

City of Bloomington Common Council

Legislative Packet

Wednesday, 19 October 2016

Regular Session

For legislation and material regarding Ordinance 16-20, Ordinance 16-21, and Ordinance 16-23 please consult the [21 September 2016 Legislative Packet](#). For legislation and material regarding Ordinance 16-15 please consult the [07 September 2016 Legislative Packet](#).

All other legislation and background material contained herein.

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**City of
Bloomington
Indiana**



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To: Council Members
From: Council Office
Re: Weekly Packet Memo
Date: October 14, 2016

Packet Related Material

Memo

Agenda

Calendar

Notices and Agendas:

None

Legislation for Second Reading at the Regular Session on Wednesday (October 19th):

Found in This Packet

- **Res 16-15** Waiving Current Payments in Lieu of Taxes by the Bloomington Housing Authority to the City
 - Memo from Doris Sims, Director of the Housing and Neighborhood Development (HAND) Department;
 - Payment in Lieu of Taxation (PILOT) Calculations

Contact:

Doris Sims at 349-3401 or simsd@bloomington.in.gov

Jennifer Osterholt at 339-3491 ext 122 or josterholt@blha.net

Found in the Packet Issued for the [September 7th Regular Session](#)

- **Ord 16-15** To Amend Title 2 of the Bloomington Municipal Code (BMC) Entitled “Administration and Personnel” - Re: Amending BMC Chapter 2.02 (Boards and Commissions) to Provide for the Common Council Appointment of No More than Four Non-Voting Advisory Members to Certain Boards, Commissions, and Councils

Contact: Cm. Sturbaum, 812-349-3409, sturbauc@bloomington.in.gov

Found in the Packet Issued for the [September 21st Regular Session](#)

- **Ord 16-23** To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” to Establish a Historic District – Re: 2233 East Moores Pike Historic District (Terry L. Kemp, Owner and Petitioner)

Contact:

*Bethany Emenhiser at 349-3401 or emenhisb@bloomington.in.gov
Anahit Behjou, at 349-3426 or behjoua@bloomington.in.gov*

- **Ord 16-20** To Amend the Zoning Maps from Residential High-Density Multifamily (RH) to Planned Unit Development (PUD) as well as Approve a District Ordinance and Preliminary Plan - Re: 405 E. 17th Street (RCR Properties, LLC, Petitioner)

Contact: Eric Greulich at 812-349-3423 or greulice@bloomington.in.gov

- **Ord 16-21** To Vacate A Public Parcel - Re: A 50-Foot by 120-Foot Segment of North Grant Street Located South of 18th Street and East of 1313 North Grant Street (RCR Properties, LLC, Petitioner)

Contact: Christy Langley at 812-349-3423, langleyc@bloomington.in.gov

Legislation and Background Material for First Reading at the Regular Session on Wednesday, October 19th (Found in this Packet):

- **Ord 16-22** To Amend Title 2 (Administration and Personnel) of the Bloomington Municipal Code (To Establish a Parking Commission)

- Memo to the Council from Cm. Volan, District 6, Sponsor

Contact: Cm. Volan at 812-349-3409 or volans@bloomington.in.gov

Dan Sherman at 812-349-3409 at sherman@bloomington.in.gov

- **Ord 16-24** To Amend the Zoning Maps from Residential Single Family (RS) and Residential High-Density Multifamily (RH) to Planned Unit Development (PUD) as well as Approve a District Ordinance and Preliminary Plan - Re: 600-630 E. Hillside Drive (Dwellings LLC, Petitioner)

- Certification of Action (8-0-1) on September 12, 2016

- Maps of Site and Surrounding Uses

- Memo to Council from James Roach, Development Services Manager

- Memo from Environmental Commission to Plan Commission

- Petitioner Materials:

- Revised Petitioner Statement (September 13th) including Preliminary Plan
 - Site Plan Exhibits – map of Areas 1 & 2; Concept Landscape Plan; Site Plan; SWPP Plan; Site Landscape Plan; and Elevations for the Buildings
 - Letters from Neighborhood Residents
 - Staff Reports (July 11th, August 8th & September 12th)
- Contact: James Roach at 812-349-3527 or roachja@bloomington.in.gov*

Minutes from Regular and Special Sessions:

- 13 October 2016 (Special Session)

Memo

There are Five Items Ready Under Second Readings and Resolutions and Two Items Ready Under First Reading for the Regular Session on Wednesday, October 19th:

After finishing the annual budget process on Thursday, the Council returns to its usual second legislative cycle in October with a Regular Session next Wednesday. There are five items ready for Second Readings and Resolutions and two ordinances ready for First Reading that evening. The first item for Second Reading is Res 16-15, which waives Payments in Lieu of Taxes (PILOT) for the Bloomington Housing Authority, and is included in this packet and summarized herein. The second item is Ord 16-15, which amends Title 2 of the BMC (Administration and Personnel) to allow up to four non-voting advisory members to certain City boards and commissions. It returns to a Regular Session after not mustering enough votes to surmount the 10:30 pm Rule on September 21st and the materials can be found online as indicated in the chart of legislation above. The next three ordinances were discussed at the Committee of the Whole on October 5th and can be found online as noted above.

In addition there are two ordinance being introduced next week which can be found in this packet and are summarized herein.

Second Readings and Resolutions

Item One – Res 16-15 - Waiving Payments in Lieu of Taxation (PILOT) from the Bloomington Housing Authority to the City

Res 16-15 is the first of five items under *Second Readings and Resolutions* at the Regular Session next Wednesday. It is the annual resolution requested by the Bloomington Housing Authority which waives any payment in lieu of taxes (PILOT) we might require of them. I.C. 36-7-18-25 exempts housing authorities from the payment of property taxes, but allows these authorities to enter into agreements with political subdivisions to pay a PILOT for the estimated cost of services, improvements, and facilities that are provided by the political subdivisions. In the early 1960s, the Housing Authority agreed to pay the City a PILOT. After acknowledging the services performed by the Housing Authority that might have been provided by the City, and acknowledging the benefits we received from its other services, the resolution waives this obligation.

Doris Sims, Director of the Housing and Neighborhood Development (HAND) Department has submitted a memo explaining the history of the PILOT obligation. She has also submitted a payment calculation sheet provided by the Bloomington Housing Authority, which is a Housing and Urban Development (HUD) form used to estimate the \$29,712 that they would otherwise pay the City for services received during the fiscal year ending September 30, 2015. Sims and Jennifer Osterholt, Executive Director, Bloomington Housing Authority, will be present on Wednesday to explain the resolution.

First Readings

Item One – Ord 16-22 – Amending Title 2 (Vehicles and Traffic) to Establish a Parking Commission (Cm. Volan, Sponsor)

The first item under First Readings for next Wednesday is **Ord 16-22**. It amends Title 2 of the Bloomington Municipal Code (Administration and Personnel) by inserting a new Section 2.12.110, which establishes a Parking Commission (Commission). This ordinance is sponsored by Cm. Volan and can be characterized as the next step in years of effort he has invested in promoting a more comprehensive approach to the parking of motor vehicles for our community.

The memo from Cm. Volan sets forth the rationale for a comprehensive approach toward parking, the distinction between a Traffic Commission and Parking Commission, and a description of the purpose, composition, and powers and duties of the new Parking Commission.

