

CITY OF BLOOMINGTON



June 10, 2019 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL

**CITY OF BLOOMINGTON
PLAN COMMISSION
June 10, 2019 at 5:30 p.m.**

❖City Council Chambers – Room #115

ROLL CALL

MINUTES TO BE APPROVED: None at this time

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITIONS CONTINUED TO: July 8, 2019

- MP-28-18 **Adoption of the Transportation Plan for the City of Bloomington**
*The Common Council reviewed, revised, and approved a final version of the Transportation Plan, an amendment to the Comprehensive Plan, at their May 22, 2019 meeting. The Plan Commission must file a report approving or rejecting the amendments made by the Common Council as the last step of the adoption process. If approved, the Plan is adopted. If rejected, the Common Council may consider adoption through another resolution. The Plan and other information can be accessed at: <https://bloomington.in.gov/transportation/plan>
Case Manager: Scott Robinson*
- PUD-21-19 **The Ridge Group, Inc.**
1841 W. Ezekiel Dr.
Request: Planned Unit Development (PUD) final plan approval to allow the construction of 130 dwelling units.
Case Manager: Eric Greulich

PETITIONS:

- PUD-17-19 **CDG Acquisitions LLC (Motel 6)**
1800 N. Walnut St.
Request: Rezone 3.85 acres from Commercial Arterial (CA) to a Planned Unit Development (PUD). Also requested is approval of a preliminary plan, district ordinance, and a waiver from the required 5 acre minimum lot size for a PUD.
Case Manager: Eric Greulich

Note: This petition was forwarded to a 2nd hearing on May 13 2019.

****Next Meeting July 8, 2019**

Last Updated: 6/7/2019

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

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 1800 N. Walnut St**

**CASE #: PUD-17-19
DATE: June 10, 2019**

PETITIONER: CDG Acquisitions, LLC
7711 Bonhomme Ave., St. Louis, MO

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

REQUEST: The petitioner is requesting a rezone from Commercial Arterial (CA) to Planned Unit Development (PUD) and approval of a Preliminary Plan and District Ordinance. Also requested is a waiver from the required 5 acre minimum for a Planned Unit Development and delegation of final plan approval to staff.

BACKGROUND:

Area: 3.85 acres
Current Zoning: Commercial Arterial
Comp Plan Designation: Neighborhood Residential
Existing Land Use: Motel
Proposed Land Use: Dwelling, Multi-Family / Commercial
Surrounding Uses: North – Commercial/Dwelling, Multi-Family
 West – Miller Showers Park
 East – Multi-Family, Dwelling
 South – Hotel/Multi-Family, Dwelling

CHANGES SINCE SECOND HEARING: At the first hearing staff, the Plan Commission discussed numerous potential issues including-

- Is the height and massing appropriate for this area?
- Have enough environmentally sustainable development practices been included?
- Is a higher bicycle parking standard appropriate?
- Has enough information been presented for the Plan Commission to feel comfortable delegating final plan approval to staff?

Since the first hearing, the petitioner has revised the proposed entrance into the site from Walnut Street to remove the proposed roundabout, provided a pedestrian crossing to the Varsity Villas site to the east, increased the number of proposed bicycle parking spaces to one space per every 4 bedrooms, and proposed an off-site sidewalk extension to complete a missing sidewalk segment along Walnut Street south of this location to connect to 19th Street. A revised district ordinance has also been submitted to clean up some of the proposed standards.

The petitioner has proposed a contribution to be placed in the Housing Development Fund to be used to provide affordable housing units elsewhere within the City. Details of this have been outlined in the attached commitment, this would be incorporated into a zoning commitment for the property. As a result of the changes listed above, the Department believes this petition will

adequately achieve the goals of the Comprehensive Plan and benefit the community as a whole. The incorporation of affordable housing with this project has been an important aspect.

REPORT: The property is located at 1800 N. Walnut Street and is zoned Commercial Arterial (CA). The 3.85 acre property is currently developed with a series of buildings for a motel. Surrounding zoning includes Commercial Arterial (CA) and Residential High Density Multifamily (RH) to the north and south, Residential High Density Multifamily (RH) to the east, and Institutional (IN) to the west. The surrounding properties have been developed with a mix of high density multi-family residences and commercial spaces. This property fronts directly on N. Walnut Street. There are no environmental constraints on this property.

The petitioner proposes to create a Planned Unit Development in order to construct 2 buildings that would range in height from 5 to 6 stories. The proposal includes a minimum of 6,000 square feet of commercial space, 6,000 square feet of amenity space, and apartments on the upper floors and portions of the ground floors. The multifamily portion of the proposal includes a mix of studio units, one-bedroom units, two-bedroom units, and four-bedroom units for a possible total of 270 units and 820 bedrooms. The overall density is proposed at a maximum of 77 D.U.Es per acre. All of the apartments would be fully furnished. The building will also contain a structured parking garage accessed from the south side of the building with 410 parking spaces. There would also be 8 parking spaces provided along the western front for the commercial space. The proposed parking ratio is a minimum 0.50 spaces per bedroom and a maximum of 0.75 spaces per bedroom.

COMPREHENSIVE PLAN: This property is designated as *Urban Corridor* and *Neighborhood Residential* and is also within an area identified as *Gateway North*. The Comprehensive Plan identifies several characteristics and provides land use guidance for the *Neighborhood Residential* district. However, most of the area within this land use district involves the typical suburban residential neighborhoods, so a lot of the guidance is aimed at those areas and does not precisely fit the proposed redevelopment of this particular location. This petition site, as well as a majority of the area surrounding it, is unique in that it has been built out with a mix of commercial and high-density, student oriented housing rather than the typical suburban neighborhoods found elsewhere in the City within this land use designation. For the *Urban Corridor* district the Comprehensive Plan states that this district is designed to transform strip retail and commercial corridors along major roadways into a more urban mixed-use district. It identifies *Urban Corridor* as having excellent access to major roadways, utilities, and other services like transit, fire, and police services. The Comprehensive Plan identifies this area as built out with single story buildings and large surface parking lots that need to be reimaged in a more dense, mixed-use district. The Comprehensive Plan does provide guidance regarding the intent within the *Neighborhood Residential* and *Urban Corridor* areas relative to this proposed development as well as offer guidance for land use approvals:

- **Policy 4.4.4:** Until such time as a reasonable balance of different housing types is achieved in the Downtown and nearby areas, strongly discourage new student-oriented housing developments in these areas.
- **Policy 5.3.4:** Redirect new student-oriented housing developments away from the Downtown and nearby areas, and toward more appropriate locations closely proximate to the IU campus that already contain a relatively high percentage of student-oriented housing units, are within easy walking distance to the campus, and have direct access to university-provided parking as well as the university transit system.

- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations.
- 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.
- Buildings should be developed with minimal street setbacks, with parking located behind the building, and with an emphasis on minimizing pedestrian obstacles to accessing businesses.
- Development and redevelopment within the district is particularly suited to high-density residential and mixed residential/commercial use and taller building heights, with the possibility of three or four-story buildings.
- Access to public transit service is an important component of the Urban Corridor district.
- Affordable housing units are an important component of the Urban Corridor district.
- To increase pedestrian and transit accessibility, street cuts should be limited as much as possible to reduce interruptions of the streetscape, tree plots, and sidewalks.
- *Gateway North* - Due to its close proximity to Indiana University, the character of this Focus Area can support the diversification of housing types, including, but not limited to, multifamily residential and commercial uses — such as student housing and service facilities.
 - Emphasis should be on architectural and site design characteristics that establish Gateway North branding.
 - Streetscape development from a multimodal standpoint should be highly emphasized on the primary facades and walkways of new developments.

The development of this parcel will add mixed uses and student oriented development that is located outside of the Downtown, within 10 minutes to IU facilities, adjacent to nearby goods and services, and that is directly on a main commercial thoroughfare. The petitioner is providing several connections and off-site improvements to facilitate pedestrian access to the development. The Department feels that the proposed Preliminary Plan is consistent with the intent and development guidance of the Comprehensive Plan for this area.

PRELIMINARY PLAN:

Uses/Development Standards: The petitioner is proposing to utilize the Commercial Downtown (CD) zoning district for the development standards for this project, with some modifications. The proposed list of uses are those of the Commercial Arterial (CA) zoning district. The deviations from the CD district include requesting to allow first-floor residential uses, increased density, setbacks, building height, and signage. The petitioner has modified the proposed development standards to clean up ambiguity from the first hearing. A specific overlay district from the Downtown District is still needed to specify exactly what standards would apply and would be modified prior to the first hearing at City Council.

Residential Density: The maximum residential density allowed in the CA district is 15 units per acre, which is the densest by-right development allowed in the UDO outside of the downtown. The petitioner is proposing a maximum of 77 units per acre for the PUD. The petitioner is proposing a possible number of 270 units with 820 bedrooms. The Comprehensive Plan encourages higher density along the *Urban Corridor* areas when appropriately designed and calls for medium- to high-density multifamily residential in the *Neighborhood Residential*, but also. This specific area

has been heavily developed with various commercial buildings, large hotels, and high density student oriented housing.

Height and Bulk: The petitioners are proposing two buildings that would vary from 5 to 6 stories, with a maximum proposed height of 85 feet. There is a substantial amount of elevation change across the property with 30' of grade change from the east side of the site to the west side. The petitioner has incorporated a varying amount of façade modulation, building heights, and different materials to visually break up the building massing and provide visual interest. A review by the Department has found that the proposed massing is adequately mitigated by the proposed modulations and articulations. The petitioner has included massing models with the submitted elevations and floor plans to show the building massing in relation to surrounding buildings.

Parking, Streetscape, and Access: A minimum number of 410 structured parking spaces are proposed in a garage that would be located in the middle portion of the building. There would also be 8 parking spaces provided along the front for the 6,000 square foot commercial space. The proposed parking ratio for the residential component is a minimum 0.50 spaces per bedroom and a maximum of 0.75 spaces per bedroom.

The petitioner will be relocating the existing sidewalk along Walnut Street to provide a 5' wide tree plot. However, due to an existing underground gas line, street trees may not be possible in the tree plot. The petitioner is proposing to install a dense planting of shrubs within the tree plot instead and will plant street trees behind the sidewalk if they cannot fit in the tree plot, to provide shade.

There is one access point for this project that also is shared with the adjacent property to the south. The petitioner will be adjusting the location of the shared access point to align with the cross connection across College/Walnut to the west.

Bicycle Parking and Alternative Transportation: The development has 270 units and 820 proposed bedrooms. The UDO requires one bicycle parking space for every 6 bedrooms. Since the project is larger than 20,000 square feet, all bicycle parking spaces must be covered. The petitioner has modified their proposed bicycle parking number to increase the number of bicycle parking spaces provided to provide a minimum of one bicycle parking space for every 4 bedrooms, for a total of 205 covered spaces. One quarter of those spaces will need to be long-term storage. Four spaces will be needed in front of the commercial space.

Bloomington Transit has indicated that a bus shelter is desired at this location and should therefore be included with the site plan. Bloomington Transit has also indicated difficulties with managing space at bus stations throughout their service area and in order to alleviate congestion at bus stops, the petitioner must coordinate and contract with Bloomington Transit to provide any additional shuttle service that may be needed. The petition may not operate their own shuttle without Bloomington Transit agreement.

The petitioner has also committed to completing a segment of missing sidewalk south of this site. The segment of sidewalk would extend south along the property occupied by Parkview Apartments and would extend east along 19th Street. This would complete a sidewalk system along Walnut Street and extend it east to connect to existing sidewalks along 19th Street. This off-site improvement is not required, but is being done to facilitate pedestrian access to the site and to the IU bus stop by the Stadium.

Architecture/Materials: The petitioner has utilized the Commercial Downtown zoning district for architecture standards. The proposed building includes a wide range of materials including brick veneer, cementitious panels, cementitious lap siding, and board and batten panels. Modulation and articulation have been shown both horizontally and vertically along with different building heights. Two courtyard areas are provided in the eastern building that will feature pedestrian entrances.

Environmental Considerations: The petition site is currently developed with a motel use with several buildings and parking areas. There are no known sensitive environmental features.

Housing Diversity: The petitioner has voluntarily committed to providing a contribution to the City's Housing Development Fund to assist the City in promoting diverse and affordable housing within the community. Their commitment is outlined in a letter included with this packet.

20.04.080(h) Planned Unit Development Considerations

In 20.04.080(h) 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.

Section 20.04.010 of the UDO, states that the purpose of the planned unit development (PUD) is to encourage flexibility in the development of land in order to promote its most appropriate use; to improve the design, character and quality of new developments; to encourage a harmonious and appropriate mixture of uses; to facilitate the adequate and economic provision of streets, utilities, and city services; to preserve the natural, environmental and scenic features of the site; to encourage and provide a mechanism for arranging improvements on sites so as to preserve desirable features; and to mitigate the problems which may be presented by specific site conditions. It is anticipated that planned unit developments will offer one or more of the following advantages:

- (a) Implement the guiding principles and land use policies of the Comprehensive Plan; specifically reflect the policies of the Comprehensive Plan specific to the neighborhood in which the planned unit development is to be located;
- (b) Buffer land uses proposed for the PUD so as to minimize any adverse impact which new development may have on surrounding properties; additionally provide buffers and transitions of density within the PUD itself to distinguish between different land use areas;
- (c) Enhance the appearance of neighborhoods by conserving areas of natural beauty, and natural green spaces;
- (d) Counteract urban monotony and congestion on streets;
- (e) Promote architecture that is compatible with the surroundings;
- (f) Promote and protect the environmental integrity of the site and its surroundings and provide suitable design responses to the specific environmental constraints of the site and surrounding area; and

- (g) Provide a public benefit that would not occur without deviation from the standards of the Unified Development Ordinance.
- (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.

PROPOSED FINDING: The proposed deviations from the UDO that are outlined in the PUD District Ordinance are necessary to further the purpose of the PUD which is to provide an innovative building that is appropriately designed for this area. The Petitioner has attempted to address deviations related to increased building height through modulation, change in building height, and recessing sections of the building. These architectural elements also help break up the massing of the building that is a result of the increased density and building size.

- (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.

PROPOSED FINDING: This petition does further many of the goals of the UDO and the Comprehensive Plan. Specifically it addresses the goals of diversifying the location of student oriented housing located outside of the Downtown, provides increased density around existing goods and services, as well as redevelops an underdeveloped property along a primary urban corridor. The proposed location is adjacent to goods and services, within walking distance to IU facilities, and is surrounded by student oriented housing. The buildings provides many features and amenities for the tenants, and the project provides a contribution toward the affordable housing needs of the community as well.

- (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.

PROPOSED FINDING: The PUD provides adequate public services by improving an existing misaligned drive cut across Walnut Street as well as provides an off-site improvement to construct a missing sidewalk segment south of this site to connect to 19th Street. There will be only 2 drive cuts on Walnut Street with this petition that will serve this property and the property to the south. Common open space has been provided on this site and there is also a public park immediately to the west of this property. Modulation has been provided throughout the building to provide light and air throughout the property and building.

- (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.

PROPOSED FINDING: This site is surrounded by high density multifamily residences and commercial uses. While the density proposed on this site is higher than surrounding properties, this type of dense infill development is encouraged by the Comprehensive Plan when surrounded by appropriate infrastructure and goods and services. In addition, it is located immediately adjacent to several grocery stores and shopping areas, as well as is on a Bloomington Transit bus route. In addition, the petitioner has worked with the adjacent property owner to provide a pedestrian connection through the Varsity Villas site to the east to improve pedestrian access to the IU bus stop at the Stadium.

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

PROPOSED FINDING: The provision of an estimated 820 bedrooms units and commercial space along a major corridor will increase the tax base to the City and provide a unique building along our Gateway. In addition, the construction of the building will benefit the local workforce and adjacent commercial businesses.

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

PROPOSED FINDING: This site will be accessed directly from Walnut Street and no connections through adjacent residential neighborhoods will be required. Bloomington Transit provides bus service to this property. There are existing utilities to this area in place to support this development.

