 60. 36000" DIA. ASPHALT
  - 61. 43200" DIA. ASPHALT
  - 62. 50400" DIA. ASPHALT
  - 63. 57600" DIA. ASPHALT
  - 64. 64800" DIA. ASPHALT
  - 65. 72000" DIA. ASPHALT
  - 66. 86400" DIA. ASPHALT
  - 67. 100800" DIA. ASPHALT
  - 68. 115200" DIA. ASPHALT
  - 69. 129600" DIA. ASPHALT
  - 70. 144000" DIA. ASPHALT
  - 71. 168000" DIA. ASPHALT
  - 72. 192000" DIA. ASPHALT
  - 73. 216000" DIA. ASPHALT
  - 74. 252000" DIA. ASPHALT
  - 75. 288000" DIA. ASPHALT
  - 76. 324000" DIA. ASPHALT
  - 77. 360000" DIA. ASPHALT
  - 78. 432000" DIA. ASPHALT
  - 79. 504000" DIA. ASPHALT
  - 80. 576000" DIA. ASPHALT
  - 81. 648000" DIA. ASPHALT
  - 82. 720000" DIA. ASPHALT
  - 83. 864000" DIA. ASPHALT
  - 84. 1008000" DIA. ASPHALT
  - 85. 1152000" DIA. ASPHALT
  - 86. 1296000" DIA. ASPHALT
  - 87. 1440000" DIA. ASPHALT
  - 88. 1680000" DIA. ASPHALT
  - 89. 1920000" DIA. ASPHALT
  - 90. 2160000" DIA. ASPHALT
  - 91. 2520000" DIA. ASPHALT
  - 92. 2880000" DIA. ASPHALT
  - 93. 3240000" DIA. ASPHALT
  - 94. 3600000" DIA. ASPHALT
  - 95. 4320000" DIA. ASPHALT
  - 96. 5040000" DIA. ASPHALT
  - 97. 5760000" DIA. ASPHALT
  - 98. 6480000" DIA. ASPHALT
  - 99. 7200000" DIA. ASPHALT
  - 100. 8640000" DIA. ASPHALT
  - 101. 10080000" DIA. ASPHALT
  - 102. 11520000" DIA. ASPHALT
  - 103. 12960000" DIA. ASPHALT
  - 104. 14400000" DIA. ASPHALT
  - 105. 16800000" DIA. ASPHALT
  - 106. 19200000" DIA. ASPHALT
  - 107. 21600000" DIA. ASPHALT
  - 108. 25200000" DIA. ASPHALT
  - 109. 28800000" DIA. ASPHALT
  - 110. 32400000" DIA. ASPHALT
  - 111. 36000000" DIA. ASPHALT
  - 112. 43200000" DIA. ASPHALT
  - 113. 50400000" DIA. ASPHALT
  - 114. 57600000" DIA. ASPHALT
  - 115. 64800000" DIA. ASPHALT
  - 116. 72000000" DIA. ASPHALT
  - 117. 86400000" DIA. ASPHALT
  - 118. 100800000" DIA. ASPHALT
  - 119. 115200000" DIA. ASPHALT
  - 120. 129600000" DIA. ASPHALT
  - 121. 144000000" DIA. ASPHALT
  - 122. 168000000" DIA. ASPHALT
  - 123. 192000000" DIA. ASPHALT
  - 124. 216000000" DIA. ASPHALT
  - 125. 252000000" DIA. ASPHALT
  - 126. 288000000" DIA. ASPHALT
  - 127. 324000000" DIA. ASPHALT
  - 128. 360000000" DIA. ASPHALT
  - 129. 432000000" DIA. ASPHALT
  - 130. 504000000" DIA. ASPHALT
  - 131. 576000000" DIA. ASPHALT
  - 132. 648000000" DIA. ASPHALT
  - 133. 720000000" DIA. ASPHALT
  - 134. 864000000" DIA. ASPHALT
  - 135. 1008000000" DIA. ASPHALT
  - 136. 1152000000" DIA. ASPHALT
  - 137. 1296000000" DIA. ASPHALT
  - 138. 1440000000" DIA. ASPHALT
  - 139. 1680000000" DIA. ASPHALT
  - 140. 1920000000" DIA. ASPHALT
  - 141. 2160000000" DIA. ASPHALT
  - 142. 2520000000" DIA. ASPHALT
  - 143. 2880000000" DIA. ASPHALT
  - 144. 3240000000" DIA. ASPHALT
  - 145. 3600000000" DIA. ASPHALT
  - 146. 4320000000" DIA. ASPHALT
  - 147. 5040000000" DIA. ASPHALT
  - 148. 5760000000" DIA. ASPHALT
  - 149. 6480000000" DIA. ASPHALT
  - 150. 7200000000" DIA. ASPHALT
  - 151. 8640000000" DIA. ASPHALT
  - 152. 10080000000" DIA. ASPHALT
  - 153. 11520000000" DIA. ASPHALT
  - 154. 12960000000" DIA. ASPHALT
  - 155. 14400000000" DIA. ASPHALT
  - 156. 16800000000" DIA. ASPHALT
  - 157. 19200000000" DIA. ASPHALT
  - 158. 21600000000" DIA. ASPHALT
  - 159. 25200000000" DIA. ASPHALT
  - 160. 28800000000" DIA. ASPHALT
  - 161. 32400000000" DIA. ASPHALT
  - 162. 36000000000" DIA. ASPHALT
  - 163. 43200000000" DIA. ASPHALT
  - 164. 50400000000" DIA. ASPHALT
  - 165. 57600000000" DIA. ASPHALT
  - 166. 64800000000" DIA. ASPHALT
  - 167. 72000000000" DIA. ASPHALT
  - 168. 86400000000" DIA. ASPHALT
  - 169. 100800000000" DIA. ASPHALT
  - 170. 115200000000" DIA. ASPHALT
  - 171. 129600000000" DIA. ASPHALT
  - 172. 144000000000" DIA. ASPHALT
  - 173. 168000000000" DIA. ASPHALT
  - 174. 192000000000" DIA. ASPHALT
  - 175. 216000000000" DIA. ASPHALT
  - 176. 252000000000" DIA. ASPHALT
  - 177. 288000000000" DIA. ASPHALT
  - 178. 324000000000" DIA. ASPHALT
  - 179. 360000000000" DIA. ASPHALT
  - 180. 432000000000" DIA. ASPHALT
  - 181. 504000000000" DIA. ASPHALT
  - 182. 576000000000" DIA. ASPHALT
  - 183. 648000000000" DIA. ASPHALT
  - 184. 720000000000" DIA. ASPHALT
  - 185. 864000000000" DIA. ASPHALT
  - 186. 1008000000000" DIA. ASPHALT
  - 187. 1152000000000" DIA. ASPHALT
  - 188. 1296000000000" DIA. ASPHALT
  - 189. 1440000000000" DIA. ASPHALT
  - 190. 1680000000000" DIA. ASPHALT
  - 191. 1920000000000" DIA. ASPHALT
  - 192. 2160000000000" DIA. ASPHALT
  - 193. 2520000000000" DIA. ASPHALT
  - 194. 2880000000000" DIA. ASPHALT
  - 195. 3240000000000" DIA. ASPHALT
  - 196. 3600000000000" DIA. ASPHALT
  - 197. 4320000000000" DIA. ASPHALT
  - 198. 5040000000000" DIA. ASPHALT
  - 199. 5760000000000" DIA. ASPHALT
  - 200. 6480000000000" DIA. ASPHALT
  - 201. 7200000000000" DIA. ASPHALT
  - 202. 8640000000000" DIA. ASPHALT
  - 203. 10080000000000" DIA. ASPHALT
  - 204. 11520000000000" DIA. ASPHALT
  - 205. 12960000000000" DIA. ASPHALT
  - 206. 14400000000000" DIA. ASPHALT
  - 207. 16800000000000" DIA. ASPHALT
  - 208. 19200000000000" DIA. ASPHALT
  - 209. 21600000000000" DIA. ASPHALT
  - 210. 25200000000000" DIA. ASPHALT
  - 211. 28800000000000" DIA. ASPHALT
  - 212. 32400000000000" DIA. ASPHALT
  - 213. 36000000000000" DIA. ASPHALT
  - 214. 43200000000000" DIA. ASPHALT
  - 215. 50400000000000" DIA. ASPHALT
  - 216. 57600000000000" DIA. ASPHALT
  - 217. 64800000000000" DIA. ASPHALT
  - 218. 72000000000000" DIA. ASPHALT
  - 219. 86400000000000" DIA. ASPHALT
  - 220. 100800000000000" DIA. ASPHALT
  - 221. 115200000000000" DIA. ASPHALT
  - 222. 129600000000000" DIA. ASPHALT
  - 223. 144000000000000" DIA. ASPHALT
  - 224. 168000000000000" DIA. ASPHALT
  - 225. 192000000000000" DIA. ASPHALT
  - 226. 216000000000000" DIA. ASPHALT
  - 227. 252000000000000" DIA. ASPHALT
  - 228. 288000000000000" DIA. ASPHALT
  - 229. 324000000000000" DIA. ASPHALT
  - 230. 360000000000000" DIA. ASPHALT
  - 231. 432000000000000" DIA. ASPHALT
  - 232. 504000000000000" DIA. ASPHALT
  - 233. 576000000000000" DIA. ASPHALT
  - 234. 648000000000000" DIA. ASPHALT
  - 235. 720000000000000" DIA. ASPHALT
  - 236. 864000000000000" DIA. ASPHALT
  - 237. 1008000000000000" DIA. ASPHALT
  - 238. 1152000000000000" DIA. ASPHALT
  - 239. 1296000000000000" DIA. ASPHALT
  - 240. 1440000000000000" DIA. ASPHALT
  - 241. 1680000000000000" DIA. ASPHALT
  - 242. 1920000000000000" DIA. ASPHALT
  - 243. 2160000000000000" DIA. ASPHALT
  - 244. 2520000000000000" DIA. ASPHALT
  - 245. 2880000000000000" DIA. ASPHALT
  - 246. 3240000000000000" DIA. ASPHALT
  - 247. 3600000000000000" DIA. ASPHALT
  - 248. 4320000000000000" DIA. ASPHALT
  - 249. 5040000000000000" DIA. ASPHALT
  - 250. 5760000000000000" DIA. ASPHALT
  - 251. 6480000000000000" DIA. ASPHALT
  - 252. 7200000000000000" DIA. ASPHALT
  - 253. 8640000000000000" DIA. ASPHALT
  - 254. 10080000000000000" DIA. ASPHALT
  - 255. 11520000000000000" DIA. ASPHALT
