

**City of Bloomington
Common Council
Legislative Packet**

**Wednesday, 31 October 2018
Regular Session**

For legislation and background material regarding Resolution 18-21, Resolution 18-22, Resolution 18-23, and Resolution 18-24, please see the [24 October 2018 Legislative Packet](#).

For legislation and background material regarding Ordinance 18-14, please see the [19 September 2018 Legislative Packet](#).

The report from the Land Use Committee and all other legislation and background material are contained herein.

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

Office of the Common Council
P.O. Box 100
401 North Morton Street
Bloomington, Indiana 47402
812.349.3409
council@bloomington.in.gov
<http://www.bloomington.in.gov/council>

**City of
Bloomington
Indiana**



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

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

To: Council Members
From: Council Office
Re: Weekly Packet
Date: 26 October 2018

LEGISLATIVE PACKET CONTENTS

Regular Session: Wednesday, 31 October 2018, 6:30 pm

- Memo from Council Office
- Agenda
- Resolution 18-19 (new legislation)
- Ordinance 18-14 (Report of the Land Use Committee)
- Resolution 18-24 (Amendment 01)
- Ordinance 18-21 (new legislation)
- Ordinance 18-22 (new legislation)
- Minutes: 26 September 2018, 10 October 2018, and, 17 October 2018

Legislation for Consideration at the Regular Session

Second Readings:

- Ordinance 18-14: the Century Village PUD, with a report from the Council's Land Use Committee (*and a Motion to Postpone Further Consideration Until November 14th anticipated*)
- Resolution 18-19: Approving the *Sustainability Action Plan* as an Advisory Document
- Resolutions 18-21 through 18-23: Parks Bicentennial Bonds
- Resolution 18-24: Redevelopment Bonds
-

First Readings:

- Ordinance 18-21: the Meadowood PUD amendment
- Ordinance 18-22: the PUD amendment for Trinitas on Arlington Park Drive and Arlington Road (Chandler's Glen)

Second Readings – Material

Ordinance 18-14: the Century Village PUD, with a report from the Council’s Land Use Committee
→ Please see, the [19 September 2018 Legislative Packet](#) for legislation and background material.

- See also the Report from the Land Use Committee and the Reasonable Conditions recommended by the Committee, all of which are included in this packet.
- Please note: The Land Use Committee recommends, and the petitioner requests, that this petition be postponed for Second Reading until 14 November (without discussion of the project on October 31st.)
- For that reason, **a Motion to Postpone Further Consideration of this PUD until 14 November 2018 is anticipated.**

Resolution 18-19 (all material included herein)

- Letter of Support from BCOS
- Letter of Support from Green Camino
- Executive Summary and Introduction
- Link to full Sustainability Action Plan report

Contacts:

Councilmember Piedmont Smith, 812.349.3409, piedmoni@bloomington.in.gov
Autumn Salamack, 812.349.3837, salamaca@bloomington.in.gov

Resolutions 18-21 through 18-23: Parks Bicentennial Bonds

Resolution 18-24: Redevelopment Bonds

- For Resolutions 18-21 through 18-24, please see the [24 October 2018 Legislative Packet](#) for legislation and background material.
- Please note Am01 sponsored by Councilmember Volan included herein

First Readings – Material

Ordinance 18-21 - To Rezone a Property from Residential Estate (RE) to Planned Unit Development (PUD) and to Amend the Associated PUD District Ordinance and Preliminary Plan - Re: 800 E. Tamarack Trail (Meadowood Retirement Community, Petitioner)

- Certification (6 – 1)
- Map of Site and Surrounding Uses and Aerial Photo of Area;
- Memo from Eric Greulich, Zoning Planner;
- Report - Environmental Commission;
- Petitioner Materials
 - Statement;
 - Plat Drawing;
 - Assisted Care Living Facility (ACLF) – Floor Plans, Elevations, and Renderings;
 - Additional Materials – [Link to 8 October 2018 Plan Commission Packet](#)¹
- Materials from PUD Amendment in 2007 (PUD - 19 - 7)

¹ Please note that the Chandler’s Glen PUD ([Ord 18-22](#)) is also found in this same Plan Commission packet.

- Minutes of Plan Commission – 4 June 2007; and
- Memo to Council (Ord 07-13)

Contact:

Eric Greulich at 812-349-3423, greulice@bloomington.in.gov

Ordinance 18-22: A PUD Amendment re: Property on N. Arlington Park Drive and Arlington Road.

- Certification (5-2)
- Memo from Jackie Scanlan, Development Services Manager
- Memo from the Environmental Commission
- Location Map and Aerial
- Petitioner’s Material
 - Petitioner’s Statement
 - Maps
 - Traffic Impact Study, Aztec Group
 - Geologists’ Report, Intertek PSI
 - Letter from Petitioner on Affordable Housing
 - Letter from Petitioner re: Revisions
 - Communication from the Crescent Bend Neighborhood Association
- “Neighborhood Residential” excerpt from the *Comprehensive Plan*

Contact:

Jackie Scanlan, 812.349.3423, scanlanj@bloomington.in.gov

Second Readings – Summary of New Material

Item One - Ord 18-14 – Approving Amendments to the Century Village PUD – Report from Land Use Committee and Recommendation to Postpone Further Consideration of this PUD until 14 November 2018

After holding hearings on Oct 3rd and Oct 24th, the Land Use Committee is returning Ord 18-14 to the full Council at the Regular Session next Wednesday. In so doing, it has submitted the enclosed Report which recounts:

- unanimous recommendations on four Reasonable Conditions (attached to the Report);
- a 2 – 0 – 2 Do Pass recommendation on the ordinance; and
- a 4 – 0 Recommendation for the Full Council to Postpone Further Deliberation of the PUD until 14 November 2018 (which was done to give petitioner time to work on issues raised by some of the reasonable conditions.

Please note that, after approval from the Council President, the agenda includes a note indicating that this motion is anticipated. The intent is to alert staff, petitioner, and public that there is no need to appear at next week’s meeting.

Item Two - Res 18-19 – Approving the Sustainability Action Plan

Res 18-19 is sponsored by Councilmember Piedmont-Smith and approves the City's *Sustainability Action Plan* as an advisory document, a document that is intended to guide the City's planning and funding priorities. While the Council is not required to approve this *Plan*, the resolution contextualizes the *Plan* within a long history of Council-driven sustainability initiatives and also provides the Council the opportunity to further discuss this important community document.

Item Five – Res 18-24 – Approving the Issuance of Redevelopment District Bonds for the Acquisition, Construction, and Financing of Two Garages – Am 01 Sponsored by Cm. Volan Removing the Trades District Garage from the Approval

On Wednesday, the Council discussed **Res 18-24**, which would approve the issuance of RDC bonds for the acquisition, construction, and financing for two parking garages: the 4th Street Garage and a garage in the Trades District. After the meeting, Cm. Volan requested preparation of Am 01, which would remove the Trades District garage from the approval and is included in this material. In so doing, it makes the following changes in various parts of the resolution. It:

- Replaces reference to the two garages with reference to the 4th Street Garage; and
- Removes the \$29.5 million bonding maximum and leaves room for a reduced amount to be inserted.

Please know that the amendment has been forwarded to Jeff Underwood, Controller, and Larry Allen, Assistant City Attorney, with a request for information on the reduced bonding amount to be inserted into the amendment and for comment on the proposal. I expect that one response will be in regard to how the schedule for issuance of these bonds may be adversely affected by this change (since the RDC has already taken the first step toward issuing these bonds).

First Readings – Summaries

Item One – Ord 18-21: Meadowood PUD – Summary

Ord 18-21 would expand the Meadowood/Jill's House PUD by about 1.25 acres to make way for 20 townhomes along North Dunn and increase the size of the previously approved (but unbuilt) Assisted Living Facility (ACLF) on the south side of E. Tamarack Trail from 60 to 75 beds and from 3- to 4-stories. The following summary was derived from the memo and background material provided by Eric Greulich, Zoning Planner, as well as other material kept by the Council Office regarding the prior approvals of this PUD.

Site and Surrounding Uses

The nine-acre site is a rectangular parcel running along E. Tamarack Trail from North Dunn to the main Meadowood Retirement Community to the east. It has a large tree crown cover, several steep slopes, and a riparian buffer. There is an existing single family structure. In addition, there is another single family structure and a large garage on North Dunn (with Residential Estate [RE] zoning) which would become part of the PUD. Also to the north of this entryway are the Jill's House Assisted Care Living

Facility (ACLF) and some garden homes and to the south of entryway is the site for the proposed ALCF. The surrounding uses include: single family and the Griffy Lake Nature Preserve to the north, Meadowood Retirement Community to the east, and single family to the south and west.

History

As some of you may recall, the City Council approved the Meadowood / Jill's House PUD in October of 2006 with the adoption of [Ord 06-19](#).² At that time, Meadowood sought the rezone of much of this site from low density residential to PUD and received approval to build temporary housing for the Midwest Proton Radiotherapy Institute (MPRI) (now Jill's House) and nine garden homes on the north side of Tamarack Trail and an ACLF to the south. Then, a year later, the City Council approved further amendments to this PUD with the adoption of [Ord 07-13](#).³ These changes added six acres on the south side of Tamarack Trail to the PUD and moved the site for the ACLF further south onto higher ground (away from a private sanitary sewer main and an environmentally-sensitive area). Changes at that time also provided for surface parking on the south side of the building (rather than underground), a stop intersection where the garden homes and proposed ACLF access Tamarack Trail, and a conservation easement to the west of the ACLF.

Proposed Changes

The significant changes this time around would:

- Add Lots 1 (along North Dunn north of E. Tamarack Trail), change development standards for the lots along North Dunn from Residential Estate (RE) to Residential Multi-family (RM), demolish three existing buildings, and construct 20 townhomes;
- These townhomes will be accessed from two drives going north and south off E. Tamarack Trail and be of similar construction as the nine garden homes approved in 2007 and located just east of the Jill's House facility;
- Expand the ACLF from 60 to 75 beds and increase the height from three to four stories (to a maximum of 50 feet) and apply Institutional (IN) development standards; and
- Continue the requirement to build the ACLF to LEED Silver standards, but not require the formal certification (and, thereby, avoid the \$260,000 - \$300,000 additional cost);⁴

Comprehensive Plan

Please see the memo from Greulich for conformance of this PUD with the City's new Comprehensive Plan. It notes that the PUD is located within, and furthers the goals of, the Urban Residential Land Use category which:

² This ordinance, along with the summary and background materials, can be found in the [6 October 2006 - Link](#) Legislative Packet.

³ This ordinance, along with the summary and background materials, can be found in the [11 July 2007 - Link](#) Legislative Packet. Please also see the materials from the Plan Commission meeting in June 2007 and memo to the Council provided by Eric Greulich and included in this packet.

⁴ And, hold three meetings with staff during construction to establish protocol for review of compliance with LEED requirements.

- allows for a mixture of housing densities and types (including attached dwellings in larger lot developments);
- urges environmental protection; and
- promotes sustainable development.

PUD Amendment Issues

Please see the memo to the Council for more on the following identified PUD amendment issues (and which have not been noted above):

- **Environmental** – areas of steep slopes and in the riparian buffer are within a no disturbance, conservation district and run-off from the new ACLF will go through a “water quality pond” where plantings will filter the water;
 - Environmental Commission Report – recommended that the petitioner work with staff on revising the Landscape Plan (who, it appears, has agreed to planting native species); the reuse and recycle construction and demolition material; and include Senior Environmental Planner in meeting regarding compliance with LEED Silver Standards (the latter of which was included in the CoA #7)
- **Pedestrian Facilities** – include the previously-approved sidewalk and tree plot on the south side of Tamarack Trail, a new sidewalk on the north side by the new townhomes, and the multi-use path along North Dunn will be wider. In addition, a 4-way stop sign will be installed on Tamarack Trail by the new ACLF;
- **Utilities** – existing water service is adequate to serve this project (which will include some hydrants) and deficiencies in the existing sewer service were said to be addressed;
- **Architecture** – the new ACLF will complement the existing ACLF and have exteriors of stone and fiber cement;
- **Parking** – spaces at the ACLF has been reduced from 41 to 31, with a maximum ratio of one space per employee on the largest shift plus one space per six beds;
- **Development Standards** – as noted above, the townhomes on the north side of Tamarack Trail will have RM development standards and the new ACLF will have IN development standards. Please see the Memo for the consequent setbacks and easements;
- **Neighborhood Issues** – neighbors have concerns which the Plan Commission mitigated with buffering for both the new townhomes and new ACLF.

Comprehensive Plan

As noted elsewhere in this packet, local code calls for the Plan Commission and Council to consider as many as 10 criteria relevant to a PUD proposal. Please refer to the memo from Mr. Greulich for these 10 criteria and the findings regarding each one that was made by the Plan Commission. The findings are all favorable. One addresses departures from the Unified Development Ordinance and identifies the location of parking in front of the ACLF. In support of the location, the finding acknowledges site constraints (a utility easement) and note that the decision was made with PUD changes in 2007.

Memo's Conclusion

In conclusion, the memo states:

This petition allows for an additional 15 beds to be added to an already approved 60-bed assisted living facility. This facility provides a much needed housing and care component to the aging population of the community. The inclusion of the townhomes also provides a diversity to the housing types offered by Meadowood in terms of independent living while still being within the Meadowood Campus. The Plan Commission approved specific conditions of approval to preserve the existing trees in the area of the townhomes as well as required substantial buffers, including conservation easements for the areas adjacent to the townhomes to help buffer this property from the adjacent single family residences.

Recommendation

The Commission heard this proposal at one meeting on October 8th and voted 6 - 1 to recommend approval by the Common Council with the following 11 conditions (as paraphrased below):

The Petitioner must:

- 1) Comply with all terms and conditions of the original PUD (PUD-16-06) as previously amended (PUD-26-07), unless specifically amended by this petition;
- 2) Design the building to meet a silver level LEED certification, but without obtaining formal certification (as was required in 2007);
- 3) Dedicate 27.5 feet of right-of-way from the centerline of North Dunn within 180 days of Council approval;
- 4) Dedicate additional right-of-way where currently at less than the required amount (*which appears redundant*);
- 5) Construct a 10' multi-use path and 5' tree plot along Dunn Street property line (where, previously, an 8' side path was required);
- 6) Preserve existing trees along the west sides of the lots along North Dunn (Lot #4 – which is north of E. Tamarack Trail) and Lot #5 (which is south of E. Tamarack Trail);
- 7) Include the Senior Environmental Planner in the Preconstruction Meeting; and
- 8) Work with adjacent neighbor to the north to install fencing where appropriate (which will be reviewed with the Final Plan);

Other Conditions:

- 9) Staff shall review Final Plan for ACLF;
- 10) Plan Commission shall review Final Plan for townhomes; and
- 11) Only residents of Meadowood shall utilize the townhomes.

Item Two – Ord 18-22: Chandler’s Glen PUD – Summary

Ord 18-22 amends the District Ordinance for a PUD and approves a Preliminary Plan for property located at 1150 N Arlington Park Drive and 1723 W. Arlington Road (north of West 17th at the north end of Arlington Park Drive). This request is made at the request of Trinitas Development.

The Site

Approximately 41 vacant acres, the property is surrounded by single-family zoning on the north and east sides, office and industrial use on the south side, SR 37/1 69 to the west.

The western portion of the property is zoned “Business Park” (BP) and the eastern portion is zone PUD.

Plan Commission Recommendation: “No Recommendation”

The Plan Commission heard this petition over the course of two meetings and voted on 08 October 2018, 5-2-0 to certify this proposal to the Council with no recommendation. The measure was certified to the Council on 17 October 2018.

Planning Staff Recommendation: Denial

As recounted in Ms. Scanlan’s Memo to the Council, City planners worked extensively with the petitioner and other City staff to address concerns related to the proposal’s congruence with the Comprehensive Plan. However, due to a number of outstanding concerns associated with the proposal’s disconnect with the Comprehensive Plan, City planners recommend a denial of the petition. These disconnects are outlined below.

The Proposal

The 41-acre development is currently zoned PUD, Business Park (BP), with a small access sliver designated Residential Single Family (RS). The petitioner wishes all the development to be zoned as a PUD. The petitioner wishes to use the property for “university-oriented” development. The development is to be known as “Chandler’s Glen.”

- **Target Audience**: According to *Petitioner’s Statement*, the project will predominantly consist of duplexes, all of which are designated as rentals. The petitioner anticipates that approximately 2/3s of the residents will be university-related populations and 1/3 of the residents will be non-university related populations.
- **Units**: The project would be comprised of 266 units (845 bedrooms).The project will consist of 240 duplex units and 26 detached dwellings.

The unit: bedroom configuration is as follows:

- 17, 1-bedroom units
- 47, 2-bedroom units
- 74, 3-bedroom units
- 128, 4-bedroom units
- 0, 5-bedroom units

- Phase In: The petitioner proposes to build the development in two phases.

	PHASE I	PHASE II	SUM
1-BED UNITS	9	8	17
2-BED UNITS	18	29	47
3-BED UNITS	54	20	74
4-BED UNITS	87	41	128
5-BED UNITS	0	0	0
TOTAL UNITS	168	98	266
TOTAL BEDROOMS	555	290	845
TOTAL PARKING	489	283	772

According to the Petitioner’s Statement, Phase 1 construction will commence in early 2019 “with the intent to be fully operational in that portion of the site by July 2020.” According to the Statement, “construction for the subsequent phase will begin after demand is demonstrated in the market.”
Statement, p. 9

- Parking: The development will include a total of 772 parking spaces or spaces or 0.91 spaces/bedroom. Parking will occur in lots and drive isles. 270 of those space will be on-street parking; 502 parking spaces are proposed to occur in parking areas outside of the rights-of-way.
- Sidewalks: Sidewalks are planned on the internal pubic rights-of-way and a multi-use path is included to connect the project to the 17th street.
- Bicycle Parking: The required parking for this development is 71 covered Class II spaces; 36 Class I spaces; and 35 Class II spaces.
- Bloomington Transit Access: While a Bloomington Transit line runs along 17th Street, BT does not have direct access to the site. A bus stop is approximately 400 feet from the western portion of the petition site and 1,000 feet from the eastern portion of the site. As recounted in the Staff Report, someone walking from the northeast portion of the petition site would have to walk about half a mile to get to the bus stop. The Planning and Transportation Department has encouraged the petitioner to reach out to BT as an existing line has capacity for additional riders, but potentially no extra time to stop on site if the petitioner did offer a bus stop. Additionally, the existing bus line does not go to IU. As the petitioner anticipates that 2/3s of its residents will be “university oriented,” City planners observe that a connection to IU would be ideal.
- Streetscape: The project does not have frontage along a public street. However, the petitioner is proposing internal roads including on-street parking, sidewalks, and tree plots.

- Residential Density: 6.59 units/acre, which is within the Neighborhood Residential density limits. However, staff expressed concern over this density level relative to the surrounding single-family uses.
- Access: Two vehicular and pedestrian accesses are proposed approximately 335 feet apart.
- Affordable Housing: The Staff Report indicates that the petitioner is in conversation with the Administration about ways to foster greater housing diversity and affordability, both in terms of on-site units and in terms of a contribution to the Housing Development Fund. In a letter to the developer from the Crescent Bend Neighborhood Association, the Association indicated that they do not wish that any more affordable housing be located in this area.

Environmental Commission Recommendations

The Environmental Commission (EC) submitted reviewed this petition and indicated that it does not support the petition. The EC outlined a number of environmental concerns and made 16 recommendations to address those concerns. While the petitioner does propose sustainable practices in its petition, according to the EC, the “practices proposed are weak and do not justify a development this size to violate so many [UDO] regulations.”

The concerns outlined by the EC are as follows. *Please see Memorandum* from EC for further detail. EC concerns:

- 1) The proposal does not adhere to the City’s *Habitat Connectivity Plan*. It should.
- 2) The environmentally-sensitive areas of the project should be redesigned and preserved pursuant to current UDO requirements.
- 3) The proposal should address what the petitioner plans to do if they find sinkhole or springs during construction. The EC found sinkholes and springs on the property upon inspection, features that were not identified in the plan. Note that the petitioner retained geologists to conduct a karst evaluation of the property. The evaluation indicated that low levels of rock dissolution and undulated bedrock surface or clay-filled depressions. *See report from Intertek, PSI (May 17, 2018)*
- 4) The stream channels should be planted and protected with riparian buffers using native vegetation.
- 5) The high-quality wooded areas between the powerline and SR 37/I 69 should be preserved.
- 6) The existing wetland should be preserved and placed in a Conservancy Easement
- 7) Invasive plant species should be removed from the Conservancy Easement area.
- 8) The existing steep slopes should be protected pursuant to UDO requirements.
- 9) The proposed 30-foot buffer between SR 37/I 69 is not high enough to protect the quality of life of residents and the high-quality forest in the areas. The designs should be modified to provide a higher vegetative buffer.
- 10) The project should integrate more “New Urbanist” features.
- 11) The proposal should include a plan for Low-Impact Development (LID) for parcels as they are developed out.

- 12) Commitments should be made in the District Ordinance to incorporate Green Building and other sustainable features.
- 13) Because the site is adjacent to native woodlands, the petitioner should be required to include 80% native plant species in the landscaping plan.
- 14) Parking areas for multi-family units should include at least 2% of the spaces be ready for electric vehicle charging stations. (The proposal provides for 1%).
- 15) The District Ordinance shall clearly allow for clotheslines.
- 16) Any required State or federal permits should be obtained before any City permits are issued.

Congruency with the Comprehensive Plan

As spelled out in more detail at the end of this memo, in considering a PUD, decisionmakers are to balance a number of factors, including (but not limited to) the extent to which the proposal is congruent with the Comprehensive Plan and surrounding uses. According to the Staff Report, there are many ways in which the current proposal does not meet this test for congruency.

Location within a Neighborhood Residential area

The Comprehensive Plan identifies this area as “Neighborhood Residential.” Indeed, single-family dwellings are located on the north and east side of the proposed development and Planning has recommended that the “Residential Single-Family” zoning designation attach where the Petitioner’s Statement is silent on a particular standard. The Comprehensive Plan outlines many distinguishing features informing the intent of the area and its re-development. The following chart, as outlined in the modified Staff Report from Scanlan, tracks the ways in which the proposal does and does not meet the intent of the area. The Staff Report finds that the proposal is not consistent with the Comprehensive Plan. Therefore, staff recommended denial to the Plan Commission.

Comprehensive Plan – <i>Neighborhood Residential Intent</i>	Proposal	Meets?
Single-Family is Dominant Land Use	The current intended use is single-ownership rental units, primarily for IU students. 26 detached dwellings and 240 duplexes are proposed, many with right-of-way frontage.	Yes, if platted
Natural or Landscaped Yards	No substantial front, side, or rear yards on the lots, nor much variation.	No
Most often two stories or less	Two stories	Yes
Protecting Sensitive Habitats	Have increased preservation areas	Yes
Public streets, sidewalks, to connect to other uses in district and adjacent	The petitioner proposes a series of public streets on the site to connect those areas that are not parking lots. The main connection utilizes existing right-of-way to extend to 17 th Street and connects east to Arlington Road. While 17 th Street will have a path that will eventually connect to a County park facility 1.37 miles to the west, neighborhood-supporting facilities are lacking in this area and none are proposed with this project.	Partial

Wide range of architectural styles	The petitioner is proposing five (05) different architectural styles for 146 buildings. Most neighborhoods in this district provide for a much wider array of architecture.	No
Public streets, sidewalks, and other facilities provide access and mobility '20-minute neighborhood'	Pedestrian connections are provide, but there are not many existing facilities in the immediate area and no public facilities, such as parks or small commercial nodes in the project.	Partial
Complete Streets' guidance to achieve well-connected active transportation network	Sidewalk width unclear	Partial
Buildings face primary street with range of yard sizes	Fairly uniform, almost no front yards. Existing front yard spaces are small and are 3-4 feet from the back of the sidewalk.	No
Provide on-site parking in side or backyard areas	All non-street parking is in lots in common areas. No plan is provided for how parking will be distributed in a potential sale of lots, which could be complicated as there is no on-site parking for the large majority of units.	No
Sidewalks and front yard landscaping further establish a more traditional neighborhood context	Sidewalks in front of most / 4 foot front yard setback	No
Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods	Connections to 17th and Arlington	Yes
Create neighborhood focal point, gateways, and centers (pocket park, formal square, neighborhood-serving land use). Convey a welcoming and open-to-the-general-public-environment	Clubhouse for residents is provided. However, no public amenities as contemplated in the Comp Plan are provided to create a feeling of "open-to-the-general public" at the site. Incorporation of a public park was discussed, but never incorporated into the plan.	No
Ensure appropriate linkages to neighborhood destinations are provided	While linkages are included, there are not many neighborhood destinations in this area, and the opportunity to create one with this proposal has been missed.	No
Large developments should develop a traditional street grid with short blocks to reduce the need for circuitous trips	Attempt at gridding; however, the use of parking lots as a result of almost no on-site parking breaks up what could be a more successful design.	Partial
Support incentive programs that increase owner occupancy and affordability	No commitment, 100% Rental	No
On-street parking available on at least one side of the street.	Parking on both sides of public roads	Yes

Council Review

The Council is required to vote on a PUD proposal within ninety days of certification from the Plan Commission. Both Ord 18-21 and Ord 18-22 were certified to the Council on 17 October 2018 making the deadline for action mid January 2019. In instances in which the Plan Commission gives a proposal a favorable recommendation (such as with Ord 18-21, the Meadowood PUD), but the Council fails to act within the ninety-day window, the ordinance takes effect within ninety days after certification. In instances in which the Plan Commission gives the proposal no recommendation (such as with Ord 18-

22, the Chandler's Glen PUD), and the legislative body either rejects the proposal or fails to act upon it within ninety (90) days after certification, it is defeated. I.C. § 36-7-4-607.

In reviewing a PUD proposal, the Council's review is guided by both local code and State statute. Both are reviewed 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. Amendments to a PUD are considered in the same manner as the creation of a new PUD. BMC 20.04.080(j)(1).

- 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 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 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 Comprehensive Plan, existing zoning, land uses contiguous to the area being rezoned and the development standards outlined in the UDO. BMC 20.04.030.

Indiana Code

Indiana Code § 36-7-4-603 directs that the legislative body “shall pay reasonable regard” to the following:

- the comprehensive plan (the Growth Policies Plan);
- current conditions and the character of current structures and uses in each district;
- the most desirable use for which the land in each district is adapted;
- the conservation of property values throughout the jurisdiction; *and*
- responsible development and growth. (I.C. § 36-7-4-603)

Importantly, these are factors that a legislative body must *consider* when making a zone map change decisions. Nothing in statute requires that the Council find absolute conformity with each of the factors outlined above. Instead, the Council is to take into consideration the entire constellation of the criteria, balancing the statutory factors.⁵

When adopting or amending a PUD district ordinance, State law provides that the Council may adopt or reject the proposal and may exercise any powers provided under State law. Those powers include:

- Imposing reasonable conditions;
- Conditioning issuance of an improvement location permit on the furnishing of a bond or a satisfactorily written assurance guaranteeing the timely completion of a proposed public improvement;
- Allowing or requiring the owner of real property to make written commitments (I.C. § 36-7-4-1512).

⁵ Notably, Indiana courts have made clear that municipalities have wide latitude in approving in PUDs and need not always comply with its comprehensive plan. Instead, comprehensive plans are guides to community development, rather than instruments of land-use control. *Borsuk v. Town of St. John*, 820 N.E. 2d 118 (2005).

Land Use Committee City of Bloomington Common Council

Report on Referral of:

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).

Referral and Deliberations

Date	Entity	Action
8/23/18	Plan Commission	Certification of Action
9/19/18	Regular Session	Introduction and Referral to Land Use Committee
9/28/18	Land Use Committee	Met with Developer
10/3/18	Land Use Committee	Considered Proposal
10/24/18	Land Use Committee	Considered Recommendations on Reasonable Conditions; Arranged for Report to the Council

Recommendations

Committee held hearings on Oct. 3 (2 hours) and Oct. 24. Latter hearing was extended to 2.5 hours to accommodate public comment. Committee members individually met in between hearings with constituents from the area around the project, including non-city residents.

Project has changed significantly since first seen by LUC in June.

Four RCs were recommended unanimously by the Committee.

They required the new mix of 1-, 2-, 3- and 4-BR units proposed by the petitioner, a "porkchop" at the north entrance to the project off Third with cooperation from INDOT, that the southern access drive to 446 be combined with Knightridge if feasible, and that parking be unbundled from rent. (Each RC will need to be voted on by the full Council.)

CM Volan withdrew a fifth RC that would swap structured parking and more density for transit funding; he hopes to rework it with the cooperation of the petitioner and Bloomington Transit. CM Sturbaum contemplated, but did not propose, an RC requiring all of the 4-BR units to be converted into two 2-BR units each. In discussion of the idea, the petitioner said that only some

4-BR units were currently designed to be "convertible," but expressed interest in exploring the possibility of making more or all of the 4-BRs convertible.

At least ten public commenters spoke, almost all in opposition to the project. Their reasons included an exacerbation of traffic, a fivefold increase from currently-allowed density, the inappropriateness of student housing in this area, the lack of mixed use, and an apparent lack of demand in comparable multifamily housing with the claim that IU enrollment is falling.

Do Pass Recommendation: 2 (Piedmont-Smith, Sturbaum) - **0 - 2** (Volan, Chopra). Committee is ambivalent about this project. More time is needed to explore details of RCs 2, 3 and 5, and the question of "convertible 4-BRs," with the petitioner, INDOT, Bloomington Transit, and the appropriate IU office of institutional research.

Recommendation for Council to Postpone Further Consideration of this PUD from Oct. 31 to Nov. 14: 4-0-0

This was intended to give petitioner time to work on issues raised by the reasonable conditions.

COMMON COUNCIL LAND USE COMMITTEE
***** Reasonable Conditions Form *****

Ordinance #: 18-14

Reasonable Condition #: RC – 01

Submitted By: Councilmember Piedmont-Smith, District V

Date: 16 October 2018

Proposed Reasonable Condition:

1. Require new unit and one, two, three, and four-bedroom counts as reflected in a revised proposal submitted by the developer at the Land Use Committee’s 03 October hearing. The required bedroom and unit counts shall be those reflected in the 10/1/18 “Revised Proposal” table in the attached, “Exhibit A.” The number of four-bedroom units shall be maximums.

Synopsis

This Reasonable Condition requires a new mix of one, two, three, and four-bedroom units as proposed by the developer in its revised proposal as presented to the Land Use Committee on 03 October 2018 and as reflected in “Exhibit A.” The purpose of this reasonable condition is to increase the chances of attracting a greater diversity of residents to the new development, rather than catering mostly to the student population. The number of four-bedroom units shall be maximums.

10/24/18 LUC Committee Action: Do Pass 4-0-0, as amended
10/31/18 Council Action:

LUC - RC 01 – Exhibit A

Fountain Residential Partners

PUD – 12 - 18

	Efficiency	One Bedroom		Two Bedroom	Three Bedroom	Townhouses		Four Bedroom	Totals
<u>Revised Proposal (10/1/2018)</u>	S 1	A 1	A 2	B 1	C 1	TH 1	TH 2	D 1	
Units	36	24	14	38	40	26	26	28	232
DUE*	7.2	6	3.5	25.08	40	39	39	42	202
Bedrooms	36	24	14	76	120	104	104	112	590

COMMON COUNCIL LAND USE COMMITTEE
*** Reasonable Conditions Form ***

Ordinance #: 18-14
Reasonable Condition #: RC – 02
Submitted By: Councilmember Piedmont-Smith, District V
Date: 16 October 2018

Proposed Reasonable Condition:

1. Require a right-in, right-out access only at SR 46 and the development's entrance to channelize traffic flow and deter left-hand turns *subject to final approval by Indiana Department of Transportation (INDOT)*.

Synopsis

This Reasonable Condition requires a right-in, right-out access only at SR 46 and the development's entrance. Otherwise known as a "pork chop" entrance/exit, the intent of this condition is to deter left-hand turns, thereby increasing safety of traffic on SR 46 at the entrance to the development.

10/24/18 LUC Committee Action:

- Amend to add language in italics – adopted by unanimous consent
- Do Pass as Amended - adopted by a vote of 4 - 0

10/31/18 Council Action:

COMMON COUNCIL LAND USE COMMITTEE
***** Reasonable Conditions Form *****

Ordinance #: 18-14
Reasonable Condition #: RC – 03
Submitted By: Councilmember Piedmont-Smith, District V
Date: 16 October 2018

Proposed Reasonable Condition:

1. Require a new access drive from SR 446 be built on the existing drive on the north side of Knightridge Apartments, subject to UDO compliance of the Knightridge site and INDOT approval.

Synopsis

This Reasonable Condition requires that instead of the access drive currently proposed by the developer, the developer instead build the new access drive from SR 446 on the existing drive on the north side of Knightridge Apartments. The intent of this condition is to reduce the paved surface areas in this development by using an existing paved drive. This condition is subject to UDO compliance of the Knightridge site and INDOT approval.

10/24/18 LUC Committee Action: Do Pass
10/31/18 Council Action:

COMMON COUNCIL LAND USE COMMITTEE
*** Reasonable Conditions Form ***

Ordinance #: 18-14
Reasonable Condition #: RC – 04
Submitted By: Councilmember Volan
Date: 23 October 2018

Proposed Reasonable Condition:

1. Require that all parking on the premises be at all times unbundled (i.e., paid for separately from rent). In addition, no incentives involving discounted parking shall be offered that in any way may induce a potential tenant to rent or renew a lease.

Synopsis

This Reasonable Condition is sponsored by Cm. Volan and requires that parking be “unbundled” from rent and not be subject to discounts or other incentives intended to induce potential tenants to lease or renew a lease in this Planned Unit Development.

10/24/18 LUC Committee Action:

- Do Pass on RC 04 - Adopted by a vote 4 – 0

10/31/18 Council Action:

(October 23, 2018)

Relevant Policy Goals -- This Reasonable Condition (RC) unbundles the payment for a parking space from the payment for rent of an apartment. Among others, this RC meets the following goals and policies in at least some way.

2013 Vision Statements

#3. Meet basic needs and ensure self-sufficiency for all residents

#16: Provide a safe, efficient, accessible and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile

Comp Plan Goals and Policies

Policy 1.5.3: Implement infrastructure plans and projects that anticipate growth and reduce community vulnerability.

Goal 6.1 Increase Sustainability: Improve the sustainability of the transportation system.

Policy 6.1.2: Balance economic, environmental, accessibility, and equity issues in local transportation decisions.

Policy 6.1.3: In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl.

Policy 6.1.4: Locate transit and multimodal facilities near higher-density developments and employment and retail centers, social services, and community facilities.

Goal 6.2 Improve Public Transit: Maintain, improve and expand an accessible, safe, and efficient public transportation system.

Goal 6.4 Prioritize Non-Automotive Modes: Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.

Policy 6.4.2: As capacity needs increase, focus on multimodal improvements and optimization of the existing transportation system rather than adding more lanes for passenger vehicles.

Policy 6.6.1: Implement creative parking strategies to minimize inefficiencies and facilitate equitable use of public space, including potential adaptive reuse of structures as needs may evolve.

Goal 6.7 Educate the Public: Increase residents' safe use of transportation options that minimize negative environmental and infrastructure impacts.

Programs Ch6 > Motor Vehicle Parking

Regularly examine parking demand, utilization, and alternatives in the Downtown area and City-wide.

Signatures for Land Use Committee Report

Note: Your signature below indicates approval of the Report pursuant to BMC 2.04.230 Standing committees-Reports (a), which requires that reports be in writing and be signed by a majority of the membership.

Note: Pursuant BMC 2.04.230 (e), a member may file a minority report and move that it be substituted for the committee report.

Stephen Volan, District VI (Chair)

Date

Chris Sturbaum, District 1

Date

Allison Chopra, District III

Date

Isabel Piedmont-Smith, District V

Date

RESOLUTION 18-19

APPROVING THE CITY OF BLOOMINGTON'S SUSTAINABILITY ACTION PLAN

- WHEREAS, In January 2018, the Bloomington Common Council passed Resolution 18-01, adopting the City's *Comprehensive Plan*; and
- WHEREAS, The *Comprehensive Plan* is the City's long-range vision for the community, one upon which future land use and other policy decisions are predicated; and
- WHEREAS, The *Comprehensive Plan* outlines broad goals, policies and programs to strengthen the environmental, social, and economic well-being of the community and its residents; and
- WHEREAS, The *Comprehensive Plan* states that the development of a more detailed "long-term environmental plan, as part of a larger sustainability plan" is a priority for the City (*Comprehensive Plan*, p. 42); and
- WHEREAS, The recently-issued five-year *Sustainability Action Plan* is, in part, a reaction to that call; and
- WHEREAS, Developed by Gnarly Tree Sustainability Institute at the direction of the City's Department of Economic and Sustainable Development Department, the *Sustainability Action Plan* outlines sustainability action steps the City should take and metrics for determining the success of those steps; and
- WHEREAS, the Sustainability Action Plan is not intended to be an exhaustive guide to all sustainability actions the City may take over the next five years; instead, it "is intended to be a living document that will grow and adapt to our changing community needs over time" (*Sustainability Action Plan*, p. 6); and
- WHEREAS, The Common Council has a long history of leading efforts to foster greater community sustainability, passing the following legislation:
- In 2005, Ordinance 05-15, establishing the Bloomington Commission on Sustainability.
 - In 2006, Resolution 06-05: *Supporting the Kyoto Protocol and the Reduction of Greenhouse Gases*.
 - Also in 2006, Resolution 06-07: *Recognizing the Peak of World Oil Production*.
 - In 2007, Resolution 07-16, establishing the Bloomington Peak Oil Task Force.
 - In 2009, Resolution 09-18, approving the report of the Peak Oil Task Force, entitled, *Redefining Prosperity: Energy Descent and Community Resilience*.
 - Also in 2009, Ordinance 09-04, establishing the *Green Building Program*.
 - In 2015, Resolution 15-09, endorsing a *Food Charter to Help Guide Community Decisions about Policies and Programs that Affect the Local Food System*.
 - In 2015, Resolution 15-12, adopting the *Monroe County Energy Challenge*.
 - In 2017, Resolution 17-13, urging *Congress to Enact Revenue-Neutral Carbon Fee and Dividend Legislation*.
- WHEREAS, the Administration, through the Economic and Sustainable Development Department's *Sustainability Action Plan* adds actions and metrics-of-success to the City's library of sustainability plans; and
- WHEREAS, the UN Intergovernmental Panel on Climate Change's (IPCC) recently-issued Oct. 8, 2018 report indicates that to avoid catastrophic and irreversible damage to both human-constructed and natural systems, global temperatures must rise no higher than 1.5 degree Celsius above pre-industrial levels; and

WHEREAS, the IPCC's report means that all communities must take swift and meaningful action to increase the sustainability and resilience of our shared human and natural systems; and

WHEREAS, because the *Sustainability Action Plan* is contemplated in the *Comprehensive Plan*, the Council wishes to formally accept this plan as a guiding document for City activities and funding priorities;

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

SECTION 1. The City of Bloomington *Sustainability Action Plan* (2018) is hereby accepted as an advisory document.

