

City of Bloomington Common Council

Legislative Packet

**Wednesday, 19 September 2018
Regular Session**

For legislation and background material regarding Ordinance 18-11 and Ordinance 18-15, please see the [05 September 2018 Legislative Packet](#).

All other legislation and background material contained herein.

For a schedule of upcoming meetings of the Council and the City's boards and commissions, please consult the City's [Calendar](#).

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Packet-Related Material for
Regular Session – 19 September 2018

Memo from Council Office

Agenda

Notices – None

Minutes - for approval on September 19th

- 05 September 2018 (Regular Session)

Legislation for Consideration under Second Readings and Resolutions

(materials to be found in the [Council Legislative Packet](#) issued for the Regular Session on 5 September 2018)

- **Ord 18-11** To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic”

Contacts:

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Scott Robinson at (812)-349-3423 or robinsos@bloomington.in.gov

- **Ord 18-15** To Amend Bloomington Municipal Code Titles 11 “Lakes and Reservoirs” and 14 “Peace and Safety” to Allow Firearm Hunting at the Griffy Lake Nature Preserve for the Purpose of Deer Population Control.

Contact:

Steve Cotter at (812) 349-3736 or cotters@bloomington.in.gov

Legislation for Introduction under First Reading

(materials included in this packet)

- **Res 18-14** To Expand a Planned Unit Development (PUD) and Amend the Associated District Ordinance and Preliminary Plan - Re: 4500, 4518 E. 3rd Street & 306 S. State Road 446 (Fountain Residential Partners, Petitioner)
 - Certification of Action – No Recommendation by a (7-0) vote taken on August 13, 2018 (Certified August 23, 2018)
 - Maps of Site and Surrounding Area and Uses
 - Memo to Council from Jackie Scanlan, Development Services Manager
 - Memo from Environmental Commission to Plan Commission
 - Petitioner Materials:
 - Revised Petitioner’s Statement (July 30, 2018 Letter to the Plan

- Commission)
 - Proposed Site Plan
 - Traffic Study
 - Site Plans and Parcel
 - Elevations and Renderings
- Letters to the Plan Commission
- Housing Diversity – An Agreement for Contribution of Money and Land Toward Housing Diversity - *Material Forthcoming*
- Links to Plan Commission Materials for Meetings in July and August – Century Village PUD (PUD-12-18)¹ – *which includes minutes and material not included in this packet along with most of the material listed above:*
 - July 9, 018 - First Hearing
 - Packet (starting on page 41)
 - Minutes (starting on page 8)
 - August 13, – Second Hearing
 - Packet (starting on page 17)
 - Minutes (Draft – starting on page 2)

Contact:

Jackie Scanlan 812-349-3423 or scanlanj@bloomington.in.gov

Memo

Two Ordinances Ready for Consideration under Second Readings and Resolutions and One Ordinance Ready for Introduction under First Readings at the Regular Session next Wednesday, September 19, 2018.

The Council is scheduled to hold a Regular Session on Wednesday, September 19th. There are two ordinances coming forward from the Committee of the Whole and ready for consideration under Second Readings and Resolutions. One of these ordinances, **Ord 18-11**, has a number of amendments – some considered last Wednesday and some new ones to be distributed early next week. There is also one ordinance ready to be introduced under First Readings. Please consult the weekly [Council Legislative Packet](#) issued for the Regular Session on 5 September 2018 for the material regarding ordinances scheduled for Second Reading and please consult this packet for the legislation, materials, and summary for the one ordinance scheduled for introduction next week.

¹ For materials distributed in interest of Plan Commission meetings in 2018 please, see the meeting dates at the following link: <https://bloomington.in.gov/boards/plan/meetings/2018>

First Readings

Item One – Ord 18-14 - Expanding Century Village Planned Unit Development (PUD) by adding One Lot, Amending the PUD District Ordinance, and Approving the Associated Preliminary Plan - Located at the Southwest Corner of SR 46 and SR446 (Fountain Residential Partners, Petitioner)

Ord 18-14 amends the Century Village PUD at the southwest corner of SR 46 (West 3rd Street) and SR 446.

Land Use Committee (LUC). Please recall that, with the creation of the Land Use Committee (LUC) earlier this year, the Council should, at First Reading, entertain a motion to refer this legislation to the LUC or, in the event that fails, entertain a motion to refer it to the Committee of the Whole. Assuming the legislation is referred to the LUC, please know that it can be kept there for two legislative cycles before being reported back to the full Council at a Regular Session. Please also know that the motion may entail the scheduling of other meetings in regard to this PUD.

Brief History of Century Village PUD. The Century Village PUD was established in 1975 “with a series of small Williamsburg²-style structures intended for use as office and retail space.” In 2004, the PUD was expanded to its current size and added uses to allow a maximum of 50 units of upper-story multifamily uses.² The current structures include the Century Suites Motel, a radio station, an insurance office and a vacant restaurant on ~ 3 acres located in the northeast portion of the PUD.

Site and Surrounding Uses. The site boundary follows SR 46/East 3rd Street on the north and SR 446 on the east and describes a rough 14 acre rectangle with a notch taken out of the southwest corner. Other than the hotel, restaurant, and commercial structures in the northeast corner, the site is vacant. There are few trees which are located south of the hotel and there is a slope of the land toward the southeast. The surrounding uses include multi-family (Summerhouse) and commercial across SR 46/ East 3rd Street to the north, large-lot single-family residences across SR 446 to the east, multi-family (Knightridge Manor and another complex) to the south, and commercial and restaurant uses to the west.

Overview of the Amendments to the Existing PUD. The changes to this PUD proposed by the Petition, in brief, would:

- add first-floor dwelling units (multi-family dwellings) as a permitted use;
- significantly increase residential densities on the vacant portion of this PUD;
- add Medical Clinic and Fitness/Training Studio” to the list of permitted uses and carryover two definitions for existing uses (for Restaurant, limited service, and Banquet Facility);
- add .71 acres from a portion of a restaurant site to the west of this PUD; and
- in a separate matter for the Plan Commission, replat the 10.3 acre multi-family

² This PUD was amended in 2004 with adoption of [Ord 04-32](#) on November 4, 2004. The initial materials and summary can be found in the weekly [Council Legislative Packet](#) issued for the October 20, 2004 Council Regular Session and Committee of the Whole.

portion of the PUD as a single lot through an amendment to the Preliminary Plat.

Forwarded by Plan Commission Without Recommendation. Please note that the Plan Commission had concerns after the first hearing in July which, according to Ms. Scanlan, in her memo to the Plan Commission for the August hearing, “include(ed):

- traffic impacts,
- safety of the vehicular entrance,
- appropriateness of student housing at this location,
- concern over the amount of mixed use, and
- the amount of parking versus open space on the site.

Despite progress made on some of the concerns, please note that the Plan Commission forwarded this petition to the Council without recommendation. The lack of a recommendation means that, under statute, in the event the Council fails to act on this petition by the week of Thanksgiving, this petition would be deemed defeated.³

Changes between First and Second Hearing. Borrowing from the Petitioner’s July 30th Letter to the Plan Commission and Ms. Scanlan’s Memo to the Council, the changes between the first and second hearing are included below. Please note that some are clarified by some of the 10 Conditions of Approval (CoA). The changes between July and August are briefly noted below:

- **Reduced Number of Bedrooms.** The Petitioner agreed to reduce the number of bedrooms from a total of 632 bedrooms in 221 units (84 1-bedroom units and 137 4-bedroom units) to a total of 600 bedrooms in 240 units (120 1-bedroom units and 120 4-bedroom units) which entails in increase of 21 units.
- **Reduced and Tiered the Parking.** The Petitioner agreed to reduce the number of parking spaces from 478 to 440 which would reduce the ratio of parking spaces to bedroom from 0.76 to 0.73. In addition the Petitioner will also construct two-2-tiered parking facilities (reducing the footprint for these spaces by half). Please note that these parking structures will use existing topography to minimize their external appearance.
- **Design Streets to Public Standards.** In an effort to assure “that dwellings have a clear relationship with public street and operate on a pedestrian scale,⁴ the streets will be designed to public standards (and, substandard right-of-ways will be dedicated to the City within 180 days of Council approval per CoA #7) and be configured in a grid-like pattern.
- **Construct Off-Site Path.** The Petitioner agreed to construct an 8-foot wide path on East 3rd Street west of the PUD.
- **Reroute Bus and Build Associated Improvements.** The Petitioner agreed to allow B-T to reroute one bus line through the site and build a bus pull-off lane and shelter at one location and another bus stop and shelter at another location within

³ IC 36-7-4-608(g) provides that outcome in the event the Council fails to act within 90 days after certification (August 23rd)

⁴ As called for by Comp Plan Policy 5..2.3

this PUD.

- **Meet Maximum Impervious Surface Standard with Pervious Pavers.** In order to meet the maximum of 50% for impervious surface area (now at 60%), the Petitioner agreed to install pervious pavers for 124 surface parking spaces in two parking lots (see CoA #9 for submittal of a long-term maintenance plan).
- **Preserve 75% of Tree Cover.**
- **Additional Green Features.** In addition to previously mentioned green project features, the Petitioner has agreed to provide the following (many at the suggestion of the Environmental Commission):
 - recycling stations at dumpster enclosures;
 - two charging stations for electric vehicles; and
 - more thermal insulation, Low E windows, LED lighting in public and some private areas; ceiling fans in all bedrooms and living rooms, and low-flow plumbing fixtures.
- **Craftsman Style Architecture** – in order to provide a pedestrian-scale streetscape, the Petitioner proposes to use Craftsman Style Architecture (in detail and color) and materials that include brick, cementitious plank siding and battened cementitious panel siding. In addition, large structures have been broken into smaller ones with no more than four units per floor.
- **Traffic Impacts and Safety/Traffic Study** In response to the concern about the traffic generated by this self-described student and young professional housing project, the petitioner submitted a traffic study (attached). Based upon knowledge of the PUD, INDOT data, ITE Trip Generation data, and observation on one sunny day in April, the Traffic Study covered the following topics and set forth the following conclusions:

Access Locations and Usage

- **One Primary Access to the North (SR 46/East 3rd)** – three driveways along SR 46 will be reduced to one and serve as the primary access to and from this PUD. Left turns out “may have some delay particularly in the afternoon peak hours.”
- **Two Access Points to the East (SR 446)** - There is an existing access to the hotel and a new one proposed further south. Neither are expected to carry much traffic, except the southern one to relieve some afternoon traffic leaving the site.
- **Minor Access to the South and East through Other Developments** - there are two other access points: a stub to the south to be decided upon by the Plan Commission and an easement to the east though what is a parking lot, and is not expected to be used much, except in afternoon peak hours for westbound traffic.

Mass Transit

- The Study indicated that “there were multiple BT routes that pass by or near the site” and that ridership on the local bus systems is high. After observation of traffic resulting from the Reserve Apartments on South Park,

it found that vehicular trips were about half what the ITE Trip Generation data would suggest. For these reasons, the Study “expect(ed) that about 50% of the trips (here) will be made on mass transit,” but used a more conservative 40% for the analysis.

○ Trips/Peak Hours

The Study concludes that the “the heaviest traffic leaving the site will make left turns onto SR 46.” Because the peak hours of traffic on SR 46 in the morning do not coincide with those for this PUD, those turns should be “pretty easy” to negotiate. Given some overlap in the peak traffic hours for this street and PUD in the afternoon, the Study anticipates some motorists will “choose an alternate route via the easement to Parkridge or one of the SR446 entrances.”

○ Safety of Vehicular Entrances

In response to this concern, the Study indicated that the new access points onto SR 46 and SR 446 would have line-of-sight of at least 500’ and that the entrance onto SR 46 would align with Morningside Drive. Please note that one citizen wrote about the Study and, among other things, requested a history of accidents in this area.

Memo from the Environmental Commission

The Memo from the Environmental Commission recommended:

- inclusion of recycling - which was incorporated by the Petitioner;
- use of “green building and site design practices to create a high performance, low-carbon footprint structure” – some recommendations have been incorporated;
- strive to “create a beneficial and robust Landscape Plan” – in this case, the Petitioner will comply with RH Landscape standards.

Preliminary Plan - Development Standards and Other Topics

Please see the memo to the Council for a summary of the Preliminary Plan. Here is a list of topics with, at times, a note about the requirements or a reference to where they are mentioned elsewhere:

- Uses – multi-family, medical clinic, and fitness/training studio have been added and two definitions have been carried-over from the existing PUD;
- Residential Density –there is an increase from 3.64 units per acre to 17.76 units per acre;
- Height/Bulk – RH standards apply;
- Parking and Surrounding Roads – see Access Plan (above), the memo, and Petitioner materials;
- Access – which also includes requirement for sidewalks and side paths – one of which is off-site;
- Bicycle Parking – which are based upon the number of bedrooms in these structures;
- Architectural /Materials – see changes made between July and August (above);
- Alternative Transportation – see changes between July and August hearing where

one bus line will be rerouted through the PUD, with two stops and shelters (one with a pull-off lane)

- Environmental Considerations – which covers tree preservation, impervious surface maximums, and various “green” features in this PUD;
- Landscaping – which must comply with RH standards; and
- **Housing (Tenant) Diversity** – The PUD is intended to serve students and young professionals and, therefore, will not help and may hinder the goal of enhancing affordable housing or what is also referred to as housing (tenant) diversity. The memo noted that “the petitioner is in discussions with the Administration and the Housing and Neighborhood Development Department on how best to address the need for affordable housing that is called for on page 91 of the Urban Corridor section of the Comprehensive Plan.”⁵ It appears that those discussions have led to an understanding which will entail a contribution of funds and land toward that purpose. Materials on that understanding should be available before the meeting next week.

