

CITY OF BLOOMINGTON



PLAN COMMISSION

August 13, 2018 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL

**CITY OF BLOOMINGTON
PLAN COMMISSION
August 13, 2018 at 5:30 p.m.**

❖City Council Chambers – Room #115

ROLL CALL

MINUTES TO BE APPROVED: July 2018

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

CONTINUED TO SEPTEMBER:

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

PETITIONS:

DP-09-18 **Bob & Kari Costello**
1924 E 2nd St.
Preliminary Plat for a 2 lot subdivision zoned Residential Single Family (RS)
Case Manager: Amelia Lewis

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

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

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

SP-17-18 **Khan Brothers LLC**
201 S College Ave.
Site plan approval for one 4-story mixed use building
Case Manager: Jackie Scanlan

****Next Meeting September 10, 2018**

Last Updated: 8/10/2018

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

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 1924 E 2nd St.**

**CASE #: DP-09-18
DATE: August 13, 2018**

PETITIONER: Bob & Kari Costello
3415 Olcott Blvd, Bloomington, IN

CONSULTANT: Bledsoe Riggert Cooper James
1351 W Tapp Rd, Bloomington, IN

REQUEST: The petitioners are requesting preliminary plat approval for a two lot subdivision zoned RS (Residential Single Family).

REPORT: The petition property is a 0.52 acre parcel located on the south side of E. 2nd Street between S Rose Avenue and S Clifton Avenue. The property is zoned Residential Single Family (RS) and has been developed with a single family home, accessory structure and a storage shed located at the southeast corner of the property.

The petitioners propose to subdivide the existing lot to create one lot containing the existing house that fronts on E 2nd Street and a second lot that fronts on Anita Street to the south. Both proposed lots meet the minimum lot area and lot width standards of the zoning district. The existing primary structure and accessory structure will meet rear yard, side yard and front yard setbacks.

No construction is proposed on either lot at this time. Any future construction will be required to meet the development standards of the Unified Development Ordinance (UDO).

PRELIMINARY PLAT REVIEW: The Review Considerations for Preliminary Plats BMC 20.09.180(h) require that the Plan Commission review (1) The written statement and supportive material submitted by the petitioner; (2) The Preliminary Plat; (3) The testimony of the petitioner; (4) The Growth Policies Plan (now the 2018 Comprehensive Plan); (5) Any applicable standards in *Chapter 20.02: Zoning Districts*; (6) Any applicable development standards in *Chapter 20.05: Development Standards*; (7) Any applicable subdivision standards in *Chapter 20.06: Subdivision Regulations*; (8) Any applicable design standards in *Chapter 20.07: Design Standards*; (9) Any other applicable provisions of the Unified Development Ordinance; (10) The Planning and Transportation Department report; and (11) Such other additional information as may be required by the Plan Commission or Plat Committee to evaluate the petition.

COMPREHENSIVE PLAN: The Comprehensive Plan identifies this area as Neighborhood Residential. Land Use Development Approvals give the following relevant policy guidance on this future land use designation:

- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations.
- Respect historic and environmental assets through site design, transportation networks, and architectural design strategies.
- Redevelopment or rehabilitation of existing structures, or new infill development of single lots or developments of less than one acre, should complement the context of the

surrounding land uses. Furthermore, single lots or small-scaled developments should not dominate or detract from the neighborhood context.

CHAPTER 20.02 ZONING DISTRICTS:

Minimum Lot Size: The minimum lot size for the RS zoning district is 8,400 square feet. The proposed Lot 1 to the north is 13,872 square feet. The proposed Lot 2 to the south will be 8,925 square feet. Both lots will remain zoned RS.

CHAPTER 20.06 SUBDIVISION REGULATIONS: All subdivisions shall be designed according to one of the subdivision types specified in Chapter 6 of the UDO (20.06.005). The intent of the Traditional Subdivision (20.06.050) is to:

Ensure the creation of a gridlike street and alley system that allows for maximum connectivity to adjacent neighborhoods as well as nonresidential activity centers;

This petition does not disrupt the existing street and alley system within the existing neighborhood. No new streets are proposed with this petition.

Create a pedestrian-scale streetscape design featuring narrow street profiles, on-street parking, building forward orientation, short block lengths, and decorative street lighting;

This petition does add infill development to an existing short block. The building forward orientation is unknown at this time as no development on the new lot has been proposed, though it will be required to meet the RS development standards.

Facilitate compatible development of parcels located next to existing subdivisions characterized by more grid-like street patterns;

This petition fits into the existing street pattern and proposes two lot sizes that are not out of character for the surrounding neighborhood. A proposed lot size of 8,925 square feet is not out of context for the neighborhood. In the area bounded by E. 2nd Street to the north, E. Eastside Drive to the west, S. High Street to the east and E. 1st Street to the south, there are 25 out of 49 lots that range in size from 7,500 square feet to 10,000 square feet.

Facilitate development on properties not characterized by environmental constraints;

No environmental constraints are found.

Provide a range of development options (including mixed uses, affordable housing, accessory dwelling units) where warranted by adjacent development patterns; and

The petition adds additional housing in a neighborhood centrally located in town. As previously mentioned, the two proposed lot sizes are not out of character for the neighborhood. While the proposed Lot 2 has minimal frontage along the platted right-of-way of Anita Street, the design meets UDO subdivision standards.

Facilitate fulfillment of the Growth Policies Plan's policies entitled Compact Urban Form, Mitigate Traffic, and Conserve Community Character.

See above for Comprehensive Plan guidance.

CHAPTER 20.07 DESIGN STANDARDS: Chapter 7 outlines design standards for site and infrastructure improvements associated with all subdivisions, including the Traditional Subdivision as identified in the previous section.

Lot Establishment Standards (LT):

Lot Width Measurement: The minimum lot width for the RS zoning district is 60 feet. For newly created lots, the lot width shall be measured at the minimum required setback distance from the front lot line (Lot Width, 20.11, Definitions). The proposed width of Lot 1 remains the same at 83.21 feet and the proposed width of Lot 2 at the 15 foot building setback is 81 feet.

Frontage: All new residential lots shall have frontage on a public street. The new lot has frontage along Anita Street.

Right-of-way: See Street and Right-of-Way Standards (SR) below.

Pedestrian Network Standards (PN):

Pedestrian Access: All developments shall integrate pedestrian facilities along street frontages, located one (1) foot inside the right-of-way to be dedicated to the City. The preliminary plat does not identify these sidewalks on either property. This sidewalk shall be separated from a five (5) foot wide tree plot with street trees planted every forty feet (40) of street frontage (20.05.052(d)(1)). The petitioner has requested a waiver from these requirements which is addressed below.

Street and Right-of-Way Standards (SR):

Right of Way: Lot 1 will be required to dedicate approximately 1,079 sf of right-of-way along E 2nd Street. The proposed Lot 2 will be required to dedicate approximately 100 square feet of right of way along the east side of Anita Street.

Connectivity: All developments shall provide stub streets to connect to adjacent properties, and where the development abuts land that has established stub streets, built or platted, the petitioner shall design the street system to connect to those stub streets. No new streets are proposed with this petition.

Vehicular Access: Lot 1 will continue to be accessed from the existing driveway on E. 2nd Street and Lot 2 will be accessed from Anita Street. The northern, paved portion of Anita Street ends approximately thirty-eight (38) feet short of the right-of-way. The adjacent property owner at 620 S. Anita Street derives access from the terminus of Anita Street. The preliminary plat shows a proposed entrance to Lot 2 off of the North terminus of Anita Street. The existing conditions of this site may make a drive entrance on Lot 2 difficult (see attached image of existing conditions), however the proposed Lot 2 is legally allowed to derive access from the existing right-of-way. Any proposed use on this property would likely be low in traffic volume, though access may impact the adjacent property owners to the south and the west, as the driveways are very close in proximity.

Utility Standards (UT):

Utilities: The existing home is serviced by water and sanitary from 2nd Street and the new lot will be serviced by water and sewer from Anita Street. Public water service is available along the south property line. There is an existing sanitary sewer line along Anita Street.

The petitioner contacted City of Bloomington Utilities in November to inquire about the availability of services at this location, which they said would be available (see attached letter).

SUBDIVISION WAIVERS: The petitioner is requesting a waiver from the requirement to build sidewalks on both of the proposed lots, the frontages along both E. 2nd Street and Anita Street. BMC 20.09.210 states that the Plan Commission may grant a Subdivision Waiver if, after a public hearing, it makes written findings of fact based upon the evidence presented to it in each specific case, that:

(i) The granting of the Subdivision Waiver shall not be detrimental to the public safety, health, or general welfare, or injurious to other property; and

PROPOSED FINDING: The granting of a subdivision waiver along Anita Street will not be detrimental to the public safety, health, or general welfare, or injurious to other property as it is low in traffic volume as a dead end street. E. 2nd Street is used by motorists and pedestrians more frequently, in which case the waiver would negatively impact the public safety and health.

(ii) The conditions upon which the request for a Subdivision Waiver is based are unique to the property for which the Subdivision Waiver is sought and are not applicable generally to other property; and

PROPOSED FINDING: There are no unique conditions to the property along E. 2nd Street that would prevent the installation of a sidewalk. Anita Street is a short street, which dead ends into the proposed Lot 2 and the opportunity for sidewalk expansion at this location in the future is extremely minimal.

(iii) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the subdivision regulations is carried out (Financial hardship shall not constitute grounds for a waiver); and

PROPOSED FINDING: The property along E. 2nd Street has slope that would make the installation of a sidewalk more difficult, though the Department does not find it unfeasible. While, there are no sidewalks to the east and west of the property along E. 2nd Street, the intent of the sidewalk requirement is to create additional networks that could be completed in the future.

With the low traffic volume and low asphalt footprint, and existing lack of sidewalks along S. Anita Street, the physical surroundings do not warrant a sidewalk.

(iv) The Subdivision Waiver shall not in any manner vary the provisions of the development standards, Growth Policies Plan, or Thoroughfare Plan.

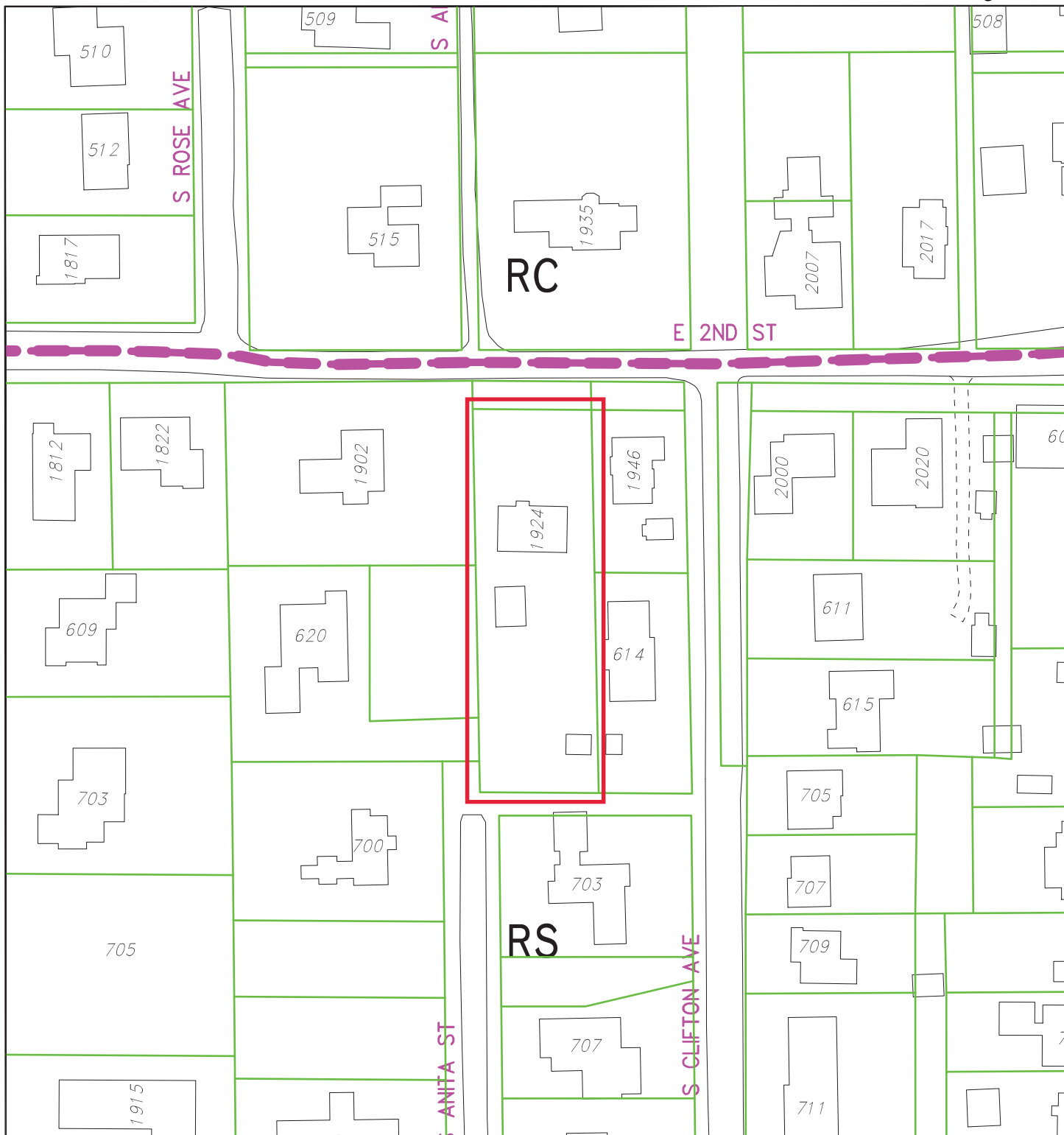
PROPOSED FINDING: The Thoroughfare Plan aims to improve and advance transportation facilities. E. 2nd Street is classified as a Neighborhood Street in the existing Thoroughfare Plan. The priority for right-of-way along these streets is for residential access, sidewalks and street trees. Granting the waiver along E. 2nd Street does not support the recommendations and guidance within the Thoroughfare Plan. While the Master Thoroughfare Plan also applies to the right-of-way along Anita Street, the level of use between the two streets makes the waiver more appropriate along Anita Street.

CONCLUSION: The petition does not go against the guidance provided by the Comprehensive Plan. It creates a lot that is not out of character for the development pattern in the neighborhood. Any future development on the proposed Lot 2 would be required to meet all applicable zoning requirements including setbacks, entrance and drive standards and impervious surface. The petition meets the standards set out in Chapters 6 and 7 with the exception of sidewalks. If the waiver is not granted, sidewalks must be installed on both street frontages. The Department believes that sidewalk installation is appropriate on E. 2nd Street and that the waiver is appropriate for the sidewalk along Anita Street.

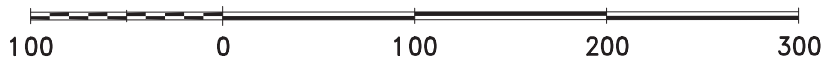
The Department understands the concerns of adjacent property owners about the addition of this lot due to the existing conditions at the north end of Anita Street, primarily where adjacent property owners access their lot at the terminus of Anita Street, but the Department has determined that the petition meets all UDO requirements for subdivision.

RECOMMENDATION: Based on the written findings above, the Department recommends approval of DP-09-17 with the following condition:

1. The right-of-way as shown on the plat shall be dedicated as right-of-way for public use.
2. For any waiver not granted, sidewalks should be installed along all frontages adjacent to existing and proposed rights-of-way.



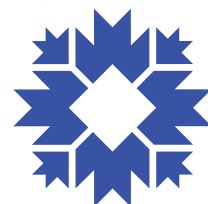
By: lewisa
3 Jun 18



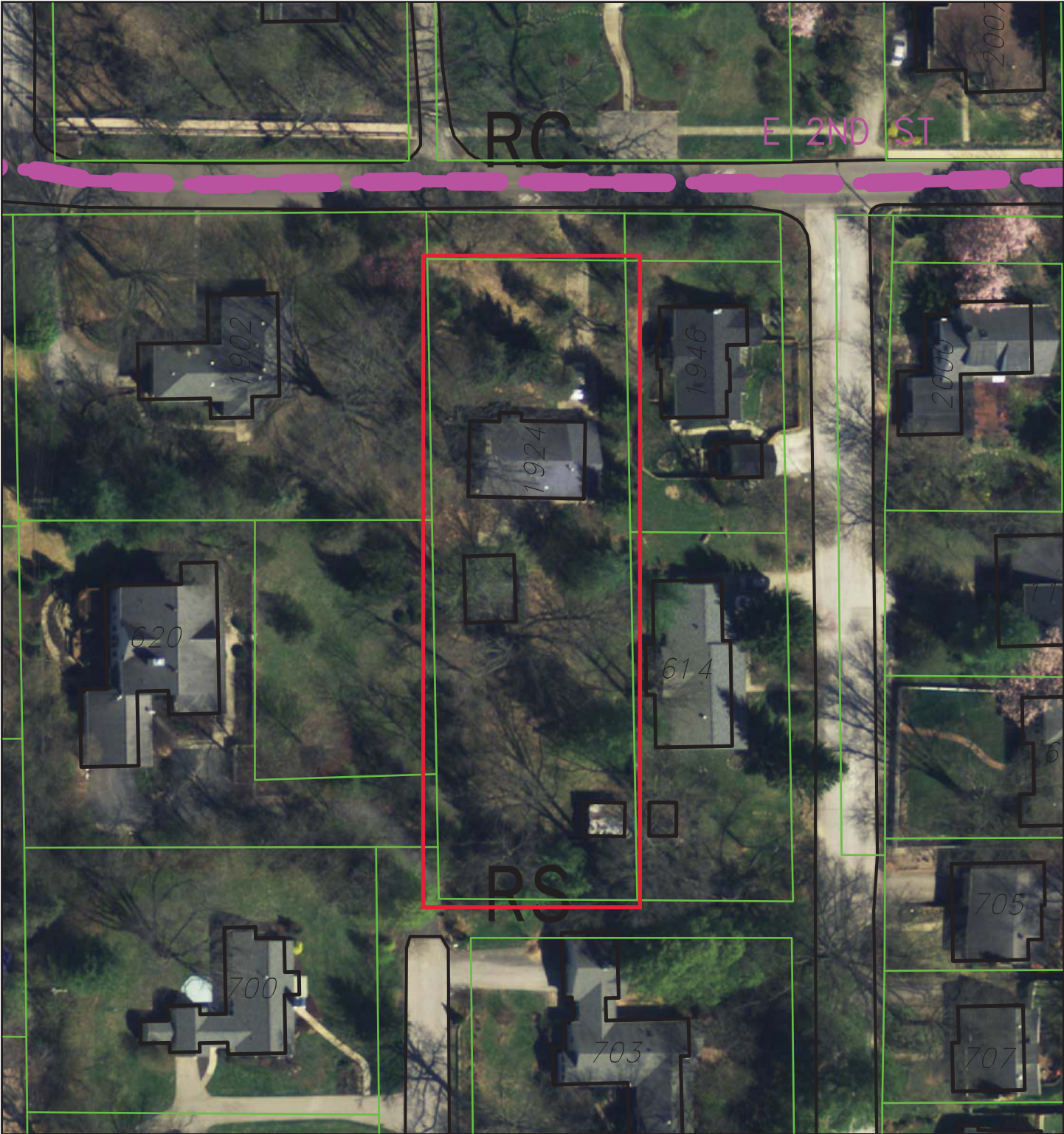
For reference only; map information NOT warranted.



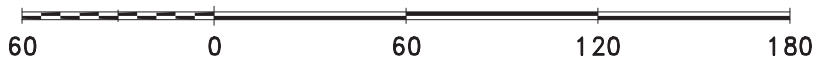
City of Bloomington
Planning & Transportation



Scale: 1" = 100'



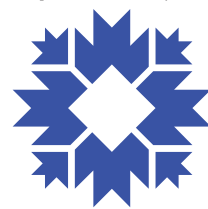
By: lewisa
3 Jun 18



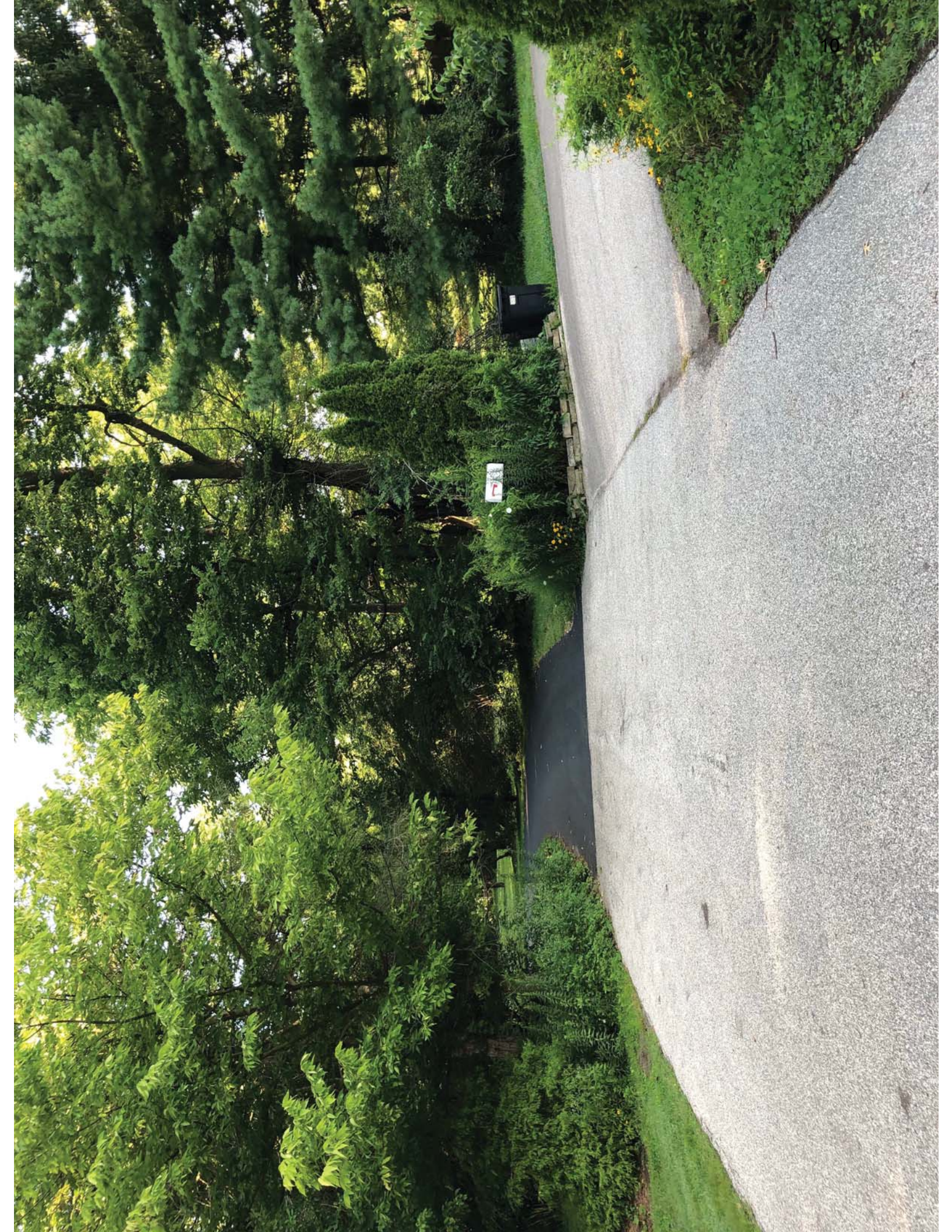
For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 60'





proposed driveway would come off of this drive

June 07, 2018

Amelia Lewis - Zoning and Long Range Planner
City of Bloomington, Planning and Transportation Department
401 North Morton Street, Suite 130
Bloomington, Indiana 47402-0100
812.349.3423
lewisa@bloomington.in.gov

Re: Costello Final Plat

Dear Ms. Lewis,

On behalf of Bob & Kari Costello, LLC; we are petitioning the City of Bloomington for approval to subdivide Parcel No. 53-08-03-200-029.000-009; located at 1924 East 2nd Street, Bloomington, Indiana 47404.

We are proposing to subdivide a ± 0.52 -acre parcel zoned Residential Single-Family (RS) into 2 lots. Lot 1 ($\pm 12,753$ square feet) would continue to have access from 2nd Street. Lot 2 ($\pm 8,580$ square feet) would have access from Anita Street. As part of the subdivision process, we propose to dedicate approximately 1,246 square feet of right-of-way.

We are also requesting waivers on Lots 1 & 2 for the construction of sidewalks along 2nd Street and Anita Street.

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

Sincerely,



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



CITY OF BLOOMINGTON UTILITIES
Engineering Department

November 6, 2017

Kari Costello
1924 E. 2nd Street
Bloomington, IN 47401

Re: Proposed Subdivision of lot
1924 E. 2nd Street
Bloomington, IN 47401

Dear Ms. Costello:

In response to your request concerning the availability of **Sanitary Sewer and Water Service** to the above referenced location. Please be advised that we will be able to provide service to you under our approved terms and conditions of service. (Extension will be needed from S. Anita Street.)

Should you need further information, feel free to contact me at (812)349-3632.

Sincerely,

A handwritten signature in black ink, appearing to read "Troy Powell". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Troy Powell
Senior Project Coordinator
City of Bloomington, Utilities Engineering

PRELIMINARY PLAT
A PART OF SEMINARY LOT 129 AND A PART OF TAYLOR ADDITION TO
THE CITY OF BLOOMINGTON, INDIANA ALL IN THE NORTHWEST
QUARTER OF SECTION 3, TOWNSHIP 8 NORTH, RANGE 1 WEST
MONROE COUNTY, INDIANA

OWNER CERTIFICATION

The undersigned, Bob & Kari Costello, LLC, being the owners of the described real estate herein, do hereby layoff and plat the same into two lots in accordance with the plat and certificate.

All additional road rights-of-way shown and not previously dedicated are hereby dedicated to public use.

This plat shall be known and designated as Costello Final Plat.

In Witness Whereof, Bob & Kari Costello, LLC, have executed this instrument and caused their names to be subscribed thereto, this _____ day of September, 2018.

Bob & Kari Costello, LLC

By _____

STATE OF INDIANA, COUNTY OF MONROE

Before me, a Notary Public for said County and State, acknowledged the execution of this instrument this _____ day of September, 2018.

Notary

Notary Signature

My commission expires: _____

County of Residence: _____

PLAT COMMITTEE AND BOARD OF PUBLIC WORKS

Under the authority provided by Chapter 17A, Acts of 1997, enacted by the General Assembly of the State of Indiana and Chapter 17A, Acts of 2008, enacted by the General Assembly of the State of Indiana, the plat was given approval by the City of Bloomington as follows:

APPROVED BY THE CITY AT PLAT COMMISSION MEETING HELD: _____, 2018

APPROVED BY THE CITY BOARD OF PUBLIC WORKS AT A MEETING HELD: _____, 2018

Director Planning & Transportation Department

President of Plan Commission

President of Board of Public Works

Member of Board of Public Works

Member of Board of Public Works

OWNER/DEVELOPER

Bob & Kari Costello, LLC
1351 West Tapp Road, Bloomington, Indiana 47403

RECORD INFORMATION

Instrument No. 2017015795
Parcel Number: 55-08-015-209-025-000-009

ZONING

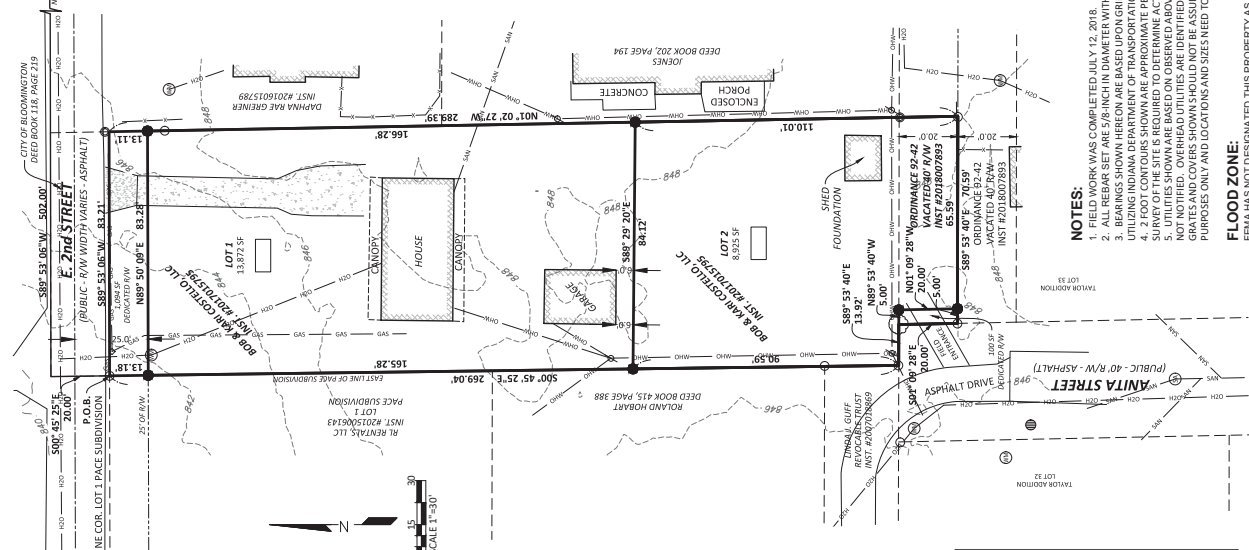
Subject: Residential Single-Family (RS)
Applicator: Residential Single-Family (RS)

SETBACKS

FRONT: 35 feet
SIDE: 5 feet plus 4 feet for each
BEAR: 25 feet

LEGEND:

- FENCE
- LINE NOT TO SCALE
- 1/2" DIA. REBAR WITH CAP "BRCI INC 6892 1/4"
- IRON PIPE FOUND AS NOTED
- REBAR FOUND AS NOTED
- STONE FOUND
- POST FOUND
- R/W RIGHT-OF-WAY
- C/L CENTERLINE
- A.G. ABOVE GROUND
- B.G. BELOW GROUND
- FD FOUND
- XXXX ADDRESS



SUBDIVISION DESCRIPTION

The subject property is located in Plat Cabinet C, Envelope 230, in the Office of the Recorder of Monroe County, Indiana, and is a part of Taylor Addition to the City of Bloomington, Indiana as recorded in Plat Cabinet B, Envelope 34, in the Office of the Recorder of Monroe County, Indiana, on July 30, 2018 as Blocker Rogger Cooper & James, Inc. job number 9725 and described as follows:

COMMENCING at the Northeast corner of said Seminary Lot 129; thence SOUTH 89 degrees 53 minutes 08 seconds WEST, along the north line, of said Seminary Lot 129, 502.00 feet; thence along the north line of said Seminary Lot 129, SOUTH 00 degrees 45 minutes 25 seconds EAST, 20.00 feet to the Northeast corner of Pace Subdivision, Bloomington, Indiana as recorded in Plat Cabinet B, Envelope 332, in the Office of the Recorder of Monroe County and the POINT OF BEGINNING, thence SOUTH 00 degrees 45 minutes 25 seconds EAST, along the east line of said Pace Subdivision, 200.04 feet to the right-of-way of Anita Street; thence leaving the east line of said Pace Subdivision, 45 minutes 25 seconds EAST, along the east line of said Pace Subdivision, 200.04 feet to the right-of-way of Anita Street; thence leaving said right-of-way, SOUTH 89 degrees 53 minutes 08 seconds EAST, along said vacated alley, centerline of said alley per instrument number 2018007893, thence bearing said right-of-way, SOUTH 89 degrees 53 minutes 08 seconds EAST, along said vacated alley, centerline of said alley, 70.59 feet; thence leaving said vacated alley, centerline, NORTH 01 degrees 02 minutes 27 seconds WEST, 288.39 feet; thence SOUTH 89 degrees 53 minutes 08 seconds WEST, 83.21 feet to the point of beginning, containing 0.05 acres more or less and subject to all legal rights of way and easements.

REPORT OF SURVEY

In accordance with Title 865, I-121 through I-129 of the Indiana Administrative Code, the following observations and opinions are submitted regarding the various measurements and corners established on this survey as a result of:

- (a) Reference monuments of record
- (b) Evidence of active lines of occupation
- (c) Relative Positional Accuracy "RPA"
- (d) Relative Positional Accuracy "RPA"

The Relative Positional Accuracy "RPA" (due to random errors in measurement of this survey is within that allowable for a suburban survey (0.13 feet plus 100 ppm) as defined IAC, Title 865 "Relative Positional Accuracy" means the value expressed in feet or meters that represents the uncertainty due to random errors in measurements in the location of any point on a survey relative to any other point on the same survey at the 95 percent confidence level.")

In regard to "ACTIVE LINES OF OCCUPATION", point (c) above ACTIVE refers to lines which are marked by visible, obvious, well defined and maintained, man-made or placed objects, such as, but not limited to, fences, hedges and retaining walls. The uncertainty cited for a line of occupation is general in nature and is NOT intended to be specific for every point along the line. Therefore portions of the occupation line may vary from the surveyed line by a distance greater or less than uncertainty cited in this report.

This survey is an original survey. The property is currently in the name of Bob & Kari Costello, LLC (instrument number 2017015795) located at 1024 East 2nd Street, Bloomington, Indiana 47404. This survey was performed at the request of Bob & Kari Costello, LLC to divide the subject parcel into two lots. This survey is not complete without the Report of Survey associated with the retirement survey by Matthew M. Krivy of Blocker Rogger Cooper James, Inc., dated July 30, 2018; recorded in the Office of the Recorder of Monroe County, Indiana as instrument No. 2018070268.

MONUMENTS FOUND:

See survey #1.

SURVEYS CONSULTED:

1. Matthew M. Krivy of Blocker Rogger Cooper James, Inc., dated July 30, 2018, recorded in the Office of the Recorder of Monroe County, Indiana as instrument No. 2018070268.

DEED ANALYSIS:

See survey #1.

ESTABLISHMENT OF LINES AND CORNERS:

The new parcels and street right-of-way were at the direction of the owner and the City of Bloomington. As a result of the above observations, it is my opinion that the uncertainties in the location of the lines and corners established on this survey are as follows: as noted in survey #1.

Due to Availability and condition of reference monuments, as noted in survey #1.

Due to Occupancy or possession lines, as shown and as noted in survey #1.

Due to Clarity or ambiguity of the record description used and of adjoining descriptions and the relationship of the lines of the subject tract, with adjoining lines; as noted in survey #1.

SURVEYOR'S CERTIFICATION

This survey was executed according to survey requirements contained in Section 1 through 19 of 865 IAC 1-12. This certification does not take into consideration additional facts that an accurate and correct title search and/or examination might disclose. Evidence of encumbrances have not been located in the field and are not shown on this survey drawing. Subject to the above reservation, I hereby certify that the survey work performed on the project shown herein 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.

"I AFFIRM, UNDER THE PENALTIES FOR PERJURY, THAT I HAVE TAKEN REASONABLE CARE TO RECHECK EACH SOCIAL SECURITY NUMBER IN THIS DOCUMENT, UNLESS REQUIRED BY LAW."

Certified August 08, 2018.

Matthew M. Krivy
Professional Surveyor No. LS20800146
State of Indiana

NOTES:

- 1. FIELD WORK WAS COMPLETED JULY 12, 2018.
- 2. ALL REBAR SET ARE 5/8-INCH IN DIAMETER WITH YELLOW PLASTIC CAP STAMPED "BRCI INC 6892 1/4".
- 3. BEARINGS SHOWN HEREON ARE BASED UPON GRID NORTH, NAD83(2011) (INDIANA STATE PLANE WEST ZONE), ESTABLISHED FROM GPS OBSERVATIONS MADE AT THE SURVEY STATION ON JULY 12, 2018.
- 4. 2 FOOT CONTROLS SHOWN ARE APPROXIMATE PER THE 2011-2013 INDIANA STATEWIDE UTM DATA (WWW.OPENSTREETMAP.ORG). A TOPOGGRAPHIC SURVEY OF THE SITE IS REQUIRED TO DETERMINE ACTUAL SITE TOPOGRAPHY.
- 5. UTILITIES SHOWN ARE BASED ON OBSERVED ABOVE GROUND EVIDENCE AND APPROXIMATE CITY OF BLOOMINGTON UTILITY MAPPING. INDIANAPL18C AND INDIANAPL19C ARE THE OFFICIAL UTILITY MAPPING FILES FOR THE CITY OF BLOOMINGTON. STEEL AND SANITARY MANHOLES AND COVERS SHOWN SHOULD BE ASSUMED TO BE THE CENTER OF THE BELOW GROUND STRUCTURE. UTILITIES SHOWN ARE FOR PLANNING PURPOSES ONLY AND LOCATIONS AND SIZES NEED TO BE VERIFIED PRIOR TO CONSTRUCTION EFFORTS.

FLOOD ZONE:

FEMA HAS NOT DESIGNATED THIS PROPERTY AS A SPECIAL FLOOD HAZARD AREA. PROPERTY IS LOCATED IN FLOOD ZONE X PER COMMUNITY PANEL NO. 15109C0142D DATED DECEMBER 17, 2010.



Amelia Lewis <lewisa@bloomington.in.gov>

Fwd: [Planning] Please reject proposal to divide 1924 East 2nd St lot

1 message

Carmen Lillard <lillardc@bloomington.in.gov>
 To: Amelia Lewis <lewisa@bloomington.in.gov>
 Cc: Hannah Duncan <duncanh@bloomington.in.gov>

Thu, Jun 7, 2018 at 10:03 AM

Amelia, this came through the P&T account. Do you want to include this in the Plat packet?

Carmen



----- Forwarded message -----

From: **Sarah Engel** <sarah.j.engel@gmail.com>
 Date: Wed, Jun 6, 2018 at 7:01 PM
 Subject: [Planning] Please reject proposal to divide 1924 East 2nd St lot
 To: planning@bloomington.in.gov

Dear Plat and Planning Committees,

We live at **703 South Anita Street**, one of the properties adjacent to Bob and Kari Costello LLC's proposed plot division of 1924 East 2nd Street. Like the Eastside neighbors from whom you have already heard, we are strongly opposed to this proposed division, and we ask you to reject this request.

This proposed division, which would put a new house in very close proximity to other homes, decrease green space, and overload utilities, directly threatens the characteristics of the Eastside neighborhood -- characteristics that Bloomington's recently adopted comprehensive plan advocates preserving. The Eastside neighborhood offers a distinctive mix of diverse residents (from young families in their first homes to retired couples in residence for decades) and varied homes (from a house built by Habitat for Humanity to recent new construction) that embody the City of Bloomington's core principles.

A walkable core neighborhood that allows many families to have only one car, Eastside values its green space, from neighborhood developments like the pocket park to smaller patches like the currently undeveloped area in question. The proposed development would "adversely impact the overall health and well-being of the people who live in the surrounding neighborhood" (Comprehensive Plan, p.63): the newly built house would impinge on the home of the longest residents of Clifton Street, and the loss of the green space, mature trees, peace, and privacy would affect all surrounding neighbors.

I also want to draw your attention to the overburdened utilities, a factor the petitioners have not considered. The drainage for the area is already a problem, especially for the residents of Clifton Street, which sits slightly lower than Anita; a new house built on the current green space would worsen the problem by leaving less open ground to absorb run-off. In addition, both the sewer line (6 inches rather than the required 8 inches) and the

electrical infrastructure (an inadequate sub-section that serves only a few houses would also service the new home) would struggle to support this new home. ¹⁶

Please let me be clear: we are not against sensible new development -- in the last few years, two new homes on this stretch of Anita have been welcomed, not opposed -- and certainly not against new neighbors (the petitioners plan to flip and sell the property). But this proposal to divide the lot at 1924 E 2nd Street is not feasible, given the characteristics of the site. In fact, the proposal threatens the very reasons we chose the Eastside neighborhood over other neighborhoods when purchasing our first home: its diverse population, its preservation of green space, and its wise use of our shared resources.

Please reject this proposal. It has no upside for the Eastside neighborhood or Bloomington as a whole. It would set an unfortunate precedent for choosing individual short-term profit over long-term residents and much-needed green space.

Sincerely,
Penelope Anderson and Sarah Engel
Residents at [703 South Anita Street](#) since 2008

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT**

**CASE #: PUD-12-18
DATE: August 13, 2018**

Location: 4500, 4518 E 3rd 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:

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

CHANGES SINCE LAST HEARING: The petition was heard by the Plan Commission at its July 9, 2018 hearing. The Plan Commission had various concerns, including traffic impacts, safety of vehicular entrance, appropriateness of student housing at this location, concern over the amount of mixed use, and amount of parking versus open space on the site. The petitioner has worked to improve the plan and address the issues raised at the hearing.

The petitioner submitted a traffic study for the site, which is attached. Using INDOT data, the study identifies portions of the day that are currently highly trafficked on E. 3rd Street and includes different times of the day that the engineers predict will have increased traffic based on the proposed use of the site and patterns of surrounding similar uses. They then look at the effect on existing traffic of those increases. They have determined that the main hours of traffic generation from this site in the morning hours will not be at peak traffic times. They have identified some overlap in the afternoon hours, but feel that the additional entrances on State Road 446 and to the west of the site will alleviate the pressure. Additionally, the petitioners have adjusted the site plan to create two parking decks, which results in less ‘sea of parking’ area on the site by consolidating parking and decreasing surface parking lots. The petitioners have also redesigned the plan in order to incorporate street designs that would meet public road design standards.

Design and development standards changes since the last meeting are described below. The proposed unit count has changed to 240 units with 600 bedrooms (previously 221 units and 632 beds). The petitioner proposes 440 parking spaces (previously 478), which is roughly 0.73 parking spaces per bedroom. The project has 120 four-bedroom units and 120 one-bedrooms units proposed. The design now includes road connections that are designed to City street standards, including parallel parking, tree plots with street trees, and sidewalk or path along the roadways.

While the Department included various portions of the Comprehensive Plan in the last report, the following additional citations have been included to address some of the issues raised by Plan Commission. Two particularly important points have been highlighted.

Page 16: Principle of the Vision Statement in Housing and Neighborhoods #14. Offer a wide variety of quality housing options for all incomes, ages, and abilities.

Page 21: One of the major pressure points of this population growth is the increased demand for housing. Currently, there is a greater demand for housing than the market has supplied. Much of this demand appears to be driven by IU students. This has priced housing rents and home sale prices out of the affordable range for many Bloomington households. It will be important for Bloomington to provide opportunities and locations for a growing student housing demand while ensuring there is a full mix of housing choices and price points for the balance of Bloomington households.

Page 21: By 2040, the population of Bloomington is expected to reach over 100,000 individuals. These individuals will need services to meet their needs, especially housing.

Page 22: According to the projected housing needs, 12,225 additional units will be needed to meet the growing population demand by 2040. This is approximately 556 units per year. This number includes both rental and owner occupied units.

Page 52: The inadvertent centralization of student housing around Downtown could weaken the community's strong and inclusive atmosphere to all age groups.

Page 60: New multifamily housing projects catering largely to students must be better planned and distributed adjacent to campus or in underdeveloped commercial corridors along transit routes outside Downtown, but still relatively close to the university.

Department Response: While the site is over 2 miles from the core of Indiana University, it is located on an active and frequent public transit line in an underdeveloped commercial corridor and is outside of the downtown. This site has high density, student-oriented housing on the properties immediately to the west and south.

Page 64: Goal 5.3 Housing Supply: Help meet current and projected regional housing needs of all economic and demographic groups by increasing Bloomington's housing supply with infill development, reuse of non-residential developed land, and developments on vacant land if it is at least partially surrounded by existing development.

Page 64: Policy 5.3.4: Redirect new student-oriented housing developments away from the Downtown and nearby areas, and toward more appropriate locations closely proximate to the IU campus that already contain a relatively high percentage of student-oriented housing units, are within easy walking distance to the campus, and have direct access to university-provided parking as well as the university transit system.