PASSED 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

This resolution is sponsored by Councilmember Piedmont-Smith and cites the City of Bloomington's Comprehensive Plan's reference to the development of broad plan for community sustainability and documents the Common Council's long history of initiating sustainability-related legislation. The resolution accepts the 2018 *Sustainability Action Plan* as an advisory document, one that is intended to guide City activities and funding priorities.

City of Bloomington's Sustainability Action Plan

Resolution 18-19

Executive Summary and Introduction

Bloomington, Indiana



Sustainability Action Plan

City of Bloomington • 2018



Contents

Letter from the Mayor

Executive Summary

Introduction

1. Climate Change and Adaptation
2. Energy and the Built Environment
3. Transportation
4. Local Food and Agriculture
5. Waste
6. Water
7. Ecosystem Health
8. City Operations

Acknowledgments

Appendices



Letter from the Mayor

The Bloomington community has long known that caring for our natural environment, upholding the rights of all residents — including our most vulnerable — and nurturing the artistic and aesthetic elements of our daily life are ways to strengthen the fabric of our city. And those elements that contribute to the city’s cultural and humanistic legacy are also a foundation of our economic health. Historically, and within certain pockets of corporate culture still, concerns for the environment and social justice have at times been considered antithetical to prosperity and development. But the City of Bloomington thinks differently, and has integrated these goals within our foremost policy documents. I am pleased to present this 2018 Sustainability Action Plan as our latest embodiment of this view.



This report builds on a foundation laid by a series of documents, reports, and plans that our City has produced over the past decades, and in particular on several recent efforts since I assumed the responsibilities of the mayor’s office — from the Bloomington Comprehensive Plan (2018), distilling our vision for everything from our built landscape to our quality of life, to the Bloomington Habitat Connectivity Plan (2018) and the Greenhouse Gas Emissions Inventory (2016) — that declare our City’s commitment to sustainability. Together these documents ensure that Bloomington’s goals are calibrated for the long haul, and that the changes we implement now promote abundance and vitality for Bloomingtonians 20, 50, and 100 years hence.

Bloomington believes so strongly in the connectedness of environmental, cultural, and economic goals, in fact, that we have a City department that bundles the three. I am grateful to the efforts of the staff of our Economic and Sustainable Development Department — Alex Crowley, Brian Payne, Autumn Salamack, and Sean Starowitz — for your vision and expertise in developing this document, and for the efforts you consistently make to engage with thoughtful members of the Bloomington community in identifying our most pressing sustainability issues with a view toward resiliency. This document was produced with great attention to measurable goals and accomplishments, and incorporates best practices gleaned from an array of benchmarked communities grappling with forces and concerns comparable to ours.

Those of us who love this place know that Bloomington has what it takes to lead the nation in sustainable practices — from conservation efforts to measures to promote social equity. With this report, the City of Bloomington manifests our collective commitment to do so.



John Hamilton

Mayor, City of Bloomington
October 2018



Executive Summary

The City of Bloomington has a long-standing commitment to environmental sustainability and City-public partnerships. Programs related to energy conservation, renewable energy, waste reduction and the local food movement have helped establish Bloomington as a regional sustainability leader and strengthened the volunteer and entrepreneurial spirit of the community.

While the City has addressed sustainability in numerous plans and reports, this plan represents the first formal sustainability planning effort for the Bloomington community, with an explicit focus on goals and actions that address the most pressing environmental issues, with a view towards economic prosperity and social equity.

This plan is divided into eight areas of focus: climate change and adaptation, energy and the built environment, transportation, local food and agriculture, waste, water, ecosystem health and City operations. A summary of current and past sustainability initiatives is provided for each focus area, along with tables that identify short-term goals, actions, timelines, partners and estimated costs for continued progress in each area. A comprehensive list of goals and associated actions is provided below.

An asterisk (*) indicates an ongoing cost (i.e. a cost with more than a one-time expense); (CP) indicates that a similar goal or action was outlined in the 2018 Comprehensive Plan.

CHAPTER 1: CLIMATE CHANGE AND ADAPTATION

GOAL 1.1: Reduce community GHG emissions 11 percent by 2023, relative to a baseline of 1.3 million metric tons of GHG emissions in 2016				
	ACTION	LEAD PARTNERS	TIMEFRAME	COST
1.1.a	Establish a consistent methodology for measuring and reporting community GHG emissions (CP)	Economic & Sustainable Development (ESD)	2019	\$*
1.1.b	Evaluate the viability of creating a community renewable energy goal (CP)	ESD, BCOS, Utility Companies, MCEC	2019	\$
1.1.c	Implement Solarize Bloomington with the Solar Indiana Renewable Energy Network (SIREN) to aid residential low-cost solar installations	ESD, SIREN, other nonprofit partner	2019	\$*
1.1.d	Achieve designation as a SolSmart community by taking steps to streamline development requirements and encourage local solar markets	Planning and Transportation, ESD	2019	\$
1.1.e	Educate the public about the Monroe County Solar for All campaign and geothermal installations (CP)	ESD, HAND, Monroe County Solar for All	2019	\$*
1.1.f	Investigate the feasibility of becoming a Green Power Community to encourage businesses, institutions, and individuals to collectively use more clean power	ESD	2020	\$
1.1.g	Facilitate habitat restoration and tree planting with proper siting on public and private properties to sequester carbon dioxide and reduce building energy needs (CP)	ESD, Parks & Recreation	2020	\$\$*
1.1.h	Engage local businesses to reduce GHG emissions through outreach, education, and advisory services	MCEC, ESD, Chamber of Commerce	2020	\$*



Executive Summary

GOAL 1.2: Create a community climate adaptation plan by 2022

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
1.2.a	Conduct a climate vulnerability assessment	ESD, IU/Environmental Resilience Institute	2020	\$\$\$
1.2.b	Create a public campaign to educate citizens and businesses about the effects of climate change	ESD, IU/Environmental Resilience Institute	2021	\$*

CHAPTER 2: ENERGY AND THE BUILT ENVIRONMENT

GOAL 2.1: Reduce building energy use in the Bloomington community 20 percent by 2023, relative to a baseline usage of 9.4 million MMBTUs in 2016

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
2.1.a	Develop and implement an annual work plan for the Monroe County Energy Challenge (MCEC) to improve residential and commercial energy efficiency	MCEC, Utility Companies	2019	\$*
2.1.b	Establish a consistent methodology to monitor and report community-wide energy use (CP)	ESD, BCOS, Utility Companies	2020	\$
2.1.c	Collaborate with the business community on a voluntary program to disclose energy usage and costs, to help drive future energy savings (CP)	ESD, Chamber of Commerce, BEDC	2020	\$*
2.1.d	Collaborate with local utility companies to improve energy efficiency programs and sub-metering	Utility Companies, MCEC, ESD	2021	\$
2.1.e	Collaborate with local landlords to establish a voluntary program for green leases that clarify landlord and tenant responsibilities for energy efficiency projects and associated energy savings	ESD, landlords	2022	\$\$
2.1.f	Work with private and non-profit lenders to establish low-interest loans for small-scale energy efficiency improvements and renewable energy projects	ESD, local banks, HVAC and other building professionals	2023	\$\$\$\$*



Executive Summary

GOAL 2.2: Increase the percentage of residential and commercial buildings using sustainable building certification programs and incentives by 2023, relative to a 2019 baseline

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
2.2.a	Update the Sustainable Development Incentive program and develop a mechanism to track utilization of the program and post data to BClear	Planning and Transportation, IT	2019	\$*
2.2.b	Develop an educational program on sustainable building certifications and incentive programs in collaboration with the business community	ESD, Planning & Transportation, Chamber of Commerce, Living Building Collaborative (LBC)	2019	\$*
2.2.c	Evaluate the development of a SMART goal for increasing the use of sustainable building certification program, per the development of a 2019 baseline	Planning & Transportation, ESD	2020	\$
2.2.d	Develop a list of sustainable building projects to establish a baseline for 2019, and a mechanism for tracking this data moving forward	ESD, Planning & Transportation, LBC	2020	\$
2.2.e	Create annual sustainable building tour for commercial builders	ESD, Planning & Transportation, LBC	2020	\$*
2.2.f	Complete at least one Living Building Challenge petal certification project	Planning & Transportation, LBC, developers	2021	\$\$\$\$
2.2.g	Host an annual green home show to showcase sustainable building features and programs	ESD, Planning & Transportation, LBC, other community partners	2021	\$\$*



Executive Summary

CHAPTER 3: TRANSPORTATION

Goal 3.1: Ensure Five Urban Village Centers meet the criteria established in the Comprehensive Plan by 2023 (CP)				
	ACTION	LEAD PARTNERS	TIMEFRAME	COST
3.1.a	Establish an inter-departmental team to organize resources and expertise needed to establish Urban Village Centers and identify five priority focus areas that would have maximum community impact and improve social equity	Planning & Transportation, ESD, Housing & Neighborhood Development (HAND), Public Works, City Utilities, Bloomington Economic Development Corp (BEDC)	2019	\$
3.1.b	Incorporate electric vehicle charging stations into sustainable development incentives to influence common infrastructure at Urban Village Centers	Planning & Transportation	2019	\$\$*
3.1.c	Establish an infill development program to inventory vacant or underused lots, help ensure infill areas are build-ready when possible, and offer financial incentives to spur development of compact communities and prevent urban sprawl	Planning & Transportation, ESD	2020	\$\$\$*
3.1.d	Attract a variety of amenities to locate in or near priority Village Centers	ESD, BEDC	2023	\$
3.1.e	Implement appropriate multi-modal projects in priority Village Centers, emphasizing those identified in the 2018 Bloomington Transportation Plan; with streets that provide safe access for visitors of all levels of ability	Planning & Transportation, Public Works	2023	\$\$\$\$
3.1.f	Locate planned affordable housing within or nearby Village Centers or collaborate to pilot affordable housing in the vicinity	Planning & Transportation, ESD, HAND, South Central Indiana Housing Opportunities	2023	\$



Executive Summary

GOAL 3.2: Shift the Bloomington Community transportation commute mode split to 60 percent Single Occupancy Vehicle by 2022, compared to a baseline of 62.8 percent in 2016 (as measured in the American Community Survey)

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
3.2.a	Work with businesses to expand bicycle parking and encourage participation in the American League of Cyclists Bicycle Friendly Business program	Planning & Transportation, ESD, Chamber of Commerce	2019	\$\$*
3.2.b	Expand the use of marketing efforts for bike share program	Pace bike share, Planning & Transportation, ESD, IU	2019	\$
3.2.c	Create a campaign to encourage use of car share programs in lieu of automobile ownership through marketing and incentives	IU, ESD, Planning & Transportation	2019	\$*
3.2.d	Develop a program to encourage local businesses and major employers to establish commute trip reduction programs, including incentives for multi-modal transportation and an emergency ride home program for individuals who don't drive to work alone	ESD, Chamber of Commerce, IU	2021	\$\$*

GOAL 3.3: Achieve bicycle and pedestrian fatality rates of zero by 2023

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
3.3.a	Encourage citizen use of UReport mechanism to report safety issues	Planning & Transportation	2019	\$
3.3.b	Adopt a Vision Zero Policy to signal commitment to zero safety incidents in the community	Planning & Transportation	2020	\$\$
3.3.c	Develop schedule for improvements and implement at most dangerous intersections, as identified by the Bloomington Monroe County Metropolitan Planning Organization	Planning & Transportation	2020	\$\$\$*
3.3.d	Implement a 4 to 5 second vehicle traffic signal delay after pedestrian lights indicate "walk" so that pedestrians and cyclists have time to become visible before automobiles are given the green light	Public Works, Utility Companies	2022	\$\$



Executive Summary

GOAL 3.4: Achieve the Walk Friendly Communities Platinum level designation by 2022

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
3.4.a	Host a "Walking to Platinum" community summit to identify priority actions and opportunities to enhance walkability in Bloomington	Planning & Transportation, ESD	2020	\$
3.4.b	Focus priorities for infrastructure investment using Walk Scores, Urban Village Center designations and socio-economic data	Planning & Transportation, ESD, Public Works	2020	\$\$\$\$*
3.4.c	Implement recommended projects in 2018 Transportation Plan to increase the miles of pedestrian pathways and sidewalks that support multi-modal transportation (CP)	Planning & Transportation, MPO, Public Works	2020	\$\$\$\$*

GOAL 3.5: Achieve the League of American Bicyclists Platinum Rating by 2022 (CP)

	ACTION	LEAD PARTNERS	TIME-FRAME	COST
3.5.a	Develop a new Complete Streets Policy and Design Guidebook	Planning & Transportation	2020	\$\$\$
3.5.b	Develop and implement a plan for improved lighting on bicycle paths	Planning and Transportation, Parks & Recreation	2020	\$\$\$
3.5.c	Encourage people walking and bicycling to report lighting issues and maintenance needs and issues (i.e., pothole repair and debris removal) with the UReport app	Planning & Transportation	2021	\$
3.5.d	Increase safe and secure bicycle parking through covered parking and indoor options (CP)	Planning & Transportation	2021	\$\$\$
3.5.e	Increase the miles of bicycle facilities, including those recommended in the 2018 Transportation Plan and Transform 2040 Plan (CP)	Planning & Transportation, MPO, IU	2023	\$\$\$\$*



Executive Summary

GOAL 3.6: Increase the use of the Bloomington Transit system 5 percent by 2023, relative to a baseline of 3.3 million transit users in 2017

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
3.6.a	Expand "Way-To-Go" user-training program offered by BT and monitor participation rates	BT	2018	\$*
3.6.b	Assess Walk Score ratings for public transit for Bloomington's 56 neighborhoods to determine needed route improvements	BT	2019	\$
3.6.c	Create a marketing campaign to minimize first-time user apprehension, such as online "how-to" guides for safe use of public transit, a mentor program to partner first-time transit users with experienced riders, and educational campaigns designed specifically for youth riders	BT	2019	\$
3.6.d	Make all youth tickets on BT free	BT	2020	\$\$\$*
3.6.e	Collaborate with employers to provide transit benefits programs that promote use of public transit	BT, Major Employers, Chamber of Commerce, ESD, IU	2020	\$\$*



Executive Summary

CHAPTER 4: LOCAL FOOD AND AGRICULTURE

GOAL 4.1: Increase access to healthy, local food relative to 2019 baseline levels, as defined by a community survey developed in coordination with the City and community partners				
	ACTION	LEAD PARTNERS	TIMEFRAME	COST
4.1.a	Develop an annual community survey designed to evaluate changes in healthy food access over time	ESD, Community Partners	2019	\$*
4.1.b	Develop a food system asset map of existing groups and efforts related to the functional food system (transportation, etc.) and social support services (restaurants, food banks, etc.)	ESD, Community Partners	2019	\$
4.1.c	Coordinate community efforts to address root causes of food insecurity, healthy food access, productive reuse of vacant land, and economic opportunities and education around the local food system	ESD, Community Partners	2019	\$*
4.1.d	Design and host quarterly, community Healthy Food Fairs, where people can sign up for SNAP and MCCSC food programs, learn about local food resources, etc., and supplement fairs with a web presence to provide access to all resources in one spot	ESD, Community Partners, Purdue Extension Monroe County	2019	\$*
4.1.e	Evaluate the development of a SMART goal for increasing access to healthy, local food per the results of the 2019 survey and baseline development	ESD, Community Partners	2020	\$
4.1.f	Implement the Stock Healthy, Shop Healthy community program to improve access to healthy, affordable foods by working with small food retailers	ESD, Community Partners	2020	\$*
4.1.g	Establish a refrigerated food truck program to transport healthy foods to food deserts	ESD, Monroe County Soil and Water	2020	\$\$*
4.1.h	Collaborate with convenience stores to expand healthy food offerings	ESD, Community Partners	2020	\$*
4.1.i	Recruit organizations located in/near food deserts to host community gardens and/or pop-up farm stands	ESD, Community Partners	2020	\$*
4.1.j	Determine the potential for produce prescription program to enable doctors to prescribe produce for health issues experienced among individuals with low access to healthy, local food, and implement if feasible	ESD, Food Policy Council, Volunteers in Medicine, Bloomington Health Foundation, Community Foundation of Bloomington & Monroe County	2021	\$\$\$*



Executive Summary

GOAL 4.2: Increase the area of food gardens within the community, compared to a 2019 baseline (CP)				
	ACTION	LEAD PARTNERS	TIMEFRAME	COST
4.2.a	Establish a 2019 baseline for the number and size of gardens in the community used to grow food for personal consumption or sale, and a mechanism for tracking this data moving forward	Parks & Recreation, Food Policy Council, Monroe County Soil & Water (MCSW)	2019	\$
4.2.b	Develop a consultation and implementation program to create additional gardens at community locations interested in sponsoring a garden for individuals affiliated with their organization (e.g. churches, neighborhood associations) (CP)	Hilltop Gardens, Mother Hubbard's Cupboard, MCSW, Purdue Extension Monroe County	2019	\$*
4.2.c	Evaluate the development of a SMART goal for increasing the area of food gardens in the community, per the results of the 2019 survey and baseline development	ESD, Community Partners	2020	\$
4.2.d	Add 39 raised garden beds at Switchyard Park	Parks & Recreation	2020	\$\$
4.2.e	Place a garden in all committed elementary schools and other organizations and provide consultation on establishment and maintenance	MCCSC, ESD, Parks & Recreation, Hilltop Gardens, Mother Hubbard's Cupboard, MCSW, Purdue Extension Monroe County	2020	\$\$\$*
4.2.f	Collaborate with Bloomington Housing Authority (BHA) to ensure public housing residents have access to sufficient gardening space, tools, and other resources needed to be successful (CP)	BHA, Food Policy Council, Mother Hubbard's Cupboard	2020	\$*
4.2.g	Facilitate a guided tour of farms and gardens within city limits to inspire and encourage acceptance of vegetative alternative practices	Parks and Recreation, Food Policy Council	2021	\$*



Executive Summary

GOAL 4.3: Increase the percentage of food that large institutional buyers purchase from local farmers (defined as farmers in the state of Indiana) by 2023, compared to a 2019 baseline

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
4.3.a	Establish a 2019 baseline measurement of total value and percentage of local food purchases for large institutional buyers, and a mechanism for tracking this information moving forward	ESD, IU, Cook, Ivy Tech, MCCSC, IU Health	2019	\$\$
4.3.b	Hire a local full-time value chain coordinator for the City of Bloomington to assist with initiatives to create economic opportunities for farmers and gardeners	ESD, MCSW	2019	\$\$*
4.3.c	Host a community meeting with institutional buyers and local growers to identify challenges and opportunities for collaboration	ESD	2019	\$
4.3.d	Evaluate the development of a SMART goal for increasing the percentage of food purchased by large institutional buyers from local farmers, per the development of a 2019 baseline	ESD, Community Partners	2020	\$
4.3.e	Conduct research on locations of nearby processing facilities to determine how shared community resources (i.e. grain mills, mobile abattoirs, food storage, root cellars, refrigeration) are structured in other communities to provide support for small local farmers	ESD, Food Policy Council	2020	\$



Executive Summary

CHAPTER 5: WASTE

GOAL 5.1: Divert at least 40 percent of the volume of residential waste collected by City Sanitation from being landfilled by 2023¹⁴				
	ACTION	LEAD PARTNERS	TIMEFRAME	COST
5.1.a	Conduct a waste characterization study of sample households in Bloomington, with an associated education and outreach campaign for improved recycling techniques and reduced contamination levels	Public Works, ESD, Volunteers (AmeriCorps), IU	2019	\$\$\$
5.1.b	Provide community support for the annual Hoosier to Hoosier Community Sale	ESD, IU, Nonprofit Organizations	2019	\$*
5.1.c	Create a community waste reduction campaign targeted at businesses and citizens	ESD, Center for Sustainable Living, IU, Chamber of Commerce, Bloomington Commission on Sustainability (BCOS)	2020	\$
5.1.d	Create and implement a sustainable business certification program that includes opportunities to report recycling rates and offers sectoral guidance for sustainable business practices	ESD, BCOS, Chamber of Commerce	2020	\$\$
5.1.e	Develop a prioritized plan for expanding participation in the Green Business Network, focusing on increased recycling participation by multi-family and commercial participants	MCSWMD, ESD	2021	\$
5.1.f	Establish a voluntary program with the construction industry to divert construction waste from the landfill and provide incentives and recognition for participants	MCSWMD, ESD, Building Association of South Central Indiana	2021	\$\$
5.1.g	Create a composting program for both residential and commercial food waste	Public Works, MCSWMD	2022	\$\$\$\$*
5.1.h	Explore the long-term opportunity for a Materials Recovery Facility in Bloomington	MCSWMD	2023	\$



Executive Summary

CHAPTER 6: WATER

GOAL 6.1: Reduce Per Capita Daily Water Consumption 20 percent by 2023, relative to a baseline of 96.2 gallons in 2016 (CP)				
	ACTION	LEAD PARTNERS	TIMEFRAME	COST
6.1.a	Develop an enhanced public education campaign to encourage water conservation, with a focus on peak summer month water use (CP)	CBU, Rural Water Cooperatives, Parks & Recreation	2019	\$\$
6.1.b	Develop home leak detection repair program for low-income individuals	CBU, Housing & Neighborhood Development, South Central Community Action Program	2020	\$\$
6.1.c	Implement advanced metering infrastructure to allow remote meter readings, assist with identification of leaks, and provide customers with more detailed usage data	CBU	2020	\$\$\$\$*
6.1.d	Review and update drought contingency policies in the event of future emergencies	CBU, Parks & Recreation	2020	\$
6.1.e	Establish rain sensor irrigation rebate program and provide information on appropriate sensor settings	CBU, Parks & Recreation	2021	\$\$*
6.1.f	Explore options for implementing water rates to encourage conservation	CBU, City Council	2021	\$\$

GOAL 6.2: Participate in at least two partnerships designed to improve surface water quality in Monroe County by 2023				
	ACTION	LEAD PARTNERS	TIMEFRAME	COST
6.2.a	Pursue Clean Water Act 319 grants for efforts to clean and protect Bloomington area watersheds through collaborations with community partners	MCSW, IU, Parks & Recreation, Friends of Lake Monroe	2023	\$\$\$
6.2.b	Begin implementation of approved Clean Water Act 319 programs and monitor progress by assessing populations of pollution intolerant invertebrates	MCSW, IU, Parks & Recreation	2023	\$\$\$\$*



Executive Summary

GOAL 6.3: Expand participation in City-led surface water quality programs, compared to a 2019 baseline

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
6.3.a	Establish a 2019 participant baseline for participation in City-led water quality programs, such as the Hoosier RiverWatch and Adopt-a-Stream programs	CBU, Parks & Recreation	2020	\$\$
6.3.b	Evaluate development of a SMART goal for increasing the participation in City-led surface water quality programs, per the development of a 2019 baseline	CBU, Parks & Recreation	2020	\$
6.3.c	Sponsor promotional efforts aimed at increasing participation in these educational programs	CBU, Parks & Recreation	2020	\$\$*

GOAL 6.4: Increase the number of green infrastructure features in the Bloomington community to improve stormwater quality, compared to a 2019 baseline

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
6.4.a	Establish a 2019 baseline for the number of community green infrastructure features designed to improve stormwater quality by encouraging the community to report green infrastructure on the Green Spots or other relevant website	Planning & Transportation, CBU, SWEET	2019	\$
6.4.b	Evaluate the development of a SMART goal for increasing the number of community green infrastructure features, per the development of a 2019 baseline	Planning & Transportation, CBU	2020	\$
6.4.c	Develop an educational program and hands-on demonstrations teaching resident responsibility regarding stormwater management, best practices for stormwater pollution prevention, and financial assistance programs	CBU, Parks & Recreation, SWEET	2020	\$\$*
6.4.d	Conduct rain garden, stormwater and green infrastructure tours	CBU, Planning & Transportation, SWEET, Parks & Recreation	2021	\$*
6.4.e	Offer stormwater billing credits for residents who implement green infrastructure projects	CBU	2021	\$\$*



Executive Summary

GOAL 6.5: Decrease the number of impaired water bodies in Monroe County by 2023, compared to a baseline number of 21 in 2016

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
6.5.a	Expand educational programs to educate residents, businesses and schools about stormwater management responsibilities and issues using the "Only Rain Down the Drain" campaign as reference (CP)	CBU, SWEET	2019	\$\$*
6.5.b	Engage in marketing efforts to increase participation in voluntary stormwater pollution prevention programs	CBU	2019	\$*
6.5.c	Develop UReport mechanism for reporting of illicit discharges and promote citizen reporting capability	CBU, Monroe County Stormwater	2020	\$
6.5.d	Inventory and begin necessary infrastructure improvements to the stormwater system	CBU, Monroe County Stormwater	2020	\$\$\$\$*

GOAL 6.6: Eliminate all chronic sewer overflow locations, up to a certain magnitude storm event (exact metric to be determined by CBU staff)

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
6.6.a	Continue to be vigilant about grease and sewer inspections to prevent one-time overflow events	CBU	2019	\$\$*
6.6.b	Invest in an Inflow and Infiltration Program to eliminate leaks in sewer mains	CBU	2020	\$\$*
6.6.c	Implement a Clear Water Program, possibly including ordinance changes, to eliminate illicit connections of sump pumps, downspouts and other illegal connections to sanitary sewers	CBU	2020	\$\$\$\$*
6.6.d	Invest in major infrastructure improvements to increase collection capacity and eliminate locations of chronic overflows, e.g. the College Mall Rd. sewer interceptor	CBU	2023	\$\$\$\$*



Executive Summary

CHAPTER 7: ECOSYSTEM HEALTH

GOAL 7.1: Conserve greenspace and enhance 100 acres of habitat in priority areas surrounding Clear Creek, Griffy Lake, and Jackson Creek by 2023				
	ACTION	LEAD PARTNERS	TIMEFRAME	COST
7.1.a	Ensure consideration of smart growth principles in future land use decisions to preserve important green spaces	Planning & Transportation, Plan Commission	2019	\$
7.1.b	Establish a volunteer program to assist with habitat restoration plans on public and private properties	Parks & Recreation, MCSW, MC-IRIS, Sycamore Land Trust, IU	2020	\$*
7.1.c	Develop and implement a plan for restoration in each priority area and establish a habitat corridor between Griffy Lake and Clear Creek, pursuing funding from Clean Water Indiana for implementation assistance (CP)	MCSW, Parks & Recreation, Sycamore Land Trust, IU, Bloomington Housing Authority	2023	\$\$\$*
7.1.d	Create and implement a public education campaign highlighting benefits of biodiversity and habitat connectivity, the National Wildlife Federation certified habitat program, and reporting on the GreenSpots website	MCSW, Parks & Recreation, Planning & Transportation, IU	2023	\$\$*



Executive Summary

GOAL 7.2: Remove 100 acres of invasive plants on public lands and 100 acres on private lands by 2023 (CP)

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
7.2.a	Begin mapping acreage of invasive species removal with Garmin system and report on Green Spots Website to track progress over time	MCSW, Parks & Recreation	2019	\$*
7.2.b	Develop a public education program to enhance public participation in invasive removal efforts through reporting species via the EDDMap application and the Adopt-an-Acre program	MCSW, Parks & Recreation	2020	\$*
7.2.c	Include requirements for native plants in all future landscaping plans	Planning & Transportation	2020	\$\$*
7.2.d	Create native plants demonstration and education sites with plant details at Switchyard Park and/or other City parks	Parks & Recreation	2020	\$\$
7.2.e	Develop coordinated community campaign encouraging removal of invasive plants, communicating benefits of native plants, and encouraging reporting on the Green Spots website	Parks & Recreation, MCSW, MC-IRIS, INPAWS, Purdue Extension, Bloomington Environmental Commission	2020	\$*
7.2.f	Create an educational campaign on the most effective methods of deer management and deer-resistant plants	MCSW, Parks & Recreation	2020	\$
7.2.g	Develop and implement prioritized plans for removal/management of invasive species on public properties, emphasizing Griffy Lake, Leonard Springs, Upper Cascades, Lower Cascades, and Olcott Park	Parks & Recreation	2023	\$\$\$\$*



Executive Summary

CHAPTER 8: CITY OPERATIONS

GOAL 8.1: The City of Bloomington will reduce GHG emissions from municipal operations 12 percent by 2023, relative to a baseline of 33,702 metric tons of GHG emissions in 2015

ACTION		LEAD PARTNERS	TIMEFRAME	COST
8.1.a	Select a consistent methodology and reporting process for GHG emissions inventories and develop an updated Greenhouse Gas Emissions Inventory for City operations every two years	ESD	2019	\$*
8.1.b	Evaluate the viability of creating a renewable energy goal for City operations	ESD, Public Works, Parks & Recreation, CBU, Fire, Police	2019	\$
8.1.c	Identify locations for future renewable energy installations at City-owned properties	Public Works, Parks & Recreation, CBU, Fire, Police, ESD	2021	\$

GOAL 8.2: The City of Bloomington will reduce non-renewable energy use in City owned and operated facilities 12 percent by 2023, relative to a baseline usage of 155,282 MMBTUs in 2012

ACTION		LEAD PARTNERS	TIMEFRAME	COST
8.2.a	Establish a consistent methodology and process for monthly reporting of individual building energy usage and cost data	ESD, Public Works, Parks & Recreation	2019	\$
8.2.b	Develop an implementation plan to achieve energy use reductions outlined for this goal	Public Works, Parks & Recreation, CBU, ESD	2019	\$
8.2.c	Achieve an ENERGY STAR score of 75 or better for all eligible City buildings	Public Works, Parks & Recreation, CBU, BT	2023	\$\$*
8.2.d	Identify and implement air process upgrades, improving energy wastewater treatment plant efficiency	CBU	2023	\$\$\$\$



Executive Summary

GOAL 8.3: The City of Bloomington will reduce non-renewable City fleet vehicle fuel use 5 percent by 2023, relative to a baseline usage of 40,540 MMBTUs in 2015

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.3.a	Establish consistent methodology and process for monthly reporting of fleet fuel usage and cost data	Public Works, Parks & Recreation, CBU, Police, ESD	2019	\$
8.3.b	Conduct analysis of fleet to right-size vehicles and fleet size; identify near-term opportunities for fuel-efficient and lower-emission vehicle replacements	Public Works, Parks & Recreation, CBU, Fire, Police	2020	\$\$\$
8.3.c	Develop and implement a policy to maximize fuel efficiency by vehicle type, eliminate unnecessary vehicles and usage, and prioritize electric and hybrid vehicles	Public Works, Parks & Recreation, CBU, Fire, Police, ESD	2020	\$*

GOAL 8.4: Bloomington Transit will reduce non-renewable fuel use 5 percent by 2023, relative to a baseline usage of 31,417 MMBTUs in 2015

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.4.a	Begin testing alternative fuel/electric buses; make recommendations for changes to fleet to reduce fuel use and associated emissions (CP)	Bloomington Transit	2023	\$\$\$\$*

GOAL 8.5: The City of Bloomington will establish a water conservation goal by 2019

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.5.a	Establish 2018 water use baseline for all City facilities	ESD, CBU	2019	\$
8.5.b	Develop a quarterly reporting system for water use in all City facilities	ESD, Public Works, Parks & Recreation	2019	\$*
8.5.c	Develop a mechanism through UReport to allow citizens and employees to report water leaks in government buildings	City IT department	2019	\$*
8.5.d	Complete water audits of all City facilities and make recommendations for indoor and outdoor water conservation measures	CBU	2021	\$



Executive Summary

GOAL 8.6: The City of Bloomington will establish a baseline and waste diversion rate for applicable City facilities by 2020

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.6.a	Conduct waste audits for all applicable, occupied City facilities	Public Works, ESD, Parks & Recreation	2019	\$
8.6.b	Establish a consistent methodology and process for quarterly reporting of waste generation and diversion rates in City facilities	Public Works, Parks & Recreation, ESD	2019	\$
8.6.c	If the City Hall pilot succeeds, expand composting opportunities to at least two additional City facilities	ESD, Public Works, Parks & Recreation	2019	\$\$*
8.6.d	Identify additional opportunities for recycling at City facilities	ESD, Public Works, Parks & Recreation	2020	\$

GOAL 8.7: The City of Bloomington will review and revise the City Hall Sustainable Purchasing Policy, expand to other facilities and track compliance by 2021

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.7.a	Establish annual reporting process for Sustainable Purchasing Policy (SPP) compliance through City of Bloomington Data Portal	Controller's Office, ESD	2019	\$*
8.7.b	Establish 2019 baseline for compliance with existing SSP	Controller's Office, ESD	2020	\$
8.7.c	Develop a list of standard recommended consumable products for compliance with the SPP	Controller's Office, ESD	2020	\$
8.7.d	Develop and implement a plan to communicate SPP requirements to City employees at all facilities	Controller's Office, ESD	2020	\$



Executive Summary

GOAL 8.8: The City of Bloomington will use sustainable building and green infrastructure practices at all applicable City facilities

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.8.a	Develop an inventory of sustainable building projects implemented at City facilities since 2009	ESD, Public Works, Parks & Recreation, CBU	2018	\$
8.8.b	Develop a mechanism for tracking the review of all Green Building Program Ordinance eligible projects pre- and post-implementation	Public Works, Parks & Recreation, ESD, Controller's Office	2020	\$\$*
8.8.c	Develop an inventory of green infrastructure elements on city properties and a mechanism for annual reporting on the Green Spots or other relevant website	ESD, CBU, Public Works, Parks & Recreation	2020	\$
8.8.d	Adopt and implement policy to plant low-mow lawns and low-maintenance native trees with high capacity for carbon dioxide absorption, and restore native habitats on City properties to sequester carbon dioxide emissions (CP)	Parks & Recreation, Public Works, CBU, IU	2020	\$\$\$\$
8.8.e	Inventory all City properties to determine the need for and appropriate siting of green infrastructure elements	ESD, Public Works, CBU, Parks & Recreation	2021	\$\$
8.8.f	Create and implement a Green Infrastructure Plan for City government buildings (CP)	ESD, Public Works, CBU, Parks & Recreation	2023	\$\$\$*
8.8.g	Complete at least one Living Building Challenge petal certification project	ESD, Public Works, CBU, Parks & Recreation	2023	\$\$\$\$

GOAL 8.9: The City of Bloomington will decrease the percentage of employees commuting to work in single-occupancy vehicles to 80 percent by 2023, compared to a baseline of 82 percent in 2018

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.9.a	Establish an employee commuter program to decrease use of single-occupancy vehicles for employee travel to and from work	Human Resources, ESD, Planning & Transportation	2020	\$\$*
8.9.b	Review and improve commuter benefits for non-single-occupant vehicle modes of commuting (i.e., not driving alone)	Human Resources, ESD	2020	\$



Executive Summary

GOAL 8.10: The City of Bloomington will eradicate all invasive plants from priority municipal building landscapes by 2023

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.10.a	Develop an inventory of invasive plants for removal at all prioritized City facilities and properties	Parks & Recreation	2020	\$\$\$
8.10.b	Replace invasive plants with native species at prioritized City facilities and properties	Parks & Recreation	2021	\$\$\$

GOAL 8.11: The City of Bloomington will develop an employee education plan to facilitate implementation of the Sustainability Action Plan by June 2019

	ACTION	LEAD PARTNERS	TIMEFRAME	COST
8.11.a	Develop a clear framework for Team Green and solicit members from all departments	ESD	2018	\$
8.11.b	Hold monthly Team Green meetings to facilitate implementation of employee education plan	ESD	2019	\$*
8.11.c	Develop employee education and training opportunities related to each element of the SAP, with an annual schedule of activities, events, and key messaging	Team Green	2019	\$*
8.11.d	Offer trainings on social equity, diversity, and inclusion for all City staff	Human Resources, HAND	2019	\$\$\$*
8.11.e	Evaluate the potential to create a funding mechanism for employee-led sustainability projects at City facilities	ESD, Team Green, Controller's Office	2021	\$



Introduction

This Sustainability Action Plan (SAP) represents the first formal sustainability planning effort for the City of Bloomington, Indiana. It gives the Bloomington community an opportunity to strengthen existing sustainability efforts, identify and communicate goals that are both actionable and measurable, and establish a mechanism for annual progress reports.