The Comprehensive Plan (CP) *(linked)*

Congruence with and Departure from the Comprehensive Plan

Urban Corridor. The memo to the Council supplements the information regarding the Comprehensive Plan in the memo to the Plan Commission for the July 9th meeting. There you will find that the property is designated as both Urban Corridor/Neighborhood Residential. Perhaps because of the two roadways bordering the site and compatible uses to the south and west, not much discussion is given to the Neighborhood Residential designation. Ten cites regarding the Intent for the Urban Corridor are noted in the July memo which bear the following themes: transition, integration, and greater intensity of mixed uses; access to public transit and connection with pedestrian networks; and, the need for affordable and diverse types of housing.

Student-Oriented Housing at Eastern Periphery of the City. The discussion of the Comprehensive Plan in August focused on the location of student housing at the eastern periphery of the City (and that issue appears to have been the main reason for the forwarding of the PUD to the Council without recommendation). The memo to the Council repeats what went to the Plan Commission in August. Cites in that memo carried forward the following themes: the need to authorize and build more housing to meet population projections; the importance of locating multi-family near transit facilities; and, redirecting student-oriented housing away from downtown along transit routes on corridors and relatively close to the university. The memo from Ms. Scanlan, summarizes staff (but not necessarily the Plan Commission) analysis of this issue:

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

⁵ Please note that the Petitioner Letter, July 30, 2018 also mentions these discussions (Tenant Diversity).

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.

OVERALL P & T STAFF 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.

Plan Commission Recommendation - Conditions of Approval

After hearings in July and August, the Plan Commission voted to give this petition "No Recommendation" (by a vote of 7-0-0) and attached 10 Conditions of Approval (COA). Those COAs are quoted below (with parenthetical headings provided by the Council Office):

1. (Staff Approval of Final Plan.) PUD Final Plan approval is delegated to the Planning and Transportation Department staff.
2. (Landscaping Subject to RH Standards – Except Parking Lot Islands.) 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. (Design of Utility Plan Not Conflict with Location of Street Trees.) Utility plan must be designed so as not to conflict with required street tree locations.
4. (Plat Committee Approval of Final Plat.) Final Plat approval is delegated to the Plat Committee.
5. (Bicycle Parking Subject to BMC 20.05 and Included in Final Plan.) All required bicycle parking to meet Chapter 5 Unified Development Ordinance standards shall be included at the Final Plan stage.
6. (Installation of Side paths, Sidewalks, an Off-Site Side path Before Final Occupancy of any New Building.) 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. (Dedication of Right-of-Way – Where Needed – within 180 Days of Council Approval.) 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. (Installation of Chargers for Electrical Vehicles at 10% of Parking Spaces.) Petitioner shall install electric vehicle charging stations to support at least 10% of the final parking spaces.
 9. (Submittal of Long-Term Maintenance Plans for Permeable Pavers – Before Issuance of Occupancy Permit for any New Buildings.) 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. (Anti-Monotony Standards Regarding Architectural Design.) Petitioner will make necessary adjustments to meet anti-monotony standards related to architectural design.

Council Review

The Council is required to vote on a PUD proposal within ninety days of certification by the Plan Commission. The matter was certified to the Council with No Recommendation on August 23, 2018, making the deadline for Council action the week of Thanksgiving. In instances when the Plan Commission gives a proposal no recommendation, failure of the Council to act within the ninety-day window will result in the defeat of the petition at the end of that period.⁶

In reviewing a PUD proposal, the Council's review is guided by both local code and State statute. Both are highlighted below. In reviewing a PUD, Council must have a rational basis for its decision, but otherwise has wide discretion.

Bloomington Municipal Code (BMC)

BMC 20.04.080 directs that, in its review of a PUD, the Council shall consider as many of the following criteria as may be relevant to a specific PUD proposal.

- The extent to which the PUD meets the requirement of 20.04, Planned Unit Development Districts.
- The extent to which the proposed preliminary plan departs from the UDO provisions otherwise applicable to the property (including but not limited to, the density, dimension, bulk, use, required improvements, and construction and design standards and the reasons why such departures are or are not deemed to be in the public interest.)
- The extent to which the PUD meets the purpose of the UDO, the GPP (now Comprehensive Plan), and other adopted planning policy documents.
- The physical design of the PUD and the extent to which it makes adequate provision for public services; provides adequate control over vehicular traffic; provides for and protects designated common open space; and furthers the amenities of light and air, recreation and visual enjoyment.
- Relationship and compatibility of the PUD to adjacent properties and neighborhood, and whether the PUD would substantially interfere with the use or diminish the

⁶ IC 36-7-4-608(g)

value of adjacent properties and neighborhoods.

- The desirability of the proposed preliminary plan to the city's physical development, tax base and economic well-being.
- The proposal will not cause undue traffic congestion, and can be adequately served by existing or programmed public facilities and services.
- The proposal preserves significant ecological, natural, historical and architectural resources.
- The proposal will not be injurious to the public health, safety, and general welfare.
- The proposal is an effective and unified treatment of the development possibilities on the PUD site.

Local code also provides that permitted uses in a PUD are subject to the discretion and approval of the Plan Commission and the Council. Permitted uses are determined in consideration of the GPP (now Comprehensive Plan), existing zoning, land uses contiguous to the area being rezoned and the development standards outlined in the UDO. BMC 20.04.020.

**NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
6:30 P.M., WEDNESDAY, 19 SEPTEMBER 2018
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.**

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES FOR: 05 September 2018 - Regular Session

IV. REPORTS (A maximum of twenty minutes is set aside for each part of this section.)

- 1. Councilmembers**
- 2. The Mayor and City Offices**
- 3. Council Committees**
- 4. Public***

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

1. Ordinance 18-11 To Amend Title 15 of The Bloomington Municipal Code Entitled “Vehicles and Traffic” - Re: Amending Chapter 15.32 (Parking Controls) to Make Changes to Limited Parking Zones and to Modify Parking Allowances for Certain Vehicles; Chapter 15.36 (Resident-Only Parking Permits) to Clarify Placement on On-Street Parking Spaces; Chapter 15.37 (Residential Neighborhood Permit Parking) to Adjust the Boundaries of Neighborhood Parking Zones and the Fees Associated With the Same; Chapter 15.40 (Municipal Parking Lots, Garages and On-Street Metered Parking) to Adjust the Times and Rates for Parking in Off-Street Facilities; Chapter 15.48 (Removal and Impoundment of Vehicles) to Make Minor Changes Reflecting the Administration of this Section; and Chapter 15.64 (Traffic Violation Schedule) to Increase the Fine for a Class D Traffic Violation

Committee Recommendation:	Do Pass: 7-0-1
Am 01:	Do Pass: 8-0-0
Am 02:	Do Pass: 8-0-0
Am 03:	Do Pass: 8-0-0

2. Ordinance 18-15 To Amend Title 11 (Lakes and Reservoirs) and Title 14 (Peace And Safety) of the Bloomington Municipal Code - Re: Amending Sections 11.08.040 (Prohibited Activities) and 14.20.020 (Discharging Firearms) of the Bloomington Municipal Code to Permit Firearm Hunting for the Purpose of Deer Population Control at Griffy Lake Nature Preserve.

Committee Recommendation:	Do Pass: 6-1-1
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VII. LEGISLATION FOR FIRST READING

1. Resolution 18-14 To Expand a Planned Unit Development (PUD) and Amend the Associated District Ordinance and Preliminary Plan - Re: 4500, 4518 E. 3rd Street & 306 S. State Road 446 (Fountain Residential Partners, Petitioner)

VIII. ADDITIONAL PUBLIC COMMENT* (A maximum of twenty-five minutes is set aside for this section.)

IX. COUNCIL SCHEDULE

X. ADJOURNMENT

* Members of the public may speak on matters of community concern not listed on the agenda at one of the two public comment opportunities. Citizens may speak at one of these periods, but not both. Speakers are allowed five minutes; this time allotment may be reduced by the presiding officer if numerous people wish to speak.

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call (812) 349 - 3409 or e-mail council@bloomington.in.gov.

ORDINANCE 18-14

TO EXPAND A PLANNED UNIT DEVELOPMENT (PUD) AND AMEND THE ASSOCIATED DISTRICT ORDINANCE AND PRELIMINARY PLAN

**- Re: 4500, 4518 E. 3rd Street & 306 S. State Road 446
(Fountain Residential Partners, Petitioner)**

WHEREAS, Ordinance 06-24, which repealed and replaced Title 20 of the Bloomington Municipal Code entitled, "Zoning", including the incorporated zoning maps, and incorporated Title 19 of the Bloomington Municipal Code, entitled "Subdivisions", went into effect on February 12, 2007; and

WHEREAS, the Plan Commission has considered this case, PUD-12-18, regarding the petition from Fountain Residential Partners, to amend the District Ordinance and Preliminary Plan to expand the PUD, modify the list of uses, and allow higher densities; and

WHEREAS, after hearings on July 9, 2018 and August 13, 2018, the Plan Commission forwarded PUD-12-18 to the Common Council with no recommendation;

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

SECTION 1. Through the authority of IC 36-7-4 and pursuant to Chapter 20.04 of the Bloomington Municipal Code, the District Ordinance and Preliminary Plan shall be amended for the PUD on the property located at 4500, 4518 E. 3rd Street & 306 S. State Road 446. The property is further described as follows:

LOTS 3, 4 AND 5 IN CENTURY VILLAGE PHASE II AND AMENDMENT TO CENTURY VILLAGE LOT 2, PHASE I FINAL PLAT, AS SHOWN BY THE PLAT THEREOF RECORDED AS INSTRUMENT NUMBER 2018005325, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:

LOT 2 IN CENTURY VILLAGE PHASE III, AS SHOWN BY THE PLAT THEREOF RECORDED IN PLAT CABINET "D", ENVELOPE 107, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:

CENTURY SUITES PHASE 1-A, AS SHOWN BY THE PLAT THEREOF RECORDED IN PLAT CABINET "B", ENVELOPE 100, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:

CENTURY SUITES PHASE 1-B, AS SHOWN BY THE PLAT THEREOF RECORDED IN PLAT CABINET "HB", ENVELOPE 113, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:

LOT 7B IN BAKER SUBDIVISION III, AS SHOWN BY THE PLAT THEREOF RECORDED IN PLAT CABINET "C", ENVELOPE 169, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:

A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 8 NORTH, RANGE 1 WEST, MONROE COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 00 DEGREES 18 MINUTES 04 SECONDS EAST (ASSUMED), ALONG THE EAST LINE OF SAID QUARTER SECTION 837.82 FEET; THENCE LEAVING SAID EAST LINE, SOUTH 89 DEGREES 44 MINUTES 50 WEST 51.24 FEET TO A 5/8 REBAR WITH CAP ON THE WEST RIGHT OF

WAY OF STATE ROAD 446 AND THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 89 DEGREES 44 MINUTES 50 SECONDS WEST ALONG THE NORTH LINE OF A TRACT OF LAND (D.B. 428, P. 226), 612.68 FEET TO A POINT ON THE EAST LINE OF LOT 9 OF BAKER SUBDIVISION (P.C. "C", ENV. 15); THENCE ALONG SAID EAST LINE, NORTH 01 DEGREES 10 MINUTES 55 SECONDS WEST 215.78 FEET TO A 5/8 REBAR AT THE SOUTHEAST CORNER OF LOT 7B, BAKER SUBDIVISION III (P.C. "C", ENV. 169); THENCE ALONG THE EAST LINE OF SAID LOT, NORTH 01 DEGREES 01 MINUTES 47 SECONDS WEST 168.32 FEET TO THE SOUTHWEST CORNER OF LOT 4 OF CENTURY VILLAGE PHASE II AND AMENDMENT TO CENTURY VILLAGE LOT 2, PHASE I (INST 2018005325); THENCE SOUTH 89 DEGREES 48 MINUTES 42 SECONDS EAST 305.43 FEET TO THE WEST LINE OF CENTURY SUITES PHASE I-A AND I-B (P.C. "B", ENV. 100 AND 133); THE NEXT (2) COURSES ARE ALONG THE PERIMETER OF SAID PLATS; (1) THENCE SOUTH 00 DEGREES 12 MINUTES 43 SECONDS EAST 160.83 FEET; (2) THENCE NORTH 89 DEGREES 40 MINUTES 00 SECONDS EAST 312.16 FEET TO THE WEST RIGHT OF WAY LINE OF STATE ROAD 446; THENCE SOUTH 00 DEGREES 30 MINUTES 30 SECONDS EAST ALONG SAID RIGHT OF WAY 221.31 FEET TO THE POINT OF BEGINNING, CONTAINING 4.246 ACRES, MORE OR LESS.

ALSO:

A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 8 NORTH, RANGE 1 WEST, MONROE COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE NORTH 89 DEGREES 46 MINUTES 56 SECONDS WEST ALONG THE NORTH LINE THEREOF 672.56 FEET; THENCE SOUTH 00 DEGREES 41 MINUTES 43 SECONDS EAST 51.97 TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 46 AND THE NORTHEAST CORNER OF LAND CONTAINED DEED BOOK 423, PAGE 422, THE NEXT (4) COURSES ARE ALONG THE PERIMETER OF SAID DEED

SECTION 2. This District Ordinance and the Preliminary Plan shall be approved as attached hereto and made a part thereof.