  - 256. 12960000000000000" DIA. ASPHALT
  - 257. 14400000000000000" DIA. ASPHALT
  - 258. 16800000000000000" DIA. ASPHALT
  - 259. 19200000000000000" DIA. ASPHALT
  - 260. 21600000000000000" DIA. ASPHALT
  - 261. 25200000000000000" DIA. ASPHALT
  - 262. 28800000000000000" DIA. ASPHALT
  - 263. 32400000000000000" DIA. ASPHALT
  - 264. 36000000000000000" DIA. ASPHALT
  - 265. 43200000000000000" DIA. ASPHALT
  - 266. 50400000000000000" DIA. ASPHALT
  - 267. 57600000000000000" DIA. ASPHALT
  - 268. 64800000000000000" DIA. ASPHALT
  - 269. 72000000000000000" DIA. ASPHALT
  - 270. 86400000000000000" DIA. ASPHALT
  - 271. 100800000000000000" DIA. ASPHALT
  - 272. 115200000000000000" DIA. ASPHALT
  - 273. 129600000000000000" DIA. ASPHALT
  - 274. 144000000000000000" DIA. ASPHALT
  - 275. 168000000000000000" DIA. ASPHALT
  - 276. 192000000000000000" DIA. ASPHALT
  - 277. 216000000000000000" DIA. ASPHALT
  - 278. 252000000000000000" DIA. ASPHALT
  - 279. 288000000000000000" DIA. ASPHALT
  - 280. 324000000000000000" DIA. ASPHALT
  - 281. 360000000000000000" DIA. ASPHALT
  - 282. 432000000000000000" DIA. ASPHALT
  - 283. 504000000000000000" DIA. ASPHALT
  - 284. 576000000000000000" DIA. ASPHALT
  - 285. 648000000000000000" DIA. ASPHALT
  - 286. 720000000000000000" DIA. ASPHALT
  - 287. 864000000000000000" DIA. ASPHALT
  - 288. 1008000000000000000" DIA. ASPHALT
  - 289. 1152000000000000000" DIA. ASPHALT
  - 290. 1296000000000000000" DIA. ASPHALT
  - 291. 1440000000000000000" DIA. ASPHALT
  - 292. 1680000000000000000" DIA. ASPHALT
  - 293. 1920000000000000000" DIA. ASPHALT
  - 294. 2160000000000000000" DIA. ASPHALT
  - 295. 2520000000000000000" DIA. ASPHALT
  - 296. 2880000000000000000" DIA. ASPHALT
  - 297. 3240000000000000000" DIA. ASPHALT
  - 298. 3600000000000000000" DIA. ASPHALT
  - 299. 4320000000000000000" DIA. ASPHALT
  - 300. 5040000000000000000" DIA. ASPHALT
  - 301. 5760000000000000000" DIA. ASPHALT
  - 302. 6480000000000000000" DIA. ASPHALT
  - 303. 7200000000000000000" DIA. ASPHALT
  - 304. 8640000000000000000" DIA. ASPHALT
  - 305. 10080000000000000000" DIA. ASPHALT
  - 306. 11520000000000000000" DIA. ASPHALT
  - 307. 12960000000000000000" DIA. ASPHALT
  - 308. 14400000000000000000" DIA. ASPHALT
  - 309. 16800000000000000000" DIA. ASPHALT
  - 310. 19200000000000000000" DIA. ASPHALT
  - 311. 21600000000000000000" DIA. ASPHALT
  - 312. 25200000000000000000" DIA. ASPHALT
  - 313. 28800000000000000000" DIA. ASPHALT
  - 314. 32400000000000000000" DIA. ASPHALT
  - 315. 36000000000000000000" DIA. ASPHALT
  - 316. 43200000000000000000" DIA. ASPHALT
  - 317. 50400000000000000000" DIA. ASPHALT
  - 318. 57600000000000000000" DIA. ASPHALT
  - 319. 64800000000000000000" DIA. ASPHALT
  - 320. 72000000000000000000" DIA. ASPHALT
  - 321. 86400000000000000000" DIA. ASPHALT
  - 322. 100800000000000000000" DIA. ASPHALT
  - 323. 115200000000000000000" DIA. ASPHALT
  - 324. 129600000000000000000" DIA. ASPHALT
  - 325. 144000000000000000000" DIA. ASPHALT
  - 326. 168000000000000000000" DIA. ASPHALT
  - 327. 192000000000000000000" DIA. ASPHALT
  - 328. 216000000000000000000" DIA. ASPHALT
  - 329. 252000000000000000000" DIA. ASPHALT
  - 330. 288000000000000000000" DIA. ASPHALT
  - 331. 324000000000000000000" DIA. ASPHALT
  - 332. 360000000000000000000" DIA. ASPHALT
  - 333. 432000000000000000000" DIA. ASPHALT
  - 334. 504000000000000000000" DIA. ASPHALT
  - 335. 576000000000000000000" DIA. ASPHALT
  - 336. 648000000000000000000" DIA. ASPHALT
  - 337. 720000000000000000000" DIA. ASPHALT
  - 338. 864000000000000000000" DIA. ASPHALT
  - 339. 1008000000000000000000" DIA. ASPHALT
  - 340. 1152000000000000000000" DIA. ASPHALT
  - 341. 1296000000000000000000" DIA. ASPHALT
  - 342. 1440000000000000000000" DIA. ASPHALT
  - 343. 1680000000000000000000" DIA. ASPHALT
  - 344. 1920000000000000000000" DIA. ASPHALT
  - 345. 2160000000000000000000" DIA. ASPHALT
  - 346. 2520000000000000000000" DIA. ASPHALT
  - 347. 2880000000000000000000" DIA. ASPHALT
  - 348. 3240000000000000000000" DIA. ASPHALT
  - 349. 3600000000000000000000" DIA. ASPHALT
  - 350. 4320000000000000000000" DIA. ASPHALT
  - 351. 5040000000000000000000" DIA. ASPHALT
  - 352. 5760000000000000000000" DIA. ASPHALT
  - 353. 6480000000000000000000" DIA. ASPHALT
  - 354. 7200000000000000000000" DIA. ASPHALT
  - 355. 8640000000000000000000" DIA. ASPHALT
  - 356. 10080000000000000000000" DIA. ASPHALT
  - 357. 11520000000000000000000" DIA. ASPHALT
  - 358. 12960000000000000000000" DIA. ASPHALT
  - 359. 14400000000000000000000" DIA. ASPHALT
  - 360. 16800000000000000000000" DIA. ASPHALT
  - 361. 19200000000000000000000" DIA. ASPHALT
  - 362. 21600000000000000000000" DIA. ASPHALT
  - 363. 25200000000000000000000" DIA. ASPHALT
  - 364. 28800000000000000000000" DIA. ASPHALT
  - 365. 32400000000000000000000" DIA. ASPHALT
  - 366. 36000000000000000000000" DIA. ASPHALT
  - 367. 43200000000000000000000" DIA. ASPHALT
  - 368. 50400000000000000000000" DIA. ASPHALT
  - 369. 57600000000000000000000" DIA. ASPHALT
  - 370. 64800000000000000000000" DIA. ASPHALT
  - 371. 72000000000000000000000" DIA. ASPHALT
  - 372. 86400000000000000000000" DIA. ASPHALT
  - 373. 100800000000000000000000" DIA. ASPHALT
  - 374. 115200000000000000000000" DIA. ASPHALT
  - 375. 129600000000000000000000" DIA. ASPHALT
  - 376. 144000000000000000000000" DIA. ASPHALT
  - 377. 168000000000000000000000" DIA. ASPHALT
  - 378. 192000000000000000000000" DIA. ASPHALT
  - 379. 216000000000000000000000" DIA. ASPHALT
  - 380. 252000000000000000000000" DIA. ASPHALT
  - 381. 288000000000000000000000" DIA. ASPHALT
  - 382. 324000000000000000000000" DIA. ASPHALT
  - 383. 360000000000000000000000" DIA. ASPHALT
  - 384. 432000000000000000000000" DIA. ASPHALT
  - 385. 504000000000000000000000" DIA. ASPHALT
  - 386. 576000000000000000000000" DIA. ASPHALT
  - 387. 648000000000000000000000" DIA. ASPHALT
  - 388. 720000000000000000000000" DIA. ASPHALT
  - 389. 864000000000000000000000" DIA. ASPHALT
  - 390. 1008000000000000000000000" DIA. ASPHALT
  - 391. 1152000000000000000000000" DIA. ASPHALT
  - 392. 1296000000000000000000000" DIA. ASPHALT
  - 393. 1440000000000000000000000" DIA. ASPHALT
  - 394. 1680000000000000000000000" DIA. ASPHALT
  - 395. 1920000000000000000000000" DIA. ASPHALT
  - 396. 2160000000000000000000000" DIA. ASPHALT
  - 397. 2520000000000000000000000" DIA. ASPHALT
  - 398. 2880000000000000000000000" DIA. ASPHALT
  - 399. 3240000000000000000000000" DIA. ASPHALT
  - 400. 3600000000000000000000000" DIA. ASPHALT
  - 401. 4320000000000000000000000" DIA. ASPHALT
  - 402. 5040000000000000000000000" DIA. ASPHALT
  - 403. 5760000000000000000000000" DIA. ASPHALT
  - 404. 6480000000000000000000000" DIA. ASPHALT
  - 405. 7200000000000000000000000" DIA. ASPHALT
  -