Community members who participated in the development of this plan agreed that a sustainable community works together to manage environmental, social, and economic resources to ensure a healthy and just society for existing and future generations everywhere. The City addresses sustainability through careful attention to environmental, economic, and social equity issues, and looks for linkages among those issues. For example, increasing access to affordable, locally grown foods helps reduce

greenhouse gas (GHG) emissions associated with transporting goods, while strengthening the local farming economy and making healthy food more accessible for residents. While this plan focuses primarily on goals related to environmental quality, it was shaped with a strong view toward actions that can simultaneously improve social equity and economic prosperity.

PROCESS

The plan was developed over an eight-month period by Gnarly Tree Sustainability Institute (GTSI), in coordination with the City's Department of Economic and Sustainable Development (ESD) and with substantial input from City employees and community stakeholders. It provides a five-year framework for Bloomington's sustainability strategy



VISION

as developed by Bloomington community members:

The City of Bloomington, Indiana, will become a sustainability leader by working as a community to preserve our natural resources, maintain our distinct culture, build a diverse and thriving economy, and ensure a healthy and equitable standard of living.



Introduction

that identifies both short- and long-term goals and actions in City operations and within the broader community. From February through August 2018, more than 200 community members participated in the development and review of this plan.

Community Outreach

Two open houses were held in February to review the planning schedule and solicit public feedback on thematic areas. An online survey was also shared through the City website and social

media to solicit public opinion regarding the most pressing sustainability issues facing the community. A draft of the SAP was posted online for public review in late August, with four additional community events to solicit additional public feedback before the plan was finalized.

Advisory Board

An advisory board comprised of City staff, members of citizen commissions, and Indiana University representatives formed in February

Environmental Resources

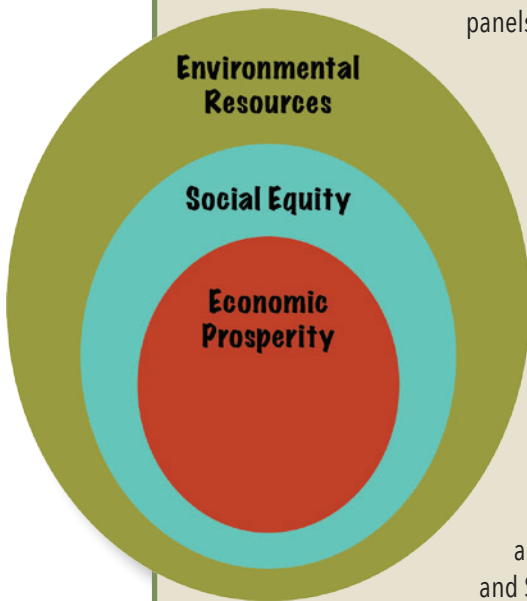
A primary environmental focus within Bloomington today is reduced GHG emissions from energy use. The community has implemented successful programs to both reduce energy use in homes and increase energy independence with the installation of solar photovoltaic (PV) panels at many homes, churches, businesses, and City facilities.

Social Equity

The City has a responsibility to address social equity and justice issues such as affordable housing, racial equity, access to child care, and the availability of fresh foods for all community members. City staff are currently tackling the issue of affordable housing and are developing equity-and-inclusion staff trainings to enhance interactions with, and development of programs and policies for, all citizens of Bloomington.

Economic Prosperity

The City has codified the relationship between economic prosperity and sustainability with the creation of a Department of Economic and Sustainable Development (ESD) and programs that provide both environmental and economic benefits (like Solarize Bloomington). ESD's mission is to foster a livable and economically resilient community through partnerships, collaboration, and outreach. Through strategic initiatives that expand economic opportunities, ESD aims to preserve the health of our environment, enhance social equity for citizens, and advance the principles of sustainable development.





Introduction

2018 to advise the SAP development process and offer input on draft documents. The board met in February, March, and May to discuss preliminary planning efforts. It also participated in a mini-course on Community Sustainability Planning, during which Dr. Kenneth Richards, a sustainability consultant and SPEA faculty member, introduced relevant concepts, including definitions of sustainability, metrics and frameworks, and SMART (specific, measurable, attainable, realistic, timebound) goals.

Working Groups

To allow for meaningful public input and to facilitate collaboration between public, private, and nonprofit sectors, the SAP team established four working groups focused on: Climate, Energy, and the Built Environment; Environmental Quality and Natural Systems; Local Food and Agriculture; and Transportation. These themes were further refined for inclusion in the SAP. Each group met four times between March and May 2018 and identified priority issues for discussion, along with possible goals and actions relevant to targeted sustainability issues. During each group's final meeting, members voted on the top five most critical community actions for the next five years, per their respective working group themes. Those recommendations were presented to the SAP Advisory Board in May 2018 and were reviewed thoroughly as the final plan took shape. In August 2018, group members received a draft copy of the SAP and were invited to submit written comments for consideration in the final plan. Notes from all working group and Advisory Board meetings are available on the City of Bloomington's [website](#).

Over the course of this eight-month process, working groups reviewed more than 20 existing City documents and studies, including

- Bloomington Comprehensive Plan (2018)
- Bloomington Habitat Connectivity Plan (2018)
- Transform 2040 Plan
- Bloomington Food Policy Council Food Charter
- BCOS Annual Sustainability Assessment (2017)
- Bloomington Environmental Action Plan (2017)
- Water Quality Reports
- Parks and Recreation Master Plan (2016)
- Greenhouse Gas Emissions Inventory (2016)
- Local Government Operations Energy Use and Emissions Inventory (2015)
- Peak Oil Task Force Report (2009)

The following were treated as peer cities for benchmarking purposes: West Lafayette, Indiana; Lawrence, Kansas; Iowa City, Iowa; Columbia, Missouri; Ann Arbor, Michigan; and College Station, Texas. Lastly, two frameworks helped shape recommendations: [Sustainability Tools for Assessing and Rating Communities \(STAR\)](#), and [International Standards Organisation \(ISO\) 37120: Sustainable Development of Communities](#).

Background Research

GTSI enlisted the research support of Indiana University School of Public and Environmental Affairs (SPEA) Masters students to review more than 20 existing City reports and plans related to sustainability, review relevant metrics and actions included in community frameworks, and compare sustainability initiatives in six college towns of similar population to Bloomington. The students presented their research findings at each working group meeting and provided GTSI with a final report at the end of the spring 2018 semester.



Introduction

PLAN STRUCTURE

This SAP is divided into eight chapters:

1. Climate Change and Adaptation
2. Energy and the Built Environment
3. Transportation
4. Local Food and Agriculture
5. Waste
6. Water
7. Ecosystem Health
8. City Operations

The areas of focus in each chapter are based on an evaluation of national benchmarks, discussions with local stakeholders, and alignment with the [2018 Bloomington Comprehensive Plan](#). The Comprehensive Plan is the City’s long-range plan for land use and development, and the 2018 update included an emphasis on climate change goals and mitigation strategies. The SAP was developed, in part, to clearly articulate actions and measures of success that are inclusive of environmental, social, and economic well-being in support of the Comprehensive Plan.

Each chapter includes a description of current community conditions and an inventory of past sustainability programs and successes, followed by area-specific goals, activities, timelines, partners, and estimated costs. Each chapter also includes tables that outline **goals** supported by education, outreach, and engagement activities, and identifies opportunities to collaborate across community sectors. **Actions** include activities already planned or underway, along with new, carefully considered initiatives recommended with respect to feasibility, impact on established goals, estimated costs, and community interest. **Lead partners** indicate City

departments and community entities who would partner on implementation. **Timeframes** project expected completion dates (by end of stated year). **Cost** estimates represent hard costs only and are based on previous experience and on conversations with peer communities, City staff, and community stakeholders, using the following scale:

Cost parameters for actions

\$	\$0 – \$5,000
\$\$	\$5,001 – \$25,000
\$\$\$	\$25,001 – \$100,000
\$\$\$\$	\$100,001+

An asterisk () in the cost column indicates an ongoing, i.e. more than one-time, cost*

Sustainability metrics referenced in the SAP are based on a review of recommended and historically established metrics used by the City of Bloomington, peer communities, and STAR or ISO sustainability frameworks. Likewise, goals and actions recall best practices from peer cities, existing sustainability frameworks, relevant climate change agreements (e.g., the Mayors National Climate Action Agenda and the U.S. Mayors’ Climate Protection Agreement), working group discussions, and previous reports and plans developed for the City. Within chapters, notes indicate where goals and actions overlap with these sources of inspiration and best management practices.

CITY SUSTAINABILITY RANKINGS

As stated in our vision, the City of Bloomington is committed to being a national leader in community sustainability. One way to accomplish this goal is to participate in a national



Introduction

benchmarking program, such as the [LEED for Cities framework](#). LEED (Leadership in Energy and Environmental Design) for Cities is being updated to reflect performance standards and actions previously included in the STAR Communities framework. LEED for Cities allows communities to benchmark sustainability progress with verification, certification, and recognition. Bloomington is committed to achieving LEED for Cities certification by the end of 2020.

MOVING FORWARD

The SAP provides a summary of past community sustainability initiatives and lays the groundwork for future goals and successes. While social equity was an inherent part of the community conversation during the development of this plan, a much stronger effort is needed to address equity in future planning efforts. This plan represents a first step in a community conversation about what a comprehensive sustainability framework includes but additional work is needed to address issues such as affordable housing, living wages, and racial equity that are closely tied to the areas of focus in this plan.

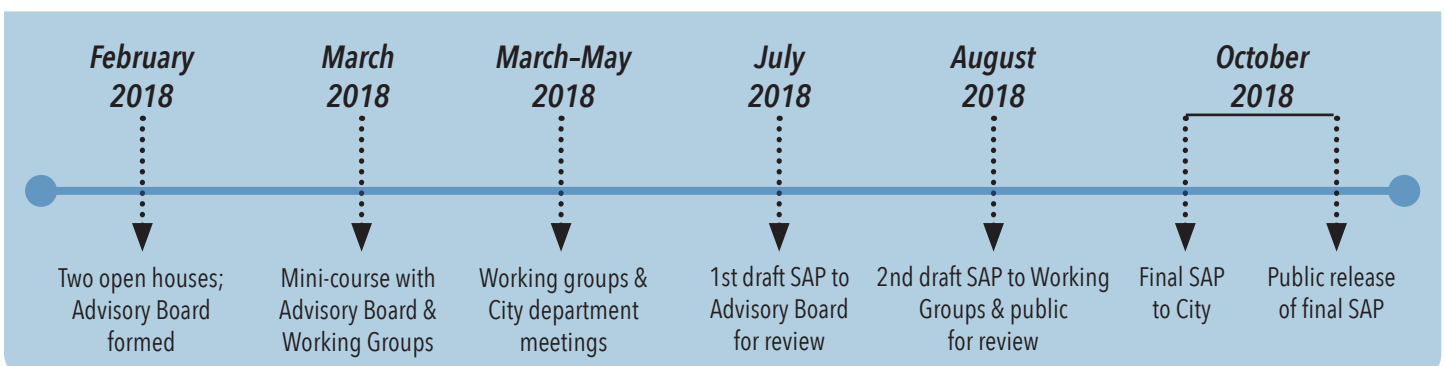
The SAP does not include an exhaustive list of all possible actions the community could undertake

in the next five years. Rather, it reflects current community priorities, programs, and technologies with the greatest perceived benefits, and is intended to be a living document that will grow and adapt to our changing community needs over time.

The City is committed to leading by example, through its pursuit of goals and actions identified in the “City Operations” chapter. Staff will also track progress toward achieving goals and create an annual progress report for public review. However, the City alone cannot implement all of the actions outlined in this plan.

Community members must be active partners in this endeavor, working collaboratively toward the goals laid out in the chapters that follow. Together, they must carefully manage environmental, social, and economic resources for current and future residents of Bloomington.

Please reach out to the City’s Department of Economic and Sustainable Development at sustain@bloomington.in.gov if your household, business, or organization is interested in partnering with the City to help drive sustainability improvements in our community.



The Complete *Sustainability Action Plan*
is linked as follows:

<https://bloomington.in.gov/sustainability/action-plan>



**City of Bloomington Commission on Sustainability
Support letter for the Sustainability Action Plan**

Adopted October 23, 2018

The Bloomington Commission on Sustainability (BCOS) recognizes the need for continued steps to increase environmental, economic, and social sustainability within the City of Bloomington. The Sustainability Action Plan (SAP) aligns with the goals for the future growth of Bloomington as outlined in the Comprehensive Master Plan, and serves to create specific actionable steps to support and expand citywide sustainability. Additionally, we hope that support of this plan will help further the conversation around the three elements of sustainability through engagement with businesses, non-profits, individuals, and government agencies. The SAP addresses the need for a formal sustainability plan that highlights short-term goals and actions to create a calculated and purposeful approach tailored to address the most relevant and pressing concerns for the City of Bloomington.

As such, the Bloomington Commission on Sustainability calls on City Council to adopt the proposed Sustainability Action Plan.

Sincerely,
Bloomington Commission on Sustainability

October 18, 2018

Dear Members of the City Council,

I am writing in support of the City of Bloomington's Sustainability Action Plan. As a member of the plan's environmental quality and natural systems working group, I find the plan to be representative of core community objectives; as a local business owner, I believe the plan is well-aligned with our values as one of two local benefit corporations.

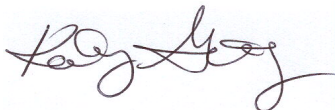
Green Camino is focused on contributing to a more sustainable Bloomington through community partnerships, organic resource recovery, livable wage green jobs, and meaningful educational outreach. With these goals in mind, I am particularly excited about the plan's focus on:

- promoting social equity;
- reducing community GHG emissions;
- diverting waste from the landfill; and
- educating and engaging City employees on sustainability efforts.

For these reasons and more, Green Camino enthusiastically endorses Bloomington's first Sustainability Action Plan, and urges your support of it as well. We are grateful for the Department of Economic and Sustainable Development and Gnarly Tree Sustainability Institute for encouraging input and collaboration from many community stakeholders.

We look forward to the implementation of the plan and to building a stronger, more sustainable Bloomington together.

Sincerely,



Kathy Gutowsky
CEO & Co-Founder
Green Camino, Inc.

RESOLUTION 18-24

**APPROVING THE ISSUANCE OF
TAX INCREMENT REVENUE BONDS OF THE CITY
OF BLOOMINGTON REDEVELOPMENT DISTRICT
TO FINANCE THE COSTS OF
ACQUISITION AND CONSTRUCTION
FOR TWO PARKING GARAGES IN THE
BLOOMINGTON CONSOLIDATED ECONOMIC
DEVELOPMENT AREA
AND COSTS INCURRED IN CONNECTION WITH
THE ISSUANCE OF SUCH BONDS**

Additional Material for 31 October 2018 Regular Session

**Am 01 – Removing Trades District Garage from Bond Approval
(Cm. Volan, Sponsor)**

*** Amendment Form ***

Resolution #: 18-24
Amendment #: 01
Submitted By: Cm. Volan, District VI
Date: October 25, 2018

Proposed Amendment:

1. The title of Res 18-24 shall be amended by deleting the words “for two parking garages” and replacing them with the words “of the 4th Street Parking Garage” as indicated in the following ~~strikeout~~ version of the change:

APPROVING THE ISSUANCE OF TAX INCREMENT REVENUE BONDS OF THE CITY OF BLOOMINGTON REDEVELOPMENT DISTRICT TO FINANCE THE COSTS OF ACQUISITION AND CONSTRUCTION ~~FOR TWO PARKING GARAGES~~ OF THE 4TH STREET PARKING GARAGE IN THE BLOOMINGTON CONSOLIDATED ECONOMIC DEVELOPMENT AREA AND COSTS INCURRED IN CONNECTION WITH THE ISSUANCE OF SUCH BONDS

2. The first Whereas clause of Res 18-24 shall be amended by:

(a) deleting the words “for two parking garages” as they appear after the words “acquisition and construction” and replacing them with the phrase “of the 4th Street Parking Garage” in the first Whereas clause as indicated in the following ~~strikeout~~ version of the change; and

(b) deleting the words “Twenty-Nine Million Five Hundred Thousand Dollars (\$29,500,000)” as they appear after the words “not to exceed” as also indicated in the following ~~strikeout~~ version of the change:

WHEREAS, on October 15, 2018, the City of Bloomington Redevelopment Commission (the “Commission”), as governing body of the City of Bloomington Redevelopment District (the “District”), adopted a resolution (the “Bond Resolution”), authorizing the issuance of tax increment revenue bonds of the District, acting in the name of the City of Bloomington, Indiana (the “City”), designated as “City of Bloomington, Indiana Redevelopment District Tax Increment Revenue Bonds, Series 2018,” in an aggregate principal amount not to exceed ~~Twenty-Nine Million Five Hundred Thousand Dollars (\$29,500,000)~~ (*Awaiting new maximum amount to insert here*) (the “Bonds”), for the purpose of financing the costs of acquisition and construction ~~for two parking garages of the 4th Street Parking Garage~~ to be located in the District’s Bloomington Consolidated Economic Development Area, together with the costs incurred in connection with and on account of issuance of the Bonds (collectively, the “Project”); and

3. Section 1 of Res 18-24 shall be amended by deleting the phrase “Twenty-Nine Million Five Hundred Thousand (\$29,500,000)” as it appears after the words “shall not exceed” and replacing them with the phrase (*Awaiting new amount to insert which reflects the costs associated with the 4th Street Garage alone*) as indicated in the following ~~strikeout~~ version of the change:

SECTION 1. The Council hereby approves the sale and issuance of the Bonds in order to provide funds to finance the costs of the Project, subject to the following conditions: (a) the maximum aggregate original principal amount of the Bonds shall not exceed (*Insert amount reflecting costs associated with the 4th Street Garage alone*); (b) the Bonds shall have a term not longer than twenty-two (22) years, commencing on the date of issuance of the Bonds; (c)

the maximum interest rate on the Bonds shall not exceed six percent (6.0%) per annum; (d) there shall be no capitalized interest on the Bonds; and (e) the Bonds may be subject to redemption prior to maturity on any date not earlier than five (5) years following the date of issuance thereof, with such specific dates and redemption terms determined by the City Controller, upon the advice of the financial advisor to the Commission, at the time of the sale of the Bonds.

4. The synopsis of Res 18-24 shall be amended by deleting the amount of “\$29 million” and replacing it with the amount of (*new amount inserted here*), as indicated in the following strikeout versions of the change:

Synopsis

This resolution authorizes the issuance of a maximum of \$ (*add new maximum reflecting smaller project*) million in Tax Increment Revenue Bonds by the City of Bloomington Redevelopment Commission for the acquisition, construction, and bond issuance costs associated with the 4th Street Parking Garage in the Bloomington Consolidated Economic Development Target Area.

Synopsis

Am 01 is sponsored by Cm. Volan and would approve the Redevelopment District bonds for the acquisition and construction of the 4th Street Garage, but not the garage proposed for the Trades District. In doing so, it also reduces the maximum amount to be raised by the issuance of these bonds to reflect the smaller scope of the Project.

10/24/18 Committee Action: *None*
10/31/18 Regular Session Action: *Pending*

(10/25/18)

ORDINANCE 18-21

**TO REZONE A PROPERTY FROM RESIDENTIAL ESTATE (RE) TO PLANNED UNIT DEVELOPMENT (PUD) AND TO AMEND THE ASSOCIATED PUD DISTRICT ORDINANCE AND PRELIMINARY PLAN
- Re: 800 E. Tamarack Trail
(Meadowood Retirement Community, 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-26-18, and recommended that the petitioner, Meadowood Retirement Community, be granted an approval to rezone 1.25 acres from Residential Estate (RE) to Planned Unit Development (PUD) and to amend the associated the PUD District Ordinance and Preliminary Plan to allow a 75 unit assisted living facility and 20 townhomes. The Plan Commission thereby requests that the Common Council consider this petition;

WHEREAS, the Plan Commission therefore requests that the Common Council consider this petition;

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

SECTION 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 800 E. Tamarack Trail. The property is further described as follows:

Lot 1 of Meadowood Assisted Living Subdivision in the City of Bloomington, as recorded on plat in Instrument 2007007120 in Plat Cabinet D, Envelope 65, office of the Recorder of Monroe County, Indiana.

Part of Lot 3 of Meadowood Assisted Living Subdivision in the City of Bloomington, as recorded on plat in Instrument 2007007120 in Plat Cabinet D, Envelope 65, office of the Recorder of Monroe County, Indiana, more particularly described as follows: Beginning at the southeast corner of said Lot 3; thence North 87 degrees 53 minutes 28 seconds West along the south line of said Lot 3 a distance of 1286.49 feet to the southwest corner of said Lot 3; thence North 00 degrees 16 minutes 33 seconds East along the west line of said Lot 3 a distance of 49.99 feet to the northwest corner of said Lot 3 and East Tamarack Trail ingress/egress and utility easement; thence along a north line of said Lot 3 and said easement the following distances and bearings: South 87 degrees 52 minutes 48 seconds East 379.26 feet; with a curve turning to the left with an arc length of 89.28 feet, with a radius of 200.00 feet, with a chord bearing of North 79 degrees 19 minutes 56 seconds East, with a chord length of 88.54 feet; North 66 degrees 32 minutes 41 seconds East 80.23 feet; with a curve turning to the right with an arc length of 50.53 feet, with a radius of 515.00 feet, with a chord bearing of North 69 degrees 21 minutes 20 seconds East, with a chord length of 50.51 feet; North 72 degrees 09 minutes 59 seconds East 55.95 feet; with a curve turning to the right with an arc length of 131.16 feet, with a radius of 465.00 feet, with a chord bearing of North 80 degrees 14 minutes 49 seconds East, with a chord length of 130.72 feet to a corner of said Lot 3, also being the southeast corner of Lot 2; thence leaving said Lot 3 and continuing on said easement the following bearings and distances: with a curve turning to the right with an arc length of 280.97 feet, with a radius of 465.00 feet, with a chord bearing of South 74 degrees 21 minutes 46 seconds East, with a chord length of 276.72 feet; South 57 degrees 03 minutes 09 seconds East 81.92 feet; with a curve turning to the left with an arc length of 190.07 feet, with a radius of 185.00 feet, with a chord bearing of South 86 degrees 29 minutes 06 seconds East, with a chord length of 181.82 feet to a point along the east line of said Lot 3; thence South 00 degrees 16 minutes 33 seconds West along the east line of said Lot 3 a distance of 58.44 feet to the Point of Beginning, containing 2.70 acres, more or less.

Part of Lot 3 of North Dunn Addition to the City of Bloomington as recorded on plat in Plat Cabinet B, Envelope 51, office of the Recorder of Monroe County, Indiana, more particularly described as follows: Beginning at the northwest corner of said Lot 3, said point being in the centerline of North Dunn Street; thence South 87 degrees 53 minutes 28 seconds East along the north line of said Lot 3 a distance of 394.65 feet; thence South 02 degrees 12 minutes 43 seconds West 148.00 feet; thence North 87 degrees 52 minutes 48 seconds 389.65 feet to a point along the west line of said Lot 3 and the centerline of North Dunn Street; thence North 00 degrees 16 minutes 33 seconds East along the west line of said Lot 3 a distance of 148.00 feet to the Point of Beginning; containing 1.33 acres, more or less.

Lot 4 of North Dunn Addition to the City of Bloomington, as recorded on plat in Plat Cabinet B, Envelope 51, office of the Recorder of Monroe County, Indiana.

Subject to any and all easements, agreements, and restrictions of record.

SECTION 2. The amended 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 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 18-21 would rezone 1.25 acres from Residential Estate (RE) to Planned Unit Development (PUD) and would approve the amended PUD District Ordinance and Preliminary Plan for the Meadowood PUD to allow a 75 unit assisted living facility and 20 townhomes.

****ORDINANCE CERTIFICATION****

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 18-21 is a true and complete copy of Plan Commission Case Number PUD-26-18 which was given a recommendation of approval by a vote of 6 Ayes, 1 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on October 8, 2018.

Date: October 17, 2018



Terri Porter, Secretary
Plan Commission

Received by the Common Council Office this 17th day of October, 2018.



Nicole Bolden, City Clerk

Appropriation Ordinance # _____	Fiscal Impact Statement Ordinance # _____	Resolution # _____
---------------------------------	---	--------------------

Type of Legislation:

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

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

Cause of Request:

Planned Expenditure _____	Emergency _____
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	\$ _____	\$ _____

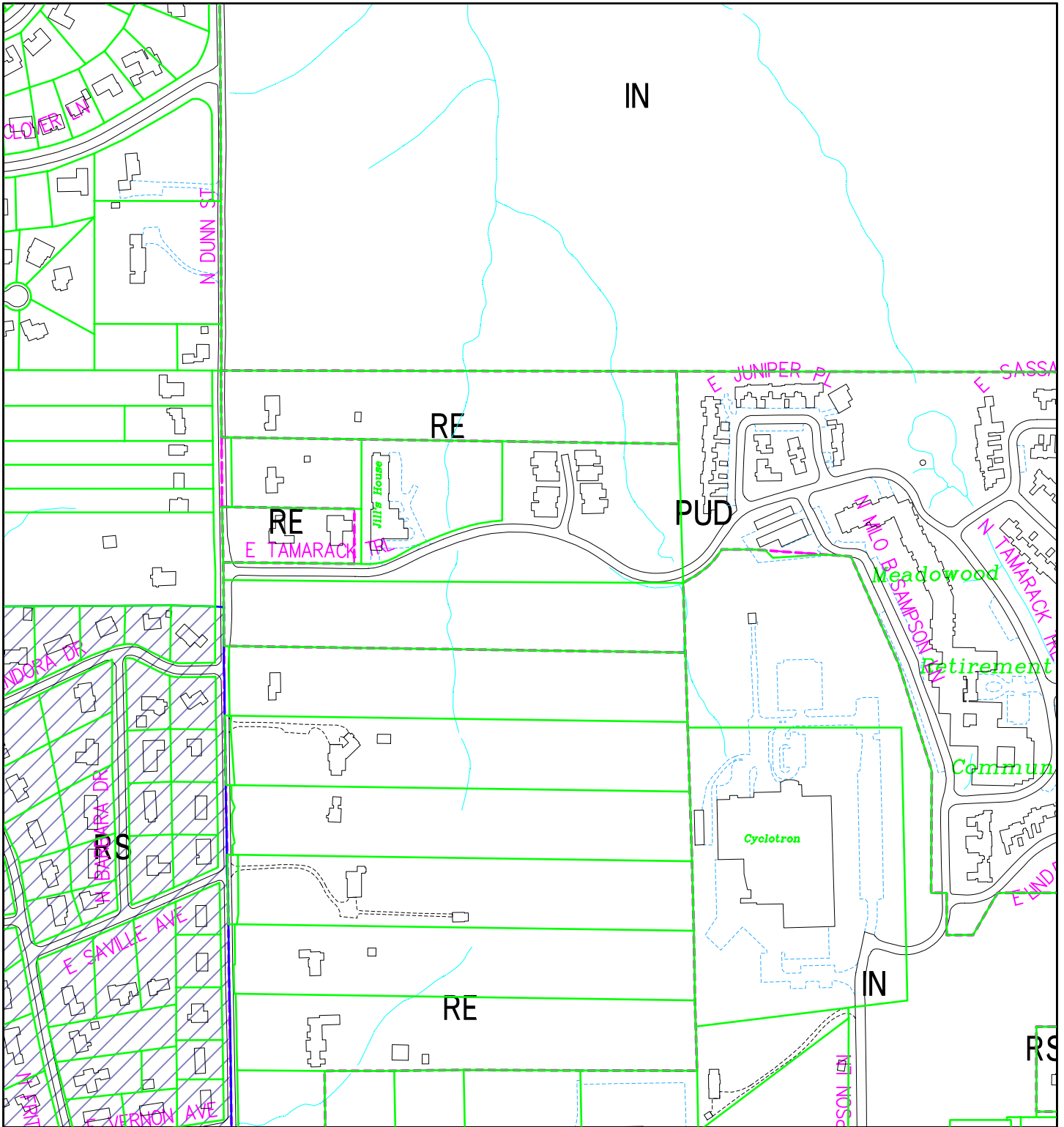
Signature of Controller

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.)



PUD-26-18 Meadowwood Retirement

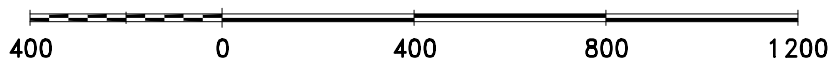
800 E Tamarack Trail

Plan Commission

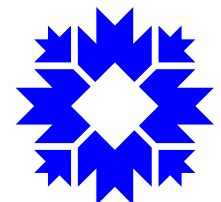
Site Location, Parcels, Zoning

By: greulice

3 Oct 18



City of Bloomington
Planning & Transportation



Scale: 1" = 400'

For reference only; map information NOT warranted.



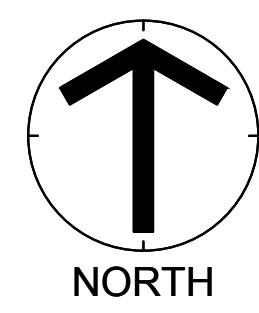
PROPOSED GARDEN HOMES (TYP. OF 20)

PROPOSED MEADOWOOD MC/AL

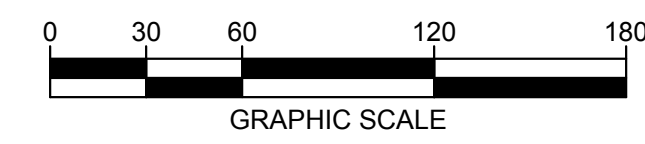
JILL'S HOUSE

SYCAMORE RIDGE TOWNHOMES

MEADOWOOD ILF



FIVE STAR MEADOWOOD
SITE SCHEMATIC
GRAPHIC SCALE SUPERCEDES NUMERIC SCALE



08/29/2018 10:32:01 AM
 C:\Users\murse\OneDrive - Lockett & Farley\My Documents\2017\183 - Arch_Scheme_4_Meadowood

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



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



REVISIONS	

DATE	2017.183
MADE BY	MDH
CHECKED BY	JCB
DATE	2018-09-24
SITE SCHEMATIC	
DRAWING NO.	EX-101

SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY

Interdepartmental Memo

To: Members of the Common Council
From: Eric Greulich, Zoning Planner
Subject: Case #PUD-26-18
Date: October 17, 2018

Attached are the staff report, petitioner's statement, maps, and exhibits which pertain to Plan Commission case #PUD-26-18. The Plan Commission heard this petition at the October 8, 2018 hearing and voted 6-1 to send this petition to the Common Council with a favorable recommendation.

REQUEST: The petitioners are requesting a preliminary plan amendment and approval of a district ordinance for the Meadowood/Jill's House Planned Unit Development (PUD) and a rezone of 1.25 acres of Residential Estate (RE) land to be added to the Meadowood/Jill's House PUD.

BACKGROUND:

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

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

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

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

be 4-stories rather than the previously approved 3-stories. With the previous approval, the petitioner committed to constructing a LEED certified building designed to the Silver designation. The petitioner is still committed to that design, but is requesting to not have to actually certify the building due to the increased cost of the certification process. With this approval the petitioner is also requesting to allow for the construction of 20 townhomes that would front on Dunn Street, but accessed only from Tamarack Trail. These would be independent living units similar to the Sycamore Ridge townhomes previously constructed. These units would contain a maximum of 3 bedrooms each and be restricted to no more than 3 occupants.

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

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

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

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

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

The petitioner also addresses other goals of the Comprehensive Plan through the inclusion of design elements such as the design of the building as a LEED Silver

building. The Plan Commission found that this petition is consistent with many goals of the Comprehensive Plan pertaining to sustainability. Additionally, interior trails, native plantings, redundant water quality measures and Best Management Practices (BMP's) for water quality improvement will also be utilized.

PUD AMENDMENT ISSUES:

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

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

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

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

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

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

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

Neighborhood Issues: The petitioners held a neighborhood meeting for nearby residents and Staff has also met with several of the surrounding owners and representatives of neighborhood associations in this area to address concerns related to this proposal. Concerns have been expressed regarding buffering of their properties from the proposed townhomes and the ACLF. The Plan Commission approved development standards that included a substantial building setback and conservation easements adjacent to these surrounding properties to protect existing vegetation to address those concerns.

20.04.080(h) Planned Unit Development Considerations

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

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

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

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

PLAN COMMISSION FINDINGS: The proposed development meets the requirements of the proposed zoning districts appropriate to each development, with the exception of the parking located in front of the proposed ACLF. As mentioned previously, the petitioner is proposing parking in front of the ACLF due to a large utility easement and underground utility lines that serve the adjacent Indiana University facilities that prevent any structure from being placed in that area. The location of the ACLF is the same as the previous approval.

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

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

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

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

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

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

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

PLAN COMMISSION FINDINGS: The construction of a 4 story ACLF and 20 townhomes will serve to increase the tax base to the City as well as provides jobs related to the construction of the facilities and long-term employment.

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

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

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

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

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

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

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

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

CONCLUSION: This petition allows for an additional 15 beds to be added to an already approved 60-bed assisted living facility. This facility provides a much needed housing and care component to the aging population of the community. The inclusion of the townhomes also provides a diversity to the housing types offered by Meadowwood in terms of independent living while still being within the Meadowwood Campus. The Plan Commission approved specific conditions of approval to preserve the existing trees in the area of the townhomes as well as required substantial buffers, including

conservation easements for the areas adjacent to the townhomes to help buffer this property from the adjacent single family residences.

RECOMMENDATION: The Plan Commission voted 6-1 to forward this petition to the Common Council with the following conditions:

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



**City of Bloomington
Bloomington Environmental Commission**

MEMORANDUM

Date: October 10, 2018

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Subject: PUD-26-18: Meadowood Retirement Community 800 E. Tamarack Trail

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

EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE

1.) LANDSCAPE PLAN

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

2.) REUSE CONSTRUCTION AND DEMOLITION MATERIALS

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

3.) MEETING ATTENDANCE

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

EC RECOMMENDATIONS:

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

PETITIONER'S STATEMENT

To: City of Bloomington Planning and Transportation Department

cc: Plan Commission, Common Council, Eric Greulich

From: Boz Lindgren, Luckett & Farley

Date: September 24, 2018

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

Members of the Plan Commission,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

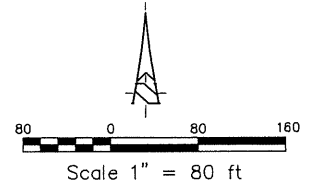
Sincerely,



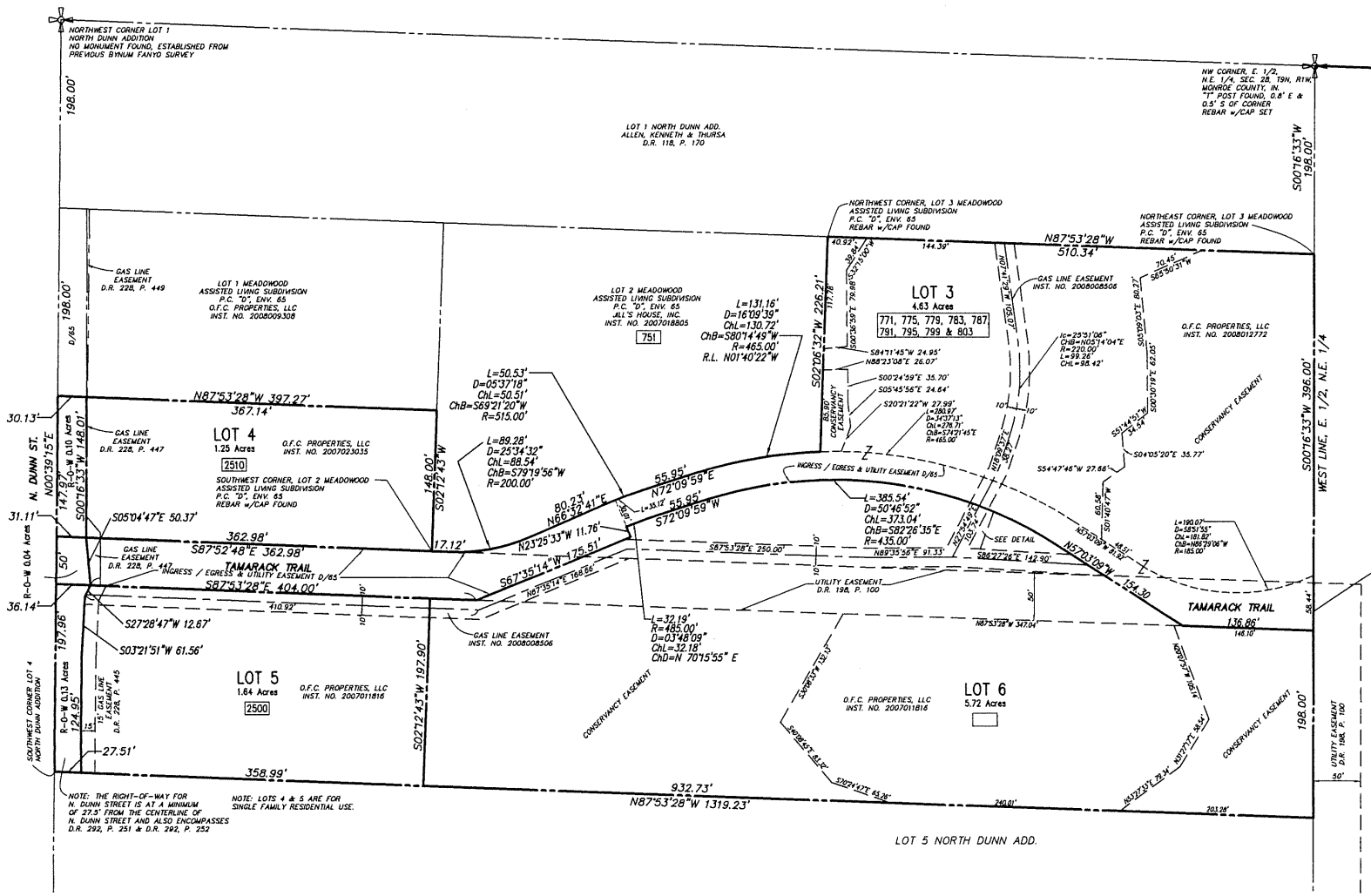
Robert (Boz) Lindgren
Principal, Architect
Luckett & Farley Architects and Engineers
Petitioner's Representative

MEADOWOOD ASSISTED LIVING SUBDIVISION PHASE TWO FINAL PLAT

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

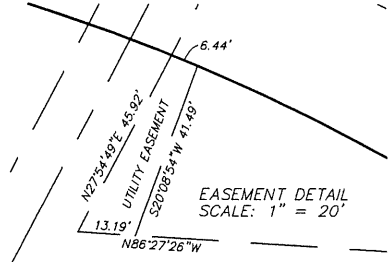


LEGEND	
PROPERTY LINE	---
EASEMENT LINE	- - - -
ADDRESS	1234
L	ARC LENGTH
R	RADIUS
Δ	CENTRAL ANGLE
ChB	CHORD BEARING
ChL	CHORD LENGTH
R/W	RIGHT-OF-WAY
⊥	5/8 INCH DIAMETER REBAR WITH CAP SET AT ALL LOT CORNERS



NOTE: THE RIGHT-OF-WAY FOR N. DUNN STREET IS AT A MINIMUM OF 37.3' FROM THE CENTERLINE OF N. DUNN STREET AND ALSO ENCOMPASSES D.R. 292, P. 251 & D.R. 292, P. 252

NOTE: LOTS 4 & 5 ARE FOR SINGLE FAMILY RESIDENTIAL USE.