SECTION 3. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstance shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 4. This ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2018.

DOROTHY GRANGER, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2018.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2018.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

Ordinance 18-14 would amend the boundaries of a previously approved Planned Unit Development (PUD) and approve an amendment to a PUD District Ordinance and Preliminary Plan to allow additional area in the PUD, new uses, and new densities.

****ORDINANCE CERTIFICATION****

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 18-14 is a true and complete copy of Plan Commission Case Number PUD-12-18 which was given no recommendation by a vote of 7 Ayes, 0 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on August 13, 2018.

Date: August 22, 2018



Terri Porter, Secretary
Plan Commission

Received by the Common Council Office this 23rd day of August, 2018.



Nicole Bolden, City Clerk

Appropriation Ordinance # _____	Fiscal Impact Statement Ordinance # _____	Resolution # _____
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Type of Legislation:

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

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

Cause of Request:

Planned Expenditure _____	Emergency _____
Unforeseen Need _____	Other _____

Funds Affected by Request:

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

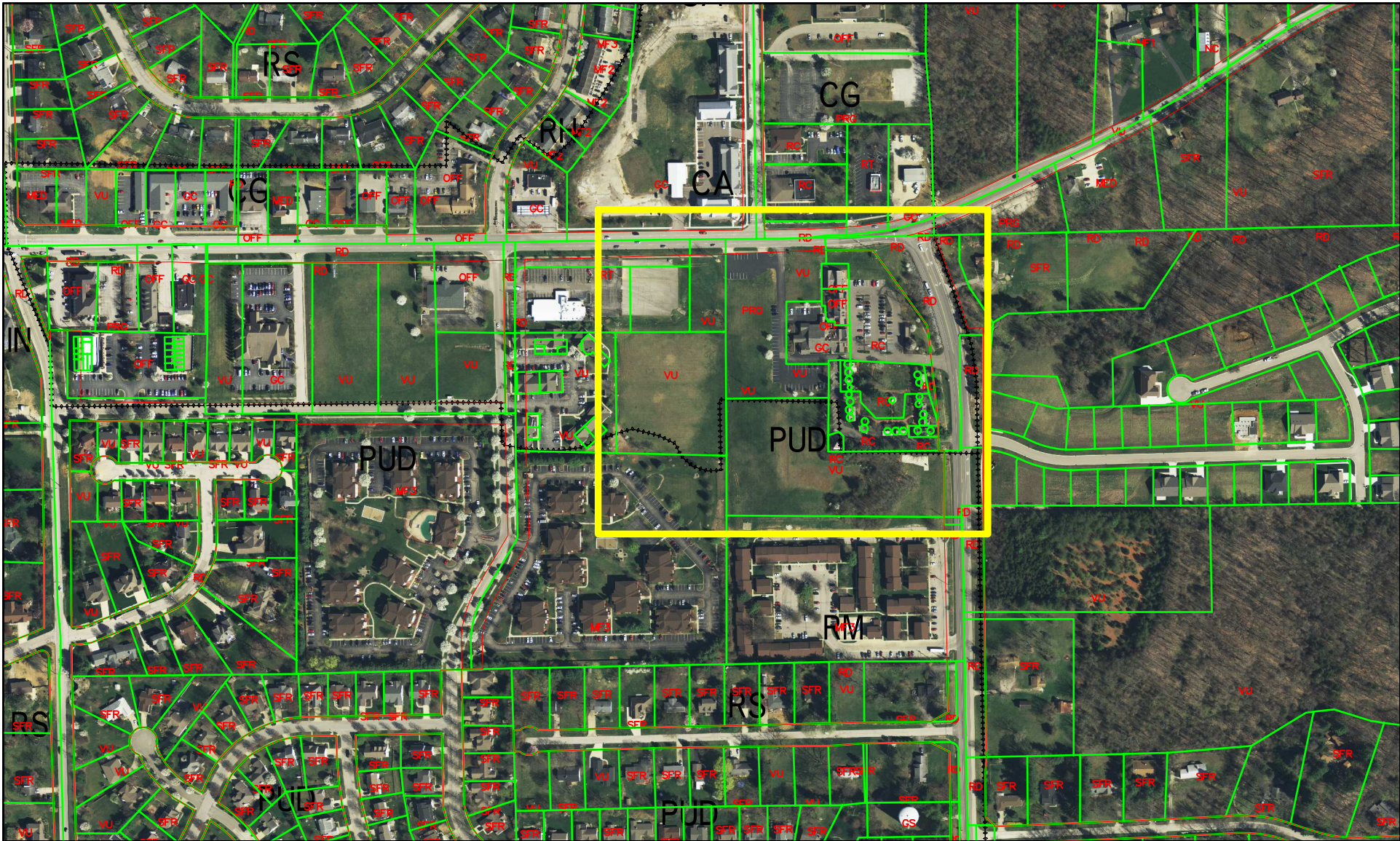
Signature of Controller

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

Yes _____ No _____

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

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



Ord 18-16 Amend Century Village PUD District Ordinance and Preliminary Plan
 PUD-12-18
 Yellow Box Frames But Does Not Describe the Boundaries of the PUD

By: shermand
 12 Sep 18



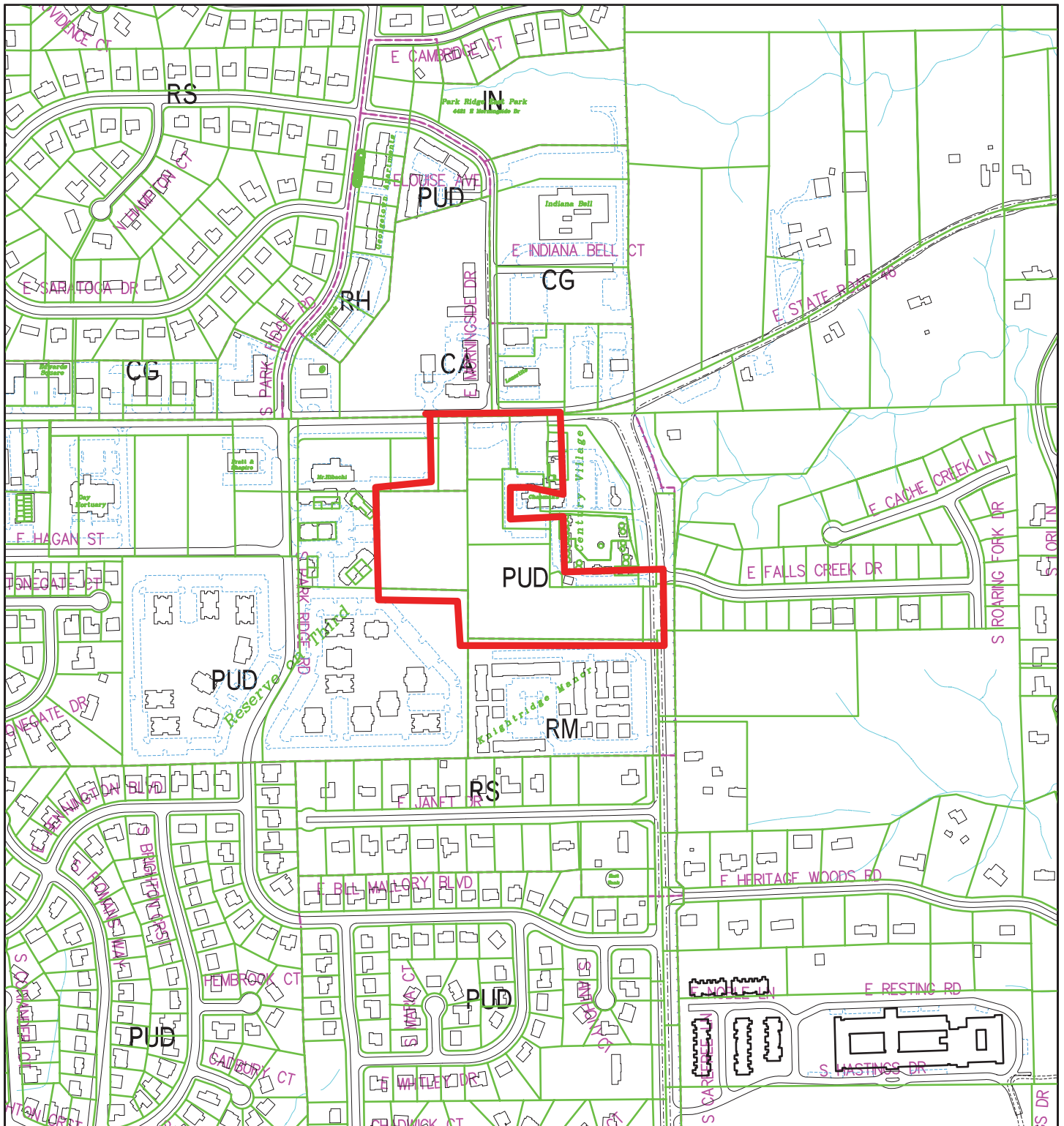
For reference only; map information NOT warranted.



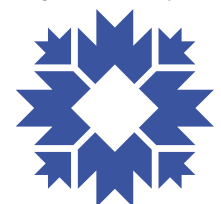
City of Bloomington
 Council Office



Scale: 1" = 400'



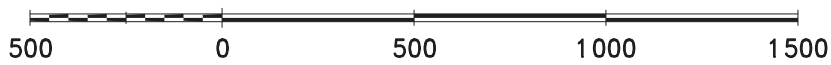
City of Bloomington
 Planning & Transportation



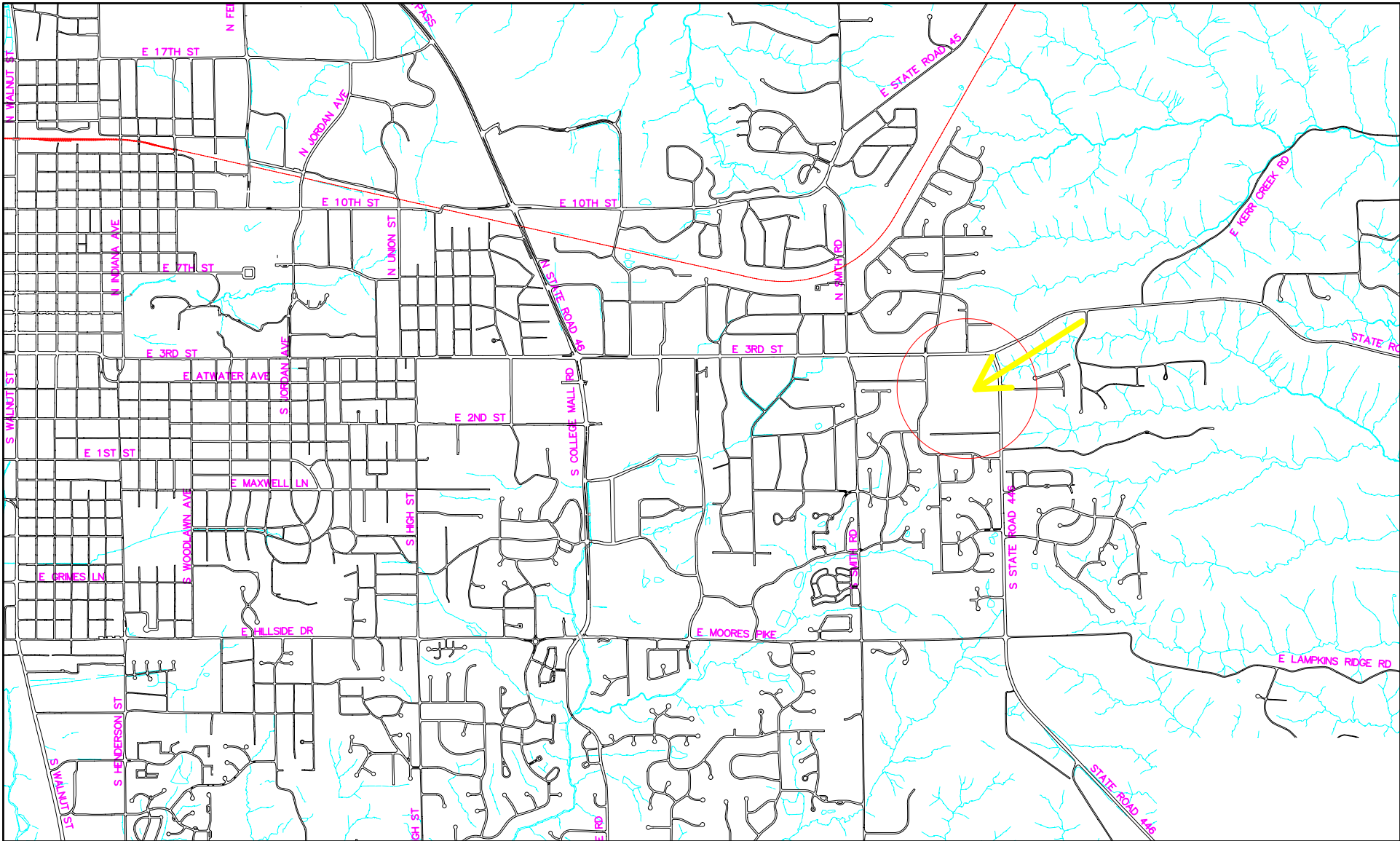
Scale: 1" = 500'



By: scanlanj
 25 May 18



For reference only; map information NOT warranted.