Page 71: Location of multifamily housing, employment, and other intensive land uses near or along transit routes helps to improve access, and vice-versa.

Page 90: 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.

Department Response: The Comprehensive Plan calls for mixed-use, not only in single buildings, but between adjacent properties, as well. In this petition, the PUD currently contains a hotel, radio station, vacant restaurant space, and office building. The petitioner is requesting to add the multifamily use to the existing mixed-uses taking place at the site.

Page 80: The Map illustrates “broad-brush” depictions of land activities including Focus Areas and Districts. The boundaries are drawn using streets, natural features, alleys, and/or spatial landmarks. The boundaries too are “broad-brushed” and are intended to be flexible when evaluating parcel level or sub-block level considerations. The Map is used as a foundation and guide and should not be confused with zoning: Land use describes the type of activity on the land, where zoning is the legal mechanism to define and separate land uses. Actual patterns of land development activity may vary somewhat, but the District’s background and intent, urban services, and site design principles should be maintained and used as a decision-making guide by the public, City staff, the Plan Commission, and the City Council in the following instances:

- Development petitions for site plans, variances, Planned Units Developments, and rezone requests that seek to establish land use development intensity, neighborhood transitions, and other levels of land use and design context (e.g. to maintain, to enhance, or to transform);

Page 90: Site design features to consider include building to street frontages, structures that are multistory and pedestrian-scaled, and indoor and outdoor public gathering spaces. To transform the existing automobile-centric context into a mixed-use district, it is essential to provide safe and convenient access for pedestrians.

The Department acknowledges that the Comprehensive Plan prefers student-oriented housing in the North Gateway, but it does also allow for student-housing along corridors that have underdeveloped commercial areas on transit lines. The development property is roughly 2.25 miles from Jordan Avenue and 3rd Street. While the development is not within typical walking distance to the Indiana University campus, the Comprehensive Plan does indicate that multifamily development can be considered within the Urban Service Boundary, which contains areas outside of the City limits. Additionally, the site is roughly 2 miles from the new hospital and medical campus area to be built on the bypass. The site is on a Bloomington Transit bus line and will incorporate a new bus turn-around and second bus stop to continue to serve the property to the south.

REPORT: The property is located at the southwest corner of E. 3rd 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 southwestern portion of 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 3rd 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 240 units with a total of 600 bedrooms. The proposed development is for 120 one-bedroom apartments and 120 four-bedroom apartments. The petitioner proposes 440 parking spaces, which is equal to 73% of the bedrooms having a parking space.

COMPREHENSIVE PLAN: This majority of this property is designated as *Urban Corridor* with some *Neighborhood Residential* on the southern 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 3rd Street and State Road 446 will add mixed-use to an existing solely commercial development. The project will include buildings immediately adjacent to both roads, with vehicular and pedestrian connections to surrounding uses and roadways through road design, driveway connections, paths, and sidewalks. 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. The current proposal is utilizing 210 DUEs. 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 3rd Street and State Road 446 and along a new east-west street on the site, with four-story apartment buildings in the remainder of the interior of the site. At the first hearing, the Department requested that two large four-story buildings on site be broken up. There were 7 four-story buildings in the first iteration, and with the new site design, those have been broken into 11 smaller scale buildings. 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, by which they mean from front of each façade, not from the lowest portion on the lot. This is not how the UDO currently defines height. The Department is fine with this definition.

Parking and Surrounding Roads: A total of 440 (previously 478) surface parking spaces are proposed in a series of parking lots, parking decks, and drive aisles on the property. This equals 0.73 spaces per bedroom on the site. The petitioner is proposing a maximum of .85 parking spaces per bedroom as the PUD standard. Since the last hearing, the design of the site has changed to offer a public street design as the main entrances from both 3rd Street and State Road 446. An east-

west street design is also included to connect to a parking lot in the property to the west, over an existing access easement. Parking along the 'streets' is parallel and street trees and sidewalk or path are included. It is unclear whether or not the City would find it beneficial to take on the 'streets' in this development at this time, but if they are designed in such a way that makes it possible in the future, they could lead to future connectivity when properties surrounding this area redevelop.

Access: There is one vehicular access driveway directly from 3rd Street. The location of the access drive 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. A third vehicular access will connect to the property immediately to the west. 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.

Sidepath will be installed along 3rd Street and sidewalk will be installed along 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. A side path is also shown on the main north-south proposed street.

The petitioner has also committed to installing sidewalk further west on 3rd 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 600 proposed bedrooms. The required bicycle parking is 50 covered Class II spaces; 25 Class I spaces; and 25 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 3rd Street and State Road 446. The petitioner is proposing Craftsman-style details on the townhouse structures. The main materials will be face brick, cementitious plank siding, and battened cementitious panel siding. Buildings along streets and drives will contain street-facing stoop access to individual units. Roof pitches in the multifamily area are pitched at more than 4:12, which is called for in the existing PUD.

Streetscape: Buildings along 3rd 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 3rd 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 3rd Street and south on State Road 446, allowing easy access for potential residents. The petitioner has worked with Bloomington Transit and the proposed plan includes a bus stop for the bus to idle if need be in the northern portion of the site and a second bus stop in the southeast portion of the site.

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.

Per the petitioner, the site has approximately 42,100 square feet of tree vegetation clustered in the southeast area, and approximately 75% of the tree cover will be preserved. Assuming the entire square footage meets the UDO definition of canopy cover, tree preservation requirements of Chapter 5 of the UDO requires 90% retention on a property of this size, with this amount of coverage. The petitioner has requested less through the PUD process, as is stated in their petitioner statement.

The petitioner proposes a maximum of 60% impervious surface coverage, while the RH zoning district allows for 50% coverage. The petitioner plans to meet the 60% through the use of permeable pavers. Because of varied success with such development, the Department has added a condition of approval that will require a maintenance plan for the long-term maintenance of the permeable pavers. This will be finalized at the Final Plan stage.

The current proposal responds to the need for ‘green’ features by adding the parking decks to reduce overall parking lot coverage on the site; inclusion of two electric vehicle charging stations; commitment to recycling; and supplemental solar landscape and pedestrian lighting. The Environmental Commission has requested additional electric vehicle charging stations as a result of the large number of overall parking spaces on the site.

Landscaping: The petitioner has only shown street trees on the Preliminary Plan for the site. As no modifications to the landscaping requirements have been requested, the site will need to meet all RM landscaping requirements, with the possible exception of parking lot islands, which are shown on the Preliminary Plan.

Housing Diversity: The petitioner is in discussions with the Administration and the Housing and Neighborhood Development Department on how to best address the need for affordable housing that is called for on page 91 in the *Urban Corridor* section 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) The Petitioner should apply green building and site design practices to create a high performance, low-carbon footprint structure.

Department Response: The petitioner has included some building measures to reduce the carbon footprint of the buildings. While not required by the UDO, any additional improvements are welcome.

- 2) The Petitioner shall strive to create a beneficial and robust Landscape Plan.

Department Response: The petitioner has proposed no deviation to the Landscaping requirements for RH development listed in Chapter 5. Landscaping requirements will need to be met at the Development Plan stage.

CONCLUSION: This petition brings a large mixed-use development component to a portion of an otherwise commercial-only PUD that has been available for development for over forty (40) years. The proposal is consistent with the Comprehensive Plan as outlined above, and supplies much needed housing units in the City, in an area served by transit and on a major thoroughfare connection to downtown and the Indiana University campus. The petition incorporates transit connection on-site, street design with front-facing, stooped buildings, and will meet appropriate landscaping requirements. While all of the units on site will be market-rate and the majority will likely be used as student housing, the petitioner is continuing to work with the City Administration to identify the best way to support the Comprehensive Plan's call for diverse housing in the City.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission approve the Preliminary Plat Amendment and forward the Preliminary Plan Amendment for PUD-12-18 to the Common Council with a positive recommendation and with the following conditions.

1. PUD Final Plan approval is delegated to the Planning and Transportation Department staff.
2. All landscaping for this project will meet RH landscaping requirements with the exception of parking lot island totals, which can match but not be less than those shown on the Preliminary Plan.
3. Utility plan must be designed so as not to conflict with required street tree locations.
4. Final Plat approval is delegated to the Plat Committee.
5. All required bicycle parking to meet Chapter 5 Unified Development Ordinance standards shall be included at the Final Plan stage.
6. Petitioner shall install the side path adjacent to the site along 3rd Street, the sidewalk along State Road 446, and the off-site side path, as described in the petitioner statement, before final occupancy will be issued for any new buildings.
7. Right-of-way dedication is required for all streets that do not currently have the required amount of right-of-way. This must be done within 180 days of Council approval.
8. Petitioner shall install electric vehicle charging stations to support at least 10% of the final parking spaces.
9. Petitioners shall submit for approval a long-term maintenance plan for the on-site permeable pavers before final occupancy will be issued for any new buildings.
10. Petitioner will make necessary adjustments to meet anti-monotony standards are related to architectural design.

MEMORANDUM

Date: August 13, 2018

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: PUD-12-18, Century Village PUD amendment, second hearing
Fountain Residential Partners
4500, 4518 E. 3rd 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 is pleased that the number of beds and parking spaces have been reduced, and the some of the parking will be stacked in order to provide more green space and more of a neighborhood street grid.

Some of the EC's suggestions for green building from the first-hearing memorandum have been incorporated, and the EC appreciates that. Additionally, tenants will be charged a fee to have a parking space for an automobile, so if they have no auto, they won't automatically be charged for a space.

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

Recycling is now provided.

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.

There are asphalt shingles available now that contain reflective materials. The Petitioner should consider the possibility of using those where the roofs will be pitched.

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.

The EC would like the Petitioner to install solar generating panels in addition to the landscape lighting. There will be some flat roof space, which would be ideal for solar panel installation.

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

The Supplemental Submission, dated July 30, 2018, states the Petitioner will provide 2 charging stations. Two percent would be 9 spaces; therefore, the EC continues to recommend additional electric vehicle charging stations.

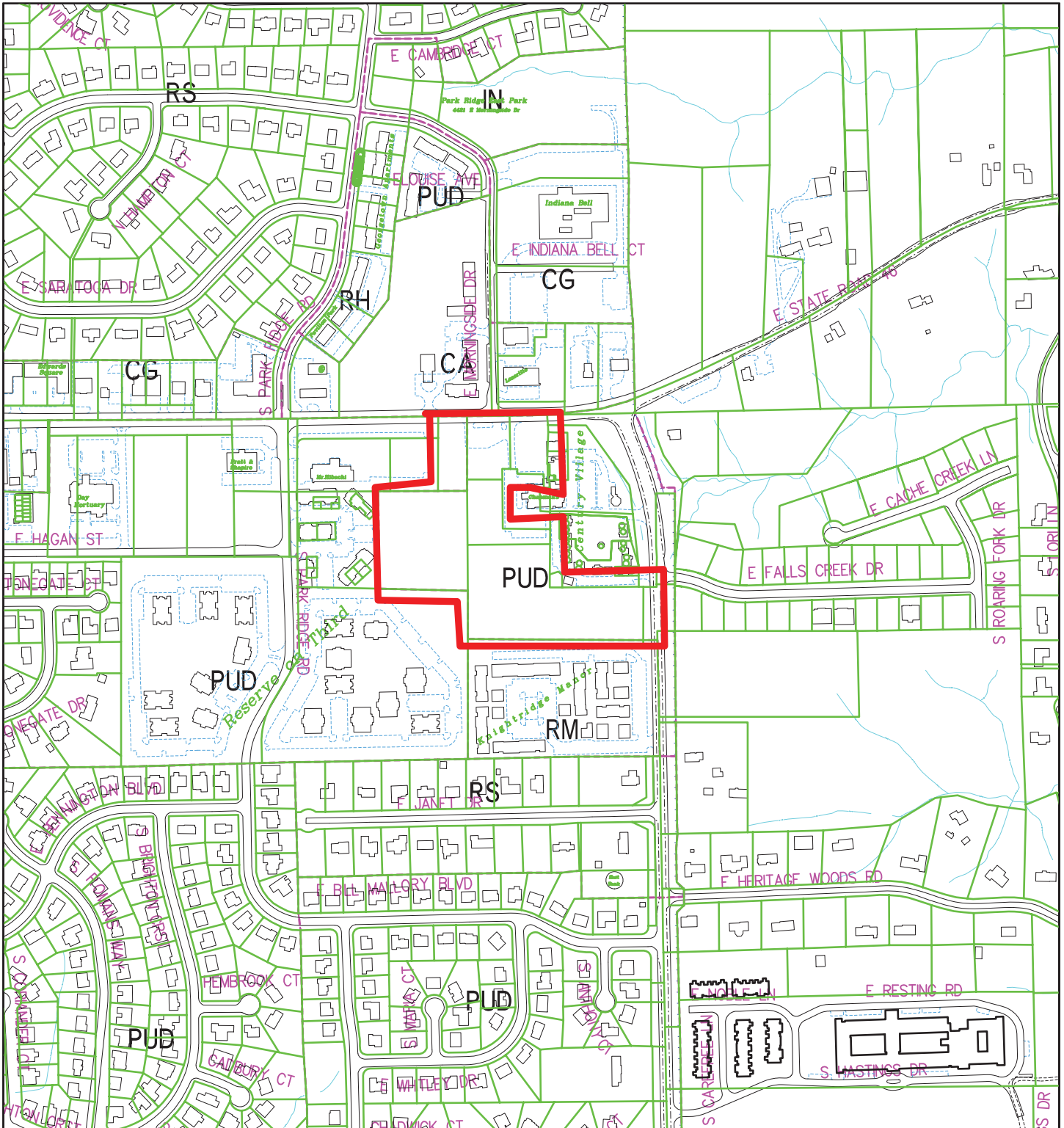
2.) LANDSCAPING

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.

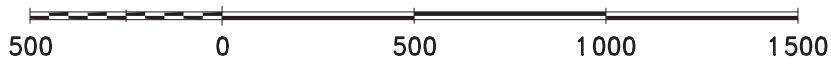
The proposed development is on the corner of two highly traveled thoroughfares for the east side. The EC always promotes development designs that are consistent with “complete streets” usability, inviting gateway character, and enhanced environmental sustainability, but finds it crucial in this location 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 RECOMMENDATIONS

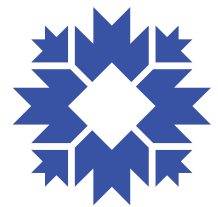
- 1.) The Petitioner should apply green building and site design practices to create a high performance, low-carbon footprint structure.
- 2.) The Petitioner shall strive to create a beneficial and robust Landscape Plan.



By: scanlanj
 25 May 18

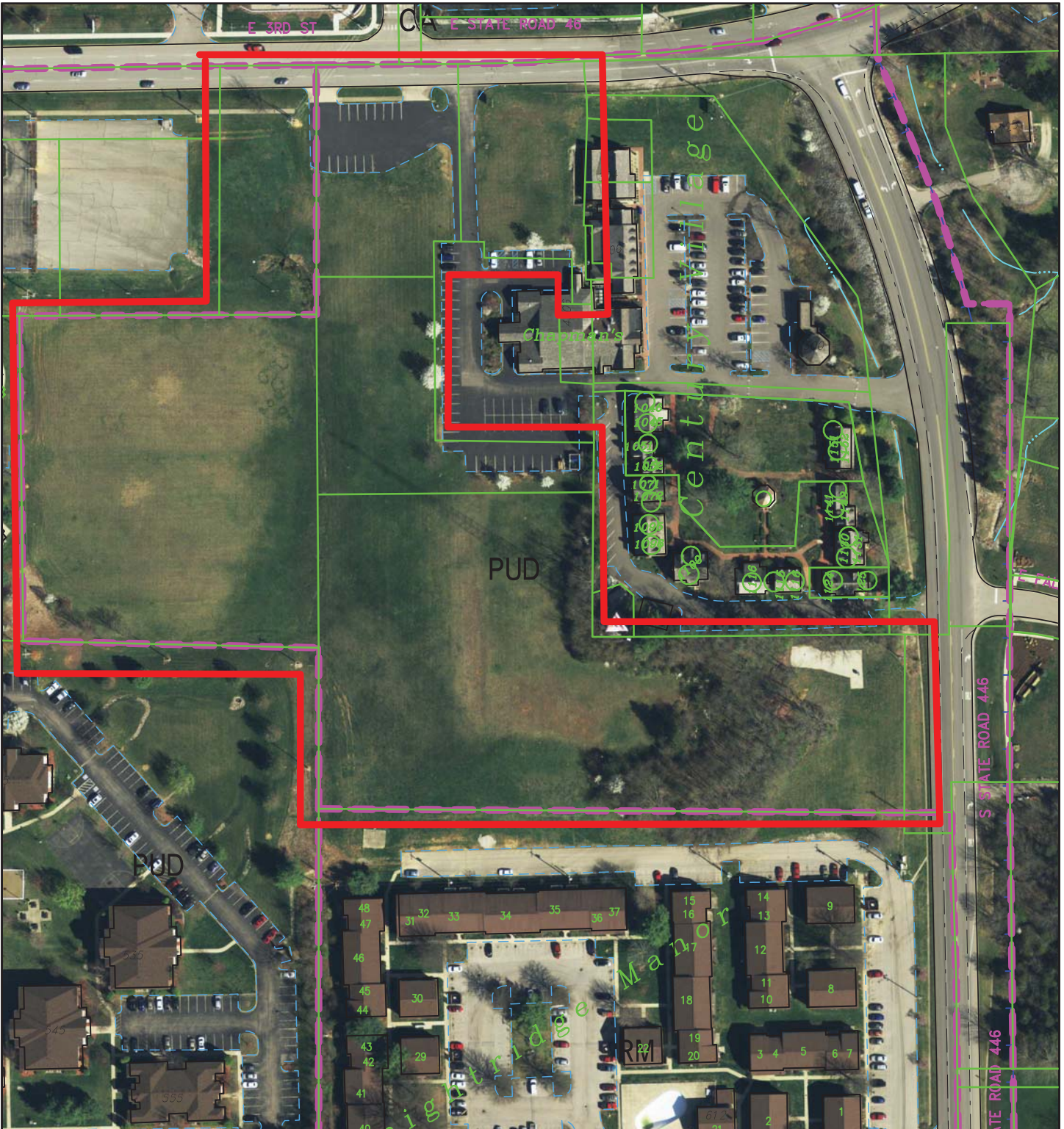


City of Bloomington
 Planning & Transportation

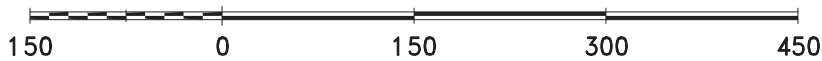


Scale: 1" = 500'

For reference only; map information NOT warranted.



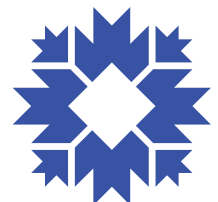
By: scanlanj
25 May 18



For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 150'



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.Cn.T.
Todd M. Borgman, P.L.S.
Don J. Kocarek, R.L.A.
Katherine E. Stein, P.E.

July 30, 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
Supplemental Submission

Dear Jackie and Plan Commissioners,

Fountain Residential Partners has been working diligently over the past few weeks to address questions and concerns expressed by staff, council and plan commissioners. The site plan has been revised "...so that dwellings have a clear relationship with the public street and operate on a pedestrian scale" (Comp plan policy 5.2.3). This change has been made by moving most of the parking off the through driveways, changing those drives to be similar to city streets and placing that parking on parking decks in the western part of the site. The new "streets" are arranged in a grid with parallel parking, tree plots and street trees.

The following supplemental information is being submitted;

- **Revised PUD Outline Plan Drawing.** The revised drawing shows 240 units with 600 bedrooms. The plan also shows the internal street grid with connections in all four cardinal directions. Most of the parking has been removed from the streets and placed on parking decks in the western part of the project. 124 parking spaces are on elevated decks with additional parking below. Total parking will be approximately 440 for approximately 0.73 parking spaces per bedroom. The plan also shows path and/or sidewalk connections in all directions.

The project is proposed to have 120 four bedroom and 120 one bedroom units. Pdf version of the site plan and colored site plan are being submitted with this letter.

- **Street Dedication.** The streets are proposed to be built similar to City standards with parallel parking, tree plots, street trees and sidewalk/path and can be dedicated to the City at the City's discretion.



- **Traffic Study.** The study shows that the internal street connections ventilate the project and the traffic; allowing the traffic to go more in the direction it needs or to avoid areas that may become congested. About 50% of the trips from the project are expected to use mass transit. The vehicular peak leaving the complex is expected from 9 to 10 am after the peak traffic on the surrounding streets has subsided. The study notes that exiting the site and turning left onto SR 46 in the late afternoon may be difficult. Those drivers will most likely go out on to SR 446 or go west through Montauk Point.
- **Path commitment.** Fountain Residential is committed to constructing the path along the frontage of the IU Credit Union parcel on Third Street subject to getting the appropriate INDOT permits.
- **Transit Commitment.** Fountain Residential is committed to providing for a Bloomington Transit route and bus to go through the project. A bus pull off lane with bus shelter and a second bus stop with shelter will be provided. Final details will be confirmed with BT with the Final Plan.

In an effort to decrease personal vehicles and increase transit use residents will be charged an additional fee to have a car on site: the amount will not be included in the base rent.

- **Comments on Comprehensive Plan.** The initial Outline Plan Submission for this project noted that this is an “Urban Corridor” as described in Chapter 7 of the Comprehensive Plan and is planned for the integration of multifamily with increased intensity within the retail and commercial areas particularly as infill along major roadways with appropriate infrastructure. Chapter 5 Housing and Neighborhoods also supports student housing in this location on pages 60 and 61

“New multifamily projects catering largely to students must be better planned and distributed adjacent to campus or in undeveloped commercial corridors along transit routes outside downtown, but still relatively close to the university. “

There are very few sites that are undeveloped commercial corridors along transit routes outside the downtown; but this is one of those sites. The site is 1.85 miles from the east edge of campus via the Third Street arterial corridor.

- **Neighborhood Contact.** An open house for neighbors is being set for 5:30 to 7:30 on Wednesday August 1 at the Smith Brehob conference room. A summary



of that event will be provided to the Plan Staff shortly thereafter. The Plan Staff is welcome to attend.

- **Impervious Surface.** The proposal for this PUD is that there be a maximum of 60% impervious surface. To meet this standard 124 of the surface parking spaces are being decked and two of the remaining surface lots (or similar square foot area determined with final plan) are proposed to be pervious pavers.
- **Tree Preservation.** The site has approximately 42,100 sf of tree vegetation clustered in the southeast area. Approximately 75% of this tree cover is proposed to be preserved as shown on the Outline Plan Drawing.
- **Project Green Features.** Environmentally sensitive “green” features of the PUD include;
 - Two parking lots utilizing pervious pavers
 - Preservation of 75% of the existing tree cover
 - Decking 124 parking spaces to reduce pavement footprint
 - Storm water detention and water quality features; detailed with the final plan
 - Two charging stations for electric vehicles
 - Recycling stations at dumpster enclosures
 - Supplemental solar landscape and pedestrian lighting
 - Building enhancements;
 - Increase in thermal insulation
 - Low E windows with increased shading coefficients
 - LED lighting in all public areas and some in units
 - Ceiling fans in all bedrooms and living rooms
 - Low flow plumbing fixtures
- **Tenant Diversity.** The target market for this project is students and young working force. The location is good for students; located on the Third Street urban corridor and with two transit stops within the project. The project will also draw young workforce with the significantly expanding medical community on the east side of Bloomington. Discussions are underway with the City Administration regarding providing some workforce income limited units or helping the City with that effort somewhere else in the City.

The project will offer furnished or unfurnished apartments in an effort to help diversify the tenant mix.



- **Architecture.** A street level perspective rendering has been provided to show the appearance of the townhomes along Third Street and the internal east west street. Architectural style is Craftsman using multiple materials and colors to reduce the scale of the buildings. Typical Craftsman details and trims will be used. The buildings use face brick, cementitious plank siding (with several exposure profiles), and batted cementitious panel siding. Building colors will be traditional Craftsmen colors. Windows will be traditional multi-lite over single-lite styles. To further reduce the apparent mass, the majority of the buildings have been broken into smaller structures most with only 4 unit entries at each level. Buildings that front streets or drives allow street facing stoop access to individual units. Roofs visible from the streets will be laminated architectural shingles. Flat portions of roofs will be TPO roofing. All rooftop mechanical systems will be hidden from street view by higher roofs, screens or parapets. Public entrances to buildings with corridor access will be emphasized with additional detailing, entry roofs and lighting to make access apparent and improve wayfinding to higher floors.

Additional color renderings will be submitted prior to the August Plan Commission hearing.

- **Neighbor Support.** Letters of support for the project have been submitted from neighboring owners including:
 - Ron Remak, Bill C Brown Associates
 - Kevin Spicer, Montauk Office Park
 - Susan Dong, Mr. Hibachi
 - Arthur Angotti, B97 and Big Red Country Radio stations

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

Very truly yours,

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

Encl; pdf of site plan
Pdf of colored site plan

Cc; Fountain Residential Partners
Bill C Brown



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.

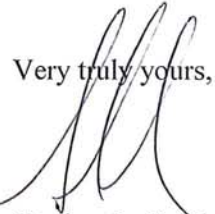
The following items are being submitted with this application.

- 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 Equivalents. 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%	



**Century Village Planned Unit Development
Fountain Residential Partners
Traffic and Access Study**

Prepared By; Stephen Smith PE
Smith Brehob and Associates
July 23, 2018

Introduction. Fountain Residential Partners is proposing to amend the Century Village PUD to allow ground floor residential and to increase the number of residential units allowed in the PUD. The plan will allow about 240 residential units (210 DUE) with about 600 beds in addition to the existing developed part of the village and PUD. This Traffic and Access Study reviews this new residential portion of the PUD, the expected volume and distribution of trips to the surrounding street system.

Executive Summary. The primary access to this complex is to SR 446 but the internal roadway system and connections in all cardinal directions allow distribution/ventilation of traffic. These streets also provide neighborhood connectivity. They connect the residential areas with the commercial areas via local streets and support the mixed use in the neighborhood.

The new entrances to both SR 46 and SR 446 have about 500' of sight in both directions.

It is expected that about 50% of the trips from this complex will be made on mass transit. Conservatively the projections in the study assume 40% are made on mass transit.

The heaviest traffic leaving the site will make a left turn onto SR 46. The relatively low volume of traffic on SR 46 in the morning peak of the apartments (after 9 am) allows a pretty easy turn onto the street. In the afternoon when traffic volumes on SR 46 increase it is expected that some of the left turn moves onto SR 46 will choose an alternate route via the easement to Park Ridge Road or one of the SR 446 entrances.

Existing Conditions. Century Village is a 14 acre PUD at the southwest corner of SR 46 and SR 446 on Bloomington's east side. Approximately 3 acres of the PUD is developed with a restaurant (now vacant), an insurance office, radio station and Century Suites motel. Approximately 10 acres of the PUD is undeveloped. The undeveloped portion of the PUD has frontage on SR 46 and SR 446 and adjoins developed properties to the south and west.

There are three driveways on SR 46 and two on SR 446. There is an access easement to the west that Connects through a small office complex (Montauk Point) to Park Ridge Road.

Traffic data was obtained (and included here) from INDOT for SR 46 and SR 446. This data includes AADT for several locations and hourly counts on each highway near this site.

Proposed Project. The project is designed to “infill” the vacant property between the existing PUD improvements and the developed properties to the south and west with the expansion of the “village”. Street connections will be made in all four directions; a single connection to 3rd Street, a new connection to SR 446, a connection to the existing access easement to Hagan Street, connection to the existing internal Century Village PUD drives and a stub to the south for possible connection in the future. These access locations will be connected internally by drives that are constructed similar to city local street cross section. City street cross section defined as 20’ of pavement, 8’ parallel parking, 5’ tree plot and 5’ sidewalk or 8’ multiuse path. This internal grid of streets provides for distribution and ventilation of the traffic from the new neighborhood.

There are multiple Bloomington Transit routes that pass by or near the site. Discussions are ongoing about changing Bloomington Transit route #6 to go through the project with two bus stops with shelters.

The project will house primarily IU students but also help meet work force housing needs on the east side of Bloomington.

Observations and Assumptions. There are several nuances about this project and the resulting traffic that warrant note;

- Ridership on Bloomington Transit and the IU Bus System is high and probably the result of good systems and limited parking for students near the campus. It is easier and more convenient for many students to take the bus.
- Traffic from the Reserve Apartments on South Park Ridge Road and adjacent to this PUD was observed on Tuesday morning April 3 of this year. Several important items were noticed;
 - About half of the people leaving the apartment complex went by personal vehicle and about half by city or private bus.
 - The vehicular trips were about half of what the ITE Trip Generation data suggests. This is consistent with the observation that many students take the bus. A much higher percent than might be expected from a typical suburban apartment complex.

- The peak hour of trips from the Reserve was later than the normal street peak hour. There was not much activity until about 8:30 am. The peak am traffic is in the range of 8:30 to 10:00 am, while the street peak is typically an hour or so earlier. Students do not leave early unless they must. Traffic is distributed throughout the day for a student complex as opposed to the typical am and pm peaks normally on the roadway system.
- Vehicles leaving the site after 9:00 am did not experience much if any delay making the left turn onto SR 46 from Park Ridge Road.
- It was sunny and about 50 degrees on the morning of the observation but no cyclists were observed leaving the complex. Personal observations suggest that many students ride their bikes, but possibly later in the warmer part of the day. Cyclists would decrease the projections made here.
- This project is on the eastern edge of the community, nearly all of the traffic draws are to the west of the project. The trip distribution reflects this.

Access Locations. The access points to the project are as follows;

- SR 46. The three existing driveways will be replaced by a single three lane drive set directly across from Morningside Drive. This drive has more than 500' of sight distance in both directions. INDOT's 2017 count shows an average daily traffic of 10,790 on SR 46 at this location. Right turns in and out of the site and left turns in can be made relatively easy. Left turns out may have some delay particularly in the afternoon peak hours of SR 46.
- SR 446. A new drive entrance is proposed to SR 446 at the southeast corner of the site. This access is not expected to carry much traffic but provides an important outlet for buses, emergency vehicles and an additional option during peak hours. This access will have in excess of 500' of sight distance in both directions.
- Access Easement to Park Ridge Road and Hagan Street. There is an access easement through Montauk Point to Hagan Street and Park Ridge Road. The site has been developed and the easement/pavement has been stubbed to near the property line. There are two sharp turns in the easement and perpendicular parking on the easement. This access is not expected to be used very much because of these factors. It is expected to be utilized for westbound traffic in the afternoon peak hours when some delay is expected for left turning vehicles at the SR 46 entrance.
- SR 446 through the existing village. This connection is being made for connectivity and is expected to carry a very small amount of traffic from these residences.
- Stub to the South. A road stub is proposed to the south side of the site for current or future neighborhood connectivity. This property owner is willing to allow connection. The final decision should be made by the plan commission and the

owner to the south (Knightridge Apartments). No traffic from this site is expected to use that route for access. This projects roads would provide a shorter route towards town and connection to area services for some of the residents in Knightridge.

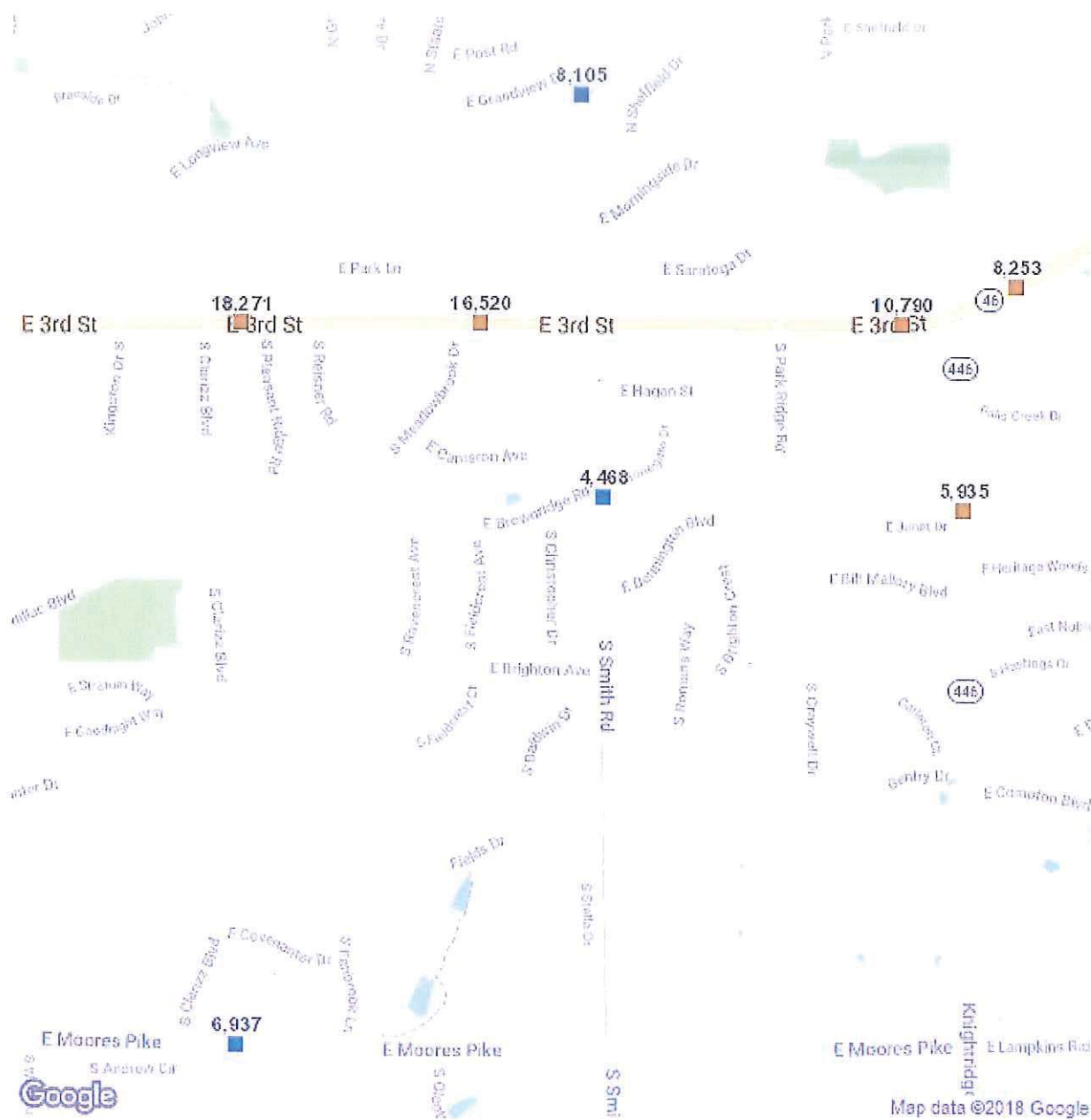
Trips. The Institute of Transportation Engineers Trip Generation data is used to project the volume of trips to and from this project. That data is shown on the attached spreadsheet titled “Trip Generation”. Data is included for AM and PM peak hours of the generator i.e. peak traffic hours of the apartment complex. In the AM this peak is about an hour later than the peak on the street system. This data, trip projections and distribution are forecasts based on studies of similar projects with similar characteristics and judgements by experienced traffic engineers. The final numbers are estimates of the approximate volumes that will be experienced in the various locations.

In the AM peak the data indicates a generation rate of 0.55 trips per unit. 29% are inbound and 71% are outbound. Observations of The Reserve are that about 50% of the trips from a similar student complex are made on mass transit. For this study the assumption is that 40% are mass transit and 60% are private vehicles. The projection is that there will be 23 inbound and 56 outbound vehicles in the AM peak hour and that is expected to be 9 AM to 10 AM.

Similar figures are shown for the PM peak with the result of 59 inbound and 38 outbound trips.

The trips are distributed to the access driveways based on the expected routes and destination direction of the residents. The attached spreadsheet titled “Trip Distribution” show the distribution to the drives. Assumptions are that 90% of the AM in and out and of the PM in will use the SR 46 access drive. 5% will use each Hagan and the new SR 446. The PM out traffic using SR 46 will be reduced because of the high volumes of eastbound traffic on the road at that time. The assumption is that 50% will use SR 46 and 25% will use each the west easement and the new SR 446 access routes.

The AM and PM turning movements are shown on the attached site plans. These generations and distributions are intended to reflect the more significant movements with the understanding that there are other minor and not significant traffic movements.



10,790 (2017)
 1,071 DHV
 10 %
 57 D%

5935 (2017)
 584 DHV

INDOT web site



[Excel Version](#)

Weekly Volume Report			
Location ID:	530280	Type:	SPOT
Located On:	SR 46 100 E OF MORNINGSIDE DR LT	:	
Direction:	2-WAY		
Community:	Bloomington	Period:	Mon 12/5/2016 - Sun 12/11/2016
AADT:	10694		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		66	68					67	
1:00 AM		39	46					43	
2:00 AM		42	43					43	
3:00 AM		40	49					45	
4:00 AM		58	64					61	
5:00 AM		130	147					139	
6:00 AM		411	403					407	
7:00 AM		769	866					818	
8:00 AM		816	865					841	
9:00 AM		685	698					692	
10:00 AM		699	696					698	
11:00 AM		702	793					748	
12:00 PM		771	827					799	
1:00 PM	787	776						782	
2:00 PM	820	749						785	
3:00 PM	878	890						884	
4:00 PM	1038	1065						1,052	
5:00 PM	1045	1071						1,058	
6:00 PM	732	691						712	
7:00 PM	447	455						451	
8:00 PM	378	415						397	
9:00 PM	293	295						294	
10:00 PM	186	190						188	
11:00 PM	110	101						106	
Total	6,714	11,926	5,565	0	0	0	0		



Volume Count Report

LOCATION INFO	
Location ID	530280_NEG
Type	SPOT
Funct'l Class	3
Located On	SR 46 100 E OF MORNINGSIDE DR LT
Loc On Alias	SR 46
Direction	NEG
County	Monroe
Community	Bloomington
MPO ID	
HPMS ID	953_046_11.66
Agency	Indiana DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 12/6/2016
End Date	Wed 12/7/2016
Start Time	1:00:00 PM
End Time	1:00:00 PM
Direction	
Notes	indot
Station	000014041596
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	25
1:00-2:00	25
2:00-3:00	24
3:00-4:00	21
4:00-5:00	37
5:00-6:00	116
6:00-7:00	288
7:00-8:00	601
8:00-9:00	603
9:00-10:00	390
10:00-11:00	390
11:00-12:00	462
12:00-13:00	419
13:00-14:00	371
14:00-15:00	363
15:00-16:00	429
16:00-17:00	431
17:00-18:00	459
18:00-19:00	295
19:00-20:00	155
20:00-21:00	146
21:00-22:00	113
22:00-23:00	84
23:00-24:00	48
Total	6,295
AADT	5,516
AM Peak	08:00-09:00 603
PM Peak	17:00-18:00 459



Volume Count Report

LOCATION INFO	
Location ID	530280_POS
Type	SPOT
Funct'l Class	3
Located On	SR 46 100 E OF MORNINGSIDE DR LT
Loc On Alias	SR 46
Direction	POS
County	Monroe
Community	Bloomington
MPO ID	
HPMS ID	953_046_11.66
Agency	Indiana DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 12/6/2016
End Date	Wed 12/7/2016
Start Time	1:00:00 PM
End Time	1:00:00 PM
Direction	
Notes	indot
Station	000014041626
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	43
1:00-2:00	21
2:00-3:00	19
3:00-4:00	28
4:00-5:00	27
5:00-6:00	31
6:00-7:00	115
7:00-8:00	265
8:00-9:00	262
9:00-10:00	308
10:00-11:00	306
11:00-12:00	331
12:00-13:00	408
13:00-14:00	405
14:00-15:00	386
15:00-16:00	461
16:00-17:00	634
17:00-18:00	612
18:00-19:00	396
19:00-20:00	300
20:00-21:00	269
21:00-22:00	182
22:00-23:00	106
23:00-24:00	53
Total	5,968
AADT	5,225
AM Peak	11:00-12:00 331
PM Peak	16:00-17:00 634

Indiana Department of Transportation

530272 Weekly Volume Report - Mon 12/05/2016 - Sun 12/11/2016

Location ID:	530272
Located On:	SR 46 200 E OF MEADOWBROOK AVE
Direction	2-WAY
Community:	Bloomington
AADT:	16373

Type:	SPOT
Period:	Mon 12/05/2016 - Sun 12/11/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	A
12:00 AM		142	112					12
1:00 AM		62	76					6
2:00 AM		54	55					5
3:00 AM		49	60					5
4:00 AM		70	84					7
5:00 AM		172	186					17
6:00 AM		464	463					46
7:00 AM		1020	1058					10
8:00 AM		1189	1214					12
9:00 AM		1055	1032					10
10:00 AM		1003	999					10
11:00 AM		1093	1160					11
12:00 PM		1241	1287					12
1:00 PM		1252	1233					12
2:00 PM	1224	1196						12
3:00 PM	1303	1394						13
4:00 PM	1554	1575						15
5:00 PM	1642	1653						16
6:00 PM	1238	1214						12
7:00 PM	816	848						8
8:00 PM	684	715						7
9:00 PM	529	519						5
10:00 PM	332	332						3
11:00 PM	203	226						2
Total	9525	18538	9019	0	0	0	0	
24HrTotal	18391	18691						185
AM Pk Hr		8:00						
AM Peak		1189						11
PM Pk Hr		5:00						
PM Peak		1653						16
% Peak Hr		8.92%						9.0
% Peak Hr	8.93%	8.84%						8.8

vg
27
9
5
5
7
79
54
39
02
44
01
27
64
43
10
49
65
48
26
32
00
24
32
15
541
89
53
0%
9%



Volume Count Report

LOCATION INFO	
Location ID	530272_POS
Type	SPOT
Funct'l Class	3
Located On	SR 46 200 E OF MEADOWBROOK AVE
Loc On Alias	SR 46
Direction	POS
County	Monroe
Community	Bloomington
MPO ID	
HPMS ID	953_046_11.14
Agency	Indiana DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 12/6/2016
End Date	Wed 12/7/2016
Start Time	2:00:00 PM
End Time	2:00:00 PM
Direction	
Notes	indot
Station	000014042101
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	61
1:00-2:00	45
2:00-3:00	23
3:00-4:00	36
4:00-5:00	32
5:00-6:00	36
6:00-7:00	116
7:00-8:00	261
8:00-9:00	360
9:00-10:00	398
10:00-11:00	424
11:00-12:00	507
12:00-13:00	632
13:00-14:00	616
14:00-15:00	600
15:00-16:00	742
16:00-17:00	917
17:00-18:00	929
18:00-19:00	708
19:00-20:00	513
20:00-21:00	473
21:00-22:00	336
22:00-23:00	187
23:00-24:00	129
Total	9,081
AADT	7,952
AM Peak	11:00-12:00 507
PM Peak	17:00-18:00 929

Eert board



Volume Count Report

LOCATION INFO	
Location ID	530272_NEG
Type	SPOT
Funct'l Class	3
Located On	SR 46 200 E OF MEADOWBROOK AVE
Loc On Alias	SR 46
Direction	NEG
County	Monroe
Community	Bloomington
MPO ID	
HPMS ID	953_046_11.14
Agency	Indiana DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 12/6/2016
End Date	Wed 12/7/2016
Start Time	2:00:00 PM
End Time	2:00:00 PM
Direction	
Notes	indot
Station	000013092630
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	51
1:00-2:00	31
2:00-3:00	32
3:00-4:00	24
4:00-5:00	52
5:00-6:00	150
6:00-7:00	347
7:00-8:00	797
8:00-9:00	854
9:00-10:00	634
10:00-11:00	575
11:00-12:00	653
12:00-13:00	655
13:00-14:00	617
14:00-15:00	596
15:00-16:00	652
16:00-17:00	658
17:00-18:00	724
18:00-19:00	506
19:00-20:00	335
20:00-21:00	242
21:00-22:00	183
22:00-23:00	145
23:00-24:00	97
Total	9,610
AADT	8,422
AM Peak	08:00-09:00 854
PM Peak	17:00-18:00 724