The memo from Cm. Volan argues that the combination of parking as a land use policy with wide-ranging significance¹ and the diffusion of administration over at least eight departments² results in decisions that appear ad hoc and lack coherence.

To solve the problem, he proposes this Commission which serve in the absence of “an obvious point person” on parking issues. Unlike the Traffic Commission, which considers the *movement* of vehicles, a Parking Commission, would consider the *storage* of motor vehicles.³ Given the different focus, a Parking Commission would be able, for example, to:

- recommend use of revenues with the goal of improving the “transportation condition;”
- consider ways to “get employees and downtown residents from parking on streets that should have been available for ... (patrons of) the Square;” and
- consider “issues regarding the issuance of permits and tickets, the appeal of tickets, and other administrative matters.”

Purpose. The purpose of the Commission is, in short, to develop and oversee a comprehensive parking policy that achieves the objectives of the GPP. In addition, it has purposes that look similar to those for the Traffic Commission except for applying to “parking” and “transportation” rather than “traffic.”

Size and Composition. The Commission would be composed of nine members, with five appointed by the Mayor and four appointed by the Council:

- Two members (one appointed by the Mayor and one by the Council) would be merchants owning and operating businesses located within Schedule U – On-Street Metered Parking;
- One member (appointed by the Mayor) would be a board member or employee of a non-profit which operates at property it owns or leases and is located within Schedule U – On-Street Metered Parking;

¹ These include: Compact Urban Form, Nurture Environmental Integrity, Leverage Public Capital, Mitigate Traffic, and Conserve Community Character.

² These include the: Clerk’s Office, Controller, Economic & Sustainable Development, Housing and Neighborhood Development, Legal, Planning & Transportation, Police, and Public Works.

³ Please know that other communities have differentiated between these types of commissions. Lafayette, for example, has both. A review of other communities reveals Traffic Commissions, Parking Commissions, and in some cases, Parking Authorities.

- Four Members (with two appointed by the Mayor and two appointed by the Council) would be residents of the City with one member living within Schedule U – On-Street Metered Parking, and another member living within one of the City’s Residential Neighborhood Parking Zones;
- One member would be appointed by the Council from within its membership; and
- One member would be appointed by the Mayor from within the staff of the Planning and Transportation Department.
 - *Note that in his memo, Cm. Volan explains the size could have been larger, in order to include ex-officio members representing the various departments and commissions that have say in parking policies. However, after speaking with the Administration and staff, he learned of their preference not to be formal part of the Commission’s membership.*

Terms. After an initial period of staggered terms, the citizen members would serve for two-year terms. The terms for the non-citizen members would be for a one year.

Powers and Duties. The powers and duties of the Commission in paraphrase include:

- Accessing all relevant parking data⁴;
- Reviewing the performance of parking facilities and administration;
- Recommending parking policies;
- Submitting an annual report;
- Adopting rules and regulations for the conduct of its business; and
- Seeking funds for carrying out its mission.

Staffing. One person from the Planning and Transportation would staff the Commission. According to the memo from Cm. Volan “P & T...believe(s) that they can handle the workload with existing staff...”

⁴ The data must be released in a manner consistent with the Access to Public Records Act which provide exemptions for the disclosure of certain data. IC 5-14-3-4

Item Two – Ord 16-24 Amending the Zoning Maps from Residential Single Family (RS) and High-Density Multifamily (RH) to Planned Unit Development (PUD) and Approving the Associated District Ordinance and Preliminary Plan (Dwellings LLC – Mark Lauchli, Petitioner)

The second item to be introduced for consideration during the Second Legislative Cycle in October is **Ord 16-24**. It amends the zoning for a 2.73 acre site on the southeast corner of Hillside and Henderson from mostly Residential Single Family (RS) and a small portion of Residential High-Density Multifamily (RH) on the east to Planned Unit Development (PUD) and approves the associated district ordinance and preliminary plan for a mixed use project. It comes forward from the Plan Commission after three hearings (in July, August & September) with a positive recommendation of 8-0-1. Mark Lauchli of Dwellings LLC is the petitioner. This summary draws upon the Memo to the Council from James Roach, Development Services Manager, materials submitted to the Plan Commission, and Planning documents available online (e.g. the Growth Policies Plan [GPP]).

Site and Surrounding Uses. The site is the fourth of the four corners of this intersection to be rebuilt or redeveloped in the last 25 years. On the north corner is Templeton School (Institutional), on the southeast corner is this site with Hillside Terrance (Multi-family) to the east and Pinewood Subdivision (Single-Family) to the south, on the southwest corner is Hillside Crossing (another development by members Lauchli family), and the northwest corner is the South Dunn Street Project (Multi-family and Commercial).

The site encompasses seven single family structures on six parcels accessed from Hillside. As a result of action of the Historic Preservation Commission in June, the two houses at the corner (which were rated as “contributing” on the 2001 Survey of Historic Sites and Structures), will either be demolished or donated to and relocated by a local historic preservation group.⁵ Another converted garage further east will be demolished to make way for a maintenance building.

Overview of Site Plan - Two Areas (1 & 2) – Four New Buildings (A, B & C).
The project will be divided into two areas.

Area 1 will contain the four single family houses on the east side of the site, which will be rehabilitated and repaired and have their access either combined with Area

⁵ See the email from Steve Wyatt (Executive Director, Bloomington Restoration, Inc.), indicating that his organization “has taken on option to accept the house at 602 E. Hillside for possible relocation.”

2 or moved from Hillside to an easement on the east side of the project. It will also contain a newly constructed 2-story maintenance building with a recycling facility and 1,000 sf green roof.

Area 2 will contain three buildings emanating both east and south from the corner with a driveway between Area 1 and 2 along Hillside and between two buildings along Henderson. These drives connect with common parking spaces, a courtyard, and the maintenance building. The streetscape along Hillside will have back-in parking, a tree plot with shade trees, sidewalk, and an elevated area for sidewalk seating. The streetscape along Henderson will have parallel parking, a tree plot with shade trees, and multiuse path that will join one to be built by the City and connect with the Black Lumber Spur to the Switchyard Park and points further south (including the high school). The three buildings are briefly described as follows:

- **Building A** is a 3-story⁶, mixed use facility facing the corner holding four commercial spaces (with a maximum 6,400 sf) on the first floor along Hillside. In addition, it will have 3 residential units on the first floor and 22 more units on the floors above. These 25 units will include: 8 2-bedroom units, 16 1-bedroom units, and 1 efficiency. The roof will be flat. The exterior of the first two floors will be “clad in brick with large windows and metal canopies” and the exterior of the third floor will have “a combination of board and batten and lap siding.”
- **Building B** extends along Hillside to the east. It is a 2-story, multi-family structure with 16 efficiencies (eight units on each floor). Unlike Building A, it will have a hip roof (see image in packet) and lap siding.
 - Phase One – The construction of these buildings and associated infrastructure would commence in late 2016 and be completed in the summer of 2017.
- **Building C** extends south along Henderson. It is 3-story structure⁷ with parking (40 spaces) and residential units (3) to “conceal the parking” on the first floor and 30 additional units on the second two floors. The breakdown of 33 units is as follows: 12 2-bedrooms, 19 1-bedrooms, and 2 efficiencies. The exterior materials include “cast stone, metal louvers, lap siding, shake siding, board and batten siding and decorative window

⁶ A portion of the third floor is stepped back along Hillside.