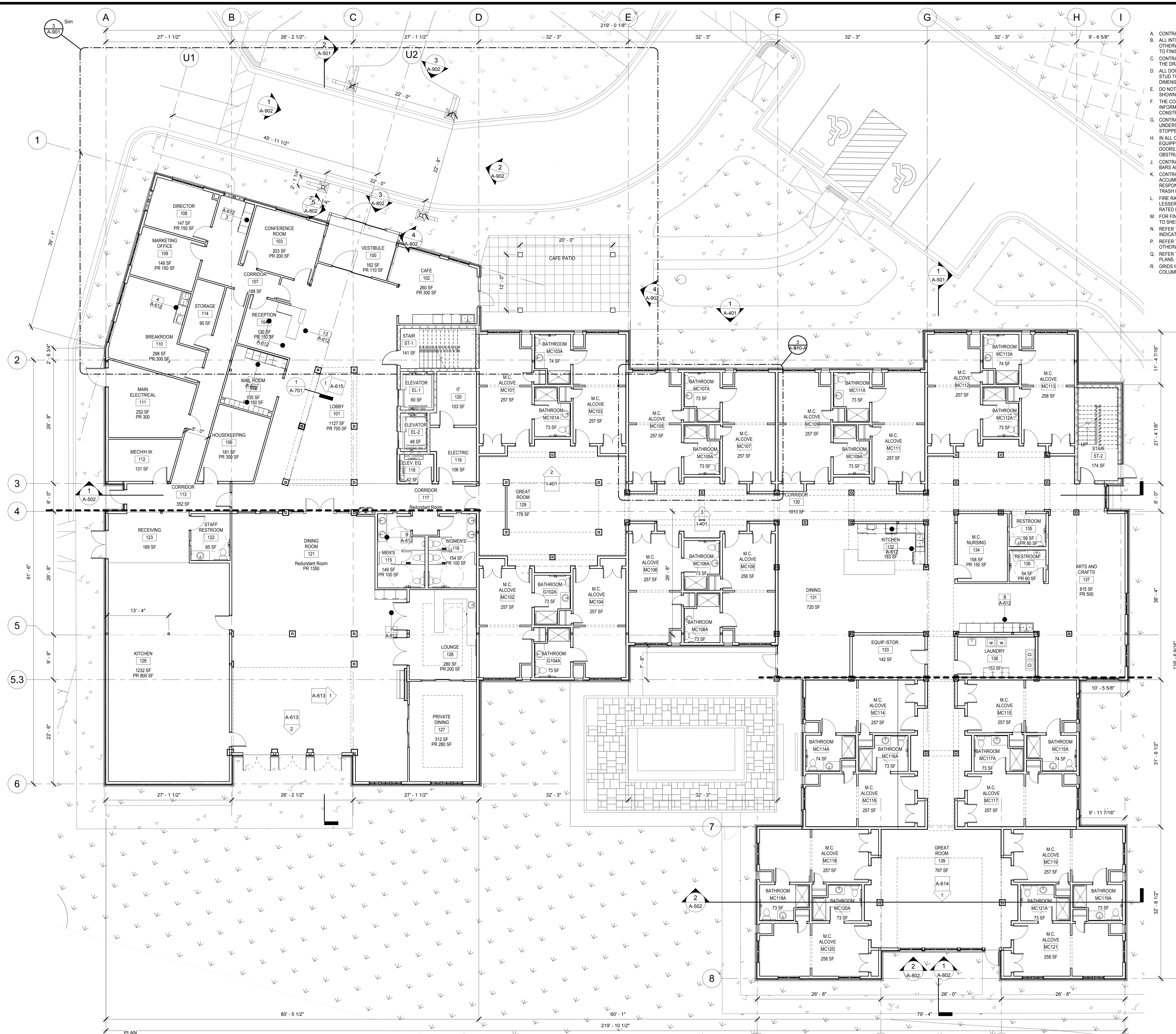


SETBACK TABLE (PUD ZONING)			
	FRONT YARD	SIDE YARD	REAR YARD
BUILDING	30'	30' + 4' PER ADD. STORY	60'
LOTS 2 & 3	BUILDING	5', (15' RESIDENTIAL)	10', (20' RESIDENTIAL)
	PARKING	N/A	5', (10' RESIDENTIAL)

NOTE: UNDERLYING ZONING FOR LOT #1 IS (RE2.5); UNDERLYING ZONING FOR LOTS #2 AND #3 IS (IN)

GENERAL NOTES - FLOOR PLAN

- A. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
- B. ALL INTERIOR WALLS ARE DIMENSIONED TO FACE OF STUD UNLESS NOTED OTHERWISE. DIMENSIONS MARKED AS "CLEAR" DICTATES THE CLEAR DIMENSION FROM FINISH TO FINISH.
- C. CONTRACTOR IS TO NOTIFY THE ARCHITECT IMMEDIATELY IF A CONFLICT EXISTS BETWEEN THE DRAWINGS AND EXISTING FIELD CONDITIONS.
- D. ALL DOOR FRAMES ARE LOCATED 6" FROM PERPENDICULAR WALL MEASURED FROM FACE OF STUD TO HINGE EDGE OF DOOR FRAME OR CENTERED IN WALL UNLESS NOTED OR DIMENSIONED OTHERWISE.
- E. DO NOT SCALE DRAWINGS - THE CONTRACTOR SHALL REQUEST NECESSARY DIMENSIONS NOT SHOWN ON THE DRAWINGS FROM THE ARCHITECT.
- F. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EXITS. CLEARLY MARKED DIRECTIONS, INFORMATION AND WARNING SIGNAGE AS REQUIRED THROUGHOUT THE DURATION OF CONSTRUCTION.
- G. CONTRACTOR SHALL ENSURE THAT RATED WALL CONSTRUCTION IS CONSTRUCTED TIGHT TO UNDERSIDE OF FLOOR OR ROOF STRUCTURE ABOVE, AND ALL PENETRATIONS ARE FIRE STOPPED.
- H. IN ALL CASES THERE SHALL BE 1'-0" MIN. CLEARANCE ON THE PUSH SIDE OF ALL DOORS EQUIPPED WITH AN AUTOMATIC CLOSER AND 1'-0" MIN. CLEARANCE ON THE PULL SIDE OF ALL DOORS. THE DIMENSION IS MEASURED FROM THE STRIKE OF THE DOOR TO NEAREST OBSTRUCTION.
- J. CONTRACTOR SHALL COORDINATE PLACEMENT OF BLOCKING FOR MILLWORK, ADA GRAB BARS AND OTHER ITEMS THAT REQUIRE BLOCKING PRIOR TO CLOSING WALLS.
- K. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE PREMISES FREE FROM THE ACCUMULATION OF WASTE MATERIALS OR RUBBISH - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THESE MATERIALS FROM THE PREMISES - BUILDING TRASH RECEPTACLES ARE NOT TO BE USED FOR CONSTRUCTION DEBRIS.
- L. FIRE RATED AND ACOUSTICALLY RATED WALL ASSEMBLIES SHALL NOT BE INTERRUPTED BY LESSER RATED OR NON-RATED WALLS - CONTRACTOR TO MAINTAIN CONTINUITY OF HIGHER RATED FIRE AND ACOUSTICAL WALL AND CEILING ASSEMBLIES.
- M. FOR FINISH SCHEDULE REFER TO SHEET I-401; DOOR AND FRAME SCHEDULE & DETAILS REFER TO SHEET A-801.
- N. REFER TO INTERIOR FINISH SCHEDULE FOR ROOM FINISHES. TYPICAL ROOM FINISHES INDICATED FOR FINISHES TO RESIDENT ROOMS AND RESTROOMS ON FINISH SCHEDULE.
- P. REFER TO STRUCTURAL FOR TYPICAL HEADER SIZING FOR NONBEARING WALLS, UNLESS OTHERWISE NOTED.
- Q. REFER TO SHEETS A-601-A, A-601-B, A-601-C, A-601-D AND A-601-E FOR TYPICAL RESIDENT UNIT PLANS.
- R. GRIDS INDICATE CENTERLINE OF 2X6 STUD WALLS AND/OR CENTERLINE OF STRUCTURAL COLUMNS.



OVERALL FLOOR PLAN - FIRST FLOOR

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

DESIGN DEVELOPMENT

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



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



REVISIONS	

DATE	2017.183
MADE BY	MT/NF
CHECKED BY	RL
DATE	2018-09-04
FIRST FLOOR - OVERALL FLOOR PLAN	
DRAWING NO.	A-101

9/4/2018 5:17:59 PM C:\Users\lucet\OneDrive - Lockett & Farley\My Documents\2017.183 - Arch_Schems_4_Mkts\nt

SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY

GENERAL NOTES - FLOOR PLAN

- A. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
- B. ALL INTERIOR WALLS ARE DIMENSIONED TO FACE OF STUD UNLESS NOTED OTHERWISE DIMENSIONS MARKED AS "CLEAR" DICTATES THE CLEAR DIMENSION FROM FINISH TO FINISH.
- C. CONTRACTOR IS TO NOTIFY THE ARCHITECT IMMEDIATELY IF A CONFLICT EXISTS BETWEEN THE DRAWINGS AND EXISTING FIELD CONDITIONS.
- D. ALL DOOR FRAMES ARE LOCATED 6" FROM PERPENDICULAR WALL MEASURED FROM FACE OF STUD TO HINGE EDGE OF DOOR FRAME OR CENTERED IN WALL UNLESS NOTED OR DIMENSIONED OTHERWISE.
- E. DO NOT SCALE DRAWINGS - THE CONTRACTOR SHALL REQUEST NECESSARY DIMENSIONS NOT SHOWN ON THE DRAWINGS FROM THE ARCHITECT.
- F. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EXITS, CLEARLY MARKED DIRECTIONS, INFORMATION AND WARNING SIGNAGE AS REQUIRED THROUGHOUT THE DURATION OF CONSTRUCTION.
- G. CONTRACTOR SHALL ENSURE THAT RATED WALL CONSTRUCTION IS CONSTRUCTED TIGHT TO UNDERSIDE OF FLOOR OR ROOF STRUCTURE ABOVE, AND ALL PENETRATIONS ARE FIRE STOPPED.
- H. IN ALL CASES THERE SHALL BE 1'-0" MIN. CLEARANCE ON THE PUSH SIDE OF ALL DOORS EQUIPPED WITH AN AUTOMATIC CLOSER AND 1'-8" MIN. CLEARANCE ON THE PULL SIDE OF ALL DOORS. THE DIMENSION IS MEASURED FROM THE STRIKE OF THE DOOR TO NEAREST OBSTRUCTION.
- J. CONTRACTOR SHALL COORDINATE PLACEMENT OF BLOCKING FOR MILLWORK, ADA GRAB BARS AND OTHER ITEMS THAT REQUIRE BLOCKING PRIOR TO CLOSING WALLS.
- K. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE PREMISES FREE FROM THE ACCUMULATION OF WASTE MATERIALS OR RUBBISH - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THESE MATERIALS FROM THE PREMISES - BUILDING TRASH RECEPTACLES ARE NOT TO BE USED FOR CONSTRUCTION DEBRIS.
- L. FIRE RATED AND ACOUSTICALLY RATED WALL ASSEMBLIES SHALL NOT BE INTERRUPTED BY LESSER RATED OR NON-RATED WALLS - CONTRACTOR TO MAINTAIN CONTINUITY OF HIGHER RATED FIRE AND ACOUSTICAL WALL AND CEILING ASSEMBLIES.
- M. FOR FINISH SCHEDULE REFER TO SHEET I-401, DOOR AND FRAME SCHEDULE & DETAILS REFER TO SHEET A-801.
- N. REFER TO INTERIOR FINISH SCHEDULE FOR ROOM FINISHES. TYPICAL ROOM FINISHES INDICATED FOR FINISHES TO RESIDENT ROOMS AND RESTROOMS ON FINISH SCHEDULE.
- P. REFER TO STRUCTURAL FOR TYPICAL HEADER SIZES FOR NONBEARING WALLS, UNLESS OTHERWISE NOTED.
- Q. REFER TO SHEETS A-601-A, A-601-B, A-601-C, A-601-D AND A-601-E FOR TYPICAL RESIDENT UNIT PLANS.
- R. GRIDS INDICATE CENTERLINE OF 2X6 STUD WALLS AND/OR CENTERLINE OF STRUCTURAL COLUMNS.

737 South Third Street, Louisville, Kentucky 40202-2100
 502.595.4181 502.587.0488 Fax
 www.luckett-farley.com

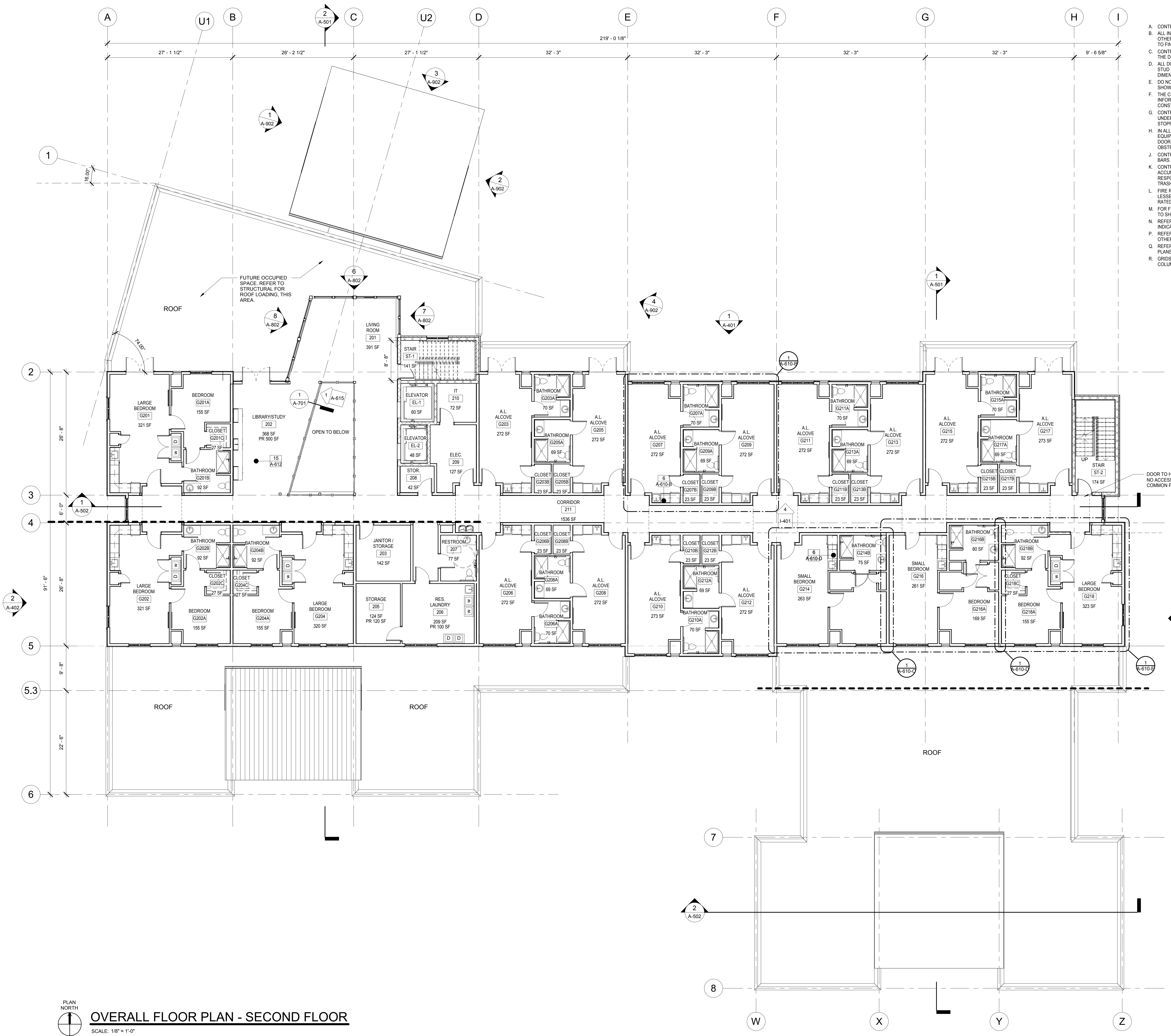
Luckett & Farley
 Architecture | Engineering | Interior Design

**FIVE STAR SENIOR LIVING
 MEADOWOOD
 ASSISTED LIVING**
 NORTH TAMARACK TRAIL, BLOOMINGTON, IN



REVISIONS	

DATE	2017.183
MADE BY	MT/NF
CHECKED BY	RL
DATE	2018-09-04
SECOND FLOOR - OVERALL FLOOR PLAN	
DRAWING NO.	A-102



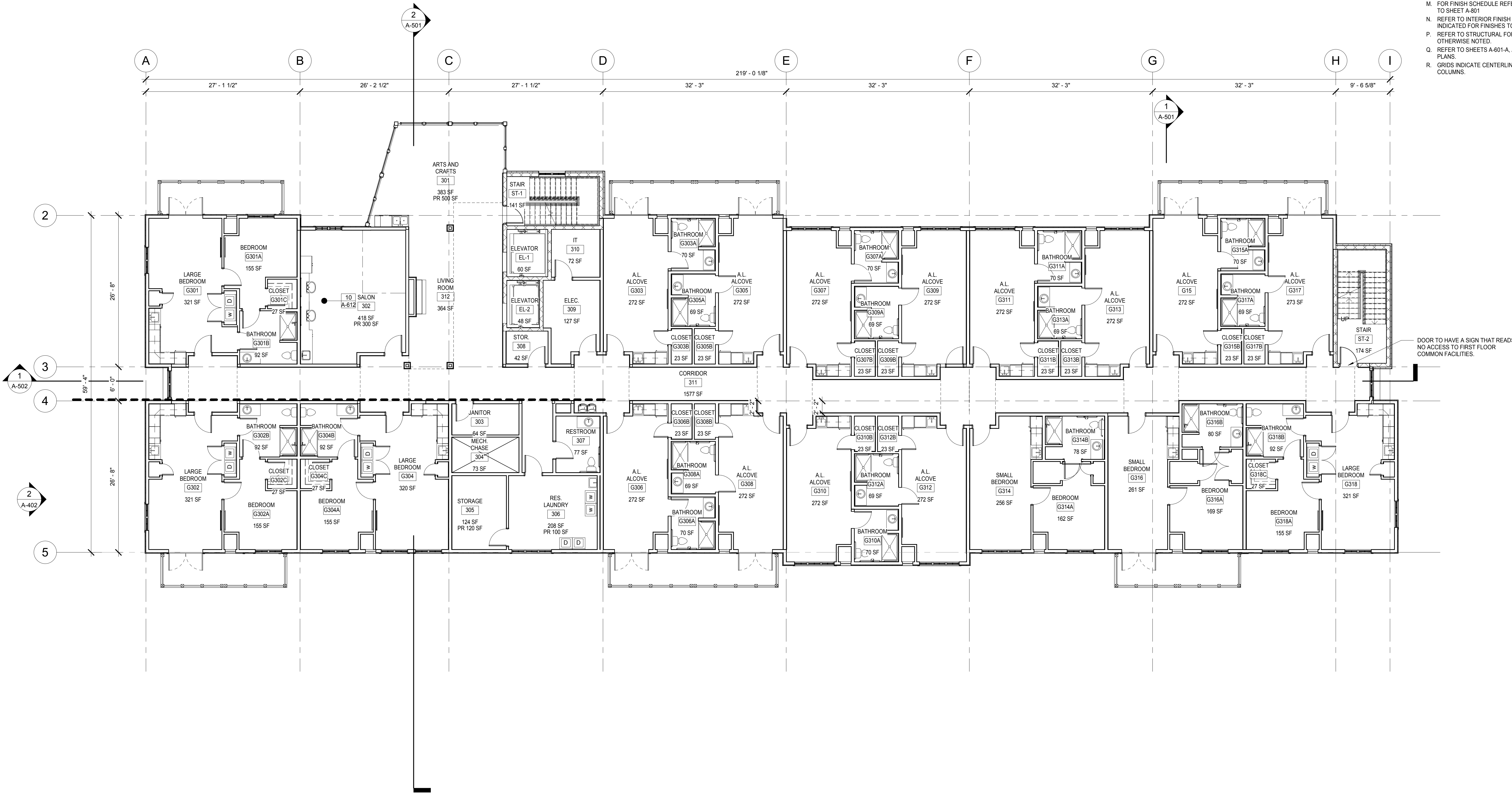
OVERALL FLOOR PLAN - SECOND FLOOR
 SCALE: 1/8" = 1'-0"

DESIGN DEVELOPMENT
 SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY

9/4/2018 5:18:05 PM C:\Users\lucf\OneDrive - Luckett & Farley\My Documents\2017.183 - Arch_Schems_4_Mkts\nt

GENERAL NOTES - FLOOR PLAN

- A. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
- B. ALL INTERIOR WALLS ARE DIMENSIONED TO FACE OF STUD UNLESS NOTED OTHERWISE. DIMENSIONS MARKED AS "CLEAR" DICTATES THE CLEAR DIMENSION FROM FINISH TO FINISH.
- C. CONTRACTOR IS TO NOTIFY THE ARCHITECT IMMEDIATELY IF A CONFLICT EXISTS BETWEEN THE DRAWINGS AND EXISTING FIELD CONDITIONS.
- D. ALL DOOR FRAMES ARE LOCATED 6" FROM PERPENDICULAR WALL MEASURED FROM FACE OF STUD TO HINGE EDGE OF DOOR FRAME OR CENTERED IN WALL UNLESS NOTED OR DIMENSIONED OTHERWISE.
- E. DO NOT SCALE DRAWINGS - THE CONTRACTOR SHALL REQUEST NECESSARY DIMENSIONS NOT SHOWN ON THE DRAWINGS FROM THE ARCHITECT.
- F. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EXITS, CLEARLY MARKED DIRECTIONS, INFORMATION AND WARNING SIGNAGE AS REQUIRED THROUGHOUT THE DURATION OF CONSTRUCTION.
- G. CONTRACTOR SHALL ENSURE THAT RATED WALL CONSTRUCTION IS CONSTRUCTED TIGHT TO UNDERSIDE OF FLOOR OR ROOF STRUCTURE ABOVE, AND ALL PENETRATIONS ARE FIRE STOPPED.
- H. IN ALL CASES THERE SHALL BE 1'-0" MIN. CLEARANCE ON THE PUSH SIDE OF ALL DOORS EQUIPPED WITH AN AUTOMATIC CLOSER AND 1'-6" MIN. CLEARANCE ON THE PULL SIDE OF ALL DOORS. THE DIMENSION IS MEASURED FROM THE STRIKE OF THE DOOR TO NEAREST OBSTRUCTION.
- J. CONTRACTOR SHALL COORDINATE PLACEMENT OF BLOCKING FOR MILLWORK, ADA GRAB BARS AND OTHER ITEMS THAT REQUIRE BLOCKING PRIOR TO CLOSING WALLS.
- K. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE PREMISES FREE FROM THE ACCUMULATION OF WASTE MATERIALS OR RUBBISH - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THESE MATERIALS FROM THE PREMISES - BUILDING TRASH RECEPTACLES ARE NOT TO BE USED FOR CONSTRUCTION DEBRIS.
- L. FIRE RATED AND ACOUSTICALLY RATED WALL ASSEMBLIES SHALL NOT BE INTERRUPTED BY LESSER RATED OR NON-RATED WALLS - CONTRACTOR TO MAINTAIN CONTINUITY OF HIGHER RATED FIRE AND ACOUSTICAL WALL AND CEILING ASSEMBLIES.
- M. FOR FINISH SCHEDULE REFER TO SHEET 1-401, DOOR AND FRAME SCHEDULE & DETAILS REFER TO SHEET A-801.
- N. REFER TO INTERIOR FINISH SCHEDULE FOR ROOM FINISHES; TYPICAL ROOM FINISHES INDICATED FOR FINISHES TO RESIDENT ROOMS AND RESTROOMS ON FINISH SCHEDULE.
- P. REFER TO STRUCTURAL FOR TYPICAL HEADER SIZING FOR NONBEARING WALLS, UNLESS OTHERWISE NOTED.
- Q. REFER TO SHEETS A-601-A, A-601-B, A-601-C, A-601-D AND A-601-E FOR TYPICAL RESIDENT UNIT PLANS.
- R. GRIDS INDICATE CENTERLINE OF 2X6 STUD WALLS AND/OR CENTERLINE OF STRUCTURAL COLUMNS.



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

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

Luckett & Farley
 Architecture | Engineering | Interior Design

**FIVE STAR SENIOR LIVING
 MEADOWOOD
 ASSISTED LIVING**
 NORTH TAMARACK TRAIL, BLOOMINGTON, IN



REVISIONS	

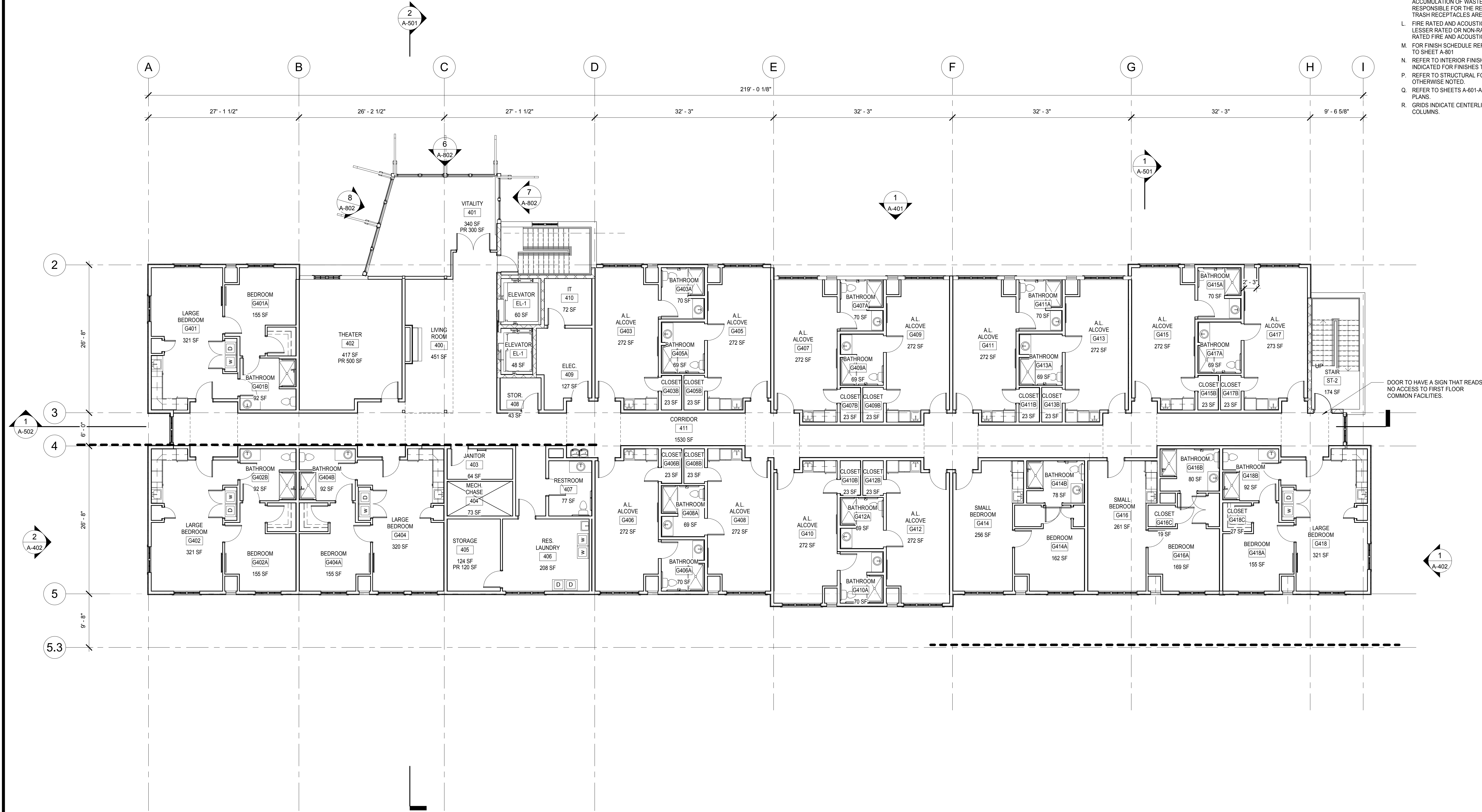
DATE	2017.183
MADE BY	MT/NF
CHECKED BY	RL
DATE	2018-09-04
THIRD FLOOR - OVERALL FLOOR PLAN	
DRAWING NO.	A-103

DESIGN DEVELOPMENT
 SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY

9/4/2018 5:18:09 PM C:\Users\lucf\OneDrive - Luckett & Farley\My Documents\2017.183 - Arch_Schems_4_Milest.dwg

GENERAL NOTES - FLOOR PLAN

- A. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
- B. ALL INTERIOR WALLS ARE DIMENSIONED TO FACE OF STUD UNLESS NOTED OTHERWISE. DIMENSIONS MARKED AS "CLEAR" DICTATE THE CLEAR DIMENSION FROM FINISH TO FINISH.
- C. CONTRACTOR IS TO NOTIFY THE ARCHITECT IMMEDIATELY IF A CONFLICT EXISTS BETWEEN THE DRAWINGS AND EXISTING FIELD CONDITIONS.
- D. ALL DOOR FRAMES ARE LOCATED 6" FROM PERPENDICULAR WALL, MEASURED FROM FACE OF STUD TO HINGE EDGE OF DOOR FRAME OR CENTERED IN WALL UNLESS NOTED OR DIMENSIONED OTHERWISE.
- E. DO NOT SCALE DRAWINGS - THE CONTRACTOR SHALL REQUEST NECESSARY DIMENSIONS NOT SHOWN ON THE DRAWINGS FROM THE ARCHITECT.
- F. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN SAFE EXITS, CLEARLY MARKED DIRECTIONS, INFORMATION AND WARNING SIGNAGE AS REQUIRED THROUGHOUT THE DURATION OF CONSTRUCTION.
- G. CONTRACTOR SHALL ENSURE THAT RATED WALL CONSTRUCTION IS CONSTRUCTED TIGHT TO UNDERSIDE OF FLOOR OR ROOF STRUCTURE ABOVE, AND ALL PENETRATIONS ARE FIRE STOPPED.
- H. IN ALL CASES THERE SHALL BE 1'-0" MIN. CLEARANCE ON THE PUSH SIDE OF ALL DOORS EQUIPPED WITH AN AUTOMATIC CLOSER AND 1'-0" MIN. CLEARANCE ON THE PULL SIDE OF ALL DOORS. THE DIMENSION IS MEASURED FROM THE STRIKE OF THE DOOR TO NEAREST OBSTRUCTION.
- I. CONTRACTOR SHALL COORDINATE PLACEMENT OF BLOCKING FOR MILLWORK, ADA GRAB BARS AND OTHER ITEMS THAT REQUIRE BLOCKING PRIOR TO CLOSING WALLS.
- J. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE PREMISES FREE FROM THE ACCUMULATION OF WASTE MATERIALS OR RUBBISH - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THESE MATERIALS FROM THE PREMISES - BUILDING TRASH RECEPTACLES ARE NOT TO BE USED FOR CONSTRUCTION DEBRIS.
- K. FIRE RATED AND ACOUSTICALLY RATED WALL ASSEMBLIES SHALL NOT BE INTERRUPTED BY LESSER RATED OR NON-RATED WALLS - CONTRACTOR TO MAINTAIN CONTINUITY OF HIGHER RATED FIRE AND ACOUSTICAL WALL AND CEILING ASSEMBLIES.
- L. FOR FINISH SCHEDULE REFER TO SHEET I-401; DOOR AND FRAME SCHEDULE & DETAILS REFER TO SHEET A-801.
- M. REFER TO INTERIOR FINISH SCHEDULE FOR ROOM FINISHES, TYPICAL ROOM FINISHES INDICATED FOR FINISHES TO RESIDENT ROOMS AND RESTROOMS ON FINISH SCHEDULE.
- N. REFER TO STRUCTURAL FOR TYPICAL HEADER SIZING FOR NONBEARING WALLS, UNLESS OTHERWISE NOTED.
- O. REFER TO SHEETS A-601-A, A-601-B, A-601-C, A-601-D AND A-601-E FOR TYPICAL RESIDENT UNIT PLANS.
- P. GRIDS INDICATE CENTERLINE OF 2X6 STUD WALLS AND/OR CENTERLINE OF STRUCTURAL COLUMNS.