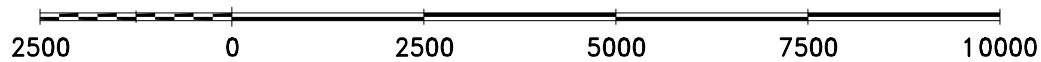
Ord 18-16 Amending the Century Village PUD District Ordinance and Preliminary Plan

PUD - 12 - 18

Location

By: shermand

12 Sep 18



For reference only; map information NOT warranted.



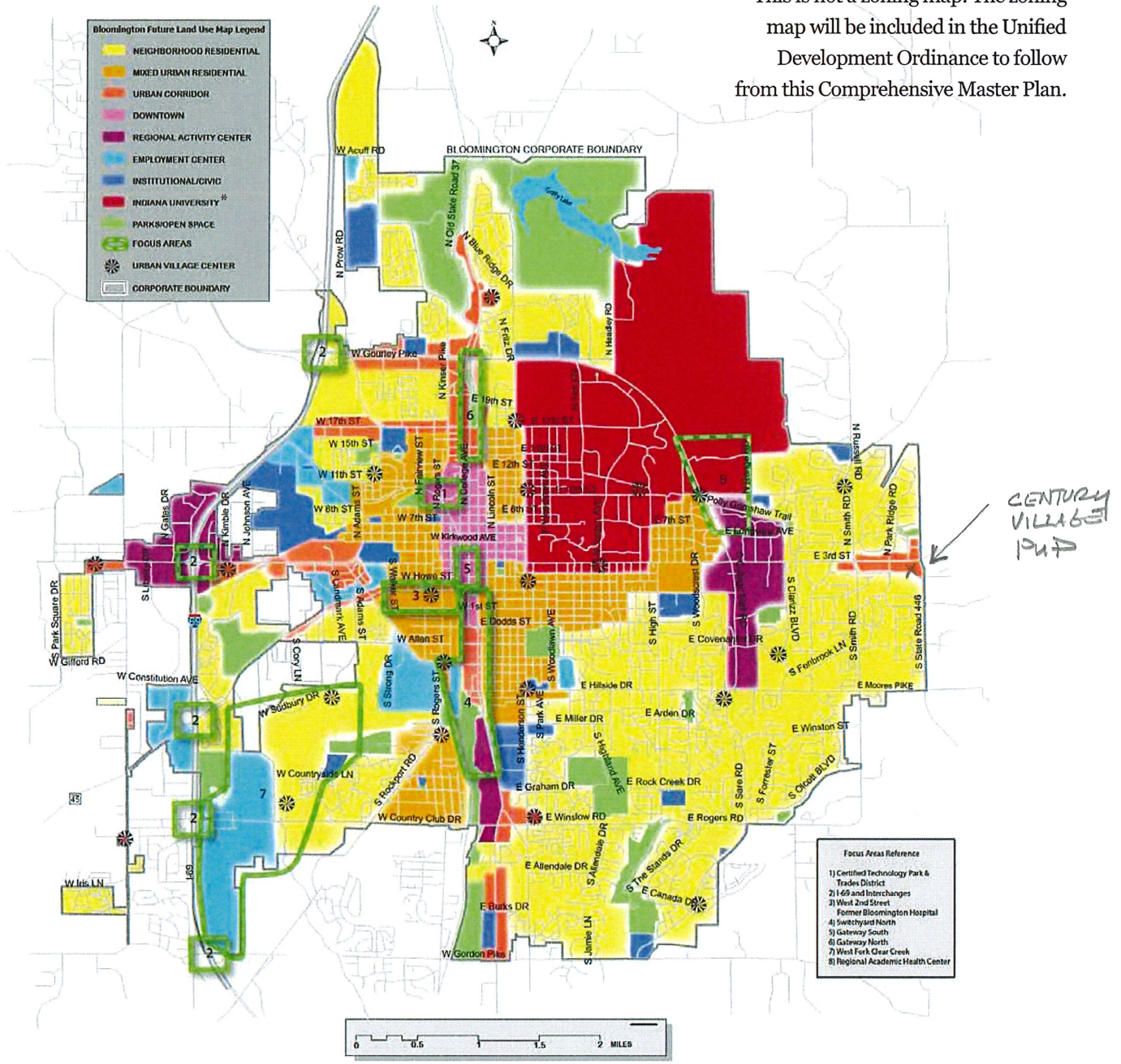
City of Bloomington
Council Office



Scale: 1" = 2500'

Exhibit 9 Future Land Use Map

This is not a zoning map. The zoning map will be included in the Unified Development Ordinance to follow from this Comprehensive Master Plan.



* Indiana University is within the Institutional/Civic Land Use Category, but it is illustrated differently because it does not fall under the City's land use planning jurisdiction. Some of the streets, however, are part of the City's right-of-ways.

Interdepartmental Memo

To: Members of the Common Council
From: Jackie Scanlan, AICP Development Services Manager
Subject: PUD-12-18
Date: September 11, 2018

Attached are the staff report, maps, petitioner's statement, and exhibits which pertain to Plan Commission case PUD-12-18. The Plan Commission heard this petition at the August 13, 2018 hearing and voted 7-0 to send this petition to the Common Council with no recommendation.

The Plan Commission report is attached, and the only change that has been made is to clarify the Recommendation section to reflect the Plan Commission's no recommendation decision.

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 JULY 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 632 proposed bedrooms. The required bicycle parking is 53 covered Class II spaces; 27 Class I spaces; and 26 Class II spaces. Additionally, each building with more than twelve (12) bedrooms will be required to have at least 2 Class II spaces within 50 feet of the building entrance. The petitioner will address the specifics of bicycle parking at the development plan stage, but has stated that they will meet the requirements.

Architecture/Materials: The petitioner proposes to complement the existing building styles in the Century Village Hotel area with pedestrian-scaled architecture and the townhouses built forward on both 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 recommended 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 conditions listed below. The Plan Commission voted to forward the petition with no recommendation.

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 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.

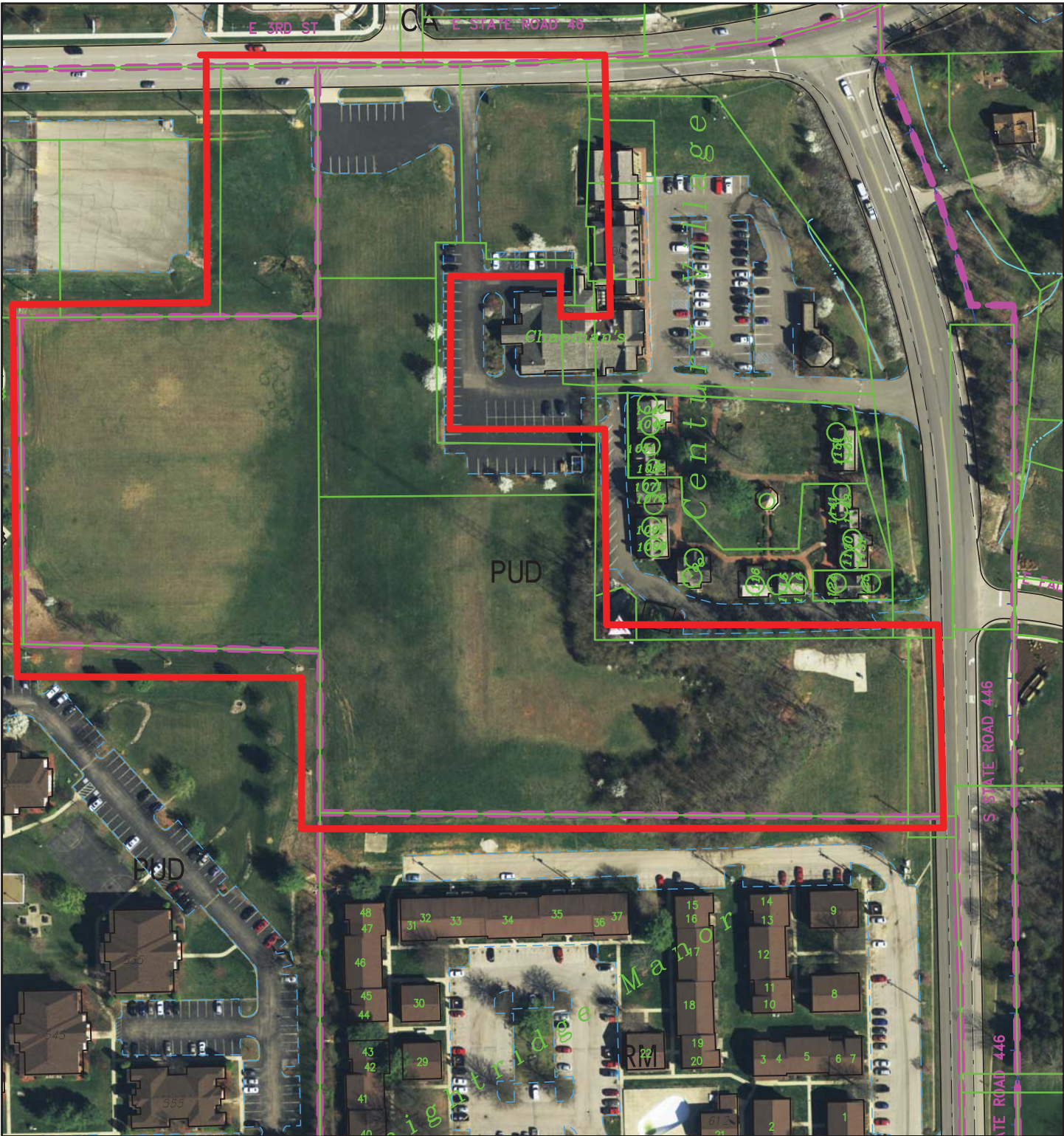
2.) LANDSCAPING

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.

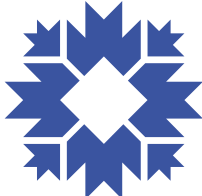
The proposed development is on the corner of two highly traveled thoroughfares for the east side. The EC always promotes development designs that are consistent with “complete streets” usability, inviting gateway character, and enhanced environmental sustainability, but finds it crucial in this location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



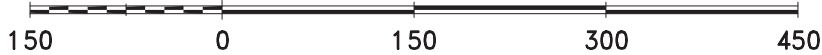
City of Bloomington
 Planning & Transportation



Scale: 1" = 150'

N

By: scanlanj
 25 May 18



For reference only; map information NOT warranted.

Smith Brehob & Associates, Inc.



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

Smith Brehob & Associates, Inc.



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.

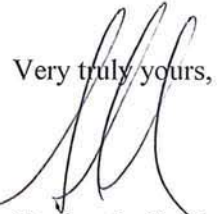
- PUD Statement
- Multifamily unit spreadsheet
- Site plan rendering
- Preliminary site and utility plans
- Illustrative architecture; building elevations and photos of similar Fountain Residential Partners project

Smith Brehob & Associates, Inc.



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

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

Very truly yours,


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

Cc; Fountain Residential Partners
Bill C Brown

Encl; listed above



Century Village
Planned Unit Development
2018 Amendment and Expansion

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

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

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

Land Use

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

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



- Medical clinic
- Fitness/training studio

Buildings and Site Layout

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

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

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

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

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

Bicycle parking will be provided per code requirements.

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

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

Pedestrian Accommodation

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



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

Traffic Circulation and Transit

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

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

Site Features

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

Sanitary Sewer

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

Water Mains

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



Storm Sewer

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

Comprehensive Plan

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

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

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

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

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

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

New Use Definitions:

These definitions are being retained from the previous PUD approval.