⁷ Given the slope of the terrain, the maximum height of this building is 42 feet which occurs next to Pinestone Subdivision.

brackets.” A detention pond, columnar trees, and about a 30-foot buffer in the space between this project and Pinestone Subdivision to the south.

- Phase Two - The construction of this building and associated infrastructure would commence in the fall of 2017 and be completed in the spring of 2018.

Growth Policies Plan

The four corners of this intersection each bear a different land use type identified in the GPP. The site itself is designated Urban Residential, the school to the north is designated Public/Semi-Public/Institution, the South Dunn project to the northwest and the areas further north are designated Core Residential, and the property on the southwest corner is designated as a Neighborhood Activity Center (NAC). In addition, within a few hundred yards of this intersection three more of the eleven land use types are found: Parks/Open Space (Brian Park and the Black Lumber Spur), Employment Center (Carlisle), and Community Activity Center (CAC) to the east and southeast.

In addressing this project, the Memo cites the Urban Residential and Neighborhood Activity Center (NAC) land use types and three policies essences: Mitigate Traffic, Compact Urban Form, and Conserve Community Character. The following offers some brief highlights of those references. For the full statement of these policies please take this [link to the GPP](#).

Land Use Types

- **Urban Residential Area** – here the Memo cites provisions which:
 - appear to characterize this site as a “neighborhood conservation area,” with individual vacant lots and small acreages, where the “fundamental goal is to encourage the maintenance of residential desirability and stability;”
 - call for “marginally higher development densities” while “ensuring preservation of environmental features and taking into consideration infrastructure capacity as well as the relationship between new development and adjacent existing neighborhoods;”
 - indicate that the “main objectives ...are to maintain adequate levels of service when possible to improve the capacity and aesthetic of all urban services;” and
 - also call for multi-modal connections to adjacent neighborhoods and community activity centers and more usable and accessible common open space.

- **Neighborhood Activity Center (NAC)** – here the Memo cites provisions which:
 - acknowledge that new NACs “could be designated ... as further study is done and appropriate locations identified;”
 - call for NACs to “relate to the surrounding residential neighborhoods and not adversely affect the(ir) livability ... through traffic, lighting, noise, litter or other impacts;”
 - limit height to no more than three stories in order “to minimize the impact of such uses on surrounding residents;” and
 - limit uses (and their scale) to ensure their neighborhood focus.

Policy Essences

- **Mitigate Traffic** – here, the Memo cites provisions that:
 - require “transit oriented site planning standards” and the siting of “high density multifamily and commercial projects within walking distance of transit routes;”
 - require the “construction of pedestrian and bicycle facilities that provide safety and convenience;” and
 - provide pedestrian amenities that create “true pedestrian corridors” and intersections that create a “safe environment for pedestrians” crossing the street.

- **Compact Urban Form** - here, the Memo cited provisions indicating that the City should:
 - “look inward for opportunities to accommodate growth within the existing limits of the community;”
 - develop “strategies to increase housing densities within the planning jurisdiction;” and
 - not conclude that the term means “the intrusion of higher density development into established housing, crowding, or high rise development of a scale more appropriate to larger cities.”

- **Conserve Community Character** – here, the Memo cited a provision indicating that:
 - “neighborhood character can evolve in a gradual and compatible way to allow additional density through subdivision lots and the creation of granny flats and duplexes.”

District Ordinance

Underlying Zoning District Uses and Development Standards. The PUD applies the RS development standards and uses for the houses in Area 1 and mix of RH and Commercial Limited (CL) development standards for the buildings in Area 2 (as shown below). Please note that CL uses will apply to Building A and RH uses will apply to Buildings B and C.

Standards Comparison

	PUD	CL (Bldg. A)	RH (Bldg. B & C)	RS (Area 1)
Density	15 units/acre	15 units/acre	15 units/acre	N/A (one house on a minimum lot size of ~ 8,400 sf) or about 5 houses/acre
Residential Parking	1 space/bedroom	1 space/bedroom max.	1 space/bedroom max.	At least 2 spaces
Commercial Parking	21 on-street 8 off-site employee spaces	0 minimum 26 max. (small multi-tenant center)	N/A	N/A
Residential parking	103 spaces	0 minimum 103 maximum	0 minimum 103 maximum	See above
Maximum Impervious surfaces	66%	50%	50%	40%
Setbacks to Pinestone Neighborhood	15' + 10' buffer	10' + 10' buffer	15' + 10' buffer	Rear yard – 25' Sideyard – 8' + 4'/upper story
Height	40' plus stairs (Building A) 35' (Building B) 42' (Building C)	40 feet	50 feet	40 feet
Occupancy	3 unrelated adults	5 unrelated adults	5 unrelated adults	3 unrelated adults

Residential Density. The project will increase allowable densities from ~ five houses per acre to 15 units per acre. Currently, there are six residential structures with ~ six units and ~ 10 bedrooms.⁸ Under the proposal, there will be 78 units with a total of 103 bedrooms for a total of 29.75 DUEs or 10.89 DUEs/acre for this PUD. The breakdown will be the three houses plus 20 2-bedroom units, 35 1-bedroom units, and 19 efficiencies, all of which will bar more than three unrelated adults from living in any one unit.

⁸ This assumes that the two houses to be demolished or relocated have a total of four bedrooms.

Multimodal Transportation. Along Hillside there is a bus stop serving Transit Route 1 and 2, a sidewalk, tree plot, and a raised, 9' to 10'-wide area for sidewalk seating. Along Henderson, there will be a 10'-wide multi-use path which will connect with one running from Hillside to Winslow Road and connect with a spur to the Switchyard and B-Line Trail by Black Lumber. Storage for bicycles will comply with UDO standards and include interior spaces in the three new buildings.

Green Features. This PUD has “many green construction practices and environmentally conscious features” which, in part, include:

- 40 solar panels with an underlying white roof membrane on Building A, the whole building of which will be designed to LEED Certified standards but without the formal certification;
- a 1,000 sf green roof system above the Maintenance/Recycling building (where recycling will be provided for tenants and a solar thermal hot water system for the non-restaurant uses;
- a cistern connected to the roof drains for irrigation of landscaping (which will include native species and low water tolerant plantings; and
- Installation of LED lighting and low flow appliances for all new construction.

Landscaping. The Memo notes the following in regard to landscaping:

- the percentage of large canopy trees in the parking lot will be 13% rather than the UDO-required 75% of trees planted (due to lack of planting area) (See COA #5);
- at maturity, the numerous plantings of low-lying vegetation in the right-of-way shall not obstruct line-of-sight (See COA #4);
- the street trees along Henderson must be planted closer to the building than shown on one document to avoid conflict with a storm sewer main; and
- the landscaping between the PUD and Pinewood Subdivision to the south must comply with the bufferyard requirements.

Affordable Housing. The petitioner has agreed to set aside 5.4% (or 4) of the total units as affordable housing and has sought HOME funds for “gap financing” which would limit eligibility to tenants at 60% or less of Area Median Income (AMI). Please note, that even in absence of special financing, the petitioner commits to setting aside these units at this level of income eligibility.