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

PROPOSED FINDING: There are no known significant ecological, natural, historical or architectural resources on this site.

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

PROPOSED FINDING: At this time the Department does not identify any negative impacts to the public health, safety, or general welfare of the community.

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

PROPOSED FINDING: The establishment of a PUD for this property allows a unique development that would not otherwise be accomplished within an existing zoning district and under the UDO guidelines. The creation of this PUD allows the necessary deviations from the UDO requirements to allow the construction of unique buildings in order to accomplish one of the goals of the Comprehensive Plan in terms of providing an appropriate location for student oriented housing that is not located within the Downtown.

CONCLUSION: The proposed PUD offers a unique architectural design and a range of benefits and features for the tenants that will also benefit the community by providing student housing that is adjacent to other student housing in a location that is well served, along a major arterial road, and proximate to IU's campus. This petition accomplishes many of the goals of the Comprehensive Plan already outlined in this report, including providing high density student housing in an area that is appropriate and located outside of the Downtown. Several elements of the proposal satisfy the high design criteria outlined in the Comprehensive Plan and attention has been paid to facilitating pedestrian access to the site by providing off-site improvements to increase pedestrian access. The unique architectural design will compliment this area and provide a high quality building along the Urban Corridor.

RECOMMENDATION: The Planning and Transportation Department recommends that the Plan Commission forward this petition to the Common Council with a favorable recommendation and the following conditions:

1. Final development plan approval must be reviewed by the Plan Commission.
2. The petitioner must coordinate with Bloomington Transit on the incorporation of a shuttle pick-up and potential shuttle service.
3. The petitioner will provide the sidewalk connection along Walnut Street that connects to 19th Street.
4. A zoning commitment regarding the contribution to the Housing Development Fund must be recorded within 90 days of Council approval.
5. A bus shelter is required along this property frontage.



City of Bloomington
Bloomington Environmental Commission

MEMORANDUM

Date: June 10, 2019
 To: Bloomington Plan Commission
 From: Bloomington Environmental Commission
 Subject: PUD-17-19: North Walnut Planned Unit Development
 CDG Acquisitions LLC student apartments (formerly Motel 6)
 1800 N. Walnut Street

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 its environment-enriching attributes. The EC reviewed the petition and offers the following comments and requests for your consideration, as it did for the first hearing.

This request does not include details that would be necessary for a Site Plan because the request is for changing the property from a Residential Core (RC) zoning district to a Planned Unit Development (PUD). The purpose of a PUD is to encourage flexibility in development; however, the EC does not agree with all of the requests being made in the proposed PUD District Ordinance.

1.) STAFF REVIEW

If the rezone to a PUD is granted, the EC does not believe that the future development plans should be delegated to staff for review. This petition is too large with too many variables to bypass Plan Commission and public review.

2.) FOLLOW UDO ENVIRONMENTAL STANDARDS

The EC believes that any PUD District Ordinance should not reduce the environmental protection requirements to less than the minimum Unified Development Ordinance (UDO) standards. A number of years ago staff and citizens of Bloomington worked tirelessly to craft the development regulations we now find in the Bloomington Municipal Code. These standards went through a public process and were vetted by the citizenry and voted on by our lawmakers. Although it's time to update those regulations, the trend in Bloomington had been to strengthen its environmental standards, not weaken them.

The 2018 Comprehensive Plan, Chapter 3 Environment, states explicitly that a goal for Bloomington is to limit the amount of impervious surface coverage in new developments and increase greenspace and tree planting. According to Stand4Forests, a single mature tree can sequester up to 48 pounds of carbon

per year. We cannot afford to think vegetation is only important outside the urban environment; every public, residential, or commercial yard must contribute its small part to cumulatively protect and expand flora and faunal environments in Bloomington.

The new Consolidated Draft of the UDO contains some regulation changes that will certainly be promulgated, and just as certainly, some that will not. We cannot yet begin using rules from the draft as if they have been vetted by other bodies and the public. Therefore, the EC is not considering what might, in the future, get passed for this location.

3.) IMPERVIOUS SURFACE COVERAGE

The Petitioner is requesting that the District Ordinance allow up to 70% impervious surface coverage on the site. The EC believes that is too much. The current zoning is Commercial Arterial (CA), which allows a maximum of 60%. (The Consolidated Draft also allows a maximum of 60% impervious coverage in this district, which is called Mixed Use Corridor (MC).) The EC believes the impervious surface should remain at a maximum of 60% of the site.

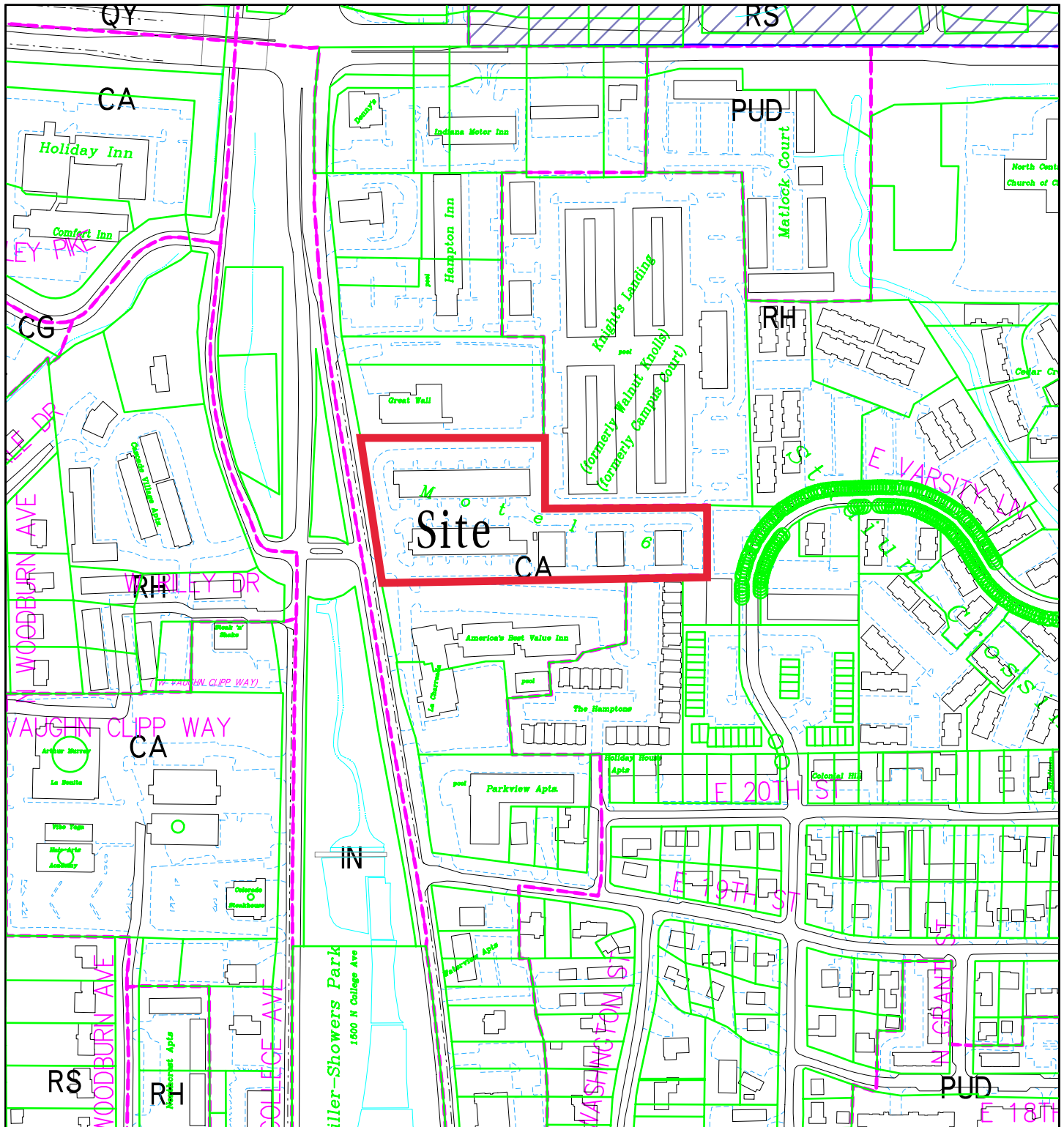
4.) MAXIMUM DENSITY AND HEIGHT

The maximum density currently allowed in a CA zoning district is 15 units per acre. The request is to allow up to 75 units per acre in the District Ordinance. The EC has no issue with granting a variance for some additional density or increase in building height, but not at the expense of green space. We all are well aware that urban sprawl is not desirable and that Bloomington tries to limit it to the extent it can. However, we cannot pave so much of our city that it feels more like New York City than like Bloomington.

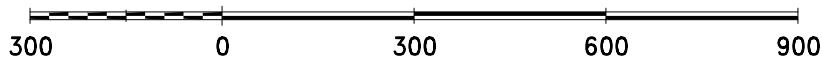
5.) LANDSCAPE PLAN

The EC appreciates that the District Ordinance calls for only native plants to be used; however, the Petitioner may rethink the commitment that 50% of all shrubs be evergreen. There are very few native evergreen shrubs, and this rule would limit biodiversity to the extent of being undesirable.

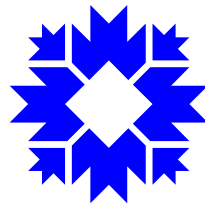
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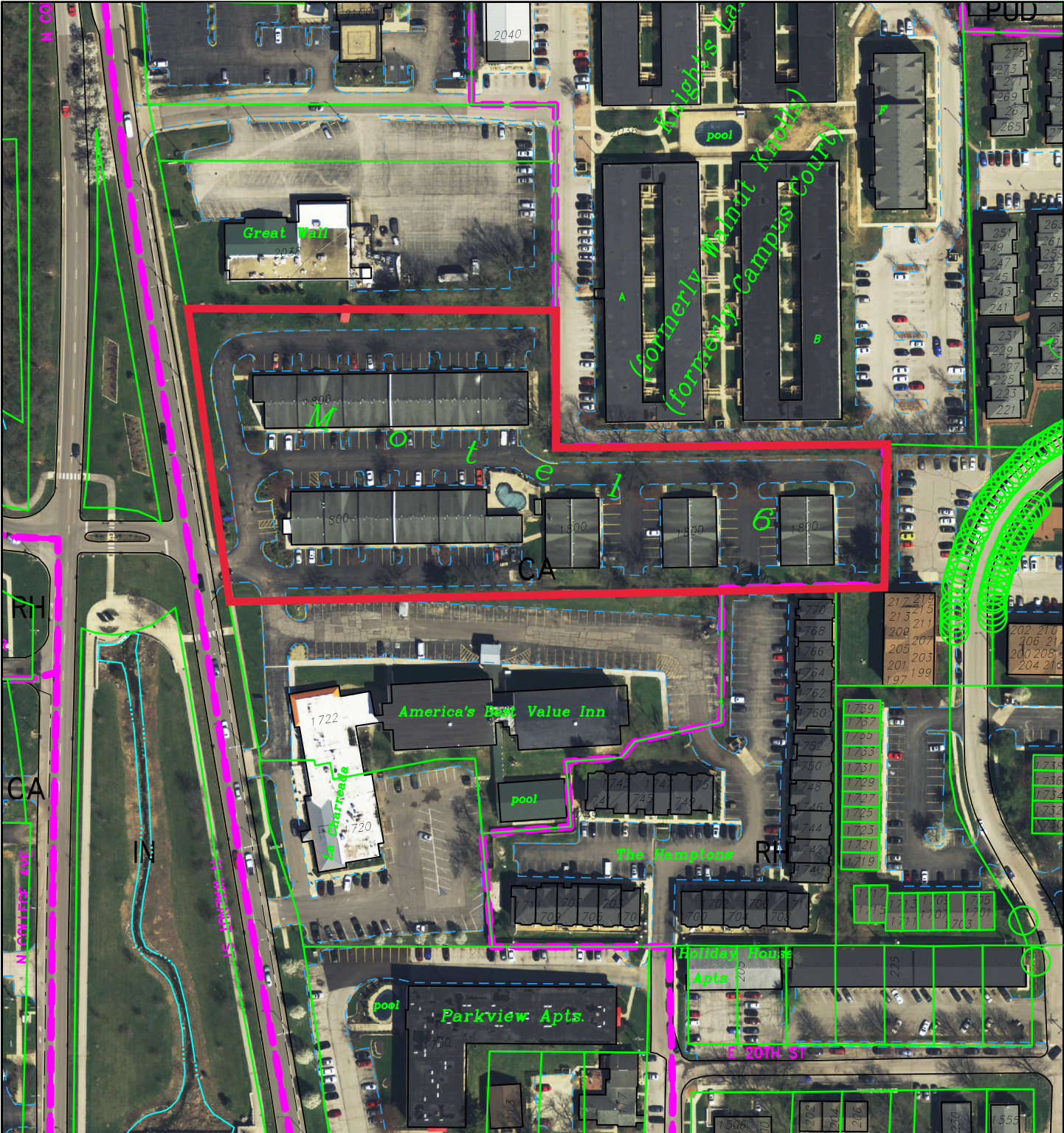
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22 Mar 19



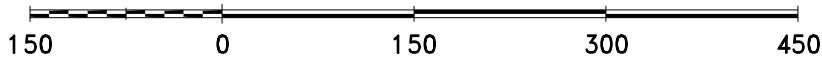
City of Bloomington
Planning & Transportation



Scale: 1" = 300'



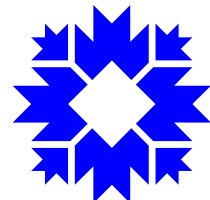
By: greulice
22 Mar 19



For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 150'

Smith Brehob & Associates, Inc.



“Providing professional land planning, design, surveying and approval processing for a quality environment”

Stephen L. Smith, P.E., P.L.S.

Steven A. Brehob, BS.CNT.

Todd M. Borgman, P.L.S.

Don J. Kocarek, R.L.A.

Katherine E. Stein, P.E.

April 8, 2019

Eric Greulich
City of Bloomington Planning and Transportation
401 N. Morton Street
Bloomington, IN. 47404

RE: 1800 North Walnut Planned Unit Development

Dear Eric,

On behalf of our client, CDG Acquisitions, LLC we respectfully request to be placed on the May 13th agenda for the City of Bloomington Plan Commission for consideration of a rezone petition for the property located at 1800 N. Walnut Street.

CDG Acquisitions seeks to rezone the property from CA (Commercial Arterial) to a Planned Unit Development to permit the development of a purpose-built student housing project with a ground floor commercial component. Details of the project are contained in the attached petitioner's statement, development materials and proposed Planned Unit Development Ordinance. We also request that if successful in the rezone petition that future development plans be delegated to staff for review and approval. Furthermore, we request a waiver of the minimum 5 acre requirement for a PUD zoning designation.

We look forward to working with staff, the Administration, Plan Commission and Council on this project located within a targeted student housing area.

Sincerely,

Steven A. Brehob
Smith Brehob & Associates, Inc.

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“Providing professional land planning, design, surveying and approval processing for a quality environment”

Stephen L. Smith, P.E., P.L.S.

Steven A. Brehob, BS.CNT.

Todd M. Borgman, P.L.S.

Don J. Kocarek, R.L.A.

Katherine E. Stein, P.E.

PETITIONER’S STATEMENT

Detailed elements of the proposal are contained in the proposed Planned Unit Development Ordinance. Additional information and highlights are discussed below:

Location – The site is located at 1800 N. Walnut Street. The 3.85-acre site is currently in use as a Motel 6. This location is a highly visible site in Bloomington and is located along a gateway entry corridor.