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

“Banquet Facility”

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



Century Village PUD - Fountain Residential Partners

Unit Count

4-Jun-18

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



**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.

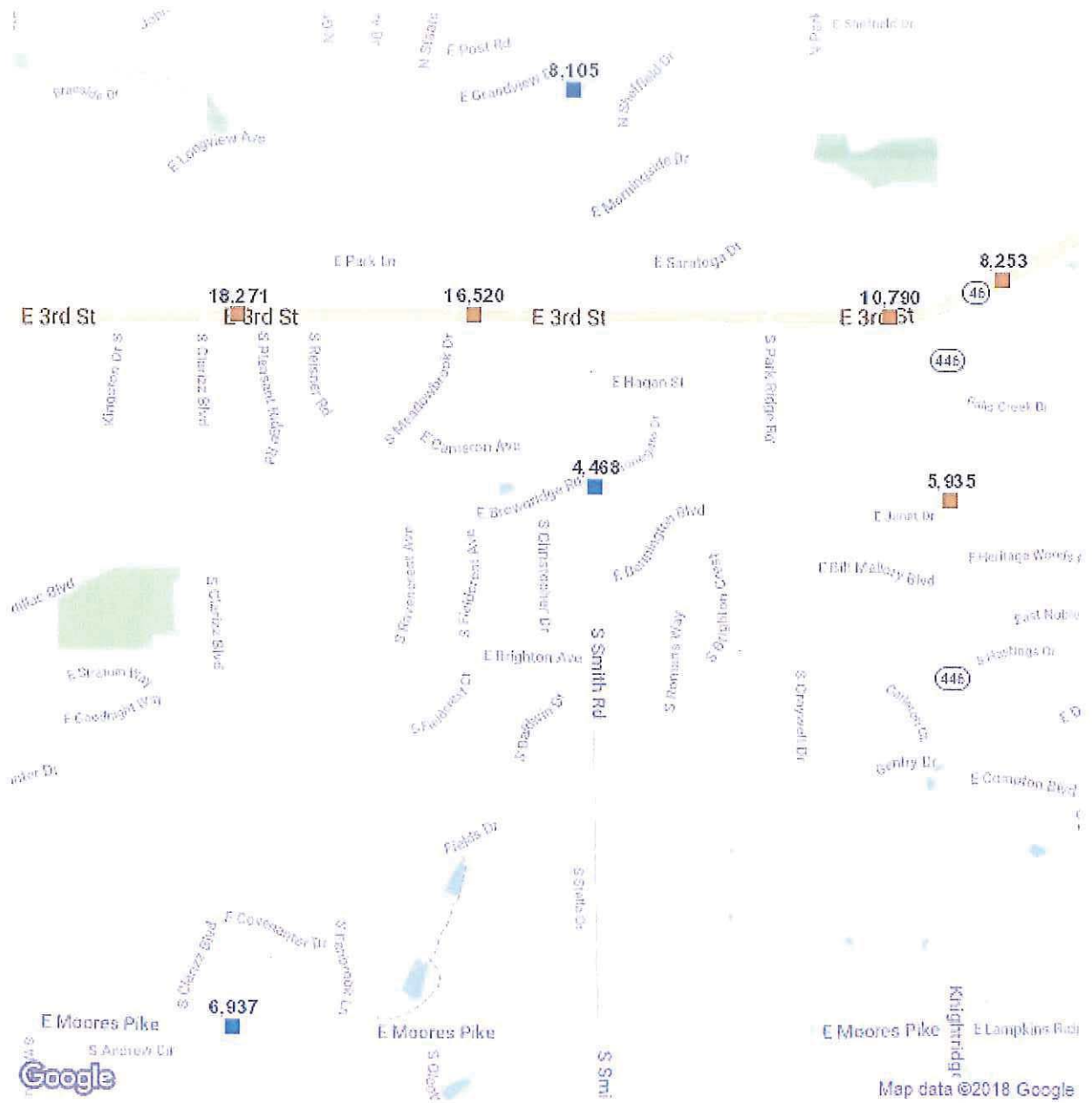
Trips. The Institute of Transportation Engineers Trip Generation data is used to project the volume of trips to and from this project. That data is shown on the attached spreadsheet titled “Trip Generation”. Data is included for AM and PM peak hours of the generator i.e. peak traffic hours of the apartment 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	Average
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

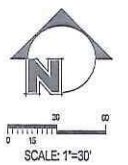
AM Peak Hour

		<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

21 → ↖ 51



SITE LEGEND

BRASSIUM CURB	10" W
STIFF CURB	10" W
2" A.P.C. FINISH	10" W
2" WALL CURB	10" W
2" CURB AND BUFFER	10" W
2" STANDING CURB	10" W
CONCRETE SIDEWALK	10" W
MANICAPPED PAVING	10" W
REF. WALL (CONCRETE)	10" W
REF. WALL (MASONRY)	10" W
REF. WALL (STEEL)	10" W
REF. WALL (WOOD)	10" W
FENCE (WOOD PICKET)	10" W
FENCE (CHAIN LINK)	10" W
FENCE (POST & RAIL)	10" W
FENCE (WOOD SLAT)	10" W
CLUMP PAV.	10" W
PORCELANO TILE PAV.	10" W
ROLLTOP	10" W
DUMPER BODY	10" W
DUMPER (MASONRY)	10" W

Enrich Architects & Interiors, Inc.
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 Phoenix, AZ 85010
 Tel: (602) 252-1111
 Fax: (602) 252-1111
 www.enrichaz.com

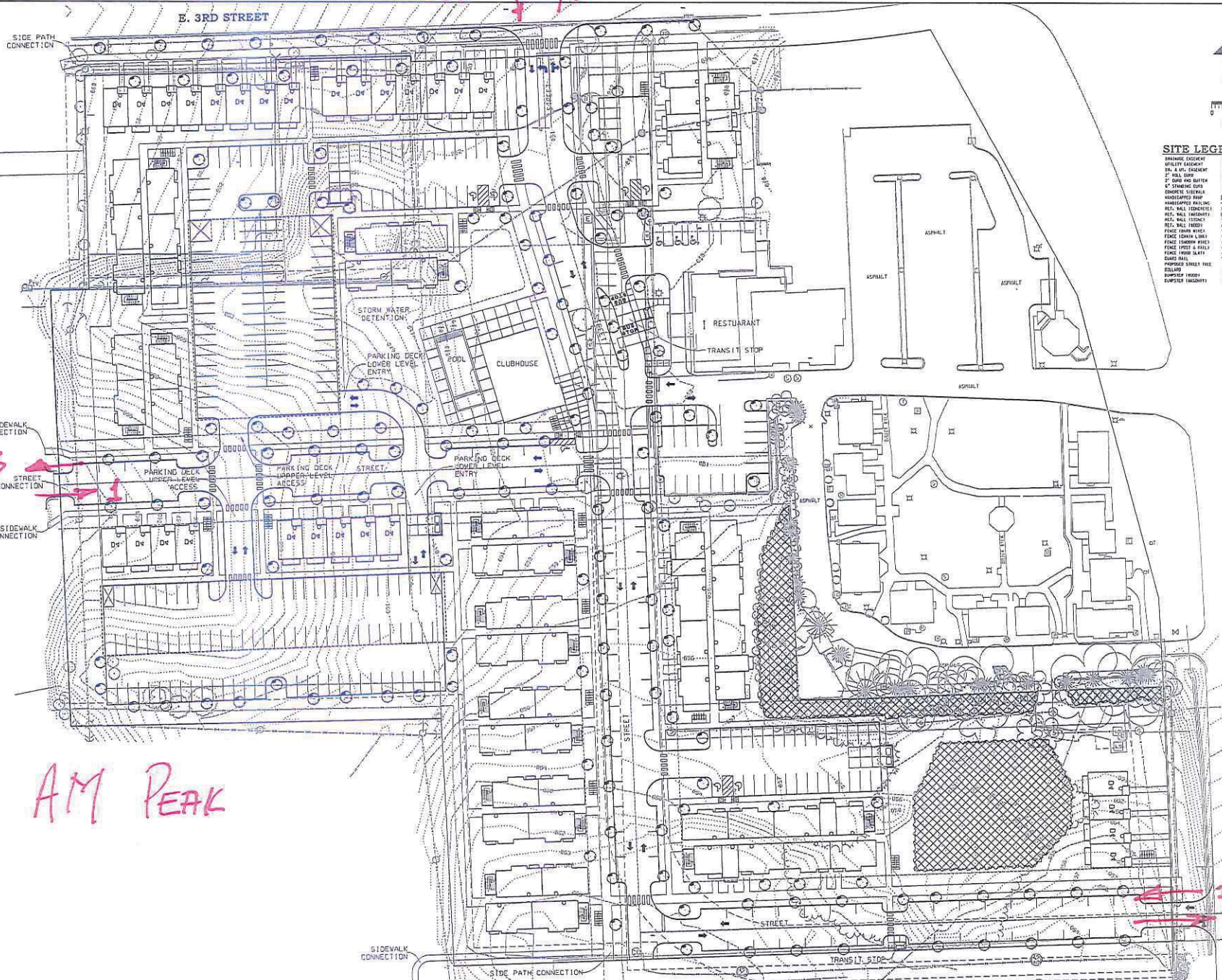
JOB TITLE
FOUNTAIN RESIDENTIAL
 SWC OF EAST 3RD AND SR 446

NO. DATE	
REVISIONS	

SAB
 5/15/18
 5/15/18

5678
 SHEET
 9 3

07/20/18
 CONCEPTUAL
 SITE PLAN



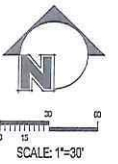
3
 SIDEWALK CONNECTION
 STREET CONNECTION
 SIDEWALK CONNECTION

AM PEAK

STATE ROAD 446
 3

53 → 719

E. 3RD STREET



- SITE LEGEND**
- SPRINKLE CASING
 - UTILITY CASING
 - 4" DIA. CASING
 - 6" DIA. CASING
 - 8" DIA. CASING
 - 10" DIA. CASING
 - 12" DIA. CASING
 - 14" DIA. CASING
 - 16" DIA. CASING
 - 18" DIA. CASING
 - 20" DIA. CASING
 - 24" DIA. CASING
 - 30" DIA. CASING
 - 36" DIA. CASING
 - 42" DIA. CASING
 - 48" DIA. CASING
 - 54" DIA. CASING
 - 60" DIA. CASING
 - 66" DIA. CASING
 - 72" DIA. CASING
 - 78" DIA. CASING
 - 84" DIA. CASING
 - 90" DIA. CASING
 - 96" DIA. CASING
 - 102" DIA. CASING
 - 108" DIA. CASING
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 - 120" DIA. CASING
 - 126" DIA. CASING
 - 132" DIA. CASING
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 - 144" DIA. CASING
 - 150" DIA. CASING
 - 156" DIA. CASING
 - 162" DIA. CASING
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 - 174" DIA. CASING
 - 180" DIA. CASING
 - 186" DIA. CASING
 - 192" DIA. CASING
 - 198" DIA. CASING
 - 204" DIA. CASING
 - 210" DIA. CASING
 - 216" DIA. CASING
 - 222" DIA. CASING
 - 228" DIA. CASING
 - 234" DIA. CASING
 - 240" DIA. CASING
 - 246" DIA. CASING
 - 252" DIA. CASING
 - 258" DIA. CASING
 - 264" DIA. CASING
 - 270" DIA. CASING
 - 276" DIA. CASING
 - 282" DIA. CASING
 - 288" DIA. CASING
 - 294" DIA. CASING
 - 300" DIA. CASING



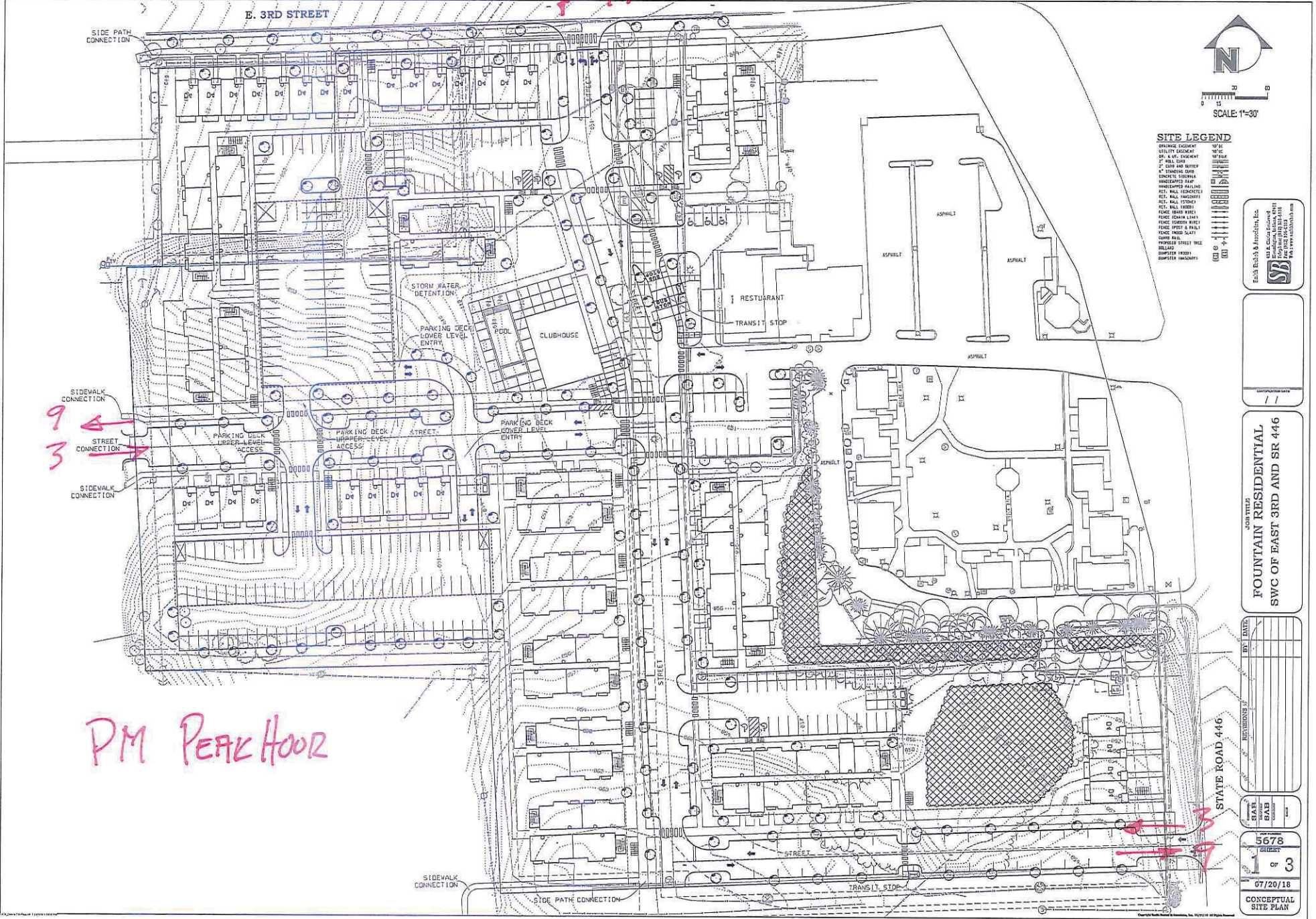
JOB TITLE:
FOUNTAIN RESIDENTIAL
 SWC OF EAST 3RD AND SR 446

NO.	DATE	DESCRIPTION

DATE	5/6/78
SCALE	1" = 30'
PROJECT NO.	07/20/18
CONCEPTUAL SITE PLAN	

9 ←
 3 →

PM PEAK HOUR



E. 3RD STREET



- SITE LEGEND**
- 0.0000 DRAINAGE EASEMENT 10' TO 10'
 - 0.0000 UTILITY EASEMENT 10' TO 10'
 - 0.0000 DN. & UT. EASEMENT 10' TO 10'
 - 0.0000 2" WALL CURB 10' TO 10'
 - 0.0000 4" STANDING CURB 10' TO 10'
 - 0.0000 6" STANDING CURB 10' TO 10'
 - 0.0000 CONCRETE SIDEWALK
 - 0.0000 HANDICAPPED RAMP
 - 0.0000 HANDICAPPED RAILING
 - 0.0000 NET. WALL (CONCRETE)
 - 0.0000 NET. WALL (CONCRETE)
 - 0.0000 NET. WALL (CONCRETE)
 - 0.0000 FENCE (CHAIN LINK)
 - 0.0000 FENCE (WOOD SLAT)
 - 0.0000 FENCE (POST & RAIL)
 - 0.0000 FENCE (WOOD SLAT)
 - 0.0000 GUANO RAIL
 - 0.0000 PROPOSED STREET TREE
 - 0.0000 BOLLARD
 - 0.0000 DUMPSTER (WOOD)