West bound

Indiana Department of Transportation

530360 Weekly Volume Report - Mon 10/31/2016 - Sun 11/06/2016

Location ID:	530360
Located On:	SR 446 300 OF JANET RD
Direction	2-WAY
Community:	-
AADT:	5882

Type:	SPOT
Period:	Mon 10/31/2016 - Sun 11/06/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			15	35				25
1:00 AM			18	27				23
2:00 AM			20	22				21
3:00 AM			32	38				35
4:00 AM			75	66				71
5:00 AM			199	189				194
6:00 AM			432	426				429
7:00 AM			466	413				440
8:00 AM			346	345				346
9:00 AM			327	310				319
10:00 AM			345	333				339
11:00 AM			395	405				400
12:00 PM			394	339				367
1:00 PM			390	350				370
2:00 PM		527	480					504
3:00 PM		584	518					551
4:00 PM		578	573					576
5:00 PM		472	409					441
6:00 PM		299	318					309
7:00 PM		240	208					224
8:00 PM		204	169					187
9:00 PM		82	84					83
10:00 PM		78	48					63
11:00 PM		41	37					39
Total	0	3105	6298	3298	0	0	0	
24HrTotal			6559	6142				6351
AM Pk Hr			7:00					
AM Peak			466					466
PM Pk Hr			4:00					
PM Peak			573					573
% Peak Hr			9.10%					9.00%
% Peak Hr			8.90%	9.33%				9.12%



Volume Count Report

LOCATION INFO	
Location ID	530360_POS
Type	SPOT
Funct'l Class	4
Located On	SR 446 300 OF JANET RD
Loc On Alias	SR 446
Direction	POS
County	Monroe
Community	-
MPO ID	
HPMS ID	
Agency	Indiana DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Wed 11/2/2016
End Date	Thu 11/3/2016
Start Time	2:00:00 PM
End Time	2:00:00 PM
Direction	POS
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	Tube Class

North bound

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	9
1:00-2:00	7
2:00-3:00	12
3:00-4:00	33
4:00-5:00	57
5:00-6:00	146
6:00-7:00	318
7:00-8:00	280
8:00-9:00	205
9:00-10:00	173
10:00-11:00	186
11:00-12:00	189
12:00-13:00	168
13:00-14:00	157
14:00-15:00	233
15:00-16:00	240
16:00-17:00	224
17:00-18:00	184
18:00-19:00	141
19:00-20:00	89
20:00-21:00	65
21:00-22:00	35
22:00-23:00	18
23:00-24:00	16
Total	3,185
AADT	2,949
AM Peak	06:00-07:00 318
PM Peak	15:00-16:00 240



Volume Count Report

LOCATION INFO	
Location ID	530360_NEG
Type	SPOT
Funct'l Class	4
Located On	SR 446 300 OF JANET RD
Loc On Alias	SR 446
Direction	NEG
County	Monroe
Community	-
MPO ID	
HPMS ID	
Agency	Indiana DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Wed 11/2/2016
End Date	Thu 11/3/2016
Start Time	2:00:00 PM
End Time	2:00:00 PM
Direction	NEG
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	Tube Class

South bound

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	26
1:00-2:00	20
2:00-3:00	10
3:00-4:00	5
4:00-5:00	9
5:00-6:00	43
6:00-7:00	108
7:00-8:00	133
8:00-9:00	140
9:00-10:00	137
10:00-11:00	147
11:00-12:00	216
12:00-13:00	171
13:00-14:00	193
14:00-15:00	247
15:00-16:00	278
16:00-17:00	349
17:00-18:00	225
18:00-19:00	177
19:00-20:00	119
20:00-21:00	104
21:00-22:00	49
22:00-23:00	30
23:00-24:00	21
Total	2,957
AADT	2,736
AM Peak	11:00-12:00 216

Century Village Traffic

Trip Generation

ITE Code 220 Apartment Units 240

	Rate	Rate In	Out
AM Peak Hour of the Generator	0.55	0.29	0.71
		0.16	0.39
40% mass transit		0.06	0.16
Mass Transit Trips		15	37
60% vehicle trips		0.10	0.23
Vehicle Trips		23	56

	Rate	Rate In	Out
PM Peak Hour of the Generator	0.67	0.61	0.39
		0.41	0.26
40% mass transit		0.16	0.10
Mass Transit Trips		39	25
60% vehicle trips		0.25	0.16
Vehicle Trips		59	38

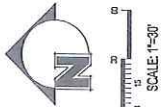
Century Village Traffic
Trip Distribution

AM Peak Hour

		<u>SR 46</u>	<u>SR 446</u>	<u>Hagan</u>
In	23	90%	5%	5%
		21	1	1
Out	56	90%	5%	5%
		51	3	3

PM Peak Hour

		<u>SR 46</u>	<u>SR 446</u>	<u>Hagan</u>
In	59	90%	5%	5%
		53	3	3
Out	38	50%	25%	25%
		19	9	9



SITE LEGEND

- 1' 0" SPOT ELEVATION
- 2' 0" SPOT ELEVATION
- 3' 0" SPOT ELEVATION
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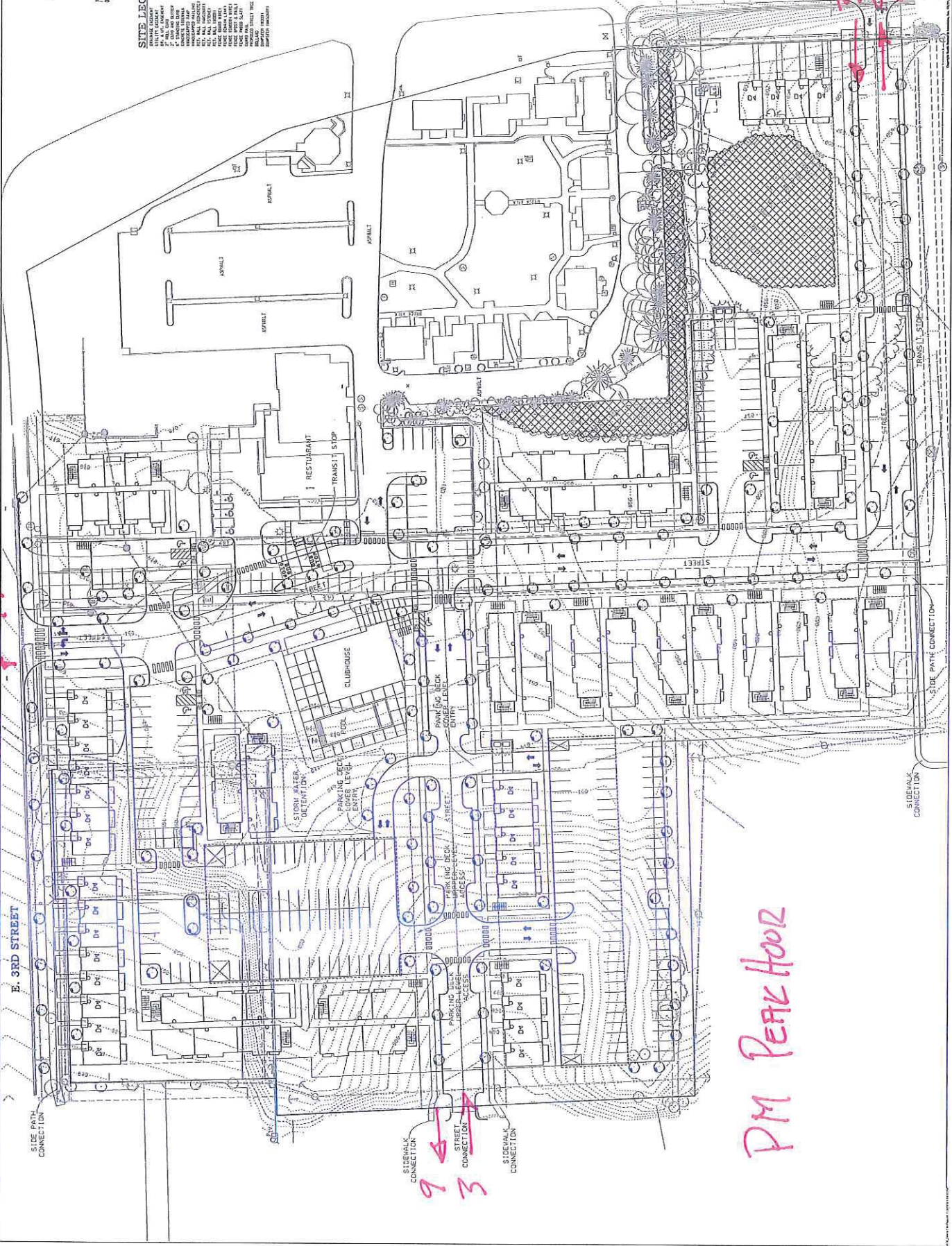
FOUNTAIN RESIDENTIAL
 SWC OF EAST 3RD AND SR 446

DATE	
BY	

BAR	
BAB	

5678
 3087
 35

07/20/18
 CONCEPTUAL SITE PLAN



53 → *719*

PM Peak Hour

9 ← *3*



SITE LEGEND

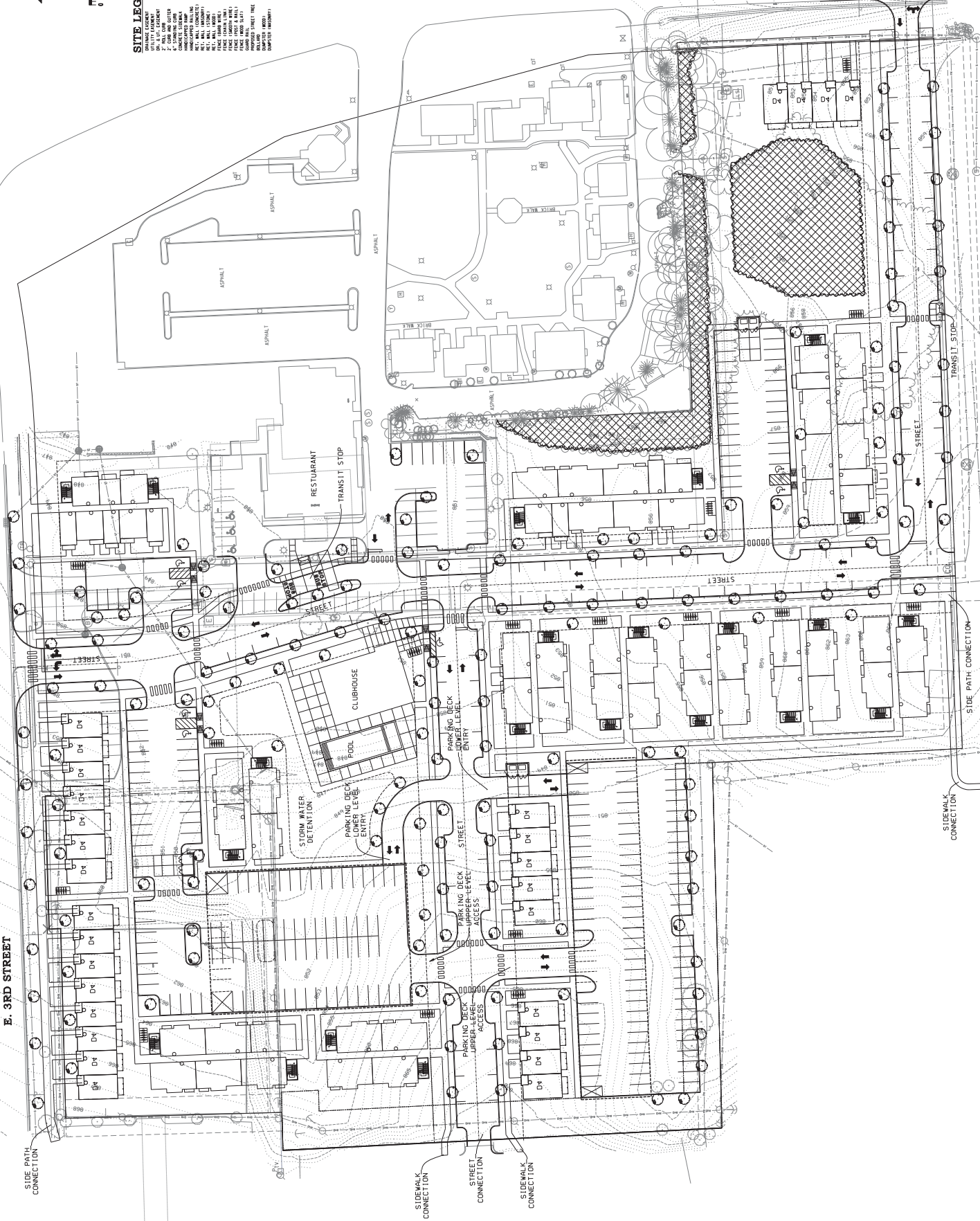
- 1. SITE LAYOUT
- 2. EXISTING ASPHALT
- 3. EXISTING CONCRETE
- 4. EXISTING CURB
- 5. EXISTING DRIVE
- 6. EXISTING SIDEWALK
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SB
 South Beach & Associates, Inc.
 605 S. Ocean Drive, Suite 100
 Miami Beach, FL 33139
 Tel: 305-673-4513
 Fax: 305-673-4514
 www.southbeach.com

FOUNTAIN RESIDENTIAL
 SWC OF EAST 3RD AND SR 446

NO.	DATE	REVISIONS

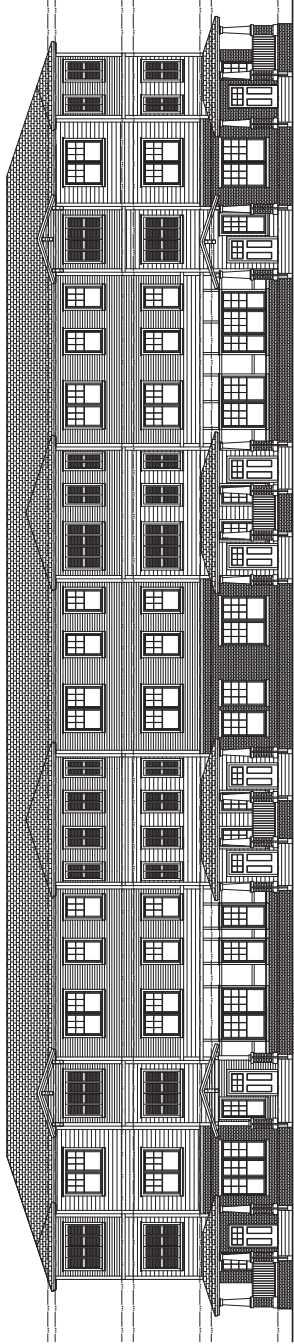
DATE: 07/20/18
 SHEET NO. 1 OF 3
 PROJECT NO. 56785
 CONCEPTUAL SITE PLAN



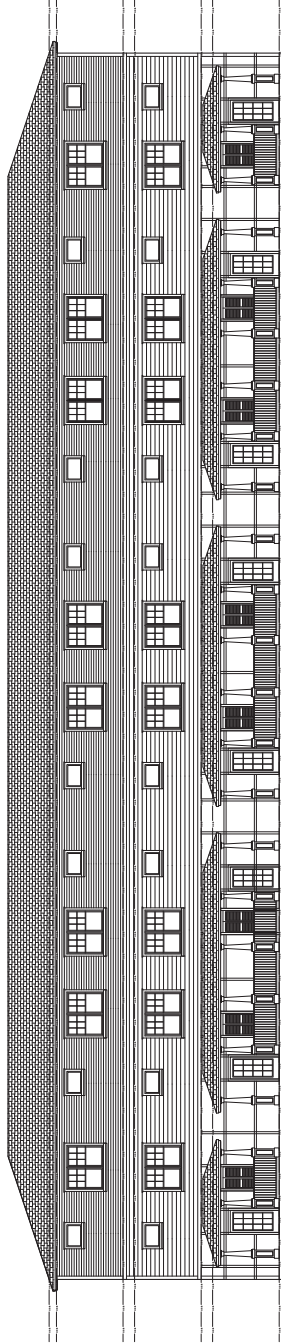
SOUTH BEACH & ASSOCIATES, INC. 605 S. OCEAN DRIVE, SUITE 100, MIAMI BEACH, FL 33139
 TEL: 305-673-4513 FAX: 305-673-4514 WWW.SOUTHBEACH.COM
 DATE: 07/20/18 SHEET NO. 1 OF 3 PROJECT NO. 56785 CONCEPTUAL SITE PLAN



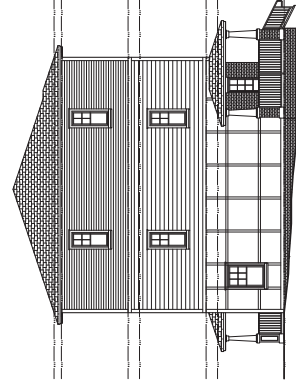
5678_Fixed Site_7.dgn 7/20/2018 1:12:50 PM



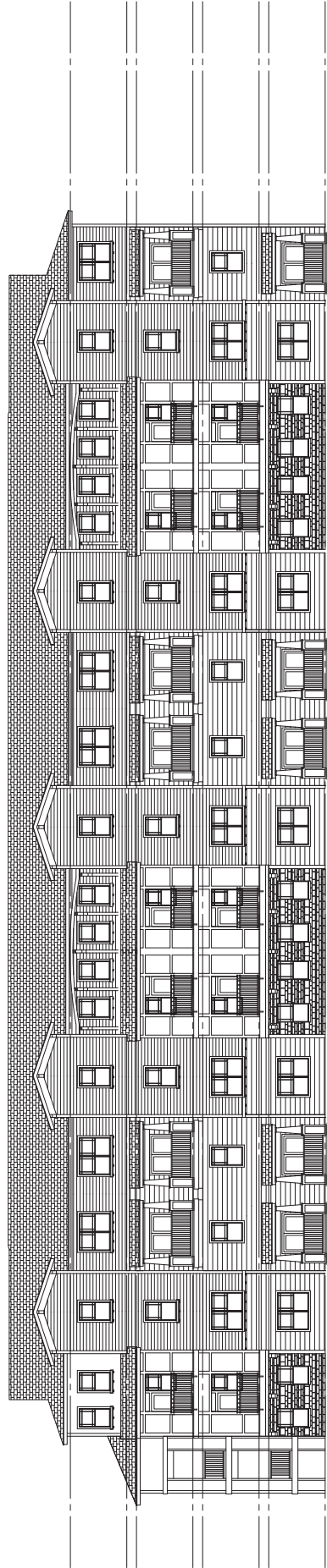
1 FRONT - STREET SIDE
SCALE: 1/8" = 1'-0"



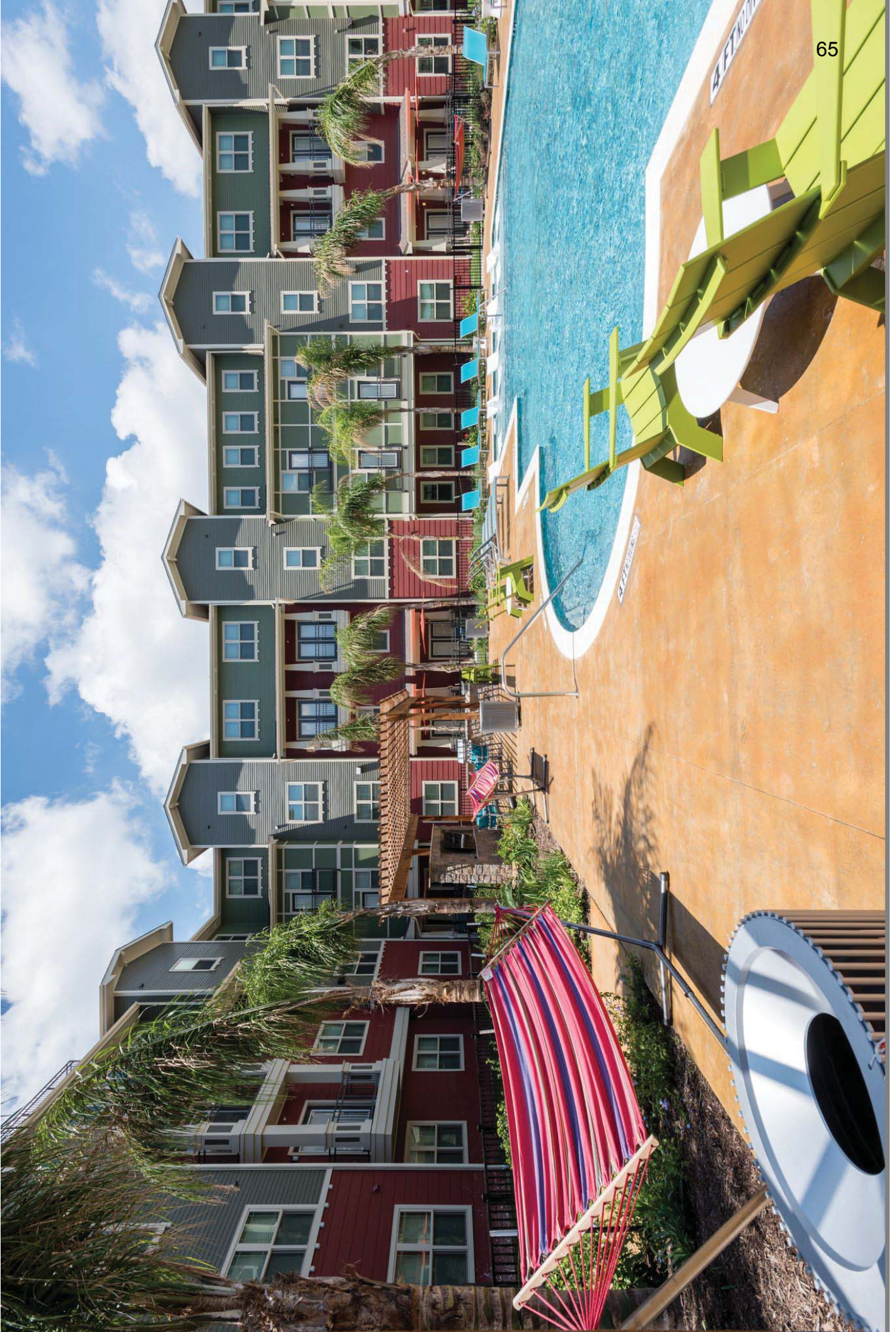
2 BACK - PARKING SIDE
SCALE: 1/8" = 1'-0"



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



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





Arthur A. Angotti III
B97 and Big Red Country
304 SR 446
Bloomington, IN 47401



7/5/18

City of Bloomington Plan Commission
Planning and Transportation Department
401 N. Morton Street, Suite #130
Bloomington, IN 47404

Dear City of Bloomington Plan Commission:

Case # PUD-12-18
Century Village PUD Amendment

My name is Arthur A. Angotti III, I am an owner of the B97 and WHCC Studios located at 304 SR 446 on the corner of SR 446 and 3rd street. My family and I have owned and operated the stations at that location for over 25 years. Please forgive me for not being at the zoning meeting in person. My father is dealing with some health issues which is limiting my ability to travel.

The purpose of me reaching out to you involves the proposed re-zoning and possible building on the property at 4500 east 3rd street.

I support the Foundation Residential Partners efforts to rezone the property. The property in question has sat vacant for the entirety of our ownership of the B97 Studios. Adjusting the zoning requirements to allow for buildings on that property should benefit all of the surrounding property owners and entice additional business to locate in the area. Having a larger residence base in the area should help support the community, allow more restaurants to locate and thrive and benefit the existing business on East 3rd Street.

If you have questions about my support for the rezoning of this property or for the proposed construction on the property, please contact me at the B97 Studios at 812-336-8000.

Thank you for your time and consideration,

A handwritten signature in black ink, appearing to read 'A. Angotti III', written over a horizontal line.

Arthur A. Angotti III
President



Jacqueline Scanlan <scanlanj@bloomington.in.gov>

Century Village PUD

Steve Smith <slsmith@snainc.com>

Mon, Jul 30, 2018 at 3:57 PM

To: Jacqueline Scanlan <scanlanj@bloomington.in.gov>

Cc: Steve Brehob <sabrehob@snainc.com>, "ttollett@fountainresidential.com" <ttollett@fountainresidential.com>

Jackie,

The attached letter and documents are being submitted as supplemental submission for the Century Suites PUD Amendment. This is in addition to the traffic study that was submitted last week.

The main changes to the request that we discussed in our recent meeting included significant site plan change to provide city street standard along the internal drives by placing two parking decks in the west side of the site, path commitment and transit commitment.

Today's submission has additional plan updates to address other issues that include;

- Additional comments on the support provided by the comp plan
- Neighborhood meeting scheduled for Wednesday evening
- Impervious surface commitment
- Tree preservation commitment
- Project green features
- Summary of efforts to get tenant diversity that include more one bedroom units, optional unfurnished apartments and working with the administration on workforce housing
- Commitment to not include parking permit in the base rent but make it an add on. This is an effort to decrease dependence on cars and increase transit use.
- List of neighbors that have provided letters of support (We can provide copies if you don't already have them)

Steve

4 attachments

Supplemental submission 7-30-18.pdf
1746K **SITE PLAN BASE FOR COLOR adj 2 FLAT REDUCED.PDF**
1623K **5678_Site Plan_7_7-20-18 over aerial.pdf**
807K **5678_Zoning Site Plan_7-20-18.pdf**
1566K



*Employee Benefits
Financial Services
Life Insurance
Health Insurance
Disability Insurance
Asset Based Long Term Care*

July 6, 2018

City of Bloomington Plan Commission
401 N. Morton Street
Suite # 130
Bloomington, IN 47404

City of Bloomington Plan Commission:

I am the owner of the property at 306 S. State Road 446 where my office, Bill C. Brown Associates, is located. I have received notification of the hearing that is scheduled in which Fountain Residential Partners is seeking a plan amendment and expansion of the existing PUD.

I am writing this letter to express my support for the approval of this petition by Fountain Residential Partners. I think that student residential apartments on this site would provide an economic boost to businesses that are located in this area.

Thank you for your consideration of my opinion.

Kindest regards,

Ronald F. Remak

RFR: cr



Celebrating over
55 YEARS
of service

Ronald F. Remak, *President*

e-mail: rremak@billcbrown.com

306 South State Road 446 • Bloomington, IN 47401 • 812.332.9378 *phone* • 317.337.0760 *fax*

www.billcbrown.com

* Registered Representative of and securities offered through OneAmerica Securities, Inc., a Registered Investment Advisor, Member FINRA, SIPC. Bill C. Brown Associates is not an affiliate of OneAmerica Securities and is not a broker dealer or Registered Investment Advisor.



Jacqueline Scanlan <scanlanj@bloomington.in.gov>

Planned development of property on E. Third Street

Minton, Marsha Lynn <mminton@indiana.edu>
To: "scanlanj@bloomington.in.gov" <scanlanj@bloomington.in.gov>

Fri, Aug 10, 2018 at 1:03 PM

Jackie,

Members of our eastside neighborhood have indicated you have jurisdiction over the proposed development on E. Third street with a plan for about 660 units. I do plan to attend meetings of the planning committee but have two comments.

I think the plans for 660 units is too big for this area. I am hoping the Planning Department will suggest a lower density. There are other apartment complexes surrounding this project as well as across the street. I do not believe these complexes are at full occupancy. I know that many of these student apartments are made for multiple student occupancy and that developers report full occupancy if only 1 person is living in the unit. I hope this fact is closely looked at.

I am also concerned about putting another "driveway entrance" on Third Street. There are so many already. Every business on Third has entry and exit on Third. Perhaps the main exits could be on SR 446 and on Hagan Drive to S. Park Ridge and then onto Third. A light at the intersection would control the traffic.

Thanks for your consideration.

Marsha Minton

Kerr Creek Road

former Park Ridge East resident



Jacqueline Scanlan <scanlanj@bloomington.in.gov>

Century Village Facebook comment

Scott Robinson <robinsos@bloomington.in.gov>
To: Jacqueline Scanlan <scanlanj@bloomington.in.gov>

Wed, Jul 18, 2018 at 5:50 PM

FYI - Got this via our Facebook page. I told them to contact INDOT but wanted me to pass along.

Hi! I live in Park Ridge East and just read about the proposed Century Village project. I think it will overload 3rd St, but if it does pass, can a stoplight be put in at 3rd and Park Ridge Road? There are already frequent accidents there because of Mr. Hibachi, the Mobil gas station, the two sides of Park Ridge Road and the fast traffic coming in from Brown County. I know it might not be your jurisdiction, but maybe you could get the ball rolling.

--

Scott Robinson, AICP
Assistant Director
City of Bloomington Planning and Transportation Department
PO Box 100 • Showers Center City Hall • [401 N. Morton St. Suite 130](#)
[Bloomington, IN 47402](#)
p • (812) 349-3423 • f (812) 349-3520

PETER GOULD

August 8, 2018

Bloomington Plan Commission
401 N Morton St., Suite 130
Bloomington IN 47404

Re: Century Village Planned Unit Development - Fountain Residential Partners

Dear Members of the Bloomington Plan Commission:

I am writing to express my serious concerns about the effect of the above-referenced development on traffic safety on both E. 3rd Street (SR 46) and State Road 446 (SR 446). I am not commenting to debate the merits of the intended use (or whether there's an actual need for yet another student housing development) - I leave that debate to both the plan commission and those concerned with that aspect of the development.

As described in the Smith Brehob letter (developer's letter) of 7/30/2018, this project will consist of 240 residential units with 600 bedrooms and 440 parking spaces. The proposed development calls for access via both SR 46 and SR 446 - as indicated by the orange ovals on the attached site plan. SR 46 is the primary artery to and from Bloomington from the east SR 446 is the primary artery to and from Lake Monroe. Adding unrestricted access to these main arteries from this proposed development will cause additional traffic safety hazards and will result in more traffic accidents.

The proposed access to SR 46 will align directly with Morningside Drive and will allow development residents (as well as other connected properties) to enter SR 46 going both east (right turn out of the development) or west (left turn out of the development). This is the same design used at the Park Ridge Road intersection - a scene of frequent accidents.

At the Park Ridge intersection, when I'm driving (either way) on SR 46, it's quite common for someone in front of me to make a sudden left into Park Ridge or right into Mr. Hibachi - often without using a turn signal. It's not unusual for someone to enter SR 46 from this intersection without any consideration of oncoming traffic. Also, there's a high volume of traffic entering and exiting (from both directions) the Circle K gas station - right next to the Park Ridge intersection. From a safety perspective, the SR46/Park Ridge Rd. intersection is a nightmare and just a poor design.

Adding another poorly-designed intersection, a few hundred feet downhill from Park Ridge Road will cause additional accidents on this major artery. Eastbound traffic crests the hill on SR 46 at Park Ridge Road - the proposed intersection at Morningside Drive will result in traffic cresting the hill at arterial speed and encountering stopped traffic at the development entrance with little time to react. Just because one poorly-designed intersection exists, doesn't mean that the plan commission can't learn from the mistake!

Bloomington Plan Commission
August 8, 2018
Page 2

I recommend that the SR 46 entrance design to the project be changed as follows:

1. Limit access to the development's SR 46 entrance to eastbound traffic **only**. That way, you only enter or leave the project while going eastbound on SR 46 (you'd have to make a right turn into the project when coming from town and you'd have to make a right turn onto SR 46 when leaving the development). **There could be no left turns from the development onto SR 46.**

2. Add a "merge lane" on both the east and west sides of the proposed SR 46 entrance (on the developer's property?). This would allow for deceleration/acceleration as traffic entering and leaving the project merges into the already heavy arterial traffic.

I also recommend that a comparable design change be made to the SR 446 development entrance.

In addition to the above recommendations, it is clear that the supporting documentation provided by the developer doesn't adequately affect the traffic safety issues. Here are my observations:

1. In the developer's letter, the possibility of increased traffic safety issues was minimized:

"Traffic Study. The study shows that the internal street connections ventilate the project and the traffic; allowing the traffic to go more in the direction it needs or to avoid areas that may become congested. About 50% of the trips from the project are expected to use mass transit. The vehicular peak leaving the complex is expected from 9 to 10 am after the peak traffic on the surrounding streets has subsided. The study notes that exiting the site and turning left onto SR 46 in the late afternoon may be difficult. Those drivers will most likely go out on to SR 446 or go west through Montauk Point."

The developer failed to acknowledge that with added connections to both the existing Century Village, Montauk Point (and through Montauk Point - Park Ridge Road and Hagan Street), additional traffic load could be added to the new SR 46 and SR 446 access points from traffic not originating within the proposed development.

2. The developer failed to include any information or documentation regarding existing traffic safety - specifically a report showing all traffic accidents occurring on SR 46 and SR 446 for the past 5 years. I have requested a report of accidents on SR 46 between Smith Rd. and SR 446. Unfortunately, it wasn't ready to attach to this letter, but I will forward it to the Plan Commission when I receive it.
3. The developer submitted a Traffic and Access Study that is flawed in a number of ways:
 - A. No consideration of additional traffic generated from adjoining properties that could flow through the proposed development (see #1, above).

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- B. The developer indicated that Institute of Transportation Engineers Trip Generation data was used to project the volume of trips to and from the proposed project. The Traffic and Access Study did not include any information on the specific methodology used to collect the data used in these projections (this data appears on pages 16 & 17 of the Traffic Study). Specifically, how many observers were present on the day of observation, how was the number of mass transit riders determined, etc.
- C. Although methodology was not documented, it appears that the developer used observations made on a single (sunny) day at a nearby apartment complex (Reserve or Third). It's questionable whether the data used would be applicable to the proposed development, since the Reserve has a single entrance onto Park Ridge Road, (whereas the propose has multiple connections and may actually receive additional traffic from other connected properties).
- D. There was no discussion in the Traffic Study about how inclement weather would affect the traffic.

It has been a LONG time since the original PUD for this property was approved. With the passage of time, the demographics, density and traffic patterns in this area have changed. The Park Ridge Road intersection is definitely a traffic hazard. We should learn from past mistakes and not approve a design that will only compromise the safety of everyone.

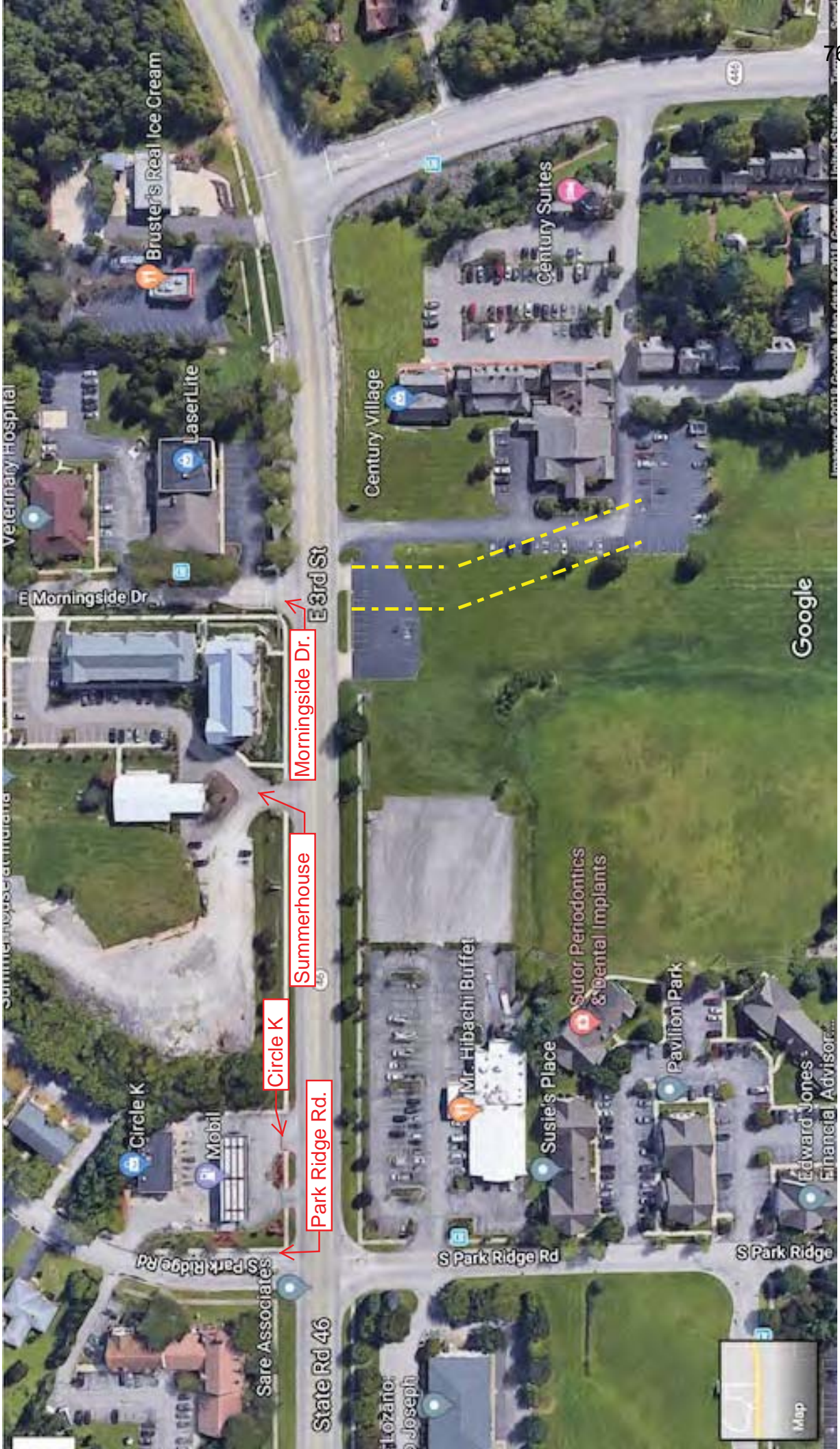
Thank you for your consideration of my comments. If you have any questions, please contact me.

Sincerely,

A handwritten signature in blue ink that reads "Peter Gould". The letter "P" is large and stylized, followed by "eter Gould" in a cursive script.

Peter Gould





Veterinary Hospital

E Morningside Dr

LaserLite

Bruster's Real Ice Cream

E 3rd St

Morningside Dr.

Summerhouse

Circle K

Park Ridge Rd.

State Rd 46

Century Village

Century Suites

Mr. Hibachi Buffet

Sutor Periodontics & Dental Implants

Susie's Place

Pavilion Park

Edward Jones Financial Advisor...

Google



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

**CASE #: PUD-13-18
DATE: August 13, 2018**

PETITIONER: Trinitas Development
201 Main Street Suite 1000 Lafayette IN

CONSULTANTS: Bynum Fanyo Associates
528 N Walnut Street, Bloomington

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

BACKGROUND:

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

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

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

The multifamily development proposal includes 253 units and 855 bedrooms. The project includes 224 duplex units and 29 single-family detached dwelling units. The petitioner proposes a total of 873 parking spaces, which is equal to 102% of the bedrooms having a parking space. The petitioners propose 10 1-bed units, 54 2-bed units, 54 3-bed units, 100 4-bed units, and 35 5-bed units.

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

adequate infrastructure existing or proposed to support bicycle and pedestrian use; lack of walkable commercial services; lack of nearby parks facilities; lack of compliance with Comprehensive Plan direction for neighborhood design; lack of preservation of environmental features.

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

	Phase 1	Phase 2	Phase 3
1-bed units	5	5	0
2-bed units	29	15	10
3-bed units	23	19	12
4-bed units	41	39	20
5-bed units	8	10	17
Total Units	106	88	59
Beds	336	298	221
Parking	431	305	137

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

- **Single family residential development is the dominant land use activity**
- **Natural or landscaped front, side, and rear yards**
- Most often two stories or less
- Sensitive habitats and unsuitable areas for development should be protected and restricted from high-intensity human activities
- **Public streets, sidewalks, and other facilities provide good access to other uses within the district, to area parks and schools, and to adjacent districts**
- The wide range of architectural styles is a characteristic that should be maintained for this district
- **Public streets, sidewalks, and other facilities provide access and mobility which in some cases meets the “20-minute neighborhood” metric: Some destinations are accessible within a 20-minute walk**
- **Using 'Complete Street' guidance to achieve a well-connected, active transportation network is a priority**
- Buildings face the primary street with a range of small to large front yards in relation to the building setback from the street
- Higher density developments (greater than four units per acre) provide on-site parking in the side or backyard areas
- **On-site parking is not the dominant site design feature, and on-street parking is available on at least one side of the street**

- **Sidewalks and front yard landscaping further establish a more traditional residential context**
- New and redevelopment activity for this district is mostly limited to remodeling existing or constructing new single-family residences
- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations
- Create neighborhood focal points, gateways, and centers. These could include such elements as a pocket park, formal square with landscaping, or a neighborhood-serving land use. These should convey a welcoming and open-to-the-general-public environment
- Ensure that appropriate linkages to neighborhood destinations are provided
- **Large development should develop a traditional street grid with short blocks to reduce the need for circuitous trips**
- Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).

The redevelopment of this large piece of property lacking frontage on any public road with the Neighborhood Residential designation should incorporate a street grid, as called for in the Comprehensive Plan. Traditional neighborhood development style is the predominate development pattern of the existing area and is expected in this area. The Department finds that the proposed Preliminary Plan Amendment is not consistent with the intent and development guidance of the Comprehensive Plan for this area, and the issues will be discussed further in this report.

PRELIMINARY PLAN:

Planned Unit Development: The petitioner has not identified a zoning district from the UDO to use as a base district if the regulations approved are silent on a particular standard. A district will need to be proposed and discussed.

Uses: While the specific uses are not enumerated in the Petitioner's Statement, the proposed design includes only one use, 'dwelling, multi-family'. If the units are put on individual lots, the use would be 'dwelling, single-family'. There is an existing multi-family development in this PUD. Under the current proposal, this PUD would contain only residential uses, eschewing the mixed-use intention of the PUD regulations.

Residential Density: The proposed residential density for the site is 6.83 units/acre. This density is within the suggested *Neighborhood Residential* density limits of 2 to 15 units per acre. However, an area of concern is the density and design proposed for this area relative to surrounding single family uses.

Height and Bulk: The proposal includes one and two-story residential structures. No height maximum was proposed, but based on the described house design, the Department suggests that the petitioner considers limiting height to 40 feet, as is allowed in the adjacent Residential Single-Family (RS) zoning district.

Parking and Surrounding Roads: A total of 873 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 102% of the bedrooms on the site. No on-street parking is proposed because the property has no frontage on any public street and is not proposing any new public streets. The absence of public

roads for this petition is also of concern, especially since single family lots are a potential part of the proposal.

Access: There are two proposed vehicular accesses roughly 335 feet apart on 17th Street. There is an additional vehicular access proposed through an existing parcel to Arlington Road to the east of the site. However, the notice sent to neighbors and the Herald Times did not include that lot in the project proposal, so new notice will likely need to be sent to incorporate that into the project and the Department is discussing this aspect with the Legal Department.

Sidewalks are planned on most of the internal drives, and out to Arlington, but no sidewalk connection to 17th Street is shown.

Bicycle Parking: The development has 855 proposed bedrooms. The required bicycle parking is 72 covered Class II spaces; 36 Class I spaces; and 35 Class II spaces. The petitioner will address the specifics of bicycle parking at the development plan stage, and will be required to meet the minimum requirements.

Architecture/Materials: The proposed project will contain a minimum of five (5) building types and three (3) building styles. The first two Phases are intended to reflect a traditional residential neighborhood in the architectural design. The project will meet the anti-monotony standards of 20.05.016. The 29 detached homes in Phase III will incorporate high quality siding, with elements such as shake and/or board and batten. While some type examples were submitted, the Department would like more specific material standards to be included. This could be alleviated when the developer proposes an underlying zoning district from the UDO to address items not addressed in the PUD documents.