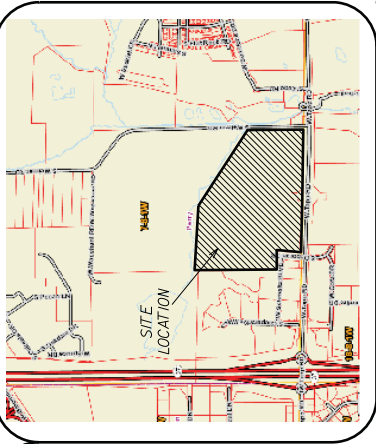


GENERAL NOTES

- All corners to be marked with 5/8" x 2' rebar's with yellow SDA cap.
- Front yard setback is 25', side yard setback is 10', rear yard setback is 20'.
- All lots are Zoned PUD.

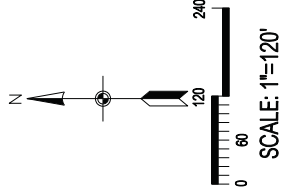
MONUMENT LEGEND

- STONE MONUMENT
- STONE WITH X MONUMENT
- SPRINKLE MONUMENT
- PLASTIC CAP SET
- BEAR FOUND
- IRON ROD FOUND
- FENCE POST FOUND
- RAILROAD SPIKE FOUND
- PK NAIL
- MONUMENT
- HIGHWAY BOX
- EASEMENT LINE



LOCATION MAP No Scale

LOT#	ADDRESS
1	XXX W. SCHMALZ DRIVE
2	XXX W. SCHMALZ DRIVE
3	XXX W. SCHMALZ DRIVE
4	XXX W. SCHMALZ DRIVE
5	XXX W. SCHMALZ DRIVE
6	XXX W. SCHMALZ DRIVE
7	XXX W. SCHMALZ DRIVE
8	XXX W. SCHMALZ DRIVE
9	XXX W. SCHMALZ DRIVE
10	XXX W. SCHMALZ DRIVE
11	XXX W. SCHMALZ DRIVE
12	XXX W. SCHMALZ DRIVE
13	XXX W. SCHMALZ DRIVE
14	XXX W. SCHMALZ DRIVE
15	XXX W. SCHMALZ DRIVE
16	XXX W. SCHMALZ DRIVE
17	XXX W. SCHMALZ DRIVE
18	XXX W. SCHMALZ DRIVE
19	XXX W. SCHMALZ DRIVE
20	XXX W. SCHMALZ DRIVE



CURVE	RADIUS	LENGTH	DIRECTION	CHORD
C1	300.00'	195.55'	N. 87.27° 28' E	187.76'
C2	300.00'	274.31'	S. 83.45° 51' E	264.86'
C3	300.00'	167.40'	S. 73.33° 17' E	165.24'
C4	300.00'	88.76'	N. 87.59° 07' E	88.44'
C5	1000.00'	350.87'	S. 12.06° 19' W	349.07'
C6	500.00'	169.68'	N. 71.40° 38' W	169.87'



MILL CREEK SUBDIVISION PHASE 2 FINAL PLAT

PREPARED BY: SMITH BREHOB & ASSOCIATES, INC., 453 S. CLARITZ BLVD., BLOOMINGTON, INDIANA 47401



EASEMENT LEGEND

- KECK Conservancy Easement (KEE)
(1) Prohibits any land-disturbing activities, including the placement of a fence, within the easement area.
(2) Allows the removal of dead or diseased trees that pose a risk to public safety...
(3) Grants the City the right to enter the property to inspect the easement and/or repair the easement...
(4) Prohibits the placement of any signs...
(5) Prohibits the placement of any unauthorized obstruction within the easement area.
(6) Signs shall not be located within utility easements unless the sign is a public sign authorized by Section 20.05.03(R)(11) or is further authorized by the city.

LEGAL DESCRIPTION

A part of the Southwest quarter of the Southwest quarter of Section 7, Township 8 North, Range 1 West, Monroe County, Indiana, more particularly described as follows:

- Commencing at the Southwest corner of the Southeast quarter of said Section 7, thence North 01 degrees 58 minutes 55 seconds West 61.00 feet to the North right-of-way line of West Tapp Road, thence North 01 degrees 57 minutes 37 seconds West 261.48 feet to the Southeast corner of Lot 5 of Mill Creek Phase 1 Subdivision as shown on the Final Plat thereof in Plat Cabinet D Envelope 21 in the Office of the Recorder of Monroe County, Indiana, said point being the Point of Beginning; thence North 01 degrees 57 minutes 37 seconds West 1510.46 feet; thence South 89 degrees 59 minutes 21 seconds East 851.53 feet; thence South 55 degrees 09 minutes 38 seconds East 1168.22 feet; thence South 01 degrees 12 minutes 09 seconds East 749.61 feet to the North right-of-way line of West Tapp Road; thence on and along said North right-of-way line the following 8 calls:
1) North 89 degrees 46 minutes 39 seconds West 490.44 feet, thence
2) North 88 degrees 14 minutes 38 seconds West 246.40 feet, thence
3) North 40 degrees 37 minutes 36 seconds West 79.24 feet, thence
4) North 02 degrees 03 minutes 13 seconds East 75.00 feet, thence
5) North 87 degrees 56 minutes 47 seconds West 85.00 feet, thence
6) South 02 degrees 03 minutes 13 seconds West 75.00 feet, thence
7) South 36 degrees 21 minutes 08 seconds West 71.64 feet, thence
8) North 87 degrees 42 minutes 37 seconds West 830.89 feet

DEDICATION

The real estate described on this plat shall be and is hereby subject to the terms and conditions of the Declaration of Covenants, conditions and Restrictions, Recorded on --- as Instrument Numbers --- and --- in the Office of the Recorder of Monroe County, Indiana.

The undersigned, Public Investment Corporation, an Indiana corporation, by Theodore J. Ferguson, President and George A. Yost, Secretary, being the owners of the above described real estate do hereby layoff and subdivide the same into lots and streets in accordance with this plat.

IN WITNESS WHEREOF, Public Investment Corporation, an Indiana Corporation, by Theodore J. Ferguson, President and George A. Yost, Secretary have hereunto executed this day of ---, 2018.

Theodore J. Ferguson, President
Public Investment Corporation

George A. Yost, Secretary
Public Investment Corporation

STATE OF INDIANA )
COUNTY OF MONROE )

Before me, a Notary Public in and for the State of Indiana and Monroe County, personally appeared Theodore J. Ferguson, personally known to me to be the President of Public Investment Corporation, and George A. Yost, personally known to me to be the Secretary of Public Investment Corporation, and being the owners of the described real estate and who acknowledged the execution of the foregoing plat for the Real Estate Mill Creek Subdivision Phase 2 as their voluntary act and deed for the use and purposes therein expressed.

WITNESS my hand and Notarial Seal this --- day of ---, 2018.

My Commission Expires: ---

--- NOTARY PUBLIC
a resident of Monroe County

PLAN COMMISSION AND BOARD OF PUBLIC WORKS

Under the authority provided by Chapter 174, Acts of 1947, enacted by the General Assembly of the State of Indiana and ordinance adopted by the Common Council of the City of Bloomington, Indiana, this plat was given approval by the City of Bloomington as follows:

Approved by the Board of Public Works at a meeting held:

President,

Member,

Member,

Approved by the City Plan Commission at a meeting held:

Theresa Porter, Director of Planning and Transportation

Joseph Hoffman, President of Plan Commission

To the Point of Beginning, containing 54.41 acres more or less.

I hereby certify that the survey work performed on the project shown hereon was performed either by me or under my direct supervision and control and that all information shown is true and correct to the best of my knowledge and belief.

Certified this ---th day of ---, 2018.

Todd M. Borgman
Registered Land Surveyor No. LS-----
State of Indiana
I affirm under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document unless required by law.
Todd M. Borgman



**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
LOCATION: 3477 W 3<sup>rd</sup> Street**

**CASE #: DP-06-18  
DATE: July 9, 2018**

**PETITIONER:** Whitehall Associates  
7914 Shadeland Avenue, Indianapolis

**CONSULTANT:** Bynum Fanyo  
453 S Clarizz Boulevard, Bloomington

**REQUEST:** Final Plan and Preliminary Plat approval for a 3 lot subdivision of an existing Planned Unit Development.

**BACKGROUND:**

**Area:** 12.48 acres  
**Current Zoning:** PUD  
**Comprehensive Plan Designation:** Regional Activity Center  
**Existing Land Use:** Commercial  
**Proposed Land Use:** Commercial  
**Surrounding Uses:** North – Commercial  
West – Commercial  
East – Commercial  
South – Commercial

**REPORT:** The property is located at 3477 W 3<sup>rd</sup> Street, and is within a Planned Unit Development (PUD) that was approved in the 1980s. The property is located within a commercial shopping area and surrounding land uses are also commercial. The property is located on the south side of West 3<sup>rd</sup> Street, south of an existing Hardee's. This petition site was previously developed with a multi-tenant center at the south property line and two small bank buildings in the northeast corner of the property.

The petitioner is requesting to create two additional lots within the existing 12.48 acre PUD. The two existing structures at the northeast corner of the site would each be on a new lot and the structures would later be demolished. The two new proposed lots would essentially be "carved out" of Lot 1, resulting in a C shaped Lot 1. The proposed Lot 2 is approximately 0.45 acres with a proposed 3,182 square foot restaurant building. The proposed Lot 3 is approximately 0.37 acres. No development is proposed on Lot 3 at this time. The existing Lot 1 would be 11.2 acres with the existing multi-tenant center and the access drive north of the proposed Lots 2 & 3 remaining on Lot 1. A new north-south 5 foot wide sidewalk is proposed along the east portion of Lot 2.

**SITE PLAN:** Subdivision does not require full compliance with the Unified Development Ordinance (UDO). However, any new building construction on a lot requires that the lots come into full compliance with the UDO (20.08.060(a)).

Lot 2 is the only lot with new construction proposed, so it is the only lot required to meet the development standards at this time. As there is no development proposed on Lots 1 or 3 at this time they are not required to come into compliance with the UDO. Any future development on these lots would require either full or limited compliance with the UDO site plan standards.

Where regulations are not address in the PUD, Commercial Arterial (CA) zoning standards are applied.

**Vehicular Access:** Access to the site is from a private drive on the south side of W 3<sup>rd</sup> Street. There are existing east-west drive aisles to the north and south of the proposed new lots.

**Pedestrian Access:** Pedestrian access to the site is limited. There are currently no sidewalks on either side of the private drive leading to the site. There are internal sidewalks on the proposed Lot 2, leaving connections open for future sidewalk connections on Lots 1 and 3. The petitioner is proposing 5 foot wide sidewalks on the east side of proposed new Lot 2.

**Vehicular Parking:** Fifteen parking spaces are proposed for Lot 2. This is the maximum number of spaces permitted for the use “restaurant, under 5,000 square feet.”

**Bicycle Parking:** Lot 2 is required to have a minimum of 4 bicycle parking spaces. A bicycle parking area is provided at the northeast corner of the lot, but the number of spaces is not clearly identified. If development occurs on Lot 3, additional bicycle parking spaces will be required to be installed.

**Landscaping:** The landscaping plan for the proposed Lot 2 meets the standards of the UDO.

**Impervious Surface Coverage:** When developed, a lot is required to meet the maximum impervious surface coverage of the CA zoning district, 60% of the lot area. As shown on the plans the proposed Lot 2 is 56.5 percent impervious. The petitioner is proposing to use 2,453 square feet of permeable pavement surfaces to meet this standard. As no new construction is proposed on Lots 1 & 3, they are not required to meet this standard at this time.

**Signage:** Per conditions of the PUD, each lot is permitted to have its own signage. No signage has been proposed or approved at this time, but any future signage will require a permit from the Department.

---

**ENVIRONMENTAL COMMISSION RECOMMENDATIONS:** The full report from the Environmental Commission (EC) is included in the packet. The EC had the following recommendations:

1.) The Petitioner should apply green building and site design practices, including using local products, to create a high performance, low-carbon footprint structure, and commit to them in the Petitioner’s Statement.

---

**COMPREHENSIVE PLAN:** This area of West 3<sup>rd</sup> Street is designated as ‘Regional Activity Center’ in the 2018 Comprehensive Plan. The intent of the district is to provide high intensity retail activity. Regional Activity Centers contain higher intensity uses such as national retailers, offices, food services, lodging, and entertainment. The proposed use of this property is consistent with the Comprehensive Plan.

---

**CONCLUSION:** The development is consistent with the existing surroundings and the 2018 Comprehensive Plan. The changes to the proposed Lot 2, while small in area, add landscaping and a portion of sidewalk connectivity that will ideally be developed and completed as the larger site

continues to develop.

---

**RECOMMENDATION:** Based on the findings of fact in the report, the Department recommends approval of this petition with the following conditions:

1. Grading and building permits shall be issued prior to any site work.
2. On Lot 2, the proposed bicycle parking shall provide 4 spaces.
3. If at any time the existing structures on Lots 1 and/or 3 are removed, the Vacant Lot Landscaping requirements (BMC 20.05.057) shall apply.