Other Aspects of the Project. Please see the Staff Memo to the Council for more on these topics, along with Right-of-Way dedication (40' from centerline with provision of on-street parking and sidewalks), Architecture and Design, Utilities, and Stormwater (which includes a dry detention pond on the southside of Building C).

Preliminary Plan Issues

Parking (and Commercial Uses). The parking is allocated between the two areas.

- Area 1, which includes the four single family homes, has
 - 9 parking spaces.
- Area 2, which includes three buildings and on-street parking, has:
 - 94 on-site parking spaces (with 40 spaces in the first floor of Building C) for a one-to-one ratio between bedrooms and parking spaces;
 - 21 on-street parking (with those on Hillside intended for back-in parking)⁹ for the commercial uses in Building A; and
 - 9 parking spaces set aside in the adjacent Hillside Terrace development for employees of businesses in the PUD.

** Please note that much of the discussion about parking dealt with need generated by the, as many as, four tenants occupying the maximum of 6,400 sf of commercial space in Building A along Hillside Drive.*

- *The Memo elaborates on parking ratios for various commercial uses and concludes that the 21 spaces provided here (plus the 9 provided off-site for employees) would suit all but two uses should those uses occupy all 6,400 sf: a restaurant (which would need 32 parking spaces) and “small multi-tenant center” (which would need 26 parking spaces).*
- *At the request of the Plan Commission, the petitioner conducted parking studies in July and again in late August. On both occasions there were four times (at noon at the end of the week or during the weekend) out of 39 observations when the vacancy rate fell below 15% which, some of you may recall, has been cited by Donald Shoup and others as a “good goal” for turnover in commercial areas.*

⁹ These angled parking spaces and the provision for back-in parking will require changes to Title 15 (Vehicles and Traffic).

Environmental Commission Recommendations. As a result of Environmental Commission recommendations, the petitioner agreed to:

- Reduce the maximum impervious surface from above 70% to 66% by installing pervious pavers in a walkway between Building A and B (See COA #8); and
- Clarify the percentage of columnar (13%) and shade (87%) trees planted in the parking lot (See COA #4).

PUD Considerations. The Memo to the Council also details the relevant considerations and findings of the Plan Commission regarding this PUD. The considerations address (in paraphrase) the Preliminary Plan's:

- compliance with requirements, standards, and purpose of the PUD provisions;
- departure from UDO provisions otherwise applicable to the property;
- comportment with the UDO, GPP, and any other adopted planning objectives of the City;
- physical design and whether it adequately provides for public services, vehicular traffic, common open space, and amenities;
- relationship and compatibility with adjacent properties and neighborhood;
- effect on the City's physical development, tax base, and economic well-being;
- adverse effect on traffic congestion or existing or programmed public facilities and services;
- preservation of significant ecological, natural, historical, and architectural resources;
- possible injury to public health, safety, and general welfare; and
- overall proposal offers an effective and unified treatment of the development possibilities of the site.

In highlight, the Commission found that:

- the PUD provided a “unique development pattern that would not be allowed with a regular zoning district” to the overall benefit of the area and community;
- the extension of the Neighborhood Activity Center promotes architecture that fits well into the surroundings;
- the site is well-served with existing public services and will be augmented by the addition of many pedestrian amenities;
- “on-street parking ... while controversial ... has proven not to be a safety hazard;”

- there are no significant ecological, natural, historical, or architectural resources that need more attention than already provided by the PUD; and
- there will be an increase in tax base and the creation of four affordable housing units.

In conclusion, the Memo states:

The Plan Commission found that this PUD satisfied many of the GPP policies toward compatible infill development and site design for Neighborhood Activity Center. The proposed density and height is extremely similar to the RH and CL zoning districts. The development provides neighborhood scale commercial uses designed to be compatible with other developments in the area. The Plan Commission found that the proposed parking plan is adequate to meet the needs of the multi-family and commercial tenants and customers.

Recommendation

After meetings in July, August & September, the Plan Commission gave a positive recommendation (8-0-1) with the following conditions (*at times paraphrased*):

1. The dedication of right-of-way on Hillside must be the minimum required by the Master Thoroughfare Plan (and also include all on-street parking and sidewalks) and be done within 180 days of Council approval;
2. The approval of final plan will be delegated to Planning and Transportation Department staff;
3. A commitment assuring the availability of nine parking spaces in the Hillside Terrace development for employees (of businesses within the PUD) shall be recorded prior to approval of the final plan;
4. The petitioner must maintain landscaping within the right-of-way and plant species that, at full maturity, will not block line-of-sight;

Note, staff indicates that the following changes to the District Ordinance have already been made:

5. In regard to Landscaping, the District Ordinance shall be revised to read:
 ...we are proposing 13% large canopy trees and 87% medium or large columnar trees for the parking lot perimeter tree category. The site interior trees will meet UDO requirements.
6. In regard to the three historic houses that remain on Hillside Drive, the District Ordinance shall be revised to address “any specific aspects of the CL development standards that would be inappropriate as applied in the specific context” of those structures;

7. In regard to the footpath between Building A and Building B, the District Ordinance will require use of permeable pavers; and
8. In regard to the Site Development Standard #8, the District Ordinance will provide for a maximum of 66% impermeable surfaces rather than the current 70%.

Standard of Review

The Council is required to vote on a PUD proposal within ninety days of certification from the Plan Commission. The matter was certified to the Council on September 15, 2016. In instances in which the Plan Commission gives a proposal a favorable recommendation, but the Council fails to act within the ninety-day window, the ordinance takes effect within ninety days after certification.

In reviewing a PUD proposal, State statute 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)

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).

**NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
7:30 P.M., WEDNESDAY, OCTOBER 19, 2016
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.**

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES: October 13, 2016 (Special Session)

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

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

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

1. Resolution 16-15 – Waiving Current Payments in Lieu of Taxes by the Bloomington Housing Authority to the City

Committee Recommendation *None*

2. Ordinance 16-15 – To Amend Title 2 of the Bloomington Municipal Code (BMC) Entitled “Administration and Personnel” – Re: Amending BMC Chapter 2.02 (Boards and Commissions) to Provide for the Common Council Appointment of No More than Four Non-Voting Advisory Members to Certain Boards, Commissions, and Councils

Regular Session (Sept 21st, 2016) *Not introduced due to the 10:30 rule*
Committee Recommendation Do Pass 6-0-2

3. Ordinance 16-23 – To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” to Establish a Historic District – Re: 2233 East Moores Pike Historic District (Terry L. Kemp, Owner and Petitioner)

Committee Recommendation Do Pass 7-1-0

4. Ordinance 16-20 – To Amend the Zoning Maps from Residential High-Density Multifamily (RH) to Planned Unit Development (PUD) as well as Approve a District Ordinance and Preliminary Plan - Re: 405 E. 17th Street (RCR Properties, LLC, Petitioner)

Committee Recommendation Do Pass 0-1-7

5. Ordinance 16-21 – To Vacate A Public Parcel - Re: A 50-Foot by 120-Foot Segment of North Grant Street Located South of 18th Street and East of 1313 North Grant Street (RCR Properties, LLC, Petitioner)

Committee Recommendation Do Pass 3-1-4

VII. LEGISLATION FOR FIRST READING

1. Ordinance 16-22 – To Amend Title 2 (Administration and Personnel) of the Bloomington Municipal Code (To Establish a Parking Commission)