South Branch & Associates, Inc.
 200 S. Clark Avenue
 Birmingham, Alabama 35202
 Phone: 205-942-5413
 Fax: 205-942-5413
 www.southbranch.com

JOB TITLE
FOUNTAIN RESIDENTIAL
 SWC OF EAST 3RD AND SR 446

NO.	DATE	BY	REVISIONS

SAB
 SAA
 SAA
 SAA

5678
 SHEET

1 OF 3

07/20/18
 CONCEPTUAL
 SITE PLAN

STATE ROAD 446

SIDE PATH CONNECTION

SIDEWALK CONNECTION

STREET CONNECTION

SIDEWALK CONNECTION

PARKING DECK UPPER-LEVEL ACCESS

PARKING DECK UPPER-LEVEL ACCESS

PARKING DECK LOWER-LEVEL ENTRY

PARKING DECK LOWER-LEVEL ENTRY

STORM WATER DETENTION

POOL

CLUBHOUSE

RESTAURANT

TRANSIT STOP

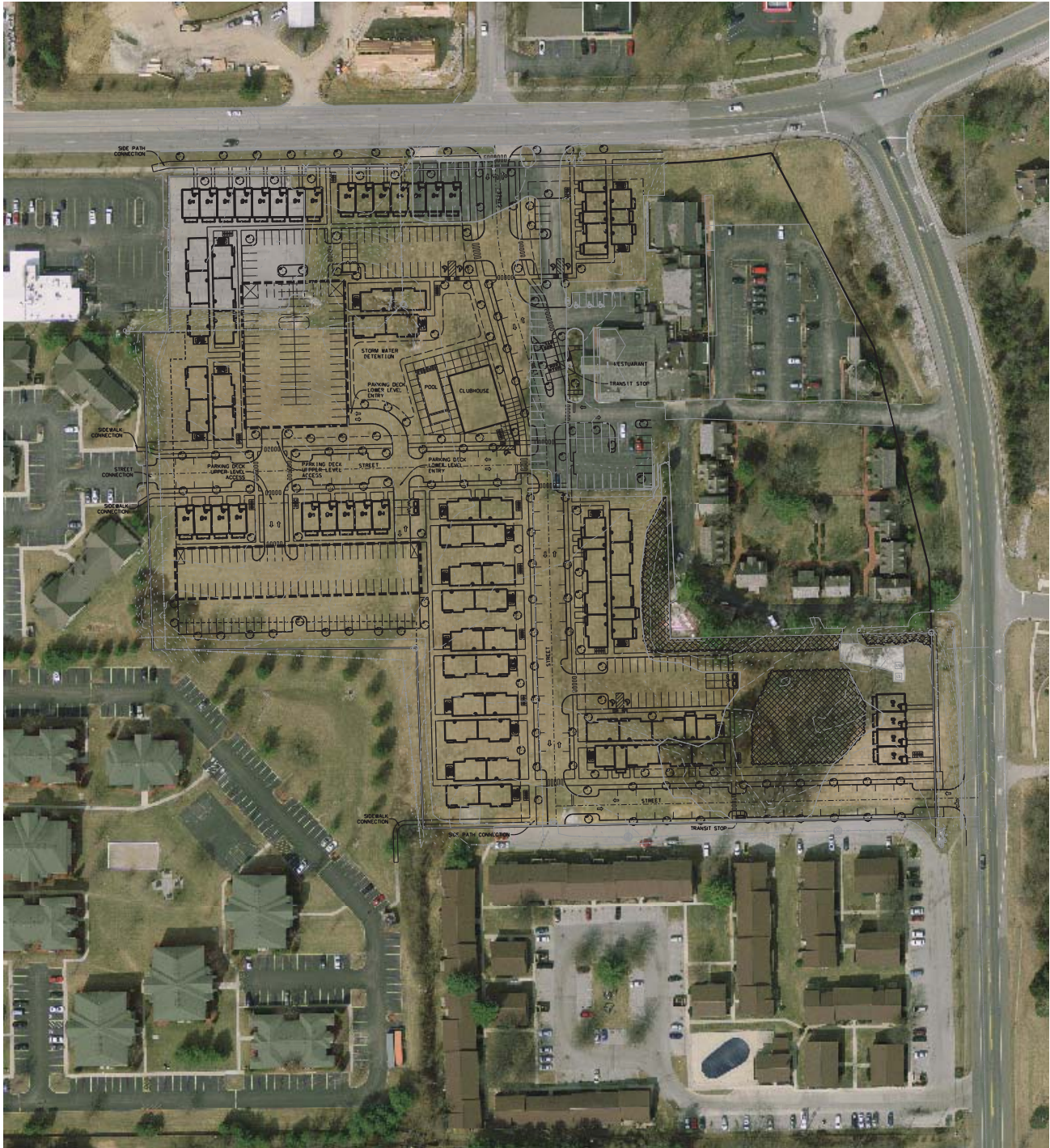
SIDEWALK CONNECTION

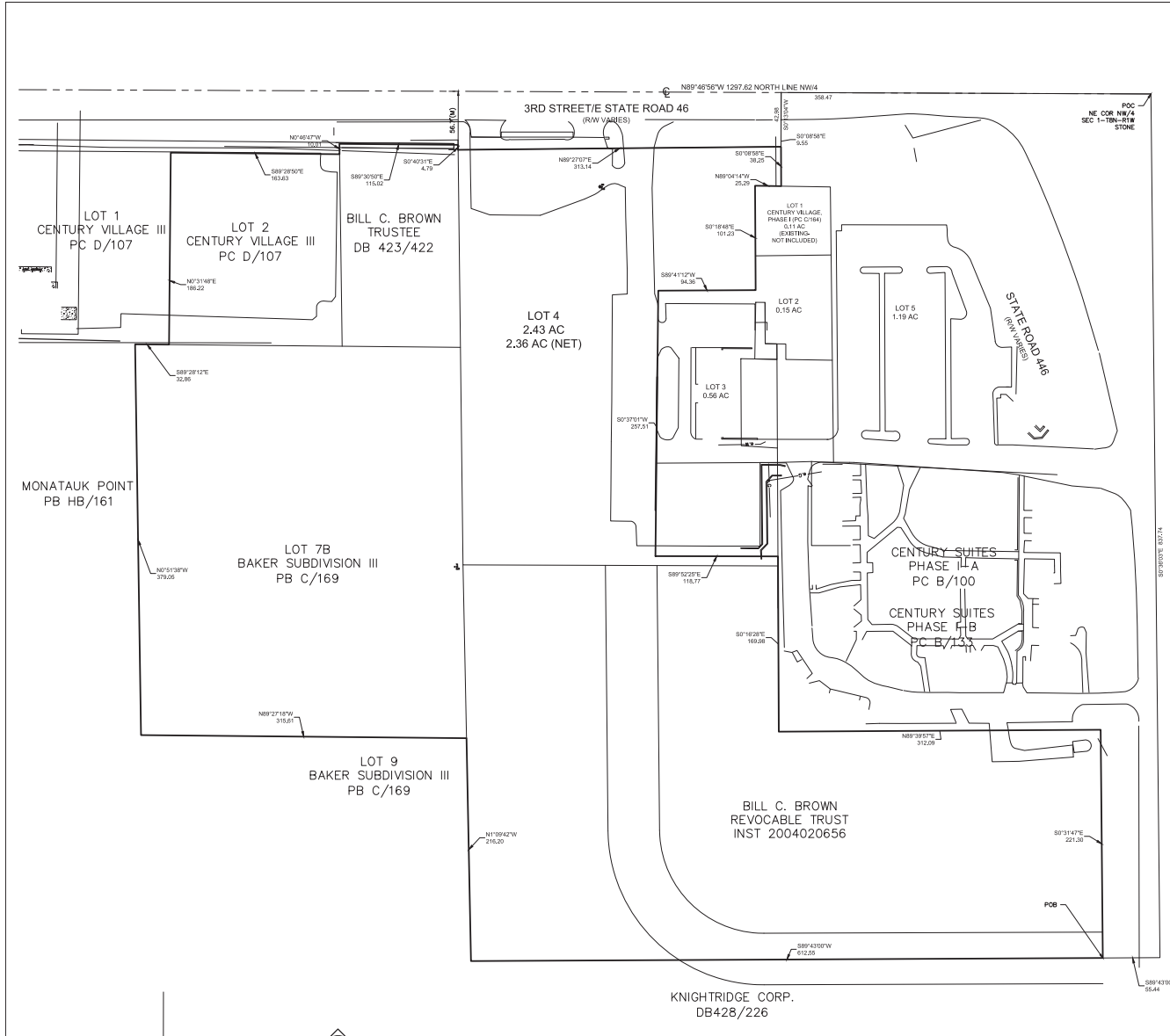
SIDE PATH CONNECTION

STREET

TRANSIT STOP

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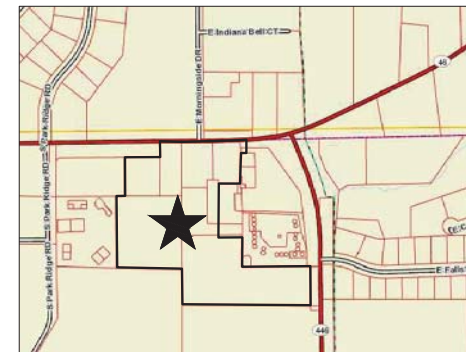
CENTURY VILLAGE 10.329 AC EXHIBIT

LEGAL DESCRIPTION

OVERALL SURVEY DESCRIPTION FOR 10.329 ACRE TRACT

A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 8 NORTH, RANGE 1 WEST, MONROE COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER, THENCE SOUTH 00 DEGREES 36 MINUTES 03 SECONDS EAST (ASSUMED), ALONG THE EAST LINE OF SAID QUARTER SECTION 837.74 FEET, THENCE LEAVING SAID EAST LINE, SOUTH 89 DEGREES 04 MINUTES 00 WEST 56.4 FEET TO A 5/8 REBAR WITH CAP ON THE WEST RIGHT OF WAY OF STATE ROAD 446 AND THE POINT OF BEGINNING, THENCE CONTINUING SOUTH 89 DEGREES 03 MINUTES 00 SECONDS WEST ALONG THE NORTH LINE OF A TRACT OF LAND D.B. # 206, 634.55 FEET TO A POINT ON THE EAST LINE OF LOT 1 OF BAKER SUBDIVISION (P.C. '77, ENV. 15), THENCE ALONG SAID EAST LINE, NORTH 01 DEGREES 00 MINUTES 42 SECONDS WEST 216.20 FEET TO A 5/8 REBAR AT THE SOUTHWEST CORNER OF LOT 7B, BAKER SUBDIVISION II (P.C. '77, ENV. 160), THENCE ALONG THE SOUTH LINE OF SAID LOT, NORTH 89 DEGREES 27 MINUTES 18 SECONDS WEST 316.61 FEET TO THE SOUTHWEST CORNER OF SAID LOT; THENCE ALONG THE WEST LINE OF SAID LOT, NORTH 00 DEGREES 51 MINUTES 38 SECONDS WEST 376.05 TO THE NORTHWEST CORNER OF SAID LOT AND A 5/8 REBAR AND THE SOUTH LINE OF LOT 1 OF CENTURY VILLAGE II (P.C. '77, ENV. 107), THENCE SOUTH 89 DEGREES 28 MINUTES 12 SECONDS EAST ALONG SAID SOUTH LINE 32.88 FEET TO THE WEST LINE OF LOT 2 IN SAID PLAT; THENCE SOUTH 00 DEGREES 31 MINUTES 48 SECONDS EAST ALONG SAID WEST LINE 186.22 FEET TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 446; THENCE NORTH 00 DEGREES 48 MINUTES 47 SECONDS WEST 10.01 FEET; (2) THENCE SOUTH 89 DEGREES 30 MINUTES 06 SECONDS EAST 116.02 FEET; (3) THENCE SOUTH 00 DEGREES 40 MINUTES 31 SECONDS EAST 4.79 FEET; (5) THENCE NORTH 89 DEGREES 27 MINUTES 07 SECONDS EAST 313.14 FEET TO THE NORTHEAST OF LOT 4 OF CENTURY VILLAGE PHASE II AND AMENDMENT TO CENTURY VILLAGE LOT 2, PHASE I.