# MEMORANDUM

Date: July 9, 2018  
To: Bloomington Plan Commission  
From: Bloomington Environmental Commission  
Subject: DP-06-2018, Whitehall Associates, Freddy's  
3477 W. 3<sup>rd</sup> St.

---

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

## **ISSUES OF SOUND ENVIRONMENTAL DESIGN**

### 1. GREEN BUILDING

There is little about a small building within a large parking lot to mention regarding environmental preservation. The best that a developer can do to preserve or enhance the environmental health of the site is to build the structure using green practices, and landscape to the maximum extent possible. The Landscape Plan meets code; therefore the EC recommends that green building features be used.

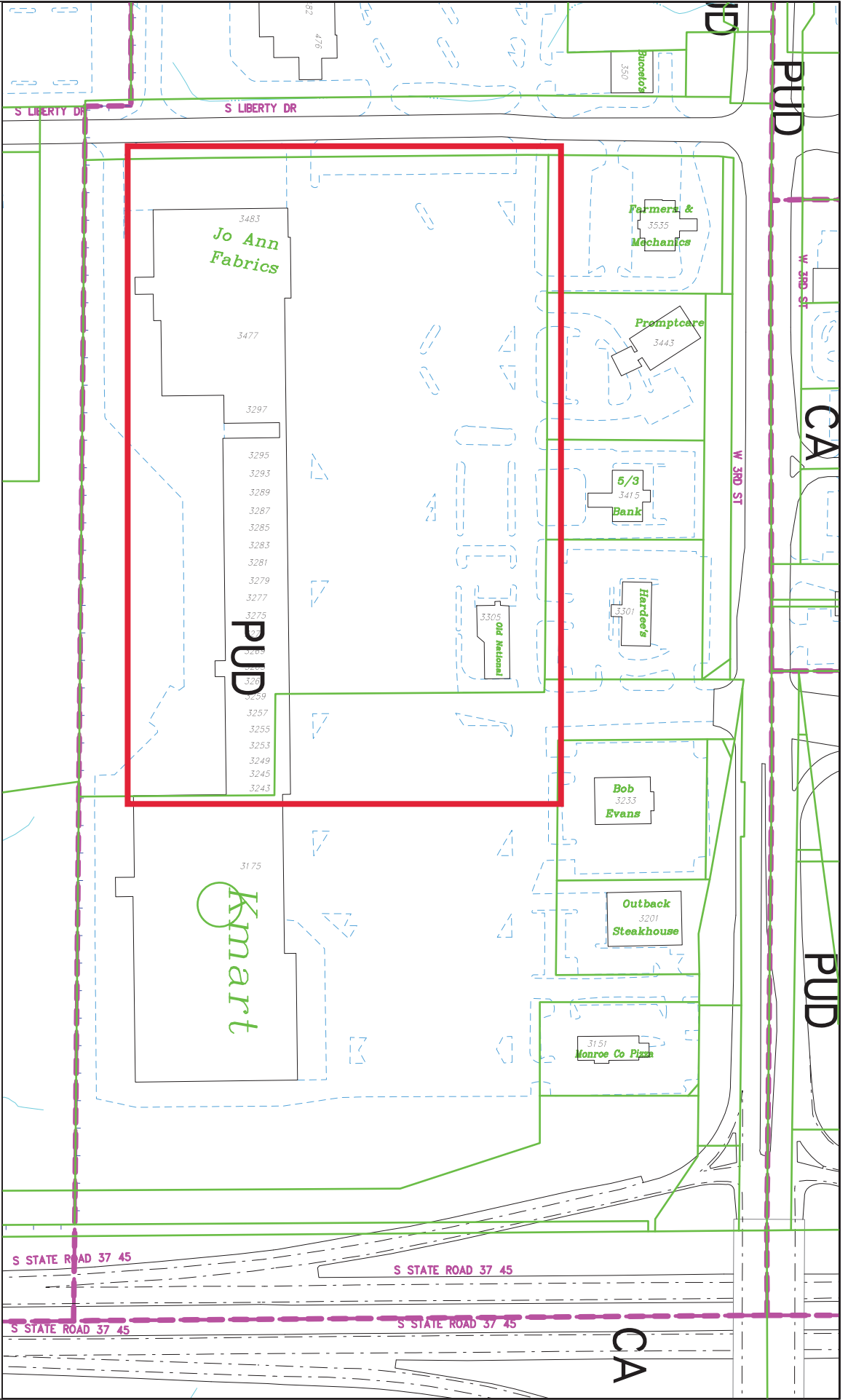
Green building and environmental stewardship are of utmost importance to the people of Bloomington and are consistent with the spirit of the Unified Development Ordinance (UDO), and the 2018 Comprehensive Plan. All developers and builders should design their structures with as many best practices for energy savings and resource conservation as possible. One site-specific example of a green building practice that could be used for mitigating the effects of climate change and dwindling resources is as follows.

Reduce the Heat Island Effect The roof material should have a minimum initial Solar Reflective Index (SRI) of 0.65, and an aged index of 0.55. (SRI is a value that incorporates both solar reflectance and emittance in a single value to represent a material's temperature in the sun. SRI quantifies how hot a surface would get relative to standard black and standard white surfaces. It is calculated using equations based on previously measured values of solar reflectance and emittance as laid out in the American Society for Testing and Materials Standard E 1980. It is expressed as a fraction (0.0 to 1.0) or percentage (0% to 100%)). If a roof membrane is used, it should be white in color, embedded with reflective material, or covered with a reflective coating or a white granulated cap sheet.



**EC RECOMENDATIONS**

1.) The Petitioner should apply green building and site design practices, including using local products, to create a high performance, low-carbon footprint structure, and commit to them in the Petitioner's Statement.



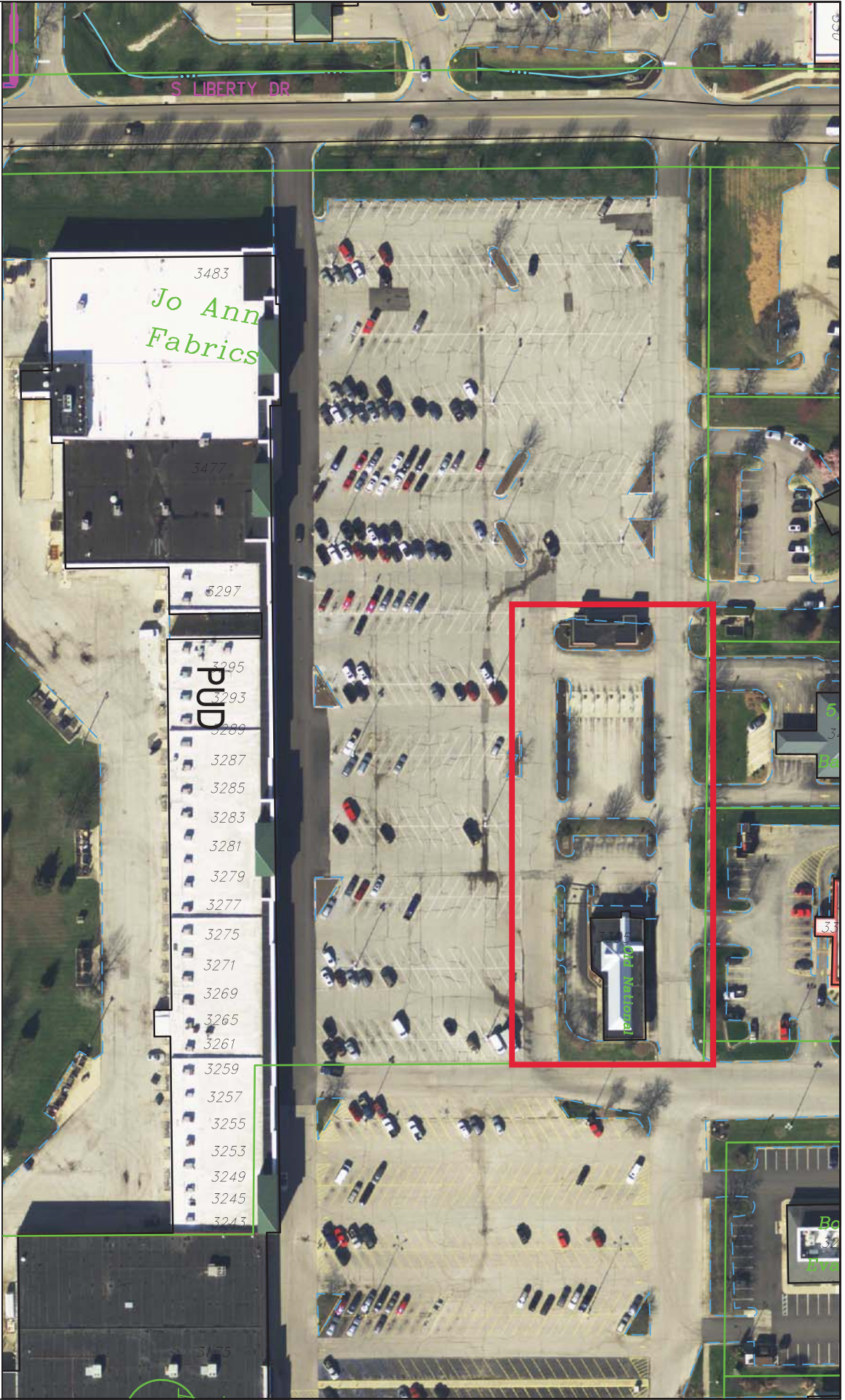
By: lewisa  
27 Apr 18



For reference only; map information NOT warranted.



Scale: 1" = 200'



By: lewisa  
27 Apr 18



For reference only; map information NOT warranted.



City of Bloomington  
Planning & Transportation



Scale: 1" = 120'

### **Existing Conditions**

The site is located at 3477 E. 3<sup>rd</sup> street on the West side of Bloomington. The property is a existing 12.58 acre retail center which was part of a larger PUD passed in 1980's. The PUD included Kmart, Kroger, Whitehall Plaza, and the banks and restaurant outlots along West 3<sup>rd</sup> St.

This project will include improvements on the 2 abandoned bank buildings on the north side of the property, behind Hardees Restaurant. The larger bank building was occupied by Old National Bank, from the 1990s until vacated in 2010 or 2011. The site includes an abandoned 2600 sf building, 7 parking spaces and 4 bank drive through lanes. The second building was occupied by IU Credit Union, from the 1990s until 2010 or 2011. The site includes a partially demolished 1000 sf building and 6 bank drive through lanes.

### **Subdivision**

In order to minimize work on the entire 12.48-acre lot, the owner wants to subdivide the property acre lot and create 2 outlots in the location of the 2 bank buildings. Lot 1 will be an 11.2-acre lot containing the existing Whitehall Plaza Shopping Center. Lot 2 (Old National bank site) will be a .45-acre lot with a new Freddy's restaurant on the property, and Lot 3 will be .37 acre and (IU Credit union bank site) will remain vacant.

### **Environmental Constraints**

There are no environmental constraints or steep slopes on the site.