2. Ordinance 16-24 – To Amend the Zoning Maps from Residential Single Family (RS) and Residential High-Density Multifamily (RH) to Planned Unit Development (PUD) as well as Approve a District Ordinance and Preliminary Plan – Re: 600-630 E. Hillside Drive (Dwellings LLC, Petitioner)

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

IX. COUNCIL SCHEDULE

X. ADJOURNMENT



**City of Bloomington
Office of the Common Council**

To Council Members
From Council Office
Re Weekly Calendar – 17-22 October 2016

Monday, 17 October

12:00 pm BEAD Advisory Committee, McCloskey
5:00 pm Redevelopment Commission, McCloskey
5:00 pm Utilities Service Board, 600 E Miller Dr
5:30 pm Farmers' Market Advisory Council, Parks

Tuesday, 18 October

11:30 am Plan Commission Work Session, Kelly
5:00 pm Board of Public Safety, McCloskey
5:30 pm Animal Care Commission, Kelly
5:30 pm Commission on the Status of Children and Youth, Hooker Conference Room
5:30 pm Bloomington Public Transportation Corporation, 130 W Grimes Lane

Wednesday, 19 October

9:30 am Emergency Management Advisory Council, Chambers
9:30 am Tree Commission, 930 W 4th St
2:00 pm Hearing Officer, Kelly
2:30 pm Affordable Care Act Committee, McCloskey
3:30 pm Board of Public Works Work Session, Kelly
4:00 pm Board of Housing Quality Appeals, McCloskey
4:15 pm Economic Development Commission, Hooker Conference Room
5:00 pm Bloomington Arts Commission, McCloskey
5:30 pm Board of Public Works, Chambers
6:00 pm Council of Neighborhood Associations, Hooker Conference Room
7:30 pm Common Council Regular Session, Chambers

Thursday, 20 October

8:00 am Bloomington Housing Authority Board, 1007 N Summit St
3:30 pm Bloomington Municipal Facilities Corporation, Dunlap
5:15 pm Monroe County Solid Waste Management District- Citizen's Advisory Council, McCloskey
5:30 pm Board of Zoning Appeals, Chambers
7:00 pm Environmental Commission, McCloskey

Friday, 21 October

12:00 pm Common Council- Internal Work Session, Library
12:00 pm Domestic Violence Task Force, McCloskey

Saturday, 22 October

9:00 am Bloomington Community Farmers' Market, Showers Common, 401 N Morton St

*Auxiliary aids for people with disabilities are available upon request with adequate notice. Please contact the applicable board or commission or call (812) 349-3400.

RESOLUTION 16-15

**WAIVING CURRENT PAYMENTS IN LIEU OF TAXES
BY THE BLOOMINGTON HOUSING AUTHORITY TO THE CITY**

WHEREAS, the Bloomington Housing Authority provides a public service to the Bloomington community by providing sanitary, safe and affordable housing for low income people; and

WHEREAS, according to I.C. 36-7-18-25, the Bloomington Housing Authority is exempt from all property taxes, but may enter into an agreement with a political subdivision to pay no more than the estimated costs of services, improvements, or facilities provided by that political subdivision; and

WHEREAS, on May 2, 1961, the Bloomington Housing Authority and City of Bloomington entered into a Cooperation Agreement under which the Bloomington Housing Authority agreed to make annual payments in lieu of taxation based upon the value of services established by Housing and Urban Development guidelines; and

WHEREAS, the City of Bloomington does not desire for the Bloomington Housing Authority to make these payments in lieu of taxes this year;

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

SECTION 1. In consideration for the provision of services to its residents and property by the Bloomington Housing Authority, the City of Bloomington hereby waives its right to any and all payments in lieu of taxes for the year 2015.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2016.

ANDY RUFF, 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 _____, 2016.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2016.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This resolution waives the right of the City of Bloomington to receive payments in lieu of taxes from the Bloomington Housing Authority for the year 2015.

Memo

To: Council Members
From: Doris Sims, Director
CC: Philippa Guthrie, Corporation Counsel
Date: October 10, 2016
Re: BHA PILOT

Resolution 16-15 is an annual request by the Bloomington Housing Authority to waive any payment in lieu of taxes (PILOT) as may be required of the entity. In 1961, the Bloomington Housing Authority entered into a cooperation agreement with the City of Bloomington, which was part of the creation of the Housing Authority. The cooperation agreement states, "Under the constitution and statutes of the State of Indiana, all Projects are exempt from all real and personal property taxes levied or imposed by the Taxing Body, as long as the project continues to serve low income citizens this rule applies."

This year, the BHA is requesting that the City forgive the \$29,712.00 Payment in Lieu of Taxes as computed on the attached form.

Computation of Payments in Lieu of Taxes

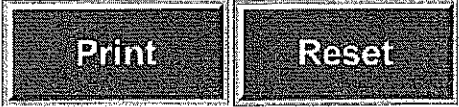
U.S. Department of Housing and Urban Development Office of Public and Indian Housing

For Fiscal Year Ended 2015

OMB Approval No. 2577-0026 (Exp. 10/31/2009)

Public reporting burden for the collection of information is estimated to average .4 hours. This includes the time for collecting, reviewing, and reporting the data. The information will be used for HUD to ascertain compliance with requirements of Section 6(D) of the U.S. Housing Act, which provides for PHA exemptions from real and personal property taxes, and inclusion in the formula data used to determine public housing operating subsidies. Response to this request for information is required in order to receive the benefits to be derived. This agency may not collect this information, and you are not required to complete this form unless it displays a currently valid OMB control number.

Name of Local Agency: Bloomington Housing Authority	Location: Bloomington, Indiana	Contract Number: C-0894	Project Number: IN022
Part I - Computation of Shelter Rent Charged.			
1. Tenant Rental Revenue (FDS Line 703)	\$ 671,962.00		
2. Tenant Revenue Other (FDS Line 704)	66,143.00		
3. Total Rental Charged (Lines 1 & 2)		\$ 738,105.00	
4. Utilities Expense (FDS Line 931 - 939)		412,342.00	
5. Shelter Rent Charged (Line 3 minus Line 4)		325,763.00	
Part II - Computation of Shelter Rent Collected. To be completed only if Cooperation Agreement provides for payment of PILOT on basis of Shelter Rent Collected.)			
1. Shelter Rent Charged (Line 5 of Part I, above)		\$ 325,763.00	
2. Add: Accounts Receivable - Tenants (FDS Lines 126, 126.1, & 126.2) at beginning of fiscal year		41,382.00	
3. Less: Tenant Bad Debt Expense (FDS Line 954)		31,883.00	
4. Less: Accounts Receivable - Tenants (FDS Lines 126, 126.1, & 126.2) at end of fiscal year		38,343.00	
5. Shelter Rent Collected (Line 1 plus Line 2 minus Lines 3 & 4)		297,119.00	
Part III - Computation of Approximate Full Real Property Taxes.			
(1) Taxing Districts	(2) Assessable Value	(3) Tax Rate	(4) Approximate Full Real Property Taxes
Total			0.00
Part IV - Limitation Based on Annual Contribution. (To be completed if Cooperation Agreement limits PILOT to an amount by which real property taxes exceed 20% of annual contribution.)			
1. Approximate full real property taxes		\$ 0.00	
2. Accruing annual contribution for all projects under the contract		\$	
3. Prorata share of accruing annual contribution*		_____	
4. 20% of accruing annual contribution (20% of Line 3)		0.00	
5. Approximate full real property taxes less 20% of accruing annual contribution (Line 1 minus Line 4, if Line 4 exceeds Line 1, enter zero)		\$	
Part V - Payments in Lieu of Taxes.			
1. 10% of shelter rent (10% of Line 6 of Part I or 10% of Line 5 of Part II, whichever is applicable)**		\$ 29,712.00	
2. Payments in Lieu of Taxes (If Part IV is not applicable, enter the amount shown on Line 1, above, or the total in Part III, whichever is the lower. If Part IV is applicable, enter the amount shown on Line 1, above, or the amount shown on Line 5 of Part IV, whichever is lower.)		\$ 29,712.00	
* Same as Line 2 if the statement includes all projects under the Annual Contributions Contract. If this statement does not include all projects under the Annual Contributions Contract, enter prorata share based upon the development cost of each project.			
** If the percentage specified in the Cooperation Agreement or the Annual Contributions Contract with HUD is lower, such lower percentage shall be used.			
Warning: HUD will prosecute false claims and statements. Conviction may result in criminal and/or civil penalties (18 U.S.C. 1001, 1010, 1012; 31 U.S.C. 3729, 3802).			
Prepared By: <u>Nika Alexander</u>	Approved By: <u>Jennifer Osterholt</u>		
Name: Nika Alexander	Name: Jennifer Osterholt		
Title: Financial Manager	Date: 8/10/2016	Title: Executive Director	Date: 8/10/2016