Proposed Use – The site is underutilized in its present configuration. It is located within an area that is overwhelmingly student oriented. It is adjacent to the stadium and park and ride, walkable to the north edge of campus, has good pedestrian access, is convenient to shopping and services, and is on a bus route. The 2018 Comprehensive Plan recommends this type of location for new multifamily housing catered largely to IU students. As such, the proposed use is a purpose-built student housing development with commercial and active uses on the ground floor fronting N. Walnut. The current zoning of CA (Commercial Arterial) would permit student housing but it’s resultant density would be an underutilization of the site. CDG seeks to rezone the site to Planned Unit Development.

Density – The proposed density for the site is to allow for up to seventy-five units per acre. Dwelling Unit Equivalency (DUE’s) would be used. Ground floor commercial space totaling 6,400 sf will be included in the development with associated parking for the commercial use in front of the building.

Architectural style – A modern architectural style building is proposed on site. There are no adjacent historical buildings or architectural themes or character to draw context from. Adjacent buildings are a mix of commercial styles from the late 70’s to early 90’s. Accordingly, a new modern style building provides the opportunity to make a positive, exciting statement along the entry corridor.

Site Constraints – There is a significant elevation change across the site from Walnut Street back towards the east with Walnut Street being the lowest point. Some adjacent sites on the east side of Walnut (Hampton Inn, Denny’s) sit substantially above the roadway. To fit on the site, the proposed building will have to transition up in levels from west to east. There is also an existing 20” water line crossing the site that will have to be considered in the redevelopment of the site. Shallow bedrock also drives the design.

Smith Brehob & Associates, Inc.



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Katherine E. Stein, P.E.

Transportation – The site’s entry drive will be relocated to the north to line up with the existing median crossover from College Avenue through the Miller Showers Park. Aligning the drive with the crossover will provide for a significant improvement in vehicular access to and egress from the site. The proposed building will wrap a parking garage structure. Based on previous projects completed by CDG and the sites superior access to pedestrian facilities, the park and ride at the stadium and transit service, a parking ratio of 50% has been proposed and is appropriate for this location. CDG is also exploring a partnership arrangement with Bloomington Transit for additional bus or shuttle service.

Sustainability – The proposed development will incorporate energy saving features and devices based on National Green Building Standard (NGBS) scoring and provide a scorecard detailing the energy conservation and green building practices. Redevelopment will result in a reduction of existing impervious surface area on site. Water quality enhancement will be included in the site’s storm water collection network, where none currently exists, improving water quality of the discharge from the site. Landscaping will consist of plant material native to Indiana and will be selected based on sustainability without the need for irrigation.

Diverse Housing – CDG is working with the Administration to meet the City’s need for diversified housing.

Terri Porter
Director of Planning & Transportation
City of Bloomington
401 N Morton St Suite 130
Bloomington IN 47404

Date: June 5, 2019

RE: 1800 N. Walnut Street, CDG Acquisitions, LLC

Dear Ms. Porter:

This correspondence is to memorialize our commitment to the City of Bloomington concerning a proposed planned unit development located at 1800 N. Walnut Street ("Project").

CDG Acquisitions, LLC ("CDG") recognizes the importance of affordable housing within the community and is pleased to work with the City of Bloomington in furtherance of the Mayor's affordable housing initiative. In that regard, CDG will commit a contribution ("Contribution") in the amount of \$20,000.00 per bed for 15% of the total beds on the property located at 1800 N. Walnut Street to the City of Bloomington Housing Development Fund. CDG will memorialize this contribution as part of a zoning commitment that will be filed with the Monroe County Recorder's Office. CDG will pay 25% of the total contribution upon receipt of building permits for the Project. The remainder of the commitment will be paid upon receipt of an occupancy permit for the property. In the event CDG does not receive all building permits, CDG shall not be responsible for the Contribution.

The Commitment and Contribution are made voluntarily pursuant to Indiana Code Section 36-1-24.2-4.

Lastly, we appreciate the City of Bloomington's support of our Project and participation within the community.

Respectfully Submitted,



Brandt Stiles
CDG Acquisitions LLC

cc: Alex Crowley
Doris Sims
Larry D. Allen

1800 N. Walnut Planned Unit Development—Development standards.

(a) Density and Intensity Standards.

(1) Maximum residential density: seventy-five units per acre.

(A) Dwelling unit equivalents:

Four-bedroom unit = one and one-half units;

Three-bedroom unit = one unit;

Two-bedroom unit with less than nine hundred fifty square feet = 0.66 of a unit;

One-bedroom unit with less than seven hundred square feet = 0.25 of a unit;

Efficiency or studio unit with less than five hundred fifty square feet = 0.20 of a unit.

(2) Maximum impervious surface coverage: seventy percent.

(b) Height Standards.

(1) Minimum structure height: twenty feet.

(2) Maximum structure height: The vertical dimension from the top of the roof deck and the adjacent ground grade shall not exceed 85'. Parapets, chimneys, vents, mechanical equipment, utility service structures and other architectural features shall not be included in the measurement of vertical dimensions.

(c) Parking Standards.

(1) Minimum Surface Parking Setback.

(A) Front yard: parking and drive aisles may be permitted between the building and the right of way line, but must be set back a minimum of 10';

(B) Side yard: seven feet;

(C) Rear yard: seven feet.

(2) Residential parking standards: Minimum of 0.50 spaces per bedroom and maximum of 0.75 spaces per bedroom.

(3) Nonresidential parking standards: one space per every one thousand square feet.

(4) Compact parking spaces: Up to 50% of the residential parking spaces may be compact. The minimum dimensions for compact spaces are 7'6" x 15'.

(5) Bicycle parking standards: minimum of one space per every four bedrooms.

(d) Building Setback Standards. Building setback standards are:

(1) Build-to line: n/a;

(2) Maximum front setback: one hundred feet from the existing public right-of-way;

(3) Minimum front setback: forty feet;

(4) Minimum side setback: seven feet;

(5) Minimum rear setback: ten feet.

(e) Ground Floor Nonresidential Uses.

(1) The building will consist of no less than 12,000 square feet of nonresidential uses on the ground floor, including, no less than 6,000 square feet of retail/commercial uses.

(2) Unless stated otherwise in this Planned Unit Development, all uses permitted in the Commercial Arterial zoning district shall be permitted.

1800 N. Walnut Planned Unit Development—Architectural standards.

These architectural standards shall apply to new building construction and building additions. Where an addition is made to an existing building, the architectural standards shall apply only to the new construction. Interior remodeling of existing structures shall not cause the exterior of the building to be subject to the architectural standards.

(a) Site Plan.

(1) Building Orientation and Entrances.

(A) For all buildings, any facade facing a public street shall be considered a primary facade.

(B) A minimum of one pedestrian entrance shall be provided for any primary facade which contains at least sixty-six feet of frontage facing a public street. No primary pedestrian entrance shall be located on a building facade adjacent to an alley.

(C) At least one pedestrian entrance to a building shall be constructed at an elevation that is within three feet of the adjacent sidewalk elevation.

(2) Lighting.

(A) Pedestrian scaled lighting shall be provided as approved by the board of public works and shall meet the following standards:

(i) Height: pedestrian scaled street lights shall be less than fifteen feet high.

(B) All exterior building lighting shall comply with Chapter 20.05, LG: Lighting Standards.

(4) Mechanical Equipment and Service Areas. Utility service boxes, telecommunication devices, cables, conduits, vents, turbines, flues, chillers and fans, trash receptacles, dumpsters, service bays and recycling storage areas shall be screened from public view by incorporating the following design standards:

(A) Locate mechanical equipment and service areas at the rear of the building, along an alley facade or on the building rooftop;

(B) Mechanical equipment and service areas shall be screened using either architectural screen walls, screening devices or landscaping; and

(C) Mechanical equipment located on a building rooftop shall be set back from the building edge a sufficient distance to screen the equipment from view from the adjacent streets.

(b) Architectural Character.

(1) Void-to-Solid Percentage.

(A) First Floor (Building Base). Transparent glass areas shall comprise a minimum of forty percent of the wall/facade area of the first floor facade/elevation facing N. Walnut.

(B) Upper Stories (Building Middle). Transparent glass or facade openings shall comprise a minimum of fifteen percent of the wall/facade area of each floor above the first floor facade along each street, but shall not exceed seventy percent of the wall/facade area of each floor above the first floor facade facing a street.

(2) Windows.

(A) All windows shall be transparent and shall not make use of dark tinting or reflective glass.

(3) Materials. The following materials are not permitted as primary exterior finish materials:

(i) Smooth-faced or split-faced cement block;

(ii) Vinyl;

(iii) Highly reflective materials;

(iv) EIFS;

(v) Precast concrete.

(4) Materials. The following materials are not permitted as secondary exterior finish materials:

- (i) Vinyl;
- (ii) Highly reflective materials;
- (iii) EIFS.

(5) Entrance Detailing. The primary pedestrian entrance for a building shall incorporate two or more of the following architectural design features:

- (A) Recessed entry (minimum of four feet);
- (B) Ornamental paving and integral landscape planters;
- (C) Canopy or awning;
- (D) Portico;
- (E) Prominent building address, building name and enhanced entryway exterior lighting;
- (F) Public art display, the size of which shall be adequate to be clearly viewed by pedestrians using the adjoining sidewalk;
- (G) Raised corniced entryway parapet (may exceed building height three feet) or a gable;
- (H) Landscaped patio area or front porch.

(c) Mass, Scale and Form.

(1) Building Facade Modulation. Facade modulation is required and shall be incorporated through recessing and through banding and/or articulation of exterior materials or change of materials by incorporating repeating patterns, textures and/or colors used on exterior facade materials.

(A) Building facades along each street shall utilize a maximum facade width interval of eighty feet and a minimum façade width interval of twenty feet for a facade module.

(B) The building facade module shall be offset by a minimum depth (projecting or recessing) of two feet.

(C) All vertical offsets expressed on the façade shall be a minimum of two feet.

(3) Building height step back: n/a.

1800 N. Walnut Planned Unit Development - Landscape Standards

General Landscaping Standards

(a) Plant Material Type

(1) All plant material shall be plant material native to Indiana as listed in the plant material table of the City of Bloomington Unified Development Ordinance.

Streetscape

(b) Streetscape - This standards section applies to lawn areas within or abutting the public right-of-way where street trees would typically be planted but cannot due to the presence of existing utility conflicts that preclude street tree installation.

(1) Shrubs

(A) Number. A minimum of one shrub shall be planted per five feet of property that abuts a public right-of-way.

(B) Type. A minimum of fifty percent of the required shrubs shall be evergreen.

(C) Vision Clearance. Shrubs shall be planted outside the vision clearance triangle as defined in the City of Bloomington Unified Development Ordinance. Shrubs shall be located a minimum of ten feet from a driveway cut, traffic control sign, or street light, and a minimum of three feet from a fire hydrant.

(D) Responsibility. Maintenance of the streetscape shall be the responsibility of the property owner.

General Parking

(a) Parking Lot Perimeter Plantings. Parking lots shall be screened from streets and adjacent uses using a combination of plant materials, decorative fences, decorative walls, and/or earthen berms. Parking lots with four or more spaces shall have the following perimeter planting:

(1) Trees.

(A) Number. Parking lot perimeter areas shall contain one tree per four parking spaces.

(B) Type. A minimum of seventy-five percent of the required trees shall be large, canopy trees.

(C) Location. Trees shall be planted within ten feet of the parking lot edge.

(2) Shrubs.

(A) Number. Parking lot perimeter areas shall contain three shrubs per one parking space.

(B) Type. A minimum of fifty percent of the shrubs shall be evergreen.

(C) Location. Shrubs shall be planted within five feet of the parking lot edge.

(D) Height. Shrubs planted in parking lot perimeter areas shall be selected from species that grow to a minimum height of four feet.

Multifamily Residential

(a) Interior Plantings. The following standards apply:

(1) Trees.

(A) Number. Any areas of a site not covered by a structure, parking lot or required buffer yard shall be planted with a minimum of fourteen large canopy trees, five evergreen trees, and five medium or small canopy trees per acre.

(2) Shrubs.

(A) Number. Lots shall be planted with a minimum of thirty-six shrubs per acre.

(B) Type. A minimum of fifty percent of the required shrubs shall be evergreen.

(C) Substitution. One ornamental tree may be substituted for every four shrubs; however, substitution shall not exceed fifty percent of the required shrubs.

(D) Foundation Plantings. Shrubs and ornamental trees along foundation walls of structures shall be planted no closer than two feet and eight feet respectively from the foundation wall.

1800 N. Walnut Planned Unit Development – Signage Standards

(a) Wall Signs.

(1) The following standards shall apply to wall signs for individual use by the primary development.

(A) The cumulative square footage of all wall signs shall not exceed one and one-half square feet per lineal foot of primary façade.

(B) Maximum of two wall signs is allowed.

(C) Limits. No use shall be limited to less than thirty square feet of wall signage and no use shall be permitted to exceed three hundred twenty square feet of aggregate wall signage.

(D) Maximum Projection. Except an awning sign, no part of a wall sign shall project more than twelve inches from the wall or face of the building to which it is attached.

(E) Illumination. Sign may be internally or indirectly illuminated.

(b) Freestanding Signs.

(1) Number.

(A) One freestanding sign is permitted.

(2) Area.

(A) The freestanding sign shall not exceed forty-five square feet.

(3) Height.

(A) The maximum sign height shall be fifteen feet.

(c) Projecting Signs.

(1) Maximum of two projecting signs is allowed.

(2) Projecting Signs shall not exceed 60 square feet.

(3) Projecting signs may be internally illuminated

(4) Sign may not project more than 5' from the building façade.

(d) Secondary Retail Tenants.

(1) The following standards shall apply to wall signs for individual use by the retail tenants.

(A) The cumulative square footage of all wall signs shall not exceed one and one-half square feet per lineal foot of primary façade.

(B) One wall sign is allowed for each tenant space.

(C) Limits. No use shall be limited to less than thirty square feet of wall signage and no use shall be permitted to exceed sixty square feet of aggregate wall signage.

(D) Maximum Projection. Except an awning sign, no part of a wall sign shall project more than twelve inches from the wall or face of the building to which it is attached.

(E) Illumination. Sign may be internally or indirectly illuminated.

(2) Window Graphics.

(A) Each retail tenant is allowed up to 25% coverage vinyl window graphics.

1800 N. Walnut Planned Unit Development - Green Development Standards

In order to promote energy conservation and green building techniques, the applicant aims to incorporate energy saving features and devices based on ICC/ASHRAE 700-2015 National Green Building Standard (NGBS). The applicant will provide a summary checklist which will include, but not be limited to, the NGBS items listed below. Additionally the project will include stormwater management, heat island mitigation, support of multi-modal transportation, including electric car charging stations, use of native

landscape vegetation and permeable hardscape surfaces, use of Energy Star appliances, energy efficient mechanical systems, water-saving plumbing fixtures, user controls for thermal comfort and lighting, high reflectance roofing materials, bicycle storage facilities, on-site recycling for occupant refuse, furnished units, energy efficient lighting and building envelope insulation that meets or exceeds applicable Energy Code requirements.

1) Lot Design, Preparation and Development

- a) A lot is selected within five miles (8,046 m) of a mass transit station with provisions for parking.
- b) Walkways, street crossings, and entrances designed to promote pedestrian activity are provided. New buildings are connected to existing sidewalks and areas of development.
- c) Dedicated bicycle parking and racks are indicated on the site plan and constructed for mixed-use and multifamily buildings: Minimum of 1 bicycle parking space per 2 residential units
- d) At least 75% of total length of the utilities on the lot are designed to use one or more alternative means: Placement of utilities under paved surfaces instead of yards
- e) Permeable materials are used for driveways, parking areas, walkways, patios, and recreational surfaces and the like according to the following percentages: less than 25 percent
- f) Off-street parking areas are shared or driveways are shared.
- g) In a multifamily project, parking capacity does not exceed the local minimum requirements.
- h) Structured parking is utilized to reduce the footprint of surface parking areas. Greater than 75 percent.
- i) Water permeable surfaces, including vegetative paving systems, are utilized to reduce the footprint of impervious surface driveways, fire lanes, streets or parking areas. 25 percent to 75 percent.
- j) Hardscape: Not less than 50 percent of the surface area of the hardscape on the lot meets one or a combination of the following methods. Permeable hardscaping: Permeable hardscaping materials are installed.
- k) The lot contains a mixed-use building.