### **Access**

Access to the property will be through the one existing drive to E. 3<sup>rd</sup> Street and 2 existing drives onto Liberty Drive. These 3 drives serve the entire Whitehall Plaza and the 7 outlot buildings located along 3<sup>rd</sup> street. There is an existing traffic light at the 3<sup>rd</sup> street drive across from Gates Drive. The 2-existing connecting to Liberty Drive are owned by the Whitehall Associates and the drive to 3<sup>rd</sup> Street is owned by the adjacent property owner, the former Kmart building. There are reciprocal parking and access easements for all the entire shopping center, banks and restaurants.

### **Proposed Development**

Lot 2 will be developed as a Freddy's Restaurant in the same location as the Old National Bank Building. The building will be a 3182 SF single story building with outdoor seating and associated sidewalks. There will be 15 parking spaces. There will be a single lane drive through serving the restaurant. Proposed landscape will meet current code.

### **Impervious Surface Coverage**

The maximum impervious surface is 60%. The proposed development will have a maximum of 40% impervious surface and 60% pervious surface. The 15-car parking lot will use pervious paver surface in order to meet the requirement.

### **Alternative Transportation**

The site has multiple Bloomington Transit Stops located on the property and adjacent properties. The nearest stop is located approximately 30' to the north of the proposed Freddy's building. Bike parking and connecting sidewalks will be added with the project.

**Storm Drainage**

The development will drain into an existing stormwater system on site that drains into a regional detention basin on the south site of the Kmart Building.

**Utility Service Lines**

Water, sewer lines are located on the property.

***Water*** – The existing 1 ½” Old National bank water service will be reused.

***Sanitary Sewer*** – Sanitary sewer service will connect to an existing 8” on site just north of the proposed development.

















**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT**

**CASE #: PUD-12-18  
DATE: July 9, 2018**

**Location: 4500, 4518 E 3<sup>rd</sup> Street & 306 S State Road 446**

**PETITIONER:** Fountain Residential Partners  
2626 Cole Ave #620, Dallas, TX

**CONSULTANTS:** Smith Brehob and Associates, Inc.  
453 S. Clarizz Boulevard, Bloomington

**REQUEST:** The petitioner is requesting a Preliminary Plan Amendment and an expansion of an existing PUD and Preliminary Plat Amendment with lot addition.

**BACKGROUND:**

<b>Area:</b>	14.07 acres
<b>Current Zoning:</b>	Planned Unit Development
<b>GPP Designation:</b>	Urban Corridor / Neighborhood Residential
<b>Existing Land Use:</b>	Commercial / Vacant / Hotel
<b>Proposed Land Use:</b>	Dwelling, Multi-Family / Commercial / Hotel
<b>Surrounding Uses:</b>	North – Dwelling, Multi-Family / Commercial West – Commercial / Restaurant East – Dwelling, Single-Family South – Dwelling, Multi-Family

**REPORT:** The property is located at the southwest corner of E. 3<sup>rd</sup> Street and State Road 446 and is zoned Planned Unit Development (PUD). The property is the majority of the Century Village PUD, originally approved in 1975 as PCD-10-75. Lots 1 and 2 of Phase I (the existing small commercial buildings) are not included in this petition. The PUD was originally developed with a series of small ‘Colonial Williamsburg’-style structures intended for use as office and retail space. Those structures were converted to Century Suites Hotel, which is still on the eastern portion of the site. The PUD also contains a vacant restaurant space which was formerly Chapman’s and two commercial buildings (the two buildings not involved in this petition). The remainder of the PUD has remained vacant. The PUD was expanded in 2004 to contain its current acreage, modify the use list, and allow for a maximum of 50 units of upper-floor only multifamily units. The Baker/Stephens PUD is to the west; Knightridge Manor is to the south; there are commercial uses across 3<sup>rd</sup> Street to the north, as well as Summerhouse; and to the east there is a single-family neighborhood across State Road 446 outside of City of Bloomington limits.

The petitioner proposes to amend the existing Century Village PUD Preliminary Plan in order to: add first-floor dwelling units as a permitted use; modify the approved use list by adding three additional uses; add .71 acres from the adjacent PUD to the west; and to modify permitted densities to allow for a denser multifamily future Development Plan on the vacant portion of the site than is currently allowed. Additionally, the petitioner seeks to replat the vacant portion of the PUD as one lot with a Preliminary Plat Amendment.

The multifamily development proposal for the vacant portion of the PUD includes 221 units with a total of 632 bedrooms. The entirety of the proposed development is a mix of studio apartments, one-bedroom, and four-bedroom apartments. The petitioner proposes 478 parking spaces, which is equal to 76% of the bedrooms having a parking space.



---

**COMPREHENSIVE PLAN:** This property is designated as *Urban Corridor* with some *Neighborhood Residential* on the rear portion. The lines and edges in the Comprehensive Plan are intended to be fluid, so as to be flexible as areas in the City develop. Given the existing development on and around the site, the Department feels that *Urban Corridor* is the most appropriate district to analyze this proposal. The Comprehensive Plan notes the following about the intent of the *Urban Corridor* area and its redevelopment:

- *Designed to transform strip retail and commercial corridors along major roadways into a more urban mixed-use district that will serve as an appropriate transition from higher, more intensive uses to other districts, Focus Areas, and regional activity centers.*
- *Integrating multifamily residential uses into existing retail and commercial areas within the district can apply a mixed-use approach within individual buildings sites or between adjacent properties.*
- *It is intended to incorporate a balance of land uses by taking advantage of the proximity to other land uses and urban services.*
- *The district is expected to change by incorporating mixed uses and increasing activity.*
- *Buildings should be developed with minimal street setbacks, with parking located behind the building, and with an emphasis on minimizing pedestrian obstacles to accessing businesses.*
- *Development and redevelopment within the district is particularly suited to high-density residential and mixed residential/commercial use and taller building heights, with the possibility of three or four-story buildings.*
- *Affordable housing units are an important component of the Urban Corridor district.*
- *Access to public transit service is an important component of the Urban Corridor district.*
- *Connections to a network of City trails, paths, and bikeways create access to other destinations and provide active, healthy means of transportation.*
- *Create opportunities for infill and redevelopment to increase residential densities, with housing types such as duplex, triplex and fourplex buildings, courtyard apartments, bungalow courts, townhouses, row houses and live/work spaces. In order to preserve the character of existing single family neighborhoods, this increased residential density and diversity in housing types should be located outside those neighborhoods.*

The redevelopment of this large piece of property adjacent to 3<sup>rd</sup> Street and State Road 446 will add mixed use to a solely commercial development. The project will include buildings immediately adjacent to both roads, with vehicular and pedestrian connections to surrounding uses and roadways. The proposed Preliminary Plan Amendment is consistent with the intent and development guidance of the Comprehensive Plan for this area.

---

**PRELIMINARY PLAN:**

**Uses:** The petitioner is proposing to add three new uses to the PUD. The previously approved uses from the 2004 petition will be carried over (and are listed in the petitioner's statement) and 'medical clinic', 'fitness/training studio' and 'dwelling, multifamily' (which will allow first-floor units) are proposed to be added. Additionally, the petitioner is requesting to carry over two definitions that were written specifically for the PUD, for the uses 'restaurant, limited service' and 'banquet facility'. The 'restaurant, limited service' definition allows for a larger restaurant than the UDO allows for with the same definition, 5,000 square feet versus 2,500 square feet. The



Department supports the deviation in the PUD. The Department recommends, however, that the UDO definition of 'banquet hall' be added to the PUD for ease of administration, as it is very similar to the 'banquet facility' definition that was included in the PUD before the UDO was written.

**Residential Density:** The maximum residential density allowed is currently limited to 50 units of above-ground only multifamily units, which is approximately 3.64 units/acre. The petitioner is requesting that first-floor units be allowed on the site, and that the density be increased to allow for 250 units on the site. That amounts to 17.76 units/acre. This change is a shift in the intention of the PUD, which would become largely residential under the new proposal, whereas residential was previously seen as secondary to potential commercial uses. The Comprehensive Plan calls for increased density in the *Urban Corridor* designation.

**Height and Bulk:** The petitioners are proposing three-story townhouse-type buildings along 3<sup>rd</sup> Street and State Road 446, with four-story apartment buildings in the interior of the site. The Department has requested that the two large four-story buildings on site be broken up, and the petitioner is still evaluating that option. Residential High-Density Multifamily (RH) development standards will be used in the residential portion of the PUD. The proposed heights will meet those standards, which is a maximum of 50 feet. The petitioner proposes height to be measured from finished grade to the top of the building adjacent to that grade, which is not how the UDO currently defines height. The Department is fine with this definition.

**Parking and Surrounding Roads:** A total of 478 surface parking spaces are proposed in a series of parking lots and drive aisles on the property. This is a total number of parking spaces equal to 76% of the bedrooms on the site. The petitioner is proposing a maximum of .85 parking spaces per bedroom as the PUD standard. The petitioner is proposing back-in angled parking on the main north-south connector drive that runs through the middle of the site, as well as on the east-west drive that directly accesses State Road 446. While the City of Bloomington has explored back-in parking on City streets, we have not yet seen a development that includes such parking on private property. No street parking is proposed on either 3<sup>rd</sup> Street or State Road 446, and no new roads are proposed with this petition.

**Access:** There is one vehicular access directly from 3<sup>rd</sup> Street. The location of the access will be moved further west from the existing driveway onto the property, in order to align with Morningside Drive, to the north. A second vehicular access is planned onto State Road 446 at the southern portion of the development. Additionally, two vehicular accesses will connect to the existing commercial portion of the PUD and one access will be stubbed to the south for possible future connection.

Sidewalks will be installed along 3<sup>rd</sup> Street and State Road 446. The petitioner is currently only showing sidewalk on the multifamily of the property. Internal sidewalks, as well as connections to the south, west, and existing commercial portion of the PUD are shown.

The Department has also spoken to the petitioner about possibly installing sidewalk further west on 3<sup>rd</sup> Street, in front of an existing vacant parcel, in order to improve the pedestrian network from the petition site to the core of Bloomington to the west.

**Bicycle Parking:** The development has 632 proposed bedrooms. The required bicycle parking is 53 covered Class II spaces; 27 Class I spaces; and 26 Class II spaces. Additionally, each building

with more than twelve (12) bedrooms will be required to have at least 2 Class II spaces within 50 feet of the building entrance. The petitioner will address the specifics of bicycle parking at the development plan stage, but has stated that they will meet the requirements.

**Architecture/Materials:** The petitioner proposes to complement the existing building styles in the Century Village Hotel area with pedestrian-scaled architecture and the townhouses built forward on both 3<sup>rd</sup> Street and State Road 446. Roof pitches in the multifamily area are pitched at more than 4:12, which is called for in the existing PUD.

**Streetscape:** Buildings along 3<sup>rd</sup> Street and State Road 446 will have main pedestrian entrances built facing the street and be designed in a townhouse-style. An 8-10 foot wide pedestrian path will be included on 3<sup>rd</sup> Street, as well as a 5 foot sidewalk on State Road 446, both separated from the roadway. Landscaping requirements, such as street trees, have not yet been determined.