OVERALL FLOOR PLAN - FOURTH FLOOR

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

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

Luckett & Farley
Architecture | Engineering | Interior Design

**FIVE STAR SENIOR LIVING
MEADOWOOD
ASSISTED LIVING**
NORTH TAMARACK TRAIL, BLOOMINGTON, IN



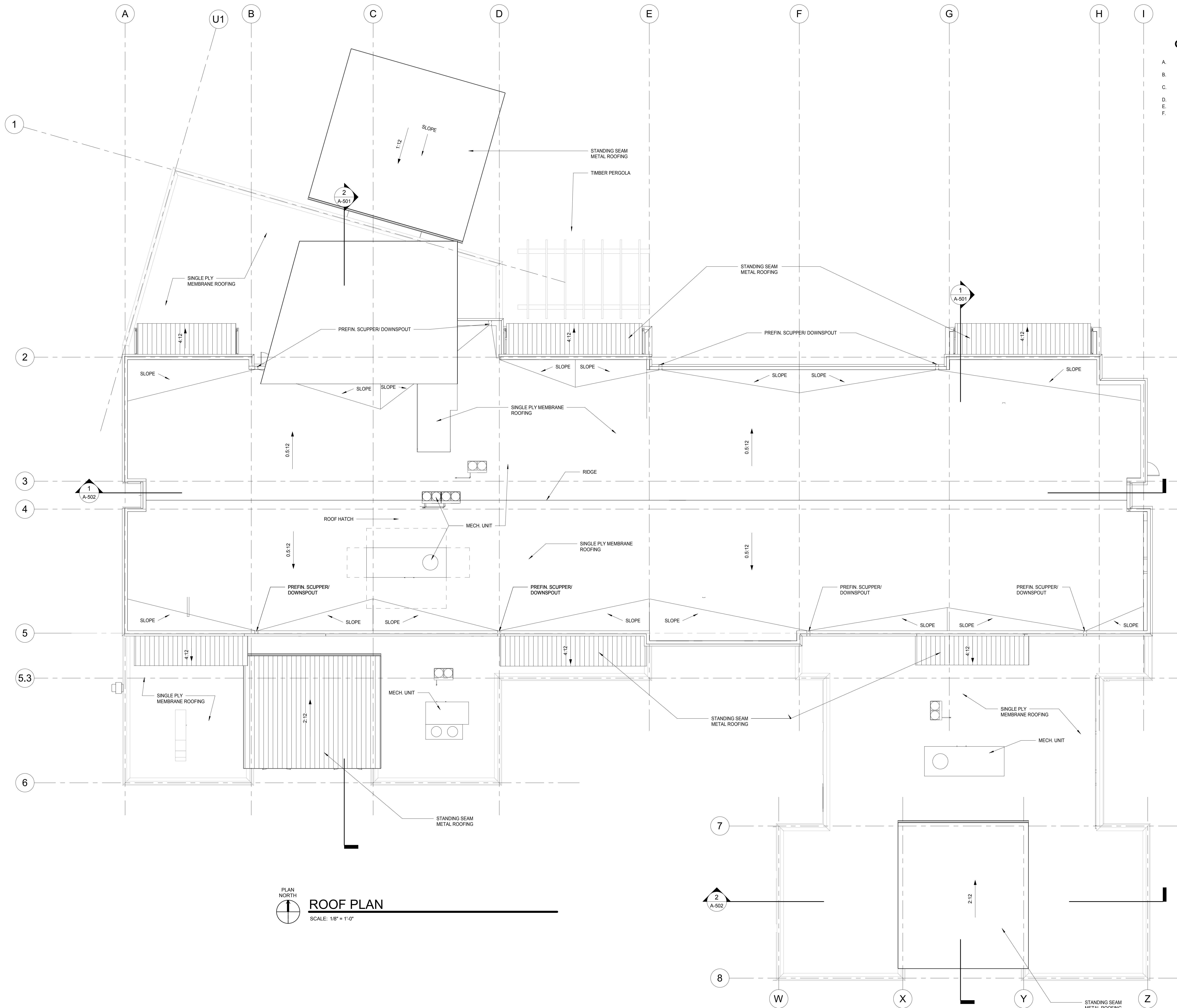
REVISIONS	

DATE	2017.183
MADE BY	MB
CHECKED BY	RL
DATE	2018-09-04
FOURTH FLOOR - OVERALL FLOOR PLAN	
DRAWING NO.	A-104

DESIGN DEVELOPMENT

SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY

9/4/2018 5:18:14 PM C:\Users\lucet\OneDrive - Luckett & Farley\My Documents\2017.183 - Arch. Scheme_4_Mkts\srnt



GENERAL NOTES - ROOF PLAN

- A. SUBMIT ROOFING FLASHING DETAILS FOR ALL CONDITIONS SHOWN FOR ARCHITECT'S APPROVAL PRIOR TO INSTALLATION.
- B. COORDINATE PENETRATIONS WITH PLUMBING AND MECHANICAL DRAWINGS.
- C. INSTALL ICE AND WATER SHIELD AT ALL EAVES, VALLEYS, RIDGES, RAKES AND HIPS.
- D. SLOPE ALL ROOF SURFACES FOR POSITIVE DRAINAGE.
- E. ALL EXTERIOR WOOD BLOCKING TO BE PRESSURE TREATED.
- F. ALL METAL ROOF FLASHINGS, COPINGS AND FABRICATIONS DESIGNED TO PROTECT THE BUILDING FROM WATER INTRUSION SHALL BE INSTALLED PER STANDARDS DETAILED IN THE SMACNA ARCHITECTURAL SHEET METAL MANUAL.

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

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

Luckett & Farley
 Architecture | Engineering | Interior Design

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



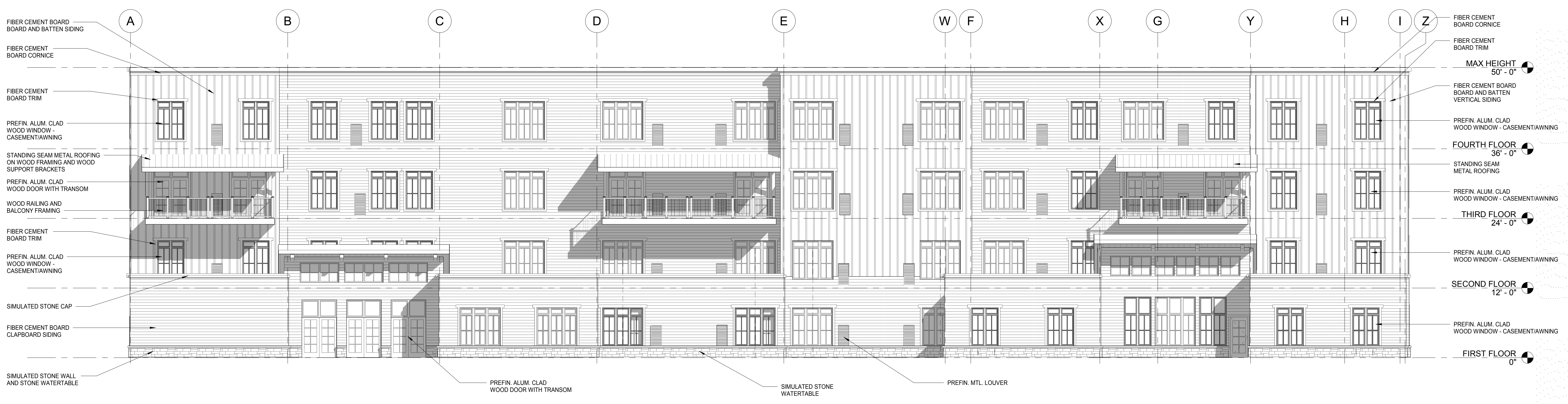
REVISIONS	

DATE	2017.183
MADE BY	NF/MT
CHECKED	RL
DATE	2018-09-04
OVERALL ROOF PLAN	
DRAWING NO.	A-105R

DESIGN DEVELOPMENT
 SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY



1 NORTH ELEVATION
 A-101 SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"

737 South Third Street, Louisville, Kentucky 40202-2100
 502.587.4181 502.587.0488 Fax
 www.luckett-farley.com

Luckett & Farley
 Architecture | Engineering | Interior Design

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

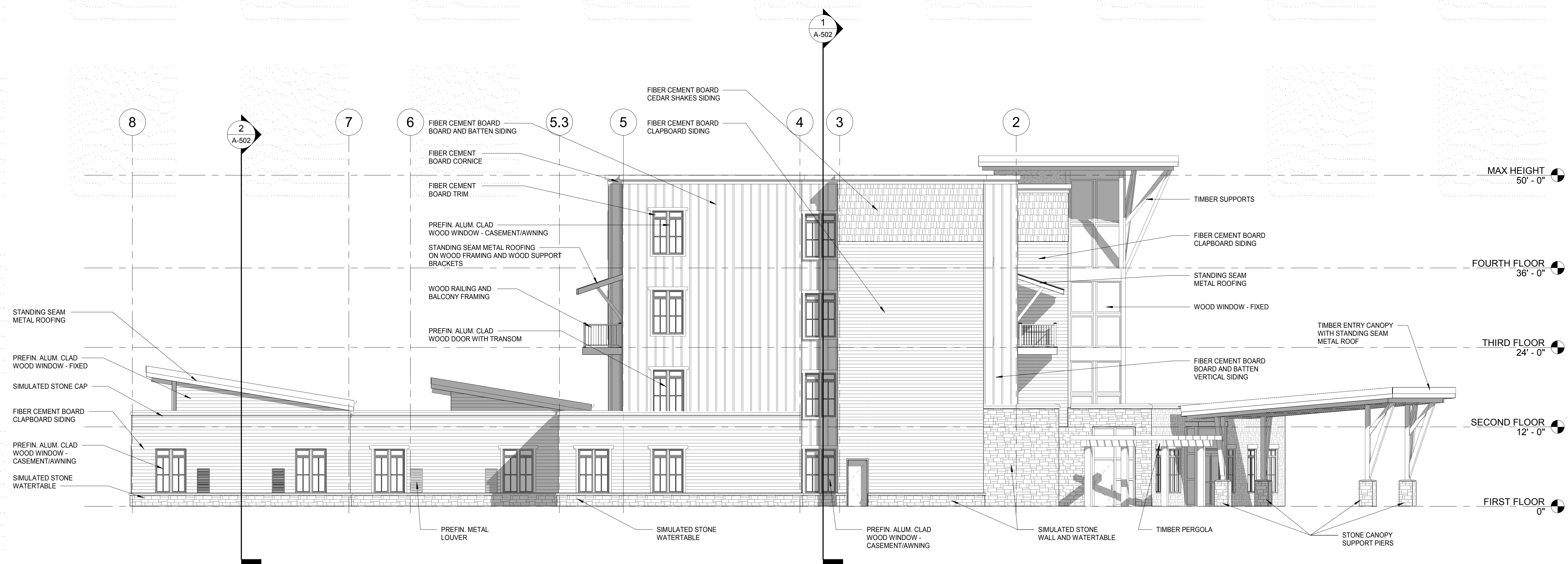


REVISIONS	

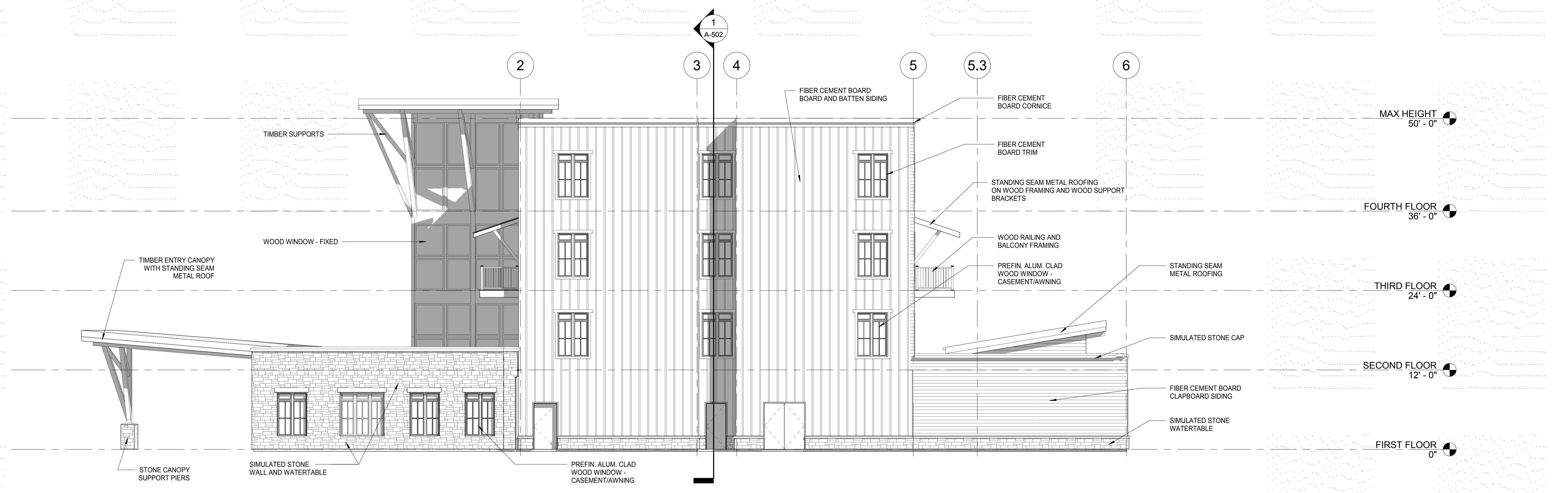
DATE	2017.183
MADE BY	SH/MB/NF
CHECKED BY	BK/BL
DATE	2018-08-23
EXTERIOR ELEVATIONS	
DRAWING NO.	A-401

DESIGN DEVELOPMENT QC
 SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY

8/23/2018 4:04:32 PM C:\Users\lucet\OneDrive - Luckett & Farley\My Documents\2017.183 - Arch - Schems - 4 - Mfrs\ext.dwg



1 EAST ELEVATION
A-103 SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
A-103 SCALE: 1/8" = 1'-0"

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

Luckett & Farley
Architecture | Engineering | Interior Design

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



REVISIONS	

FORM NO.	2017.183
MADE BY	NF/MT
CHECKED BY	BL
DATE	2018-08-23
EXTERIOR ELEVATIONS	
DRAWING NO.	A-402

DESIGN DEVELOPMENT QC
SCALE SHOWN TO ENSURE REPRODUCTION ACCURACY

8/23/2018 4:04:48 PM C:\Users\hurse\OneDrive - Luckett & Farley\My Documents\2017.183 - Arch. Scheme 4_Misc\ext.dwg







Ord 18-21

**To Rezone a Property from Residential Estate (RE) to
Planned Unit Development (PUD) and to Amend the
Associated PUD District Ordinance and Preliminary
Plan - Re: 800 E. Tamarack Trail
(Meadowood Retirement Community, Petitioner)**

Additional Petitioner Materials

Link to [Packet for 8 October 2018 Plan Commission Meeting](#)¹

Also found at the following webpage under 2018-10-08

<https://bloomington.in.gov/boards/plan/meetings/2018>

¹ Please note that the Chandler's Glen PUD ([Ord 18-22](#)) is also found in this same Plan Commission packet.

PC--Summary Minutes June 4, 2007

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

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

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

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

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

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

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

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

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

FINAL CONDITIONS OF APPROVAL FOR PUD-19-07

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

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

The meeting was adjourned at 9:20 pm.

Interdepartmental Memo

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

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

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

SITE INFO:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

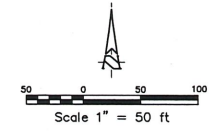
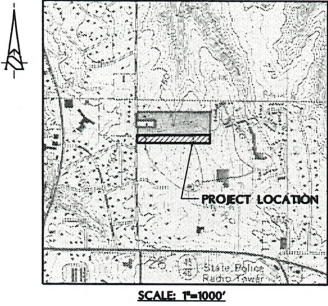
CONCLUSION: The Plan Commission found that the proposed changes allow for a more environmentally sensitive site design while continuing to maintain the single family nature along Dunn St. The petitioner's commitment to designing a fully LEED certified building is also applauded. Furthermore, the Plan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

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

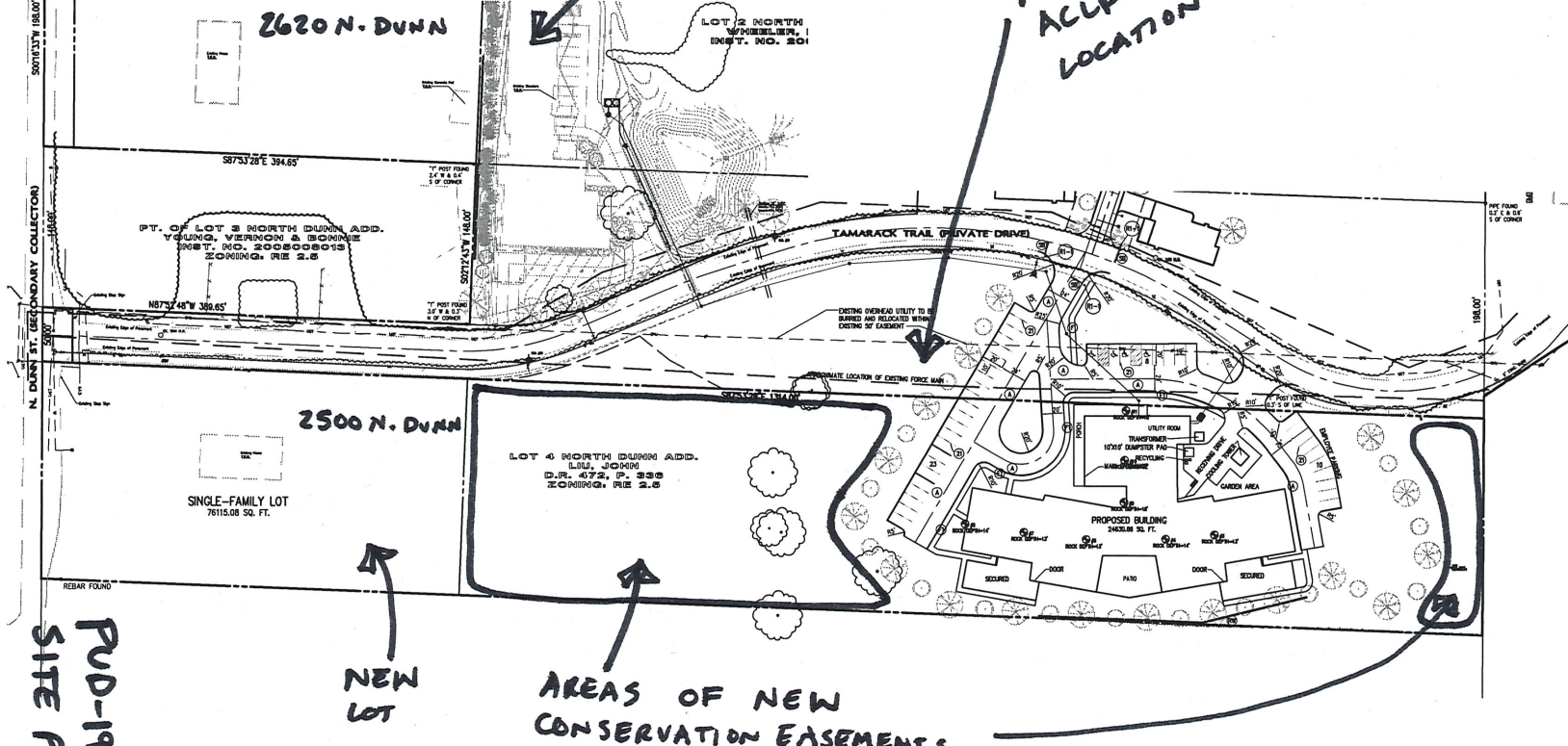
1. Unless specifically amended by this petition, all terms and conditions of PUD-16-06 shall remain in full effect.
2. The building must be designed to a silver level LEED certification. The petitioner must demonstrate that this certification has been applied for as a condition of building permit approval.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

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

MEADOWOOD ASSISTED LIVING PUD SITE / LANDSCAPE OUTLINE PLAN



SITE LEGEND	
(A)	PROPOSED BITUMINOUS PAVING
(C)	PROPOSED CONCRETE PAVING
(U)	PROPOSED PAINT MARKING, PAINTED, 4", SOLID, WHITE
(RM)	PROPOSED RETAINING WALL
(X)	PROPOSED NUMBER OF PARKING SPACES PER LOT
(S)	PROPOSED CONCRETE SIDEWALK
(N)	PROPOSED MONOLITHIC CURB & SIDEWALK
(SB)	PROPOSED STOP BAR
(RT-1)	PROPOSED STOP SIGN



revisions:

ARCHITECTURE
CIVIL ENGINEERING
PLANNING
BYNUM FAYO & ASSOCIATES, INC.
528 north walnut street
Bloomington, Indiana
(812) 332-8030
(812) 339-2890 (Fax)

certified by:

PROPOSED:
MEADOWOOD ASSISTED LIVING BUILDING
800 Tamarack Trail
Bloomington, Indiana

Title: OUTLINE PLAN

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

designed by:
drawn by:
sheet no:
project no: 400100

103

PUD-19-07
SITE PLAN

ORDINANCE 18-22

**TO REZONE A PROPERTY FROM PLANNED UNIT DEVELOPMENT (PUD),
BUSINESS PARK (BP), AND RESIDENTIAL SINGLE FAMILY (RS) TO PLANNED UNIT
DEVELOPMENT (PUD) AND TO AMEND THE ASSOCIATED DISTRICT ORDINANCE
AND PRELIMINARY PLAN**

**- Re: 1550 N. Arlington Park Drive & 1723 W. Arlington Road
(Trinitas Development, 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-13-18, and forwarded with no recommendation the petition of Trinitas Development to rezone 41 acres from Planned Unit Development (PUD), Business Park (BP), and Residential Single-Family (RS) to Planned Unit Development (PUD) and to approve a preliminary plan amendment and district ordinance to modify the approved uses and development standards; and

WHEREAS, the Plan Commission therefore requests that the Common Council consider this petition;

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

SECTION 1. Through the authority of IC 36-7-4 and pursuant to Chapter 20.04 of the Bloomington Municipal Code, the preliminary plan amendment shall be approved for the PUD on the property located at 1550 N. Arlington Park Drive & 1723 W. Arlington Road. The property is further described as follows:

Tract 1 in Morris Subdivision, as per plat thereof, recorded in Plat Book HB 152, in the Office of the Recorder of Monroe County, Indiana, recorded May 12, 1999, more particularly described as follows: A part of the Southwest Quarter of Section 29, Township 9 North, Range 1 West, Monroe County, Indiana being more particularly described as follows; commencing at the Southwest corner of the aforesaid Quarter section; thence on the West line of said Quarter section North 00 degrees 22 minutes 30 seconds West 409.80 feet to the point of beginning; thence continuing North 00 degrees 22 minutes 30 seconds West 273.90 feet to a point on the Easterly right-of-way of State Road No. 37; thence continuing along said right-of-way the following bearings and distances: On a curve to the left with radius of 3044.79 feet and an arc length of 417.99 feet; thence North 12 degrees 11 minutes 49 seconds East 259.69 feet; thence North 15 degrees 30 minutes 30 seconds East 400.00 feet; thence North 22 degrees 38 minutes 00 seconds East 201.56 feet; thence North 18 degrees 35 minutes 01 seconds East 376.01 feet; thence departing said right of way North 74 degrees 44 minutes 27 seconds East 163.21 feet; thence South 00 degrees 21 minutes 33 seconds East 1893.54 feet; thence South 89 degree 54 minutes 20 seconds West 321.31 feet to an interior curve to the left with a radius of 300.00 feet and an arc length of 16.16 feet; thence South 00 degrees 28 minutes 26 seconds West 371.64 feet; thence North 89 degrees 23 minutes 58 seconds West 59.82 feet thence North 00 degrees 28 minutes 26 seconds West 373.18 feet to an interior curve to the right with a radius of 360.00 feet and an arc length of 14,08 feet; thence North 89 degrees 54 minutes 20 seconds West 284.87 feet to the point of beginning, containing 19.83 acres, more or less.

A part of the East half of the Southwest Quarter of Section 29, Township 9 North, Range 1 West, Monroe County, Indiana being more particularly described as follows; commencing at the Southwest corner of the aforesaid Quarter section; thence on the West line of said Quarter section North 00 degrees 22 minutes 30 seconds West 409.80 feet; thence continuing North 00 degrees 22 minutes 30 seconds West 273.90 feet to a point on the Easterly right-of-way of State Road No. 37; thence continuing along said right-of-way the following bearings and distances: On a curve to the left with radius of 3044.79 feet and an arc length of 417.99 feet; thence North 12 degrees 11 minutes 49 seconds East 259.69 feet; thence North 15 degrees 30 minutes 30 seconds East 400.00 feet; thence North 22 degrees 38 minutes 00 seconds East 201.56 feet; thence North 18 degrees 35 minutes 01 seconds East 376.01 feet; thence departing said right of way North 74 degrees 44 minutes 27 seconds East 163.21 feet; South 89 degrees 49 minutes 06 seconds East 671.16 feet; thence South 00 degrees 41 minutes 09 seconds East 655.22 feet and to the point of beginning;

Thence continuing South 00 degrees 41 minutes 09 seconds East 75.01 feet; thence North 88 degrees 49 minutes 41 seconds East 492.13 feet to the centerline of Arlington Road (formerly Bloomington and Ellettsville Pike Road); thence on and along the centerline of said road North 03

degrees 46 minutes 15 seconds West 75.04 feet; thence leaving said centerline South 88 degrees 49 minutes 41 seconds West 488.83 feet to the point of beginning, containing 0.84 acres, more or less.

The East one-half (1/2) of the West one-half (1/2) of the Southwest Quarter (1/4) of Section Twenty-nine (29), Township Nine (9) North, Range One (1) West, in Monroe County, Indiana,

EXCEPTING Twenty (20) lots comprising the plat of Chandlersville,

AND ALSO EXCEPTING that part platted as Arlington Park, Phase 1 as per plat thereof, recorded in Plat Cabinet C Envelope 196, in the Office of the Recorder of Monroe County, Indiana.

SECTION 2. This District Ordinance and the Preliminary Plan Amendment 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 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 18-22 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 development standards.

****ORDINANCE CERTIFICATION****

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 18-22 is a true and complete copy of Plan Commission Case Number PUD-13-18 which was given no recommendation by a vote of 5 Ayes, 2 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on October 8, 2018.

Date: October 17, 2018



Terri Porter, Secretary
Plan Commission

Received by the Common Council Office this 17th day of October, 2018.



Nicole Bolden, City Clerk

Appropriation Ordinance # _____	Fiscal Impact Statement Ordinance # _____	Resolution # _____
---------------------------------	---	--------------------

Type of Legislation:

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

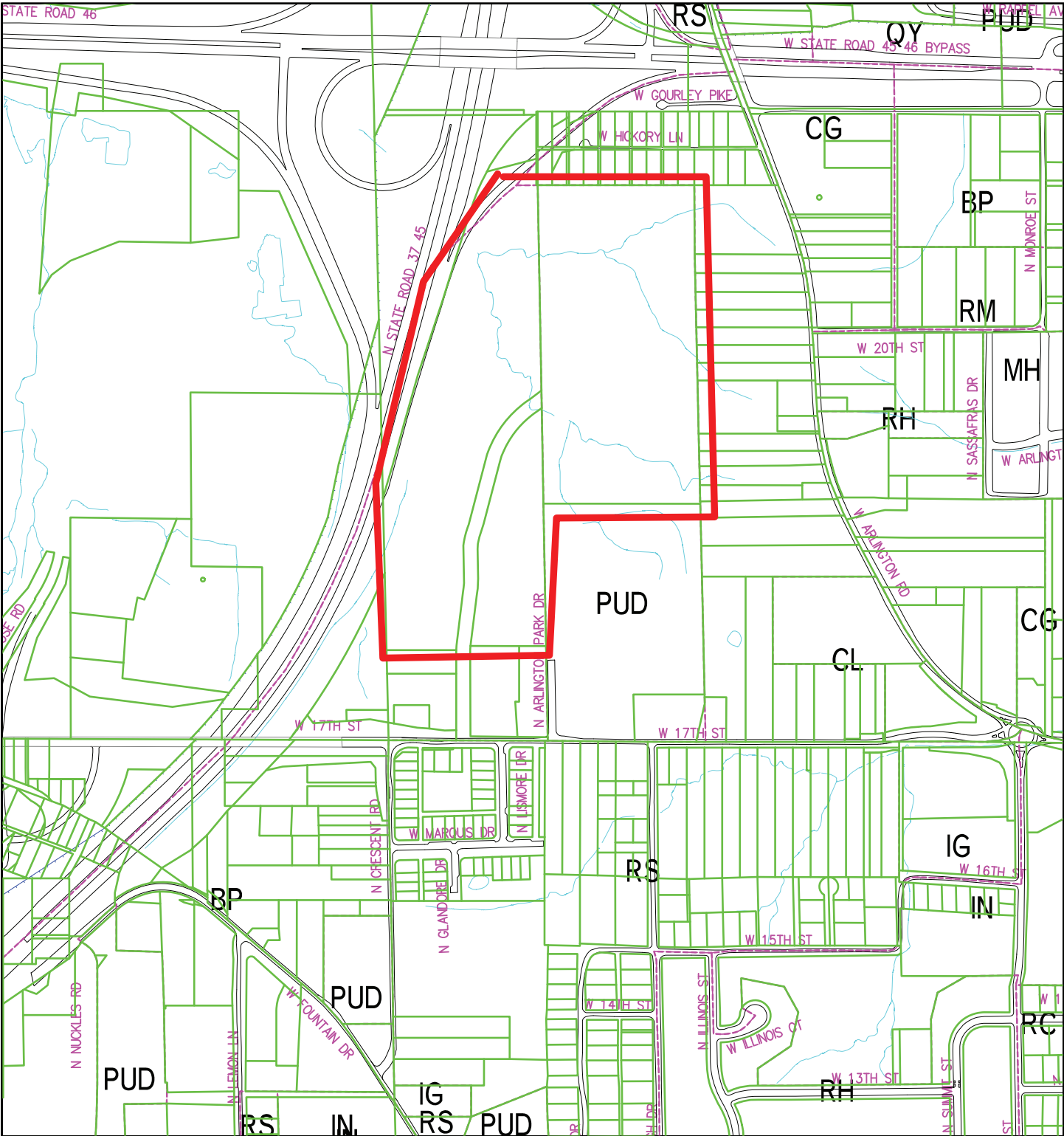
Signature of Controller

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

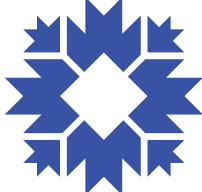
Yes _____ No _____

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.)



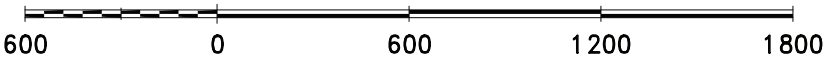
City of Bloomington
 Planning & Transportation



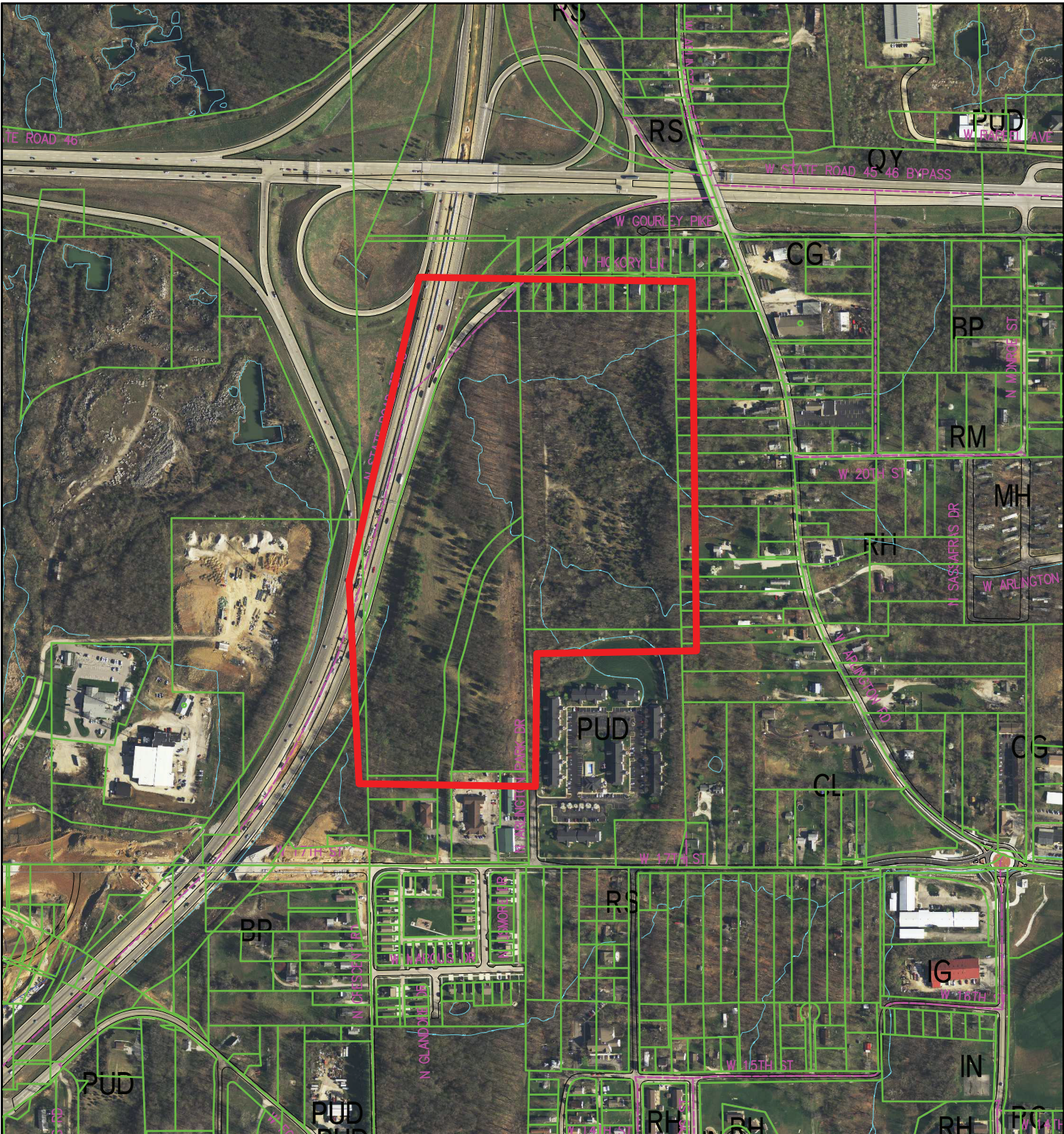
Scale: 1" = 600'



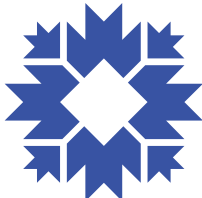
By: scanlanj
 25 May 18



For reference only; map information NOT warranted.



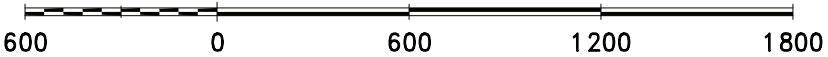
City of Bloomington
 Planning & Transportation



Scale: 1" = 600'



By: scanlanj
 25 May 18



For reference only; map information NOT warranted.

Interdepartmental Memo

To: Members of the Common Council
From: Jackie Scanlan, AICP Development Services Manager
Subject: PUD-13-18
Date: October 17, 2018

Attached are the staff report, maps, petitioner's statement, and exhibits which pertain to Plan Commission case PUD-13-18. The Plan Commission heard this petition at the October 8, 2018 hearing and voted 5-2 to send this petition to the Common Council with no recommendation.

The Plan Commission report for that hearing is included below, and the only change that has been made is in the Recommendation section. The Department recommendation of denial is still included and the Plan Commission's no recommendation decision has been added.

PETITIONER: Trinitas Development
201 Main Street Suite 1000 Lafayette IN

CONSULTANTS: Bynum Fanyo Associates
528 N Walnut Street, Bloomington

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

BACKGROUND:

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

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

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

9. Electric vehicle charging stations added.

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

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

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

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

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

	Phase I	Phase 2	Total
1-bed units	9	8	17
2-bed units	18	29	47
3-bed units	54	20	74
4-bed units	87	41	128
5-bed units	0	0	0

Total Units	168	98	266
Beds	555	290	845
Parking	489	283	772

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

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

available on at least one side of the street

- On-street parking is provided in most of the proposed rights-of-way, but large parking lots are provided for most of the attached units. No plan is provided for how parking will be distributed in a potential sale of lots, which could be complicated as there is no on-site parking for the large majority of units.
- **Sidewalks and front yard landscaping further establish a more traditional residential context**
 - Sidewalks are included, but front yards are minimal.
- New and redevelopment activity for this district is mostly limited to remodeling existing or constructing new single-family residences
- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations
- **Create neighborhood focal points, gateways, and centers. These could include such elements as a pocket park, formal square with landscaping, or a neighborhood-serving land use. These should convey a welcoming and open-to-the-general-public environment**
 - A clubhouse is provided for use of the residents, as in a typical large apartment complex. No public amenities, as listed above, are provided to create the feeling of ‘open-to-the-general-public’ at the site. Incorporation of a public park was discussed briefly at the beginning on the process, but has not ever been incorporated in plans.
- **Ensure that appropriate linkages to neighborhood destinations are provided**
 - Vehicular and pedestrian linkages are included, but again, there are not many neighborhood destinations in this area, and the opportunity to create one with this development has been missed.
- **Large development should develop a traditional street grid with short blocks to reduce the need for circuitous trips**
 - An attempt at a street grid has been included in the plan, however, the use of parking lots as a result of almost no on-site parking breaks up what could be a more successful design. Additionally, the mix of public streets and parking lots will complicate City services such as trash and recycling pick-up and snow removal.
- **Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).**
 - The petitioner is working with the Administration on a workforce housing component. Per the Petitioner’s Statement, either an unestablished amount will be donated to the Housing Development Fund or workforce units will be provided onsite.
-

Comprehensive Plan	Project	Meets?
Single-Family is Dominant Land Use	26 Proposed / 240 Duplexes, many with right-of-way frontage	Yes*
Natural or Landscaped Yards	No substantial front yards or much variation	No
Most often two stories or less	Two stories	Yes
Protecting Sensitive Habitats	Have increased preservation areas	Yes

Public streets, sidewalks, to connect to other uses in district and adjacent	Connect to existing roads, no amenities to connect to and none proposed	Partial
Wide range of architectural styles	Five options for 146 buildings	No
Public streets, sidewalks, and other facilities provide access and mobility '20-minute neighborhood'	Not much to walk to, none provided	Partial
Complete Streets' guidance to achieve well-connected active transportation network	Sidewalk width unclear	Partial
Buildings face primary street with range of yard sizes	Fairly uniform, almost no front yards	No
Provide on-site parking in side or backyard areas	All non-street parking is in lots in common areas	No
Sidewalks and front yard landscaping further establish a more traditional neighborhood context	Sidewalks in front of most / 4 foot front yard setback	No
Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods	Connections to 17th and Arlington	Yes
Create neighborhood focal point, gateways, and centers (pocket park, formal square, neighborhood-serving land use). Convey a welcoming and open-to-the-general-public-environment	Clubhouse for residents	No
Ensure appropriate linkages to neighborhood destinations are provided	Not much to walk to, none provided	No
Large developments should develop a traditional street grid with short blocks to reduce the need for circuitous trips	Attempt at gridding	Partial
Support incentive programs that increase owner occupancy and affordability	No commitment, 100% Rental	No
On-street parking available on at least one side of the street.	Parking on both sides of public roads	Yes

*If platted.



Neighborhood Residential Example Image from Comprehensive Plan.

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

PRELIMINARY PLAN:

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

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

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

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

adjacent Residential Single-Family (RS) zoning district.