2) Quality of Construction Materials and Waste

- a) Finished floor area of a dwelling unit is limited. Finished floor area is calculated in accordance with ANSI Z765 for single family and ANSI/BOMA Z65.4 for multifamily buildings. Only the finished floor area for stories above grade plane is included in the calculation. Less than or equal to 1,500 square feet (139 m²)
- b) Structural systems are designed or construction techniques are implemented that reduce and optimize material usage. Minimum structural member or element sizes necessary for strength and stiffness in accordance with advanced framing techniques or structural design standards are selected.
- c) Stories above grade are stacked, such as in 1½-story, 2-story, or greater structures. The area of the upper story is a minimum of 50 percent of the area of the story below based on areas with a minimum ceiling height of 7 feet (2,134 mm).
- d) Capillary breaks A capillary break and vapor retarder are installed at concrete slabs in accordance with ICC IRC Sections R506.2.2 and R506.2.3 or ICC IBC Sections 1907 and 1805.4.1.
- e) Building materials with visible mold are not installed or are cleaned or encapsulated prior to concealment and closing.

- f) Insulation in cavities is dry in accordance with manufacturer's instructions when enclosed (e.g., with drywall).
 - g) The moisture content of lumber is sampled to ensure it does not exceed 19 percent prior to the surface and/or cavity enclosure.
 - h) Where required by the ICC, IRC, or IBC, a water-resistive barrier and/or drainage plane system is installed behind exterior veneer and/or siding.
 - i) Flashing is provided as follows to minimize water entry into wall and roof assemblies and to direct water to exterior surfaces or exterior water-resistive barriers for drainage.
 - j) All window and door head and jamb flashing is either self-adhered flashing complying with AAMA 711-13 or liquid applied flashing complying with AAMA 714-15 and installed in accordance with fenestration or flashing manufacturer's installation instructions.
 - k) Through-wall flashing is installed at transitions between wall cladding materials or wall construction types.
 - l) Architectural features that increase the potential for water intrusion are avoided: No roof configurations that create horizontal valleys in roof design.
 - m) A minimum of 90 percent of roof surfaces, not used for roof penetrations and associated equipment, on-site renewable energy systems such as photovoltaics or solar thermal energy collectors, or rooftop decks, amenities and walkways, are constructed of one or more of the following: Minimum initial SRI of 78 for low-sloped roof (a slope less than 2:12) and a minimum initial SRI of 29 for a steep-sloped roof (a slope equal to or greater than 2:12).
 - n) A gutter and downspout system or splash blocks and effective grading are provided to carry water a minimum of 5 feet (1524 mm) away from perimeter foundation walls.
 - o) Water is directed to drains or swales to ensure drainage away from the structure.
- 3) Energy Efficiency
- a) The building shall comply with Section 702 (Performance Path), Section 703 (Prescriptive Path), or Section 704 (HERS Index Target Path).
 - b) Space heating and cooling system is sized according to heating and cooling loads calculated using ACCA Manual J, or equivalent.
 - c) Duct system is sized and designed in accordance with ACCA Manual D or equivalent.
 - d) Windows, skylights and sliding glass doors have an air infiltration rate of no more than 0.3 cfm per square foot (1.5 L/s/m²), and swinging doors no more than 0.5 cfm per square foot (2.6 L/s/m²)
 - e) Lighting efficacy in dwelling units is in accordance with one of the following: Lighting power density, measured in watts/square foot, is 1.1 or less.
 - f) Photo or motion sensors are installed on 75 percent of outdoor lighting fixtures to control lighting.
 - g) In a multifamily building, occupancy controls are installed to automatically reduce light levels in garages and parking structures when the space is unoccupied.
 - h) Structured parking garages are designed to require no mechanical ventilation for fresh air requirements.
- 4) Indoor and Outdoor Water Use
- a) Energy Star or equivalent water-conserving appliances are installed for dishwasher and washing machine.

- b) The total maximum combined flow rate of all showerheads controlled by a single valve at any point in time in a shower compartment is 1.6 to less than 2.5 gpm.
 - c) Water-efficient lavatory faucets with a maximum flow rate of 1.5 gpm (5.68 L/m), tested at 60 psi (414 kPa) in accordance with ASME A112.18.1, are installed: all lavatory faucets in the dwelling unit(s).
 - d) A water closet is installed with an effective flush volume of 1.28 gallons (4.85 L) or less and meets the flush performance criteria when tested in accordance with ASME A112.19.2/CSA B45.1 or ASME A112.19.14 as applicable.
- 5) Pollutant Source Control
- a) Air handling equipment or return ducts are not located in the garage, unless placed in isolated, air-sealed mechanical rooms with an outside air source.
 - b) Wall-to-wall carpeting is not installed adjacent to water closets and bathing fixtures.
 - c) Site-applied interior architectural coatings, which are inside the water proofing envelope, are in accordance with one or more of the following: Zero VOC as determined by EPA Method 24 (VOC content is below the detection limit for the method)
 - d) A minimum of 85 percent of site-applied adhesives and sealants located inside the waterproofing envelope are in accordance with one of the following, as applicable. The emission levels are in accordance with CDPH/EHLB Standard Method v1.1. Emission levels are determined by a laboratory accredited to ISO/IEC 17025 and the CDPH/EHLB Standard Method v1.1 is in its scope of accreditation.
 - e) Emissions of 85 percent of wall, ceiling, and floor insulation materials are in accordance with the emission levels of CDPH/EHLB Standard Method v1.1.
 - f) Environmental tobacco smoke is minimized by one or more of the following: All interior common areas of a multifamily building are designated as non-smoking areas with posted signage and exterior smoking areas of a multifamily building are designated with posted signage and located a minimum of 25 feet from entries, outdoor air intakes, and operable windows.
 - g) Verify there are no moisture, mold, and dust issues per 602.1.7.1(3), 901.4-901.11, ASTM D7338 Section 6.3, and ASTM D7338 Section 7.4.3.

Traffic Discussion
1800 N. Walnut Site (Motel 6)
Collegiate Development Group

Introduction

CDG is proposing to redevelop the existing Motel 6 property located at 1800 N. Walnut Street into a student housing complex with a total of 820 beds and a parking garage capable of parking 417 vehicles. The adjacent roadways providing access to the site, North Walnut and North College are classified as primary arterial streets.

Summary

The primary destination of the residents of the project will be the IU campus. The predominate modes of campus access will be bus service, and bicycle and pedestrian access. Vehicular access is limited due to the lack of parking available on campus. Most students will take the IU Campus bus, Bloomington Transit, walk, bicycle or utilize available scooters.

Transit - IU Campus Bus has a stop at the stadium. Bloomington Transit has a bus stop immediately adjacent to the site on Walnut and two routes that provide service to campus areas (6 Campus Shuttle and 1 North).

Pedestrian Access, Bicycle and Scooter – 19th Street provides direct access to the IU Campus Bus stop at the stadium. Though there is no dedicated bike lane or continuous sidewalks along 19th between Walnut and Dunn, the roadway is a low volume road. Sidewalks are available from the site to 19th Street with the completion of a section across the Parkview Apartments site. Dedicated bike lanes are marked along Walnut and College. Plans are currently in process for completion of a multi-use path along 17th Street connecting east to the bike and pedestrian facilities along Woodlawn.

Vehicular – Projects with anticipated higher volumes of traffic generation should be located along arterial streets. This site meets that criteria. Though there are 417 parking spaces provided, the parking garage on site will be predominately used for vehicle storage. Residents may use vehicles during evening and weekend times but use during AM peaks of traffic on the adjacent roadways will be very limited. Delays on adjacent roadways are typically caused by an opposing left turn movement into a site. Since the site is located on a one-way pair roadway, left turns into the site will not occur. Access to the site will be limited to a right-in from northbound Walnut or straight utilizing the median cut-through from southbound College to Walnut. Similarly, vehicles exiting the site will utilize a right-out to go northbound on Walnut or straight utilizing the median cut-through to travel southbound on College. Delays are not anticipated as there are no opposing movements required to enter the site.

Travel Characteristics

The nature of student occupancy, the location convenient to campus and IU and City transit make the traffic patterns generated by this complex different than a typical market rate or work force apartment complex. From other studies in the area and of student-oriented housing complexes even further from campus that we have completed, we have learned that:

- Most students use the IU shuttle located at the stadium to get to and from campus
- Students in this complex walk to the shuttle stop at the stadium or take Bloomington Transit
- The neighborhood of which this complex is a part is predominately students with similar travel patterns
- The neighborhood is within easy walking distance to many IU facilities and to services making walking a second transportation method.
- Bicycling is another reasonable option for travel to campus.
- Many residents park their cars in the lots and complex garages, but they don't drive them for their daily trip to campus, resulting in a very low trip generation rate.

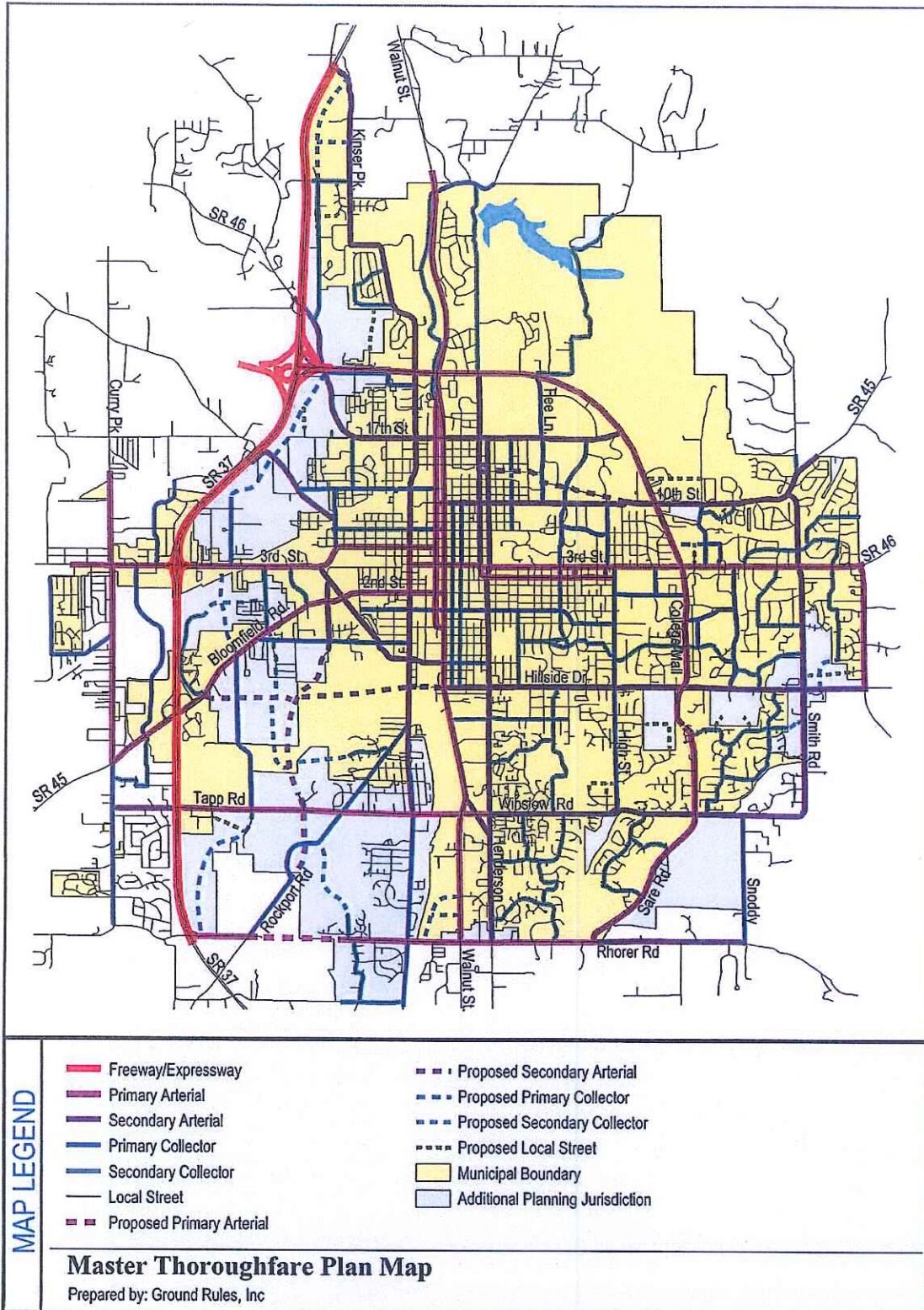
The factors described above made it clear that the typical trip generation rates for apartments in the ITE Trip Generation manual and database do not accurately apply to student-oriented housing. The expectation and what we have quantified from other studies (2018 Fountain Residential proposal) is a lower generation rate and a different distribution through the day. Traffic distribution from a student-oriented project do not coincide with AM and PM traffic peaks on adjacent roadways.






Exhibits

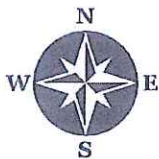
- City Master Thoroughfare Plan
- IU Campus Bus Route Map
- BT 1 North Route Map and Schedule
- BT 6 Campus Shuttle Route Map