**Alternative Transportation:** The 6 bus runs along 3<sup>rd</sup> Street and south on State Road 446, allowing easy access for potential residents. The petitioner is in discussions with Bloomington Transit about incorporating a bus stop with a bus shelter on the property, and there is an existing bus stop on State Road 446.

**Environmental Considerations:** The petition site is largely grassed open space, with an existing wooded area in the southeastern portion of the undeveloped portion of the lot. Most of the wooded area will remain, with some being removed for the driveway being added to connect to State Road 446.

**Housing Diversity:** The petitioner is in discussions with the Administration and the Housing and Neighborhood Development Department on how to best address the diverse housing that is called for in the Comprehensive Plan.

---

**PRELIMINARY PLAT AMENDMENT:**

The petitioner proposes to replat the multifamily area of the PUD as one lot, as it is currently a mix of unplatted and platted land. The request is an amendment to the existing Century Village plat, as well as the Baker Subdivision plat in order to create one 10.329 acre parcel. The petitioner seeks amended setback standards for the interior lot lines.

---

**ENVIRONMENTAL COMMISSION RECOMMENDATIONS:** The Bloomington Environmental Commission (EC) made 3 recommendations concerning this development, which are listed below:

- 1) Should apply green building and site design practices to create a high performance, low-carbon footprint structure.
  - 2) The Petitioner should provide space for recyclable materials to be stored for collection, and a recycling contractor to pick them up.
  - 3) The Petitioner shall strive to create a beneficial and robust Landscape Plan.
-

---

**CONCLUSION:** This petition brings a large mixed-use development to an otherwise commercial-only PUD that has been available for development for over forty (40) years. The proposal is consistent with the Comprehensive Plan, and brings much needed housing to an area served by transit and on a major thoroughfare connection to downtown and the Indiana University campus. The Department is generally favorable of the petition, but would like to keep working with the petitioner on such issues as appropriate building bulk and design; appropriate landscape and preservation plans; diverse housing incorporation; and transit incorporation.

---

**RECOMMENDATION:** The Planning and Transportation Department recommends that the Plan Commission continue the petition to the August hearing so that the petitioner, the Department, and other City staff can continue to work on the issues listed above.

# MEMORANDUM

Date: July 9, 2018

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: PUD-12-18, Century Village PUD amendment  
4500, 4518 E. 3<sup>rd</sup> St., & 306 SR 446

---

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environmental quality of this proposed plan. The EC finds the PUD expansion acceptable, but recommends that green building practices be employed.

## **ISSUES OF SOUND ENVIRONMENTAL DESIGN**

### 1.) ENVIRONMENT-ENHANCING BUILDING PRACTICES

Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the Unified Development Ordinance (UDO) and the 2018 Comprehensive Plan.

The EC recommends that the developer design the building with as many best practices for energy savings and resource conservation as possible. Some specific recommendations to mitigate the effects of climate change and dwindling resources include the following.

#### **a. Recycling**

The EC recommends that space be allocated for recyclable-materials collection, which will reduce the facility's carbon footprint and promote healthy indoor and outdoor environments. Recycling has become an important norm that has many benefits in energy and resource conservation. People expect to have recycling facilities available in multi-family homes as they do in single family homes, and we hear many complaints from those who do not. Recycling is an elementary environmental practice, given that the City of Bloomington has been promoting it since the early seventies. Recycling is thus an important contributor to Bloomington's environmental quality and sustainability and is expected in a 21<sup>st</sup>-century structure.

**b. Reduce the Heat Island Effect** The roof material should have a minimum initial Solar Reflective Index (SRI) of 0.65, and an aged index of 0.55. (SRI is a value that incorporates both solar reflectance and emittance in a single value to represent a material's temperature in the sun. SRI quantifies how hot a surface would get relative to standard black and standard white surfaces. It is calculated using equations based on previously measured values of solar reflectance and emittance as laid out in the American Society for Testing and Materials Standard

E 1980. It is expressed as a fraction (0.0 to 1.0) or percentage (0% to 100%). If a roof membrane is used, it should be white in color, embedded with reflective material, or covered with a reflective coating or a white granulated cap sheet.

c. Solar energy generation Install solar photovoltaic cells to reduce the use of greenhouse-gas emitting pollutants. Solar power is now competitive with coal, especially considering the full-cost accounting price.

d. Electric vehicle charging stations The parking areas for the residential units should have at least 2% plug-in-ready electric vehicle charging stations.

## 2.) LANDSCAPING

The preliminary site plan suggests that there will not be much room left for shaded or open spaces for residential quality of life, for biodiversity, or for the benefit of pollinators. The EC recommends that when the Landscape Plan is crafted, care be taken to use every available space for the aforementioned uses.

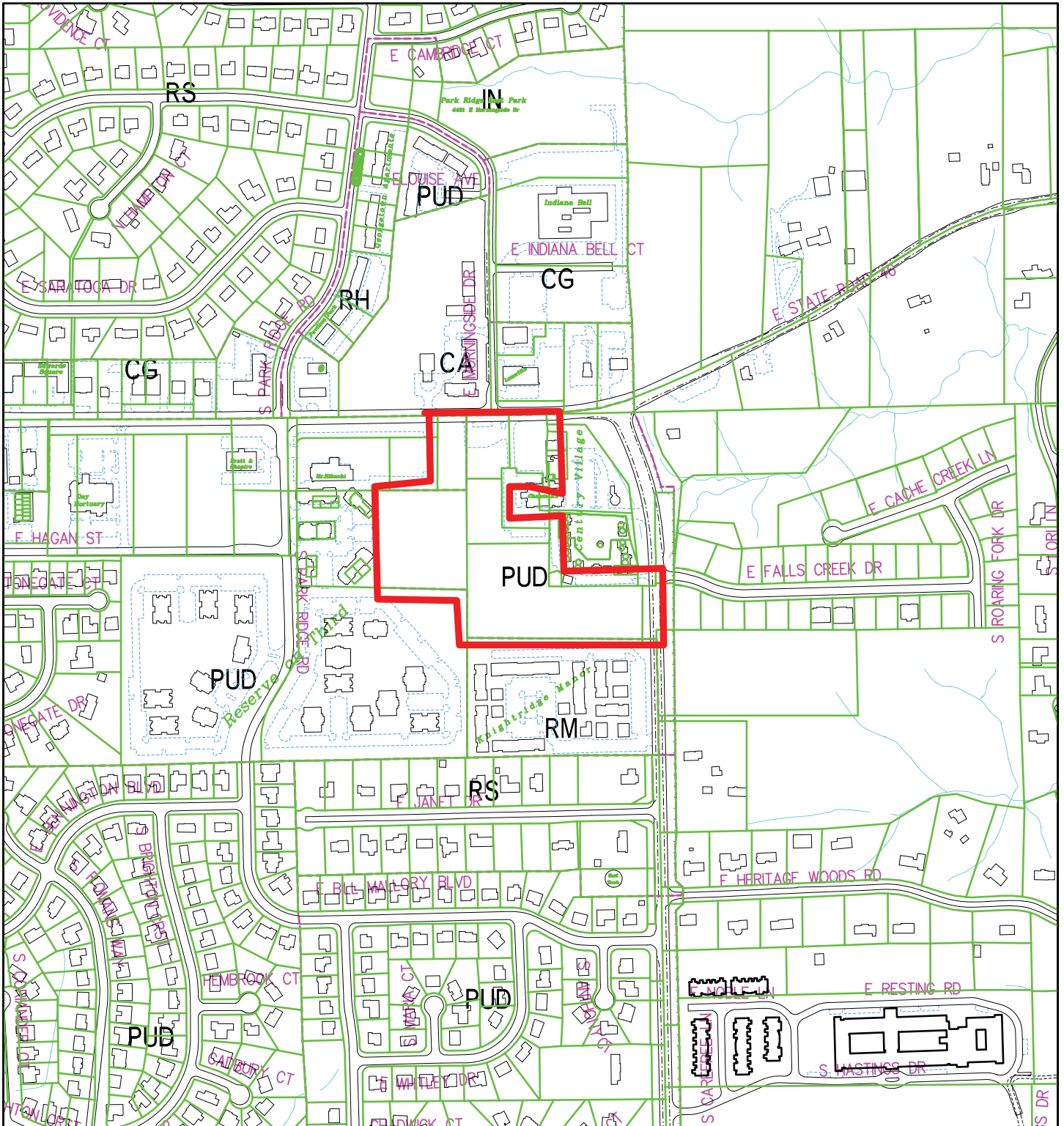
Furthermore, the plan should be designed with plantings that benefit local pollinating insects and birds, reduce the heat island effect, and slow and cleanse rainwater. Using native plants provides food and habitat for birds, butterflies and other beneficial insects, promoting biodiversity in the city. Native plants do not require chemical fertilizers or pesticides and are water efficient once established.

The proposed development is on the corner of two highly traveled thoroughfares for the east side. The EC always promotes development designs that are consistent with “complete streets” usability, inviting gateway character, and enhanced environmental sustainability, but finds it crucial in this location as an entranceway to Bloomington. There are many design concepts to consider, from landscaping that celebrates Bloomington’s natural heritage, to creating public gardens to enhance neighborhood comradeship, to choice of building materials and architecture that promote a sense of place and reflects our city’s commitments to green building and sustainability.

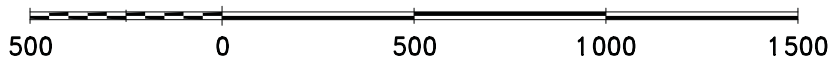
## **EC RECOMENDATIONS**

- 1.) The Petitioner should apply green building and site design practices to create a high performance, low-carbon footprint structure.
- 2.) The Petitioner should provide space for recyclable materials to be stored for collection, and a recycling contractor to pick them up.
- 3.) The Petitioner shall strive to create a beneficial and robust Landscape Plan.