(DIST.) THE NEXT (5) COURSES ARE ALONG THE PERIMETER OF SAID LOT 4: (1) THENCE SOUTH 00 DEGREES 08 MINUTES 58 SECONDS EAST 38.25 FEET; (2) THENCE NORTH 89 DEGREES 04 MINUTES 14 SECONDS WEST 25.20 FEET; (3) THENCE SOUTH 00 DEGREES 18 MINUTES 48 SECONDS EAST 101.23 FEET; (4) THENCE SOUTH 89 DEGREES 41 MINUTES 12 SECONDS WEST 14.36 FEET; (5) THENCE SOUTH 00 DEGREES 37 MINUTES 51 SECONDS WEST 25.51 FEET; THENCE SOUTH 89 DEGREES 32 MINUTES 25 SECONDS EAST 118.77 FEET TO THE WEST LINE OF CENTURY SUITES PHASE I-A AND I-B (P.C. '77, ENV. 100 AND 133); THE NEXT (2) COURSES ARE ALONG THE PERIMETER OF SAID PLATS: (1) THENCE SOUTH 89 DEGREES 18 MINUTES 28 SECONDS EAST 168.98 FEET; (2) THENCE NORTH 89 DEGREES 30 MINUTES 47 SECONDS EAST 312.20 FEET TO THE WEST RIGHT OF WAY LINE OF STATE ROAD 446; THENCE SOUTH 00 DEGREES 31 MINUTES 47 SECONDS EAST ALONG SAID RIGHT OF WAY 24.30 FEET TO THE POINT OF BEGINNING, CONTAINING 10.329 ACRES, MORE OR LESS.

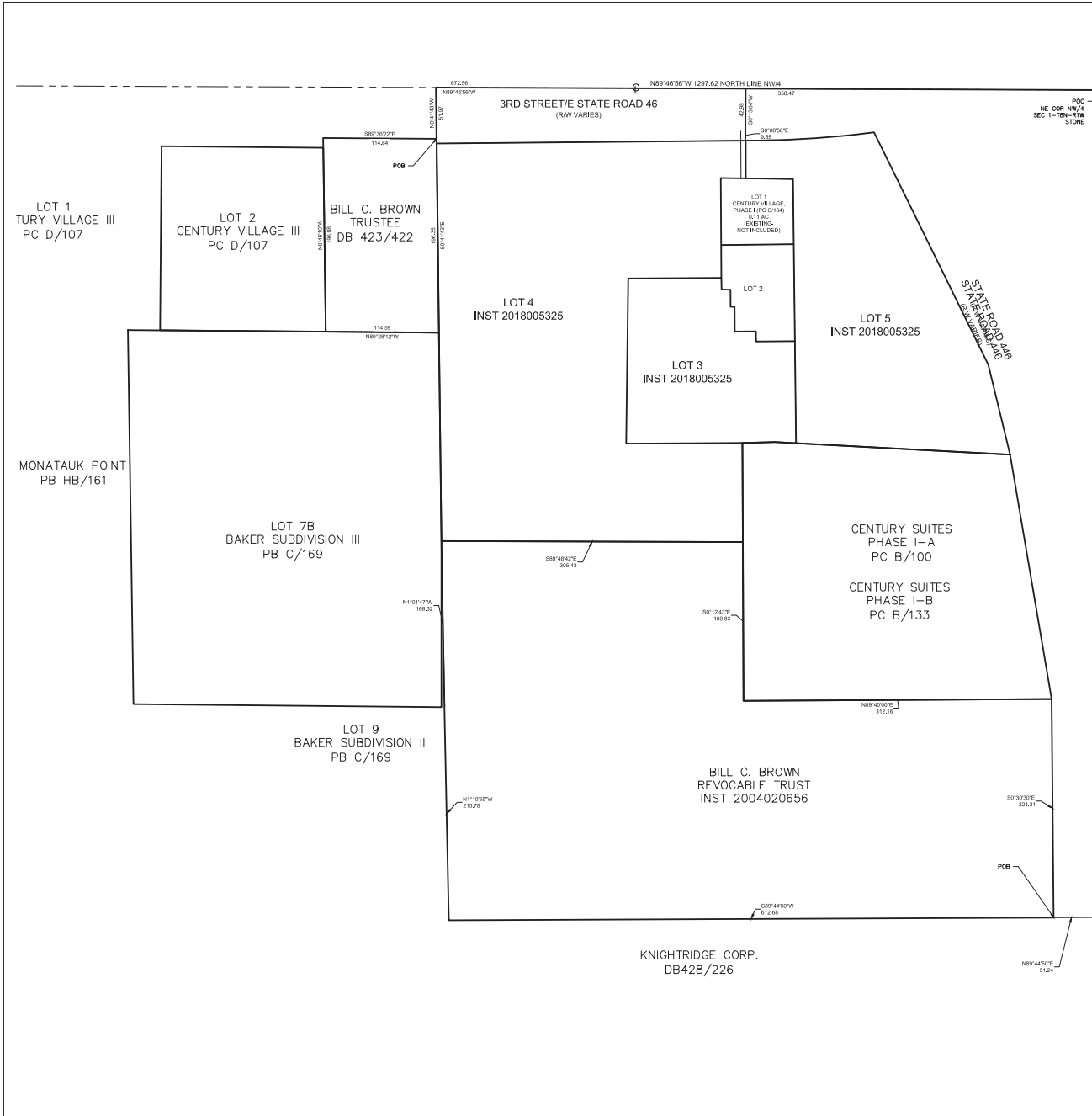


LEGEND

- | | | |
|-----------|-----|------------------------|
| RR SPIKE | M | MEASURED |
| STONE | P | PLATTED |
| REBAR | R | RECORDED |
| IRON PIPE | FB | FOUND REBAR |
| MAG NAIL | FRP | FOUND REBAR PIPE |
| | FR | FOUND REBAR (NO) SIGN |
| | FRM | FOUND MAG NAIL |
| | BRM | FOUND MAG NAIL |
| | BN | BELLING CORNER |
| | PH | FOUND |
| | P-C | POSSIBLE CROWN OVERLAY |
| | P-D | POSSIBLE DRAIN CAP |
| | B-G | BELOW GRADE |
| | A-G | ABOVE GRADE |

BASIS OF BEARINGS:
ASSUMED

Smith Brehob & Associates, Inc.
453 S. Claxton Boulevard
Bloomington, Indiana, 47401
Telephone: (812) 338-6536
Fax: (812) 338-0513
Web: <http://www.sbrb.com>
Job: 3773
Date: 2/20/18



CENTURY VILLAGE REZONE

LEGAL DESCRIPTION

LOTS 3, 4 AND 5 IN CENTURY VILLAGE PHASE II AND AMENDMENT TO CENTURY VILLAGE LOT 2, PHASE I FINAL PLAT, AS SHOWN BY THE PLAT THEREOF RECORDED AS INSTRUMENT NUMBER 2018005325, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:
LOT 2 IN CENTURY VILLAGE PHASE II, AS SHOWN BY THE PLAT THEREOF RECORDED IN PLAT CABINET "D", ENVELOPE 107, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:
CENTURY SUITES PHASE I-A, AS SHOWN BY THE PLAT THEREOF RECORDED IN PLAT CABINET "9", ENVELOPE 100, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:
CENTURY SUITES PHASE I-B, AS SHOWN BY THE PLAT THEREOF RECORDED IN PLAT CABINET "98", ENVELOPE 113, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:
LOT 7B IN BAKER SUBDIVISION III, AS SHOWN BY THE PLAT THEREOF RECORDED IN PLAT CABINET "C", ENVELOPE 169, IN THE OFFICE OF THE RECORDER OF MONROE COUNTY, INDIANA.

ALSO:
A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 8 NORTH, RANGE 1 WEST, MONROE COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER, THENCE SOUTH 09 DEGREES 18 MINUTES 04 SECONDS EAST (ASSUMED), ALONG THE EAST LINE OF SAID QUARTER SECTION 83.42 FEET, THENCE LEAVING SAID EAST LINE, SOUTH 89 DEGREES 44 MINUTES 50 SECONDS WEST 51.34 FEET TO A 68 REBAR WITH CAP ON THE WEST RIGHT OF WAY OF STATE ROAD 46B AND THE POINT OF BEGINNING, THENCE CONTINUING SOUTH 89 DEGREES 44 MINUTES 50 SECONDS WEST ALONG THE NORTH LINE OF A TRACT OF LAND (D.B. 428, P. 226), 672.88 FEET TO A POINT ON THE EAST LINE OF LOT 110 OF BAKER SUBDIVISION (P.C. "C", ENV. 15), THENCE ALONG SAID EAST LINE, NORTH 01 DEGREES 10 MINUTES 56 SECONDS WEST 215.78 FEET TO A 68 REBAR AT THE SOUTHEAST CORNER OF LOT 7B, BAKER SUBDIVISION III (P.C. "C", ENV. 169), THENCE ALONG THE EAST LINE OF SAID LOT, NORTH 01 DEGREES 10 MINUTES 47 SECONDS WEST 169.32 FEET TO THE SOUTHWEST CORNER OF LOT 4 OF CENTURY VILLAGE PHASE II AND AMENDMENT TO CENTURY VILLAGE LOT 2, PHASE I (INST 2018005325), THENCE SOUTH 89 DEGREES 44 MINUTES 42 SECONDS EAST 365.43 FEET TO THE WEST LINE OF CENTURY SUITES PHASE I-A AND I-B (P.C. "9", ENV. 100 AND 133); THE NEXT (2) COURSES ARE ALONG THE PERIMETER OF SAID PLATS: (1) THENCE SOUTH 00 DEGREES 12 MINUTES 43 SECONDS EAST 160.83 FEET; (2) THENCE NORTH 89 DEGREES 40 MINUTES 30 SECONDS EAST 312.16 FEET TO THE WEST RIGHT OF WAY LINE OF STATE ROAD 46B, THENCE SOUTH 00 DEGREES 30 MINUTES 30 SECONDS EAST ALONG SAID RIGHT OF WAY 221.31 FEET TO THE POINT OF BEGINNING, CONTAINING 4.284 ACRES, MORE OR LESS.

ALSO:
A PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 8 NORTH, RANGE 1 WEST, MONROE COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER, THENCE NORTH 89 DEGREES 48 MINUTES 59 SECONDS WEST ALONG THE NORTH LINE THEREOF 872.88 FEET, THENCE NORTH 00 DEGREES 04 MINUTES 43 SECONDS EAST 51.30 TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 46B AND THE NORTHEAST CORNER OF LAND CONTAINED DEED BOOK 423, PAGE 402; THE NEXT (4) COURSES ARE ALONG THE PERIMETER OF SAID DEED BOOK: (1) THENCE SOUTH 00 DEGREES 41 MINUTES 43 SECONDS EAST 196.35 FEET; (2) THENCE NORTH 89 DEGREES 20 MINUTES 12 SECONDS WEST 114.89 FEET; (3) THENCE NORTH 00 DEGREES 48 MINUTES 19 SECONDS WEST 196.88 FEET TO SAID RIGHT OF WAY LINE; (4) THENCE SOUTH 89 DEGREES 38 MINUTES 22 SECONDS EAST ALONG SAID RIGHT OF WAY LINE 114.84 FEET TO THE POINT OF BEGINNING, CONTAINING 0.577 ACRES, MORE OR LESS.



LEGEND

- ⊕ IR SPIKE
- ⊙ STONE
- REBAR
- IRON PIPE
- ▲ MAG. NAIL
- M MEASURED
- P PLATTED
- R RECORD
- FB FOUND REBAR
- DR FOUND IRON PIPE
- FR FOUND IRON PIPE
- FP FOUND IRON PIPE
- FO FOUND FOUNDING FOUNDING
- FM FOUND FOUNDING FOUNDING
- BR FOUND BRICK
- CON FOUND CONCRETE
- PH FOUND
- PO FOUND POSSIBLE OVERLAP
- P.D. FOUND POSSIBLE OVERLAP
- B.G. FOUND BELOW GRADE
- A.G. ABOVE GRADE

BASIS OF BEARINGS:
ASSUMED

Smith Brehob & Associates, Inc.
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Fax: (812) 338-0513
Web: <http://www.sbrb.com>
Job: 5078
Date: 01/11/18

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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!

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).

- 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.