PART 5: Master Thoroughfare Plan

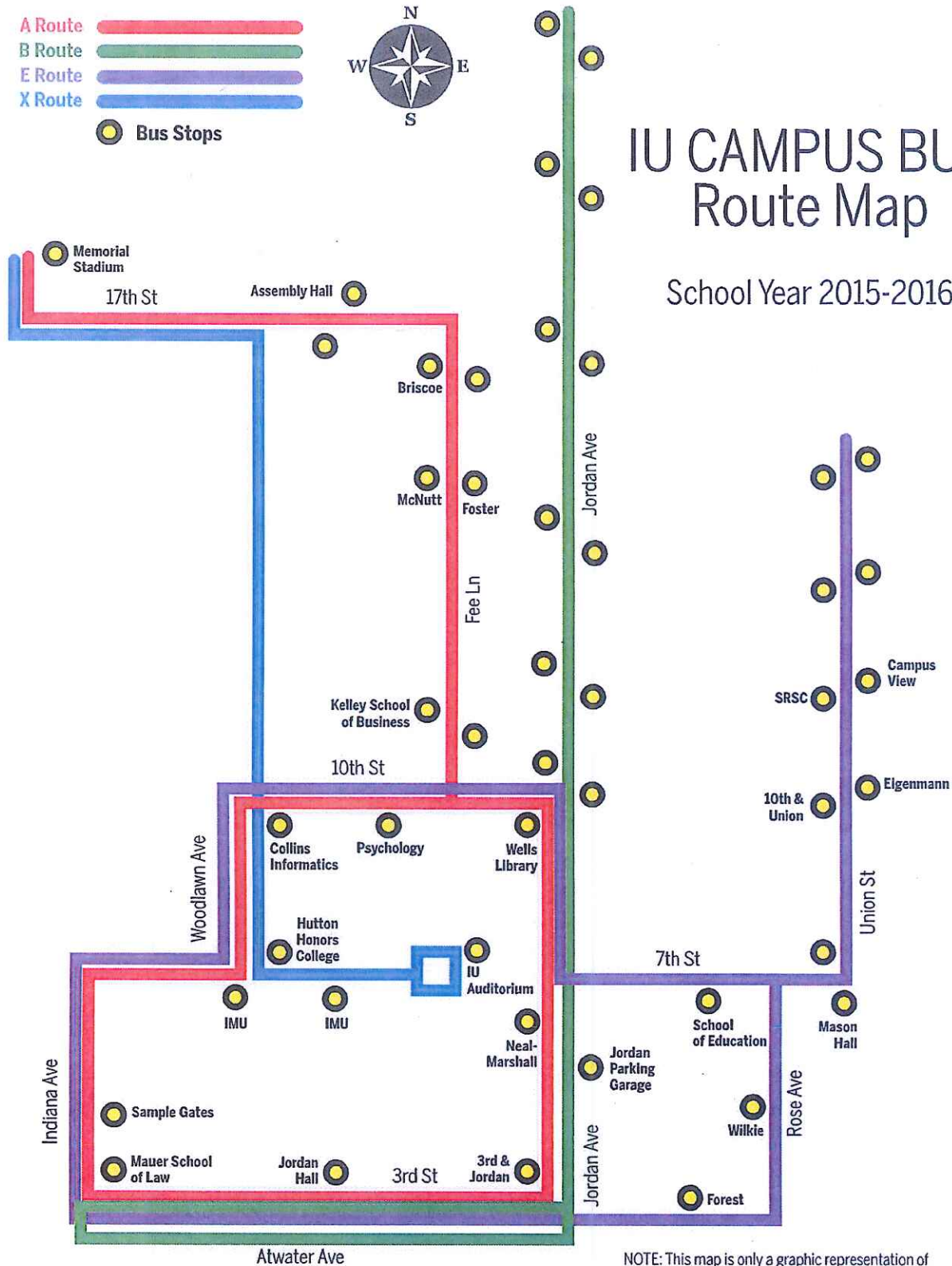


- A Route 
- B Route 
- E Route 
- X Route 
-  Bus Stops

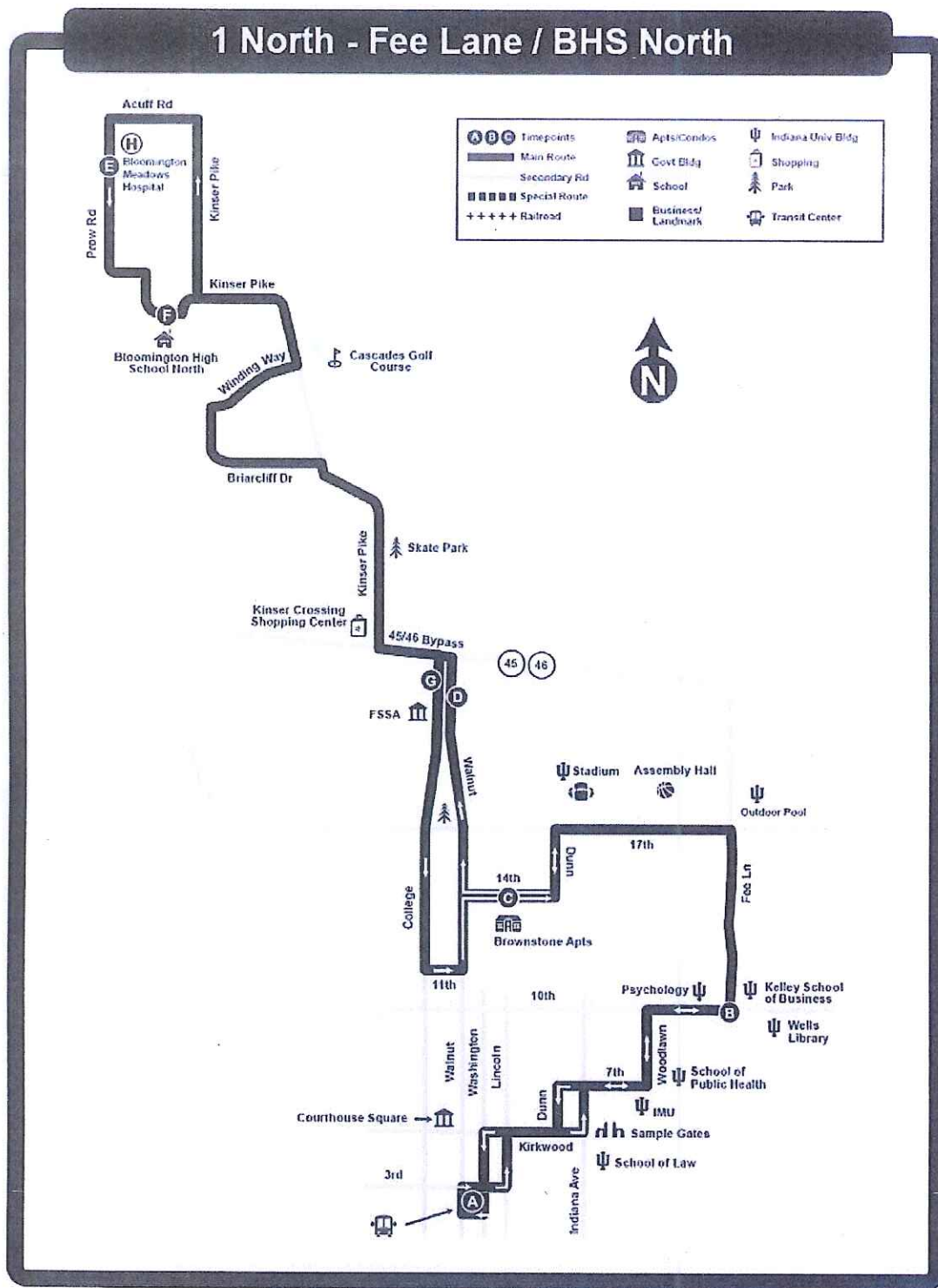


IU CAMPUS BUS Route Map

School Year 2015-2016



NOTE: This map is only a graphic representation of the routes and the bus stops and subject to change.



Route Particulars

*** At 5:30pm the bus does not travel beyond North High School. This trip will not serve Rosewood Drive, Acuff Road, Prow Road, and Meadows Hospital. Route 1 does not operate on Sundays. Shaded area does not operate on Saturdays. On IU athletic event Saturdays call Bloomington Transit at 336-RIDE for operating information.

Map and Schedule
 Download the PDF brochure containing the Map and Schedules for this route.

(1 North Fee Lane - BHS North)

[Return to Top](#)

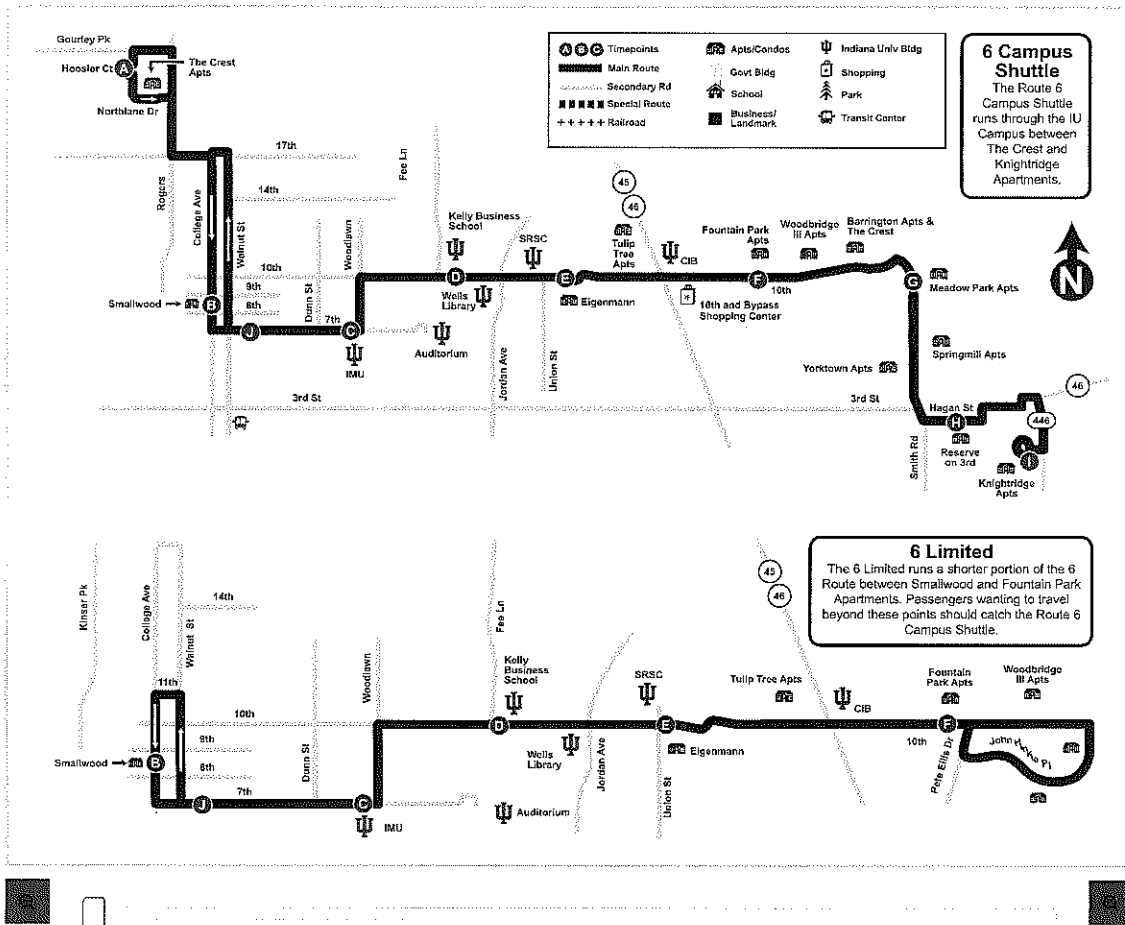
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English

- 
 ROUTE
- 
 SCHEDULE
- 
 ROUTE LIST

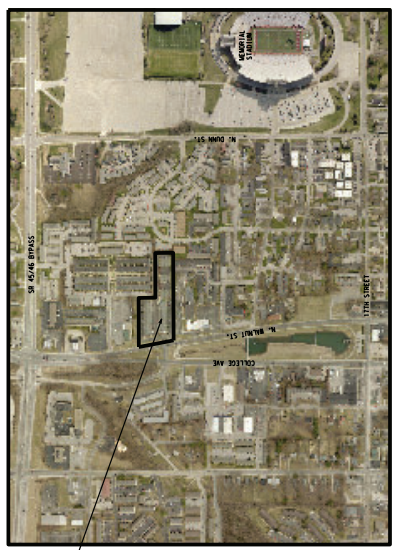
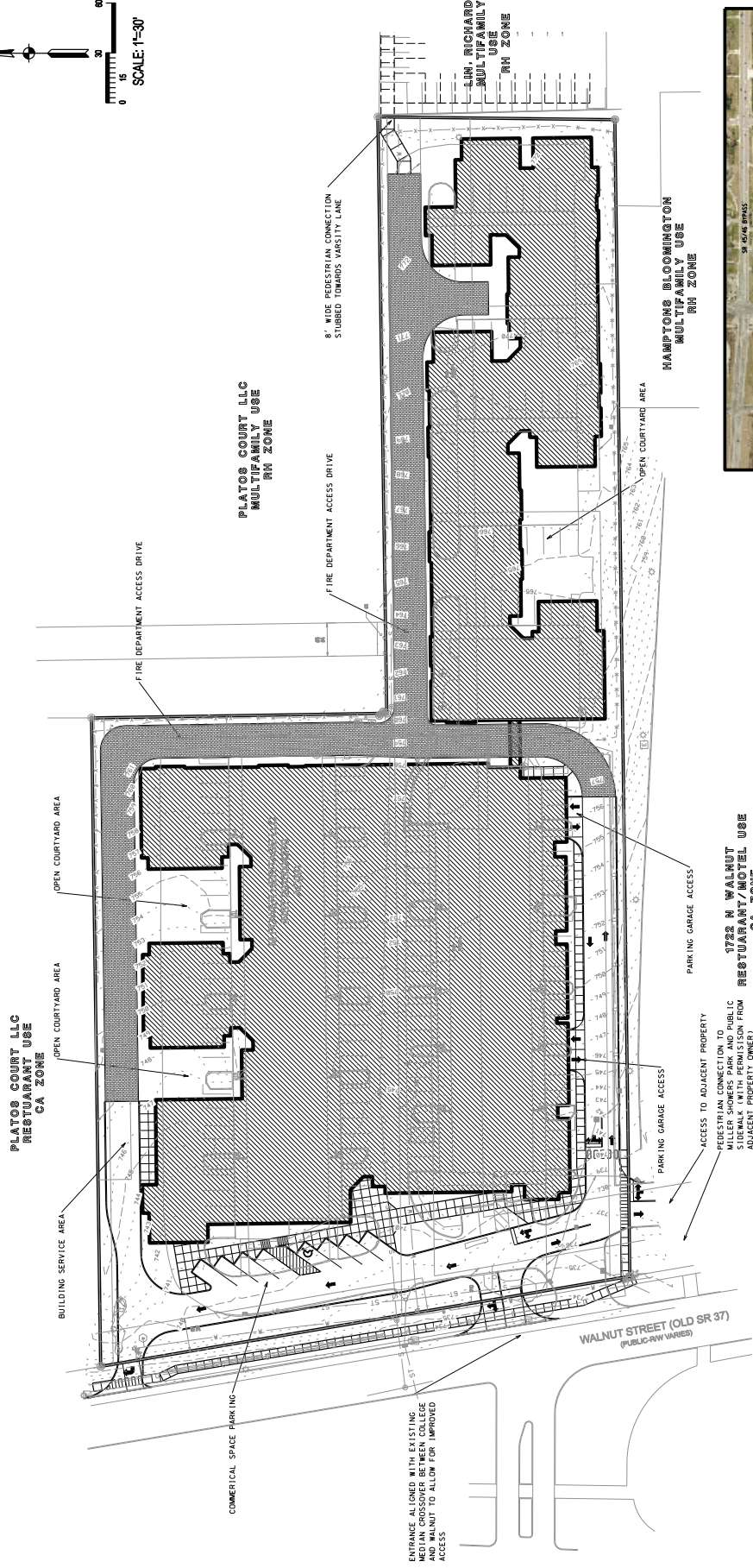
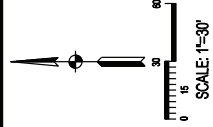
6 CAMPUS SHUTTLE & 6 LIMITED

FROM MAY 5 TO AUGUST 24 THESE ROUTES WILL BE OPERATING THE SUMMER SCHEDULE. Two routes operate for 6. The campus shuttle, which serves many off campus apartments, and the 6 Limited, which is a shortened version of the campus shuttle.



Shuttle: If you live on N. Walnut or N. College this is the route to take to get to the 10th St area of campus as well as the Memorial Union. Route 6 is also the best way to get to campus along 10th St from many off-campus apartment complexes such as Fountain Park, Woodbridge I-II-III, Meadow Park, Yorktown, Reserve on Third, Knightridge, and The Arch. This route also provides great service to and from Eigenmann and other residence halls on 10th St. Route 6 is a good way to get to the Business School, Wells Library, Geology & Psychology buildings. During the IU fall & spring semesters runs every 20 minutes on both the east and west sides of the route, Monday through Friday during the day. During IU semester weeknights this bus runs every 60 minutes up to 12:30 a.m. Also runs every 60 minutes on Saturday, Sunday, and on weekdays during the summer months and break periods.

Limited: This route is very similar to the 6 Campus Shuttle, however, it only runs a shortened version of the 6 Campus Shuttle. The western end of the 6 Limited is Smallwood Plaza. The eastern end of the 6 Limited is Fountain Park apartments on 10th Street. The 6 Limited generally runs between trips of the 6 Campus Shuttle. It does not operate during IU's winter, spring, fall, and Thanksgiving breaks.