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

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

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

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

Architecture/Materials: The proposed project will contain a minimum of five (5) building types and two (2) building styles. The designs are intended to reflect a traditional residential neighborhood in the architectural design. The project will meet the anti-monotony standards of 20.05.016. While some type examples were submitted, the Department would like more specific material standards to be included, as well as more than five building types to meet Comprehensive Plan. This could be alleviated when the developer proposes an underlying zoning district from the UDO to address items not addressed in the PUD documents.

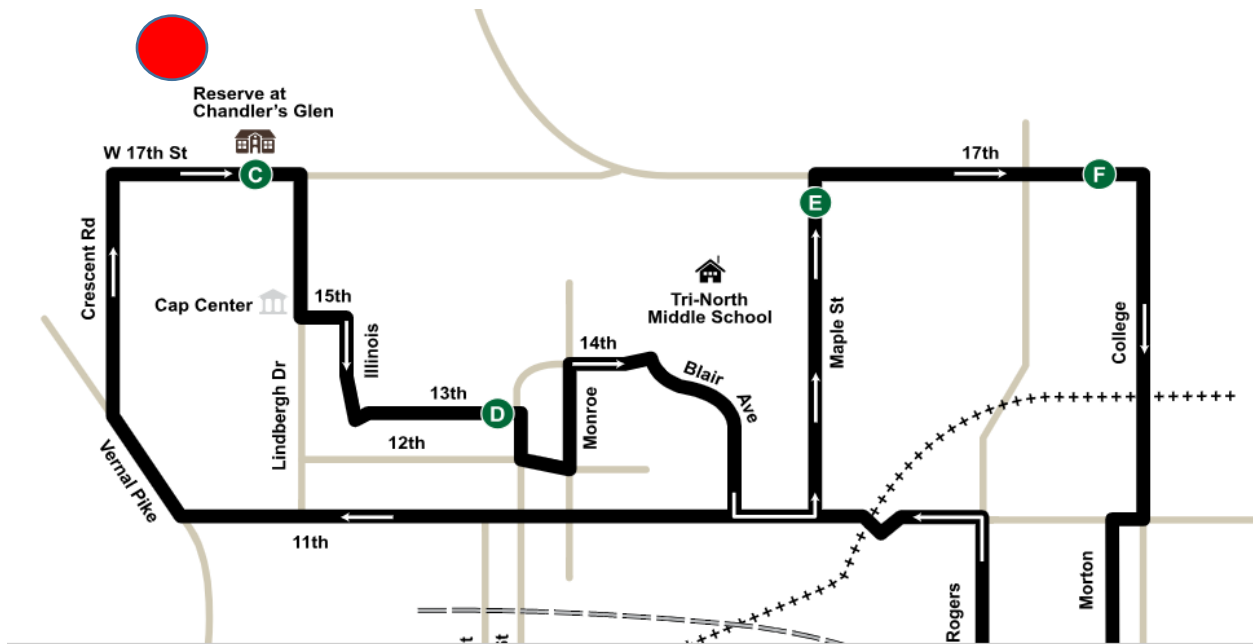
No base zoning was suggested, but the Department recommends the architectural materials standards of the adjoining RS zoning district.

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

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

Alternative Transportation: A Bloomington Transit bus line runs along 17th Street, but has no direct access to the site. The transit facility is approximately 400 feet from the western portion of the petition site and 1000 feet from the eastern portion of the petition site. Someone walking from the northeast portion of the petition site would need to walk about half a mile to get to the bus stop. The Department has encouraged the petitioner to reach out to Bloomington Transit, as the existing line in the area has capacity for additional riders, but potentially no extra time to stop on-site, even

if the petitioner offered a bus stop on-site. An issue with access to the existing line is that the line does not go to the Indiana University campus. With the petitioner projecting 2/3 'university-related' tenants, a connection to campus would be ideal.



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

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

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

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

- 1.) Adhere to the EC's Habitat Connectivity Plan by reducing the size of the project significantly and protecting the high quality wooded areas, riparian buffers, and all environmental features.
- 2.) The Petitioner should redesign the site to protect and preserve the environmentally sensitive areas as least as stringently as is required in the UDO.

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

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

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

petitioner, we have consistently requested more detached units, in the vein of those designed in the northeast portion of the site, with alleys and garage areas, as much more consistent with the Comprehensive Plan.

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

This petition brings a large University-oriented development to an area that is intended for traditional neighborhood-style street grid development. Roughly 48% of the units are four-bedroom units with just over 60% of the beds in the development belonging to those units, which typically indicates a development that will be largely attractive to undergraduate students. The developer has also indicated that they plan to run a private shuttle from the property, which is typically only done for Indiana University students. No mixed-use is proposed for the PUD, and no public amenities are proposed beyond vehicular and pedestrian connections through the site. Access to the Bloomington Transit stop south of the petition site is poor. The Department contends that the incompatibility with the Comprehensive Plan designation for the site must be weighed heavily as a Review Consideration, as listed in 20.04.080(h)(3).

RECOMMENDATION: The Planning and Transportation Department recommended that the Plan Commission recommend denial of PUD-13-18 to the Common Council. The Plan Commission voted to forward the petition with no recommendation.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: October 10, 2018
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Subject: PUD-13-18: Chandler's Glen
Trinitas Development, west side
1550 N. Arlington Park Drive

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

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

EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE

1.) THE BLOOMINGTON HABITAT CONNECTIVITY PLAN, NOVEMBER 2017

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

2.) FOLLOW UDO ENVIRONMENTAL STANDARDS

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

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

3.) KARST GEOLOGY

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

4.) RIPARIAN BUFFER

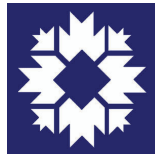
There are several streams on the property that combine into two main channels and drain northwest to Stouts Creek. These two main stream channels carry high volumes of water and are currently eroding the adjacent banks vigorously. The EC believes that they should be protected with riparian buffers in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

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

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

5.) TREE AND FOREST HABITAT PRESERVATION

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



City of Bloomington Bloomington Environmental Commission

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

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

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

6.) WETLAND PROTECTION

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

7.) INVASIVE SPECIES

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

8.) STEEP SLOPES

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

9.) HIGHWAY BUFFER WIDTH

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

10.) NEW URBANISM DEVELOPMENT

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

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

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

11.) LOW IMPACT DEVELOPMENT

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

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

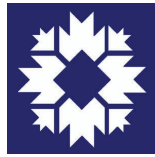
Examples of the types of LID practices that could be used are listed below.

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

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

12.) GREEN BUILDING

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



City of Bloomington Bloomington Environmental Commission

13.) NATIVE PLANTS

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

14.) ELECTRIC VEHICLE CHARGING STATIONS

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

15.) ALLOW CLOTHESLINES

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

16.) STATE AND FEDERAL PERMITS

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

17.) LANDSCAPE PLAN

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

18.) TREE INVENTORY

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

19.) GREENSPACE TO REMAIN

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

EC RECOMMENDATIONS:

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

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

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

Chandler's Glen

Planned Unit Development

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

The area surrounding the site includes predominately residential properties with single family to the north and west, multi-family to the south and a small area of commercial/light industrial to the south as well. Historically this area has been single family residential; however recent development over the last 20 years had included multi-family government subsidized housing, including the two Section 42 properties (Arlington Park and Crescent Bend properties). The site has been an eyesore for the City of Bloomington since the construction State Road 37 in the 1970's when most of the top soil was removed for the road. Current conditions include exposed rock, overgrown scrub trees and limited healthy vegetation. Since that time the property has been marketed for business uses, however given the existing poor access and visibility the property has not had any serious offers. The majority of the natural features are located along the northern and western edges of the property and does not include any Karst features. This development will substantially improve the aesthetic and economic value of the area and add to the compact urban form within the urban service boundary of the City of Bloomington. The recently adopted Growth Policy Plan calls for neighborhood residential—qualifying densities ranging from 2-15 units per acre. The proposed density of the RM district is within the preferred range. The proposed density for Chandler's Glen is 6.59 units per acre on average across the two phases of the project.

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

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

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

Environmental Findings

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

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

Development Standards:

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

The following development standards shall apply to the overall development.

Architecture:

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

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

Sustainability Initiatives:

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

1. The shared parking areas for the development shall have a total of 1% of spaces that are plug in ready for electrical vehicle charging stations. There will be wayfinding signage directing residents of there location.
2. Pervious pavement will be incorporated into the parking area in front of the clubhouse.
3. Designated areas accessible to waste haulers and building occupants for the collection and storage of recyclable materials have been positioned throughout the development and are noted on the site plan.
4. To reduce water usage on-site we will eliminate all irrigation and utilize native plantings.
5. The use of natural light in the clubhouse will be incorporated into the design to reduce interior light pollution.
6. Lighting controls and occupancy sensors within designated areas of the clubhouse will be utilized to reduce energy consumption.
7. Energy efficiency will be realized through the installation of energy star appliances throughout the clubhouse.
8. Water usage will be controlled throughout the clubhouse utilizing low flow plumbing fixtures.
9. Utilization of low volatile organic compounds during construction of the clubhouse including items such as paint, adhesives, sealants, flooring and insulation.
10. The development will target purchasing a minimum of 10% regional building materials (by cost) that are sourced and manufactured within 500 miles of the site.
11. The clubhouse will comply with ASHRAE 90.1-2007
12. The building envelope for the clubhouse will incorporate the following:
 - Window = 0.40 U Factor non-metal, 0.50 U Factor metal, 0.40 SHGC
 - Roof insulation value = R20
 - Wall Insulation value = R13 wood framed wall

13. Each ventilation system in the clubhouse that supplies outdoor air to occupied spaces will have particle filters or air cleaning devices that have a minimum efficiency reporting value (MERV) of 13 or higher, in accordance with ASHRAE Standards 52.2-2007.
14. Smoking is prohibited in all Community public areas at all times including but not limited to clubhouse, fitness areas, pool area, courtyard area, sports courts and study rooms.

Environmental Initiatives

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

Minimum lot sizes:

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

Maximum Impervious Surface Coverage:

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

Occupancy:

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

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

Parking requirements:

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

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

Pedestrian Access and Public Transit:

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

Property Lines:

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

Services (including mechanical, utility and trash services):

Utility services boxes, telecommunication devices, cables, vents, flues, chillers, fans, trash receptacles, dumpsters and service bays located on private property shall be screened from view from the public street. Please reference the site plan for designated locations.

Sign Standards:

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

Easement Standards:

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

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

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

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

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

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

(1) *Sanitary Sewer Easement*:

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

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

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

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

(2) *Waterline Easement*:

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

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

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

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

Site Drainage Standards:

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

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

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

Open Space Standards:

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

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

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

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

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

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

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

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

Project Schedule:

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

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

Examples of duplex structures in the proposed development:



Examples of amenities for proposed development



Examples of single family alley loaded product in proposed development



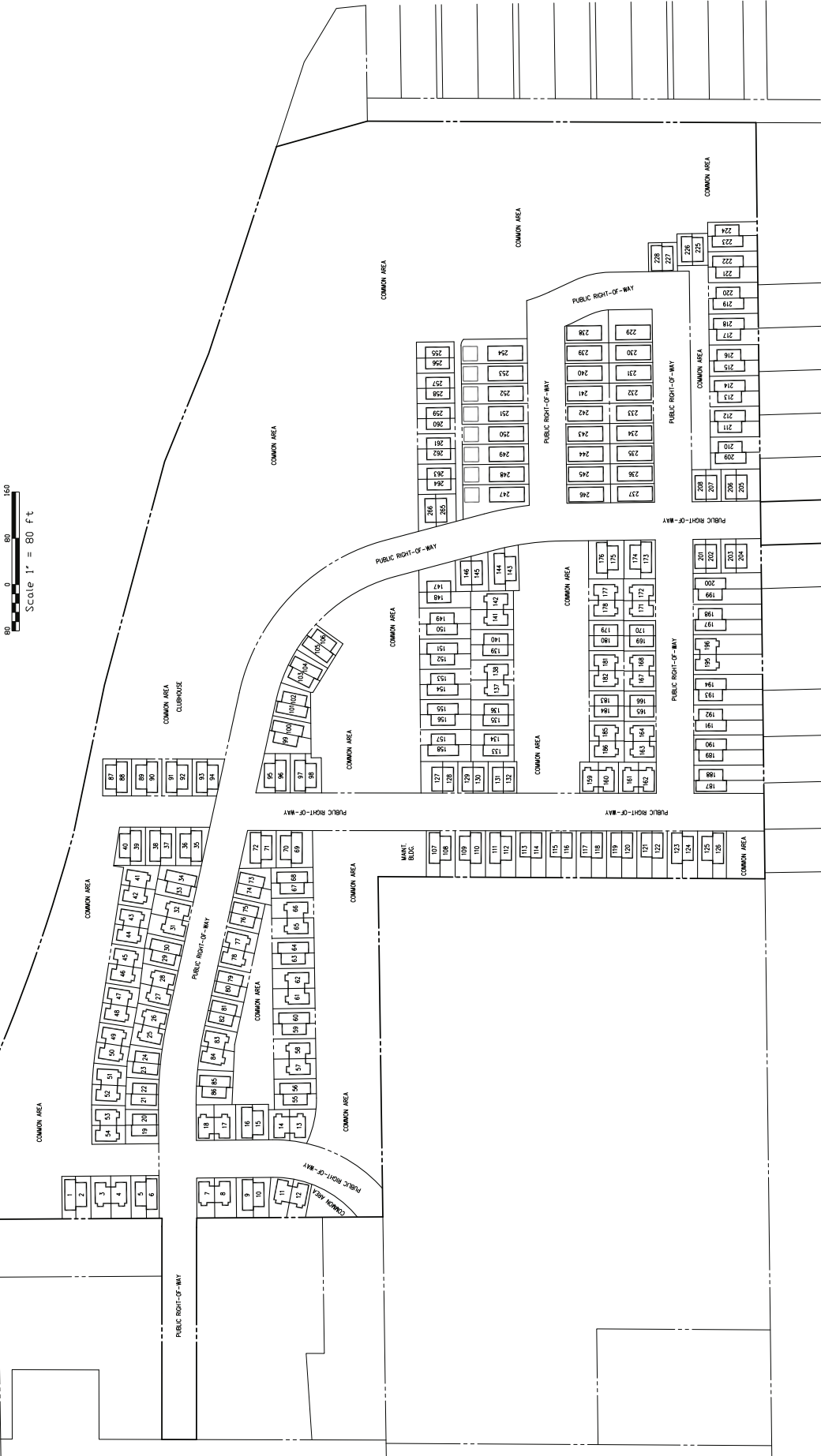


Attachments included to file this PUD document:

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



Scale 1" = 80 ft



PRELIMINARY
LOT SCHEMATIC
W 17TH STREET
ARLINGTON ROAD &
STATE ROAD 37

DATE: 08/28/24
SHEET: 1

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



TRINITAS
TRINITY CONSULTANTS, LLC

ARCHITECTURE
CIVIL ENGINEERING
PLANNING
SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL ENGINEERING
(919) 326-8900
(919) 326-8900 (fax)
11100053

PROJECT:
ARLINGTON ROAD
DEVELOPMENT
BLOOMINGTON, INDIANA

DATE: 11/10/2013
DRAWN BY: D.B.
CHECKED BY: J.S.F.

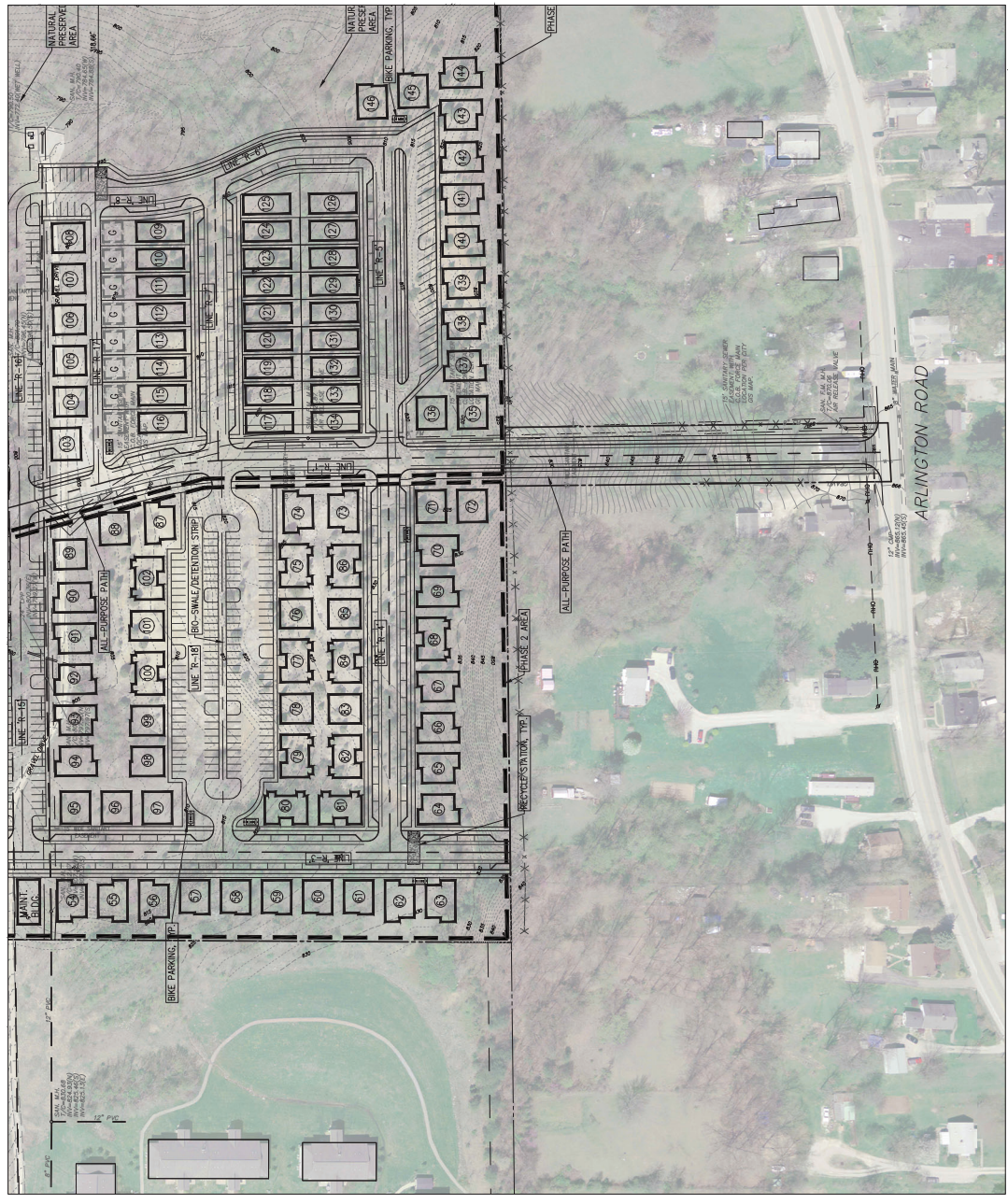
UNAWARD TITLE
REFERENCE PLAN

DRAWING NUMBER
C202

PROJECT NUMBER
401334

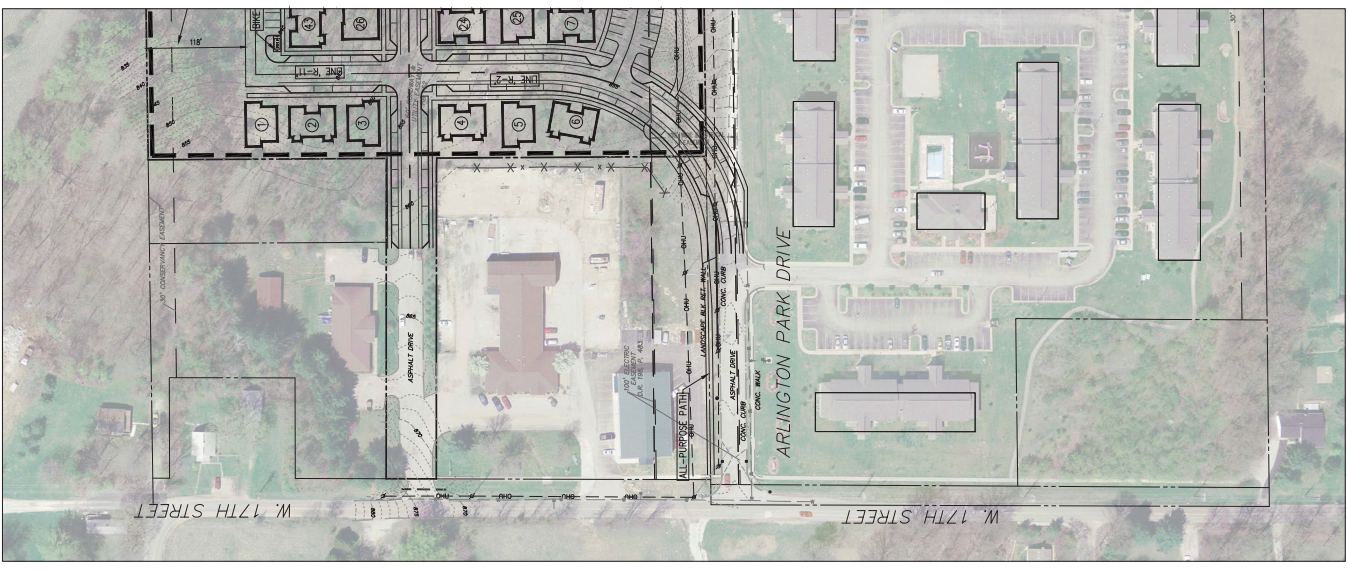
EXISTING LEGEND

EXISTING FENCE	—X—X—X—
EXISTING WATER LINE	—W—W—W—
EXISTING OVERHEAD UTILITY LINES	—O—O—O—
EXISTING UNDERGROUND ELECTRIC LINES	—E—E—E—
EXISTING UNDERGROUND TELEPHONE LINES	—T—T—T—
EXISTING GAS LINE	—G—G—G—
EXISTING ELEVATION CONTOUR LINE	—C—C—C—
FLOW LINE	—F—F—F—
EXISTING SANITARY SEWER AND STORM MAIN	—S—S—S—
PROPERTY LINE	—P—P—P—
EXISTING STORM SEWER AND INLET	—SI—SI—SI—



NOTE TO CONTRACTOR
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY CONTRACTOR PRIOR TO ANY EXCAVATION. NO PAINT SHALL BE MADE ON EXISTING UTILITY LINES. ANY CHANGES TO UNDERGROUND UTILITIES SHALL BE REQUIRED TO CONSULTING ENGINEERS.

SCALE: 1"=60'



SCALE: 1"=60'



TRINITAS
TRINITY CONSULTANTS, LLC

BRUNNEN
ENGINEERING
PLANNING
ARCHITECTURE
GENERAL ENGINEERING
PLANNING
Bloomington, Indiana
(317) 339-8900 (Fax)
(317) 339-8900 (Cell)

PROJECT:
ARLINGTON ROAD
DEVELOPMENT
BLOOMINGTON, INDIANA

DATE OF DRAWING:
11/19/2013
DRAWN BY:
D.B.
CHECKED BY:
J.S.F.

REVISIONS:

DATE OF SURVEY:
11/19/2013

OVERALL SITE
SURVEY

CERTIFIED BY:

DRAWING NUMBER
C101

PROJECT NUMBER
401334



EXISTING LEGEND

EXISTING FENCE	---X---
EXISTING WATER LINE	---W---
EXISTING OVERHEAD UTILITY LINES	---OH---
EXISTING UNDERGROUND ELECTRIC LINES	---UE---
EXISTING UNDERGROUND TELEPHONE LINES	---UT---
EXISTING GAS LINE	---GAS---
EXISTING ELEVATION CONTOUR LINE	---XXX---
FLOW LINE	--->---
EXISTING SANITARY SEWER AND MANHOLE	---S---O---
EXISTING STORM SEWER AND INLET	---SS---I---

SCALE 1"=40'

NOTE TO CONTRACTOR
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ALL UTILITIES PRIOR TO ANY EXCAVATION. NO PAINT SHALL BE MADE ON EXISTING UTILITY MARKERS. ANY CHANGES TO EXISTING UTILITY LOCATIONS OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING UTILITIES.



TRINITAS
TRINITY COLLEGE OF INDIANA

ARCHITECTURE
CIVIL ENGINEERING
PLANNING
TRINITY COLLEGE OF INDIANA
1000 UNIVERSITY AVENUE
BLOOMINGTON, INDIANA 47403
(317) 339-8000 (ext. 44)

PROJECT:
ARLINGTON ROAD
DEVELOPMENT
BLOOMINGTON, INDIANA

DATE OF DRAWING:
11/19/2023
DRAWN BY:
CHECKED BY:
APPROVED BY:

REVISIONS:

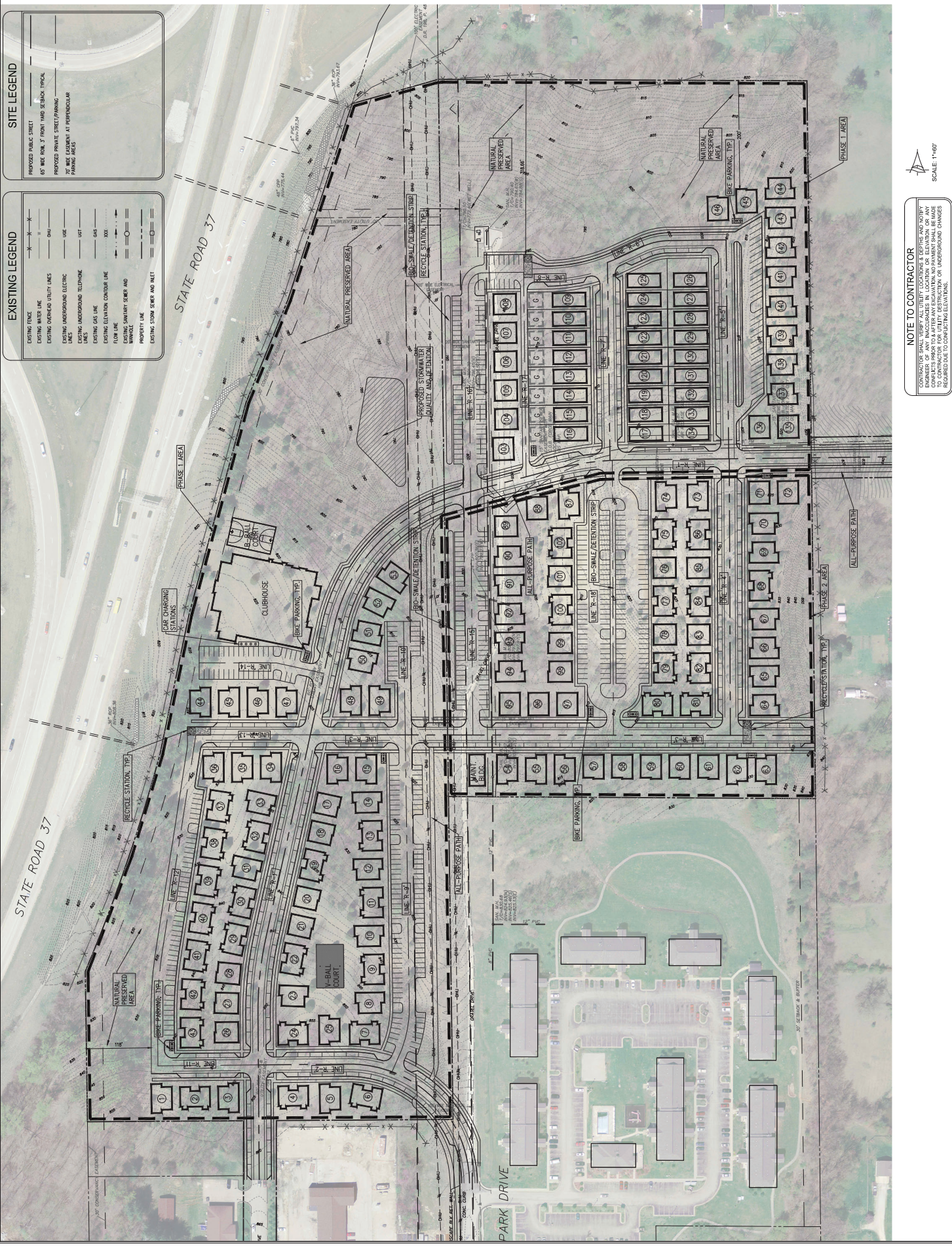
DATE: 11/19/2023
DRAWN BY: D.B.
CHECKED BY: J.S.F.

DRAWING TITLE:
OVERALL SITE
LAYOUT

CERTIFIED BY:

DRAWING NUMBER:
C201

PROJECT NUMBER:
401334



EXISTING LEGEND

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

SITE LEGEND

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

NOTE TO CONTRACTOR
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY COMPLETELY PRIOR TO ANY EXCAVATION. NO PAYMENT SHALL BE MADE FOR ANY UNEXPECTED UTILITIES FOUND. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING AND CORRECTING ANY UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

SCALE: 1"=40'



PROJECT: ARLINGTON ROAD DEVELOPMENT
 BLOOMINGTON, INDIANA

ARCHITECTURE
 CIVIL ENGINEERING
 PLANNING
 300 WEST WASHINGTON
 BLOOMINGTON, INDIANA
 (317) 332-8000
 (317) 332-8000 (fax)

DATE OF DRAWING: 11/19/2013
 DRAWING NO.: 11192013
 REVISIONS:

DESIGNER: D.B. JSE
 CHECKER: JSE

DRAWING TITLE: OVERALL SITE LAYOUT

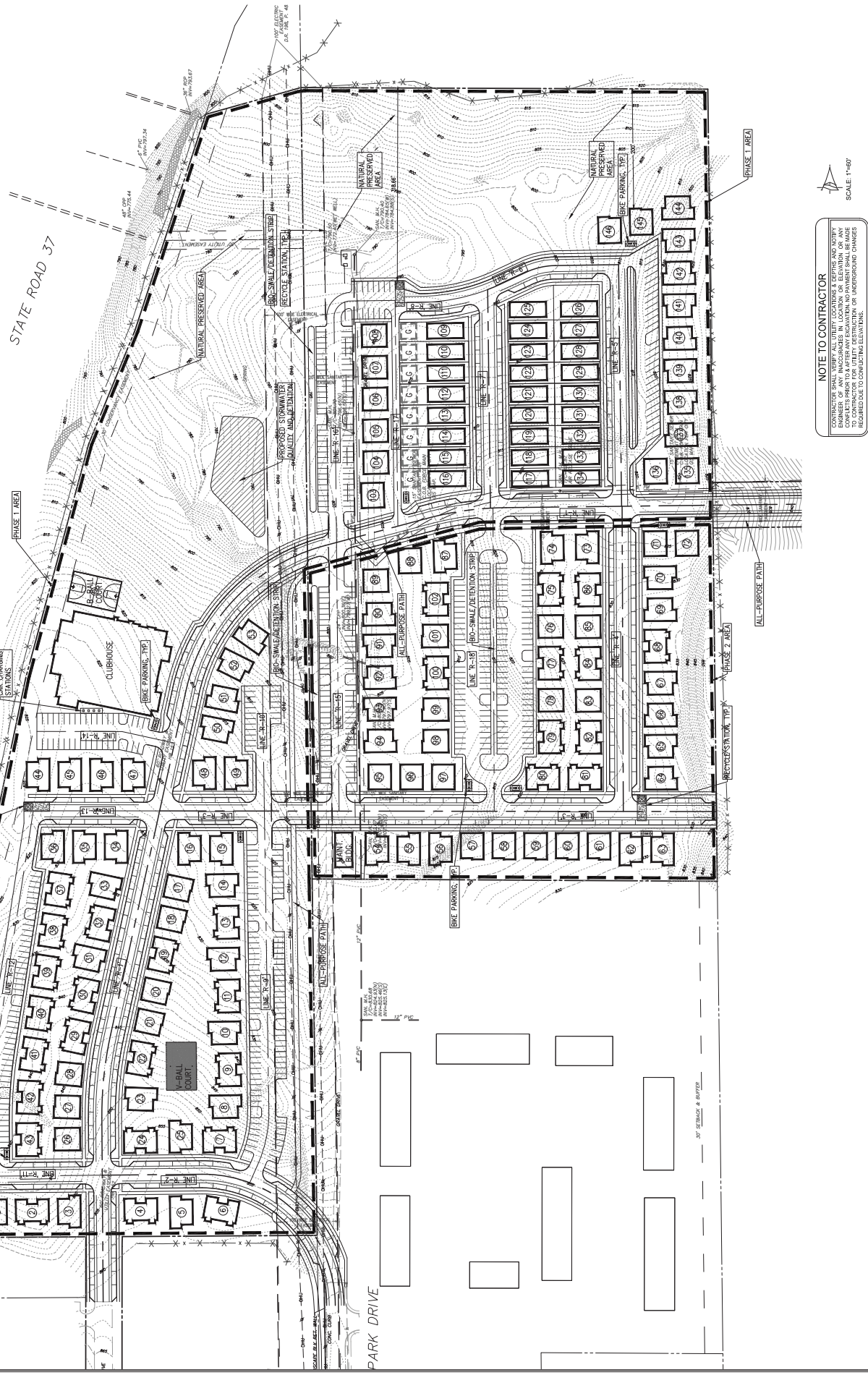
CERTIFIED BY:
 DRAWING NUMBER: C201
 PROJECT NUMBER: 401334

EXISTING LEGEND

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

SITE LEGEND

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



SCALE: 1"=40'

NOTE TO CONTRACTOR
 CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY UTILITIES PRIOR TO ANY EXCAVATION. NO PAVERS SHALL BE MADE WITHOUT THE CONTRACTOR'S APPROVAL. ANY CHANGES REQUIRED DUE TO UNEXPECTED UTILITY LOCATIONS OR UNDERGROUND CHANGES SHALL BE NOTIFIED TO THE ARCHITECT IMMEDIATELY.

Chandler's Glen - Bloomington, IN
Unit Counts

Phase 1

Building Type	# Buildings	# Bed Units per building	Total # units	UDO DUES	Total Beds	Total DUES	Parking Spaces	Parking %	Phase 1 Acreage	DUE/Acre	Impervious surface/Acreage	Impervious surface %	Average beds per unit
D1 Duplex	8	2 bed	8	0.66	16	5.28							
		2 bed	8	0.66	16	5.28							
D2 Duplex	20	4 bed	20	1.5	80	30.0							
		4 bed	20	1.5	80	30.0							
D3 Duplex	32	3 bed	32	1.0	96	32.0							
		3 bed	32	1.0	96	32.0							
D4 Duplex	0	5 bed	0	2.0	0	0.0							
		5 bed	0	2.0	0	0.0							
D5 Duplex	9	1 bed	9	0.25	9	2.25							
		3 bed	9	1.0	27	9.0							
D6 Duplex	2	2 bed	2	1.5	8	3							
		4 bed	2	0.66	8	1.32							
Single Family	26	3 bed	13	-	39	-							
		4 bed	13	-	52	-							
		5 bed	0	-	0	-							
			Total =	188	535	Total = 166.13	489	88.11	30.98	5.36	14.98	48.35	3.04

Phase 2

Building Type	# Buildings	# Bed Units per building	Total # units	UDO DUES	Total Beds	Total DUES	Parking Spaces	Parking %	Phase 2 Acreage	DUE/Acre	Impervious surface/Acreage	Impervious surface %	Average beds per unit
D1 Duplex	11	2 bed	11	0.66	22	7.26							
		2 bed	11	0.66	22	7.26							
D2 Duplex	11	4 bed	11	1.5	44	16.5							
		4 bed	11	1.5	44	16.5							
D3 Duplex	12	3 bed	12	1.0	36	12.0							
		3 bed	12	1.0	36	12.0							
D4 Duplex	0	4 bed	0	2.0	0	0.0							
		4 bed	0	2.0	0	0.0							
D5 Duplex	8	5 bed	0	2.0	0	0.0							
		1 bed	8	0.25	8	2							
		3 bed	8	1.0	24	8.0							
D6 Duplex	7	4 bed	7	1.5	28	10.5							
		2 bed	7	0.66	14	4.62							
			Total =	98	290	Total = 102.64	283	97.6	9.78	10.49	6.5	66.46	2.959
			Grand Total =	266	845	Grand Total = 268.77	772	91.36	40.76	6.59	21.48	52.70	3.18

All Phases Totals



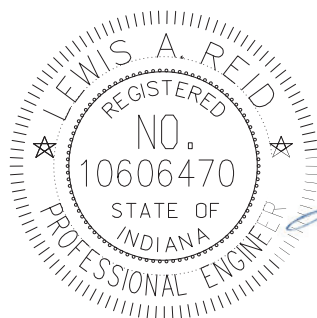
Traffic Impact Study
Proposed Housing Development
17th Street and Arlington Road
Bloomington, IN

Prepared for

Bynum Fanyo and Associates

By

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



A handwritten signature in blue ink that reads "Lewis A. Reid".