ORDINANCE 16-22

**TO AMEND TITLE 2 (ADMINISTRATION AND PERSONNEL) OF THE
BLOOMINGTON MUNICIPAL CODE
(To Establish a Parking Commission)**

- WHEREAS, in March of 2013, the City adopted Ordinance 13-03: To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" - Re: Authorizing the Expanded Use of Parking Meters in the Downtown and Related Changes which, after implementation and minor amendments:
- broadened the definition of parking meters to authorize new technology;
 - replaced a limited parking zone covering most of the downtown with a Parking Meter Zone;
 - set the rate for parking meters and times those rates would be enforced;
 - created a new part-time, non-reserved permit for use in the City's garages (to provide downtown employees with an alternative to on-street parking);
 - provided for the continued use of certain parking permits (i.e. construction/contractor and delivery vehicles) in the Downtown Parking Meter Zone and, in some cases, under revised procedures; and
 - integrated overlapping Parking Zones; and
- WHEREAS, parking management and policy responsibilities, after a 2013 reorganization by the Administration, are now divided among at least eight departments (Clerk, Controller, Economic & Sustainable Development, Housing and Neighborhood Development, Legal, Planning & Transportation, Police, and Public Works); and
- WHEREAS, over the years, the City's parking management actions have appeared at times ad hoc, inconsistent, and not grounded in an overall parking policy or management plan; and
- WHEREAS, parking issues are not merely transportation issues, playing a primary role in at least five of the seven guiding principles of the city's current comprehensive plan, the 2002 city Growth Policies Plan (GPP) — namely, "compact urban form," "nurture environmental integrity," "leverage public capital," "mitigate traffic," and "conserve community character"; and
- WHEREAS, these concerns about vehicle storage are at least as important as vehicle movement and deserve a commission whose scope is as broad as these concerns; and
- WHEREAS, no city commission, department, or official has as their purpose the management of private vehicles once they stop moving: concerns such as how much land or public money gets devoted to vehicle storage, what the community's goal for its ratio of vehicle storage to other land uses should be, and the role that the addition of vehicle storage should play in the city's economic or sustainable development; and
- WHEREAS, some parking-related policy oversight body is necessary to develop and implement parking-related policies that further or fulfill the goals of the GPP; and
- WHEREAS, the Traffic Commission, whose purpose is "to coordinate traffic activities, to carry on educational activities in traffic matters, to supervise the preparation and publication of traffic reports, to receive complaints having to do with traffic matters, and to recommend to the common council and to appropriate city officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations," is primarily concerned with issues involving the smoothest possible movement of vehicles;

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

SECTION 1. Chapter 2.12 entitled “Boards, Commissions, and Councils” shall be amended by inserting Section 2.12.110, entitled “Parking Commission” with the title appearing in the Table of Contents for the chapter and the text reading as follows:

2.12.110 Parking Commission

- (a) Purpose. It shall be the primary purpose of the Parking Commission (commission), in coordination with decision-makers and other entities as is necessary or prudent:
- (1) to develop, implement, maintain, and promote a comprehensive policy on parking that takes into account the entirety of, and furthers the objectives of, the city’s comprehensive plan; and
 - (2) to coordinate parking activities, to carry on educational activities in parking matters, to supervise the preparation and publication of parking reports, to receive comments and concerns having to do with parking matters, and to recommend to the common council and to appropriate city officials ways and means for achieving the city’s comprehensive plan objectives through the administration of parking policies and the enforcement of parking regulations.
- (b) Composition – Appointments. The Parking Commission shall be composed of nine voting members. These voting members shall be composed of five members appointed by the Mayor and four members appointed by the Common Council.
- (c) Qualifications of Voting Membership.
- (1) One member appointed by the Mayor and one member appointed by the Common Council shall be a merchant owning and operating a business located at an address within Schedule U – On-Street Metered Parking;
 - (2) One member appointed by the Mayor shall be a board member or an employee of a non-profit organization which operates at property that is owned or leased by the non-profit organization and located within Schedule U – On-Street Metered Parking;
 - (3) Four members, two appointed by the Mayor and two appointed by the Council, shall be residents living within the City limits. At least one of these four shall be a resident living at an address within Schedule U — On-Street Metered Parking, and at least one other of these four shall be a resident living at an address within a Residential Neighborhood Permit Parking Zone as described in Section 15.37.020;
 - (4) One member appointed by the Common Council shall be from among its membership; and
 - (5) One member appointed by the Mayor shall be from within the Transportation and Traffic Services Division of the Planning and Transportation Department.
- (d) Terms. The initial terms of three mayoral and two council citizen appointments shall expire on January 31, 2018. The terms of the remaining initial citizen appointments shall expire on January 31, 2019. Thereafter, all terms of citizen appointments shall be for two years and expire on January 31. The terms for the one mayoral appointment made from within the Planning and Transportation Department and the one councilmanic appointment made from within the members of the Council shall be for one year and expire on January 31.
- (e) Powers and Duties. The commission shall meet at least one time each month, unless it votes to cancel the meeting. Its powers and duties and include, but are not limited to:
- (1) accessing all data regarding the City’s parking inventory, including usage, capital and operating costs, so long as the data is released in a manner consistent with exemptions from disclosure of public records set forth in IC 5-14-3-4;
 - (2) reviewing the performance of all meters, lots, garages, and neighborhood zones in the City’s parking inventory, and reviewing the performance of all divisions of City departments devoted specifically to parking management;
 - (3) making recommendations on parking policy, including but not limited to: pricing, hours of operation, addition or removal of parking spaces, and changes when necessary to City code, enforcement procedures, or any other aspect of parking management policy;
 - (4) submitting an annual report of its activities and programs to the Mayor and Council by October of each year;
 - (5) adopting rules and regulations for the conduct of its business; and

- (6) applying for appropriations through the Mayor, or researching and applying for grants, gifts, or other funds from public or private agencies, for the purpose of carrying out any of the provisions of this section.