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

Alternative Transportation: A Bloomington Transit bus line runs along 17th Street, but has no direct access to the site and there are no apparent pedestrian connections planned to 17th Street. The facility is approximately 400 feet from the western portion of the petition site and 1000 feet from the eastern portion of the petition site. The Department has encouraged the petitioner to reach out to Bloomington Transit, as the existing line in the area has capacity for additional riders, but potentially no extra time to stop on-site, even if the petitioner offered a bus stop on-site.

Environmental Considerations: There appear to be multiple environmental constraints on the site, including streams and steep slopes, and potential sinkholes and wetlands. There is existing wooded area on the western portion of the site that will be removed with the project. The Department encourages the petitioner to work directly with the Senior Environmental Planner to determine which regulations will not be met, so it can be clear in the proposal.

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

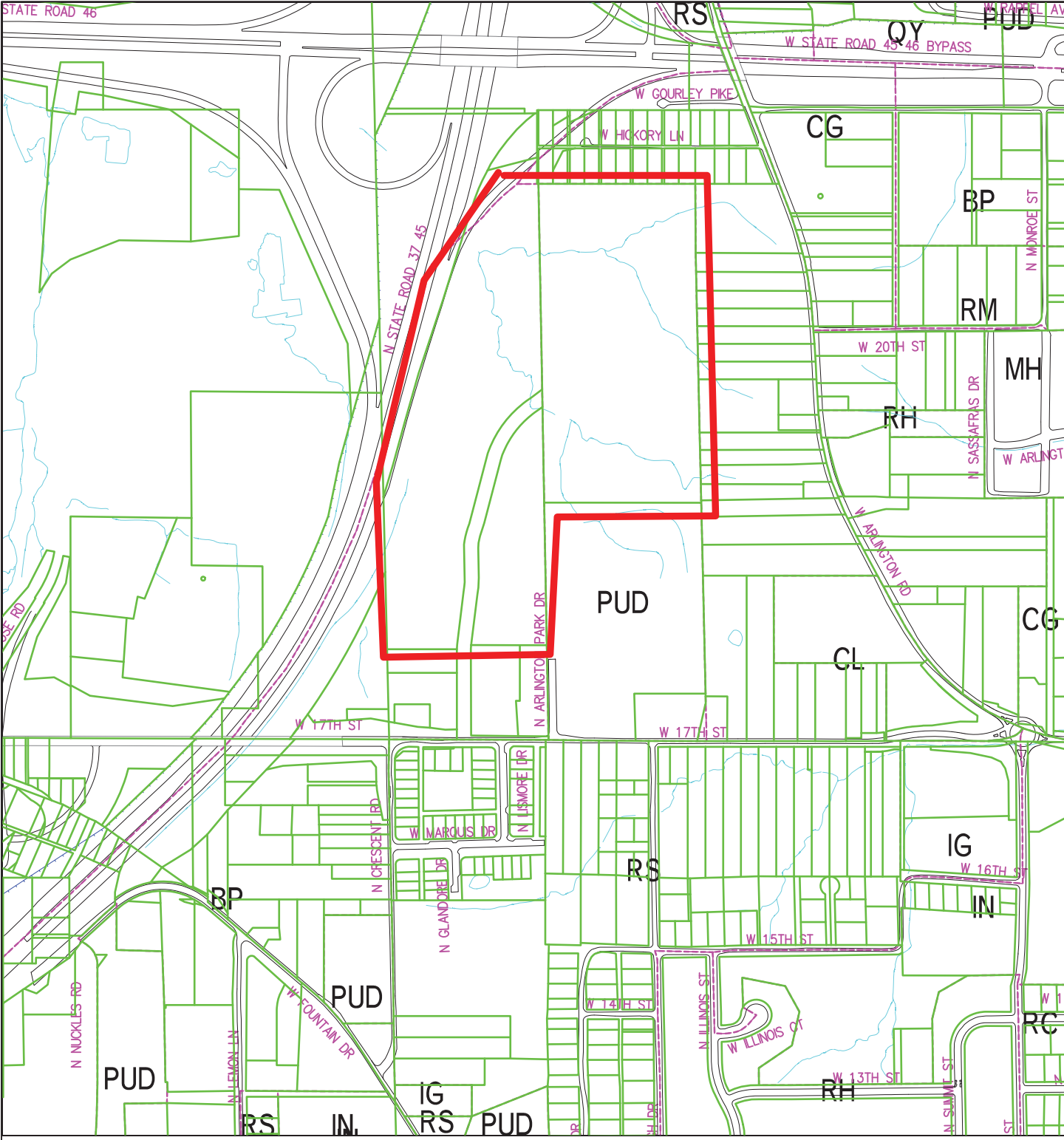
ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) made 16 recommendations concerning this development, which are listed below:

- 1.) Adhere to the EC's Habitat Connectivity Plan by reducing the size of the project significantly and protecting the high quality wooded areas, riparian buffers, and all environmental features.
- 2.) The Petitioner should redesign the site to protect and preserve the environmentally sensitive areas as least as stringently as is required in the UDO.
- 3.) Karst features have been identified on the site. All of these features, along with the required buffers should be depicted on the site plan and permanently protected.
- 4.) The stream channels should be planted and protected with riparian buffers using native plants.
- 5.) The notable forest areas between the power lines and SR 37, and at the north end of the site should be protected in a Tree Conservation Easement in order to protect the wooded wildlife habitat in perpetuity.
- 6.) Wetlands should be identified and placed in a Conservancy Easement.
- 7.) The invasive species should be eradicated from the Conservancy Easement areas.
- 8.) The UDO rules for steep slope protection should be followed.
- 9.) The design should be modified to designate a larger vegetated buffer between the highway and any development.
- 10.) The development design should incorporate environmentally-friendly, new-urbanism qualities.
- 11.) The Petitioner should design with Low Impact Development practices and the District Ordinance should not allow only one post-construction detention basin, as written now.
- 12.) The Petitioner should use green, sustainable building practices to reduce the carbon footprint of homes, resulting in lower expenses for the homeowners.
- 13.) At least 80% of the landscaping requirements should use plants native to the Bloomington area.
- 14.) The parking areas for the multifamily units should have some electric vehicle charging stations.
- 15.) The District Ordinance should specifically allow clothes lines to be installed.
- 16.) Any required state and federal permits should be obtained before any city permits are

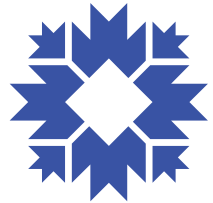
granted.

CONCLUSION: This petition brings a large apparent student-housing oriented development to an area that is intended for traditional neighborhood-style street grid development. Over 53% of the units are four-bedroom and five-bedroom units, which typically indicates a development that will be attractive to students. The developer has also indicated that they plan to run a private shuttle from the property, which is typically only done for Indiana University students. No mixed-use is proposed for the PUD, and no public roads or public amenities are proposed. The proposal is inconsistent with the Comprehensive Plan, even though it brings much needed housing to the City. The access to 17th Street and transit is poor. In its current iteration, the Department is not favorable of the petition for the reasons described in this report above.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission continue the petition to the September hearing so that the petitioner can reanalyze how the project can be amended to align with the goals of the newly adopted Comprehensive Plan.



City of Bloomington
 Planning & Transportation



Scale: 1" = 600'



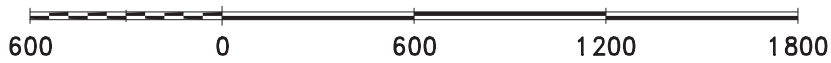
By: scanlanj
 25 May 18



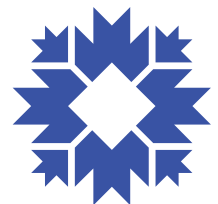
For reference only; map information NOT warranted.



By: scanlanj
25 May 18



City of Bloomington
Planning & Transportation



Scale: 1" = 600'

For reference only; map information NOT warranted.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: August 13, 2018

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

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

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environment-enriching attributes of this proposed plan. The EC reviewed the petition and inspected the property and offers the following comments and requests for your consideration, and recommendations that it believes should be incorporated. The EC does not support this petition the way it is design currently.

EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE

1.) THE BLOOMINGTON HABITAT CONNETIVITY PLAN, NOVEMBER 2017:

The EC's Habitat Connectivity Plan is meant to guide protection and development of plant and animal habitats in a connected pseudo-circle around downtown Bloomington. This circle will connect three main areas of existing high quality habitat; Griffy Lake, Clear Creek, and Jackson Creek. This rendition of the Chandlers Glen proposal does not consider the plan. The EC recommends that the development be reduced in size significantly in order to preserve the high quality wooded areas and the riparian buffer, at the least.

2.) FOLLOW UDO ENVIRONMENTAL STANDARDS:

The EC believes that any PUD should not reduce the environmental protection requirements to the Unified Development Ordinance (UDO) standards. These standards went through a public process and were vetted by the citizenry and voted on by our lawmakers. Therefore the EC recommends that the Petitioner preserve the environmentally sensitive areas as required in the UDO.

3.) KARST GEOLOGY:

Upon inspecting the site, the EC found sinkholes and springs that have not been identified in the plan. The EC is aware that the Petitioner employed a consultant to inspect the sight for karst features, which

resulted in different findings from those that the EC derived from their inspection. Additionally, the consultant was using the incorrect information regarding karst regulations and definition in their report, titled Proposed Development Project – Karst Data Evaluation, and dated May 17, 2018, as can be found on page 3 second paragraph. “The property does not conform to the definition of a karst landscape according to the definitions published in Chapter 801 of Bloomington Zoning Ordinance.” That is not a citation from Bloomington Indiana.

4.) RIPARIAN BUFFER:

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

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

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

5.) TREE AND FOREST HABITAT PRESERVATION:

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

A large area along the north end and along the west side supports a higher-quality forest with older trees, less early-succession growth, and a diverse native understory. Some of the tree species found include cottonwood, sycamore, tuliptree, shagbark hickory, red oak, white oak, and black cherry. The forest



City of Bloomington Bloomington Environmental Commission

floor within this area is blanketed with a native understory that lacks the invasive species found in the younger successional growth, which is abundant where the site had been previously cleared. This understory includes May apple, rue anemone, trout lily (both yellow and white), spring beauty, toad shade trillium, Solomon's seal, toothwort, bloodroot, wild geranium, wild strawberry, plantain, and more. These wooded areas are high quality in the context of what is left within the municipal boundaries, and should be preserved.

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

6.) WETLAND PROTECTION:

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

7.) INVASIVE SPECIES:

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

8.) STEEP SLOPES:

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

9.) HIGHWAY BUFFER WIDTH:

The current Growth Policies Plan recommends that a 100-foot wide vegetated buffer between the development and the highway be created or maintained. The EC believes that the proposed 30 feet is unacceptable, especially in light of the high quality of forest in some of that area.

10.) NEW URBANISM DEVELOPMENT:

The very size of this development guarantees a major change in character for the whole area. The EC believes this major change justifies a requirement in the PUD that will direct the character of the neighborhoods in a positive manner. This proposal provides an opportunity to introduce a more "new urbanist" approach to the site design, thus the PUD District Ordinance should require that the site design employ environmentally-enhancing landscaped roadways, entryways, berms, and parking lots. Additionally, the area needs plenty of community space, light retail, and other amenities to ensure a high quality of life and enhanced environmental integration.

The site is currently almost vacant, thus is a perfect opportunity for a "Complete Streets" approach (<http://www.completestreets.org/>) to enhance its navigability for all users – pedestrians, bicyclists,

handicapped people, and others. Beautiful, mixed-use development helps our city develop in a pedestrian-friendly fashion in all areas, not just downtown. The more walkable our neighborhoods are, the less we rely on the use of automobiles, which translates into less oil depleted, less greenhouse gas emissions produced, cleaner air and a quieter, safer city. Walkable cities provide many tangible environmental benefits that contribute positively to high quality of life. All of these benefits help Bloomington to fulfill serious & important commitments to sustainability, including signing on to the Mayor's Climate Protection Agreement, passing resolutions supporting the Kyoto Protocol, and recognizing and planning for peak oil.

11.) LOW IMPACT DEVELOPMENT:

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

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

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

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

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

12.) GREEN BUILDING:

The EC recommends that commitments be made in the District Ordinance for incorporating environmentally sustainable green building and site design features in this design. Green building can provide substantial savings in energy costs to a building over its life cycle and is thus an especially prudent investment in this time of rising energy prices. Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the UDO. Additionally, they are supported by Bloomington's overall commitment to sustainability and its green building initiative (<http://Bloomington.in.gov/greenbuild>). Sustainable building practices are explicitly called for by the Mayors' Climate Protection Agreement signed by former mayor Mark Kruzan; by City Council Resolution 06-05 supporting the Kyoto Protocol and reduction of our community's greenhouse gas emissions; by City Council Resolution 06-07, which recognizes and calls for planning for peak oil; and by a report from the Bloomington Peak Oil Task Force, *Redefining Prosperity: Energy Descent and Community Resilience Report*; and priorities set out by the current administration.



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13.) NATIVE PLANTS:

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

14.) ELECTRIC VEHICLE CHARGING STATIONS:

The parking areas for the multifamily units should have at least 2% of the spaces plug-in-ready for electric vehicle charging stations. There should be consistent wayfinding signage indicating where the spaces are located

15.) ALLOW CLOTHES LINES:

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

16.) STATE AND FEDERAL PERMITS:

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

EC RECOMMENDATIONS:

- 1.) Adhere to the EC's Habitat Connectivity Plan by reducing the size of the project significantly and protecting the high quality wooded areas, riparian buffers, and all environmental features.
- 2.) The Petitioner should redesign the site to protect and preserve the environmentally sensitive areas as least as stringently as is required in the UDO.
- 3.) Karst features have been identified on the site. All of these features, along with the required buffers should be depicted on the site plan and permanently protected.
- 4.) The stream channels should be planted and protected with riparian buffers using native plants.
- 5.) The notable forest areas between the power lines and SR 37, and at the north end of the site should be protected in a Tree Conservation Easement in order to protect the wooded wildlife habitat in

perpetuity.

- 6.) Wetlands should be identified and placed in a Conservancy Easement.
- 7.) The invasive species should be eradicated from the Conservancy Easement areas.
- 8.) The UDO rules for steep slope protection should be followed.
- 9.) The design should be modified to designate a larger vegetated buffer between the highway and any development.
- 10.) The development design should incorporate environmentally-friendly, new-urbanism qualities.
- 11.) The Petitioner should design with Low Impact Development practices and the District Ordinance should not allow only one post-construction detention basin, as written now.
- 12.) The Petitioner should use green, sustainable building practices to reduce the carbon footprint of homes, resulting in lower expenses for the homeowners.
- 13.) At least 80% of the landscaping requirements should use plants native to the Bloomington area.
- 14.) The parking areas for the multifamily units should have some electric vehicle charging stations.
- 15.) The District Ordinance should specifically allow clothes lines to be installed.
- 16.) Any required state and federal permits should be obtained before any city permits are granted.

Chandler's Glen Planned Unit Development



Chandler's Glen PUD Outline Plan

July 30, 2018

Prepared by

Bynum Fanyo & Associates, Inc.

Chandler's Glen

Planned Unit Development

The Chandler's Glen Planned Unit Development proposes the development of a vacant former excavated site as a residential development. This residential development includes 41 acres of land for a total of approximately 253 residential duplex and single family units with an overall density of 6.83 units per acre. The property is located north of the 17th Street extension and adjacent to State Road 37, soon to become Interstate 69. With the development of I-69, 17th Street is now an over pass to Vernal Pike and a major connection on Bloomington's north side. These infrastructure improvements make this site appropriate for residential development, as direct access for commercial development will be limited with the roadway systems.

The area surrounding the site includes predominately residential properties with single family to the north and west, multi-family to the south and a small area of commercial/light industrial to the south as well. Historically this area has been single family residential; however recent development over the last 20 years had included multi-family government subsidized housing, including the 2 Section 42 properties (Arlington Park and Crescent Bend properties). The site has been an eyesore for the City of Bloomington since the construction State Road 37 in the 1970's when most of the top soil was removed for the road. Current conditions include exposed rock, overgrown scrub trees and limited healthy vegetation. Since that time the property has been marketed for business uses, however given the existing poor access and visibility the property has not had any serious offers. This development will substantially improve the aesthetic and economic value of the area and add to the compact urban form within the urban service boundary of the City of Bloomington. The recently adopted Growth Policy Plan calls for neighborhood residential—qualifying densities ranging from 2-15 units per acre. The proposed density of the RM district is within the preferred range. The proposed density for Chandler's Glen is 6.83 units per acre on average across the three phases of the project.

The project will predominately consist of duplexes, Phase 3 has 29 single family homes, all of which are designed as rentals with amenities such as a clubhouse, pool, bicycle racks and outdoor sports courts with appropriate design and density. It is anticipated that this site will redevelop with styles that transition to the adjacent currently developed areas featuring both gridded and curvilinear street patterns. The diverse resident mix (professionals, student, seniors and families) will provide necessary expansion of the residential base to support the existing commercial along 17th Street and the College/Walnut corridor which is less than one (1) mile away.

Topography, parcel shape and access also limit the ability to fully integrate a gridded street design style. The property is located on the existing Bloomington Transit Route, which will provide public transportation to the area, without extending the current bus routes or times. The redevelopment extends the traditional neighborhood design within the existing street network by constructing residential style streets (public and private) as well as pedestrian paths to provide residents with a unique urban living experience set amongst the natural beauty and terrain of Bloomington.

Concern for green space and open space is a key component of the design. Common courtyards, backyards, open space, and recreational spaces allow residents and visitors to gather as a community. The area along the 37/69 includes a large setback to allow the residential developments to be buffered from the road way. The development will plan to feature a multi use trail that provides connectivity to 17th Street and other current multi use trails to the west of the site. In addition to this, the roadway design, green space, and connections to existing public transportation will be developed in a manner that promotes sustainability.

Development Standards:

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

The following development standards shall apply to the overall development.

Architecture:

The structures in Phase I, II and a portion of Phase III are designed to reflect a traditional residential neighborhood. Phase III will feature a variety of housing styles, ranging from attached product to front loaded single-family homes to single family alley loaded product. Representations of these products can be found contained within this document. The alley loaded product will have the flexibility of offering either a detached garage or a concrete pad for parking. This shall be determined prior to occupancy. The single-family homes in Phase III could be for sale and or lease and this will be based on market demand. The homes are one and two-story construction with front porches and rear patios. The homes will have single private entrances near the front of every unit. The exteriors will include high quality siding, with some additional accents of architectural elements such as shake and or board and batten, residential windows and doors. The project will consist of a minimum of five (5) main building types and three building styles and will follow the anti-monotony standards as specified in the UDO 20.05.016 AG. The community will be adequately landscaped with residential style features and native plantings with buffer landscaping with emphasis placed on the east and west property lines.

Minimum Single-Family lot sizes:

1. All single-family home lots shall be 4,500 square feet minimum.
2. Minimum lot width for individual residential lots (buildable lots only): 34 feet at building setback.
3. Minimum front yard setback: 15-feet for the building.
4. Minimum side yard setback regardless of number of stories: 5-feet.
5. Minimum rear yard setback: 25' feet except those lots that have detached/attached garages which shall be 0 feet.

Maximum Impervious Surface Coverage:

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

Occupancy:

Occupancy for any single rental unit is limited to the number of bedrooms in the unit for units exceeding 2 bedrooms.

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

Parking requirements:

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

1. Parking shall be no more than 0.8 spaces per bedroom for multi-family residential rental uses.
2. Stackable off street driveway parking is allowed for single family lots.
3. Parking shall have rear yard and side yard setback of seven feet.
4. Parking requirements may be calculated and shared across all areas.
5. Parking may have no more than 20 percent compact automobile spaces and shall be a minimum of 16 feet in depth and 7.5 feet in width.
6. Bicycle Parking shall be 25 percent of the automobile parking provided for multi-family portion of the development only, of which 50 percent shall be Class I. Such parking will be dispersed throughout the residential multi-family rental portions of the project and shall not be less than 1 space per 6 bedrooms.

Pedestrian access:

The project is well-served by transit services and has potential for private, point-to-point service, thus reducing the need for the personal automobile. As a result, the project should be well-connected for pedestrian access within and throughout the project to allow easy access to alternate transportation options. This connectivity will be best accomplished by a series of interconnected sidewalks throughout the development.

Property Lines:

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

Services (including mechanical, utility and trash services):

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

Sign Standards:

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

Transportation Standards:

1. Maximum block length: 1,760-feet.
2. Minimum block length: 100 feet.
3. Right-of-way dedication shall be a minimum of 50-feet for all local streets.
4. Street width: Per the master thoroughfare plan and UDO standards.
5. Minimum tree plot width: 5-feet.
6. Multi-purpose path width: 12-feet.
7. Street side path width: 8-feet of asphalt.
8. Minimum sidewalk width: 5-feet of concrete.

Easement Standards:

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

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

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

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

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

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

(1) *Sanitary Sewer Easement*:

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

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

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

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

(2) *Waterline Easement*:

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

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

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

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

Site Drainage Standards:

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

The following design considerations may be incorporated into the entire project site for the BMP plan including stormwater retention/detention and stormwater quality:

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

Open Space Standards:

(a) General: 25% minimum open space for the PUD as a whole.

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

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

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

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

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

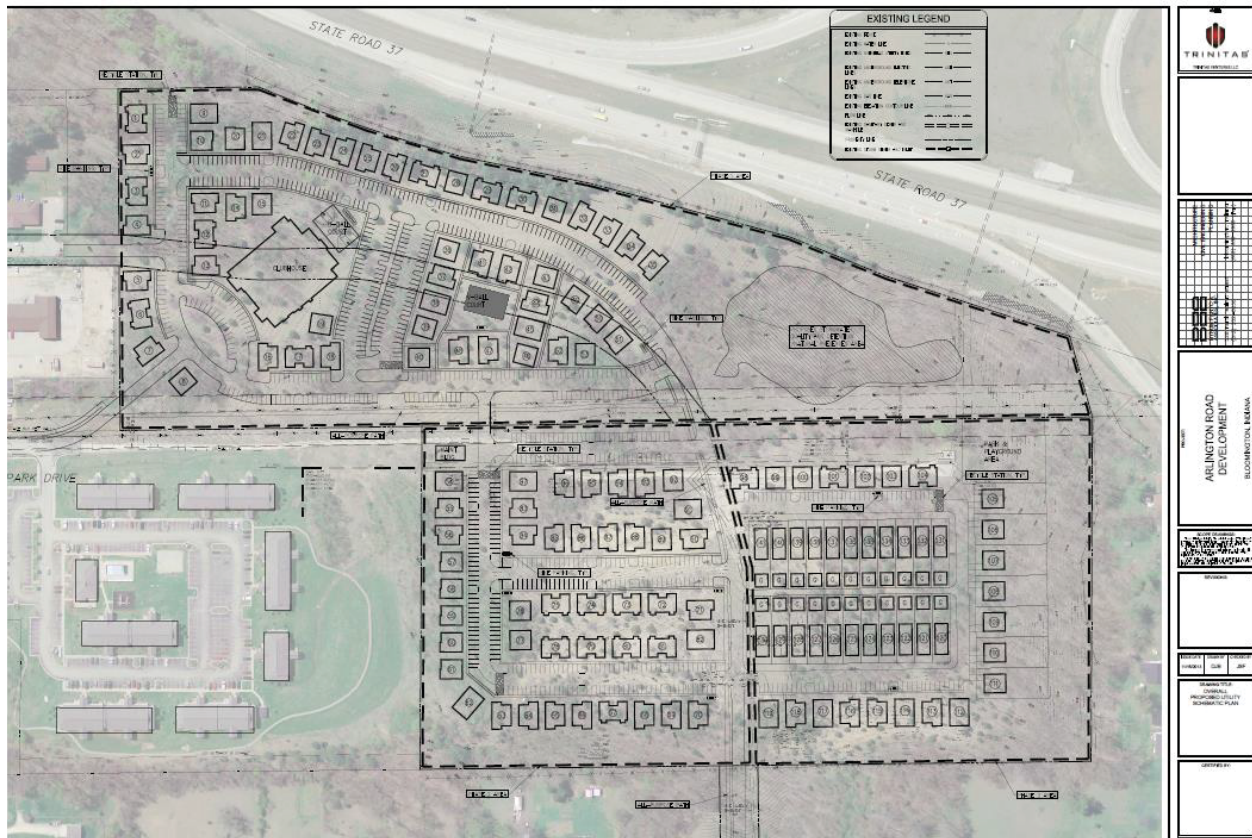
(5) Other common areas set aside to meet open space requirements.

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

Project Schedule:

The project will be constructed in three phases as dictated on the attached image below. We anticipate beginning construction on Phase I in early 2019 with the intent to be fully operational in that portion of the site by July 2020. We will construct the subsequent phases after careful monitoring of the demand demonstrated in the market conditions.

Proposed Site and Phasing Plan:



Mass grading of the entire site will be completed with the first phase; however, utility relocation may be congruent with the phasing of the development.

Examples of duplex structures in the proposed development:



Examples of amenities for proposed development



Examples of single family alley loaded product in proposed development





Examples of single family front loaded homes



Attachments included to file this PUD document:

1. Existing Conditions Site Survey with an aerial photo background and without.
2. ALTA survey showing existing boundary lines and acreages.
3. Preliminary plan showing conceptual location of roads, proposed land uses, open space areas, and other significant features.
4. Infrastructure Plan showing road and building locations along with approximate locations of drainage features/ management and utilities.

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

Trinitas Development
201 Main Street
Suite 1000
Lafayette, Indiana 47901

Attn: Jennifer Lewis

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

Dear Ms. Lewis,

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

SITE DESCRIPTION

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

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

SITE GRADING

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

GEOLOGIC DATA EVALUATED

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

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

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

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

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



CONCLUSIONS

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

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

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

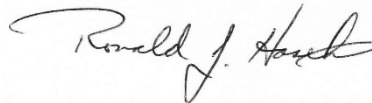
If you should have any questions or require additional information, please do not hesitate to contact our office at (317) 876-7723.

Sincerely,

Professional Service Industries, Inc.



Jeffrey G. Timmons
Senior Geologist



Ronald J. Hosek, CPG
Manager, Environmental Services



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





DRAFT Traffic Impact Study

Proposed Student-Oriented Housing Development

17th Street and Arlington Road

Bloomington, IN

Prepared for

Bynum Fanyo and Associates

By

AZTEC Engineering Group, Inc.
320 W. 8th Street, Suite 100
Bloomington, Indiana 47404
(812) 717-2554

INTRODUCTION

Two parcels totaling 34.48 acres have been acquired for a pedestrian-oriented/transit-friendly development known as “Arlington Road Development.” The Arlington Road Development proposes 276 apartments. The apartment complex will be mixture of one, two, three, four, and five bedroom units totaling 920 bedrooms. The development will be located north of 17th Street between Crescent Road and Lindberg Drive. Arlington Park Drive, an existing, privately-maintained road is one of two access points to the development on 17th Street. This Traffic Impact Study is being prepared at the request of Bynum Fanyo and Associates, the primary site civil engineering firm working for Trinitas Ventures LLC on this proposed student-oriented apartment development.

The Arlington Road Development will be a pedestrian-oriented/transit-friendly development which provides amenities such as bike racks and close access to transit that encourage the student residents and other residents to use alternative modes of transportation or “active transportation modes” in lieu of an automobile. The project is in close proximity of the IU Bus Transfer Site at the Memorial Stadium, close to the IU Bloomington Campus, and close to Ivy Tech Campus.

PURPOSE & NEED

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

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

The specific study objectives are as follows:

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

ZONING

A change in zoning will be necessary for one of the parcels in the development from Business Park (BP) zoning to a Planned Unit Development (PUD). As a PUD, the development will have its own development ordinance. The zoning change may trigger off-site improvements to publicly maintained streets and the Trinitas is addressing these proactively by requesting an analysis of traffic impacts ahead of the petition to the Plan Commission. The parcels of land surrounding the proposed site are currently a mixture vacant land and residential uses.

SITE PLAN

Figure 1 – Site Plan provides a scaled drawing of the proposed development plan, which illustrates the location of the site access driveways, the lot layout, and other amenities. The proposed development will have two site access driveways along the north of 17th Street and one site access roadway along the west side of Arlington Road. The access roadways/driveways along the north side of 17th Street include the existing 17th Street & Arlington Park Drive intersection and another site access roadway referred to as the West Entrance Roadway is located approximately 350 feet west of Arlington Park Drive. 17th Street is a two-lane east/west minor arterial roadway and Arlington Park Drive is a two-lane north/south neighborhood collector roadway. The Entrance Roadway will be a two-lane north/south roadway. The 17th Street & Arlington Park Drive intersection and the proposed 17th Street/Entrance Roadway will be full access intersections; allowing left-in, right-in, left-out, and right-out.

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

DEVELOPMENT PHASING AND TIMING

The Arlington Road Development will be built in three phases as a Planned Unit Development (PUD) and contain 920 bedrooms at full build-out. The Phase 1 will be completed in 2020 and Phases 2 and 3 completed in 2021 depending upon agency approvals.

STUDY AREA

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

Area of Significant Traffic Impact

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

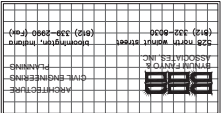
- The existing 17th Street/Arlington Park Drive intersection;
- The proposed 17th Street/West Entrance Roadway intersection;
- The proposed Arlington Road/East Access Roadway intersection;
- The existing 17th Street/Arlington Road roundabout intersection.

Influence Area

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



(909) 321-8800 (909) 321-8801 (909) 321-8802 (909) 321-8803 (909) 321-8804 (909) 321-8805 (909) 321-8806 (909) 321-8807 (909) 321-8808 (909) 321-8809 (909) 321-8810
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PROJECT
 ARLINGTON ROAD
 DEVELOPMENT
 BLOOMINGTON, INDIANA

LOCAL AVALIABLE
 PUBLIC UTILITIES
 INFORMATION
 IS PROVIDED FOR
 YOUR INFORMATION
 ONLY. THE DESIGNER
 DOES NOT WARRANT
 THE ACCURACY OF
 THIS INFORMATION.

REVISIONS

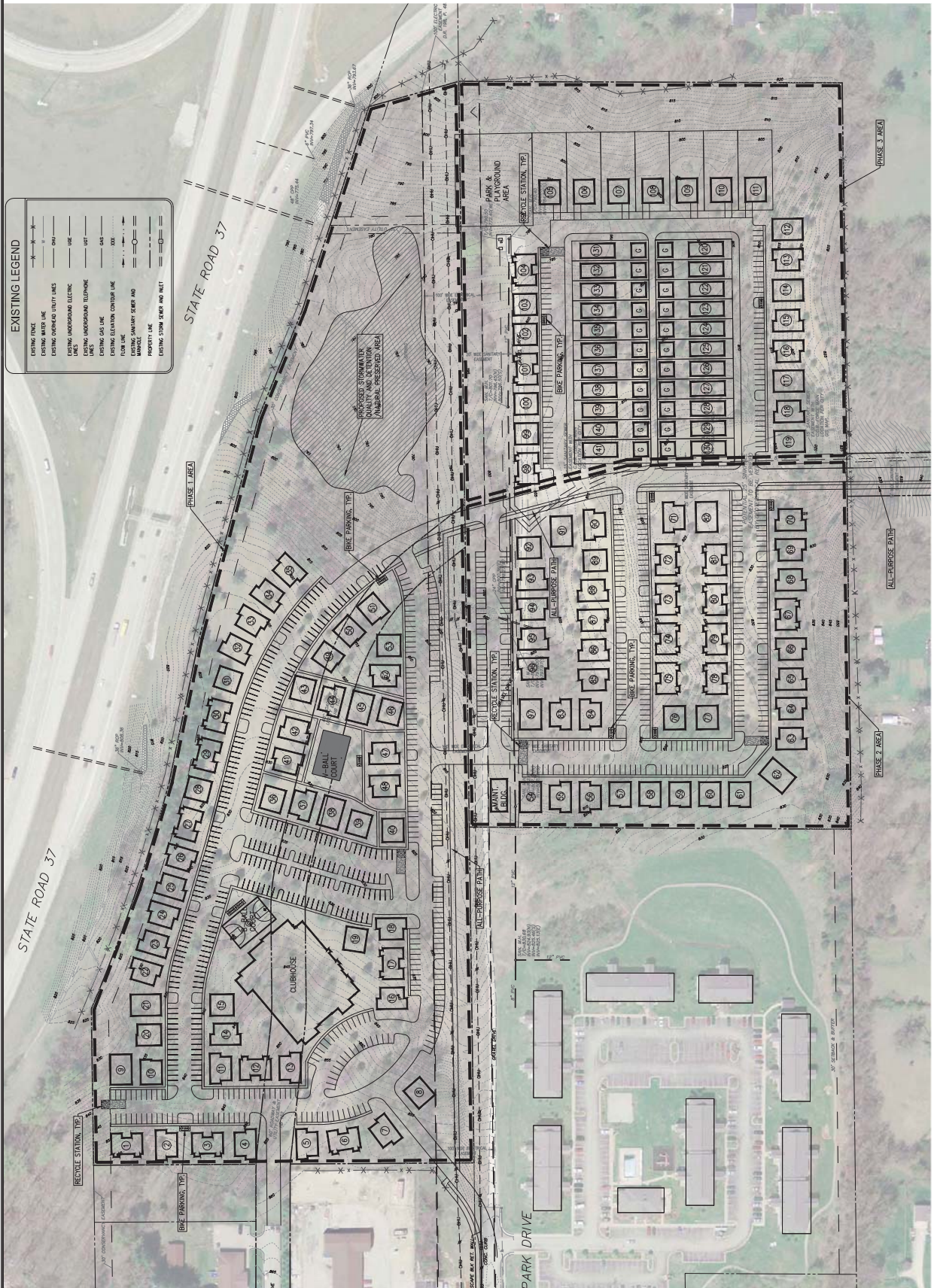
REVISION 1
 11/20/11
 DUB
 JSP

DRAWING TITLE
 PROPOSED UTILITY
 SCHEMATIC PLAN

CURTIS REED BY

DRAWING NUMBER
 C201

PROJECT NUMBER
 401334



NOTE TO CONTRACTOR
 CONTRACTOR SHALL VERIFY ALL UTILITIES LOCATIONS, DEPTHS AND TIE-INS TO EXISTING UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL UTILITIES PRIOR TO ANY EXCAVATION. NO PARTIALS SHALL BE MADE WITHOUT THE WRITTEN APPROVAL OF THE DESIGNER. ANY UNEXPECTED CHANGES WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

SCALE: 1"=60'

Figure 1 - Site Plan (by BFA)

SITE ACCESSIBILITY

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

TRAFFIC VOLUMES

17th Street has an estimated 2018 average daily traffic (ADT) of 11,050 vehicles a day. The ADT values for 17th street are based on projected traffic from the I-69 Section 5 Technical Provisions. The ADT on Arlington Road is 14,460 vehicles a day and is based on the same study.

PHYSICAL CHARACTERISTICS

Figure 2 illustrates the existing street network and ADTs. One roadway was identified to comprise the influence area. The following briefly describes that roadway:

- 17th Street

17th Street is a two-lane east/west Neighborhood Collector Street. 17th Street has a 30 MPH posted speed limit in the vicinity of Arlington Park Drive.

- Arlington Road

Arlington Road is a two-lane north/south Minor Arterial Street and the old State Route 46 from Bloomington to Ellettsville. Arlington Road has a 40 MPH posted speed limit in the vicinity of the proposed East Access Roadway.

EXPECTED TRIPS

Based on information provided by the developer, the proposed Arlington Road Development will have 4,395 SF of specialty retail use on the ground level. Above the retail will be three-stories of apartments; 276 apartments consisting of one, two, three, four, and five bedroom units totaling 920 bedrooms. Also included in this proposed pedestrian-oriented/transit-friendly development will be a bike storage that will accommodate approximately 153 bicycles. Bicycle spaces are calculated at 1 space for every 6 bedrooms. Include in the 153 spaces are 38 covered spaces, 38 locker spaces, and 77 uncovered spaces across the whole development.

Based on the ITE data for apartments the proposed Arlington Road Development is expected to generate 1,819 daily trips, 127 AM Peak Hour Trips, and 160 Peak Hour Trips at full build-out.

However, since this mixed-use development is targeted at a student population due to the closeness to the University of Indiana Bloomington, the peak hour traffic will be different. Instead of a concentration of commuter traffic during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak hours, the student trips will be spread out throughout the day and evening.

Previous studies for pedestrian-oriented/transit-friendly developments estimate trip generation for student housing projects would be approximately 42% of the average ITE trips rates for the “apartment” land use category. Therefore, this Traffic Statement will use the same 42% in the trip generation for the apartment land use.

See **Table 1** below for the Total Adjusted Trips to be generated by the proposed development.

TABLE 1
ARLINGTON ROAD DEVELOPMENT - SITE TRAFFIC GENERATION

LAND USE	ITE CODE	No. of Dwelling Units	NUMBER OF VEHICLE TRIPS						
			AM PEAK HOUR			PM PEAK HOUR			DAILY (TWO-WAY)
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Low-Rise Apartments	221	276	27	100	127	104	56	160	1,819
TOTAL TRIPS			27	100	127	104	56	160	1,819

The proposed development will be located a short walking distance to Blooming Transit Route 2 as well as a planned shuttle service that will run every 30 minutes. The development is also less than 1.5 miles away from the IU Bus Transfer Site at Memorial Stadium which will make this development a transit-oriented/transit-friendly development. As noted above, the proposed development will also include amenities such as bike racks that give the residents the option to use of alternative modes of transportation or “active transportation modes” in lieu of the automobile. There are several studies regarding mixed-use developments along transit routes which indicate that due to pedestrian traffic that an additional reduction in the expected site-generated traffic can be applied. Per the *Transit Cooperative Research Program – Report 128 – Effects on TOD on Housing, Parking, and Travel*, 5% to 50% reduction in the expected site-generated traffic can be applied due to the close proximity to a transit routes.

Per *Report 128*, the majority of transit-oriented/transit-friendly development (TOD) residents along new transit systems are childless singles or couples. The age spectrum is wide and includes students, younger working professionals or older empty-nesters. TOD residents may have low, medium, or high incomes. TOD households typically own fewer cars due to transit’s proximity. TOD households are almost twice as likely to not own any car and/or own almost half the number of cars of other households.

For this proposed development, a 35% reduction will be applied to the expected site-generated trips to account for the transit use. Per the report and ITE these reductions are taken after the pedestrian traffic and internal capture trips are applied. See **Table 1A** for the Adjusted Total Trips.

TABLE 1A
ARLINGTON ROAD DEVELOPMENT - SITE TRAFFIC GENERATION W/ TOD ADJUSTMENTS

LAND USE	ITE CODE	No. of Dwelling Units	NUMBER OF VEHICLE TRIPS						
			AM PEAK HOUR			PM PEAK HOUR			DAILY (TWO-WAY)
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Low-Rise Apartments	221	276	27	100	127	104	56	160	1,819
PEDESTRIAN TRAFFIC - 58% REDUCTION			16	58	74	60	32	92	124
TOTAL ADJUSTED TRIPS			11	42	53	44	24	68	1,695
TRANSIT-ORIENTED DEVELOPMENT 35% REDUCTION			4	15	19	15	8	23	593
TOTAL ADJUSTED TRIPS			7	27	34	29	16	45	1,102

PASS-BY TRAFFIC

Pass-by traffic (traffic already on the adjacent roadway) will provide a zero percentage of the site-generated traffic for the Arlington Road Development. Available ITE data, as published in the ITE Trip Generation Manual, 9th Edition,

Volume 1, Chapter 5 and in the ITE Trip Generation Handbook, 3rd Edition, August 2014, Appendix F suggests that pass-by trips are a non-issue for apartment uses.

DIRECTIONAL DISTRIBUTION

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

SITE TRAFFIC ASSIGNMENTS

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

TOTAL TRAFFIC

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



NTS

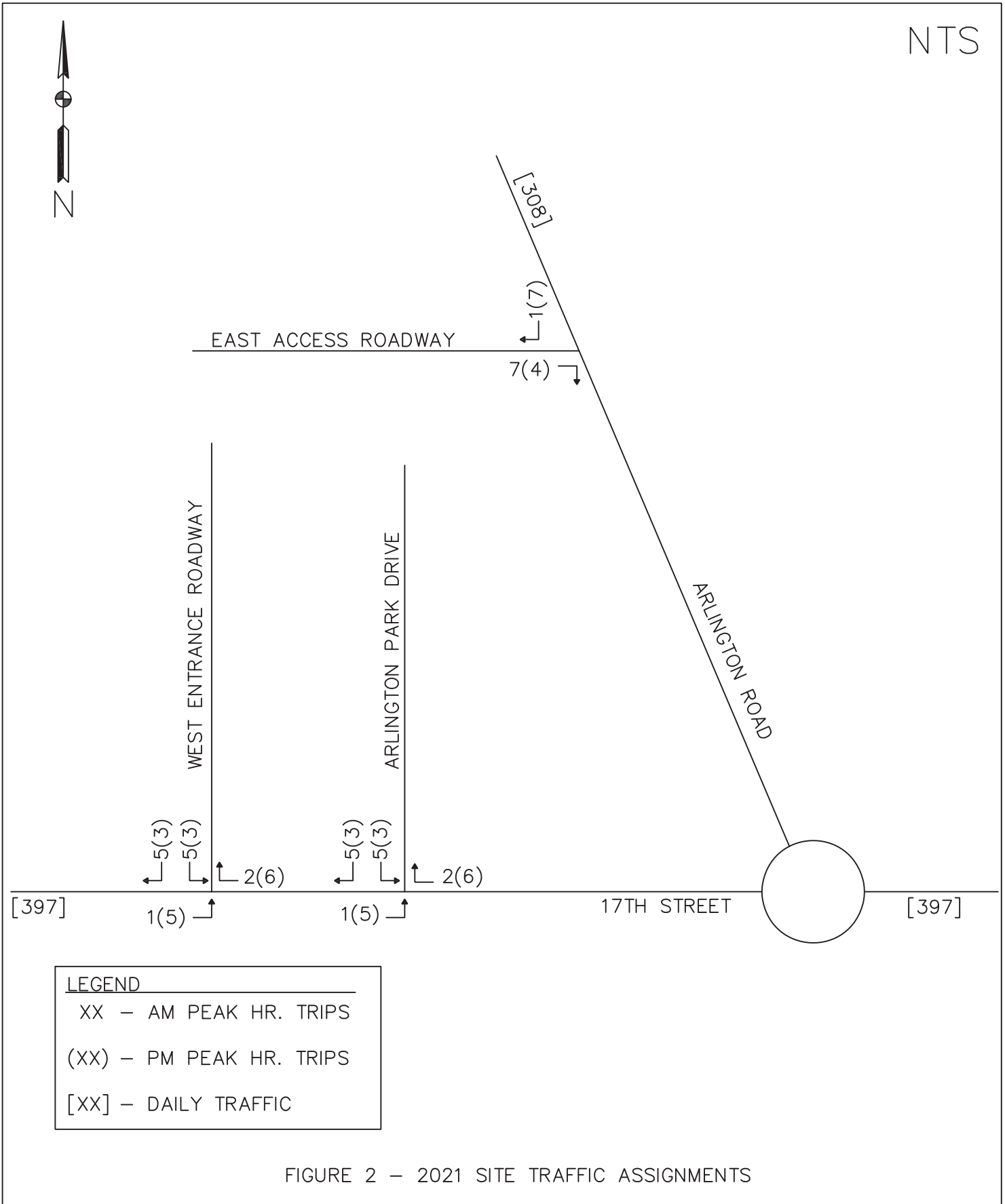
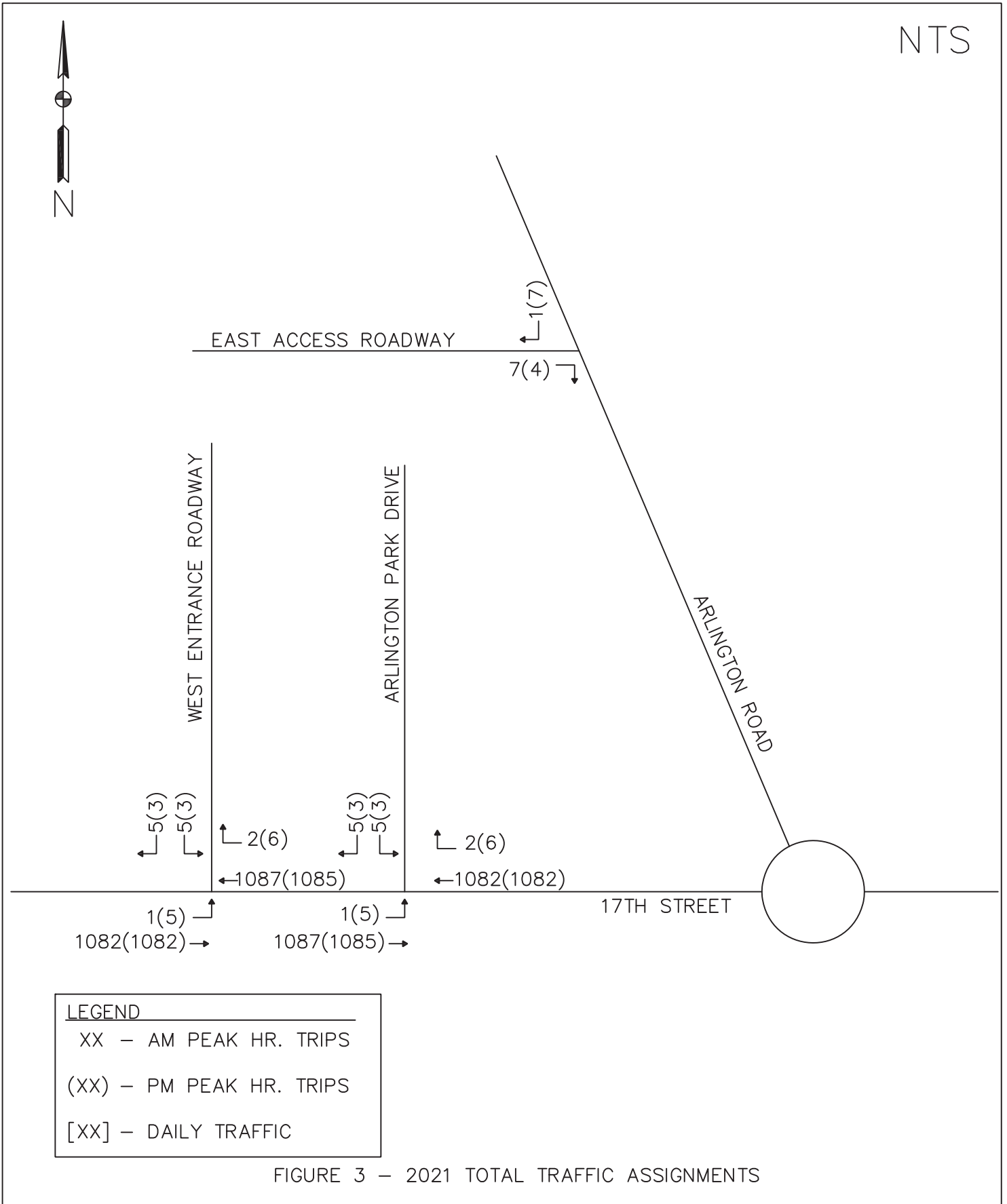


FIGURE 2 - 2021 SITE TRAFFIC ASSIGNMENTS



NTS



TRAFFIC AND IMPROVEMENT ANALYSIS

The effects of the project’s total traffic on the existing 17th Street/Arlington Park Drive intersection and the proposed 17th Street/Entrance Roadway will be analyzed for the Study Horizon Year 2020.