9/25/2018

September 2018

INTRODUCTION

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

PURPOSE & NEED

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

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

The specific study objectives are as follows:

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

ZONING

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

SITE PLAN

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

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

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

DEVELOPMENT PHASING AND TIMING

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

STUDY AREA

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

Area of Significant Traffic Impact

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

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

Influence Area

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

SITE ACCESSIBILITY

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

TRAFFIC VOLUMES

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

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

PHYSICAL CHARACTERISTICS

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

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

EXPECTED TRIPS

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

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

PASS-BY TRAFFIC

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

DIRECTIONAL DISTRIBUTION

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

SITE TRAFFIC ASSIGNMENTS

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

TOTAL TRAFFIC

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

TRAFFIC AND IMPROVEMENT ANALYSIS

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

AUXILIARY LANES WARRANTS

EB Left-turn Lane at the West Entrance Roadway

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

WB Right-turn Lane at the West Entrance Roadway

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

EB Left-turn Lane at Arlington Park Drive

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

WB Right-turn Lane at Arlington Park Drive

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

NB Left-turn Lane at the East Access Roadway

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

SB Right-turn Lane at the East Access Roadway

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

LEVEL OF SERVICE – ROADWAY INTERSECTIONS FOR STUDY HORIZON YEAR 2021

17th Street/Arlington Park Drive intersection

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

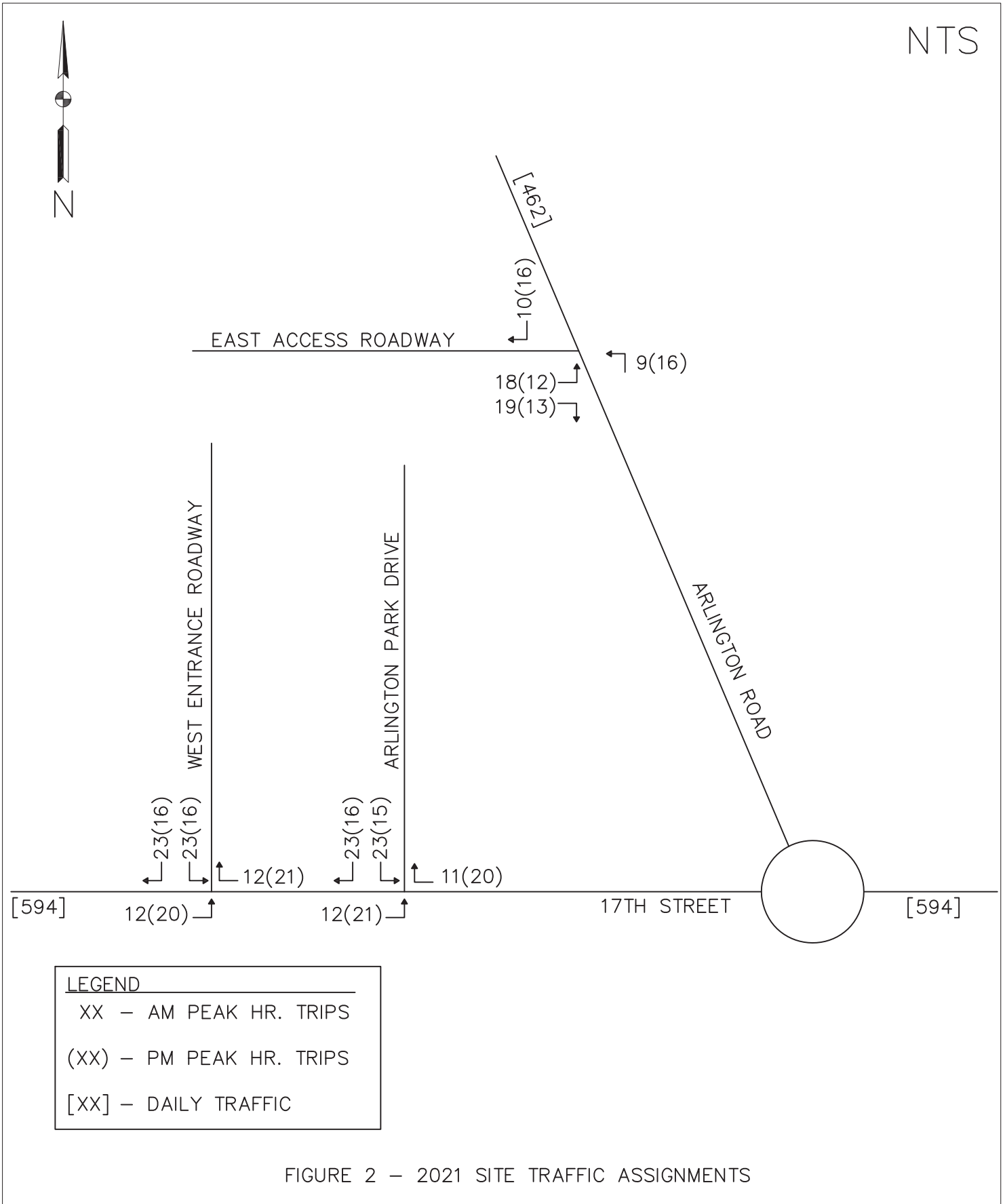
**TABLE 2
 2021 PROPOSED LEVEL OF SERVICE**

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

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

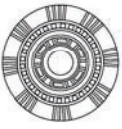


NTS



LEGEND
 XX - AM PEAK HR. TRIPS
 (XX) - PM PEAK HR. TRIPS
 [XX] - DAILY TRAFFIC

FIGURE 2 - 2021 SITE TRAFFIC ASSIGNMENTS



NTS

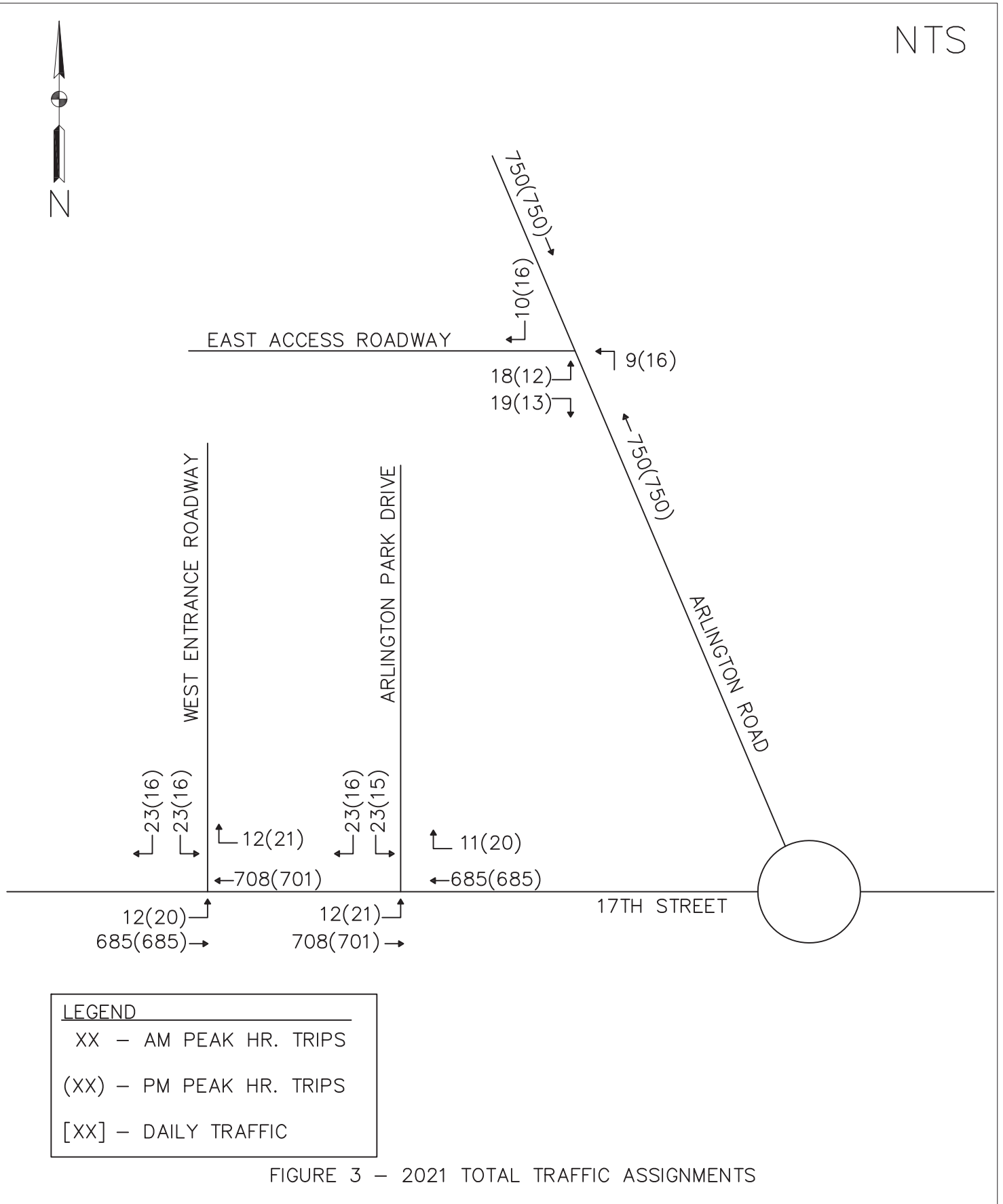


FIGURE 3 – 2021 TOTAL TRAFFIC ASSIGNMENTS

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

17th Street/West Entrance Roadway intersection

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

**TABLE 3
 2021 PROPOSED LEVEL OF SERVICE**

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

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

Arlington Road/East Access Roadway intersection

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

**TABLE 4
 2021 PROPOSED LEVEL OF SERVICE**

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

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

17th Street/Arlington Road Roundabout intersection

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

TRAFFIC SAFETY

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

PEDESTRIAN CONSIDERATIONS

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

TRAFFIC CONTROL NEEDS

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

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

CONCLUSION & RECOMMENDATIONS

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

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

AUXILIARY LANES RECOMMENDATIONS

EB Left-turn Lane at the West Entrance Roadway

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

WB Right-turn Lane at the West Entrance Roadway

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

EB Left-turn Lane at Arlington Park Drive

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

WB Right-turn Lane at Arlington Park Drive

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

NB Left-turn Lane at the East Access Roadway

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

SB Right-turn Lane at the East Access Roadway

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

TRAFFIC SAFETY RECOMMENDATIONS

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

TRAFFIC CONTROL RECOMMENDATIONS

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

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

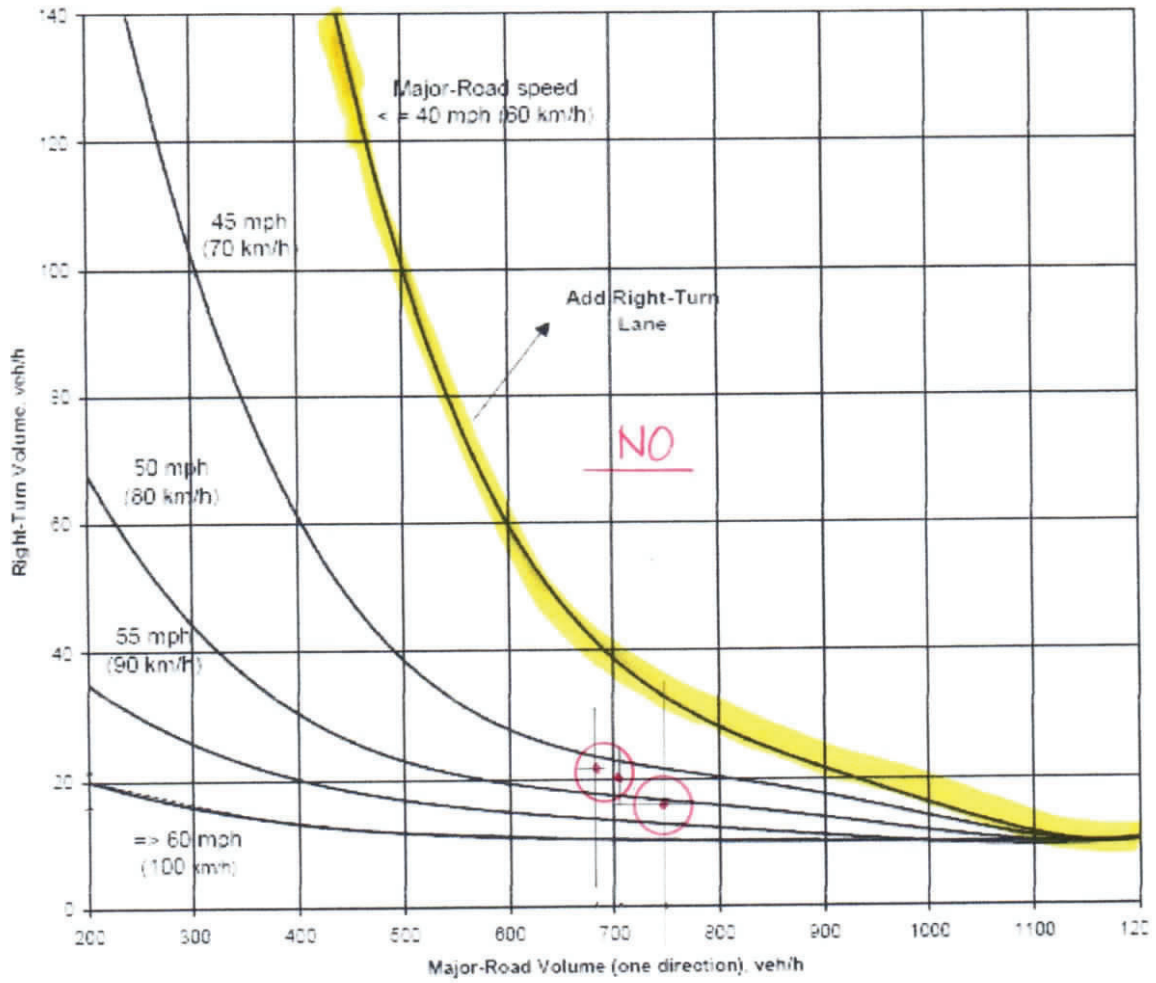
APPENDIX A

Right Turn Lane Guidelines for Two-Lane Roadways

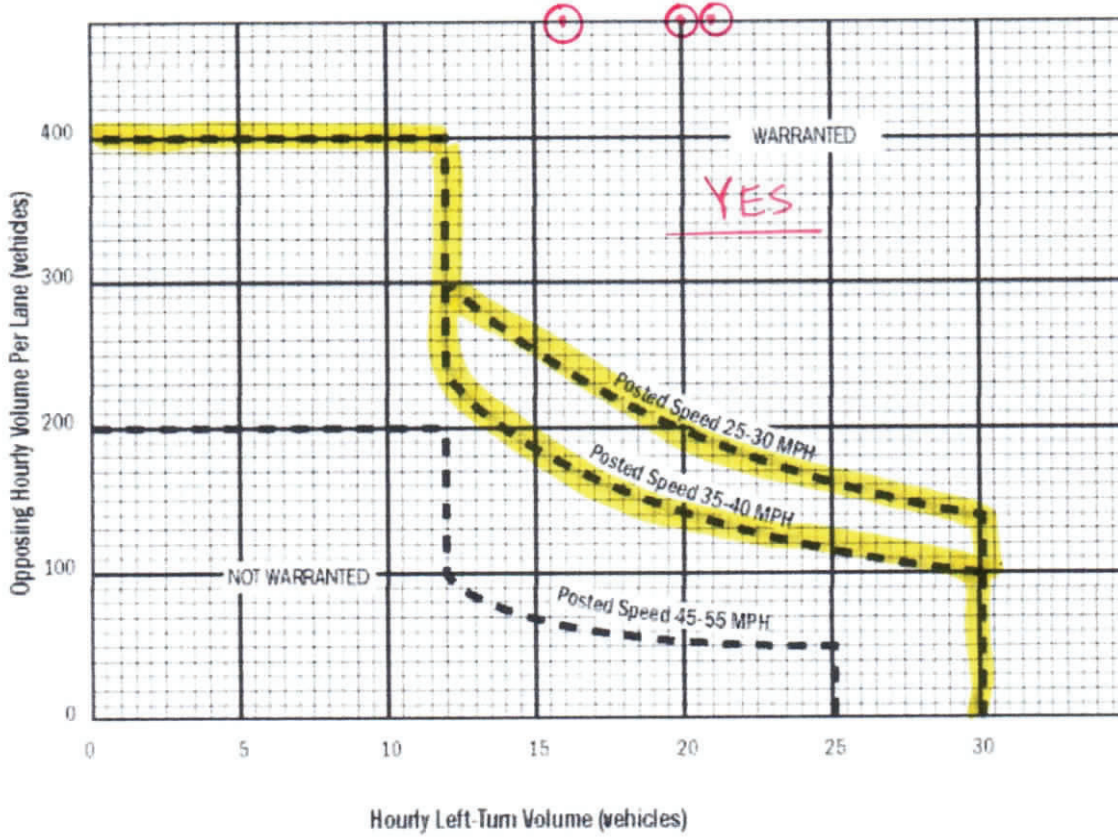
Left Turn Lane Guidelines

HCS Analysis

RIGHT TURN LANE GUIDELINES FOR TWO-LANE ROADS⁹



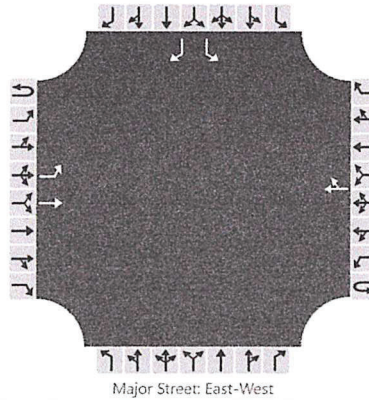
LEFT TURN LANE GUIDELINES⁹



HCS 2010 Two-Way Stop Control Summary Report

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

Lanes



Vehicle Volumes and Adjustments

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

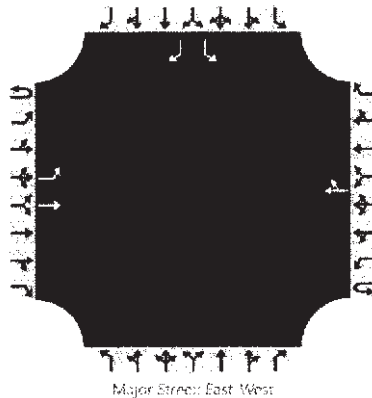
Delay, Queue Length, and Level of Service

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

HCS 2010 Two-Way Stop Control Summary Report

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

Lanes



Vehicle Volumes and Adjustments

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

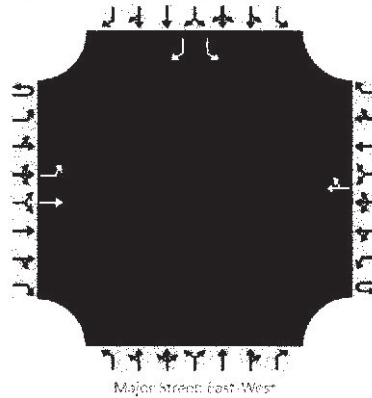
Delay, Queue Length, and Level of Service

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

HCS 2010 Two-Way Stop Control Summary Report

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

Lanes



Vehicle Volumes and Adjustments

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

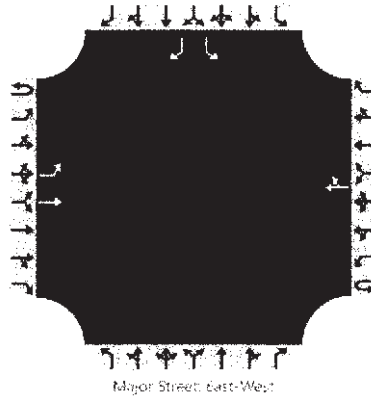
Delay, Queue Length, and Level of Service

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

HCS 2010 Two-Way Stop Control Summary Report

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

Lanes



Vehicle Volumes and Adjustments

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

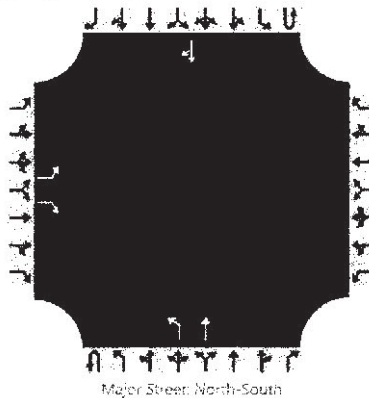
Delay, Queue Length, and Level of Service

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

HCS 2010 Two-Way Stop Control Summary Report

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

Lanes



Vehicle Volumes and Adjustments

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

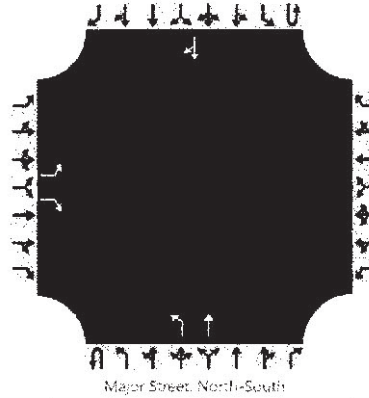
Delay, Queue Length, and Level of Service

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

HCS 2010 Two-Way Stop Control Summary Report

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

Lanes



Vehicle Volumes and Adjustments

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

Delay, Queue Length, and Level of Service

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



PSI Project No.: 00161112

May 17, 2018

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

Trinitas Development
201 Main Street
Suite 1000
Lafayette, Indiana 47901

Attn: Jennifer Lewis

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

Dear Ms. Lewis,

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

SITE DESCRIPTION

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

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

SITE GRADING

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



GEOLOGIC DATA EVALUATED

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

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

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

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

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



CONCLUSIONS

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

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

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

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

Sincerely,

Professional Service Industries, Inc.



Jeffrey G. Timmons
Senior Geologist



Ronald J. Hosek, CPG
Manager, Environmental Services



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





TRINITAS

Memo

To: City of Bloomington

From: Jeff L. Kanable

cc: Travis J. Vencel, Jennifer Lewis

Date: September 20, 2018

Re: Cottages at Chandlers Glen

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

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

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

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

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



September 24, 2018

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

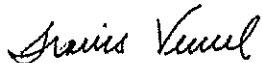
Dear Ms. Scanlan:

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

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

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

Sincerely,



Travis Vencel

Executive Vice President, Development



GLICK FAMILY HOUSING FOUNDATION

Writer's Direct Dial: (317) 495-6634
Email: arichter@glickco.com

September 7, 2018

VIA EMAIL

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

Re: The Cottages at Chandler's Glen

Dear Mr. Vencel,

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

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

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

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

Very truly yours,

Gene B. Glick Family Housing Foundation,
Inc.

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

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

Doug,

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

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

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

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

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

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

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

Hope this helps.....
Carrie W.

Neighborhood Residential

Background and Intent

Today, these areas are largely built out, homogenous neighborhoods, but some vacant tracts of land exist as well as opportunities for small-scale neighborhood redevelopment activity (see Urban Village Center). The Neighborhood Residential district is primarily composed of residential land uses with densities ranging from 2 units per acre to 15 units per acre. Single family residential development is the dominant land use activity for this district. Other land use activities include places of religious assembly, schools, small-scale commercial, and some multifamily housing. Buildings are no more than three, but most often two stories or less and have natural or landscaped front, side, and rear yards. The architectural building styles vary greatly within and between neighborhoods and/or subdivisions for this district. The wide range of architectural styles is a characteristic that should be maintained for this district. Sensitive habitats and unsuitable areas for development should be protected and restricted from high-intensity human activities. Public streets, sidewalks, and other facilities provide good access to other uses within the district, to area parks and schools, and to adjacent districts.



Urban Services

Neighborhood Residential districts have full access to all modern public and private services including transit, police, fire, sewer, sanitation, water, storm sewer, natural gas, electric, and telecommunication services. Public streets, sidewalks, and other facilities provide access and mobility which in some cases meets the “20-minute neighborhood” metric: Some destinations are accessible within a 20-minute walk. Using “Complete Street” guidance to achieve a well connected, active transportation network is a priority, especially since these areas typically do not have a traditional street grid and have longer blocks, making trips more circuitous. Thus, the main urban services objectives for this district are to maintain and enhance adequate levels of service for the 21st century residents of Bloomington.

Site Design

Neighborhood Residential districts contain a mixture of densities, housing types (single-family and multifamily), and a curvilinear street network of local, often with limited connectivity, low traffic volume streets. Buildings face the primary street with a range of small to large front yards in relation to the building setback from the street. For lower density developments (four units per acre), limited on-site parking is often provided within the front or side yard areas. Higher density developments (greater than four units per acre) provide on-site parking in the side or backyard areas.

On-site parking is not the dominant site design feature, and on-street parking is available on at least one side of the street. Sidewalks and front yard landscaping further establish a more traditional residential context. Natural and landscaped areas are important to buffer adjacent uses, protect and enhance natural resources, and to further reconnect the urban to our natural environment.

Land Use Development Approvals

New and redevelopment activity for this district is mostly limited to remodeling existing or constructing new single-family residences. These instances require the Maintain development theme for development approvals. For larger lots (larger than one acre), attached single-family residential, accessory dwelling, and minor subdivision are appropriate residential uses and require the Enhance theme for development approvals. For larger tracts of land, single-family, attached single-family (duplex, triplex, and fourplex buildings), bungalow courts, townhouses, row houses), and multifamily residential uses may be appropriate, and in some instances small-scaled neighborhood mixed use is also appropriate (see Urban Village). These instances require the Enhance theme for development approvals. The following provide additional land development policy guidance:

- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations.
- Create neighborhood focal points, gateways, and centers. These could include such elements as a pocket park, formal square with landscaping, or a neighborhood-serving land use. These should convey a welcoming and open-to-the-general-public environment.
- Ensure that appropriate linkages to neighborhood destinations are provided.
- Respect historic and environmental assets through site design, transportation networks, and architectural design strategies.
- Redevelopment or rehabilitation of existing structures, or new infill development of single lots or developments less than one acre, should complement the context of the surrounding land uses. Furthermore, single lots or small-scaled developments should not dominate or detract from the neighborhood context.
- In new development or redevelopment projects, utilities should be placed underground if feasible and located so as to minimize potential conflicts with trees and other landscaping features.
- Large developments should develop a traditional street grid with short blocks to reduce the need for circuitous trips.
- Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).

Urban Village Center

Background and Intent

The Urban Village Center is a neighborhood-scaled, mixed-use node that serves as a retail, business, and service destination for neighborhood residents. Urban Village Centers are found in several districts throughout Bloomington. They should be designed to serve the neighborhood adequately while also balancing usage from surrounding areas. First floor uses are mostly retail-oriented, with upper floors focusing on residential and office uses. The Urban Village Center can lead to environmental, social, and economic progress by reducing the neighborhoods's carbon footprint, improving neighborhood diversity and interaction, and providing employment opportunities and convenient access to goods and services. Attracting interest for redevelopment and employment is an important part of strengthening and sustaining these neighborhoods. Given the potential benefits, consideration of appropriate new Urban Village Centers is warranted for the future.

Urban Services

For maximum service, Urban Village Centers are best located within existing developed neighborhoods in order to support their retail, office, and residential uses. Most urban services have been previously provided and can support the increased activity that a Center can bring into a neighborhood. Existing public streets, sidewalks, and other facilities provide good access and mobility. The Urban Village Center can fulfill the "20-minute neighborhood" level of service by locating desired uses and services closer to neighborhood residents. This type of development is preferable to strip commercial, which typically focuses on automobile access.

Site Design

An Urban Village Center represents the smallest scale of commercial and mixed land use that serves as a high activity node and destination within a neighborhood. The introduction of an Urban Village Center into a primarily residential area requires a high level of site design, compatible building mass and scale, and responsiveness to the needs of the surrounding residents. Sidewalks, street trees, pedestrian-scale lighting, outdoor seating or plaza space, and decorative features such as public art must be standard elements in site design. Urban Village Centers must not detract from the livability of these neighborhoods through unreasonable traffic, lighting, noise, litter, or other impacts.

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, September 19, 2018 at 6:33pm with Council President Dorothy Granger presiding over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
September 19, 2018

Roll Call: Ruff, Sturbaum (arrived at 6:34pm), Chopra, Piedmont-Smith, Granger, Volan, Sandberg, Sims, Rollo
Members Absent: None

ROLL CALL [6:33pm]

Council President Dorothy Granger gave a summary of the agenda.

AGENDA SUMMATION [6:33pm]

Councilmember Isabel Piedmont-Smith moved and it was seconded to approve the minutes of September 5, 2018. The motion was approved by voice vote.

APPROVAL OF MINUTES [6:35pm]
September 5, 2018 (Regular Session)

Piedmont-Smith spoke about the 2nd Annual South Central Indiana Opioid Summit, which had been held over the previous two days.

REPORTS [6:35pm]
• COUNCIL MEMBERS

Granger also spoke about the Opioid Summit and thanked the organizers and participants.

Councilmember Steve Volan spoke about the process by which the Council and its committees would consider legislation that would be brought forward later that evening.

Councilmember Jim Sims thanked the people who had communicated with the Council about impending legislation. He spoke about the Opioid Summit and expressed gratitude that opioid addiction was not being approached as a criminal matter.

There were no reports from the Mayor and city offices.

• The MAYOR AND CITY OFFICES

There were no reports from Council Committees.

• COUNCIL COMMITTEES

Bo Johnson, AFSCME Representative, spoke to the Council about recent contract negotiations.

• PUBLIC

There were no appointments to boards or commissions.

APPOINTMENTS TO BOARDS AND COMMISSIONS

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. City Clerk Nicole Bolden read the legislation by title and synopsis, giving the committee do-pass recommendations for Amendment 01 of Ayes: 8, Nays: 0, Abstain: 0; Amendment 02 of Ayes: 8, Nays: 0, Abstain: 0; Amendment 03 of Ayes: 8, Nays: 0, Abstain: 0; and the committee do-pass recommendation for Ordinance 18-11 as amended of Ayes: 7, Nays: 0, Abstain: 1 (Piedmont-Smith).

Volan moved and it was seconded that Ordinance 18-11 be adopted.

Volan moved and it was seconded to limit initial discussion and questioning on Ordinance 18-11. The motion was approved by voice vote.

Jim Blickensdorf, Chair of the Parking Commission, presented the legislation. He displayed the 2017 preliminary financial results and explained that the parking system was operating at a deficit. He explained that both the Parking Commission and Desman Design Management had studied the city's parking system to create recommendations, many of which had been incorporated into the ordinance. He briefly noted the various changes proposed by the ordinance. He responded to criticisms and concerns people had voiced about the proposed changes.

Sandberg asked how Blickensdorf would respond to people who believed parking was an amenity that the city should provide or subsidize.

Blickensdorf said that the development of the downtown area and Bloomington as a whole meant that the city needed to manage its parking assets responsibly to avoid the need to build more parking. He said part of responsible management meant pricing the parking appropriately. He noted there were many options for parking and suggested the city could do a better job of communicating those options.

Rollo asked why an 85% occupancy rate was the optimal level for parking.

Blickensdorf explained how research demonstrated that changes in pricing affected demand and noted the different ways pricing could be used strategically.

Rollo asked if prices could also be lowered in certain low-usage areas to encourage people to park in those areas.

Blickensdorf said the idea had been discussed and suggested some areas where that might be appropriate.

Sturbaum asked if the locations of free parking could be displayed.

Blickensdorf said he would pull up those locations on the map.

LEGISLATION FOR SECOND
READING AND RESOLUTIONS
[6:46pm]

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

Council Questions:

Piedmont-Smith restated Rollo's question about the 85% occupancy rate and asked for more clarification. Ordinance 18-11 (cont'd)

Blickensdorf said that rate was an industry standard that had been used in many previous studies.

Volan said that rate meant that a block with eight to ten parking spaces would have roughly one spot available at all times.

Sims asked what options were available for part-term workers who worked in the downtown area.

Blickensdorf said that the ordinance proposed making permits available for sale, allowing workers to park in certain downtown areas. He also pointed out that there were alternative modes of transportation that the city was encouraging through its recent adoption of the city's Comprehensive Plan.

Rollo asked Blickensdorf to comment on the notion that free parking did not exist because the cost of parking could be internalized into the cost of nearby goods and services.

Blickensdorf thought that was correct and that parking costs were also built into lower wages for employees.

Volan asked Blickensdorf to comment on how his employees parked downtown.

Blickensdorf said his employees had a variety of approaches for getting to work, including walking, bicycling, and carpooling. He said those who parked had to park in a garage or at a meter.

Margaret Clemens voiced concerns related to the legislation. Public Comment:

Blickensdorf responded to Sturbaum's earlier request to display the locations of free parking. He indicated on a map where such parking was located. Council Comment:

Rollo asked if the rates were similar to those in comparable cities.

Blickensdorf said yes and displayed a chart that showed a rate comparison.

Rollo asked for someone to comment on the idea that raising rates might reduce social equity.

Volan commented that setting prices at an appropriate level was the best way to ensure that parking was not being overused. He noted that there was a possible amendment that would help provide parking to volunteers working with not-for-profit organizations. He suggested such a program might eventually be extending to individuals who could not afford parking.

Blickensdorf commented that artificially low parking rates meant that general tax payers were subsidizing the parking system. He said that put a strain on wages and costs of goods and services, which all impacted low income individuals. He displayed a chart with comparative information, noting that Bloomington's rates and the amount of fines were lower than comparable cities.

The Council discussed how best to handle the introduction of amendments and consideration of the ordinance.

Rollo moved and it was seconded to postpone discussion of Ordinance 18-11 to the next session of the Council.

Motion to postpone consideration of Ordinance 18-11

The motion to postpone discussion of Ordinance 18-11 received a roll call vote of Ayes: 4 (Sturbaum, Sandberg, Sims, Rollo), Nays: 5, Abstain: 0. FAILED.

Vote on motion to postpone consideration of Ordinance 18-11 [7:51pm]

Piedmont-Smith moved and it was seconded that Amendment 01 to Ordinance 18-11 be adopted.

Amendment 01 to Ordinance 18-11

Amendment 01 Synopsis: This amendment is sponsored by Councilmember Piedmont-Smith and amends Section 12 of Ord 18-11 to make clear that only residents of single household detached dwellings are eligible for Neighborhood Zone parking permits and to make clear that each single household dwelling may apply for one visitor pass. The amendment also makes a change to Section 15 to correct the title of the Parking Services Director.

Piedmont-Smith explained the purpose of the amendment.

The motion to adopt Amendment 01 to Ordinance 18-11 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Amendment 01 to Ordinance 18-11 [7:53pm]

Volan moved and it was seconded that Amendment 02 to Ordinance 18-11 be adopted.

Amendment 02 to Ordinance 18-11

Amendment 02 Synopsis: This amendment is sponsored by Councilmember Volan and provides that in the new Garden Hill Residential Zone, Zone 6, and from the period of Aug 15-May 15, the Zone will be in continuous effect from 8:00 a.m. on Thursday to 8:00 a.m. on Sunday. Outside of this window, Zone 6 shall be in effect from 8:00 a.m – 5:00 p.m., as other residential zones.

Volan explained the purpose of the amendment.

Piedmont-Smith asked why the hours of 8:00 a.m. – 5:00 p.m. from Monday to Thursday were included in the hours of enforcement if the residents of Garden Hill did not care about enforcement during those hours.

Council Questions:

Volan clarified that residents were ambivalent toward enforcement during those times. He said the main concern was the enforcement during the weekend.

Granger asked for any additional feedback.

Blickensdorf pointed out that the Parking Commission had supported the creation of the zone and the hours of enforcement, but cautioned that the cost of doing so might not have been included in the 2019 budget.

Scott Robinson, Assistant Director of Planning and Transportation, voiced concerns about keeping the hours of enforcement consistent across zones, as well as the availability of staff to enforce the new zone.

Volan pointed out that the idea for the new zone had been considered for a few years. He said there were different types of enforcement, ranging from active enforcement to complaint-driven enforcement. He said without the zone there could be no type of enforcement. He said no one expected a police officer to sit in the zone for 72 hours straight, but thought the zone should be created to discourage certain behavior and to enable enforcement.

Council Comment:

Piedmont-Smith said she supported the amendment and that the neighborhood had faced a number of challenges with noise, traffic, and parties. She thought the amendment was an important step to help address some of those issues for the residents of the neighborhood.

Volan said that the neighborhood zone was discussed during the previous consideration of a planned unit development (PUD) at Dunnhill. He thought the neighborhood zone was important as a response to that PUD and other high-occupancy rentals.

Amendment 02 to Ordinance 18-11 (*cont'd*)

The motion to adopt Amendment 02 to Ordinance 18-11 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Amendment 02 to Ordinance 18-11 [8:10pm]

Chopra moved and it was seconded that Amendment 03 to Ordinance 18-11 be adopted.

Amendment 03 to Ordinance 18-11

Amendment 03 Synopsis: This amendment is sponsored by Councilmember Chopra and raises the fee for a violation of Chapter 15.34 "Accessible Parking for People with Physical Disabilities" from \$100 to \$150. \$150 violations are now categorized as a new "Class I" violation. The amendment also makes a technical correction to Section 15.64.010 by deleting a redundant provision; this deleted provision is captured under the new Class I violations.

Chopra explained that the amendment raised the fee for parking in an accessible parking spot without a permit.

The motion to adopt Amendment 03 to Ordinance 18-11 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0 (Rollo out of room).

Vote to adopt Amendment 03 to Ordinance 18-11 [8:12pm]

Chopra moved and it was seconded that Amendment 04 to Ordinance 18-11 be adopted.

Amendment 04 to Ordinance 18-11

Amendment 04 Synopsis: This amendment is made at the request of the Clerk and sponsored by Councilmember Chopra. It makes clear that the Clerk, the Parking Enforcement Manager, and the Parking Services Director may void parking citations even in instances where the citation is not appealed within the required 14 days. It also gives the aforementioned persons the authority to reduce fines to warnings and to reduce escalated fines for Class D violations back down to the initial citation fine.

Chopra explained the purpose of the amendment.

Volan asked what situations the amendment was meant to address.