LOCATION MAP

PROPERTY LEGAL DESCRIPTION
 A PART OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 9 NORTH, RANGE 1 WEST, MOORE COUNTY, INDIANA DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT THAT IS 1,485.00 FEET NORTH 01 DEGREES 26 MINUTES WEST AND 29.20 FEET SOUTH 88 DEGREES 49 MINUTES WEST OF THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 28, SAID POINT OF BEGINNING BEING ON THE WEST RIGHT-OF-WAY OF DUNA STREET; THENCE SOUTH 88 DEGREES 49 MINUTES WEST OVER AND ALONG THE NORTH LINE OF MILLER COURTS ADDITION FOR A DISTANCE OF 929.73 FEET; THENCE NORTH 00 DEGREES 00 MINUTES WEST 100 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 88 DEGREES 32 MINUTES WEST FOR A DISTANCE OF 844.29 FEET TO A 3/4" INCH PIPE (FOUND) ON THE EAST RIGHT-OF-WAY OF INDIANA STATE ROAD 37; THENCE NORTH 10 DEGREES 00 MINUTES WEST 100 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 88 DEGREES 32 MINUTES WEST FOR A DISTANCE OF 100.38 FEET TO A SECOND CONNECTION POINT; THENCE SOUTH 88 DEGREES 32 MINUTES WEST FOR A DISTANCE OF 100.38 FEET TO A 1/2" INCH IRON ROD (SET); THENCE SOUTH 01 DEGREES 34 MINUTES EAST FOR A DISTANCE OF 358.99 FEET TO A 1/2" INCH IRON ROD (SET); THENCE NORTH 88 DEGREES 25 MINUTES 41 SECONDS EAST FOR A DISTANCE OF 177.74 FEET TO A 3/4" INCH IRON ROD (SET); THENCE SOUTH 88 DEGREES 32 MINUTES 04 SECONDS WEST FOR A DISTANCE OF 51.77 FEET TO THE REAL POINT OF BEGINNING, CONTAINING 4.85 ACRES, MORE OR LESS.

1722 N WALNUT RESTAURANT/MOTEL USE CA ZONE

Smith Reynolds & Associates, Inc.
 453 S. Clarke Boulevard
 Raleigh, NC 27605
 Phone: (919) 838-6515
 Fax: (919) 838-6513
 Web: <http://www.srhinc.com>

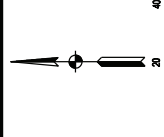
NO.	DATE	BY	DESCRIPTION

CDG NORTH WALNUT
 JOB TITLE
BLOOMINGTON, IN

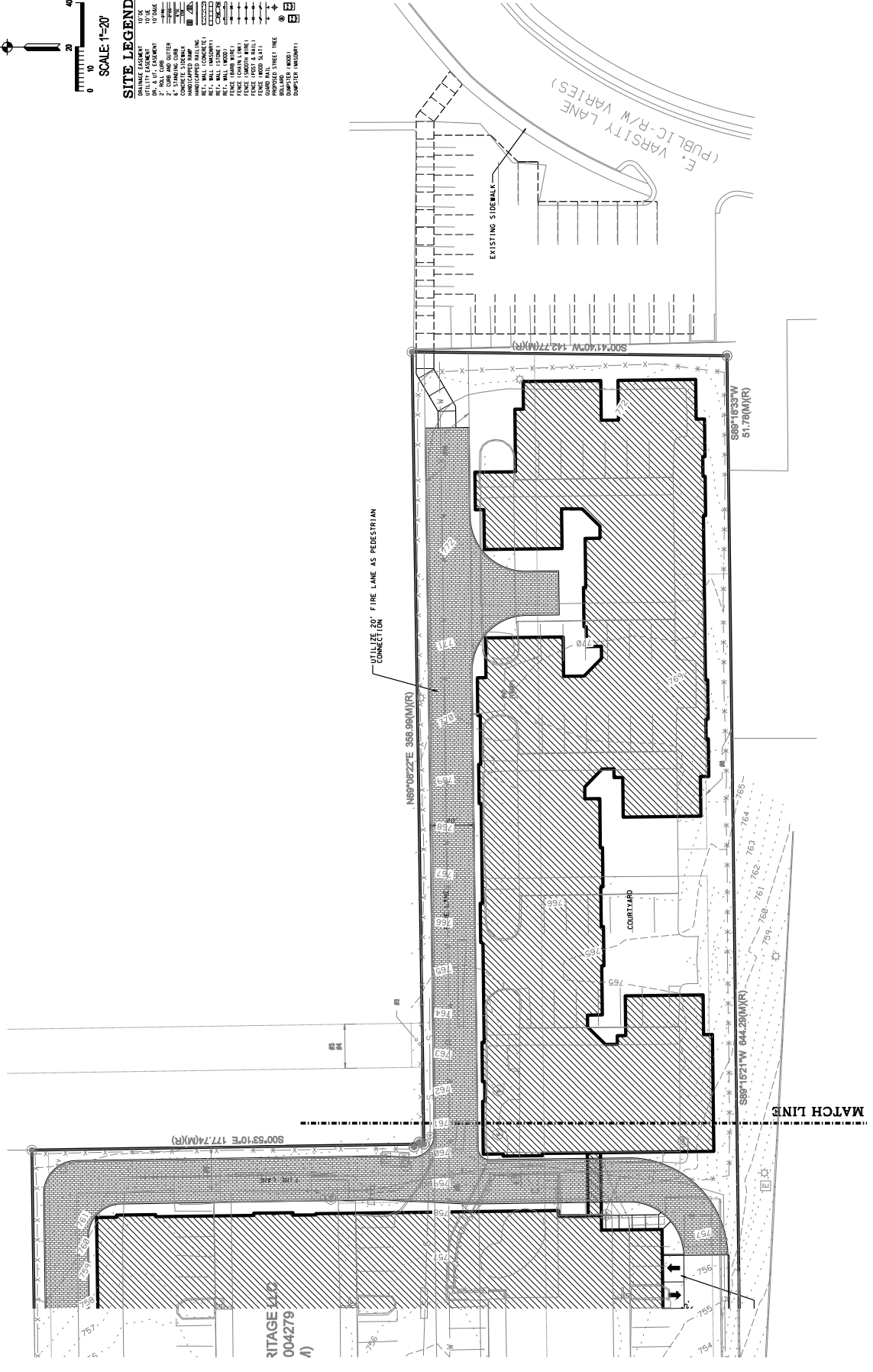
NO.	DATE	BY	DESCRIPTION

DATE	05/27/19
DESIGNER	SAAB
CHECKER	SAAB
APPROVER	SAAB

5827
 SHEET
C203
 05/27/19
 REBARRED
 CONCRETE
 SITE PLAN

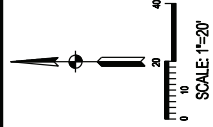


- SITE LEGEND**
- 1"=20'
 - UTILITY EGRESS
 - 2" RAIN GUTTER
 - 4" STANDING CUP
 - CONCRETE
 - ASPHALT
 - UNIMPAVED ALLIING
 - RET. WALL (CONCRETE)
 - RET. WALL (WOOD)
 - FENCE (WOOD SLAT)
 - FENCE (SMOOTH PIPE)
 - FENCE (WOOD SLAT)
 - PROPRIETARY STREET TREE
 - SHRUB
 - DECIDUOUS TREE
 - DUMPSTER (INDOOR)



PLANT MATERIAL LEGEND

- PALM TREE
- STARBUSS
- EVERGREEN SHRUB
- DECIDUOUS SHRUB
- LARGE CANOPY TREE
- SMALL CANOPY TREE
- EVERGREEN TREE
- DECIDUOUS TREE
- EVERGREEN SHRUB
- DECIDUOUS SHRUB
- STREETSCAPE EVERGREEN SHRUB
- STREETSCAPE DECIDUOUS SHRUB



SB
 Smith Reynolds & Associates, Inc.
 403 S. Claxton Boulevard, #701
 Raleigh, NC 27605
 Phone: (919) 846-9113
 Fax: (919) 846-9113
 Web: http://www.srh.com

COMMUNICATIONS

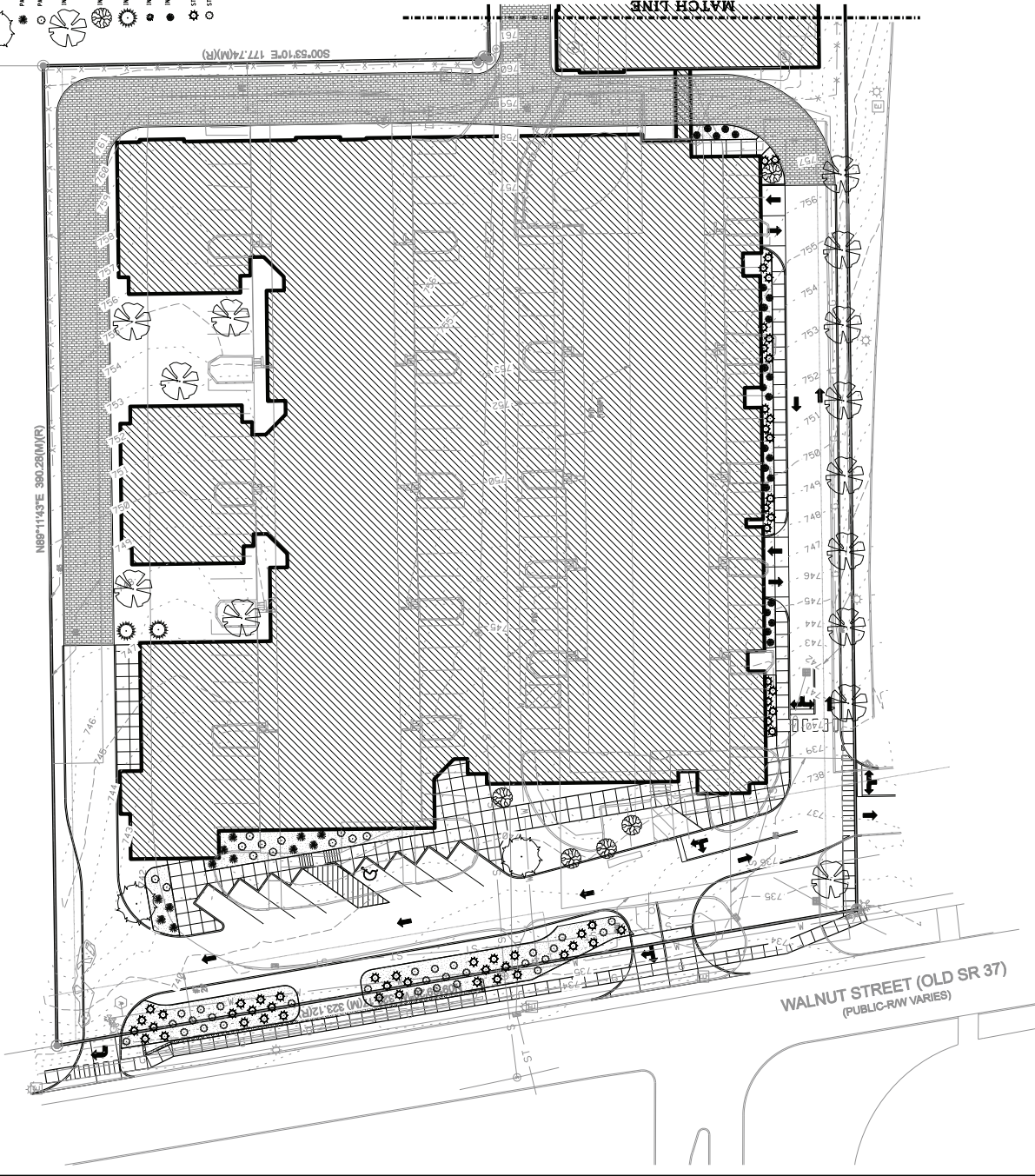
DATE	BY	REVISIONS

CDG NORTH WALNUT
 JOBS TITLE
 BLOOMINGTON, IN

REVISIONS

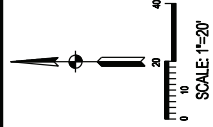
DATE	BY	REVISIONS

DATE: 05/27/19
 PROJECT: 5827
C206
 DRAWING: 5827
 TITLE: CONCEPT LANDSCAPE PLAN



PUD LANDSCAPE STANDARD

- 100 - 100' (Landscape Standard - Streetscape):
 101. Streetscape: A minimum of one shrub shall be planted per five feet of property front yards a public street. Trees shall be planted in a row along the street frontage. The planting shall be done in accordance with the following:
 102. Streetscape: A minimum of one shrub shall be planted per five feet of property front yards a public street. Trees shall be planted in a row along the street frontage. The planting shall be done in accordance with the following:
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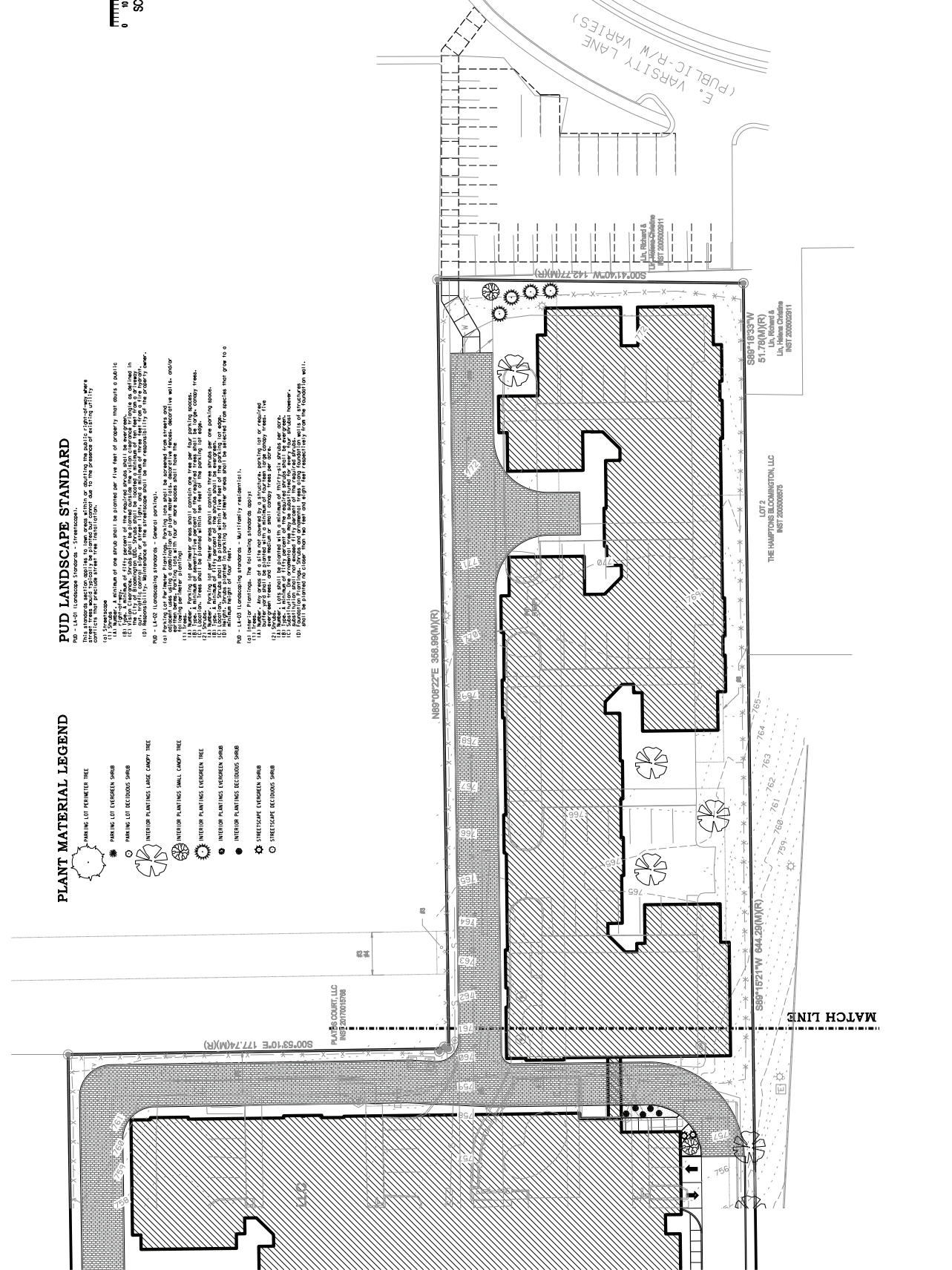