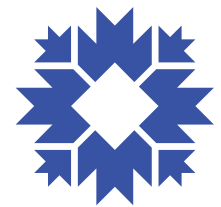




By: scanlanj  
25 May 18

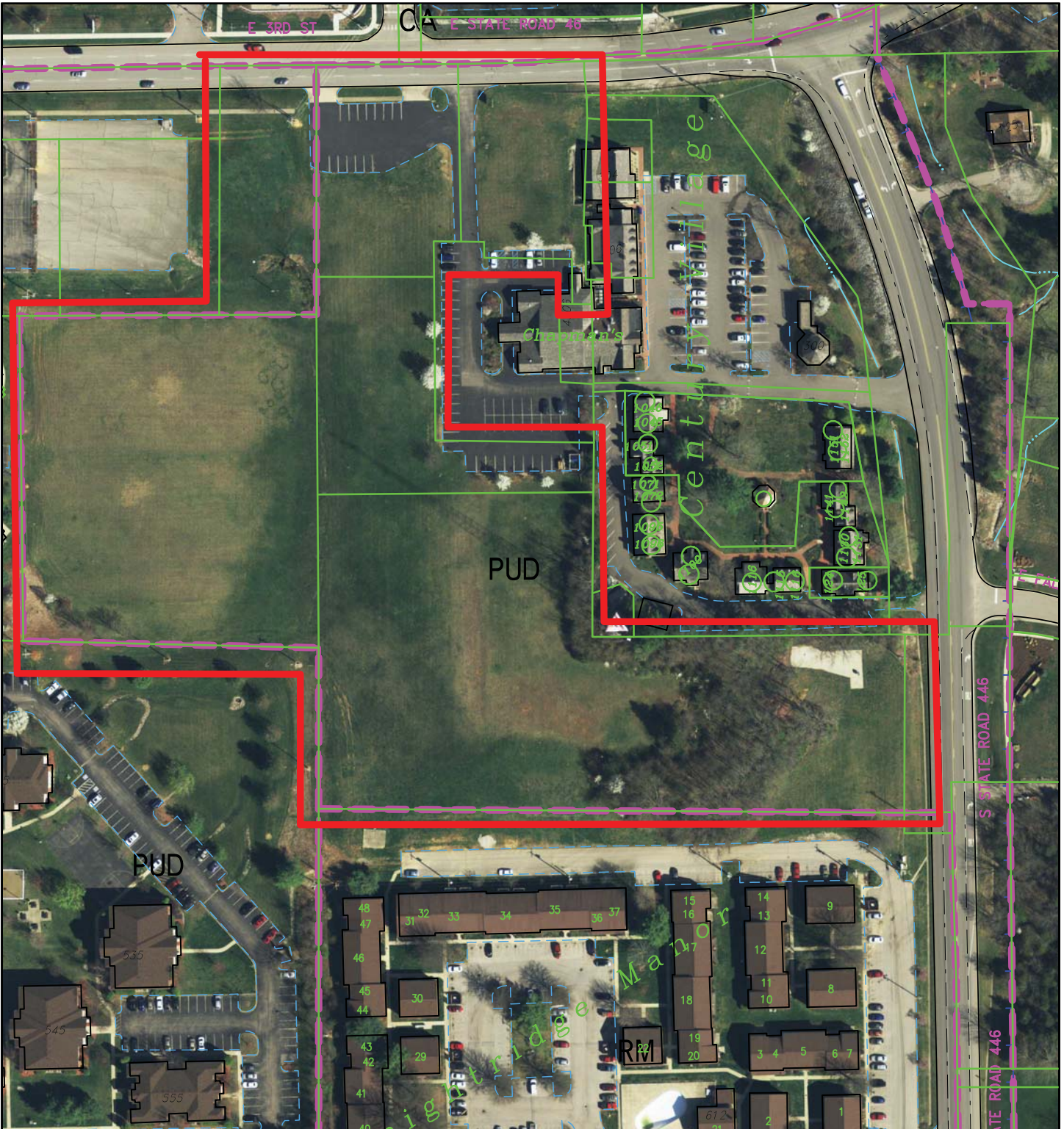


City of Bloomington  
Planning & Transportation

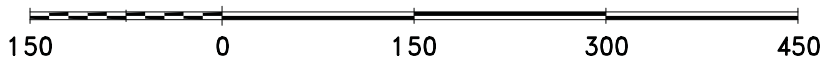


Scale: 1" = 500'

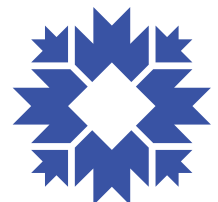
For reference only; map information NOT warranted.



By: scanlanj  
25 May 18



City of Bloomington  
Planning & Transportation



Scale: 1" = 150'

For reference only; map information NOT warranted.





*Providing professional land planning, design, surveying and approval processing for a sustainable environment.*

Stephen L. Smith P.E., P.L.S.  
Steven A. Brehob, B.S.Ch.T.  
Todd M. Borgman, P.L.S.  
Don J. Kocarek, R.L.A.  
Katherine E. Stein, P.E.

June 4, 2018

City of Bloomington Plan Commission  
c/o Jackie Scanlan, Planner  
City of Bloomington Planning Department  
Showers Building  
Bloomington, Indiana

Re: Century Village Planned Unit Development  
2018 Amendment and Expansion

Dear Jackie and Plan Commissioners,

Fountain Residential Partners and Bill C Brown are petitioning the Plan Commission and Common Council for amendment to the Century Village Planned Unit Development to increase the number of allowed residential units to increase the intensity and viability of the village in one of the City's "Urban Corridors".

The proposed change to the village is consistent with the Comprehensive Plan's vision for increased intensity and mixed use in the Urban Corridor areas that have excellent roadway and utility access. The attached PUD statement, site plans and illustrations explain the proposal in detail.

Our team has reached out to City leadership early in this process in an effort to present a project that meets the visions and goals for this area. We are also providing more detail than necessary for a PUD outline plan. With that background we are asking for waiver of the second Plan Commission hearing and also asking for the Plan Commission to delegate the final detail plan approval to the planning staff.

Petition is also being made for Preliminary Plat approval to amend existing Century Village plats and split off approximately 10.3 acres for the multifamily area of the Century Village PUD. We ask that internal lot lines in the PUD not meet normal lot line setbacks to allow flexibility in planning and development.

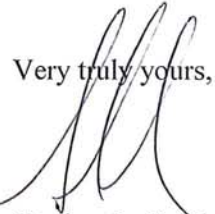
The following items are being submitted with this application.

- PUD Statement
- Multifamily unit spreadsheet
- Site plan rendering
- Preliminary site and utility plans
- Illustrative architecture; building elevations and photos of similar Fountain Residential Partners project



- Property legal description
- Preliminary Plat to create 10.3 acre parcel
- Application fee

Thank you for your assistance over the last couple of months as the PUD proposal has been refined. We look forward to working with City officials through this review process.

Very truly yours,  


Stephen L. Smith  
Smith Brehob and Associates, Inc.  
Engineer for the Petitioner

Cc; Fountain Residential Partners  
Bill C Brown

Encl; listed above



Century Village  
Planned Unit Development  
2018 Amendment and Expansion

This amendment to Century Village PUD modifies some of the land uses to create a more active mixed use development, adds the provision for first floor residential, increases the allowed residential units to 250 and applies Dwelling Unit Equivalent. Most of the existing PUD remains in place including a wide mix of allowable uses, building forward layout, a grid site layout, drive connections to Third Street and SR 446, relocation of the Third Street entrance to align with Morningside Drive and effective pedestrian circulation plan.

The existing PUD includes approximately 13.72 acres. This amendment does not include Lots 1 and 2 in Century Village Phase 1 (0.36 acres). The PUD area is being expanded to include the eastern portion of the old restaurant site on Third Street; Century Village III Lot 2 (0.71 acres). This amended PUD contains approximately 14.07 acres.

This petition is also for preliminary plat to create a single lot for the approximate 10.3 acre multifamily portion of the PUD.

**Land Use**

The following land uses shall apply to the PUD expansion and to the original PUD area.

- Assisted Living
- Day Care Centers
- Dwelling units limited to a maximum of 250 units, with application of DUE standards of the RH zone district
- A single, detached single-family residence to serve as the manager's home
- Financial Institutions with a drive-through
- Hotel/Motel
- Offices, including medical and professional
- Personal Services
- Radio/TV Stations
- Retail sales in enclosed buildings, limited to first floor and 5,000 square feet per user, except as noted below
- Restaurants, sit down, with pick up only window for carry-out orders allowed
- Banquet Facility (including wedding chapel) (see definition)
- Restaurant, Limited Service (see definition)
- Indoor Amusement
- Social Services
- Government Offices
- Brewpub





- Medical clinic
- Fitness/training studio

### **Buildings and Site Layout**

The proposed site plan for the multifamily area of the PUD is included with this application. This PUD amendment is intended to allow the existing village area to continue to operate as it has been for many years and add multifamily housing around that original village. The amendment is intended to intensify the activity level in the village with housing and improve the viability of the retail uses.

The proposed site plan for the multifamily area provides for a grid layout with a main circulation drive connecting Third Street with SR 446 and with the internal Century Village drive. The site plan has a building forward design along this new internal drive as well as along Third Street and SR 446. The plan has both parallel and back in parking on this main circulation drive as shown on the site plan.

Buildings fronting Third Street and SR 446 will be a maximum of 3 stories in height. The internal buildings are a maximum of four stories in height.

Development standards of the RH zone will be used in the multifamily area and CL standards will continue to apply in the in the existing village.

Parking in the village area will not be changed by this amendment. Parking for the multifamily will be a maximum of 0.85 spaces per bedroom.

Bicycle parking will be provided per code requirements.

The building design is intended to complement (but not copy) the existing century village. Buildings are proposed at pedestrian scale with front access of the townhomes towards the adjacent roadway. The overall PUD is proposed to be limited to 250 units with DUE. The proposed plan for the 10.3 multifamily area shows 229 DUE (see attached spreadsheet).

Building roofs in the multifamily are pitched at more than 4:12 as called for in the existing PUD. Building height in this PUD is measured from finish grade to the top of the building adjacent to that grade. This provision is made to accommodate potential stepping of buildings due to grade change on the site.

### **Pedestrian Accommodation**

An 8' pedestrian path will be provided along the Third Street frontage of the project following the guidelines in the City Bike and pedestrian plan. The main internal



north/south drive will include an 8' wide sidewalk along both sides of the drive. Other internal sidewalks adjacent to parking will be 5' wide. A 5' wide sidewalk will be included along the SR 446 frontage. Sidewalk connections will be made to the Baker PUD to the west and to the Knightridge apartments to the south as shown on the site plan.

### **Traffic Circulation and Transit**

The main internal drive will connect from Third Street to SR 446. The drive will connect to the other drives and parking areas in the PUD and the existing drive in the original village. The drive at Third Street will be moved west from its current location to line up with Morningside Drive.

Many of the residents that live in surrounding neighborhoods use mass transit for their regular daily trips (mostly IU students). It is expected that will also be true in this project. Discussions are ongoing with Bloomington Transit to reroute one of the existing buses through this project and provide a bus stop(s) to serve this project and residents in Knightridge to the south. Updates will be provided as this idea continues to develop.

### **Site Features**

There is a small wooded area near the SR 446 frontage. The staff report in the 2004 PUD amendment noted "most of these trees are poor quality and were not recommended to be preserved by the Environmental Commission". The site plan preserves most of this area except for the driveway that connects to SR 446. A more detailed evaluation of specific trees will be made at the final plan stage.

### **Sanitary Sewer**

The site is served by City of Bloomington sanitary sewer. There are a series of private lines in the existing village that will remain. New public mains will carry flow from the residential area to the lift station near the SR 446 frontage. This lift station has served the area for many years and was significantly upgraded a few years ago to provide for capacity for development of this site and adjacent properties that can connect to it.

### **Water Mains**

The water service on site consists of both private and City 6" mains. A new network of public mains will connect at Montauk, Third Street and Knightridge. The area is in one of the City's boosted pressure zones that can provide both daily domestic water pressure and flow needs as well as fire flow needs.