(f) Staff. The Commission shall be staffed by the Transportation and Traffic Services Division of the Planning and Transportation Department.

SECTION 2. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances 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 3. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor and publication in accordance with State law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2016.

ANDY RUFF, 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 _____, 2016.

NICOLE BOLDEN
Clerk, City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2016.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance is authored by Councilmember Volan and, after evaluation of expansion of the downtown metered parking established with the adoption of Ordinance 13-03 in March of 2013, amends Title 2 of the Bloomington Municipal Code (Administration and Personnel) to create a new nine-member Parking Commission. The Parking Commission would improve parking management across the city, and would develop policies regarding parking in the context of, and to further or fulfill the goals of, the Growth Policies Plan.



CITY OF BLOOMINGTON

401 N Morton St, Suite 110
Post Office Box 100
Bloomington IN 47402

p 812.349.3409
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council@bloomington.in.gov

Memorandum

To: Bloomington Common Council
From: Councilmember Volan, District 6
Date: October 14, 2016
Re: Ordinance 16-22, establishing a Parking Commission

INTRODUCTION

Ordinance 16-22 creates a nine-member citizen commission devoted to thinking about parking and all the impacts it has across the city, via a new §2.12.110 with six subsections.

RATIONALE

As the district that has represented part or all of downtown Bloomington for decades, District 6's priorities are often different from other districts. The third and second most consistently important issues during that time have been trash and noise. **District 6's most important issue has always been parking.**

Parking has always been a concern downtown, and it has only grown. Seven of the eleven parking zones are completely in District 6; two more are substantially in it, as are all three city-owned garages. Since 2013, the entire parking meter zone (see Whereas #1) is in District 6.

It's also the biggest issue in town that **parking has no obvious point person**. There is no Parking Department; in fact, at least eight city departments have some say in the management of parking since the meters went in and departments were reorganized to make transportation policy more coherent (Whereas #2). No one department has authority over the others to oversee the wide range of policy that parking touches on.

In the absence of consistent leadership or policy, Bloomington has made **ad hoc decisions on parking that have sometimes conflicted** with each other (Whereas #3). Examples:

- The administration in 2013 announced that one of its reasons for installing parking meters was to gain revenue; the next year, they recommended a reduction of meter hours was to forego revenue.
- Most parking in Bloomington neighborhoods is free or underpriced. Parking in most Bloomington neighborhoods is free. In others, it costs a little more than \$2/mo, regardless of need or demand.
- The Fourth St. Garage is often "full" because anyone may park free for three hours at a time, and underpriced permits often require spaces to go unused.

Meanwhile, hundreds of spaces in the other two city garages are going totally unused.

- Some metered parking is overpriced; some is underpriced. Many metered on-street spaces are regulated at \$1/hr and get very little use, while other such spaces are in constant demand.

Parking significantly impacts **five of the seven pillars of the 2002 Growth Policies Plan** (GPP). Most of these impacts are negative (Whereas #4):

- *Compact urban form*: Parking is antithetical to “compact” form. Derek Richey can show you all the magnificent buildings that were torn down before 1975 in the name of parking lots and “progress.”
- *Nurture environmental integrity*: Parking lots take up space where trees and buildings used to be, and where housing, shops and offices could go. They also increase stormwater runoff.
- *Leverage public capital*: Off-street structured parking is very expensive to build, on the order of tens of thousands of dollars per space. Every dollar the city spends on car parking is a dollar not spent on sidewalks, trails, public transit, or bike parking.
- *Mitigate traffic*: perhaps the most important principle, specifically calls for “expanding public transit, bike and ped facilities, and implementing strategies to manage traffic.”
- *Conserve community character*: specifically calls for “protecting and enhancing neighborhoods, improving downtown vitality, and maintaining Bloomington’s historic character.” (I’ve never heard anyone justify parking lots or garages as being part of the city’s historic character...I hope I never will.) Neighborhoods will say they do not want to see yards turn into parking lots. Downtown vitality is improved by making pedestrianism more desirable, not by providing as much parking as College Mall or Whitehall Crossing.

VEHICLE MOVEMENT VS. VEHICLE STORAGE

Most of us don’t drive around all day long, although some days it may feel like it. The average vehicle only moves 5% of the time. We devote an extraordinary amount of land to vehicles the rest of the time, for their storage. **Parking is as much an issue of land use, economic development, sustainability and neighborhood development as it is of transportation.**

Many people have asked why parking can’t be overseen by the Traffic Commission (TC). **TC is designed to consider only the *movement* of vehicles.** The *storage* of vehicles, and how that affects so many other city systems, is a very different matter, and at least as important (Whereas #5). Because there is **no department or official tasked with parking** concerns (Whereas #6), and because **the city should have a consensus policy on parking**, there needs to be some person or group devoted solely to thinking about it (Whereas #7).

The TC mission (Whereas #8) is much narrower than parking matters require:

1. “to coordinate **traffic** activities,
2. to carry on educational activities in **traffic** matters,
3. to supervise the preparation and publication of **traffic** reports,
4. to receive complaints having to do with **traffic** matters, and
5. to recommend to the common council and to appropriate city officials ways and means for improving **traffic** conditions and the administration and enforcement of **traffic** regulations”

“Traffic” just means movement. TC was never meant to consider issues like:

— **Revenue.** Parking generates significant revenue for the city — millions of dollars. That revenue could be appropriated for non-transportation-related purposes by a vote of Council. As mentioned, the administration and council have changed rates arbitrarily; they could attempt further to raise revenue to accomplish unrelated goals, or to lower rates at the expense of walkers, bikers and bus riders. A Commission whose focus solely is parking will not have the same incentive as elected officials to, say, change parking rates for short-term political gain, or for any reason other than good governance. That’s why its mission is not simply “to improve parking conditions” like the Traffic Commission’s goal is to “improve traffic conditions,” but to improve “transportation” conditions through parking.

— **Economic/sustainable development.** TC was not built to consider, for example, how to get employees or downtown residents from not parking on streets that should have been available for restaurant patrons around the Square. It was not built to consider how to *reduce* traffic, to think about putting destinations closer together to reduce the need for travel in the first place, to reduce pollutants. Their goal is just to keep vehicles moving.

— **Bureaucracy.** TC was not built to think about issues regarding the issuance of permits and tickets, the appeal of tickets, or similar administrative matters. Say someone appeals to the Clerk’s office and is rejected, even if the policy that requires the clerk to reject the appeal is a bad policy. There is currently no one tasked with reviewing that policy in need of a fix. Or the 4th St. garage always being “full” even when there are lots of spaces available: it’s an issue for TC only because the disconnect might cause cruising traffic around the garage.