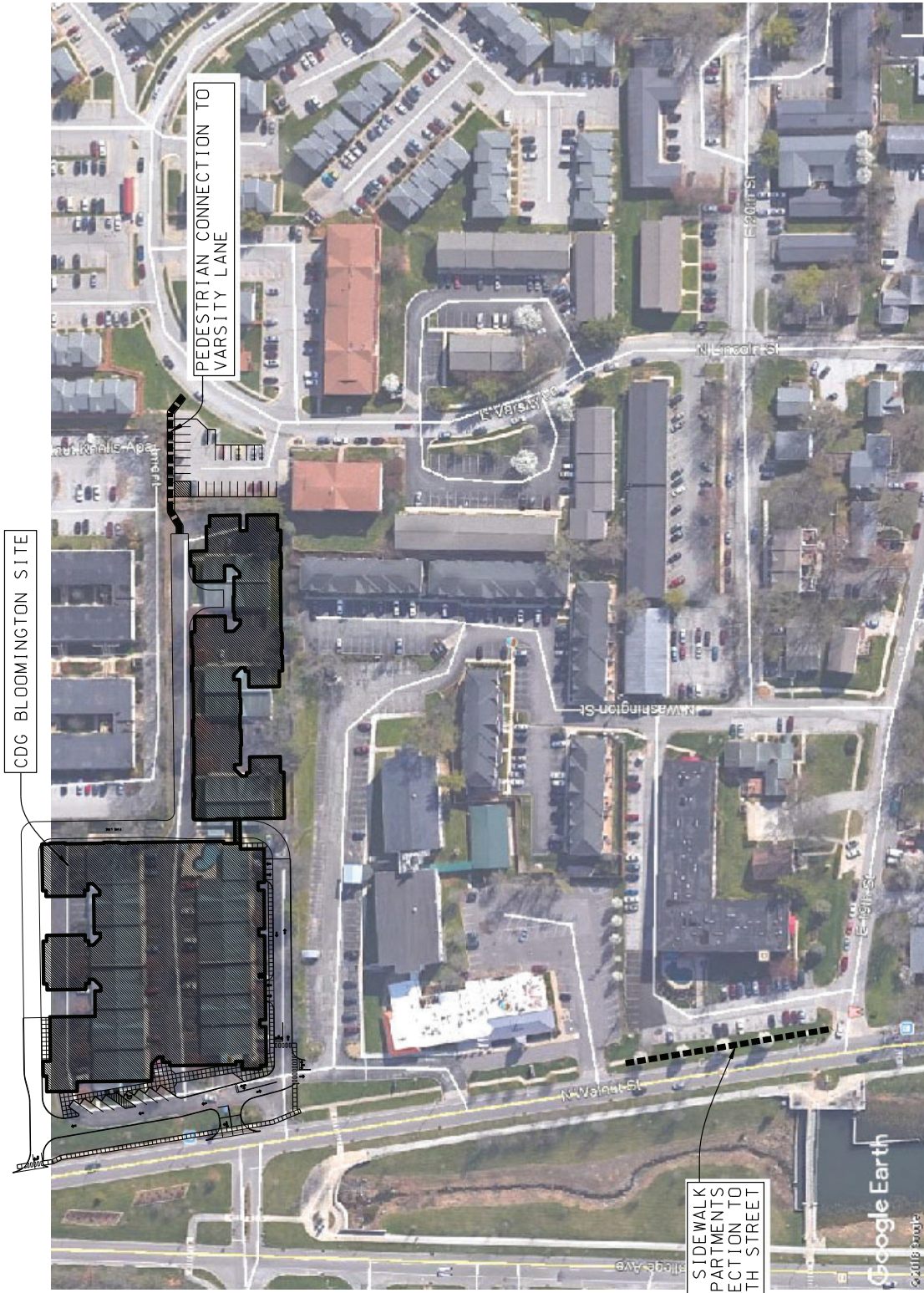
PUD LANDSCAPE STANDARD

- PD - LI-01 (Landscape Standards - Streetscape).
 Street trees shall be planted at 15-foot spacing along the street frontage. Street trees shall be planted at 15-foot spacing along the street frontage. Street trees shall be planted at 15-foot spacing along the street frontage.
- PD - LI-02 (Landscape Standards - General Parking).
 (1) Trees. A minimum of one shade tree shall be planted per five feet of property that abuts a public parking lot. The trees shall be planted at 15-foot spacing along the parking lot frontage. The trees shall be planted at 15-foot spacing along the parking lot frontage.
- PD - LI-03 (Landscape Standards - Multi-family Residential).
 (1) Trees. The following standards apply to multi-family residential projects. The trees shall be planted at 15-foot spacing along the parking lot frontage. The trees shall be planted at 15-foot spacing along the parking lot frontage.

PLANT MATERIAL LEGEND

- PARKING LOT PERIMETER TREE
- PARKING LOT DECIDUOUS SHRUB
- INTERIOR OF PARKING LOT DECIDUOUS TREE
- INTERIOR OF PARKING LOT DECIDUOUS SHRUB
- INTERIOR OF PARKING LOT DECIDUOUS TREE
- INTERIOR OF PARKING LOT DECIDUOUS SHRUB
- STREET EDGE DECIDUOUS SHRUB
- STREET EDGE DECIDUOUS TREE





CDG BLOOMINGTON SITE

PEDESTRIAN CONNECTION TO VARSITY LANE

COMPLETE MISSING SIDEWALK ACROSS PARKVIEW APARTMENTS SITE TO PROVIDE CONNECTION TO 19TH STREET

CDG BLOOMINGTON OFFSITE PEDESTRIAN CONNECTIONS

Smith Brehob & Associates, Inc.
 483 S. Clartz Boulevard
 Bloomington, Indiana, 47401
 Telephone: (812) 336-6536
 Web: www.smithbrehob.com



ELEVATIONS

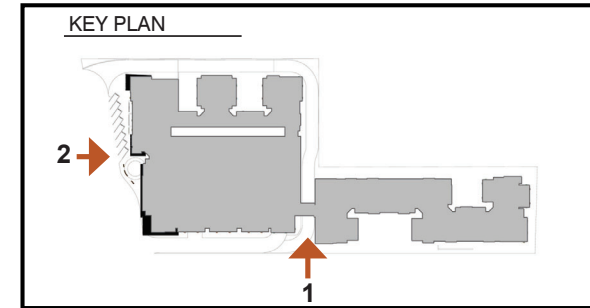
FINISH SCHEDULE											
1	BRICK VENEER 1 - LIGHT	4	CEMENTITIOUS LAP SIDING	7	VINYL WINDOWS	10	MESH RAILING	13	PT-1	16	PT-4
2	BRICK VENEER 2 - DARK	5	BOARD AND BATTEN	8	ALUMINUM STOREFRONT	11	MTL. CANOPY	14	PT-2	17	PT-5
3	CEMENTITIOUS PANEL	6	WOODTONE	9	BALCONY W/ MTL. PNL. RAILING	12	TRIM BOARD	15	PT-3	18	PT-6



1 ELEVATION FACING SOUTH
SCALE: 1"=50'



2 ELEVATION FACING EAST
SCALE: 1"=50'

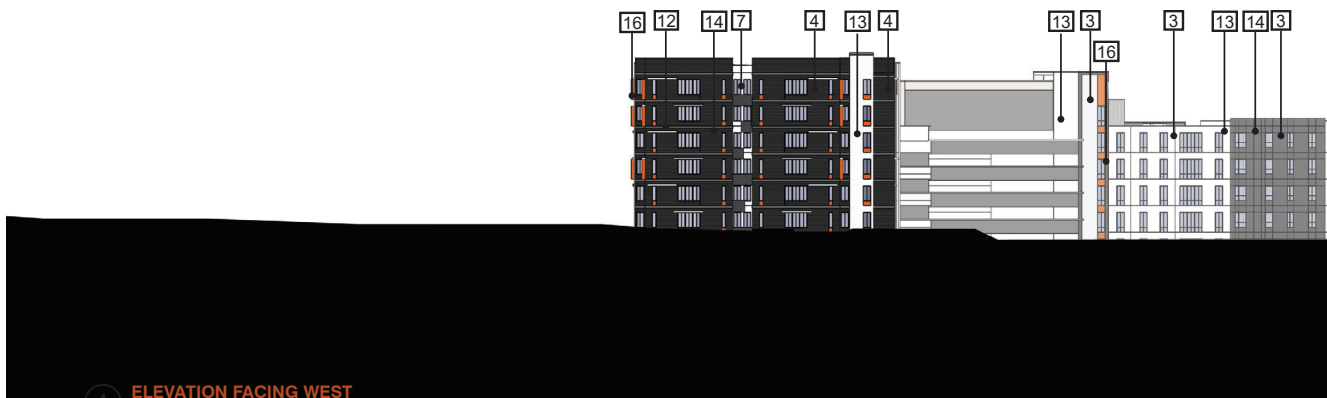


ELEVATIONS

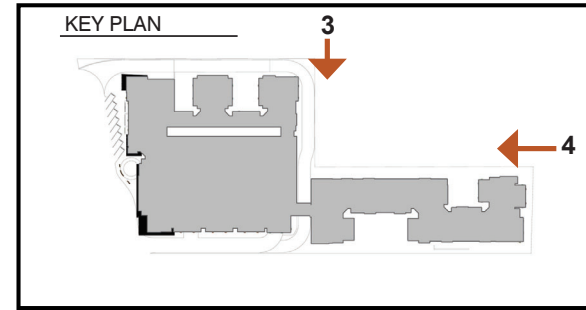
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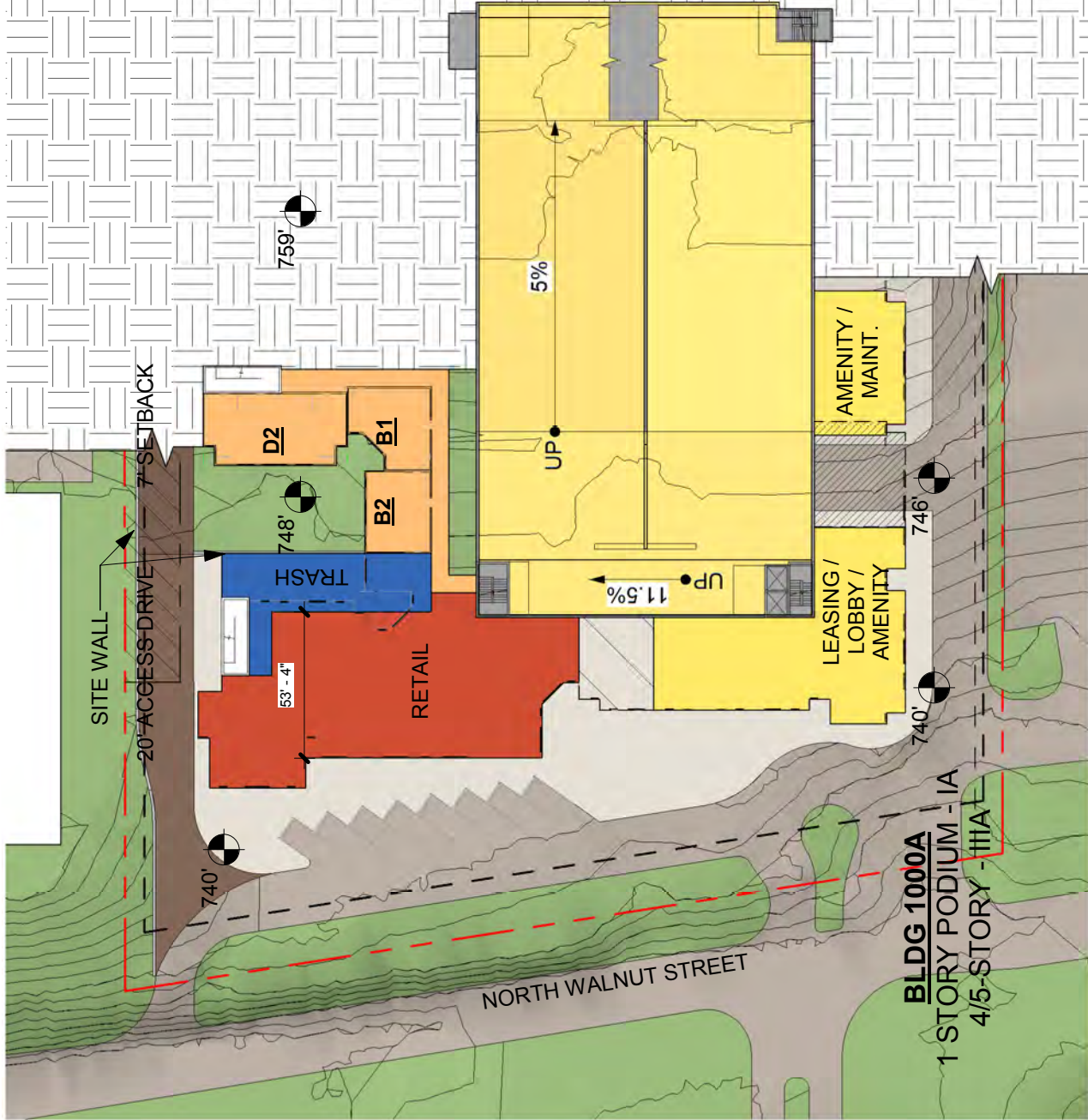


3 ELEVATION FACING NORTH
SCALE: 1"=50'



4 ELEVATION FACING WEST
SCALE: 1"=50'



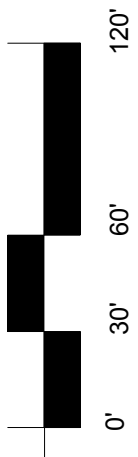
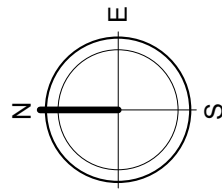


N WALNUT BLOOMINGTON		5/28/2019
LOT COVERAGE CALCS		3.85 ACRES
ZONING PARCEL ZONING OVERLAY ZONING		167,844 SF
TOTAL RESIDENTIAL GROSS SF		330,600 SF
TOTAL AMENITY / LEASING / SERVICE		16,080 SF
RETAIL GROSS SF		6,700 SF
TOTAL SF		353,380 SF
81.67% RESIDENTIAL EFFICIENCY		270,007 SF
1,000 SF AVG. - TOTAL UNITS		270 UNITS
329 SF AVG. - TOTAL BEDS		820 BEDS
PARKING REQUIRED		TOTAL
RETAIL*		7 SP
RESIDENTIAL***		410 SP
TOTAL		417 SP
BICYCLE PARKING		205 SP
REQUIRED (1 PER 4 BEDS)		205 SP
PROVIDED		

* RETAIL PARKING 1.00 SP/ 1,000 SF
 *** RESIDENTIAL PARKING AVG 0.50 SP/ 1,000 BED

UNIT MIX			4/29/2019	
UNIT TYPE	DESCRIPTION	TOTAL UNITS	TOTAL BEDS	
M	MICRO STUDIO	34	34	
1B	1 BEDROOM / 1 BATH	2	2	
2B	2 BEDROOM / 2 BATH	76	152	
4B	4 BEDROOM / 4 BATH	158	632	
TOTAL UNITS		270	820	

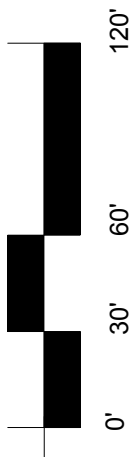
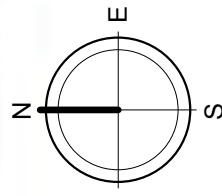
1 OVERALL PLAN LEVEL 1
 1" = 60'-0"