### Storm Sewer

The site lies within the upper reaches of the Lake Monroe Watershed. Accordingly, water quality measures as well as storm water detention will need to be included in development of the site. The concept plan that is being developed provides for primarily underground systems to meet this requirement. Discussion is ongoing with CBU engineers on the design that will be completed with the final plan.

### Comprehensive Plan

This area is “Urban Corridor” in the City’s Comprehensive Plan and the proposed project fits well with the vision provided in the Plan. Key elements of the Urban Corridor discussion that work well with this project include;

*“Integrating multifamily residential uses into existing retail and commercial areas within the district can apply a mixed use approach within individual buildings site or between adjacent properties”*

*“It is intended to incorporate a balance of land uses by taking advantage of the proximity to other land uses and urban services.”*

*“...excellent access to major roadways, utilities, and other services like transit, fire, and police service.”*

*“Site design must reimagine the built context into a mixed use district. Emphasis must be placed on urban design and creation of a distinct design style in each area. Site design features to consider include building to street frontages, structures that are multistory and pedestrian scaled....provide safe and convenient access for pedestrians.”*

*“The district is expected to change by incorporating mixed uses and increasing activity.”*

### New Use Definitions:

These definitions are being retained from the previous PUD approval.

"Restaurant, limited service" An informal restaurant serving a limited menu. This use must be under 5,000 square feet, cannot provide delivery service and cannot have a drive through window. Examples include but are not limited to coffee shops, delis, ice cream shops and submarine sandwich shops

“Banquet Facility”

A commercial facility providing rental of floor or room space for social engagements including weddings, banquets, organizational meetings, or equivalent events.



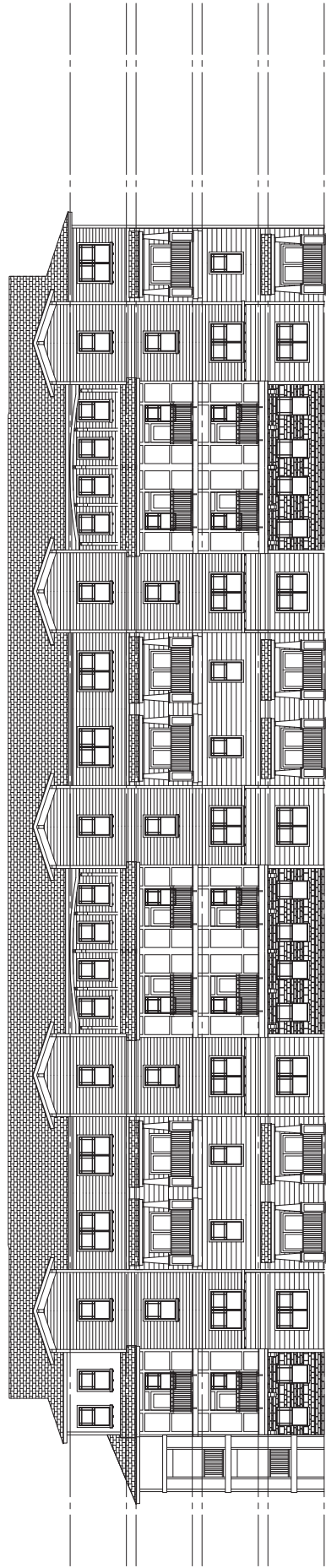
Century Village PUD - Fountain Residential Partners  
 Unit Count  
 4-Jun-18

<u>Unit Type</u>	<u>size</u>	<u>DUE</u>	<u>beds</u>	<u># of Units</u>	<u>total beds</u>	<u>total DUE</u>
S1 efficiency	360	0.2	1	60	60	12
A2 1 Bedroom	62	0.25	1	24	24	6
TH-1 4 bedroom Townhouse	1450	1.5	4	54	216	81
TH-2 4 bedroom townhouse	1552	1.5	4	54	216	81
D1 4 bedroom unit	170	1.5	4	29	116	43.5
				221	632	223.5
Parking Provided					478	
Parking per Bedroom					76%	



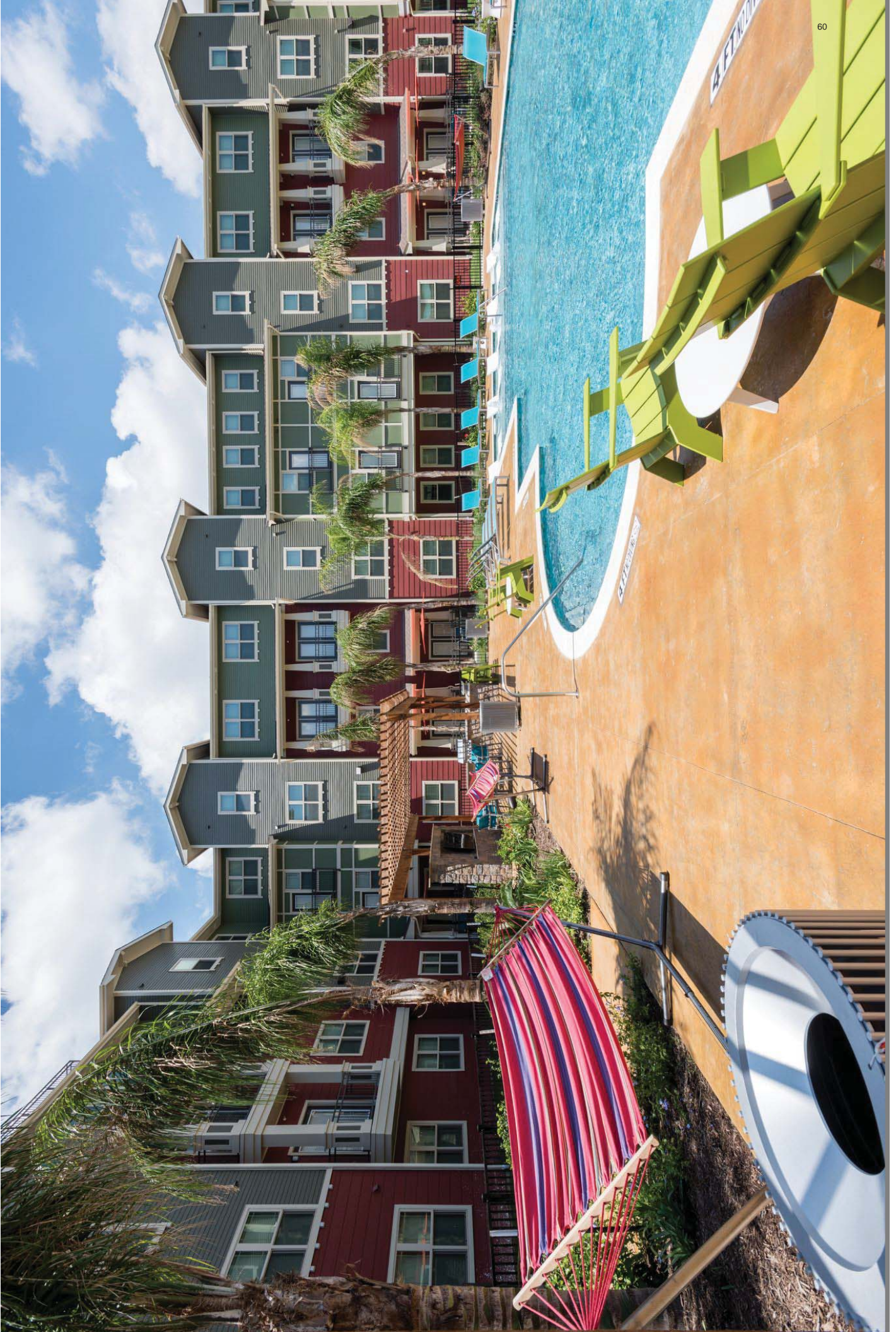






1 BLDG ELEVATION  
SCALE 1/8" = 1'-0"



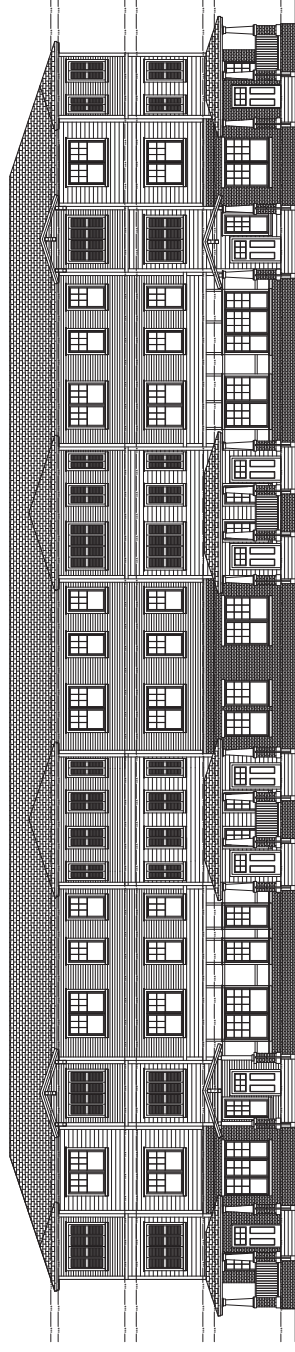




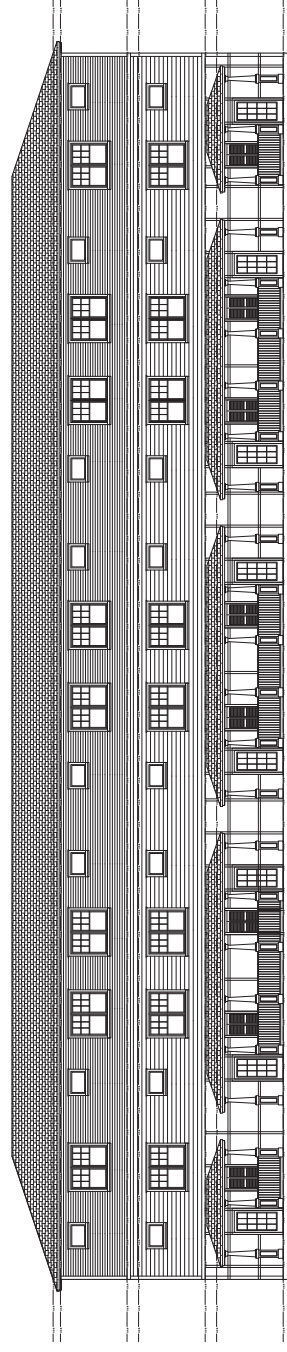




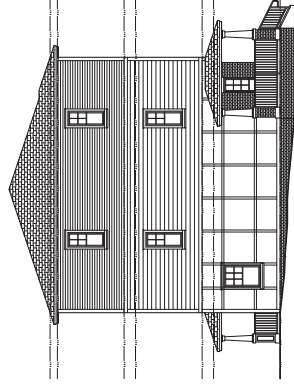




1 FRONT - STREET SIDE  
SCALE: 1/8" = 1'-0"



2 BACK - PARKING SIDE  
SCALE: 1/8" = 1'-0"



3 END  
SCALE: 1/8" = 1'-0"