Council Questions:

Bolden explained that part of the reason for the suggested amendment was that the ability of the parking enforcement manager to void tickets had been inadvertently removed some years ago. She said the amendment reinstated that ability. She explained that sometimes errors were discovered outside of the normal 14-day appeal window, through no fault of the appellant. She said the amendment allowed the Clerk's Office to address such situations.

Piedmont-Smith asked why the amendment was so lengthy.

Bolden explained that the amendment made the same change in language in multiple sections of the code, as different types of parking violations were contained in different sections.

Stacy Jane Rhoads, Deputy Council Administrator/Attorney, added that the amendment did add new language authorizing the clerk to reduce certain escalated fines back down to the original amount.

The motion to adopt Amendment 04 to Ordinance 18-11 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 1 (Piedmont-Smith).

Vote to adopt Amendment 04 to Ordinance 18-11 [8:19pm]

Rollo moved and it was seconded that Amendment 05 to Ordinance 18-11 be adopted.

Amendment 05 to Ordinance 18-11

Amendment 05 Synopsis: This amendment is made at the request of the Administration and is sponsored by Councilmember Rollo. This amends Ord 18-11 such that all municipal garages are enforced 8:00 a.m. Monday through 4:00 a.m. Sunday.

Rollo explained the purpose of the amendment

Volan added that the amendment did not change the price for any parking, but altered the times of enforcement for different garages. He asked for additional comment to clarify that the pricing changes were already contained in the proposed ordinance.

Council Questions:

Robinson confirmed that Volan was correct. He said the amendment was meant to standardize the hours of enforcement in the garages.

Volan asked if the nearby hotel was concerned about the proposed changes.

Robinson relayed that the hotel did not believe the proposed changes would have a meaningful impact on its operations.

Chopra pointed out there were still inconsistencies between the hours of enforcement for metered on-street parking and parking garages.

Robinson said the ordinance attempted to bring as much consistency as possible to the meters, surface lots, and garages. He said there were still some difference between each type of parking option.

Piedmont-Smith asked for clarification on the existing hours of enforcement.

Blickensdorf explained the current enforcement hours and restated the changes being proposed.

The motion to adopt Amendment 05 to Ordinance 18-11 received a roll call vote of Ayes: 8, Nays: 0, Abstain:1 (Chopra).

Vote to adopt Amendment 05 to Ordinance 18-11 [8:33pm]

Volan moved and it was seconded that Amendment 06 to Ordinance 18-11 be adopted.

Amendment 06 to Ordinance 18-11

Amendment 06 Synopsis: This amendment is sponsored by Councilmember Volan and amends Section 25 and 37 of Ord 18-11 to address the parking concerns of the residents of Collins Center and fraternity and sorority houses located within Zone 5 and Zone 1. The amendment addresses these concerns by providing residents of the aforementioned access to neighborhood zone parking permits to achieve a 1:2 parking space-to-resident ratio.

Volan explained the purpose of the amendment and the concerns that motivated it.

Piedmont-Smith asked why two greek houses, Acacia and Delta Chi, were listed if they were not allocated any permits.

Council Questions:

Volan said they listed all greek houses located in neighborhood zones.

Blickensdorf summarized how permits were allocated to some of the different greek houses and dormitories. He thanked the greek houses and dormitories for working with the Parking Commission while it crafted its recommendations. He also thanked city staff for helping with drafting the ordinance.

Amendment 06 to Ordinance 18-11 (cont'd)

Robinson suggested giving the Parking Services Director or Manager some discretion when allocating permits to the houses, as the number of residents in each house changes year to year.

Chopra asked if multi-family dwellings were able to also purchase permits, like the greek houses or IU dormitories.

Volan explained that such dwellings were not included when the program was originally created. He said the proposed ordinance honored the carve-outs that had originally been made for the greek houses and dormitories.

Keirston Snyder spoke about the number of residents in her greek house.

Public Comment:

Volan noted that the amendment meant there would be a net reduction in the number of permits available to greek houses and dormitories. He said it was meant to serve as a transition while the city considered how best to accommodate other groups, such as downtown employees. He urged support of the amendment.

Council Comment:

Piedmont-Smith said the amendment was problematic as there had not originally been outreach to the student body and greek houses. However, she was pleased that outreach had occurred later and she thought passing the amendment was better than not passing it. She said she still had concerns with parking for certain groups downtown.

The motion to adopt Amendment 08 to Ordinance 18-11 received a roll call vote of Ayes: 8, Nays: 0, Abstain:1 (Chopra).

Vote to adopt Amendment 06 to Ordinance 18-11 [8:54pm]

Volan moved and it was seconded that Amendment 06 to Ordinance 18-11 be adopted.

Amendment 08 to Ordinance 18-11

Amendment 08 Synopsis: This amendment corrects the boundaries of the description of the University Village Overlay defined by Bloomington Municipal Code Title 20 by including the address known as 403 E. 6th Street. The amendment also eliminates the references to "full time equivalents"/FTEs in the issuance of permits to employees. Further, the amendment makes clear that the designee of the Parking Services Manager may also issue permits pursuant to the limitations spelled out in BMC 15.37.210(b).

Volan and Blickensdorf explained the amendment.

Piedmont-Smith said she supported the amendment and appreciated the removal of references to full-time equivalents so that more businesses would be eligible for permits.

Council Comment:

The motion to adopt Amendment 08 to Ordinance 18-11 received a roll call vote of Ayes: 8, Nays: 0, Abstain:1 (Sturbaum).

Vote to adopt Amendment 08 to Ordinance 18-11 [8:58pm]

Rollo thanked the Parking Commission for its work. He stressed the importance of ensuring that the downtown remained accessible to people of all income levels.

Council Comment:

Piedmont-Smith acknowledged that the ordinance was complicated and thought it moved the city in the right direction of having the parking system paid for by those who used it. She said TIF funds had been subsidizing parking and the proposed changes would free up money to be used for other purposes. She said it was important to keep social equity concerns in mind, as Rollo had noted. She looked forward to more changes that would address that concern. She said that, similar to any change in code, the city would evaluate the work and respond accordingly.

Ordinance 18-11 (cont'd)

Volan said Bloomington was growing and had experienced increased density, but had deferred many needed updates to its parking system and infrastructure. He noted that there had been discussion about offering support to non-profit organizations but that the concept was not ready for an amendment. He hoped it would be brought forward as an ordinance once it had been more fully explored. He thanked those who had worked on the ordinance and urged support for it.

Sandberg said she would support a future amendment that would help support non-profit organizations. She said the Council needed the help and support provided by the Parking Commission and outside consultants who specialized in parking. She thanked the Commission and city staff for working together on the ordinance. She said the city could always make adjustments or amendments after it saw how the new changes were playing out.

Sims thanked the Parking Commission and city staff for their work. He said he supported the notion of a self-sufficient parking system but also said he was concerned with social equity. He expected that the city would continue to discuss ways to improve social equity.

Sturbaum said that the garages were originally built with the hope that they would one day become self-sufficient. He noted, however, that by subsidizing parking for years, the city had helped stimulate growth in the downtown. He thought it was a good thing that the city was at the point where it could make the changes proposed by the ordinance.

Ruff thanked all people who had worked on the ordinance. He said it was a complicated issue but people had put a lot of thought into the proposed changes. He said the Council would not pass the ordinance if it believed the changes would create severe social equity issues in the community. He thought there might be tweaks to make moving forward, but wanted to assure everyone that the Council was keeping social equity in mind.

Granger thanked those who had worked on the ordinance and said that the ordinance was not the end of the discussion. She said the city would receive feedback and make any necessary adjustments.

The motion to adopt Ordinance 18-11 as amended received a roll call vote of Ayes: 9, Nays: 0, Abstain:0.

Vote to adopt Ordinance 18-11 as amended [9:21pm]

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, giving the committee do-pass recommendation for Ordinance 18-15 of Ayes: 6, Nays: 1 (Granger), Abstain: 1 (Volan).

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

Volan moved and it was seconded to limit discussion and questioning on Ordinance 18-15. The motion was approved by voice vote.

Paula McDevitt, Director of the Parks and Recreation Department, presented the legislation to the Council. She explained that one major responsibility of the department was to maintain and operate the Griffy Lake Nature Preserve. She gave a brief history of deer management efforts at the preserve. She explained that the management plan included reducing the number of deer to allow vegetation to recover from overbrowsing. She said previous efforts had included deer hunts, and annual hunts had been recommended moving forward. She detailed how the community hunting access program would work. She said that the proposed ordinance would allow such a program to be implemented.

Steve Cotter, Natural Resources Manager, said that the city hoped to conduct hunts over the next couple of years and eventually conduct such hunts in-house, which would lower the cost. He explained how the city had been monitoring the vegetation in the area and said the city would continue to do so as the hunts proceeded.

Kathleen Mills, Board of Park Commissioners President, said the Board supported the plan put forward. She said that the preserve had been a managed ecosystem for a long time, and that the proposed hunts were not drastic but a common method for dealing with deer overpopulation. She asked that the Council pass the proposed ordinance.

Sandberg asked if the hunters used for the culls would be experienced.

Cotter said that White Buffalo, the organization helping manage the hunts, would be reaching out to various hunting groups to find experienced hunters.

Piedmont-Smith asked where the city had received the recommendations for the amount of deer per square mile.

Cotter said those recommendations came from White Buffalo after recent sharp-shooting efforts.

Sturbaum asked if the long-term plan was simply annual hunts.

Cotter explained that once the correct population level was reached, there might not be a need for a hunt every year.

Sims asked whether conducting a count of the current deer population was necessary.

Cotter said that having an exact number would be nice but there were reasons why conducting a count was not imperative. He said the city was more concerned with the health of the vegetation, noting that different amounts of deer could do the same amount of damage depending on how much time they spent browsing in the preserve.

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

Council Questions:

Sims asked how the city would know when it has achieved the desired five deer per square mile goal if it did not conduct a count.

Cotter said the height of the vegetation would be informative. He said that camera data could also provide an estimate. He said actual counts could be expensive and unreliable.

Ruff asked if Cotter was aware of any effective use of counts in an open system like the one at the preserve. He also asked if deer reduction would continue, regardless of any number obtained through a count, if there were still evidence of overbrowsing.

Cotter said the management plan would be based on plant height and flowering data, along with a hunter-effort metric, which would measure how long it took for a hunter to remove a deer from the preserve.

Ruff asked why plant height and flowering affected the health and viability of plant species in the area.

Cotter explained that plants' reproductive ability depended on energy stores, which were depleted as deer overbrowsed the vegetation.

Chopra asked if the proposed plan and the reasons behind it only applied to the preserve.

Cotter said that was correct. He said the city was also concerned with public safety around the area, but the main focus was the health of the preserve.

Ellen Jacquert spoke in favor of the ordinance.

Public Comment:

Anne Sterling spoke against the ordinance.

Julie Gray spoke against the ordinance.

Maria Heslin spoke against the ordinance.

Jan Steenblik spoke in favor of the ordinance.

Jennifer Hoffman spoke against the ordinance.

Eric Knox spoke in favor of the ordinance.

Rollo noted that a recent poll showed that 65% of the community supported a recent sharpshooting effort. He asked if Cotter would like to comment further on the poll.

Council Comment:

Cotter added that the poll was conducted by a graduate student and that 65% of respondents said they agreed with the sharpshooting effort to some degree.

Granger moved and it was seconded that Amendment 01 to Ordinance 18-15 be adopted.

Amendment 01 to Ordinance 18-15

Amendment 01 Synopsis: This amendment is sponsored by Cm. Granger and would postpone the initial hunt at Griffy Lake until the Parks and Recreation Department demonstrates that there is: 1) a count of deer in the Griffy Lake Preserve done by a drone or other proven counting method; 2) a written commitment from Indiana University for appropriate, innovative collaboration on deer management in the Griffy area; and, 3) an evaluation of the data on the ecological impact in the Griffy Lake Preserve since the December 2017 deer reduction via sharpshooting.

Granger explained the purpose of the amendment. She did not want to see annual hunts and thought that any efforts should be made in collaboration with Indiana University (IU).

Cotter explained that the city had been in communication with IU and had encouraged the university to take action as well. He said there had been some cooperation by IU already and more meetings were planned to discuss future management plans.

McDevitt said that the data on the ecological impact of the sharpshooting efforts would take time to collect and analyze.

Sims asked what management options Cotter anticipated discussing with IU.

Cotter said bow hunting might be discussed, but the city hoped to encourage IU to remove some deer from the property neighboring the preserve.

Chopra asked if the amendment would in effect postpone any action before the end of the year.

Granger said that was correct.

Ruff said he was not aware of any effective method of conducting a count in an open system where the deer move freely from one location to another. He asked how a count would be conducted.

Granger said she proposed conducting a count because it had been requested by many constituents. She said Cotter could comment on the methodology of conducting the count.

Cotter said there could be aerial counts, infrared counts, using cameras to extrapolate and estimate populations. He said it would be difficult to define an area and get an accurate count. He said the area would need to be extended beyond just the preserve property to get an idea of how many deer were using the area.

Rollo pointed out that delaying a cull could reverse any gains already made to help the vegetation grow back. He asked if that was correct.

Cotter said yes.

Chopra asked whether the administration did not want to do a count because it was unnecessary.

Cotter said that a count was not necessary because it would not indicate how long each deer spent browsing in the preserve. He said plant data provided more relevant information.

Ruff asked whether periodic culls would be needed even after the plant vegetation had been sufficiently rejuvenated.

Amendment 01 to Ordinance 18-15 (cont'd)

Cotter said that was likely, barring the reintroduction of predators or some disease to the deer population.

Ellen Jacquert spoke against the amendment.

Public Comment:

Maria Heslin spoke in favor of the amendment.

Julie Gray spoke in favor of the amendment.

Eric Knox spoke against the amendment.

Jan Steenblik spoke against the amendment.

Allison Hess spoke in favor of the amendment.

Anne Sterling spoke in favor of the amendment.

Steven Bakovic spoke about possible explanations for the increase in deer population.

Rollo pointed out that deer could act like invasive species when there were no natural predators, which would actually lead to a decline in the overall health of the herd. He said the city's efforts were meant to prevent that. He said the amendment would prevent the cull for 2018, which would setback the efforts at vegetation rejuvenation. He said counts were unnecessary and were not the industry practice. Instead he agreed that the city should use the plants as a determinate for deer density. He said that would show whether the ecosystem was in balance. But he pointed out that the results would take longer than a few months to appear.

Council Comment:

Sims said that between the deer or the vegetation he would prefer to err on the side that allowed the vegetation to recover.

Chopra said she would not support the amendment. She thought the amendment was a stall tactic by those who opposed killing any deer. She thanked the experts who had provided information relevant to the amendment and to the legislation.

Piedmont-Smith said she opposed the amendment for the reasons stated by Rollo. She thought the amendment was not just a stall tactic, but a way to prevent the deer cull completely. She said it was important to take a holistic approach to responsibly manage the environment at the preserve.

Ruff pointed out that knowing how many deer were in the preserve might be nice, but it was in no way necessary to help the city achieve its goals of restoring the vegetation and ensuring balance in the ecosystem.

Volan agreed that the amendment was a stall tactic, although he said that the issue deserved to be discussed. He said he would not support the amendment. He thought the amendment's requirement that the city obtain a binding commitment from IU was pointless as IU would not be likely to do so. He acknowledged that the issue was very personal to a lot of people, but said the city had to be concerned with the environment as a whole at the preserve.

Granger said she knew the amendment would not pass, but thought it was important that she introduce it to represent the interests of those in the community who opposed the planned deer cull.

Ordinance 18-15 (cont'd)

The motion to adopt Amendment 01 to Ordinance 18-15 received a roll call vote of Ayes: 1 (Granger), Nays: 8, Abstain: 0. FAILED

Vote on Amendment 01 to Ordinance 18-15 [11:37pm]

Sturbaum said he did not like having to kill deer but acknowledged that the science and facts surrounding the situation indicated it was necessary. He said he would support the ordinance.

Council Comment:

Rollo said that humans were living through a period of mass extinction, caused in part by a loss of habitat. He said protecting the habitat at the preserve was an important responsibility. He said that the absence of apex predators meant that it fell to humans to control the deer population, and there were many experienced people able to do that. He said that allowing the deer population to go uncontrolled would threaten the diversity of many other plant and animal species in the preserve.

Chopra thought it was preferable that the cull was to be carried out by local hunters as they were more likely to have an interest in the outcome. She also pointed out that the meat from the hunt could be donated to the Hoosier Hills Food Bank.

Sandberg saw the issue as one of balance and said the science supported the need to manage the deer in the preserve.

Ruff said the ordinance passing would hopefully mean that the issue would not continually come before the Council. He thanked those that had worked on the issue for their leadership. Ruff said that many of the arguments put forward against the proposed ordinance were unfounded and unfair. He said hunting was a respectful and natural way of providing a check on the deer population.

Sims said he would support the ordinance because he did not want to lose the progress made by previous efforts to control the deer population.

The motion to adopt Ordinance 18-15 received a roll call vote of Ayes: 8, Nays: 1 (Granger), Abstain: 0.

Vote on Ordinance 18-15 [12:00am]

LEGISLATION FOR FIRST READING

Volan moved and it was seconded that Ordinance 18-14 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

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)

Volan moved and it was seconded to refer Ordinance 18-14 to the Council Land Use Committee.

The motion to refer Ordinance 18-14 to the Council Land Use Committee received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Piedmont-Smith moved and it was seconded to suspend the rules to allow a meeting of the Land Use Committee to be scheduled for September 28, 2018 at noon.

The motion to suspend the rules received a roll call vote of Ayes: 9,
Nays: 0, Abstain: 0.

There was no additional public comment.

ADDITIONAL PUBLIC COMMENT

Council Attorney Dan Sherman spoke about the upcoming schedule.

COUNCIL SCHEDULE [12:06am]

The meeting was adjourned at 12:06am.

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

For Approval

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, October 10, 2018 at 6:34pm with Council President Dorothy Granger presiding over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
October 10, 2018

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

ROLL CALL [6:34pm]

Council President Dorothy Granger gave a summary of the agenda.

AGENDA SUMMATION [6:35pm]

There were no minutes approved.

APPROVAL OF MINUTES

Councilmember Steve Volan moved and it was seconded that Ordinance 18-17 be introduced and read by title and synopsis only. The motion was approved by voice vote. Chief Deputy Clerk Stephen Lucas read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 9, Nays: 0, Abstain: 0.

LEGISLATION FOR SECOND
READING AND RESOLUTIONS
[6:36pm]

Volan moved and it was seconded that Ordinance 18-17 be adopted.

Ordinance 18-17 An Ordinance Fixing the Salaries of Officers of the Police and Fire Departments for the City of Bloomington, Indiana, for the Year 2019

Caroline Shaw, Human Resources Director, presented the legislation to the Council.

Councilmember Allison Chopra suggested having a councilmember or staff member present during contract negotiations with the unions.

Council Comment:

Granger pointed out that the Council had already considered the legislation on the agenda over the course of the previous few months, noting that there might not be many questions remaining.

The motion to adopt Ordinance 18-17 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Ordinance 18-17
[6:39pm]

Volan moved and it was seconded that Ordinance 18-18 be introduced and read by title and synopsis only. The motion was approved by voice vote. Lucas read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 9, Nays: 0, Abstain: 0.

Ordinance 18-18 An Ordinance Fixing the Salaries of Appointed Officers, Non-Union and A.F.S.C.M.E. Employees for All the Departments of the City of Bloomington, Monroe County, Indiana, for the Year 2019

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

Shaw presented the legislation to the Council.

Sandberg clarified that the contract negotiations were ongoing. Shaw said that was correct.

Council Questions:

Piedmont-Smith asked how many employees would see an increase up to the new living-wage level in 2019 and how many would remain below the living wage.

Shaw said she could provide the exact number later.

Piedmont-Smith thanked the administration for working with the Council to bring more positions within the city up to the living wage.

Council Comment:

Chopra also thanked the administration for its work on the issue.

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

Vote to adopt Ordinance 18-18
[6:45pm]

Volan moved and it was seconded that Ordinance 18-19 be introduced and read by title and synopsis only. The motion was approved by voice vote. Lucas read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 9, Nays: 0, Abstain: 0.

Ordinance 18-19 To Fix the Salaries of All Elected City Officials for the City of Bloomington for the Year 2019

Volan moved and it was seconded that Ordinance 18-19 be adopted.

Shaw presented the legislation to the Council.

Piedmont-Smith explained that the additional amounts to be paid to the Council president and vice president were allowed under city code. She explained that money was meant to compensate for the additional work that falls to the president and vice president.

Council Comment:

Sims agreed that the additional compensation for those positions was well deserved.

The motion to adopt Ordinance 18-19 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Ordinance 18-19 [6:51pm]

Volan moved and it was seconded that Appropriation Ordinance 18-03 be introduced and read by title and synopsis only. The motion was approved by voice vote. Lucas read the legislation by title, giving the committee do-pass recommendation of Ayes: 7, Nays: 0, Abstain: 2.

Appropriation Ordinance 18-03 An Ordinance for Appropriations and Tax Rates (Establishing 2019 Civil City Budget for the City of Bloomington)

Volan moved and it was seconded that Appropriation Ordinance 18-03 be adopted.

Jeffrey Underwood, Controller, reviewed the highlights of the 2019 budget, noting that the total budget, excluding utilities and transit, was just over \$91 million. He displayed the appropriation ordinance that the Council would be voting on. He said there had been changes to the budget since August in the amount of \$925,459, which occurred in six different funds. He summarized each of the changes.

Granger asked if the bicentennial bonds would cost \$800,000 per year.

Council Questions:

Underwood stated that the bonds would be for \$10 million over 20 years. He said that \$800,000 would cover the principal and interest on that bond.

Rollo stated that he was concerned about having sufficient cash reserves in case of an economic downturn. He asked what was an appropriate amount of cash reserves.

Underwood stated that he believed there were sufficient reserves in the general fund and rainy day fund. He said that it was recommended to have at least two months worth of reserves, but the city was actually close to having four months worth of reserves.

Rollo asked Underwood to describe the contingency planning the city had done in case of another economic recession like the one experienced in 2008.

Underwood noted that cities typically experienced economic downturns 12 months after they started, which provided some extra time to plan. He stated that the city planned to conduct an annual exercise, to start before the end of 2018, where each department would make plans for various amounts of unexpected budget decreased or increases in various amounts.

Rollo asked about the city's bond rates.

Underwood stated all bonds were fixed-rate bonds.

Sturbaum asked about the status of the 4th Street parking garage project.

Appropriation Ordinance 18-03
(cont'd)

Underwood said that the matter would be presented to the Redevelopment Commission soon and would then come before the Council.

Sturbaum asked about the cost of repairing and maintaining the current garage versus the cost of building a new one.

Underwood discussed the construction cost index and the cost of building a new parking garage in 15 years. He said there was still discussion and research to be conducted. He said there would be time to have a full discussion on the matter after the issue was considered by the Redevelopment Commission.

Piedmont-Smith asked if the bond for the parking garage was in the 2019 budget.

Underwood said no.

Volan wondered if the Council and the administration would need to rethink how it governed transportation if Bloomington Transit transitioned to a mobility management model.

Underwood stated that the mayor was looking into all alternative forms of transportation. He said that the city would keep flexibility and reuse in mind when considering the construction of new parking structures.

Volan asked what would happen if Transit began managing more than buses.

Underwood said that issue had not been discussed too deeply, but that Transit and the city had always worked together to find solutions to problems.

Piedmont-Smith asked if the bicentennial bond was contained within the budget for Parks and Recreation.

Underwood said yes, but noted that the Council would still have a say in how that money was spent. He briefly described the process.

Piedmont-Smith asked why all the money was contained in the Parks and Recreation budget when some of the projects would be completed by other departments.

Underwood explained that the Parks and Recreation department would serve as the overall project lead, and described where the bond funds would be located.

Piedmont-Smith asked if there were any problems with paying for staff time for one department out of the budget from another.

Underwood said that the bonds would only be used for construction related expenses, not to pay any city personnel directly.

Granger asked how the city determined which projects it wanted to fund with the bicentennial bonds.

Mick Renneisen, Deputy Mayor, stated that the overall purpose of the bonds was to leave a legacy for future generations. He explained that projects had been selected based on surveys of residents and input from the city.

Sturbaum asked where money would come from for a community charrette related to the old hospital site if the city did not hire a master developer for the project.

Underwood described various funding possibilities.

Sturbaum asked if a master developer might be selected before the city took control of the property.

Underwood said yes.

Sturbaum wondered if funding would be available if a community charrette needed to happen sooner rather than later.

Appropriation Ordinance 18-03
(cont'd)

Underwood said there were options available if that was the case.

There was no public comment.

Public Comment:

Rollo thanked Mayor Hamilton and the administration for a sound budget and for being responsive to requests made by the Council. He believed the new hires and the capital expenditures were much needed. He said the downtown alley improvements and the Kirkwood crosswalk and paving were much needed. He was pleased with the police acquisition of the mobile response unit. He was happy to see pay for seasonal employees increased. He thought that planning for economic downturns was important. He stated that police hires should be a focus for future budgets.

Council Comment:

Sandberg stated that the budget process was always a valuable exercise. She said she was proud of the budget and its vision for Bloomington's future. She thanked those who had worked on it. She spoke about the importance of public service and how vital it was to elect people who knew how to govern.

Sims stated that he was happy with the budget and thought it did a good job of making investments to improve quality of life.

Piedmont-Smith agreed with Rollo's comments. She thanked Underwood for his work on the budget. She stated she was not in support of the after-hours ambassador position. She said she was unconvinced that the position was needed and thought there were better things to spend money on. She said she was disappointed that there still was no proposal for public restrooms downtown. She said that Indiana University needed to pair up with the City to deal with students drinking late at night. She also did not support the bicentennial bonds. She thought there were more pressing issues in the community that deserved attention and funding.

Sturbaum thought the budget embodied a focus on quality of life. He stressed the importance of quality of life for the whole community.

Volan reiterated his appreciation for the budget being presented as a program budget. He did not agree with the placement of funding in the Council's budget for the sidewalk fund, Jack Hopkins funding, and Buskirk-Chumley funding. He reiterated his support to provide a living wage for seasonal and temporary employees. He discussed households that did not put out trash. He endorsed the net growth in staff for the city. He supported an after-hours ambassador. He stated that the city had not asked for another Parking Enforcement Officer and voiced concerns he had with enforcement of parking changes in general. He believed that trails would reduce the need for cars and parking. He stated that every street in Bloomington needed to be tamed and noted that the Transportation Plan proposed some radical changes that he endorsed. He stated that he planned to support the budget.

Ruff said he agreed with most of what had been said. He noted that investments in quality of life led to increased economic development, which in turn enabled the city to make more direct investments in social services. He had doubts about the new ambassador position, but he said there was an overall good balance of investments in the budget and he would support it.

The motion to adopt Appropriation Ordinance 18-03 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Appropriation Ordinance 18-03 [7:41pm]

Volan moved and it was seconded that Appropriation Ordinance 18-04 be introduced and read by title and synopsis only. The motion was approved by voice vote. Lucas read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 9, Nays: 0, Abstain: 0.

Appropriation Ordinance 18-04
An Ordinance Adopting a Budget for the Operation, Maintenance, Debt Service and Capital Improvements for the Water and Wastewater Utility Departments of the City of Bloomington, Indiana for the Year 2019

Volan moved and it was seconded that Appropriation Ordinance 18-04 be adopted.

Vic Kelson, Utilities Director, presented the appropriation ordinance. He stated the proposed 2019 budget totaled \$44.9 million. He highlighted notable items contained in the budget.

Rollo asked if there was sufficient capacity at the water treatment plant for the foreseeable future.

Council Questions:

Kelson said yes. He stated that there was still substantial capacity available for expansion.

Rollo asked Kelson when he expected solar panels to be installed. Kelson said before the end of 2019.

Sturbaum asked for more details on the new stormwater position. Kelson described what the position would entail.

Piedmont-Smith asked about an adjustment to salaries for union members.

Kelson explained that there were ongoing negotiations related to the union contract, so the salaries in the budget had been adjusted to maintain the current year's salary levels.

Piedmont-Smith asked if it was safe to assume there would be an increase and where the money for such an increase would come from.

Underwood stated that the city used positional budgeting. He stated that they did not have an agreement so they could not put the increase in yet. He said once the agreement was made they would appropriate funds where needed.

Piedmont-Smith asked where the funds would come from and asked if the reserves would fall below 30%.

Underwood explained the possible funding sources and said he did not believe reserves would go below 30%.

Piedmont-Smith asked if stormwater was included as part of wastewater in the appropriation ordinance.

Kelson said yes, but noted they were funded separately.

Piedmont-Smith asked if there would be a forthcoming request to increase stormwater rates.

Kelson estimated such a request would come forward in December.

Sims asked how the department had been affected by the departure of long-serving staff members.

Appropriation Ordinance 18-04
(cont'd)

Kelson said the department had worked hard with the administration and the human resources department to hire carefully. He stated that all of the Assistant Directors in the department were new, so they had completed a lot of staff training. He said they had very talented and dedicated people in each position.

Sims asked what the department was doing to address threats to the water source, such as algae blooms and disinfectant byproducts.

Kelson explained they had changed the treatment process to not feed chlorine disinfectant into treatment basins during the summer. That recommendation arrived because of a benchmarking study. He said that change led to unintended algae growth, which the department had since been managing. He stated that the algae did not affect the quality of the water, but it did clog the filters. He added that they were instituting other changes, such as feeding powder activated carbon. He said there were regular meetings every two weeks to discuss process optimization.

Volan asked Kelson to comment on sanitary sewer overflows and to explain clear water reduction programs.

Kelson explained how storm water could enter the sewer system, and explained how clear water ordinances helped prevent that through various approaches.

Volan clarified that a sanitary sewer overflow was water that did not need to be treated. He asked if Kelson could give an estimate of the portion of water that was treated that might be divertable since it was clear water.

Kelson estimated it could be 15-20%, but it depended on the severity of the storm.

Volan asked if the city should be monitoring the impact of hurricanes to prepare for storms.

Kelson said the department did monitor for hurricanes and weather in general. He added that they proactively looked for sites where sanitary sewer overflows occurred to address those situations.

Rollo asked what homeowners could do or what help was available to deal with illicit connections.

Kelson said homeowners could examine their pipes or have a plumber do it. He said there was not assistance available from the utilities department, but they might develop some programs in the future.

Rollo asked if they measured nitrates, phosphates, and turbidity at the point where they drew water from the lake and if they had historical data.

Kelson said there was data for treated water but was unsure if they had that information for the raw water. He said they had records for levels going back to 1967. He said he would look into whether those levels were measured for raw water.

There was no public comment.

Public Comment:

Sandberg thanked Kelson and his department for their work and leadership. She hoped the A.F.S.C.M.E. negotiations went well.

Council Comment:

Rollo thanked Kelson and his team for improving water quality. He said there was still work to do to address chronic stormwater issues.

Sims said he was impressed with the community outreach and engagement. He said he was very excited for the new technology to help prevent the waste of water. He was concerned about the loss of staff but stated that they bounced back well.

Appropriation Ordinance 18-04
(cont'd)

Piedmont-Smith stated that she appreciated the grant program for neighborhood stormwater issues and the addition of the funds for the Lake Monroe Watershed Coordinator. She stated she would be voting in favor of the appropriation ordinance.

The motion to adopt Appropriation Ordinance 18-04 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Appropriation Ordinance 18-04 [8:18pm]

Volan moved and it was seconded that Appropriation Ordinance 18-05 be introduced and read by title and synopsis only. The motion was approved by voice vote. Lucas read the legislation by title, giving the committee do-pass recommendation of Ayes: 8, Nays: 0, Abstain: 1.

Appropriation Ordinance 18-05
Appropriations and Tax Rates for
Bloomington Transportation
Corporation for 2019
[8:19pm]

Volan moved and it was seconded that Appropriation Ordinance 18-05 be adopted.

Lew May, General Manager of Bloomington Public Transportation Corporation, presented the 2019 proposed budget.

Rollo asked what route the electric bus would serve.

Council Questions:

May said that decision had not been made, but it would be on one of the downtown routes.

Rollo asked if Transit was continuing to install new bus shelters.

May stated there were just over 70 shelters, and they just took delivery of seven more. He stated that there were about 500 stops total, so a little over 10% of all stops had shelters.

Volan asked if Indiana University had consulted with Bloomington Transit about the master plan and a roundabout that would be constructed.

May said he had just been invited to a meeting to discuss the plan.

Volan asked about mobility management and if Bloomington Transit would manage mobility for the whole city.

May stated that his personal opinion was that Bloomington Transit would need to adapt to become not just bus providers but mobility providers. He said the industry had changed over the last few years. He cautioned that Bloomington Transit did not have the legal authority to regulate other mobility options.

There were no public comments.

Public Comment:

Volan thanked May for an excellent budget.

Council Comment:

Sturbaum wondered if scooters fit on the bicycle racks.

May said no. He noted that Transit had not had any major issues with scooters. He said they would probably entertain some rules about scooter use at the downtown transit center.

The motion to adopt Appropriation Ordinance 18-05 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Appropriation Ordinance 18-05 [8:28pm]

Council Attorney Dan Sherman spoke about the upcoming council schedule.

COUNCIL SCHEDULE

The meeting was adjourned at 8:30pm.

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

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, October 17, 2018 at 6:30pm with Council President Dorothy Granger presiding over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
October 17, 2018

Members Present: Ruff, Chopra, Piedmont-Smith, Granger, Volan, Sims, Rollo
Members Absent: None

ROLL CALL [6:30pm]

Council President Dorothy Granger gave a summary of the agenda.

AGENDA SUMMATION [6:31pm]

Councilmember Steve Volan moved and it was seconded to approve the minutes of September 26, 2018. The motion was approved by voice vote.

APPROVAL OF MINUTES [6:34pm]

September 26, 2018 (Regular Session)

Councilmember Jim Sims spoke about the passing of George Taliaferro.

REPORTS

- COUNCIL MEMBERS [6:32pm]

Councilmember Dave Rollo spoke about the Intergovernmental Panel on Climate Change (IPC) report on the continual warming of the planet and on how the environment would be affected in the future.

There were no reports from the Mayor or city offices.

- The MAYOR AND CITY OFFICES

Volan gave an interim report as the chair of the Land Use Committee. He shared that the committee was considering the legislation for the Century Village PUD.

- COUNCIL COMMITTEES [6:40pm]

Brett Heinisch asked Volan if he could expand on the proposed discussion for the Land Use Committee.

- PUBLIC [6:41pm]

Volan explained the purpose of the Land Use committee and the proposed legislation.

Councilmember Andy Ruff recommended the appointment of Lindsey Hummel to the Environmental Commission.

APPOINTMENTS TO BOARDS AND COMMISSIONS [6:43pm]

Volan moved and it was seconded to appoint Hummel to the Environmental Commission.

Councilmember Allison Chopra asked what made Hummel's application stand out to the interviewing committee.

Volan said that she was complementary to the existing members and that she had experience in environmental affairs.

The motion to appoint Hummel was approved by voice vote.

Volan moved and it was seconded that Resolution 18-20 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.

LEGISLATION FOR SECOND
READING AND RESOLUTIONS
[6:45pm]

Volan moved and it was seconded that Resolution 18-20 be adopted.

Resolution 18-20– To Approve an Interlocal Cooperation Agreement between the City of Bloomington and Monroe County, Indiana in Regards to the 2018 Edward Byrne Memorial Justice Assistance Grant (JAG)

Michael Rouker, Assistant City Attorney, presented the legislation to the Council.

Volan asked Rouker if the Council should have any concerns about the JAG Grant and why it had to be adopted by resolution every year.

Council Questions:

Rouker said the Council should not be concerned. He said the federal guidelines for the grant directed the city and the county to have an interlocal agreement. He said that the Council had to approve the agreement every year so the city could receive the grant.

Volan asked if the grant needed to be renewed every year.

Rouker said it did because the dollar figures changed every year, along with the distribution of the grant based on the violent crime statistics.

Volan asked if the money could be applied to capital expenditures, operational expenditures, or both.

Rouker said most of the specific uses were capital expenditures.

Volan asked if the grant was used for the purchase of vehicles.

Rouker said not to his knowledge.

Rollo asked if the funds were for the replacement of dash cameras or the purchase of them.

Rouker said it was to replace the cameras.

Councilmember Isabel Piedmont-Smith asked how the amount of the grant compared to previous years' amounts.

Rouker said it was a slight increase from the previous year.

Piedmont-Smith asked if there had been a trend of increases throughout the years.

Rouker said he would find out and let her know.

Sims asked what the protocols were for community requests to view footage from the recordings.

Rouker said there were specific public access rules related to law enforcement recordings. He said that the recordings could be viewed at the police station.

The motion to adopt Resolution 18-20 received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0.

Vote to adopt Resolution 18-20.
[6:54pm]

There was no legislation for first reading.

LEGISLATION FOR FIRST
READING

There was no public comment.

ADDITIONAL PUBLIC COMMENT

Council Attorney Dan Sherman discussed the Internal Work Session scheduled for October 19, 2018. Sherman also reminded the Council of the upcoming Land Use Committee meeting and the Committee of the Whole meeting, both scheduled for October 24, 2018.

COUNCIL SCHEDULE [6:54pm]

Volan moved and it was seconded that the Committee of the Whole be held from 5:45pm to 7:45pm and to begin the Land Use Committee meeting at 8:00pm on Wednesday, October 24, 2018.

The motion received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0.

Vote on scheduling [7:07pm]

The meeting was adjourned at 7:07pm.

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

For Approval