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 BLOOMINGTON, IN

COLLEGIATE
 DEVELOPMENT
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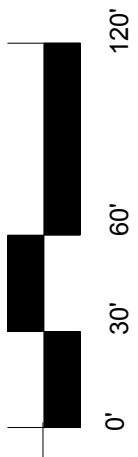
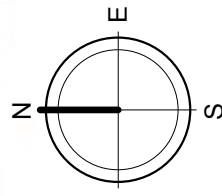
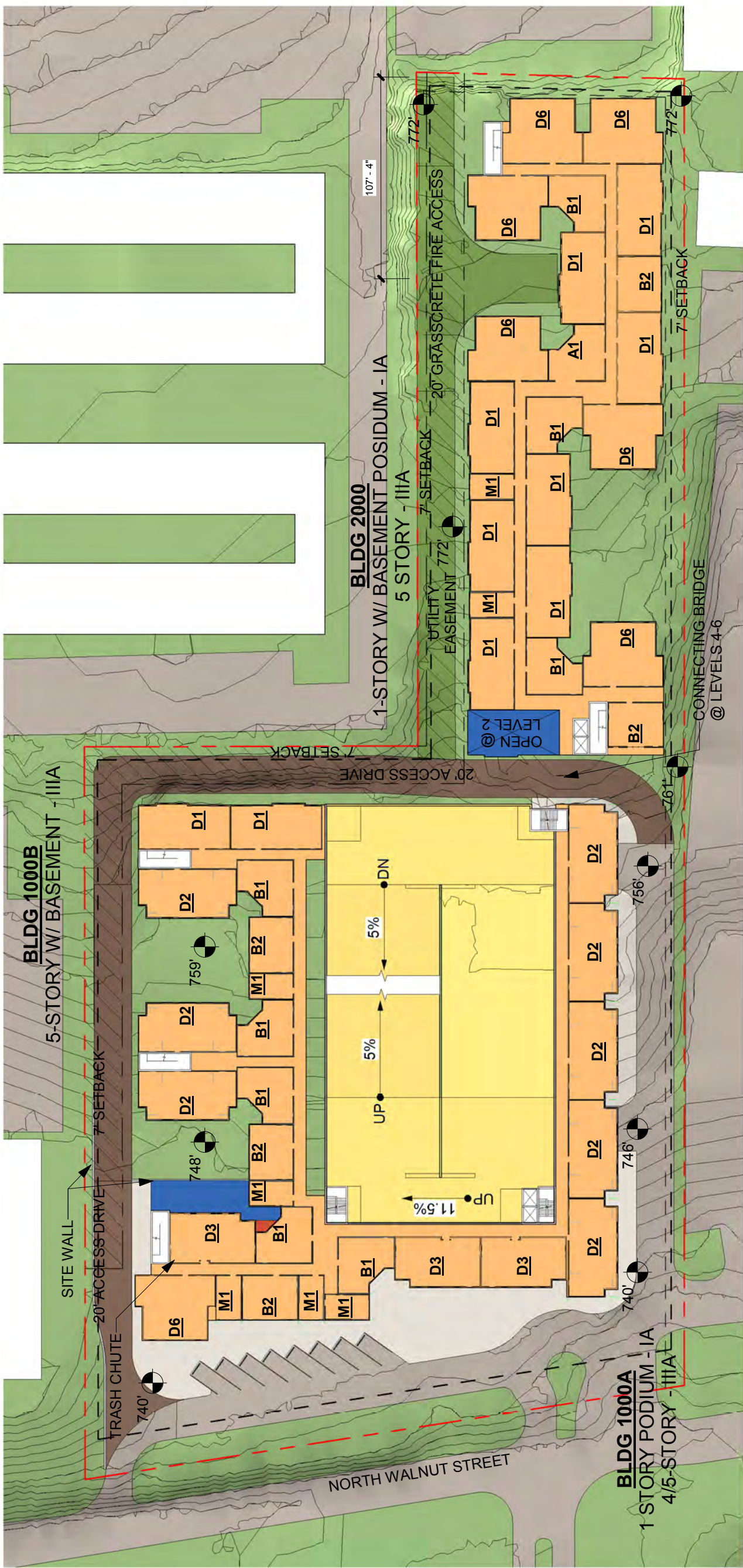


1 OVERALL PLAN LEVEL 2
1" = 60'-0"

05/28/19

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BLOOMINGTON, IN





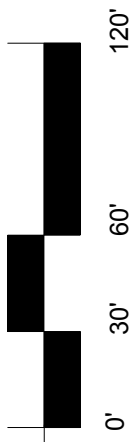
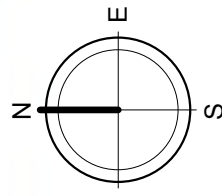
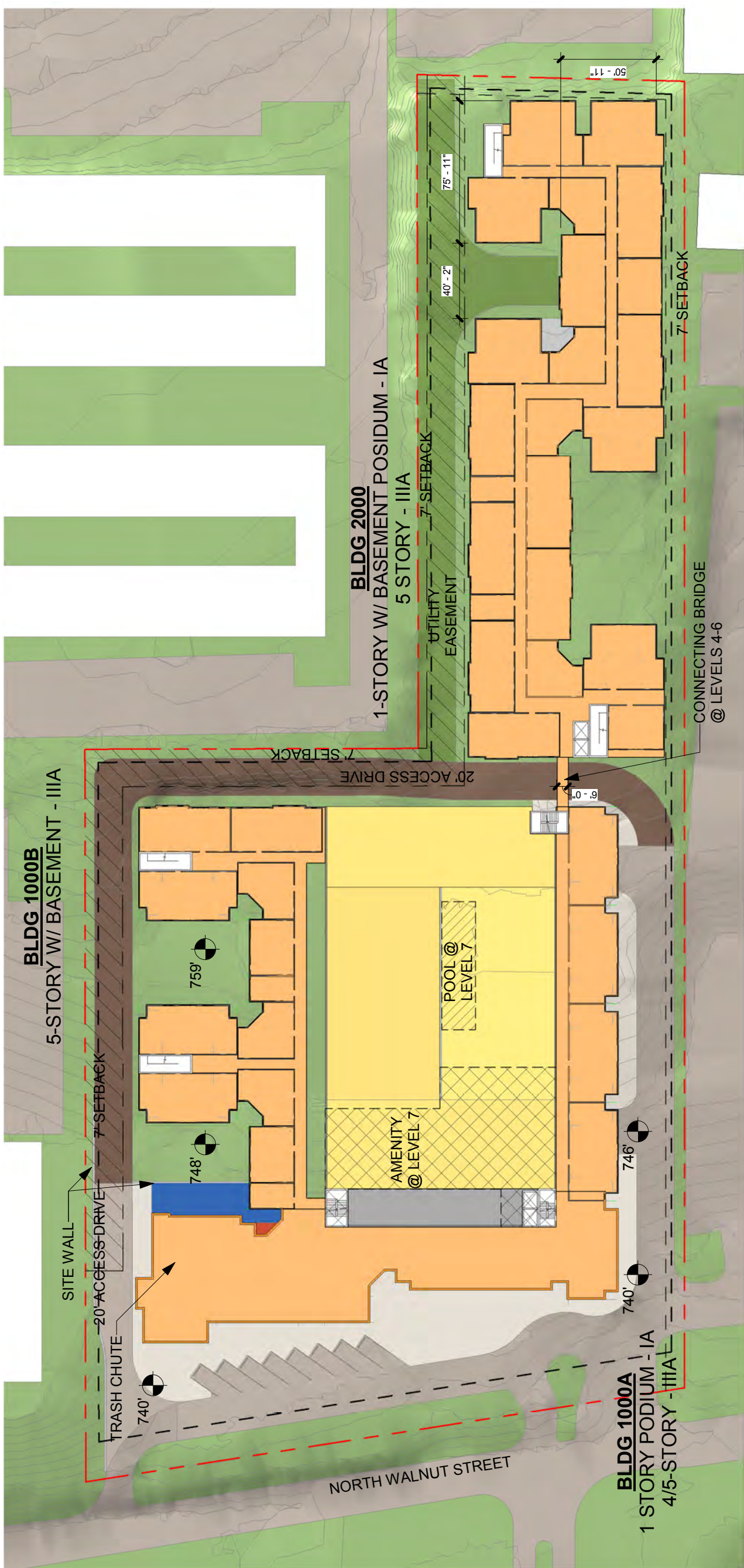
1 OVERALL PLAN TYP LEVEL
1" = 60'-0"

05/28/19

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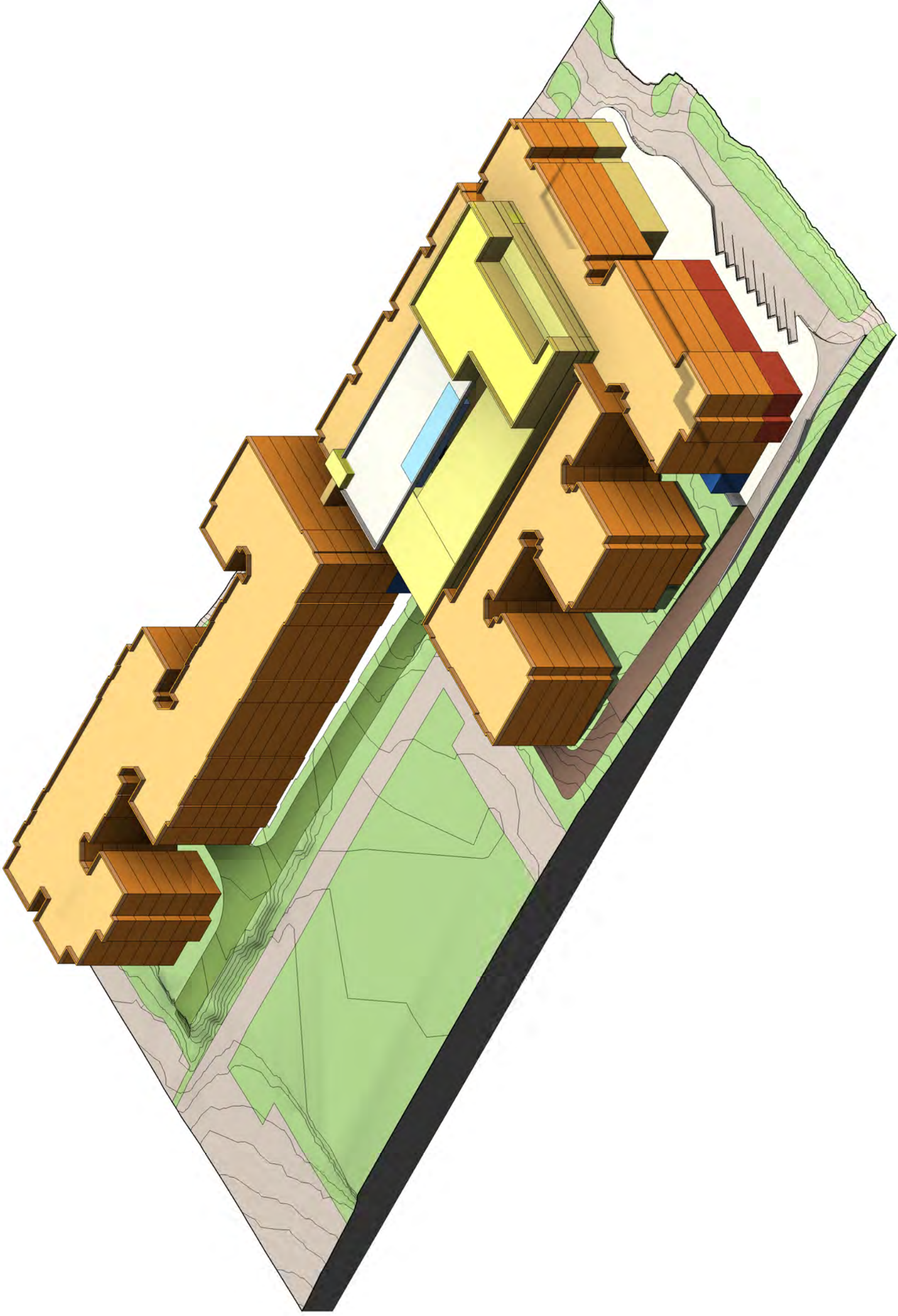


1 OVERALL PLAN LEVELS 6
1" = 60'-0"

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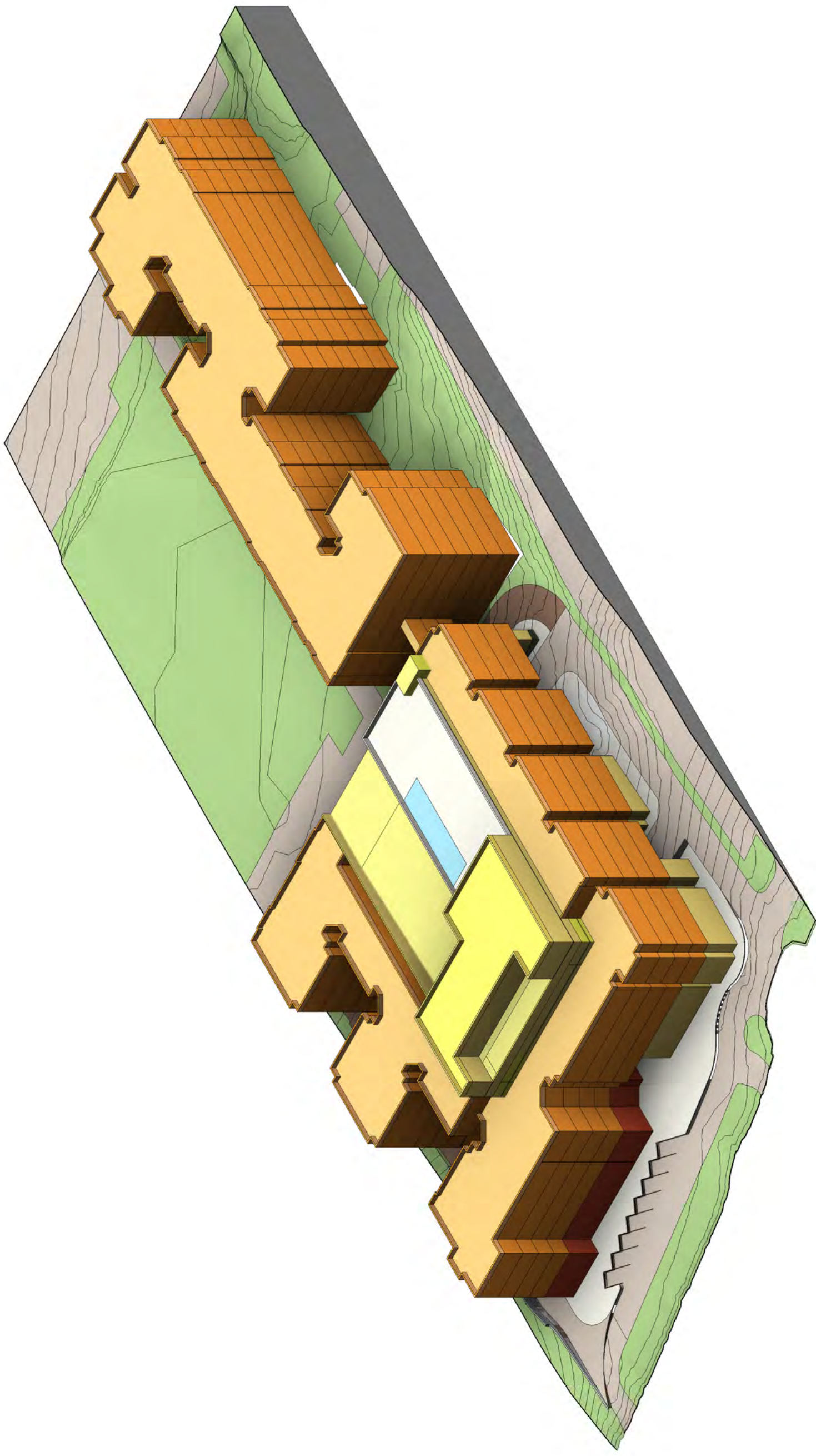
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PERSPECTIVES - VIEW 1



May 24, 2019



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PERSPECTIVES - VIEW 2



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PERSPECTIVES - VIEW 3



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PERSPECTIVES - VIEW 4



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