AUXILIARY LANES WARRANTS AND RECOMMENDATIONS

WB Right-turn Lane at Arlington Park Drive

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

WB Right-turn Lane at West Entrance Roadway

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

EB Left-turn Lane at Arlington Park Drive

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

EB Left-turn Lane at West Entrance Roadway

Using the Study Horizon Year 2020 AM and PM Peak Hour Total Traffic volumes and ***the City of Tucson Transportation Access Management Guidelines, Figure 5-2 – Left Turn Guidelines for Two-Lane Roadways, and plotting the data points on the graph***, an EB Left-turn lane would be warranted along 17th Street at the 17th Street/West Entrance Roadway intersection during the **PM Peak Hour**.

LEVEL OF SERVICE – ROADWAY INTERSECTIONS FOR STUDY HORIZON YEAR 2021

17th Street/Arlington Park Drive intersection

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

**TABLE 2
2021 PROPOSED LEVEL OF SERVICE**

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

For the 2021 Total Traffic conditions, the results of the analysis indicate that the SB Approach will operate at LOS F during the AM Peak Hour with 71.6 seconds of delay. During the PM Peak Hour, the SB Approach will operate at LOS F with 68.1 seconds of delay.

17th Street/West Entrance Roadway intersection

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

TABLE 3
2021 PROPOSED LEVEL OF SERVICE

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

For the 2021 Total Traffic conditions, the results of the analysis indicate that the SB Approach will operate at LOS F during the AM Peak Hour with 71.7 seconds of delay. During the PM Peak Hour, the SB Approach will operate at LOS F with 68.2 seconds of delay.

Arlington Road/East Access Roadway intersection

The Arlington Road/East Access Roadway intersection will be analyzed as a two-way unsignalized intersection with one-way STOP control on East Access Roadway. The Arlington Road/East Access Roadway Drive intersection will be a right-in/right-out only intersection. The results are listed below in **Table 4 and Appendix A**.

TABLE 4
2021 PROPOSED LEVEL OF SERVICE

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

For the 2021 Total Traffic conditions, the results of the analysis indicate that the EB Approach will operate at LOS C during the AM Peak Hour with 16.7 seconds of delay. During the PM Peak Hour, the EB Approach will operate at LOS C with 16.6 seconds of delay.

17th Street/Arlington Road Roundabout intersection

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

This HCS Analysis analyzed the worst case scenario with the trips exiting and entering the site during the “normal” AM and PM Peak Hours – 7-9 AM and 4-6 PM. With this being a student-oriented, transit-oriented/transit-friendly development, the trips will be spread throughout the day and into the evening. So as the results look bad it may indeed be not as bad in the end.

TRAFFIC SAFETY

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

PEDESTRIAN CONSIDERATIONS

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

TRAFFIC CONTROL NEEDS

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

CONCLUSION

In conclusion, the proposed development, “Arlington Road Development” impacts 17th Street and has a minor impact on Arlington Road and the 17th Street/Arlington Road roundabout. An EB left-turn lane is warranted along 17th Street at the intersection with Arlington Park Drive and the West Entrance Roadway due to the westbound traffic volume in the PM peak.

The results of the HCS Analysis indicate that the SB approaches at Arlington Park Drive and the West Entrance Roadway will operate at LOS F due to peak hour traffic on 17th Street. However, this scenario may not be a common occurrence. The HCS Analysis analyzed the worst case scenario with the trips exiting and entering the site during the “normal” AM and PM Peak Hours – 7-9 AM and 4-6 PM. A student-oriented, transit-oriented/transit-friendly development, generates trips which are likely to be spread throughout the day and into the evening with less traffic to and from the site during peak traffic times.

APPENDIX A

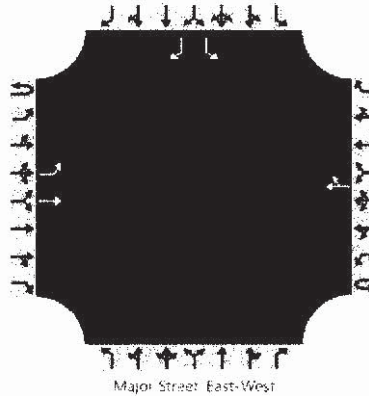
Right Turn Lane Guidelines for Two-Lane Roadways

Left Turn Lane Guidelines

HCS Analysis

General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp	Jurisdiction	Bloomington, IN
Date Performed	7/28/2018	East/West Street	17th Street
Analysis Year	2021	North/South Street	Arlington Park Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



Vehicle Volumes and Adjustments

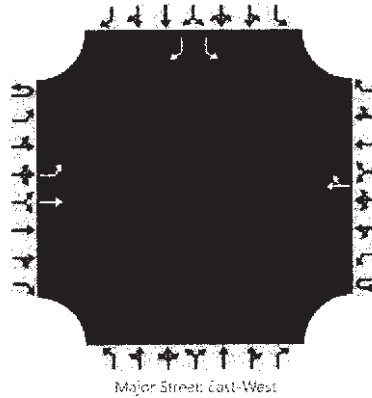
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		1	1087				1082	2						5		5
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		1												6		6
Capacity		587												37		227
v/c Ratio		0.00												0.16		0.03
95% Queue Length		0.0												0.5		0.1
Control Delay (s/veh)		11.1												122.0		21.3
Level of Service (LOS)		B												F		C
Approach Delay (s/veh)	0.0												71.6			
Approach LOS													F			

General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp	Jurisdiction	Bloomington, IN
Date Performed	7/28/2018	East/West Street	17th Street
Analysis Year	2021	North/South Street	Arlington Park Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



Vehicle Volumes and Adjustments

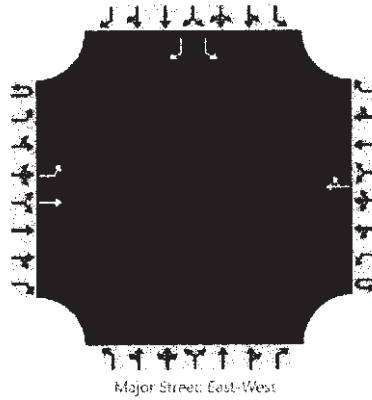
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		5	1085				1082	6						3		3
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		6												3		3	
Capacity		584												36		226	
v/c Ratio		0.01												0.08		0.01	
95% Queue Length		0.0												0.3		0.0	
Control Delay (s/veh)		11.2												115.1		21.1	
Level of Service (LOS)		B												F		C	
Approach Delay (s/veh)		0.1												68.1			
Approach LOS														F			

General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp	Jurisdiction	Bloomington, IN
Date Performed	7/28/2018	East/West Street	17th Street
Analysis Year	2021	North/South Street	West Entrance Roadway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



Vehicle Volumes and Adjustments

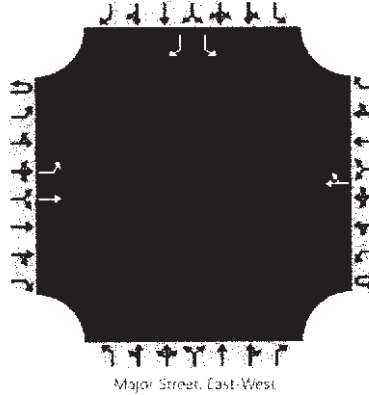
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		1	1082				1087	2						5		5
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		1												6		6	
Capacity		584												37		225	
v/c Ratio		0.00												0.16		0.03	
95% Queue Length		0.0												0.5		0.1	
Control Delay (s/veh)		11.2												122.0		21.4	
Level of Service (LOS)		B												F		C	
Approach Delay (s/veh)		0.0												71.7			
Approach LOS														F			

General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp	Jurisdiction	Bloomington, IN
Date Performed	7/28/2018	East/West Street	17th Street
Analysis Year	2021	North/South Street	West Entrance Roadway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



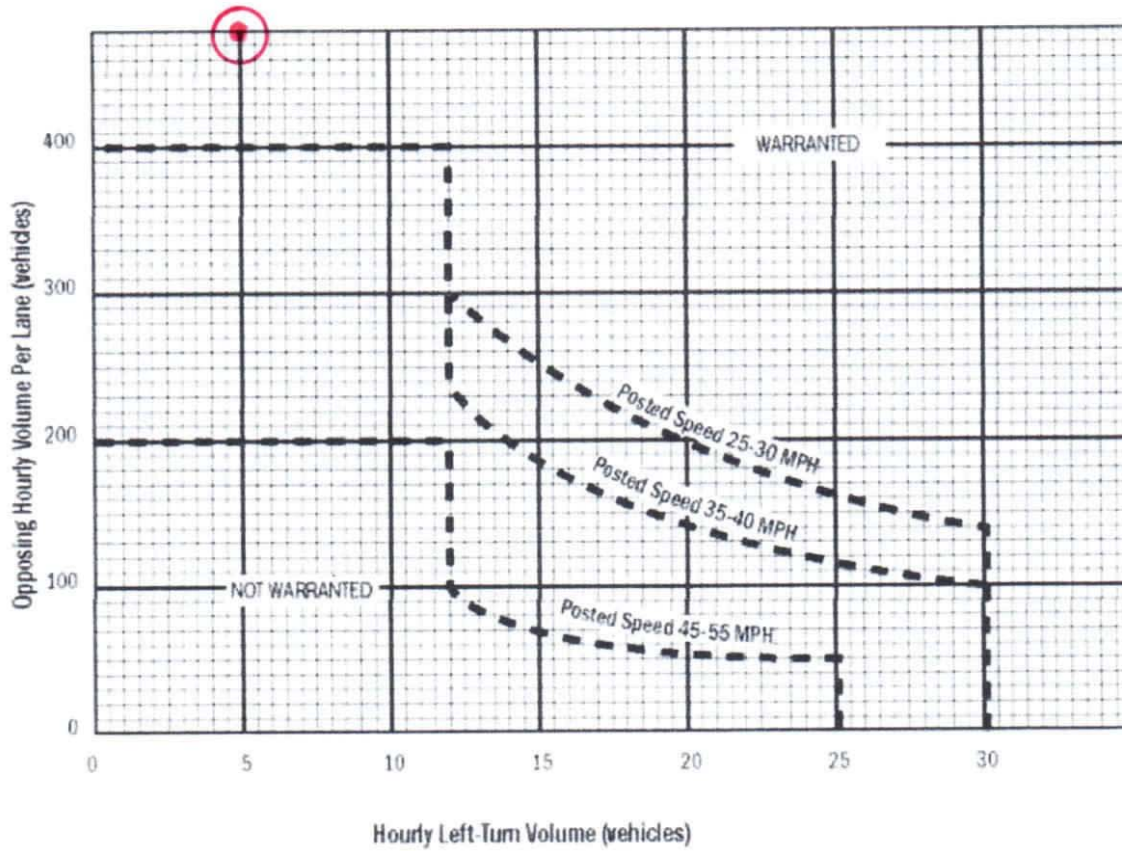
Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		5	1082				1085	6						3		3
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

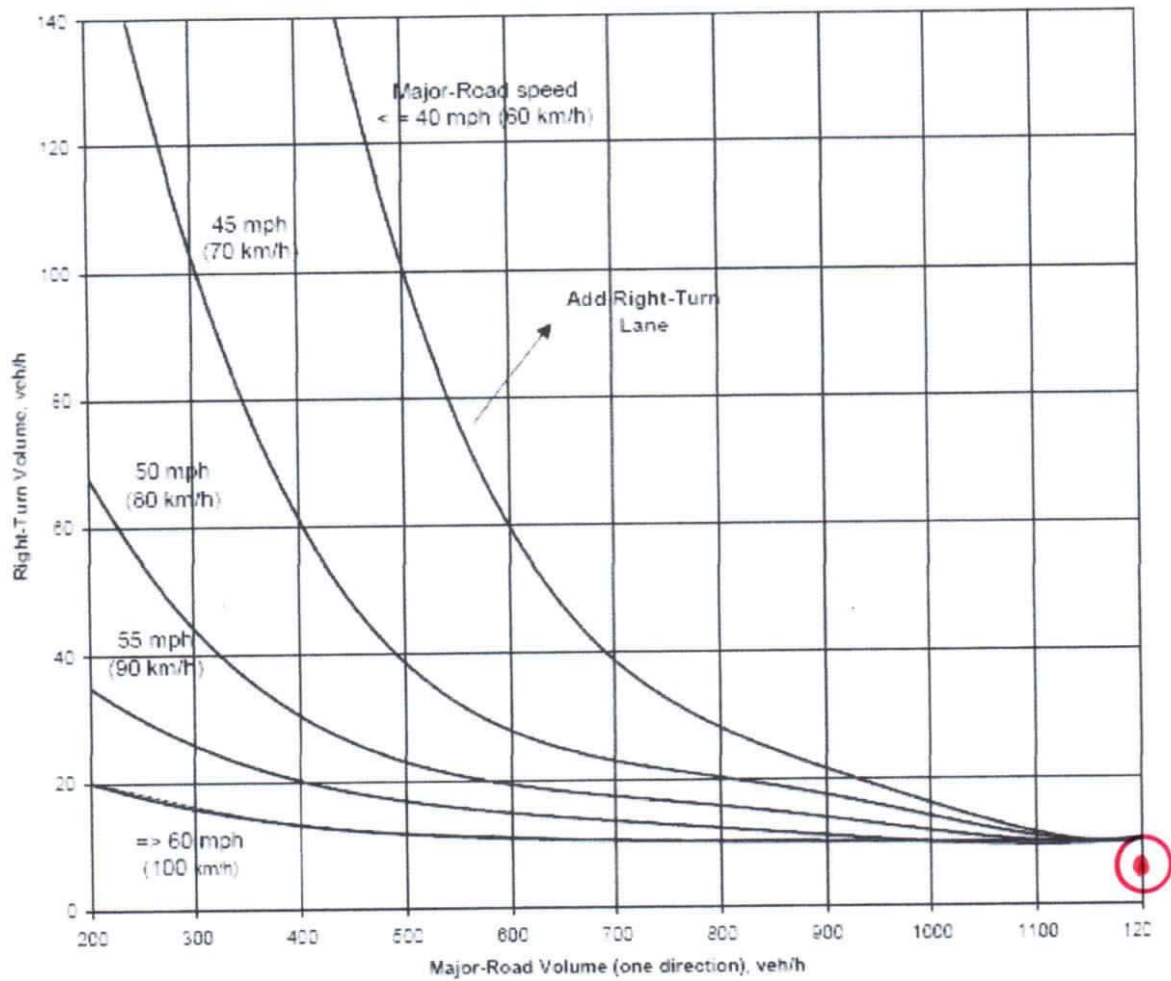
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		6												3		3	
Capacity		582												36		225	
v/c Ratio		0.01												0.08		0.01	
95% Queue Length		0.0												0.3		0.0	
Control Delay (s/veh)		11.2												115.1		21.2	
Level of Service (LOS)		B												F		C	
Approach Delay (s/veh)		0.1												68.2			
Approach LOS														F			

LEFT TURN LANE GUIDELINES⁹

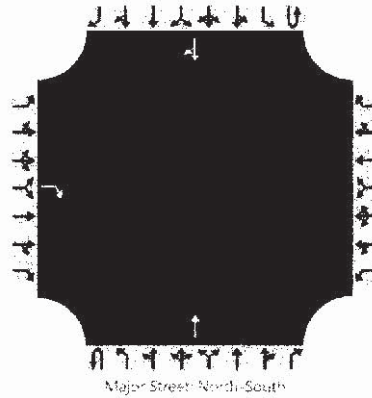


RIGHT TURN LANE GUIDELINES FOR TWO-LANE ROADS⁹



General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp.	Jurisdiction	Bloomington, IN.
Date Performed	7/30/2018	East/West Street	East Access Roadway
Analysis Year	2021	North/South Street	Arlington Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



Vehicle Volumes and Adjustments

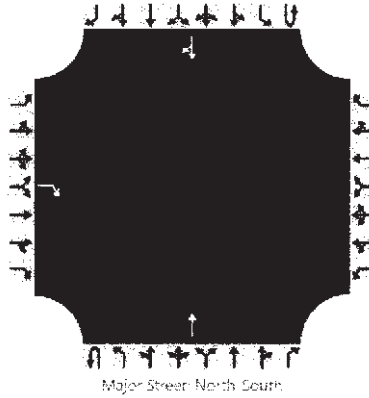
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration				R							T					TR
Volume (veh/h)				4							860				860	7
Percent Heavy Vehicles				0												
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)				4												
Capacity				314												
v/c Ratio				0.01												
95% Queue Length				0.0												
Control Delay (s/veh)				16.6												
Level of Service (LOS)				C												
Approach Delay (s/veh)	16.6															
Approach LOS	C															

General Information		Site Information	
Analyst	MEM	Intersection	
Agency/Co.	AZTEC Eng. Corp.	Jurisdiction	Bloomington, IN.
Date Performed	7/30/2018	East/West Street	East Access Roadway
Analysis Year	2021	North/South Street	Arlington Road
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Arlington Road Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	1		0	0	0	0	0	1	0	0	0	1	0	
Configuration				R							T					TR	
Volume (veh/h)				7							0860				860	1	
Percent Heavy Vehicles				0													
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)				8													
Capacity				316													
v/c Ratio				0.03													
95% Queue Length				0.1													
Control Delay (s/veh)				16.7													
Level of Service (LOS)				C													
Approach Delay (s/veh)	16.7																
Approach LOS	C																



TRINITAS
TRINITY COLLEGE

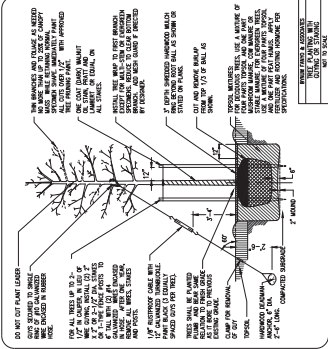
BRUNNEN
ARCHITECTURE
ENGINEERING
PLANNING
CONSULTANTS, INC.
(919) 332-8000
(919) 332-8000 (fax)

PROJECT:
ARLINGTON ROAD
DEVELOPMENT
BLOOMINGTON, INDIANA

DATE: 11/20/23
DRAWN BY: JBF
CHECKED BY: JBF

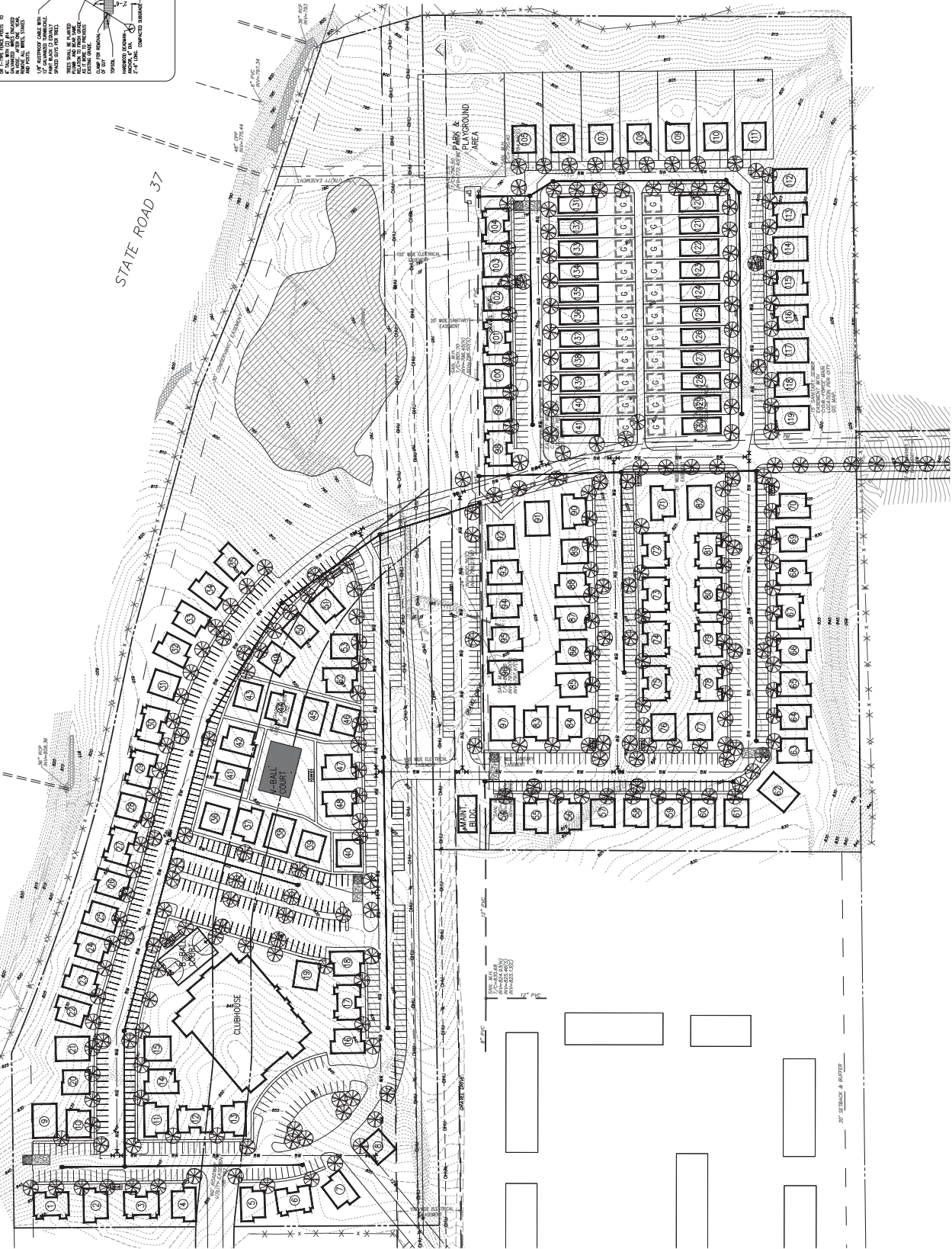
OVERALL
PRELIMINARY
TREE LANDSCAPE
PLAN

CERTIFIED BY:
129
DRAWING NUMBER:
C201
PROJECT NUMBER:
401334



PLANT LIST

SYMBOL	PLANT NAME	PLANT SIZE	PLANT TYPE
(Symbol)	AMERICAN LIME TREE	4" DBH @ 4.5' H	DECIDUOUS
(Symbol)	RED TWIG DOGWOOD	4" DBH @ 4.5' H	DECIDUOUS
(Symbol)	SMALL PINE	4" DBH @ 4.5' H	CONIFER
(Symbol)	DOGWOOD	4" DBH @ 4.5' H	DECIDUOUS
(Symbol)	DOGWOOD	4" DBH @ 4.5' H	DECIDUOUS
(Symbol)	DOGWOOD	4" DBH @ 4.5' H	DECIDUOUS



NOTE TO CONTRACTOR
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY OWNER PRIOR TO ANY EXCAVATION. NO PAVERS SHALL BE MADE WITHOUT THE CONTRACTOR'S APPROVAL. ANY CHANGES REQUIRED DUE TO UNDISCOVERED UTILITIES OR UNDERGROUND CONDITIONS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

SCALE: 1"=40'



PROJECT: ARLINGTON ROAD DEVELOPMENT
 BLOOMINGTON, INDIANA
 DATE: 11/19/2023
 DRAWING TITLE: REFERENCE PLAN
 PROJECT NUMBER: 401334
 DRAWING NUMBER: C202
 CERTIFIED BY: [Signature]
 SCALE: 1"=60'
 NOTE TO CONTRACTOR: CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY COMPLETE PRIOR TO ANY EXCAVATION. NO PAVERS SHALL BE MADE UNLESS ALL UTILITY LOCATIONS, DEPTHS, OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING UTILITIES.

PROJECT: ARLINGTON ROAD DEVELOPMENT
 BLOOMINGTON, INDIANA
 DATE: 11/19/2023
 DRAWING TITLE: REFERENCE PLAN
 PROJECT NUMBER: 401334
 DRAWING NUMBER: C202
 CERTIFIED BY: [Signature]
 SCALE: 1"=60'
 NOTE TO CONTRACTOR: CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY COMPLETE PRIOR TO ANY EXCAVATION. NO PAVERS SHALL BE MADE UNLESS ALL UTILITY LOCATIONS, DEPTHS, OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING UTILITIES.

PROJECT: ARLINGTON ROAD DEVELOPMENT
 BLOOMINGTON, INDIANA
 DATE: 11/19/2023
 DRAWING TITLE: REFERENCE PLAN
 PROJECT NUMBER: 401334
 DRAWING NUMBER: C202
 CERTIFIED BY: [Signature]
 SCALE: 1"=60'
 NOTE TO CONTRACTOR: CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY COMPLETE PRIOR TO ANY EXCAVATION. NO PAVERS SHALL BE MADE UNLESS ALL UTILITY LOCATIONS, DEPTHS, OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING UTILITIES.

PROJECT: ARLINGTON ROAD DEVELOPMENT
 BLOOMINGTON, INDIANA
 DATE: 11/19/2023
 DRAWING TITLE: REFERENCE PLAN
 PROJECT NUMBER: 401334
 DRAWING NUMBER: C202
 CERTIFIED BY: [Signature]
 SCALE: 1"=60'
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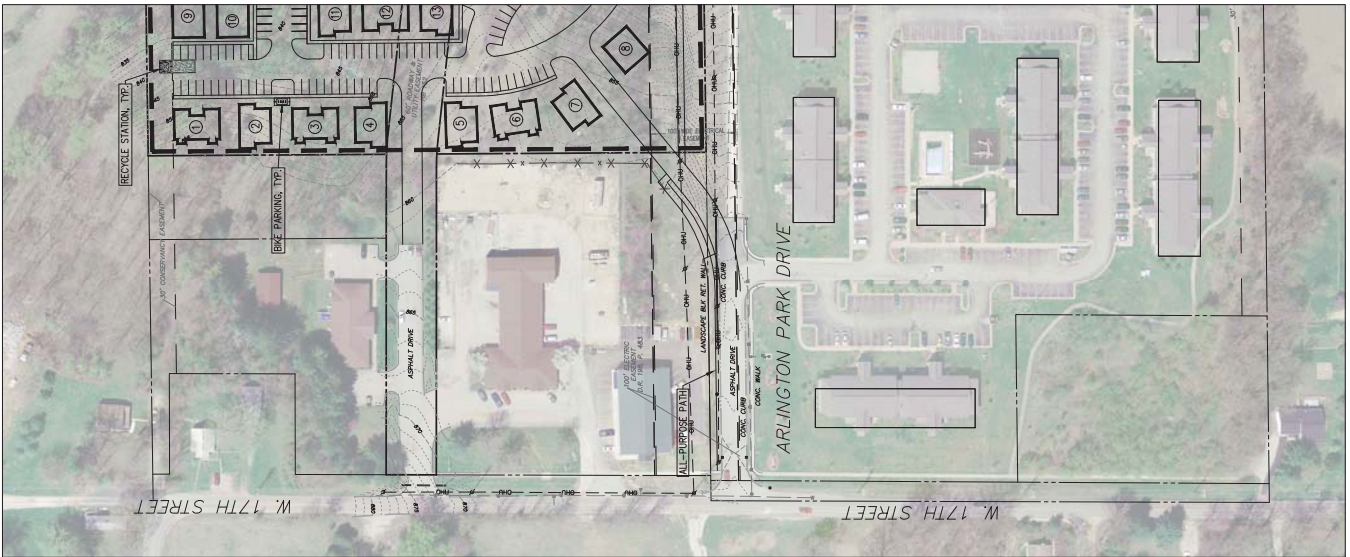
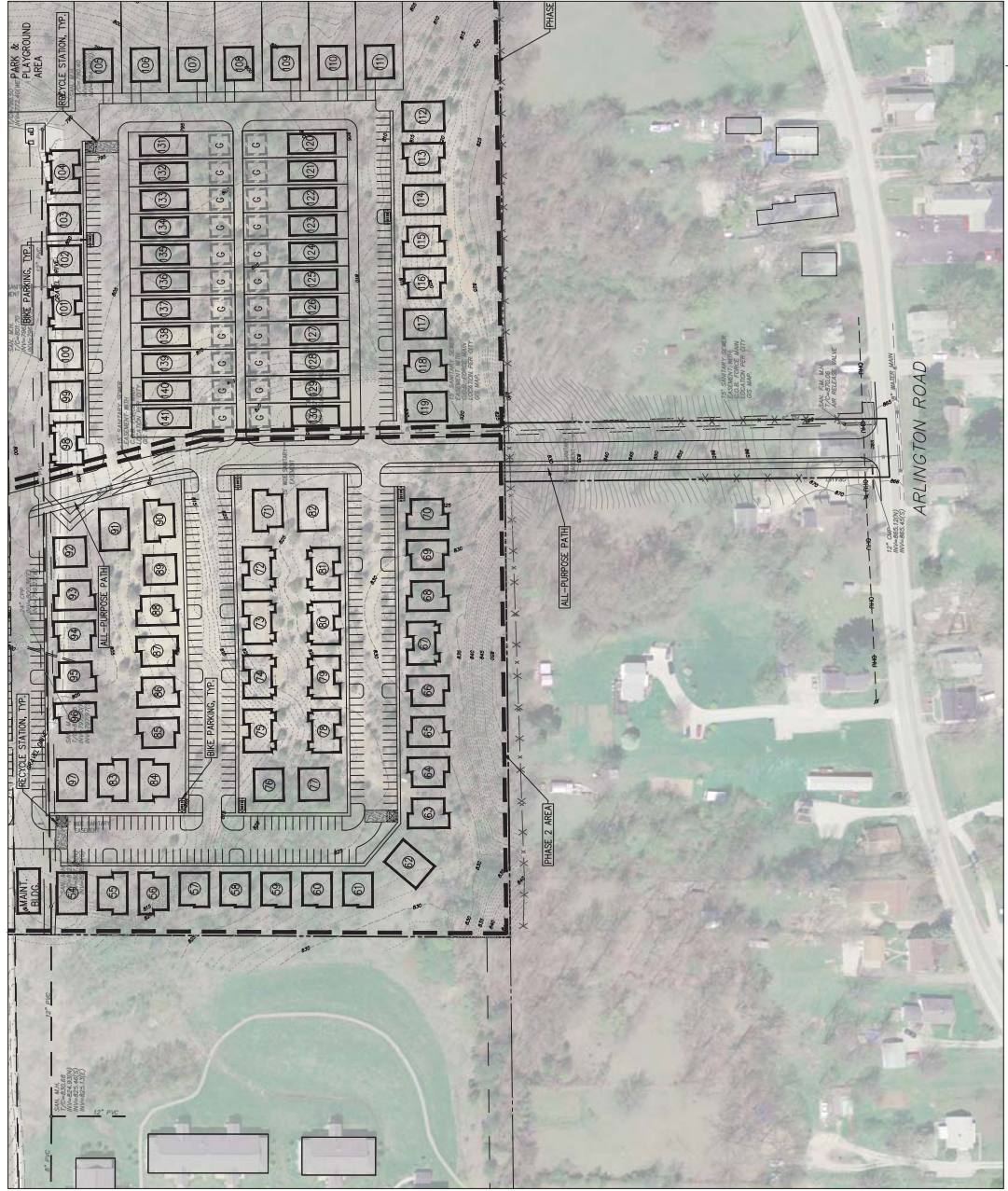
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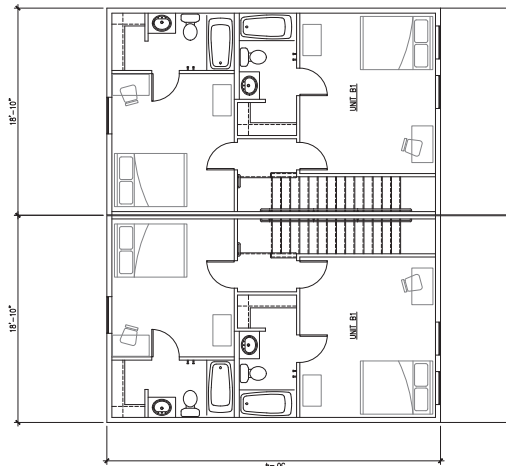
EXISTING LEGEND

EXISTING FENCE	EXISTING WATER LINE	EXISTING UNDERGROUND UTILITY LINES	EXISTING UNDERGROUND ELECTRIC LINES	EXISTING UNDERGROUND TELEPHONE LINES	EXISTING GAS LINE	EXISTING ELEVATION CONTOUR LINE	EXISTING SANITARY SEWER AND MANHOLE	EXISTING STORM SEWER AND INLET
[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]

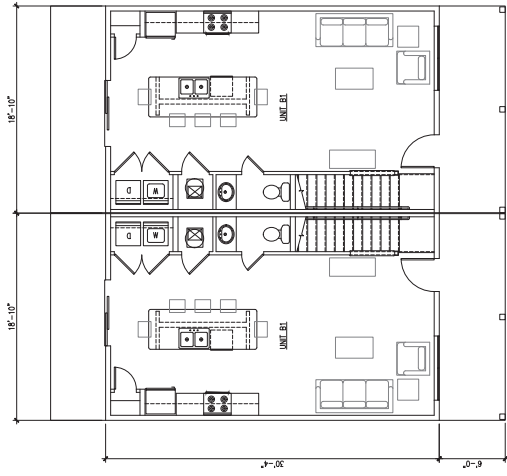


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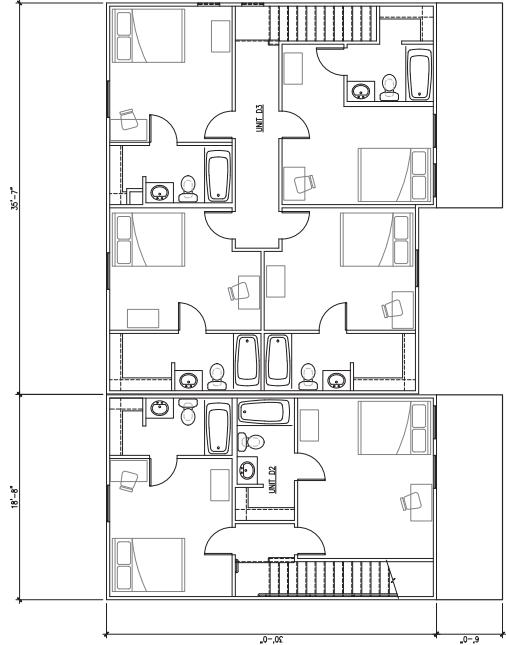
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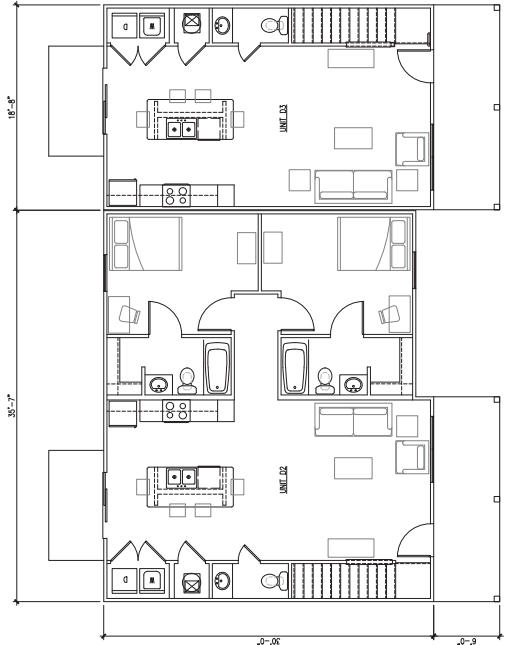
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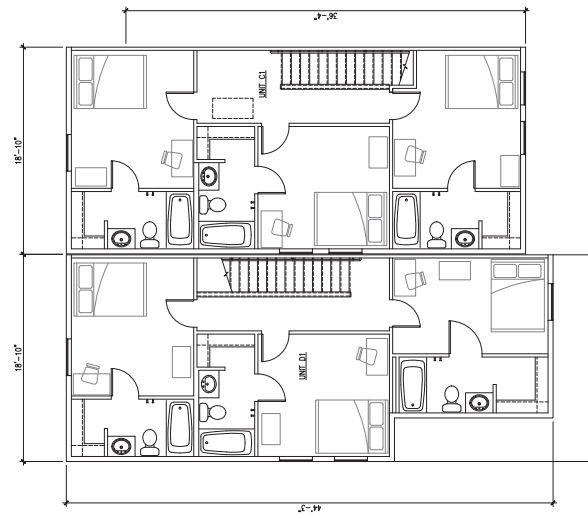
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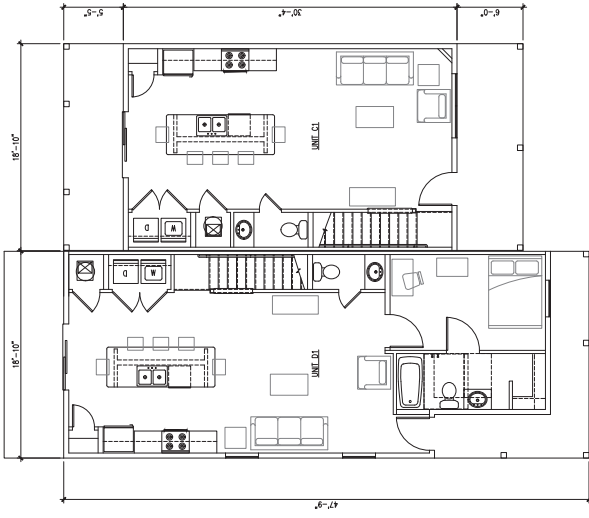
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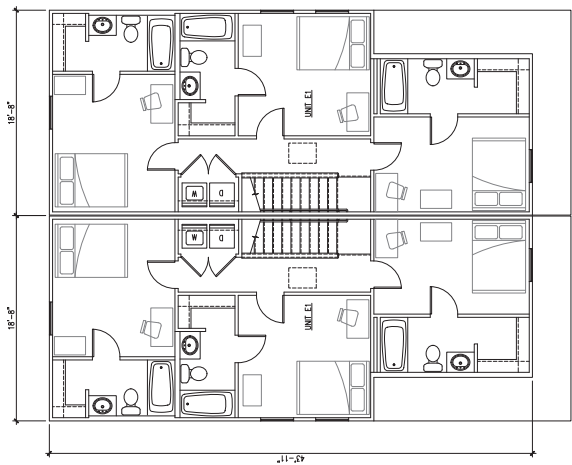
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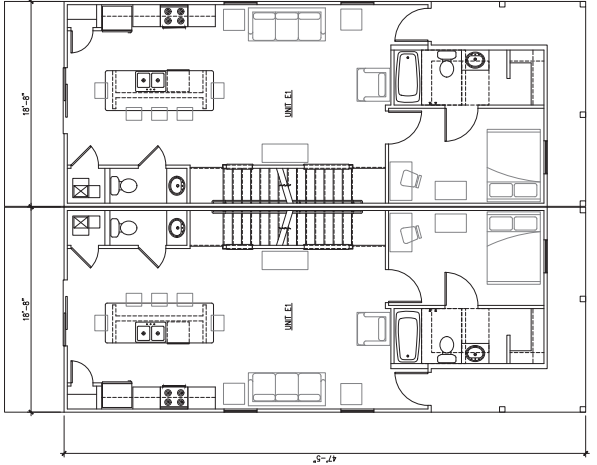
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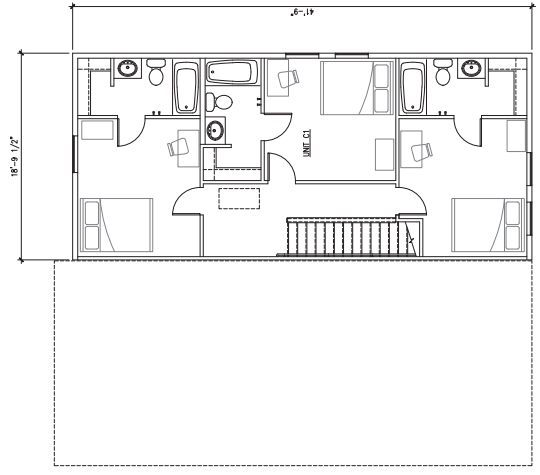
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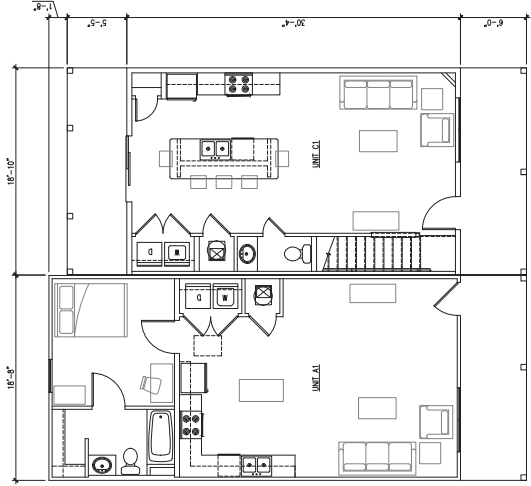
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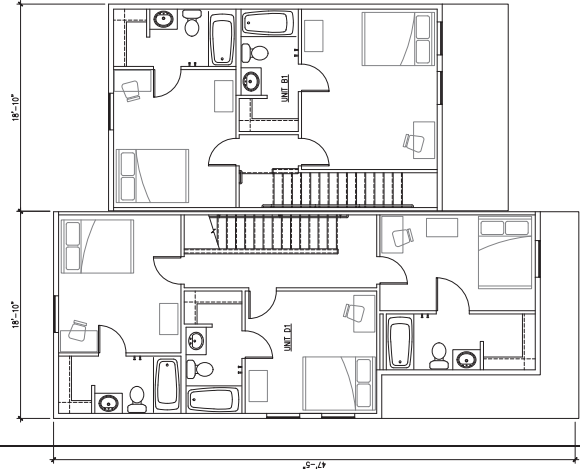
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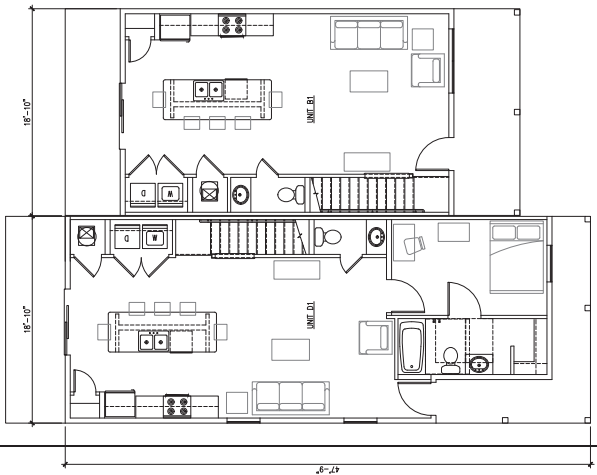
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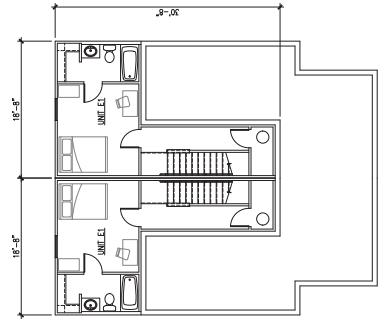
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 1/16" SCALE: 3/16" x 1'-0"