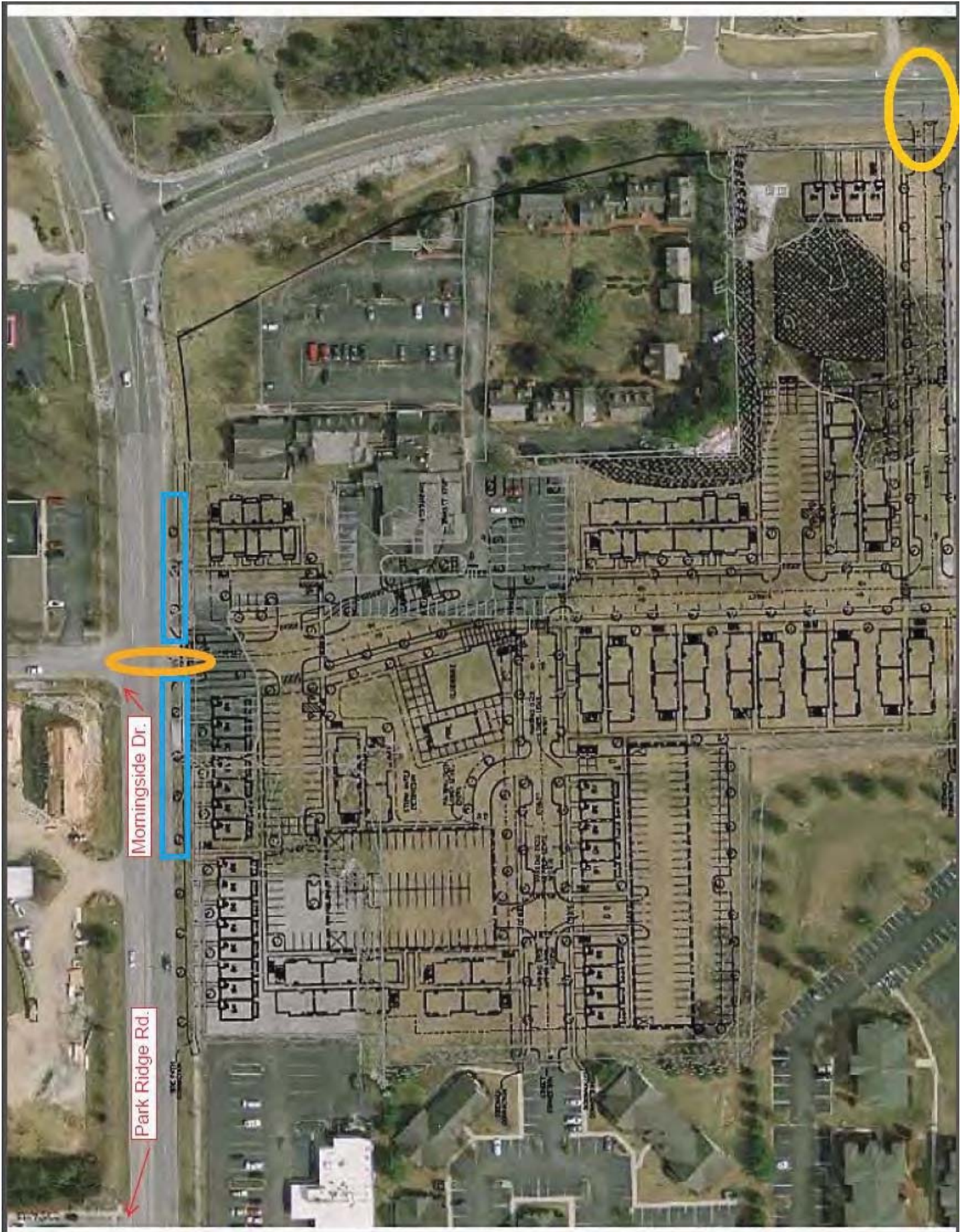
It has been a LONG time since the original PUD for this property was approved. With the passage of time, the demographics, density and traffic patterns in this area have changed. The Park Ridge Road intersection is definitely a traffic hazard. We should learn from past mistakes and not approve a design 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 signature is written in a cursive, slightly stylized font.

Peter Gould



Morningside Dr.

Park Ridge Rd.



Veterinary Hospital

E Morningside Dr

Bruster's Real Ice Cream

LaserLite

E 3rd St

Morningside Dr.

Summerhouse

Circle K

Park Ridge Rd.

Circle K

Mobil

S Park Ridge Rd

Sare Associates

State Rd 46

Hlozāno, Joseph

S Park Ridge Rd

Mr. Hibachi Buffet

Susie's Place

Sutor Periodontics & Dental Implants

Pavilion Park

Edward Jones Financial Advisor...

S Park Ridge

Century Village

Century Suites

Google



Housing Diversity

An Agreement for Contribution
of Money and Land
toward Housing Diversity in the
Community

- Material Forthcoming

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, September 05, 2018 at 6:30pm with Council President Dorothy Granger presiding over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
September 05, 2018

Roll Call: Ruff, Sturbaum, Chopra, Piedmont-Smith, Granger, Volan, Sandberg, Sims, Rollo
Members Absent: None

ROLL CALL [6:32pm]

Council President Dorothy Granger gave a summary of the agenda.

AGENDA SUMMATION [6:33pm]

Councilmember Susan Sandberg moved and it was seconded to approve the minutes of August 29, 2018. The motion was approved by voice vote.

APPROVAL OF MINUTES [6:34pm]

August 29, 2018 (Special Session)

Councilmember Chris Sturbaum showed everyone a Papaw fruit and explained that it was one of the two natural fruits in Indiana.

REPORTS

- COUNCIL MEMBERS [6:34pm]

Granger congratulated Councilmember Allison Chopra for passing the Indiana bar exam.

Councilmember Steve Volan welcomed two classes from Indiana University that were in the audience. He noted the success of the Fourth Street Festival and the Garlic Festival from the previous weekend. He encouraged people to attend the Lotus Festival later in the month and spoke about the importance of local radio.

Councilmember Susan Sandberg also spoke in support of local radio.

Councilmember Jim Sims welcomed everyone to the meeting and congratulated Chopra on being admitted to the bar. He spoke about the number of protestors at a recent KKK rally who were from Bloomington, and expressed gratitude that he lived in a community devoted to social justice.

Councilmember Dave Rollo congratulated Chopra for her achievement and said he would get her a basket of Papaws. He spoke about the Brett Kavanaugh confirmation hearings and called them a sham. He encouraged people to contact their senators.

Autumn Salamack, Assistant Director of Sustainability, Economic Sustainability Department, gave a report to the Council on the composting pilot plan that the city was collaborating on with Green Camino. Representatives from Green Camino, Kathy Gutowski and Randi Cox, offered comments as well.

- The MAYOR AND CITY OFFICES [6:41pm]

Rollo asked if it would be helpful to Green Camino to have some of the leaves that were picked up by the city diverted to their composting program.

Cox said they would love that.

Gutowski said that the city provided two loads of leaves in the previous year. She said that leaves were like gold for composting.

Councilmember Allison Chopra asked for a description of the process for approval from the Board of Public Works.

Salamack explained that city code required authorization from the Board of Public Works for Green Camino to make curbside pick up of compostable materials. She said the board authorized a two year pilot program two weeks prior and stated that other entities were welcome to apply for the same authorization.

Volan asked for clarification of the amount of compostable waste in the county.

He was told that 27% of the total solid waste was food waste that could be composted.

Volan asked for more information about the nature of the program.

Gutowski explained that people could sign up through a website and there could be weekly or biweekly pick ups with the pails provided.

Volan asked if people could get compost delivered.

Cox said that it was something they were looking into, but the purpose of the plan was currently aimed at safe disposal.

Sims asked if compostable supplies would become part of Green Camino's waste stream in the future.

Gutowski said it already had to some degree, and said that the industry was still evolving.

Sims asked if they saw a future collaboration with Indiana University.

Cox said that it was possible.

Sandberg asked if Cox was a SPEA alum and if she was interested in SPEA interns.

Cox said that she was, and that she had contacted SPEA.

Chopra said that she was happy to have Green Camino there that evening. She said she was an enthusiastic customer and spoke about the ease of the program.

There were no Council Committee reports.

There was no public comment.

There were no appointments to boards or commissions.

Volan moved and it was seconded that Resolution 18-15 be introduced and read by title and synopsis only. The motion was approved by voice vote. City Clerk Nicole Bolden read the legislation by title and synopsis.

Volan moved and it was seconded that Resolution 18-15 be adopted.

Allison Moore, Monroe County Emergency Management Director, presented the legislation to the Council.

Volan asked what types of hazards were part of the mitigation plan.

Moore said the plan included recurring problem areas like flood areas, dams, levies, and fire station enhancement.

Rollo asked for the total number of facilities lacking adequate power supply and the cost to address the problem.

Moore said she did not have that information available. She said the data would be compiled over the next several years. Moore said there was not an actual number or percentage in the current data.

Sandberg said she appreciated the mitigation plan. She asked if the plan addressed how to get people back to their normal living routine after a natural disaster.

- The MAYOR AND CITY OFFICES (*cont'd*)

- COUNCIL COMMITTEES

- PUBLIC

APPOINTMENTS TO BOARDS AND COMMISSIONS

LEGISLATION FOR SECOND READING AND RESOLUTIONS [7:02pm]

Resolution 18-15 Adoption of the Monroe County Multi-Hazard Mitigation Plan by the City of Bloomington

Council Questions:

Moore said that the plan enhanced the chances of getting funding from FEMA.

Resolution 18-15 (cont'd)

Rollo asked for more information on what the county could do in a disaster.

Moore explained that the mitigation plan was a document that helped to provide a framework to save the community from being in a detrimental state. She said that once a disaster occurred, the county switched to a different plan. She said that once the disaster reached beyond the scope of the ability to respond on the local level they would reach out to the state and federal governments.

Rollo asked about the possibility of a hazmat disaster.

Moore said that they conducted a study a few years ago and planned to do another after I-69 was completed through Morgan County.

Volan asked what had changed since the last draft of the plan.

Moore noted changes like fire department enhancements and the ability to buy out city homes.

Councilmember Andy Ruff asked if Moore had noticed any change in the number of hazards related to climate change.

Moore said that they had not seen that over time.

Ruff said that he thought the shift in hazards impacted by climate change would cause a corresponding shift in the risk factor priority index. He added that there were not numbers for earthquakes listed in the summary table.

Moore said earthquakes were not one of the top hazards that the community was at risk of enduring, which was why it was not in the table.

Rollo asked about bridge vulnerability or other hazards.

Moore said that it had been discussed.

There was no public comment.

Public Comment:

Volan spoke about an earthquake in 1987. He spoke about the need for preparation and how the plan helped. He supported the plan.

Council Comment:

Chopra said she did not ask questions because she attended the work session on the legislation. She appreciated the presentation and plan.

Sims thanked Moore for the support and said he supported the plan. He asked if the County needed all of the entities it served to adopt the plan in order to get FEMA approval. He noted that if the plan was not adopted it prevented the county from getting any disaster-relief funding.

Moore said that was correct.

Rollo thanked Moore for her report and suggested more public education.

Piedmont-Smith thanked Moore and her team for their efforts on behalf of the communities they served. She said it was a major undertaking and she appreciated all the work that went into it. She said it was important to think about reducing the detrimental effects of an emergency. She hoped it would lead to funding.

Granger said she was impressed by the work Moore did and the work she did on behalf of the community. She said she learned from Moore and was happy to give her wholehearted support.

Volan asked when the Monroe County Management Board had meetings.

Moore said the Advisory Council met in the Hooker Conference Room of City Hall at 8:30 a.m. of the first Tuesday of every other month starting from the previous February. She said there was also information on the County website.

The motion to adopt Resolution 18-15 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Volan moved and it was seconded that Ordinance 18-11 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Volan moved and it was seconded that Ordinance 18-15 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Resolution 18-15 (cont'd)

Vote to adopt Resolution 18-15.
[7:31pm]

LEGISLATION FOR FIRST
READING

Ordinance 18-11 To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" - Re: Amending Chapter 15.32 (Parking Controls) to Make Changes to Limited Parking Zones and to Modify Parking Allowances for Certain Vehicles; Chapter 15.36 (Resident-Only Parking Permits) to Clarify Placement on On-Street Parking Spaces; Chapter 15.37 (Residential Neighborhood Permit Parking) to Adjust the Boundaries of Neighborhood Parking Zones and the Fees Associated With the Same; Chapter 15.40 (Municipal Parking Lots, Garages and On-Street Metered Parking) to Adjust the Times and Rates for Parking in Off-Street Facilities; Chapter 15.48 (Removal and Impoundment of Vehicles) to Make Minor Changes Reflecting the Administration of this Section; and Chapter 15.64 (Traffic Violation Schedule) to Increase the Fine for a Class D Traffic Violation

Ordinance 18-15 To Amend Title 11 (Lakes and Reservoirs) and Title 14 (Peace And Safety) of the Bloomington Municipal Code - Re: Amending Sections 11.08.040 (Prohibited Activities) and 14.20.020 (Discharging Firearms) of the Bloomington Municipal Code to Permit Firearm Hunting for the Purpose of Deer Population Control at Griffy Lake Nature Preserve.

Larime Wilson started to speak about Ordinance 18-15, but was encouraged to discuss her concerns at the next meeting since it was not the time for public comment on that legislation.

ADDITIONAL PUBLIC COMMENT

Council Attorney Dan Sherman reminded councilmembers there was an Internal Work Session on September 7, 2018 at noon.

COUNCIL SCHEDULE [7:37pm]

The meeting was adjourned at 7:39pm.

ADJOURNMENT

APPROVED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this ____ day of _____, 2018.

APPROVE:

ATTEST:

Dorothy Granger, PRESIDENT
Bloomington Common Council

Nicole Bolden, CLERK
City of Bloomington