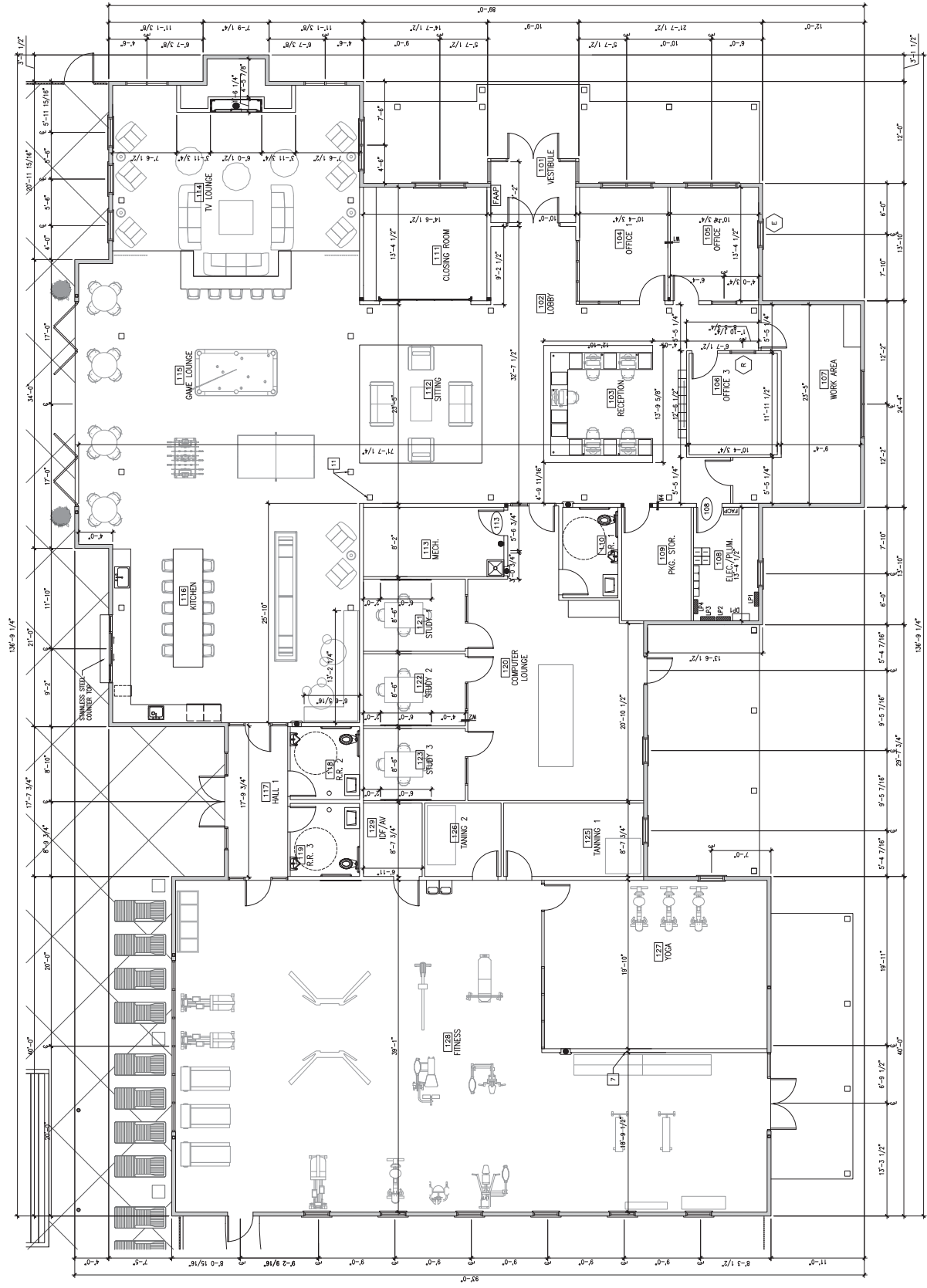
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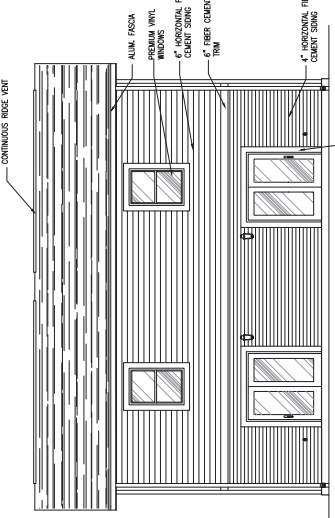
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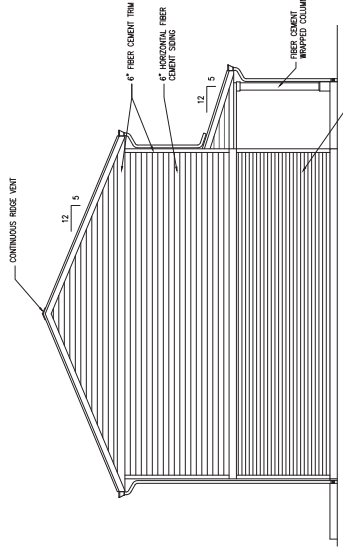
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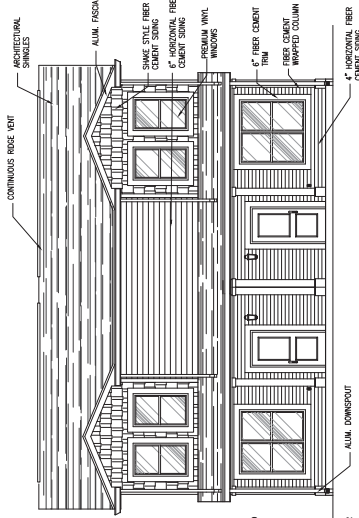
1 CLUBHOUSE FLOOR PLAN
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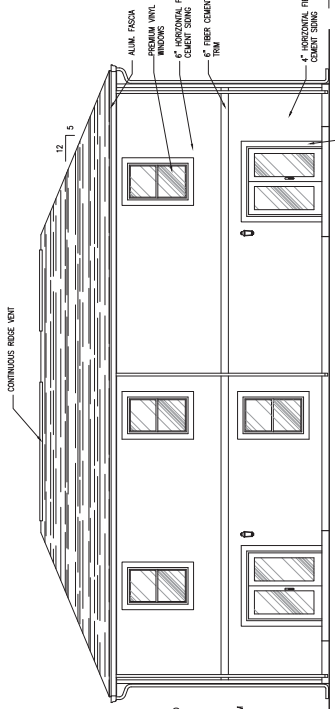
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 SCALE: 3/16"=1'-0"



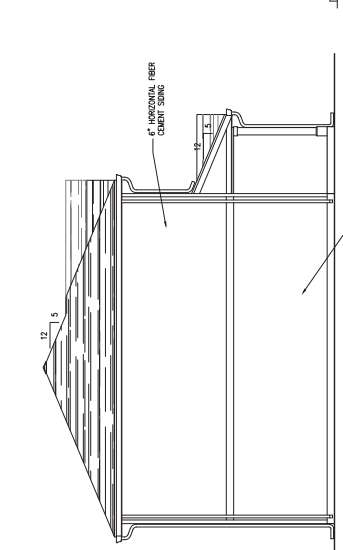
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 SCALE: 3/16"=1'-0"



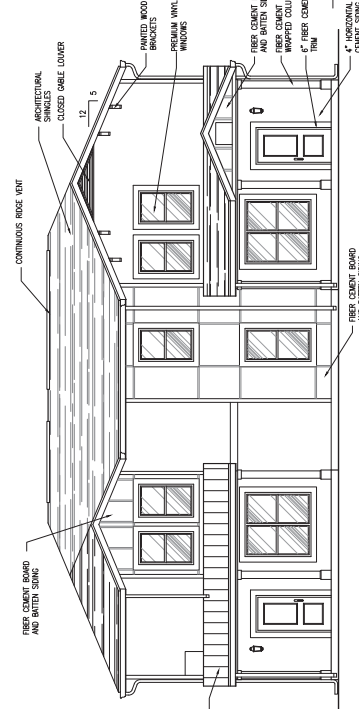
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 SCALE: 3/16"=1'-0"



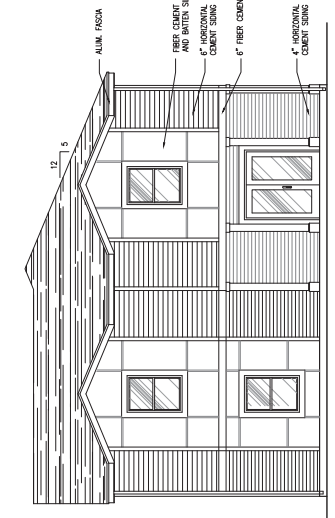
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 SCALE: 3/16"=1'-0"



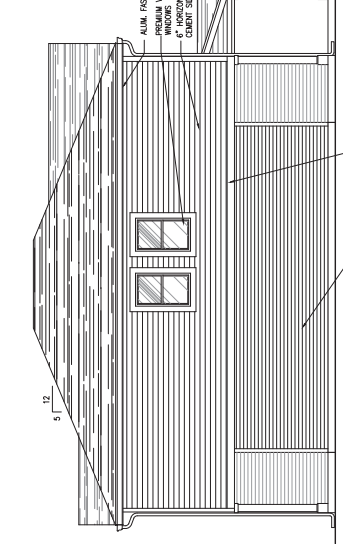
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 SCALE: 3/16"=1'-0"



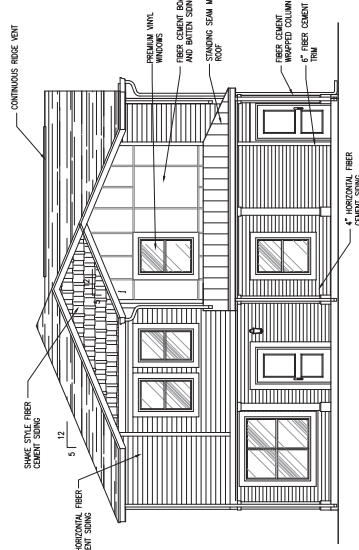
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 SCALE: 3/16"=1'-0"



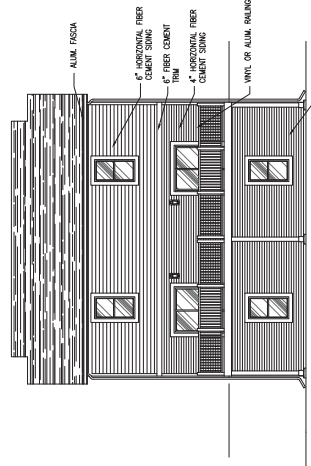
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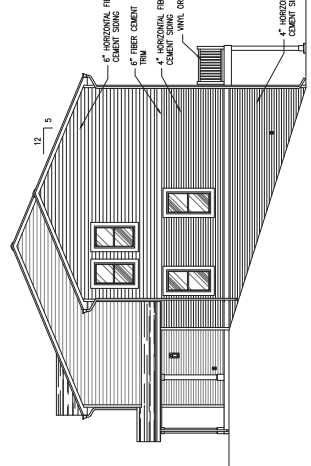
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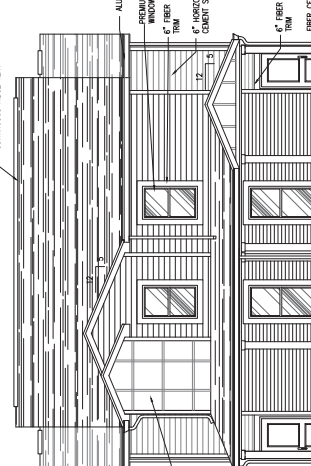
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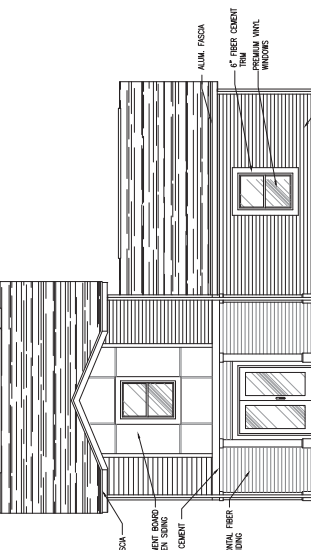
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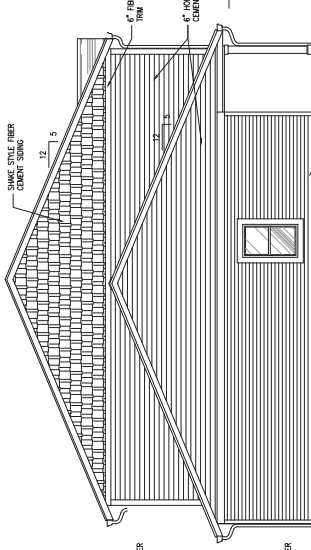
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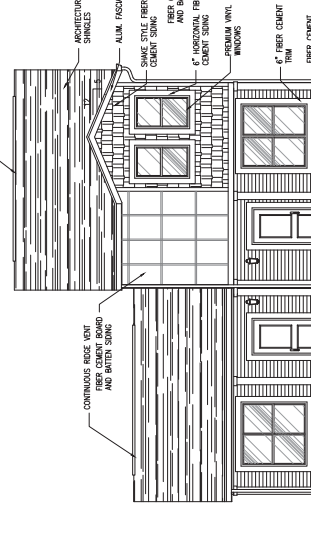
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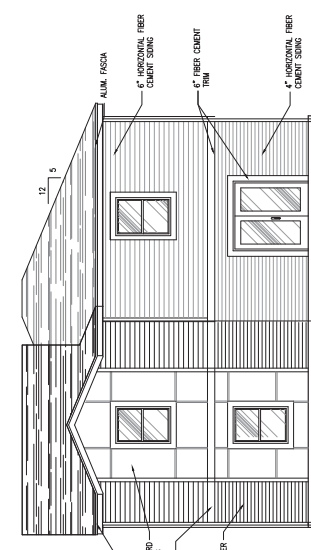
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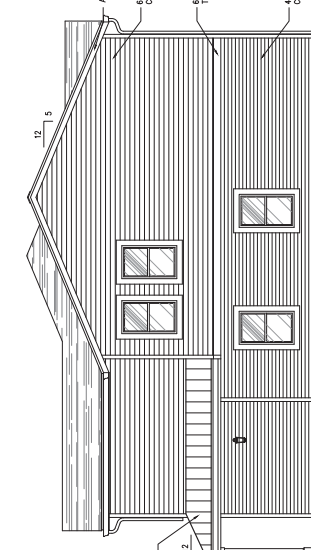
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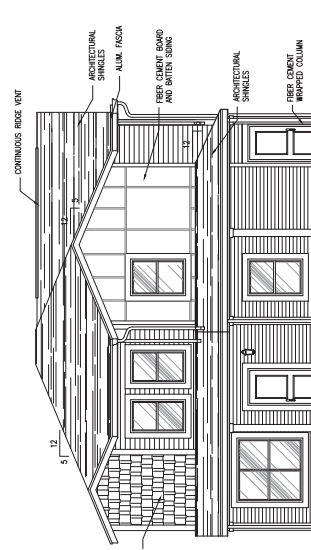
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 SCALE: 3/16"=1'-0"



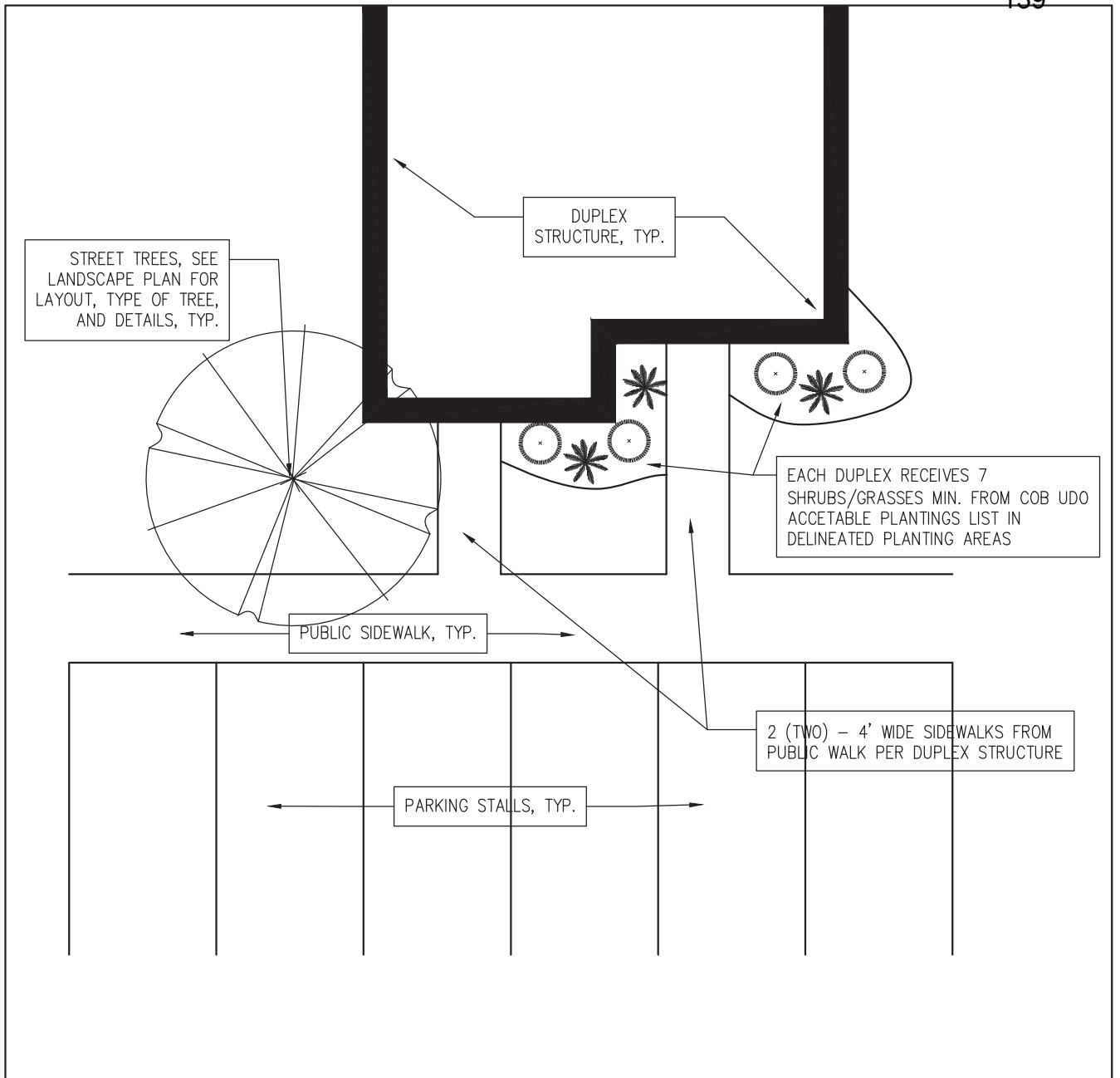
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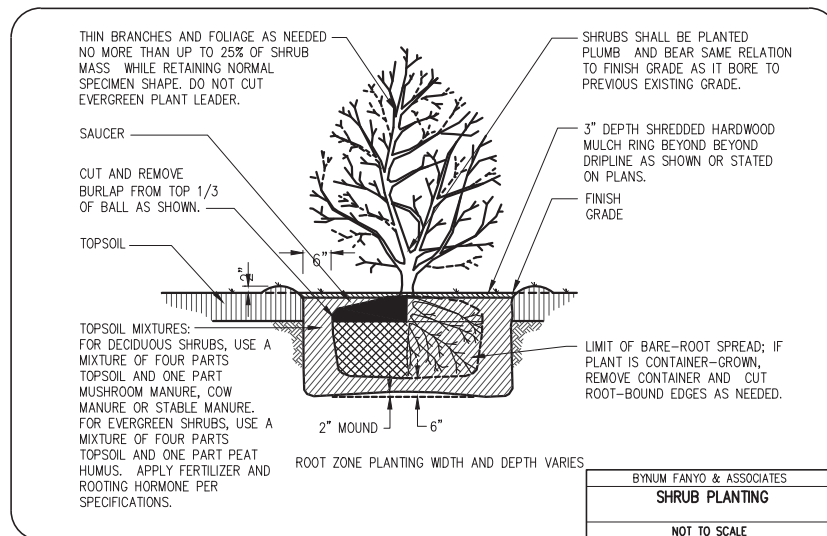
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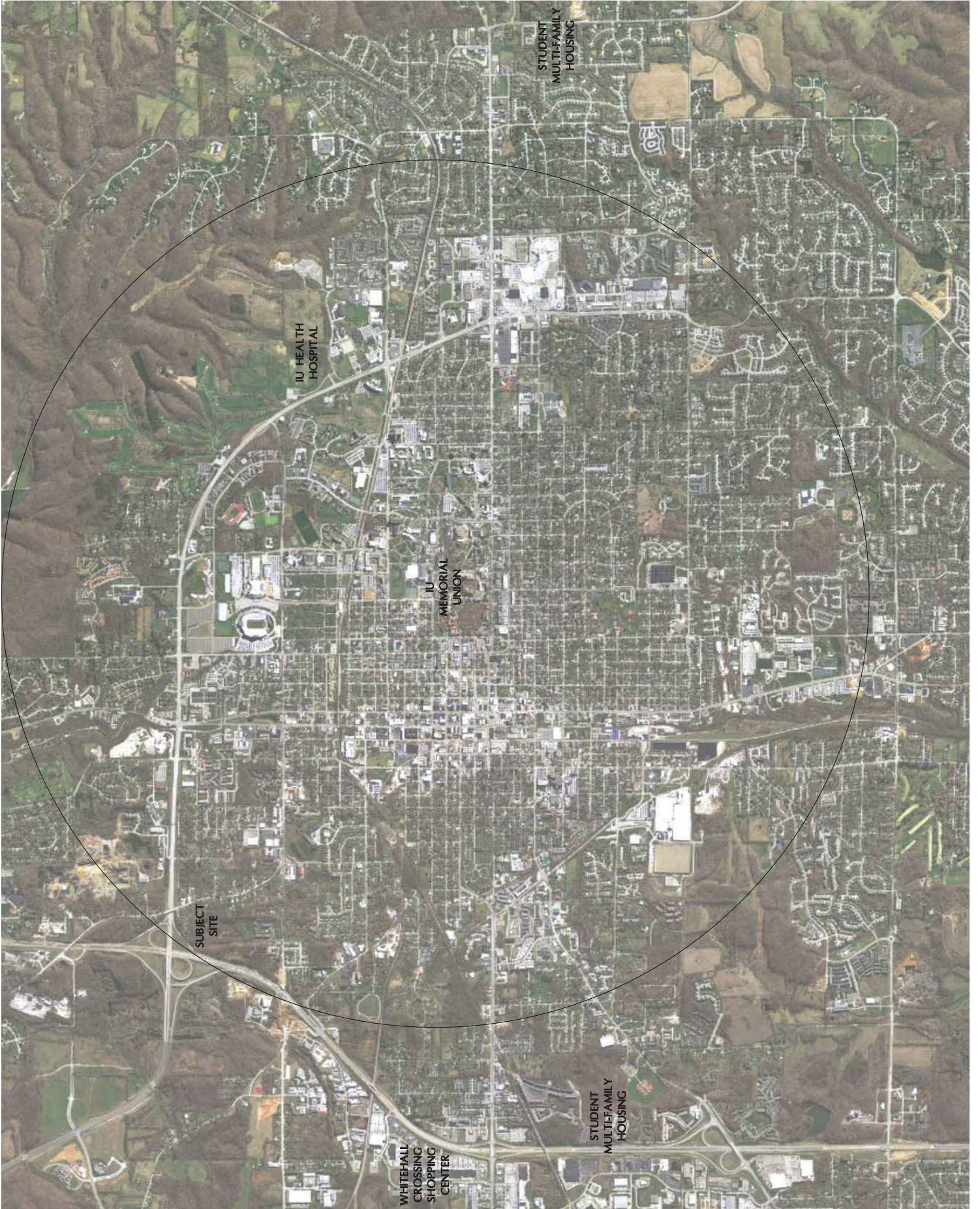
9 DUPLEX DP6 - FRONT ELEVATION
 SCALE: 3/16"=1'-0"



TYPICAL DUPLEX STRUCTURE LAYOUT
 NOT TO SCALE







**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 410 N. Gates Drive**

**CASE #: PUD-16-18
DATE: August 13, 2018**

PETITIONER: Whitney Gates
532 S. College Ave, Bloomington

CONSULTANT: Bynum Fanyo & Associates, Inc.
528 N. Walnut St, Bloomington

REQUEST: The petitioner is requesting PUD final plan approval to allow a 4,000 square foot commercial building and preliminary plat approval of a 2-lot commercial subdivision.

BACKGROUND:

Area: 3.2 acres
Current Zoning: PUD
Comp Plan Designation: Regional Activity Center
Existing Land Use: Undeveloped
Proposed Land Use: Commercial
Surrounding Uses: North – Undeveloped property
East – Commercial
South – Commercial
West – Commercial

REPORT: The property is located at 410 N. Gates Drive and is within the Whitehall Crossing Planned Unit Development (PUD-81-94 and PUD-91-96). Surrounding properties to the north, east, and south are also within the Whitehall Crossing PUD, to the west are commercial properties located in the County jurisdiction. The Whitehall Crossing PUD was approved with a specific list of permitted uses, but no specific development standards were approved and the Commercial Arterial district standards have been used to review previous site plans.

The petitioner is requesting PUD final plan approval for a 4,000 sq. ft. commercial building with 13 parking spaces for a Sherwin Williams paint store. Also requested is preliminary plat approval of a 2-lot subdivision. The site will be accessed by one drive cut on Gates Drive and one on Susan Drive. A 5' wide tree plot and 5' wide concrete sidewalks were installed with the overall development, however street trees were not installed along Gates Drive and are required with this petition and have been shown on the final plan. New landscaping will also be installed on the site to meet current code requirements.

PRELIMINARY PLAT REVIEW:

Lot Layout: This plat will subdivide an existing lot to create 2 new lots. One of these new lots will be used for the proposed Sherwin Williams store and the other for a future use. Both proposed lots meet the minimum lot size requirement of the Commercial Arterial district of 32,670 square feet (0.75 acres). Lot #1 will be 0.90 acres and Lot #2 will be 1.755 acres. No common area lots are being platted with this petition.

Right-of-Way: All required right-of-way for Gates Drive was dedicated with previous plats. No additional right-of-way is needed for Gates Drive. Susan Drive is a private street.

Street Trees: New street trees are required no less than 20' and not more than 40' from center along the Gates Drive frontage and have been shown on the site plan.

Environmental: There are no environmental features on the site.

FINAL PLAN ISSUES:

Access: The lot for the new Sherwin Williams store will be accessed by one drivecut on Gates Drive and one on Susan Drive. The proposed cut on Gates Drive meets the 150' setback requirement from the intersection. There are no other cuts on Gates Drive from which the driveway would need to meet separation requirements.

Development Standards: The PUD did not have specific development standards and used the commercial standards that were in place at the time. The Department has therefore used the current Commercial Arterial district development standards to review this petition. The proposed site plan meets all of the current development standards including setbacks and maximum impervious surface coverage. The PUD did have some basic architectural requirements that required 360 degree architecture and only allowed stone and masonry finishes. The proposed building meets these requirements and has windows along all 4 sides.

Pedestrian Facilities: A 5' wide concrete sidewalk was installed along both the north and east frontages and is in good condition. The sidewalk ramp at the corner of Gates Dr. and Susan Dr. does not feature truncated domes and that must be added to the sidewalk intersection.

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 and the Department has used the current Commercial Arterial development standards for any items that were not addressed in the district ordinance.

- (C) The Preliminary Plan;

Recommended Finding: The approved preliminary plan showed this lot as a fully developed commercial lot with parking and a substantial amount of impervious surface coverage. The proposed final plan improves on that plan by meeting current impervious surface coverage requirements and maximum parking standards.

(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 has so far been requested by the Plan Commission for this site.

ENVIRONMENTAL COMMISSION RECOMMENDATION:

1.) The Petitioner should work with staff to revise the Landscape Plan.

STAFF RESPONSE: The petitioner will need to submit a compliant landscape plan prior to issuance of a grading permit.

2.) The Petitioner should apply green building and site design practices to create a high performance, low-carbon footprint structure, and a site that promotes biodiversity with air and water quality benefits.

STAFF RESPONSE: Although not required, the Department encourages the petitioner to incorporate as many green building features as possible.

CONCLUSION: This petition follows the general outline of the approved preliminary plan while at the same time meeting our current regulations. This site was originally shown as being completely covered with a building and parking areas and the proposed final plan is an improvement on the previous preliminary site plan.

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

1. Street trees are required not less than 20' and not more than 40' apart along Gates Drive.
2. The sidewalk intersection at Gates and Susan must have truncated domes installed.
3. A lighting plan has not been reviewed and must be submitted and approved prior to issuance of a building permit.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: August 13, 2018

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: PUD-16-18, Whitney Gates, Sherwin Williams
410 N. Gates Drive

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

ISSUES OF SOUND ENVIRONMENTAL DESIGN

1.) LANDSCAPE PLAN

The Landscape Plan needs some revisions. The Petitioner should work with staff to ensure compliance with the Bloomington Municipal Code, at the least. The EC recommends the site 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.

2.) ENVIRONMENT-ENHANCING DEVELOPMENT

The EC recommends that the developer design the building and the site 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. Reduce the Heat Island Effect The roof material, albeit white, 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%)). This

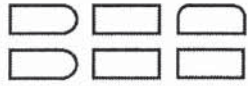
can be achieved by choosing a membrane that is not only white, but also embedded with reflective material.

b. 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.

c. Green infrastructure The landscape material should be a diverse mixture of native plants that will benefit pollinating animals. The Petitioner should also incorporate raingardens and bioswales to slow down surface water runoff and provide habitat for beneficial insects and birds, possibly in the form of a pollinator garden.

EC RECOMMENDATIONS

- 1.) The Petitioner should work with staff to revise the Landscape Plan.
- 2.) The Petitioner should apply green building and site design practices to create a high performance, low-carbon footprint structure, and a site that promotes biodiversity with air and water quality benefits.



BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

June 4, 2018

City of Bloomington Plan Commission
401 N. Morton Street
Bloomington, Indiana 47403

Re: Sherwin Williams Site Plan and Plat Amendment

Our Client Sherwin Williams is planning on building a new store in Whitehall Crossing on a vacant lot north of Lowes. The 2.668-acre lot is larger than needed and as a result we would like to amend the existing White Crossing Plat creating lots C1 and C2 as shown on the attached plat. Lot C1 at 0.913 acres would be the new location for the Sherwin Williams store. Lot C2 at 1.755 acres would be available for a future use.

We are also requesting final site plan approval for the 4000 square foot Sherwin Williams store. Access to the lot will be from Gates Drive on the north and an ingress egress easement on the east side of the lot. Water is available just north of the proposed building and sanitary sewer is located east of the I & E easement. Landscaping is designed to meet the UDO and street trees along Gates Drive will be reestablished.

We have included the proposed site and grading plan, landscape plan, preliminary plat and building elevations for your review. If you have any question regarding our submission, please contact me at any time.

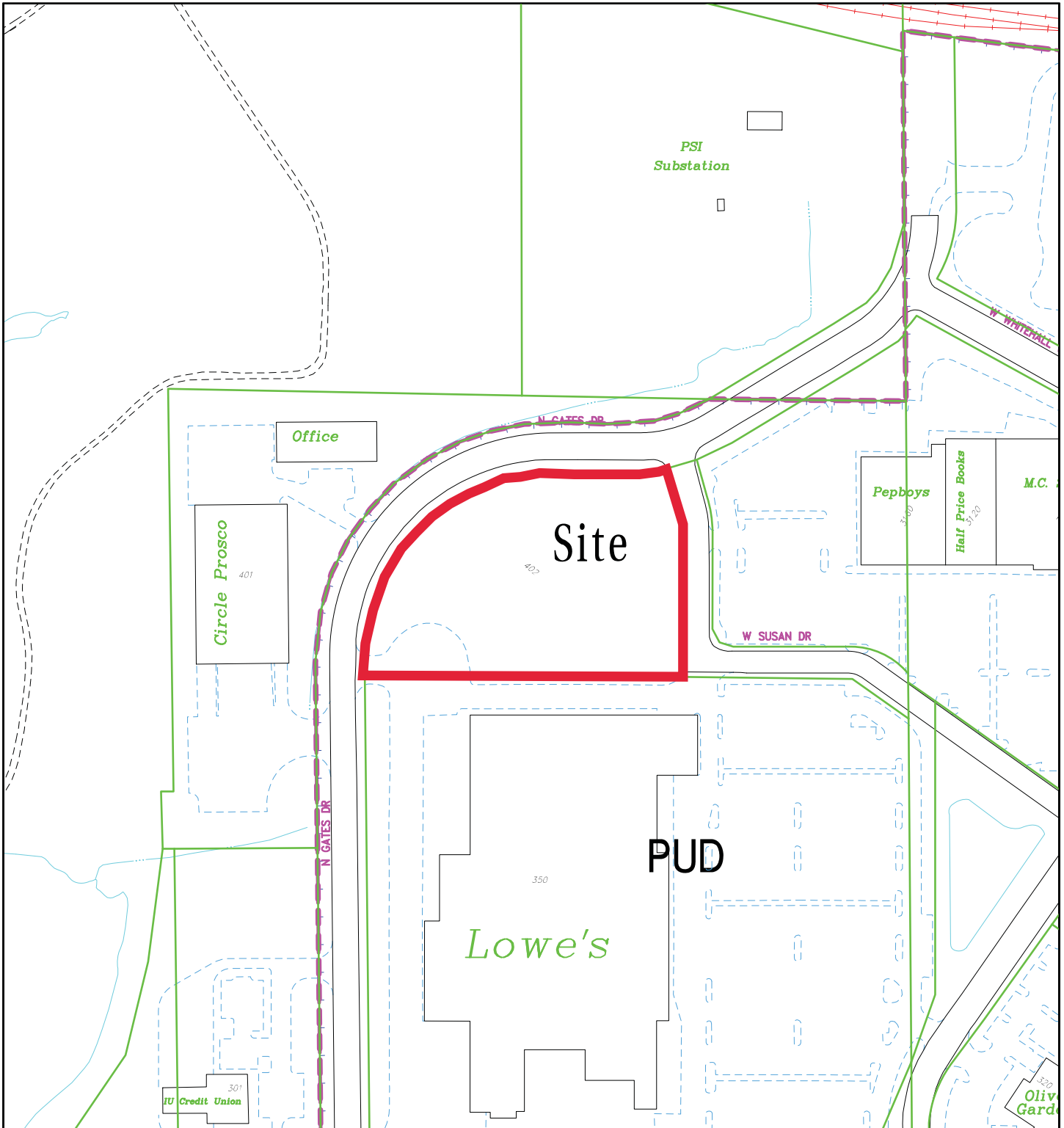
Sincerely,

Jeffrey S. Fanyo P.E. CFM

Bynum Fanyo and Associates, Inc.

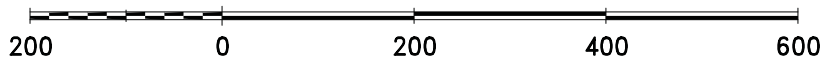
PUD-16-18
Petitioner Statement

528 NORTH WALNUT STREET
812-332-8030BLOOMINGTON, INDIANA 47404
FAX 812-339-2990

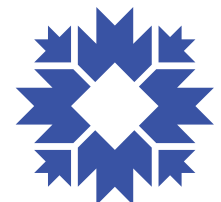


PUD-16-18 Whitney Gates
 410 N Gates Drive
 Plan Commission
 Site Location, zoning, parcels

By: greulice
 9 Aug 18



City of Bloomington
 Planning & Transportation



Scale: 1" = 200'

For reference only; map information NOT warranted.



PUD-16-18 Whitney Gates

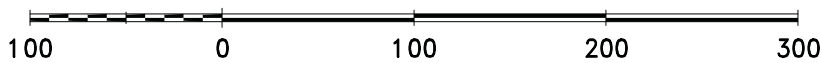
410 N Gates Drive

Plan Commission

2016 aerial photograph

By: greulice

9 Aug 18



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 100'

LANDSCAPE CALCULATIONS

LOTS WITHIN A "PUD" FOR THESE CALCULATIONS "CA" ZONING WAS USED.

OVERALL OPEN SPACE = 22,203.3 SF (0.51 AC)

TOTAL PARKING SPACES = 13

STREET TREES (REQUIRED): 7 NEW STREET TREES

LANDSCAPE CREDIT FOR 2 EX. STREET TREES ALONG W. SUSAN DRIVE.

REMAINING PLANTINGS (REQUIRED):

TOTAL TREES = 7(1) + 4 = 11

LARGE CANOPY TREES = 75% (4) = 3

SMALL ORNAMENTAL TREES = 1(1) + 1(1) = 2

TOTAL SHRUBS = 1(3) + 3(3) = 9

EVERGREEN SHRUBS = 50% (3) = 2

DECIDUOUS SHRUBS = 2(4) + 1(1) = 9

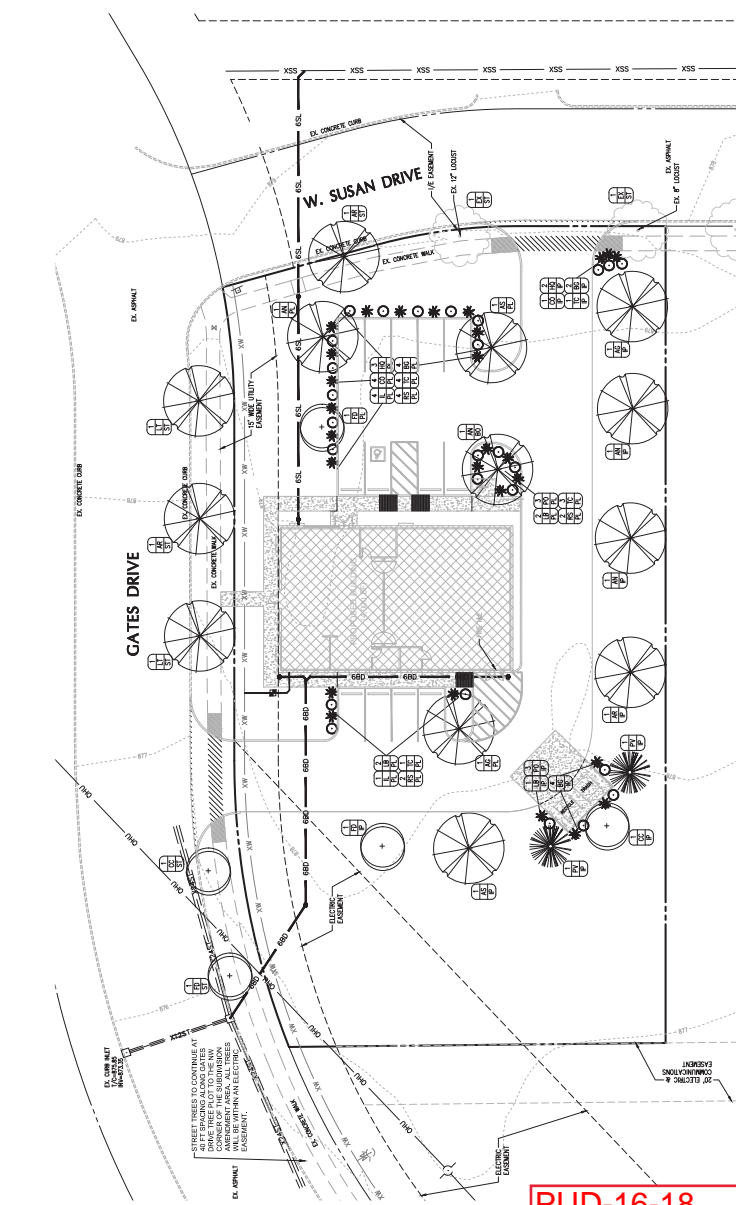
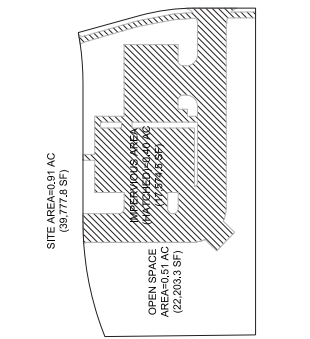
BUMPOUT LARGE CANOPY TREES = 1(1) = 1

INTERIOR PLANTINGS (REQUIRED):

EVERGREEN TREES = 0.5(10) = 5

EVERGREEN SHRUBS = 50% (14) = 7

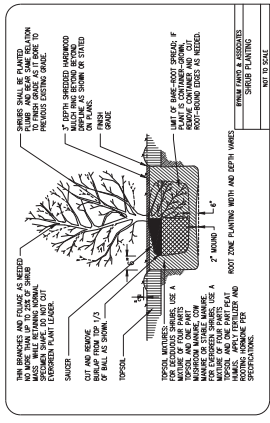
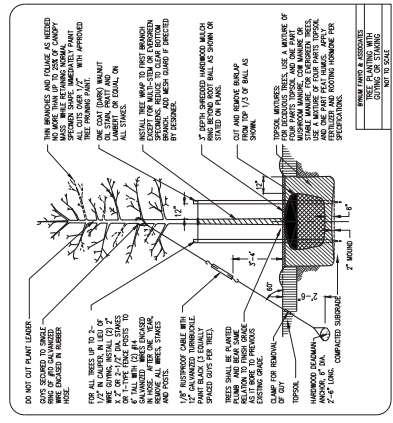
DECIDUOUS SHRUBS = 14 - 7 = 7



PUD-16-18
Landscape plan

PLANT LIST

LEGEND	KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION
	1	QUERCUS LAEVIS	WHITE OAK	2	2" CAL CONTINUED
	2	QUERCUS LAEVIS	WHITE OAK	2	2" CAL CONTINUED
	3	QUERCUS LAEVIS	WHITE OAK	3	2" CAL CONTINUED
	4	QUERCUS LAEVIS	WHITE OAK	4	2" CAL CONTINUED
	5	QUERCUS LAEVIS	WHITE OAK	5	2" CAL CONTINUED
	6	QUERCUS LAEVIS	WHITE OAK	6	2" CAL CONTINUED
	7	QUERCUS LAEVIS	WHITE OAK	7	2" CAL CONTINUED
	1	QUERCUS LAEVIS	WHITE OAK	1	2" CAL CONTINUED
	2	QUERCUS LAEVIS	WHITE OAK	2	2" CAL CONTINUED
	3	QUERCUS LAEVIS	WHITE OAK	3	2" CAL CONTINUED
	4	QUERCUS LAEVIS	WHITE OAK	4	2" CAL CONTINUED
	1	PINUS MIRRORE	MIRRORE PINE	2	6" HIGH
	2	PINUS MIRRORE	MIRRORE PINE	2	6" HIGH
	1	QUERCUS LAEVIS	WHITE OAK	3	2" CAL CONTINUED
	2	QUERCUS LAEVIS	WHITE OAK	2	2" CAL CONTINUED
	3	QUERCUS LAEVIS	WHITE OAK	3	2" CAL CONTINUED



NOTE TO CONTRACTOR

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

revisions:

SCALE: 1"=20'

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

Bloomington, Indiana
(317) 339-2990 (Fax)
(317) 332-8030

BBB
BYNUM FAYO & ASSOCIATES, INC.

528 North Walnut Street
Bloomington, Indiana 47404

certified by:

PROPOSED
SHERWIN WILLIAMS AT WHITEHALL
CROSSING
NORTH GATES DRIVE
BLOOMINGTON, INDIANA 47404

Title: LANDSCAPE PLAN

designed by: JBE
drawn by: JBE
checked by: JBE
sheet no.: C401
Project no.: 401814

revisions:



ARCHITECTURE
CIVIL ENGINEERING
PLANNING
BYNUM FAYAT & ASSOCIATES, INC.
528 North Walnut Street
Bloomington, Indiana
(812) 332-8030
(812) 339-2900 (fax)

certified by:

PRIOR OF S
SHERWIN WILLIAMS AT WHITEHALL
CROSSING
NORTH GATES DRIVE
BLOOMINGTON, INDIANA 47404

designed by: JUE
drawn by: JUE
checked by: JUE
sheet no.: C201
Project no.: 401814
Title: DEMOLITION & SITE PLAN

GENERAL LEGEND

PROPERTY LINE
TO BE REMOVED
TO REMAIN UNDESIGNED

SITE LEGEND

PROPOSED ROAD FINISHING PAVING
PROPOSED ADA PARKING SPACE
PROPOSED ADA PARKING SIGN
PROPOSED SOLID BLUE
PROPOSED SOLID RED
PROPOSED SOLID GREEN
PROPOSED SOLID YELLOW
PROPOSED SOLID WHITE
PROPOSED SOLID BLUE 4 IN. W/EP PAINTED ADA PARKING MARKING
PROPOSED SOLID BLUE 4 IN. W/EP PAINTED ADA PARKING MARKING

EXISTING LEGEND

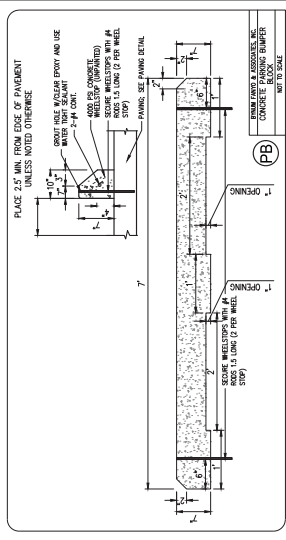
EXISTING WATER LINE
EXISTING OVERHEAD ELECTRIC LINES
EXISTING UNDERGROUND ELECTRIC LINES
EXISTING OVERHEAD TELEPHONE LINES
EXISTING UNDERGROUND TELEPHONE LINES
EXISTING GAS LINE
EXISTING CONDUIT & ELEVATION
EXISTING SANITARY SEWER AND MANHOLE
EXISTING STORM SEWER AND INLET

UTILITY LEGEND

EXIST. CO.
PROPOSED 3/4\"/>

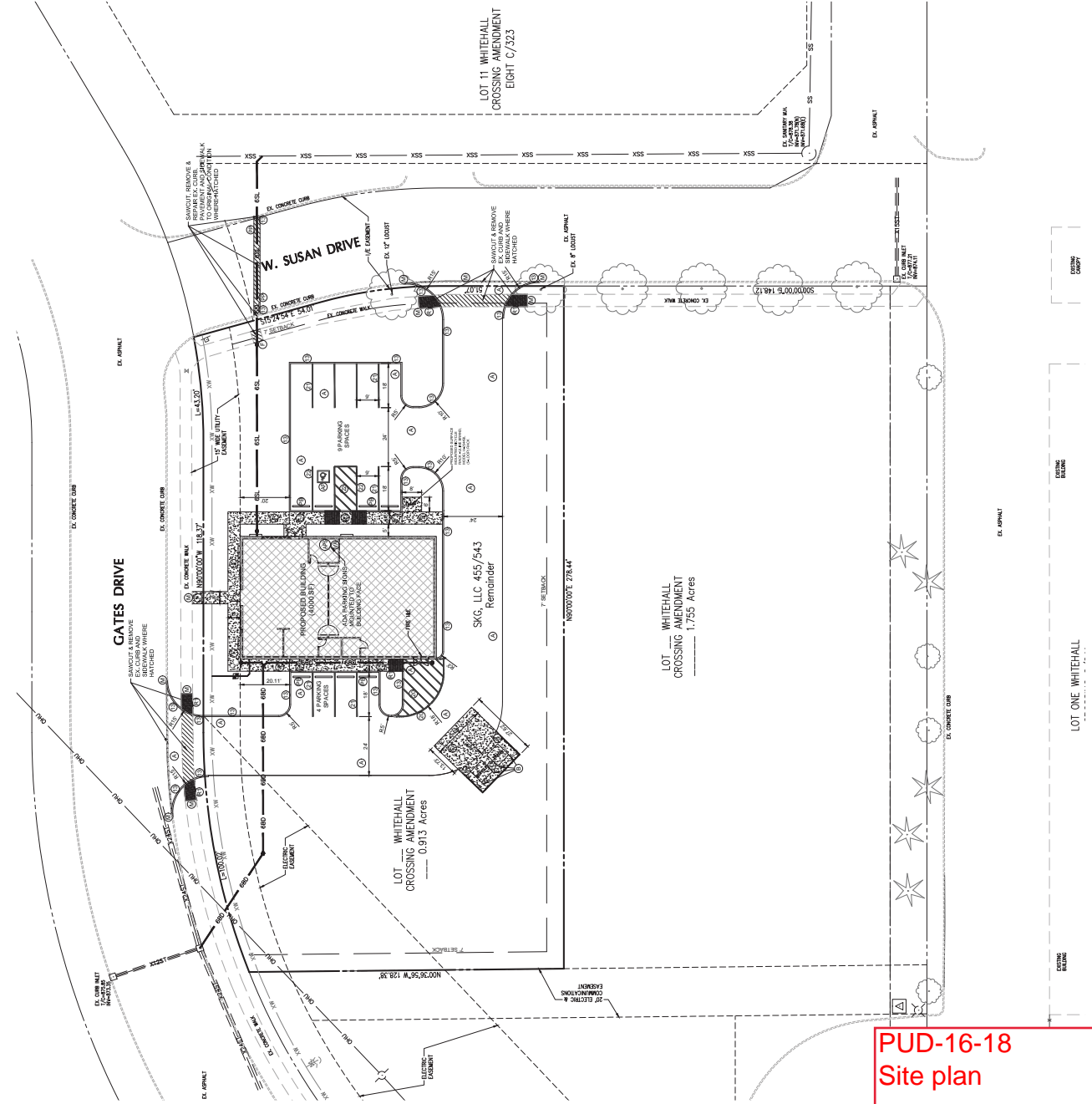
SITE INFORMATION

BUILDING AREA = 4,000 SF
PROPOSED NUMBER OF PARKING SPACES: 16
LOT AREA: 0.913 AC (40,290.0 SF)
PROPOSED IMPERVIOUS AREA: 20,813.3 SF
PROPOSED IMPERVIOUS COVERAGE: 55.4%



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PUD-16-18
Site plan

WHITEHALL CROSSING SUBDIVISION AMENDMENT

FINAL PLAT
PART OF WHITEHALL CROSSING SUBD. &
SECTION 36, T 9 N, R 2 W



LOT 4
CURRY INDUSTRIAL
PARK
C/222
CIRCLE-PROSCIO INC

DEDICATED RIGHT-OF-WAY
GATES DRIVE

L=419.11'
R=265.00'
CH=516.78'
70' R/W
C/241

15' UTILITY
ELECTRIC EASEMENT
463/609

TRUCK TURF AROUND
EASEMENT
PAVEMENT ONLY
NO PARKING
463/609

UTILITY EASEMENT C/241

LOT ONE
WHITEHALL CROSSING
C/241
WHITEHALL PIKE LLC

ZONING

Subject property and all of Whitehall Crossing is zoned Planned Unit Development (PUD).

FLOOD NOTE

According to Flood Insurance Rate Map (FIRM) Community-Panel Number: 18105C 01370,
Date December 17, 2010, subject Property is in Zone X. Zone X is an area determined
inside the 500-year floodplain. Source: FEMA

OWNER/SUBDIVIDER/DEVELOPER
NAME: WHITNEY GATES
C/O WHITEHALL CROSSING LLC
ADDRESS: P.O. BOX 209
BLOOMINGTON, IN 47402

DESIGN PROFESSIONALS
NAME: BYNUM FANYO & ASSOCIATES, INC.
ADDRESS: 528 NORTH WALNUT STREET
BLOOMINGTON, INDIANA 47404
TELEPHONE: 812-332-8030

L=302.949'
R=291.00'
CH=512.06'
CL=124.93'

LOT
WHITEHALL CROSSING
AMENDMENT
0.913 Acres

SKG, LLC
465/648 Remainder

LOT
WHITEHALL CROSSING
AMENDMENT
1.755 Acres

590'00"00"W 687.77'

15' ELEC. & COMM. ESM.T. C/241

LOT 11
WHITEHALL CROSSING
AMENDMENT EIGHT
C/323
WHITEHALL CROSSING D LLC
EXCEPTION

EXISTING 30' GAS PIPELINE EASEMENT (205/77)

SECTION 36, T9N, R2W
SECTION 31, T9N, R1W
500'33'07"E 480.76'

2229.25 (W) 229.25 (R)

100'33'07"W

POINT OF BEGINNING

15'4'32"11"E

28.531

18.22'

52'4'32"11"E

283.93

U.E. C/323

1/2 ESM.T. C/241

163.64'

REMAINDER 0.556 Acres (M)

243.93

U.E. C/323

190'00"00"E 163.64'

1/2 ESM.T. C/241

243.93

572'47"29"E

20.37'

500'00"00"E 199.19'

1/2 ESM.T. C/241

135.20'

527'47"29"E

21.45'

500'00"00"E 135.20'

U.E. C/323

515'24"54"E

54.01'

515'24"54"E

54.01'

L=48.43'

R=180.00'

CH=507'42"27"E

CH=48.28'

51.07'

51.07'

148.12'

500'00"00"E 199.19'

1/2 ESM.T. C/241

135.20'

527'47"29"E

21.45'

500'00"00"E 135.20'

U.E. C/323

515'24"54"E

54.01'

515'24"54"E

54.01'

L=48.43'

R=180.00'

CH=507'42"27"E

CH=48.28'

51.07'

51.07'

148.12'

500'00"00"E 199.19'

1/2 ESM.T. C/241

135.20'

527'47"29"E

21.45'

I affirm under penalties of perjury, that I have taken reasonable care to redact
each social security number in this document, unless required by law.
Charles D. Graham
This instrument prepared by Charles D. Graham

**WHITEHALL CROSSING SUBDIVISION
AMENDMENT
FINAL PLAT
SHEET 1 OF 2
JOB NO. 401914**

**PUD-16-18
Proposed plat**

WHITEHALL CROSSING SUBDIVISION AMENDMENT

FINAL PLAT
PART OF WHITEHALL CROSSING SUBD. &
SECTION 36, T 9 N, R 2 W

SOURCE OF TITLE: Deed Record 455, page 543

OWNERS: SKG, LLC

ZONING: R9 - RESIDENTIAL SINGLE FAMILY

The undersigned, as owners of the real estate described on this plat, for and in consideration of the City of Bloomington, Indiana, granting to the undersigned the right to tap into and connect to the sewer system of the City of Bloomington for the purpose of providing sewer service to the described real estate, now release the right of the undersigned as owners of the platted real estate and their successors in title to any pending or future annexation by the City of Bloomington, Indiana, of such platted real estate.

SKG, LLC, the owners of the real estate shown and described herein does hereby lay off, plat, and subdivide said real estate in accordance with the within plat.

This subdivision shall be known and designated as WHITEHALL CROSSING SUBDIVISION AMENDMENT, an addition to the City of Bloomington. All streets and alleys shown, and not heretofore dedicated are dedicated to the public.

Front and side yard building setback lines are established as shown on the plat, between which lines and the property lines of the adjacent streets no building or other structure shall be erected or maintained.

The strips of ground that are shown on the plat and marked "easement" are owned by the owners of the lots that they respectively affect, subject to the rights of public utilities for the installation and maintenance of water and sewer mains, poles, ducts, lines, and wires. Buildings or other structures shall not be erected or maintained on these strips.

This subdivision shall be subject to the Declaration of covenants, Conditions, and Restrictions as set forth in Instrument Number _____ in the Office of the Recorder of Monroe County, Indiana.

Signed and Sealed _____, 20____

Signature _____ Title _____

Name Printed _____

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Before me, the undersigned Notary Public, in and for the said county and state, personally appeared _____, and acknowledged the execution of the foregoing for the purposes therein expressed.

Witness my hand and notarial seal this _____ day of _____, 20____.

County of Residence _____ Commission Expiration _____

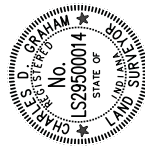
Notary Public, Written _____ Notary Public, Printed _____

CERTIFICATE OF SURVEYOR

I, Charles D. Graham, hereby certify that I am a professional Land Surveyor licensed in compliance with the laws of the State of Indiana, that this plat correctly represents a survey completed by me on June 4, 2018; that all the monuments shown thereon actually exist, and that their location, size, type, and material are accurately shown.

 _____ Date June 4, 2018

Charles D. Graham
Indiana L.S. #1500014
within the State of Indiana
Bynum Fanyo & Associates, Inc.
528 N. Walnut St.
Bloomington, IN 47404
812-332-8030 tel
812-339-2990 fax
jfoyd@bynumfanyo.com



Legal Description

A part of Whitehall Crossing Subdivision as recorded in Plat Cabinet C of Envelope 241, Office of the Recorder, Monroe County, Indiana, more particularly described as follows:
Commencing at the southeast corner of Section 36, Township 9 North, Range 2 West, Monroe County, Indiana; Thence on the east line of said Section 36 North 00 degrees 33 minutes 07 seconds West (record basis of bearings) 229.25 feet to the true point of beginning;
Thence leaving said east line North 54 degrees 32 minutes 11 seconds West 98.53 feet; Thence South 90 degrees 00 minutes 00 seconds West 687.77 feet; Thence North 00 degrees 36 minutes 59 seconds West 27.30 feet to the beginning of a curve concave to the southeast and having a radius of 265.00 feet; Thence on said curve North, Northeast, and East 419.11 feet through a central angle of 90 degrees 36 minutes 59 seconds; Thence North 90 degrees 00 minutes 00 seconds East 118.37 feet to the beginning of a curve concave to the northwest and having a radius of 235.00 feet; Thence on said curve Northeast 126.45 feet through a central angle of 30 degrees 49 minutes 49 seconds; Thence North 59 degrees 10 minutes 11 seconds East 183.87 feet; Thence South 89 degrees 26 minutes 53 seconds East 108.03 feet; Thence South 00 degrees 33 minutes 07 seconds East 480.76 feet to the point of beginning containing 5.52 acres

LESS AND EXCEPT

That portion of the above described land that lies within the boundary of Lot 11 in Whitehall Crossing Subdivision - Amendment Eight, recorded as Instrument Number 2002030685 in Plat cabinet C, Envelope 323, in the office of the Recorder of Monroe County, Indiana.

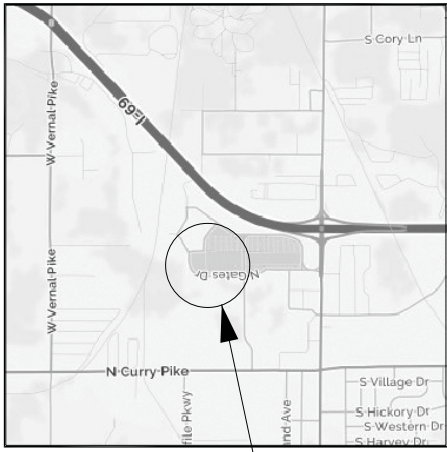
CERTIFICATE OF APPROVAL OF COMMISSION AND BOARD OF PUBLIC WORKS

Under the authority of Indiana code 36-7-4 700 series, 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 City Plan Commission at a meeting held _____, 20____.

(Adam Watson, Interim Director of Public Works)

(Tom Micuda, Director of Planning and Transportation)



PROJECT LOCATION

LOCATION MAP

WHITEHALL CROSSING SUBDIVISION AMENDMENT

PRELIMINARY PLAT
PART OF WHITEHALL CROSSING SUBD. &
SECTION 36, T 9 N, R 2 W

LOT 4
CURRY INDUSTRIAL PARK
C/222
CIRCLE-PROSCIO INC

LOT 11
WHITEHALL CROSSING
AMENDMENT EIGHT
C/323
WHITEHALL CROSSING D LLC

LOT
WHITEHALL CROSSING
AMENDMENT
0.913 ACRES

LOT
WHITEHALL CROSSING
AMENDMENT
1.755 ACRES

LOT ONE
WHITEHALL CROSSING
C/241
WHITEHALL PIKE LLC

ZONING

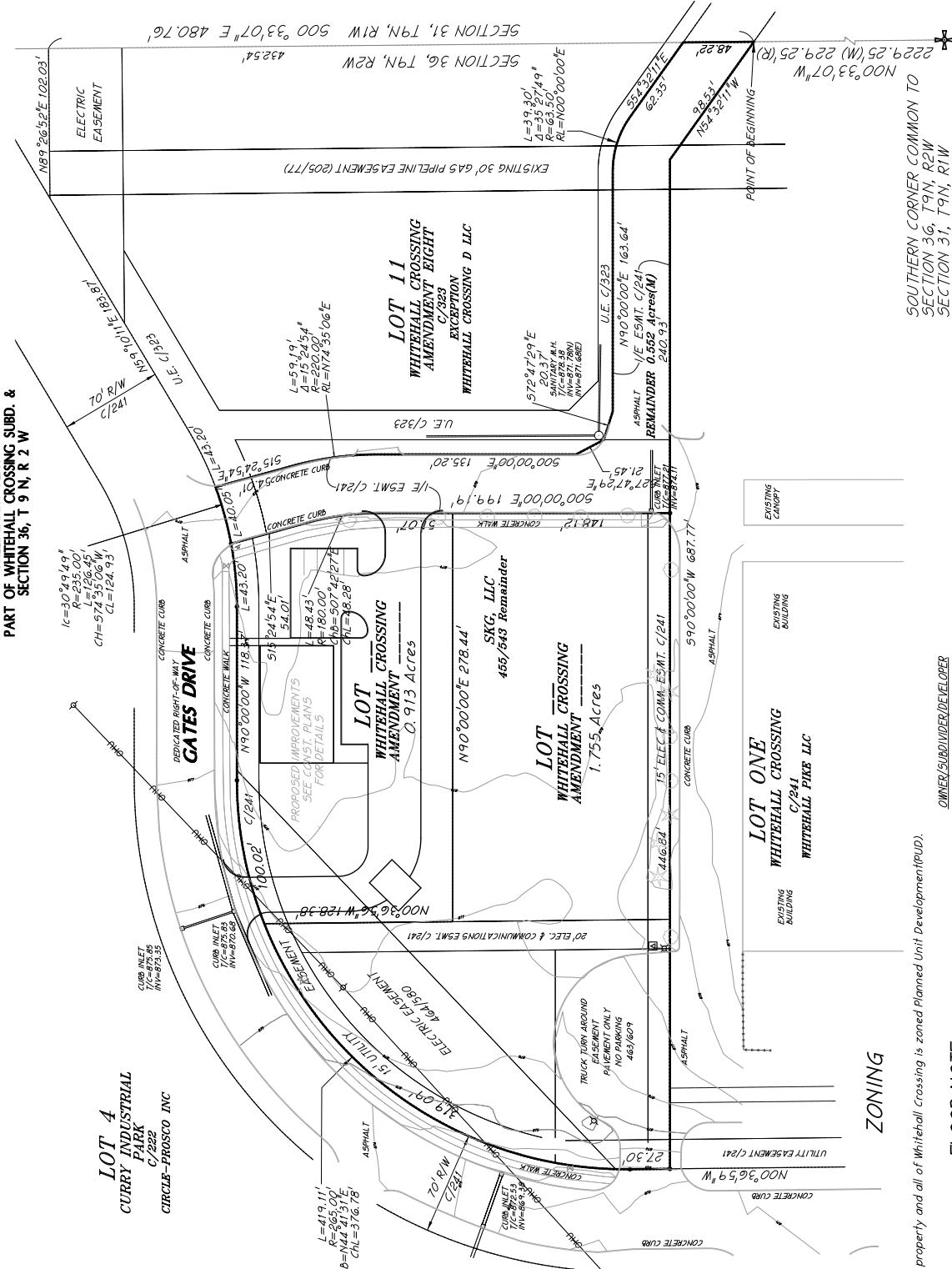
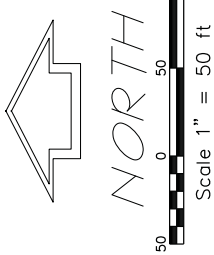
Property and all of Whitehall Crossing is zoned Planned Unit Development (PUD).

FLOOD NOTE

to Flood Insurance Rate Map (FIRM) Community-Panel Number: 18105C 0137D,
date December 17, 2010, subject Property is in Zone X. Zone X is an area determined
by the 500-year floodplain. Source: FEMA

OWNER/SUBDIVIDER/DEVELOPER
NAME: WHITNEY GATES
ADDRESS: C/O WHITEHALL CROSSING LLC
P.O. BOX 209
BLOOMINGTON, IN 47402

DESIGN PROFESSIONALS
NAME: BYNUM FANYO & ASSOCIATES, INC.
ADDRESS: 528 NORTH WALNUT STREET
BLOOMINGTON, INDIANA 47404
TELEPHONE: 812-332-8030



I affirm under penalties of perjury, that I have taken reasonable care to redact
each social security number in this document, unless required by law.
Charles D. Graham
This instrument prepared by Charles D. Graham

PUD-16-18
Preliminary Plat

WHITEHALL CROSSING SUBDIVISION AMENDMENT

PRELIMINARY PLAT
PART OF WHITEHALL CROSSING SUBD. &
SECTION 36, T 9 N, R 2 W

SOURCE OF TITLE: Deed Record 455, page 543

OWNERS: SKG, LLC

ZONING: R9 - RESIDENTIAL SINGLE FAMILY

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This subdivision shall be subject to the Declaration of covenants, Conditions, and Restrictions as set forth in Instrument Number _____ in the Office of the Recorder of Monroe County, Indiana.

Signed and Sealed _____, 20____

Signature _____ Title _____

Name Printed _____

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Before me, the undersigned Notary Public, in and for the said county and state, personally appeared _____, and acknowledged the execution of the foregoing for the purposes therein expressed.

Witness my hand and notarial seal this _____ day of _____, 20____.

County of Residence _____ Commission Expiration _____

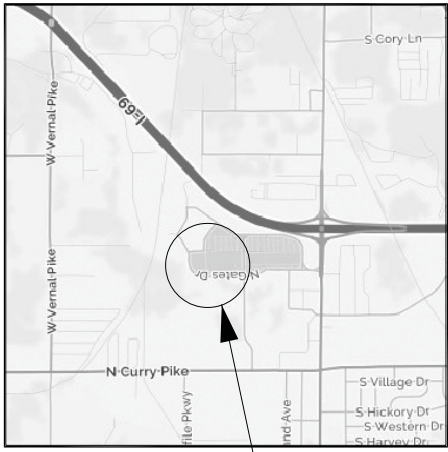
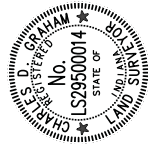
Notary Public, Written _____ Notary Public, Printed _____

CERTIFICATE OF SURVEYOR

I, Charles D. Graham, hereby certify that I am a professional Land Surveyor licensed in compliance with the laws of the State of Indiana, that this plat correctly represents a survey completed by me on June 4, 2018; that all the monuments shown thereon actually exist, and that their location, size, type, and material are accurately shown.

 Date June 4, 2018

Charles D. Graham
Indiana L.S. #1500014
within the State of Indiana
Bynum Fanyo & Associates, Inc.
528 N. Walnut St.
Bloomington, IN 47404
812-332-8030 tel
812-339-2990 fax
jfoyd@bynumfanyo.com



PROJECT LOCATION

LOCATION MAP

Legal Description
A part of Whitehall Crossing Subdivision as recorded in Plat Cabinet C of Envelope 241, Office of the Recorder, Monroe County, Indiana, more particularly described as follows:
Commencing at the southeast corner of Section 36, Township 9 North, Range 2 West, Monroe County, Indiana; Thence on the east line of said Section 36 North 00 degrees 33 minutes 07 seconds West (record basis of bearings) 229.25 feet to the true point of beginning;
Thence leaving said east line North 54 degrees 32 minutes 11 seconds West 98.53 feet; Thence South 90 degrees 00 minutes 00 seconds West 687.77 feet; Thence North 00 degrees 36 minutes 59 seconds West 27.30 feet to the beginning of a curve concave to the southeast and having a radius of 265.00 feet; Thence on said curve North, Northeast, and East 419.11 feet through a central angle of 90 degrees 36 minutes 59 seconds; Thence North 90 degrees 00 minutes 00 seconds East 118.37 feet to the beginning of a curve concave to the northwest and having a radius of 235.00 feet; Thence on said curve Northeast 126.45 feet through a central angle of 30 degrees 49 minutes 49 seconds; Thence North 59 degrees 10 minutes 11 seconds East 183.87 feet; Thence South 89 degrees 26 minutes 53 seconds East 108.03 feet; Thence South 00 degrees 33 minutes 07 seconds East 480.76 feet to the point of beginning containing 5.52 acres
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Approved by the City Plan Commission at a meeting held _____, 20____.

(Adam Watson, Interim Director of Public Works)

(Tom Micuda, Director of Planning and Transportation)

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 201 S. College Avenue**

**CASE #: SP-17-18
DATE: August 13, 2018**

PETITIONER: Khan Brothers LLC
1201 N. Allen Street, Bloomington

CONSULTANTS: Matt Ellenwood, Matte Black Architecture
2021 E. Wexley Road, Bloomington

REQUEST: The petitioner is requesting site plan approval for one four-story mixed use building.

BACKGROUND:

Area: 0.15 acres
Current Zoning: CD – Downtown Core Overlay
GPP Designation: Downtown
Existing Land Use: Bar/Dance Club
Proposed Land Use: Bar/Dance Club / Dwelling, Multi-Family
Surrounding Uses: North – Business/Professional Office
 West – Business/Professional Office / Parking Lot
 East – Restaurant
 South – Bar/Dance Club

REPORT: The property is located on the southeast corner of 4th Street and College Avenue and is zoned Commercial Downtown (CD), in the Downtown Core Overlay. The property contains one two-story building. Surrounding land uses include a restaurant to the east, bar to the south, an office building across 4th Street, and a parking lot and office building to the west across College Avenue. A city parking garage is also in the immediate area, and the Downtown Transit Center is a block to the southeast. The building currently contains a bar, which will remain.

The petition site building was built in 1948 and is listed as ‘Contributing’ in the City of Bloomington Survey of Historic Sites and Structures, but is not part of a local historic district. As such, the addition is subject to demolition delay review. The petitioner took the design to the Bloomington Historic Preservation Commission on May 11, 2017 and the Commission released Demo Delay permit 17-09. Additionally, the Commission was quite favorable to the addition design and its enhancement of the Art Moderne style of the existing building. Properties north of 4th Street along College Avenue are part of the Courthouse Square Local Historic District. The Historic Preservation Program Manager provided a letter for the packet.

The petitioner proposes to develop this property by adding a two-story addition on top of the existing building. The addition would contain 10 1-bedroom apartments. A solar array would also be installed on the roof. The Plan Commission previously saw an almost identical petition at its June 2017 hearing and approved the petition with conditions. However, per 20.09.120(e)(8), the site plan expired a year after that approval. As a result, the petitioner has re-filed. While the design of the building has only changed slightly, the regulations for the Downtown Core Overlay have decreased in both maximum height and density. Those changes are reflected in the analysis below.

.15/43560

Plan Commission Site Plan Review: One aspect of this project requires that the petition be reviewed by the Plan Commission, per BMC 20.03.090. This aspect is as follows:

The Plan Commission shall review:

- Any proposal that does not comply with all of the Standards of *Section 20.03.120: Downtown Core Overlay; Development Standards* and *Section 20.03.130: Downtown Core Overlay; Architectural Standards*.
 - The proposal does not comply with 20.03.130(c)(1): Building Façade Modulation
 - The proposal does not comply with 20.03.130(c)(3): Building Height Step Back
 - The proposal does not comply with 20.03.130(b)(3)(C)(2): Window Sills and Lintels
 - The proposal does not comply with 20.03.120(b)(2): Height Standards

SITE PLAN ISSUES:

Residential Density: The maximum residential density in the Downtown Core Overlay is 30 units per acre. The petition site is .15 acres. The petitioner is proposing 2.5 DUEs, meeting the density requirements.

Non-Residential Uses on the First Floor: The existing non-residential use on the first and second floors would remain. Only a small portion of the first floor would be dedicated to a lobby and stairwells for the upstairs residential uses. The proposal meets the requirement.

Height: The maximum height in the DCO is 40 feet. The maximum height of the building as defined by the UDO is 50 feet 4 inches. The proposal does not meet the height requirement.

Parking: The DCO does not require parking spaces for residential developments south of 4th Street, and does not require parking for non-residential uses. The petitioner proposes no parking. A city-maintained garage is located two properties east of the site, and the Downtown Transit Center is located one block southeast of the site. The proposal meets parking requirements.

Access: There are pedestrian entrances on the north, south, and west facades of the building. The existing historic front door and entry canopy along College Avenue will remain.

Bicycle Parking: 4 bicycle parking spaces are required for the non-residential use and 4 bicycle parking spaces are required for the residential use, for a total of 8 parking spaces. These need to be added to the plan and a condition of approval has been added.

Architecture/Materials: The existing building contains limestone block facades on both street frontages. The addition will utilize stucco and limestone accents. The style of the addition is designed to reflect and enhance the Art Moderne design of the existing building, including a focus on the horizontal plane. Block windows that are used in the existing building are replicated on both facades, and the vertical element at the main entrance is carried through the two additional floors above.

The two windows in the recessed portion of the building along College Avenue and the block window installations deviate from the code requirement for either windows & sills or window heads. All other architectural and window designs meet code requirements. The Plan Commission

is being asked to approve a site plan that does not meet all of the standards of 20.03.130, per the review procedure outlined in 20.03.100.

Green Building Design: The petitioner will reuse an existing historic structure. The petitioner proposes to install a 24 panel, 7600 watt solar array system on the roof of the building. The array would not be visible from the street below. Installation of the array is included as a condition of approval.

Streetscape: Street trees and pedestrian-scaled lighting are required along 4th Street and College Avenue. One additional street tree, required bicycle racks, and street lights as approved by the Board of Public Works are required and included as a condition of approval.

Impervious Surface Coverage: The Downtown Core Overlay allows for 100% impervious surface coverage.

Pedestrian Facilities/Alternative Transportation: The existing sidewalks will remain the same and be enhanced with the required street trees, street lighting, and bicycle parking facilities. If adjacent curb ramps at the corner of 4th Street and College Avenue do not meet ADA/PROWAG requirements, they will need to be updated.

Building Façade Modulation: BMC 20.03.130(c)(1)(A) requires a maximum façade width for each module of 65 feet for those sides of the buildings with street frontage. This regulation only applies to new buildings and additions. The 4th Street façade does not meet this requirement. The façade stretches 80 feet before it is inset for a length of 10 feet at the northeast corner. The Plan Commission is being asked to approve a site plan that does not meet all of the standards of 20.03.130, per the review procedure outlined in 20.03.100.

Building Height Step Down: While the building north of 4th Street is listed as contributing in the City of Bloomington Survey of Historic Sites and Structures, there are no listed buildings immediately adjacent to the petition site so it is not subject to this requirement.

Building Height Step Back: BMC 20.03.130(c)(3) requires that building facades over 45 feet in height shall step back the horizontal façade/wall plane a minimum of 15 feet from the horizontal façade/wall plane below 45 feet in height. The current design does not meet this requirement, as the building exceeds 45 feet in height and does not incorporate a step back. The Plan Commission is being asked to approve a site plan that does not meet all of the standards of 20.03.130, per the review procedure outlined in 20.03.100.

Void-to-Solid Percentage: The DCO sets a minimum void-to-solid requirement of 20% for upper stories. The proposal meets this requirements.

CRITERIA AND FINDINGS FOR SITE PLANS

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

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

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

Findings:

- The site is located in the Downtown area of the Comprehensive Plan.
- The two Gateway character areas, along with the Downtown Core character area, offer the most potential to urbanize into the intent of their respective areas. (p. 85)
- According to the Downtown Vision and Infill Strategy Plan (DVISP): “Diverse housing options in downtown should be available in a range of product types ...” (p. 5-7)
- Multiple housing product types should be promoted in the downtown area, including high amenity and mid range market rate units, affordable units, artist “loft” housing, and senior housing. (DVISP, 5-7)
- Projects that combine housing product types are recommended. (DVISP, 5-7)
- In particular, there is a need for housing development that is not directly oriented toward the student market. (DVISP 5-9)

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

The UDO includes an intent for the CD district and guidance for the Plan Commission in 20.02.370. The following items address those intent and guidance statements.

Findings:

- The project does serve to protect and enhance the central business district by reusing an existing structure.
- The project does provide high density development of mixed uses with commercial and residential dwelling uses.
- It is unclear whether or not the project promotes a diversity of residential housing for all income groups and ages because future renters are unknown.
- The project proposes little first floor changes, but does incorporate some pedestrian-oriented design through entrance detailing and improvements in the right-of-way.
- The project does intensify the use of vacant and under-utilized properties, by reusing the existing building and intensifying the use at the site.
- The project does provide commercial on the ground floor with residential uses above.
- The project does meet the use requirements of the district.

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

Findings:

- The project meets all applicable development requirements of Chapter 5.

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

Findings:

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

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

The UDO includes an intent for the DCO district and guidance for the Plan Commission in 20.03.100. The following items address those intent and guidance statements

Findings:

- The project is compatible in mass and scale with historic structures in the Downtown Core Character Area because it is maintaining existing widths and adding modulations, as well as it is not immediately adjacent to a historic structure.
- The project does draw upon the design traditions of historic commercial buildings by maintaining an individual pedestrian entrance along the higher classified street, College Avenue.
- The project is redevelopment using densities and heights that are higher in comparison to other Character Areas within the Downtown.
- The project does not meet height, modulation, or step back requirements, but does provide a unique and historically sensitive design and densification of an underutilized downtown parcel.

Per 20.03.100, the Plan Commission shall approve a site plan that meets all of the standards of 20.03.120, 20.03.130, and 20.09.120. This petition does not meet all of the standards. The Plan Commission **may** (emphasis added) approve any project that does not comply with all the standards of *Section 20.03.120; Downtown Core Overlay; Development Standards and Section 20.03.130; Downtown Core Overlay; Architectural Standards* if the Commission finds that the project:

Complies with all review standards of Section 20.09.120: Site Plan Review, and

Findings:

- The proposal complies with all review standards of Section 20.09.120

Satisfies the design guidelines set forth in Section 20.03.140: Downtown Core Overlay; Design Guidelines.

Findings:

- The proposal satisfies the Guidelines concerning Site Plan, Architectural Character, Exterior Building Materials, Upper Story Windows, Entries, Pedestrian Interest, Mechanical Equipment and Service Utilities, and Lighting.
- The proposal satisfies Guidelines 3.5, 3.6, and 3.9. The building does not provide as much modulation (3.7) as required along the 4th Street façade, as it attempts to highlight the Art Moderne characteristics of the existing building. The building does not step down near adjacent shorter buildings (3.8), but is within the two to four story height as envisioned by the DVISP. Floor-to-ceiling heights of the new construction appear to be similar to those seen traditionally
- Guidelines 3.24 and 3.25 do not apply because there is no parking required or proposed with the project.

The Plan Commission is encouraged to consider building designs which may deviate in character from the architectural standards of this section but add innovation and unique design to the building environment of this overlay area.

Findings:

- The proposal enhances an existing historic structure in the downtown area with an addition that extends the characteristics of the Art Moderne style. The characteristics of this style along, including horizontal emphasis, along with the size of the property, are the impetuses for the design deviations requested. Reusing and enhancing the existing historic structure is an innovative way to allow the historic structure to remain while protecting commercial viability for the future.

The Plan Commission is encouraged to consider the degree to which the site plan incorporates sustainable development design features such as vegetated roofs, energy efficiency, and resource conservation measures.

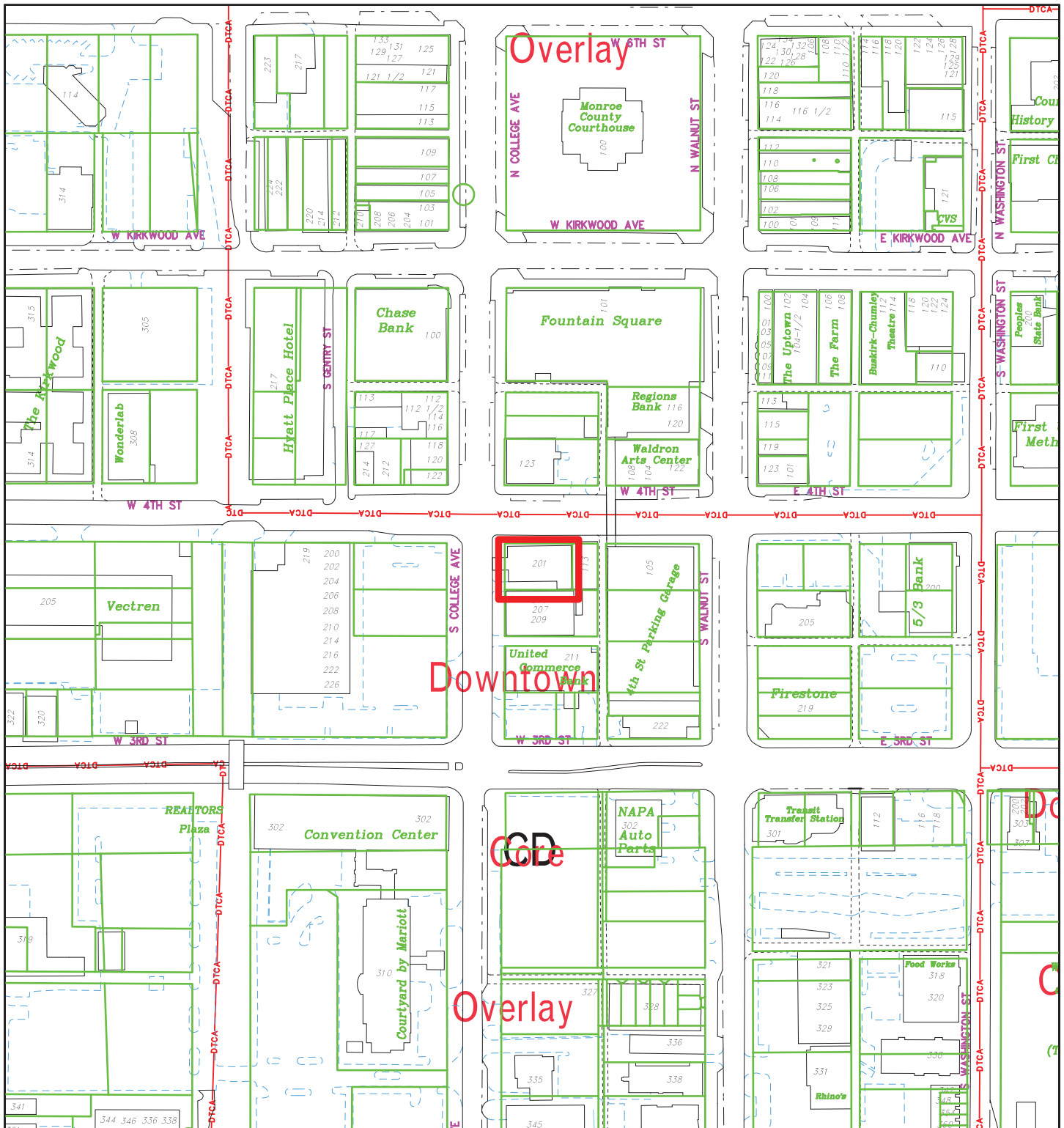
Findings:

- The proposal does utilize substantial sustainable development design features by reusing the existing building and incorporating a solar array on the roof that provides green energy for the building while not detracting from its historic character, as the installation will not be visible from the right-of-way.

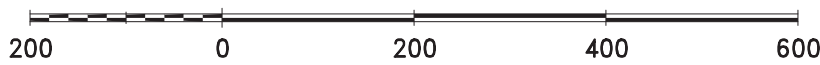
CONCLUSION: This petition meets all DCO Development Standards except Height, Window Design, Building Façade Modulation, and Building Height Step Back. The petition incorporates innovative sensitive design in order to enhance an existing historic structure while improving the economic viability of maintenance of said structure. The majority of the deviations from the Development Standards that are requested are a direct result of the petitioner's attempt to enhance the Art Moderne style of the existing building. The proposal also incorporates a solar array to improve the energy use footprint of the building. It includes various other positive aspects related to larger City goals including preserving an existing historic structure; compact urban form; the addition of housing stock in the downtown area; preservation of commercial space in the downtown; sustainable development design through the addition of a solar array; and innovative historically sensitive design.

RECOMMENDATION: The Planning and Transportation Department approval of SP-17-18 based on the findings of fact and subject to the following conditions:

1. Petitioner will commit to installing the solar array, as proposed with this petition. Installation must be installed before final occupancy will be issued.
2. The site plan will be updated with the required bike racks, street tree, and street light.
3. Petitioner must receive right-of-way encroachment approval for the required street light and bike racks and must install them before final occupancy will be issued.
4. The Petitioner must ensure that the southern pedestrian entrance into the building is well-lit.

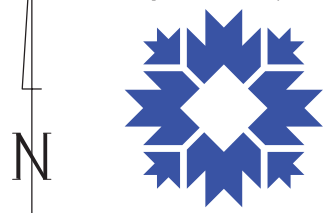


By: scanlanj
19 May 17

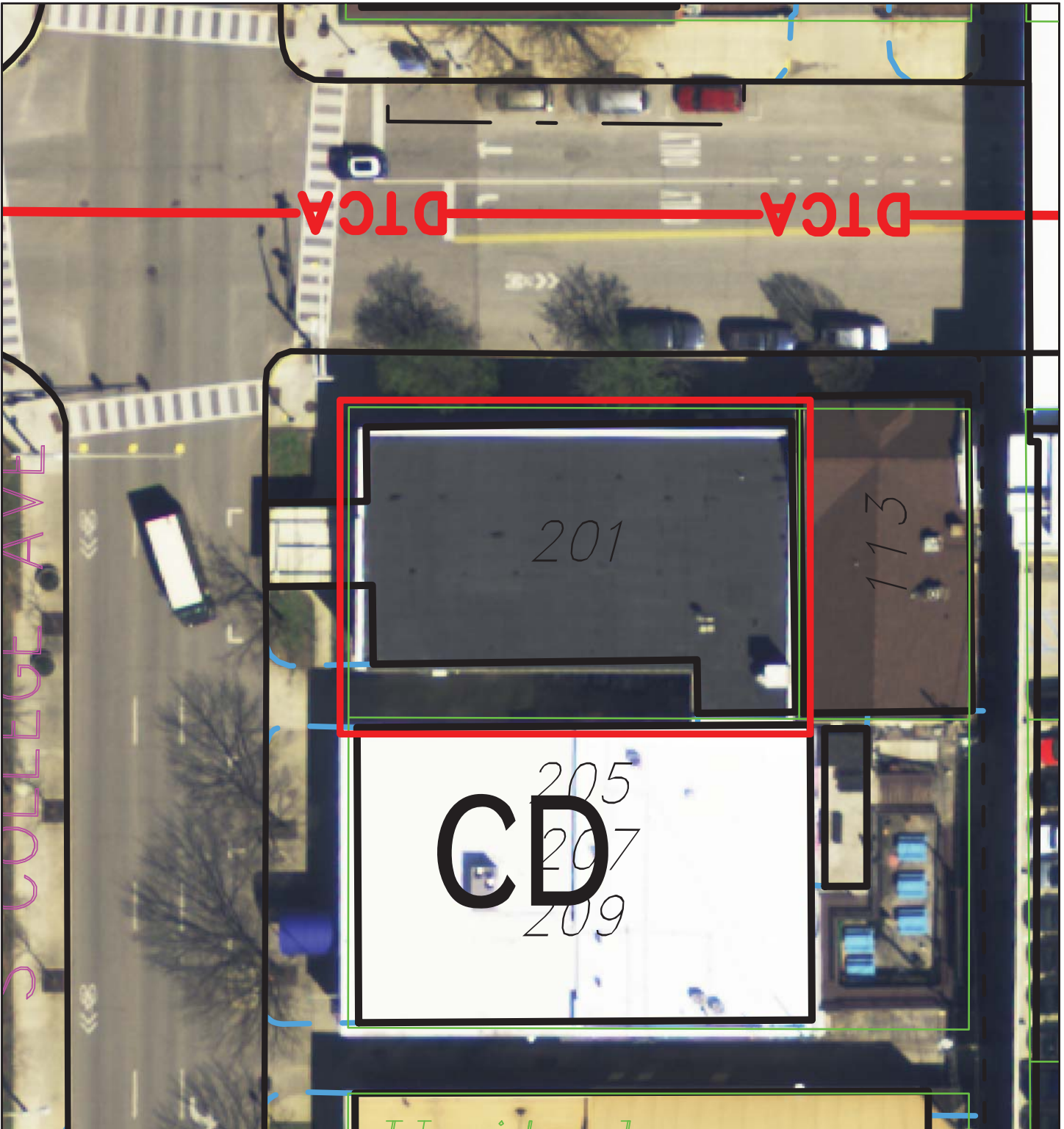


For reference only; map information NOT warranted.

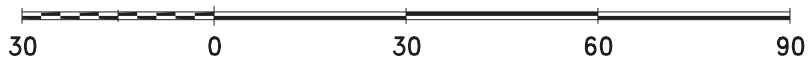
City of Bloomington
Planning & Transportation



Scale: 1" = 200'



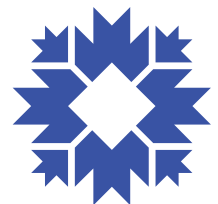
By: scanlanj
19 May 17



For reference only; map information NOT warranted.



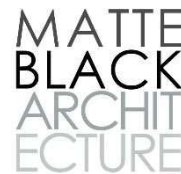
City of Bloomington
Planning & Transportation



Scale: 1" = 30'

Petitioner's Statement

201 South College Avenue



Attention: Bloomington Plan Commission
 Petitioner: Tariq Khan, property owner

Project Description

The petitioner is proposing a 2 story expansion of the existing 2 story building at 201 S College Avenue. The existing structure, originally built as a 1 story building in 1948, and expanded to its current 2 story configuration shortly thereafter, consists of a limestone and concrete block masonry (cmu) exterior with a combination of cmu and steel structural system. The petitioner purchased the property in 2008 and has done extensive renovations, including the buildout of an upscale bar on the second floor, currently leasable commercial space and a full commercial kitchen on the first floor. Property upgrades have included new sanitary, electrical and mechanical as well as new awnings, roof and exterior glazing (replaced old metal-framed windows).

In response to the growing demand for downtown housing and the need for "densification" outlined in the city's new comprehensive plan the petitioner is proposing to add 2 floors of apartments, **(10) 1 bedroom units**. This will require substantial building upgrades including a new elevator, sprinkler system, extended stair exits, ADA accessibility, trash and recycling storage, bicycle parking, mechanical, electrical and plumbing upgrades, etc. not to mention fairly intrusive structural retrofitting for the additional structural loads. The proposed expansion seeks to balance the goals of the zoning guidelines (outlined below) as well as the petitioner's interest in further enhancing the property as well as the neighborhood.

District Ordinance Guidelines

District: **Downtown Core Overlay (DCO)**

"Promote infill and redevelopment of sites using residential densities and building heights that are higher in comparison to other Character Areas within the Downtown."

Maximum Residential Density: 30 units per acre

Property is 6336 SF/43,560 (1 acre) = .145 acre x 30 = **4.35 DUE allowed**

Proposed Units: (10) 1 bedroom units @ .25/unit = **2.5 DUE proposed**

Maximum Impervious Surface Coverage: **100% allowed** / 100% existing

Maximum Structure Height: 40' allowed / **50'-4" proposed maximum parapet height**

Residential Parking Standards: For the first (10) bedrooms, **no parking shall be required.**

Nonresidential Parking Standards: **No parking required.**

Building Setback Standards: Build-to Line: **0 feet**, Maximum Front, Side & Rear Setback: **0 feet**

Void-to-Solid Percentage: Upper Stories: **Transparent glass...** shall comprise a **minimum of 20%** and **maximum of 70%** of the wall area of each floor above the first floor façade facing a street.

Upper Story Windows: Window frame heights shall be a minimum of 1.5 times the window frame width. Proposed windows are 2 times the height of the window width.

Materials: Stucco is proposed as the primary material along with limestone accent on the west elevation at the existing main entry. (see "Architectural Design" below).

Vertical and Horizontal Design: The proposed addition expands the vertical emphasis of the west entry detailing while also incorporating the horizontal orientation appropriate for the style. (see "Architectural Design" below)

Building Façade Modulation: The proposed addition incorporates the horizontal orientation appropriate for the style and therefore refrains from a more traditional modulation. A waiver is sought for façade modulation. (see "Architectural Design" below)

Building Height Step Back: The proposed main parapet is a continuous height (varying between 42' and 46' from grade) along the street elevations with the exception of the main entry area on the west façade which is slightly taller at 50' above grade. A waiver is sought for building height step back. (see "Architectural Design" below)

Architectural Design

The existing structure was built in 1948 in the **Arte Moderne (or "Streamline Moderne") Style**. From Wikipedia, "streamline modern was both a reaction to Art Deco and a reflection of austere economic times; Sharp angles were replaced with simple, aerodynamic curves. Exotic woods and stone were replaced with cement and glass." Also from Wikipedia:

Common characteristics:

Horizontal orientation

Rounded edges, corner windows

Glass brick walls

Porthole windows

Chrome hardware

Smooth exterior wall surfaces, usually stucco (smooth plaster finish)

Flat roof with coping

Also no roof at all, with no coping

Horizontal grooves or lines in walls

Subdued colors: base colors were typically light earth tones, off-whites, or beiges; and trim colors were typically dark colors (or bright metals) to contrast from the light base

The original building utilized a few distinct elements of the style, namely the horizontal orientation of the metal entry canopy, horizontal awning style windows, glass block and smooth limestone. The subtle layering of the limestone pilasters flanking the main entry are also representative of the style as evidence in other notable structures from that era.

The proposed addition takes its design cues from the existing structure as well as the common characteristics listed above. Because the original limestone is both costly and difficult to match, it was determined that stone would be inappropriate for the majority of the expansion. Stucco seemed like a better fit as it was common for the style. Also, the application of horizontal bands better reflects the horizontality of the style while reducing the overall appearance of height. The vertical continuation of the existing entry and stairs together with gridded casement windows and glass block complete the stylistic improvements.

Innovative and Green Design

In response to the City of Bloomington's desire to see more innovative and sustainable design the proposed addition incorporates a number of essential elements of a forward-thinking urban environment. Here are those that are proposed or under consideration:

- Urban Densification** - expand the existing structure up to the allowable zoning height
- Building Preservation** - maintain the existing commercial uses on both floors
- Mixed Uses** - residential use added to create a more dynamic and active urban environment
- Historic Preservation** - maintain and enhance the significant architecture
- Revitalization** - inspire future growth and nearby development by example
- Structural Reuse** - additional floors will take advantage of existing structural bearing elements
- ADA Accessibility** - an added elevator will provide accessibility to the upper floors
- Energy Efficient Fixtures** - new appliances and fixtures will meet Energy Star & better
- Highly Insulated Exterior** - 2x6 exterior walls with R-19 insulation & R-38 roof insulation
- Natural Daylighting** - larger glazing and narrow unit depths for minimal lighting demand
- Low E Glazing** - thermally resistant frames with low solar heat gain
- Reflective Roof Material** - white or light colored roof to reduce the heat island effect
- Solar PV Panels** - dependent upon current incentives a solar array for onsite power generation
- Recycling Collection** - on site recycling easily accessible to residents

These elements along with the sensitive design response to an existing notable historic property will contribute to a more dynamic and inspired area within the downtown core. We hope that you agree and welcome any questions or comments.

Thank you for your consideration of this petition.



Matt Ellenwood, AIA, LEED AP

201 SOUTH COLLEGE EXPANSION

MATTE BLACK ARCHITECTURE
 201 S. COLLEGE AVE. SUITE 200
 BLOOMINGTON, IN 47403
 WWW.MATTEBLACKARCHITECTURE.COM

DESIGN MATTERS

201 SOUTH COLLEGE EXPANSION

201 S. COLLEGE AVE. BLOOMINGTON, IN

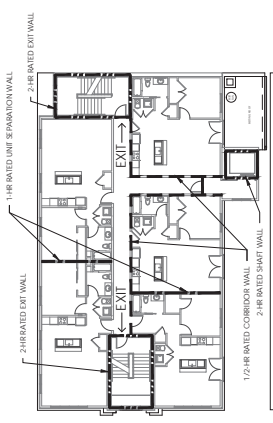
DATE 1.26.18
 ISSUE CD
 JOB NO. 17-04
 CHECKED BY MDE

A180
 COVER SHEET
 CODE: 01 SITE PLAN

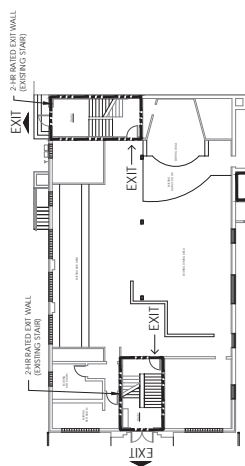
GENERAL NOTES (APPLICABLE TO ALL TRENDS)

- ALL WORK TO BE IN ACCORDANCE WITH THE CURRENT AND LOCAL EDITIONS OF THE INTERNATIONAL BUILDING CODE WITH HADIANA AMENDMENTS, ADOPTED 11/1/2009.
- THESE DRAWINGS AND ALL NOTES ARE REFERENCED TO SEPARATE DRAWINGS OF CONSTRUCTION. IF THERE IS A CONFLICT BETWEEN THESE DRAWINGS AND ANY OTHER DRAWINGS, THE DRAWINGS HEREIN TAKE PRECEDENCE.
- CHECK AND VERIFY ALL DIMENSIONS IN THE FIELD AND NOTIFY OWNER IMMEDIATELY OF ANY DISCREPANCIES.
- VERIFY ALL DIMENSIONS (EXCEPT ON WALLS) AND LINE OF FACE OF CONSTRUCTION.
- REMOVE ALL EXISTING REMOVAL SUPPORT OR WALLS FLOOR AND ROOF PRIOR TO COMPLETION OF PERMANENT VERTICAL AND HORIZONTAL SYSTEMS.
- ROOF LIVE LOAD = 20 PS F, DEAD LOAD = 10 PS F.
- SOIL BEARING CAPACITY = 2000 PSF.

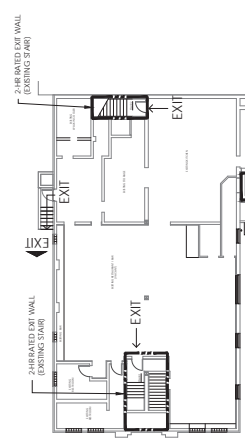
REFERENCE BUILDING SECTION SHEET FOR RATED WALLS



3RD & 4TH FLOOR PLAN



2ND FLOOR PLAN



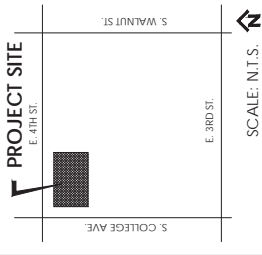
1ST FLOOR PLAN



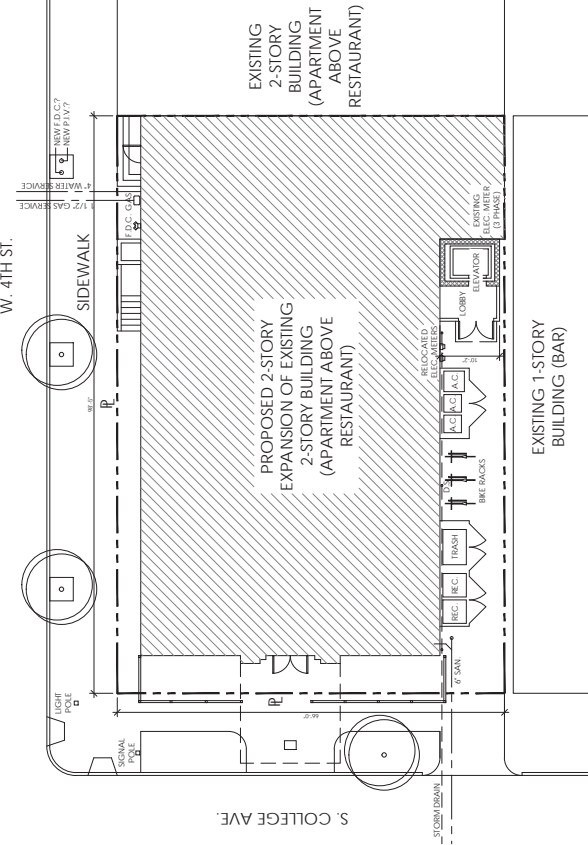
DRAWING SHEET INDEX

- A1.0 COVER SHEET CODE REVIEW USE SAFETY PANS SITE PLAN
- D1.0 REMOVAL PLANS
- A2.0 FIRST FLOOR PLAN
- A3.0 SECOND FLOOR PLAN
- A4.0 THIRD FLOOR PLAN
- A5.0 FOURTH FLOOR PLAN
- A6.0 ROOF PLAN
- A7.0 ELEVATIONS
- A8.0 BUILDING SECTIONS
- A9.0 WALL SECTIONS
- A10.0 SCHEDULES

LOCATION MAP



CODE REVIEW	2014 ILLINOIS BUILDING CODE (2012 INTERNATIONAL BUILDING CODE WITH HADIANA AMENDMENTS), ADOPTED 11/1/2009	VALUE	ALLOWABLE
CODE REFERENCE	SECTION 301	SECTION 301	SECTION 301
OCCUPANCY TYPE	R-2 (APARTMENT)	R-2 (APARTMENT)	R-2 (APARTMENT)
CONSTRUCTION TYPE	TABLE 602.1	RIB (EXISTING) V (PROPOSED)	R-2 (APARTMENT)
SPRINKLER SYSTEM	602.3	NO SPRINKLER SYSTEM	NO SPRINKLER SYSTEM
FIRE RESISTANCE RATING	TABLE 601	TABLE 601	TABLE 601
OCCUPANCY SEPARATION (ELEVATOR)	TABLE 1004.4	SECTION 1011	SECTION 1011
INTERIOR EXIT STAIRWAYS	SECTION 1022	SECTION 1022	SECTION 1022
SHIRT ENCLOSURE (ELEVATOR)	SECTION 713.4	SECTION 713.4	SECTION 713.4
BUILDING DATA			
MANUFACTURE (DOORS)	TABLE 605	TABLE 605	TABLE 605
1ST & 2ND FLOOR AREA	BVA	5000 SF FLOOR	5000 SF FLOOR
3RD & 4TH FLOOR AREA	R-2	4707 SF FLOOR	4707 SF FLOOR
TOTAL BUILDING AREA		9707 SF	9707 SF
MAX. FLOOR ACCESS	TABLE 1016.2	78'	78'
OCCUPANCY LOAD	TABLE 1001.1.2	R-200 GROSS / 25 OCCUPANCY x 2500R = 46	R-200 GROSS / 25 OCCUPANCY x 2500R = 46



01 FIRE SEPARATION / LIFE SAFETY PLAN
 A1.0 SCALE: N.T.S.

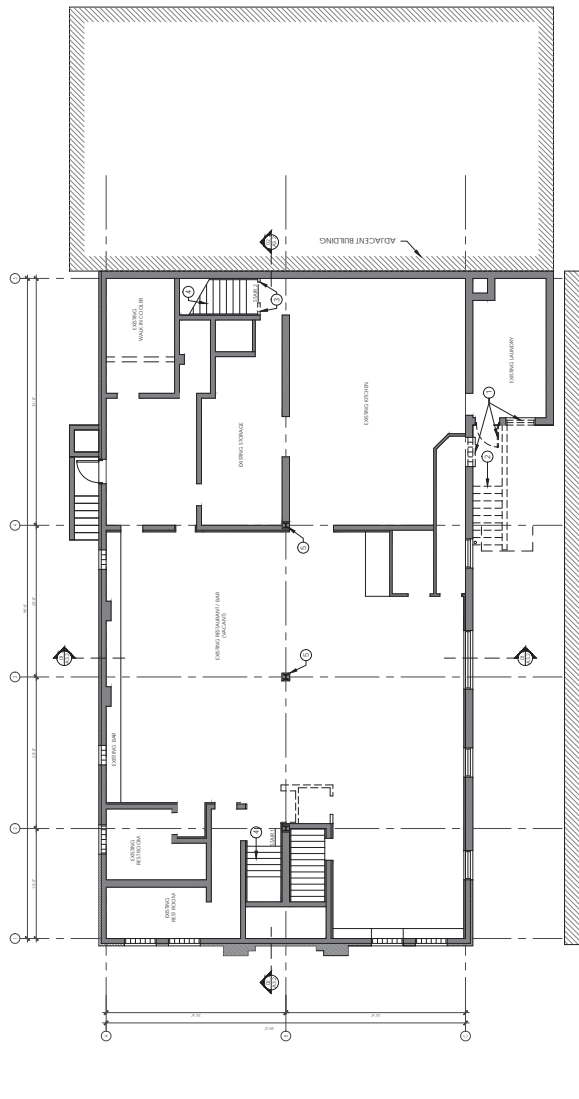
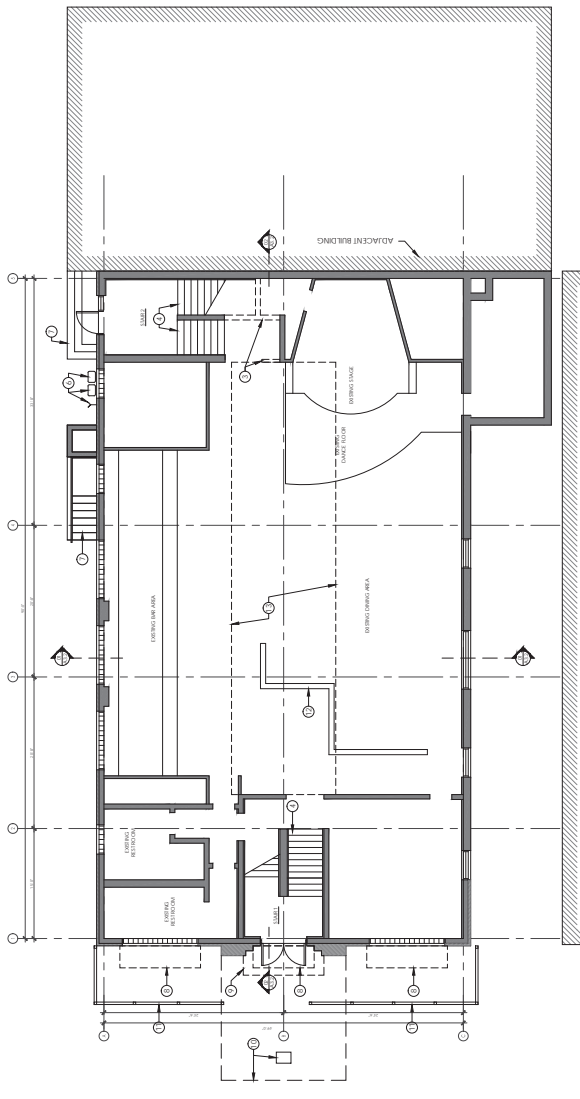
01 SITE PLAN
 A1.0 SCALE: 1" = 10'-0"

GENERAL DEMOLITION NOTES

- ALL DASHED ITEMS TO BE REMOVED.
- CONTRACTOR SHALL VERIFY IN FIELD DIMENSIONS OF DEMOLITION REQUIRED BASED ON NEW WORK.
- REFERENCE OTHER DRAWINGS FOR ADDITIONAL ITEMS TO BE DEMOLISHED AND FOR ADDITIONAL INFORMATION REGARDING THE PROJECT.
- PROJECT AND SECURE STRUCTURES WHEN REMOVING CONCRETE.
- WHERE REMOVAL OF ITEMS LEAVES HOLES AND UNFINISHED SURFACES, CONTRACTOR SHALL PATCH AND REPAIR TO MATCH ADJACENT FINISHED SURFACES.

DEMOLITION PLAN KEY NOTES

- REMOVE EXIST. DOORS AND WINDOWS TYP.
- REMOVE EXIST. EXTERIOR STAIRS.
- REMOVE EXIST. HALL TYP.
- EXIST. INTERIOR STAIRS TO REMAIN
- EXIST. COLUMNS TO REMAIN
- EXIST. GAS METER, HOOD AND FIRE HOSE TO REMAIN
- EXIST. CONC. STEPS TO REMAIN
- REMOVE EXIST. AWNING
- REMOVE EXIST. CANDY AND/OR ENTRY DOOR
- EXIST. PAVEMENT AND PAVES TO REMAIN
- EXIST. PAINT FENCE TO REMAIN
- EXIST. HALF WALL TO REMAIN
- REMOVE EXIST. CEILING FOR STRUCTURAL UNBRACE
- REMOVE EXIST. CEILING FOR STRUCTURAL UNBRACE
- REMOVE EXISTING ROOMS ENTIRELY. EXIST. ROOF STRUCTURE AND ULTA GYROSEET TO REMAIN. REF. BUILDING SECTIONS.



201 SOUTH COLLEGE EXPANSION

201 S. COLLEGE AVE. BLOOMINGTON, IN

DATE: 1.26.18
 ISSUE: CD
 JOB NO.: 17-04
 CHECKED BY: MDE

GENERAL FLOOR PLAN NOTES:

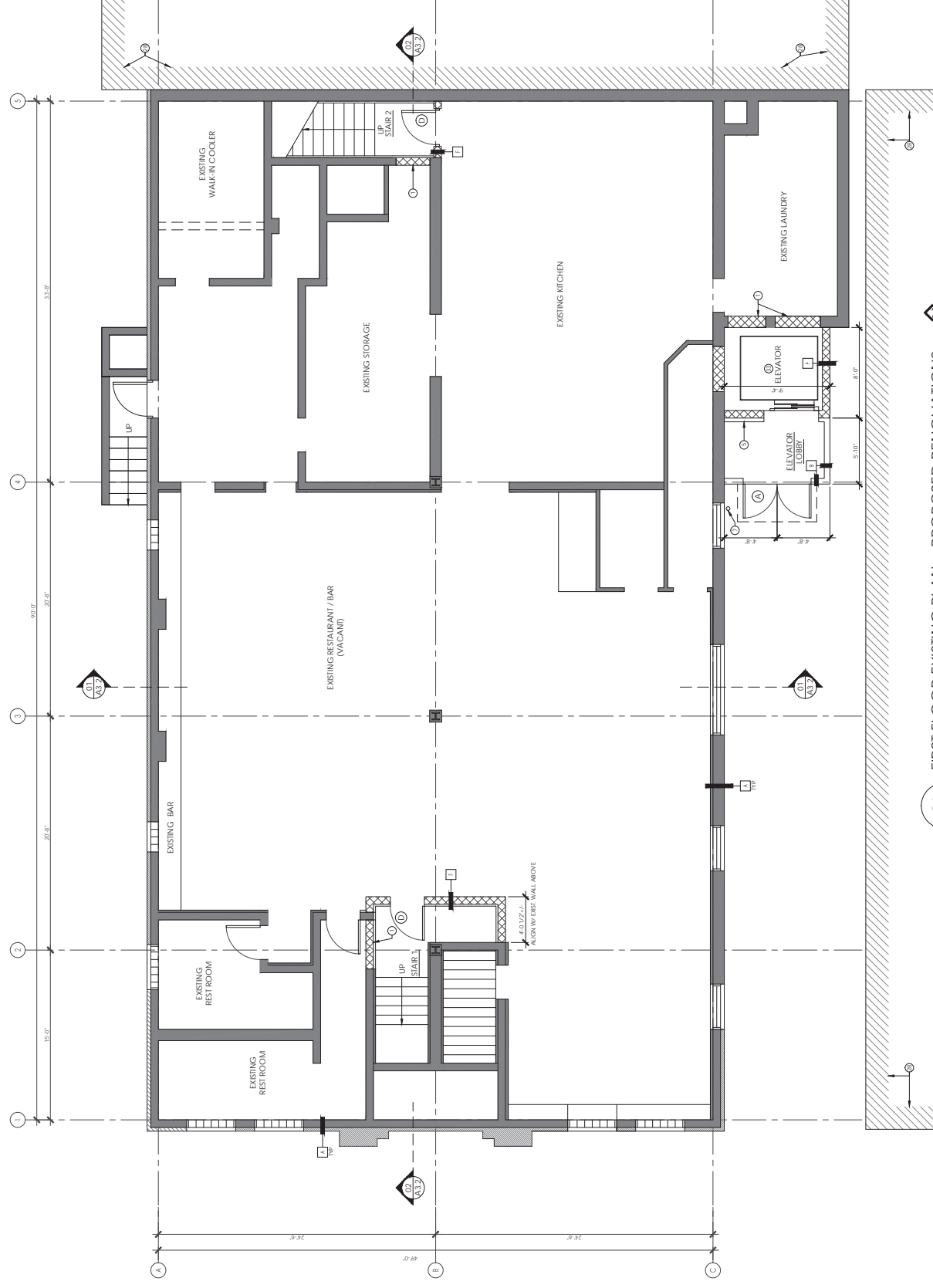
- ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED.
- ALL INTERIOR PARTITION WALLS SHALL BE 2X6 AT 16" O.C. UNLESS OTHERWISE NOTED.
- ALL INTERIOR WALLS SHALL BE 5/8" TO FRAMING ABOVE UNLESS OTHERWISE NOTED.
- PROVIDE ALL INTERIOR PARTITION WALLS WITH PERMANENT VERTICAL AND LATERAL LOADS SYSTEMS OF COMBUSTIBLE MATERIALS TO PROVIDE VERTICAL SUPPORT FOR CEILING SYSTEMS.
- PROVIDE SOUND ATTENUATION BARRIERS IN ALL LAUNDRY ROOM WALLS THROUGH MICH ROOM AND LAUNDRY ROOM WALLS THROUGH MICH ROOM AND BATHS AND 3' CENTER AT TYPE E UNIT.
- PROVIDE BE SOUND ATTENUATION BARRIERS IN ALL BATHS AND 3' CENTER AT TYPE E UNIT.

FLOOR PLAN KEY NOTES:

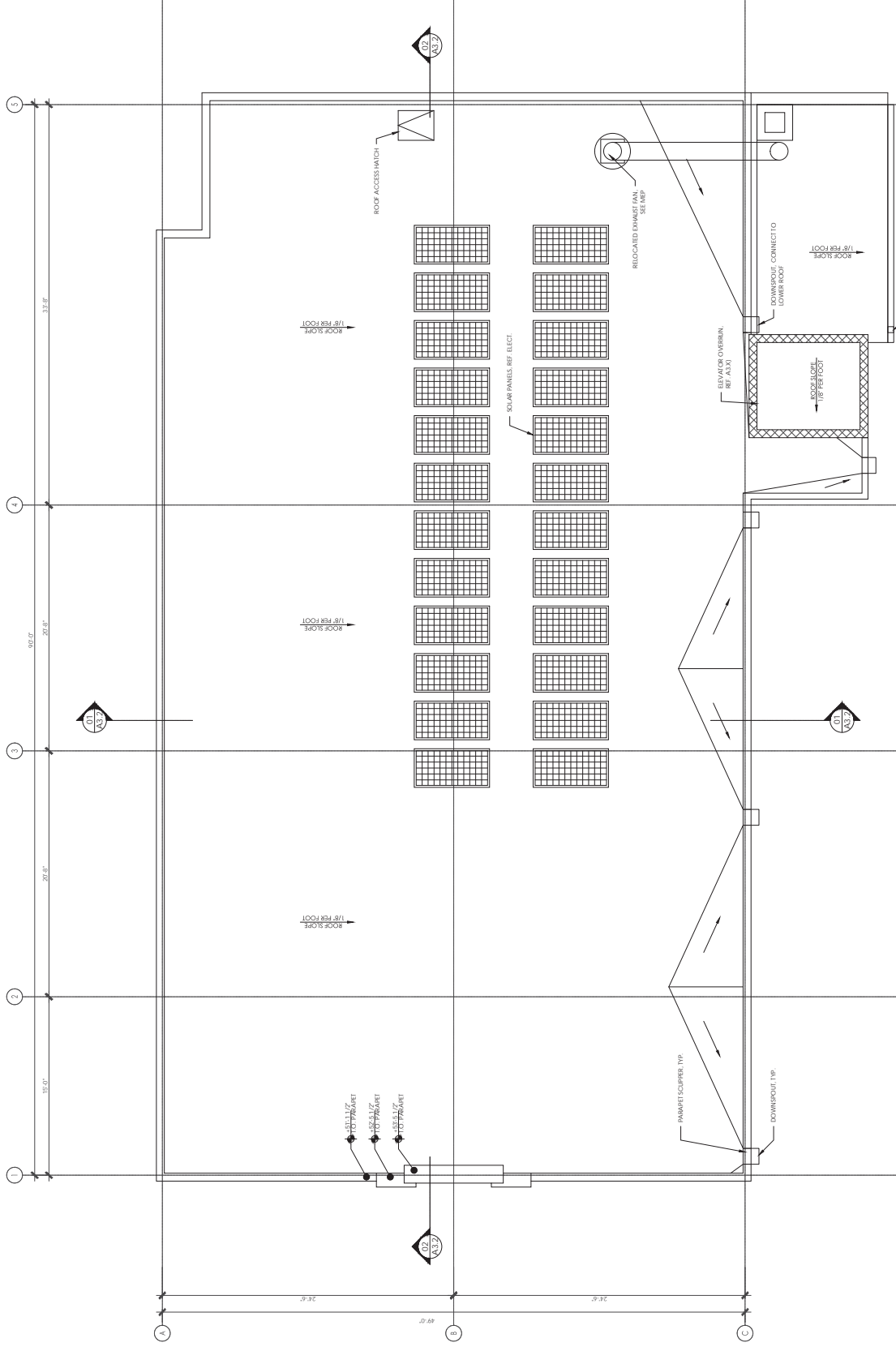
- WELL OPENING. SEE SCHEDULE FOR BEARING.
- NEW STEEL COLUMN. TYP. SEE SCHEDULE.
- NEW BEAM ABOVE. TYP. SEE SCHEDULE.
- PROVIDE 2" RETROFITTING AT ALL INTERIOR EXPOSED COLUMN TYP.
- 1" UP OUT WALL W/ 2X4T AND 5/8" CWB.
- 1" DI ON BALCONY. SEE DETAILS AS SHOWN.
- DOWNPOUT. TYP. SEE ROOF PLAN.
- BUILT IN WALKOFF MAT. SEE PAGE AS SHOWN.
- CENTER WALL ON EXISTING BEAM BELOW.
- 1" ALUM. W/ EXISTING BLOCK BELOW.
- WASHING MACHINES & SHEET.
- 1" W/ UNDERCOUNTER DISHWASHER.
- 1" W/ DOUBLE SINK W/ GARAGE DISPOSAL.
- 1" W/ STOVE WITH MICROWAVE HOOD VENT ABOVE.
- 1" W/ REFRIGERATOR.
- 1" W/ COUNTERTOP (PLASTIC LAMINATE).
- 1" 2" UPPER WALL CABINETS.
- 1" W/ 1" BASE CABINETS.
- 1" 1" SHELVING.
- 1" 1" 1/2" FIBERGLASS INSULATED WALL SURROUND.
- 1" 1" 1/2" W/ WANNY W/ SINK AND WALL MIRROR.
- 1" 1" 1/2" W/ WANNY W/ SINK AND WALL MIRROR.
- PACKED WASHER & DRYER.
- 1" 1" ELECTRICAL PANEL. RET. MECH.
- SHELF FOR WATER HEATER. SEE MEP.
- 1" 1" HAND RAIL.
- 1" 1" 1/2" GUARD RAIL.
- ADJACENT BUILDING.
- EXISTING LIMESTONE VENEER BELOW.
- EXISTING CHIMNEY TO REMAIN.
- EXISTING GREASE EXHAUST FAN. EXTEND TO ABOVE NEW ROOF.
- 1" 1" 1/2" BELOW ABOVE.
- ELEVATOR. SCHNITZER 3300 MK. OR EQUAL.
- 1" 1" 1/2" DOOR ACCESS LADDER.

WALL LEGEND:

- EXISTING WALL TO REMAIN. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW EXTERIOR WALL. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW INTERIOR WALL. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW INTERIOR WALL WITH CELLULOSE INSULATION. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW INTERIOR WALL WITH 2" FIBERGLASS INSULATION. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW INTERIOR WALL WITH 1" FIBERGLASS INSULATION. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW INTERIOR WALL WITH 5/8" TO FRAMING ABOVE. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW INTERIOR WALL WITH PERMANENT VERTICAL AND LATERAL LOADS SYSTEMS. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW INTERIOR WALL WITH SOUND ATTENUATION BARRIER. SEE DETAILS FOR FINISHES AND CONDITIONS.
- NEW INTERIOR WALL WITH SOUND ATTENUATION BARRIER AND 3' CENTER AT TYPE E UNIT. SEE DETAILS FOR FINISHES AND CONDITIONS.

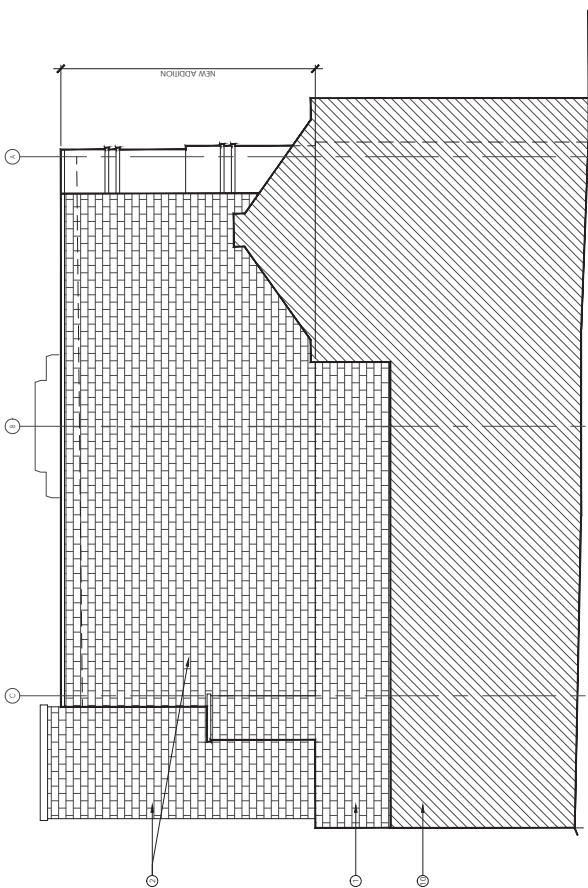


01 FIRST FLOOR EXISTING PLAN - PROPOSED RENOVATIONS
 A2.0 SCALE: 1/4" = 1'-0"

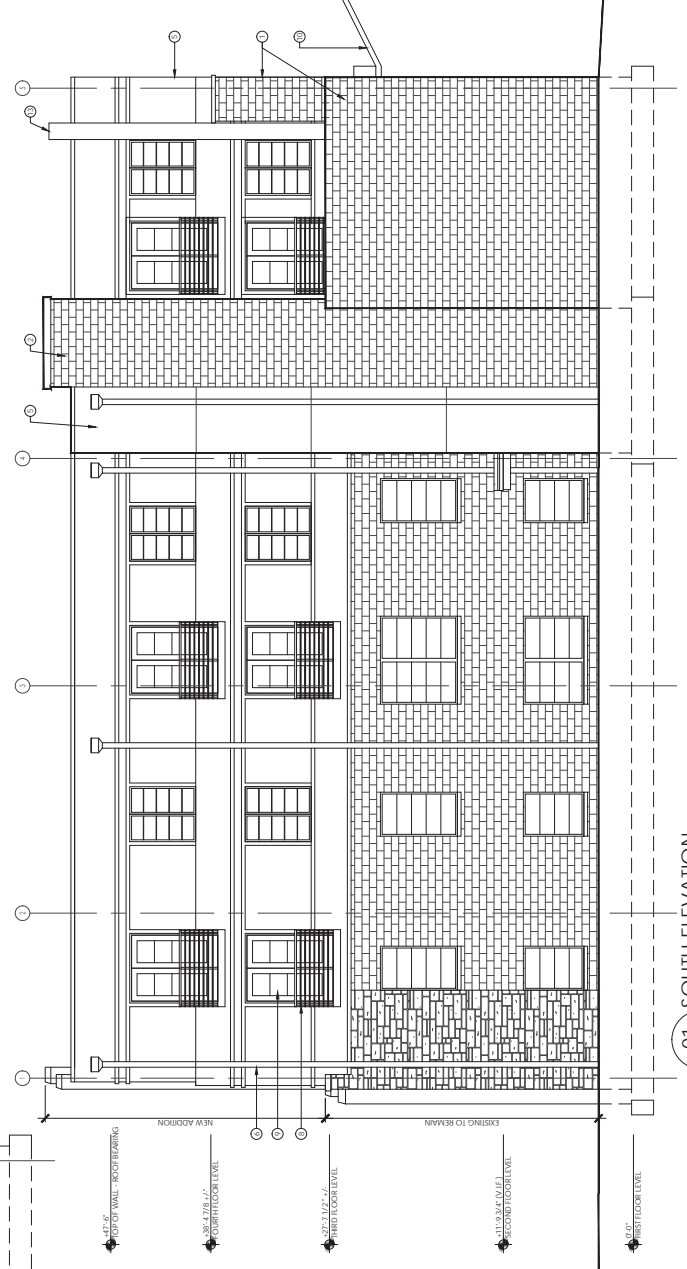


01 ROOF PLAN
A2.4 SCALE: 1/4" = 1'-0"

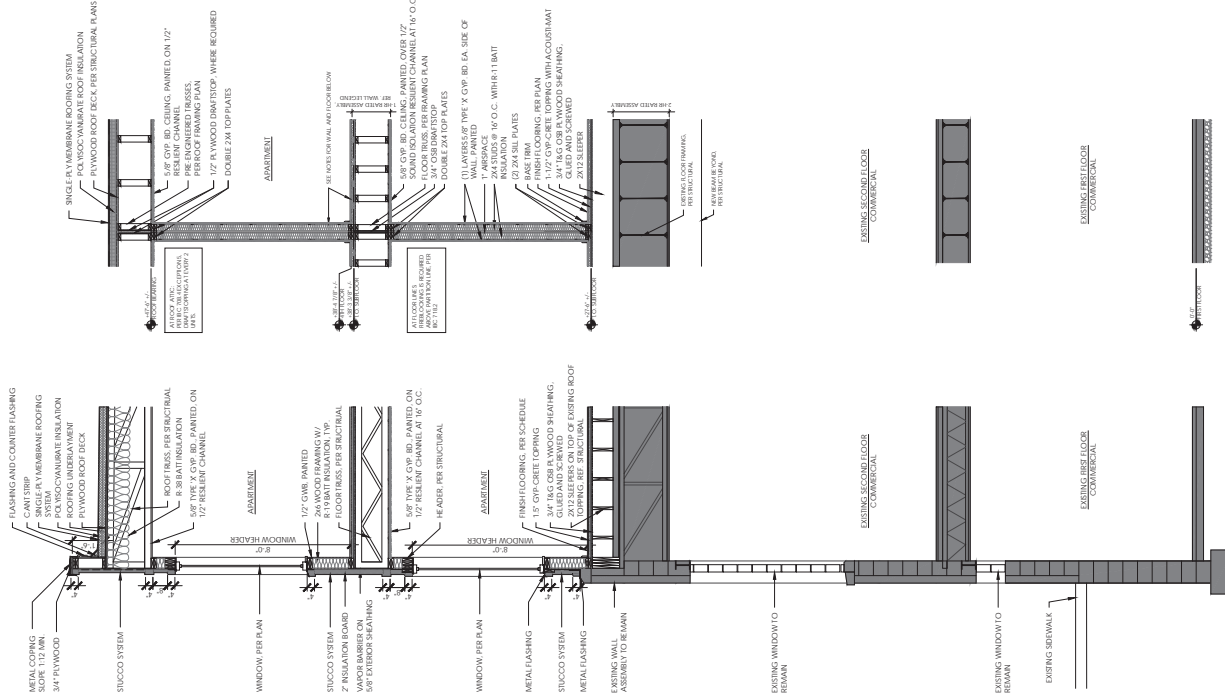
- ELEVATION NOTES:**
- 1. REV. WALLS TO REMAIN. CLEAN EXISTING TO FINISH EXISTING.
 - 2. REV. WALLS TO MATCH EXISTING.
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 - 100. REV. WALLS TO MATCH EXISTING.



02 EAST ELEVATION
A3.1 SCALE: 3/16" = 1'-0"



01 SOUTH ELEVATION
A3.1 SCALE: 3/16" = 1'-0"



01 DEMISING WALL
 A4.0 / SCALE: 3/4" = 1'-0"

02 WALL SECTION
 A4.0 / SCALE: 3/4" = 1'-0"