PURPOSE OF THE NEW COMMISSION

The new Commission’s purpose (§2.12.110(a)) is modeled on TC, with key changes. In the first four points (subparagraph (2)), it just replaces “traffic” with “parking.” In the fifth point, it broadens the objective — not simply to provide better “parking,” but *to achieve the GPP’s goals through enlightened, consensus parking policy*. Compare the bold text below to the TC’s above:

- (1)to coordinate **parking** activities,
- (2)to carry on educational activities in **parking** matters,
- (3)to supervise the preparation and publication of **parking** reports,
- (4)to receive **concerns** having to do with **parking** matters, and

(5)to recommend to the common council and to appropriate city officials ways and means for **achieving the city’s comprehensive plan objectives through** the administration of **parking policies** and the enforcement of **parking** regulations

In the first part of the purpose (subparagraph (1)), the new Commission’s goal is to develop a comprehensive policy on parking, toward achieving the objectives of the GPP. (TC, in contrast, was created before there ever was a comprehensive plan.)

In short, **parking issues transcend traffic**. They demand a board with a much broader scope.

COMPOSITION & QUALIFICATIONS

The new Commission would be the same size as TC and Plan Commission (§2.12.110(b)). The other big concern about this proposal has come from departments: how would they participate? Each department with an interest in parking issues was invited to take part. The original design would have had a representative from each department, like Lafayette’s Parking Commission does. The overwhelming sentiment was the opposite: they’d rather not have to be ex-officio members.

After much discussion with Deputy Mayor Mick Renneisen, Planning & Transportation (P&T) Director Christy Langley, and P&T staff Scott Robinson and Nate Nickel, the only member of the commission from city staff in (c)(5) of the new code would be someone from P&T, the department tasked with developing land-use policy, and with transportation policy since the reorganization. If Council and the Administration prefer to change the membership of the new commission, this proposal can be changed.

This proposal calls for **two merchants** on the Commission ((c)(1)), both with addresses in the meter zone, one appointed each by the mayor and council, because the meter zone is far and away the aspect of parking that needs the most attention, now and ongoing. The Mayor would also appoint a **representative from a not-for-profit** organization ((c)(2)) that owns or leases space in the meter zone. The proposal calls for **four citizens**, two Mayoral, two Council ((c)(3)), at least one of four who would have to be from the meter zone, and at least one of the four from a neighborhood parking zone. There would also be a **Councilmember** and a **P&T staffer**. Five Mayoral and four Council appointees all together. Initial terms for everyone would be staggered.

There was a smaller concern, about the cost of staffing the Commission. P&T reports that they believe they can handle the workload with existing staff, and have noted that they would assign Nate Nickel to be the liaison between the department and the new Commission.

POWERS AND DUTIES

The new Commission’s powers and duties (§2.12.110(e)) would have access to all parking data, anonymized (1). They would regularly review the performance of all parking facilities, and any statistics about services and enforcement provided by various departments (2). They’d make regular recommendations on pricing, hours, locations of spaces, and similar parking-related matters (3). They’d report annually (4). They’d set their own rules (5). And, similar to the Sustainability Cmsn, they could request appropriations or solicit grants or gifts to achieve the goals set forth here (6).

CONCLUSION

Without this commission, we as a city will continue to make parking decisions arbitrarily, in fits and starts, and without a coherent rationale. This is why we plan, and why we make subplans. Parking too is primarily about land use. There ought to be a subplan for how parking land is used, and there are easily as many other considerations. To add these to TC's duties would double their workload. It is time for Bloomington to form a Parking Commission.

ORDINANCE 16-24

**TO AMEND THE ZONING MAPS FROM RESIDENTIAL SINGLE FAMILY (RS) AND
RESIDENTIAL HIGH-DENSITY MULTIFAMILY (RH) TO PLANNED UNIT
DEVELOPMENT (PUD) AS WELL AS APPROVE A DISTRICT ORDINANCE AND
PRELIMINARY PLAN**

**- Re: 600-630 E. Hillside Drive
(Dwellings LLC, 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-16-16, and recommended that the petitioner, Dwellings LLC, be granted an approval to rezone 2.73 acres from Residential Single Family (RS) and High-Density Multifamily (RH) to Planned Unit Development (PUD) and to approve a PUD District Ordinance and preliminary plan to allow mixed use development. The Plan Commission thereby 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 PUD District Ordinance and preliminary plan shall be approved for the PUD on the property located at 600-630 E. Hillside Drive. The property is further described as follows:

A part of Lots 1, 2, 3 & 4 of Barclay Gardens as recorded in Plat Cabinet C, Envelope 38 in the office of the Recorder of Monroe County, Indiana, also being a part of the Northeast quarter of Section 9, Township 8 North, Range 1 West, Perry Township, Monroe County, Indiana, more particularly described as follows:

Beginning at the southeast corner of said Lot 2; Thence on the south line of said Lots South 89 degrees 46 minutes 59 seconds West 271.00 feet to the east right-of-way line of South Henderson Street; Thence leaving said south line and on said east right-of-way line North 00 degrees 07 minutes 18 seconds West 245.54 feet; Thence North 14 degrees 13 minutes 14 seconds East 32.58 feet; Thence North 50 degrees 18 minutes 13 seconds East 25.22 feet; Thence North 80 degrees 27 minutes 33 seconds East 40.46 feet to the south right-of-way line of East Hillside Drive; Thence leaving said east line and on said south right-of-way line South 89 degrees 28 minutes 39 seconds East 137.39 feet; Thence North 89 degrees 03 minutes 46 seconds East 62.63 feet; Thence North 89 degrees 22 minutes 57 seconds East 71.50 feet; Thence South 87 degrees 49 minutes 55 seconds East 71.59 feet; Thence South 87 degrees 50 minutes 25 seconds East 65.08 feet; Thence leaving said south line South 00 degrees 48 minutes 22 seconds East 68.07 feet; Thence North 89 degrees 11 minutes 38 seconds East 4.00 feet; Thence South 00 degrees 48 minutes 22 seconds East 33.00 feet; Thence South 89 degrees 41 minutes 39 seconds West 24.00 feet; Thence North 00 degrees 48 minutes 22 seconds West 3.00 feet; Thence South 89 degrees 41 minutes 39 seconds West 45.00 feet; Thence South 00 degrees 48 minutes 22 seconds East 45.32 feet; Thence South 89 degrees 46 minutes 30 seconds West 37.46 feet; Thence South 00 degrees 48 minutes 22 seconds East 23.51 feet; Thence South 89 degrees 42 minutes 12 seconds West 34.04 feet; Thence South 00 degrees 48 minutes 22 seconds East 126.53 feet to the south line of said Lots; Thence on said south line South 89 degrees 46 minutes 59 seconds West 71.50 feet and to the Point of Beginning. Containing within said bounds 2.73 acres more or less.

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

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

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

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2016.

ANDY RUFF, 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 _____, 2016.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2016.

JOHN HAMILTON, Mayor
City of Bloomington


SYNOPSIS

This ordinance would rezone 2.73 acres from Residential Single Family (RS) and Residential High-Density Multifamily (RH) to Planned Unit Development (PUD) and to approve a PUD District Ordinance and preliminary plan to allow for mixed use development.

****ORDINANCE CERTIFICATION****

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 16-24 is a true and complete copy of Plan Commission Case Number PUD-16-16 which was given a recommendation of approval by a vote of 8 Ayes, 0 Nays, and 1 Abstentions by the Bloomington City Plan Commission at a public hearing held on September 12, 2016.

Date: September 15, 2016


Christy L. Langley, Secretary
Plan Commission

Received by the Common Council Office this 15th day of September, 2016.


Nicole Bolden, City Clerk

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

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

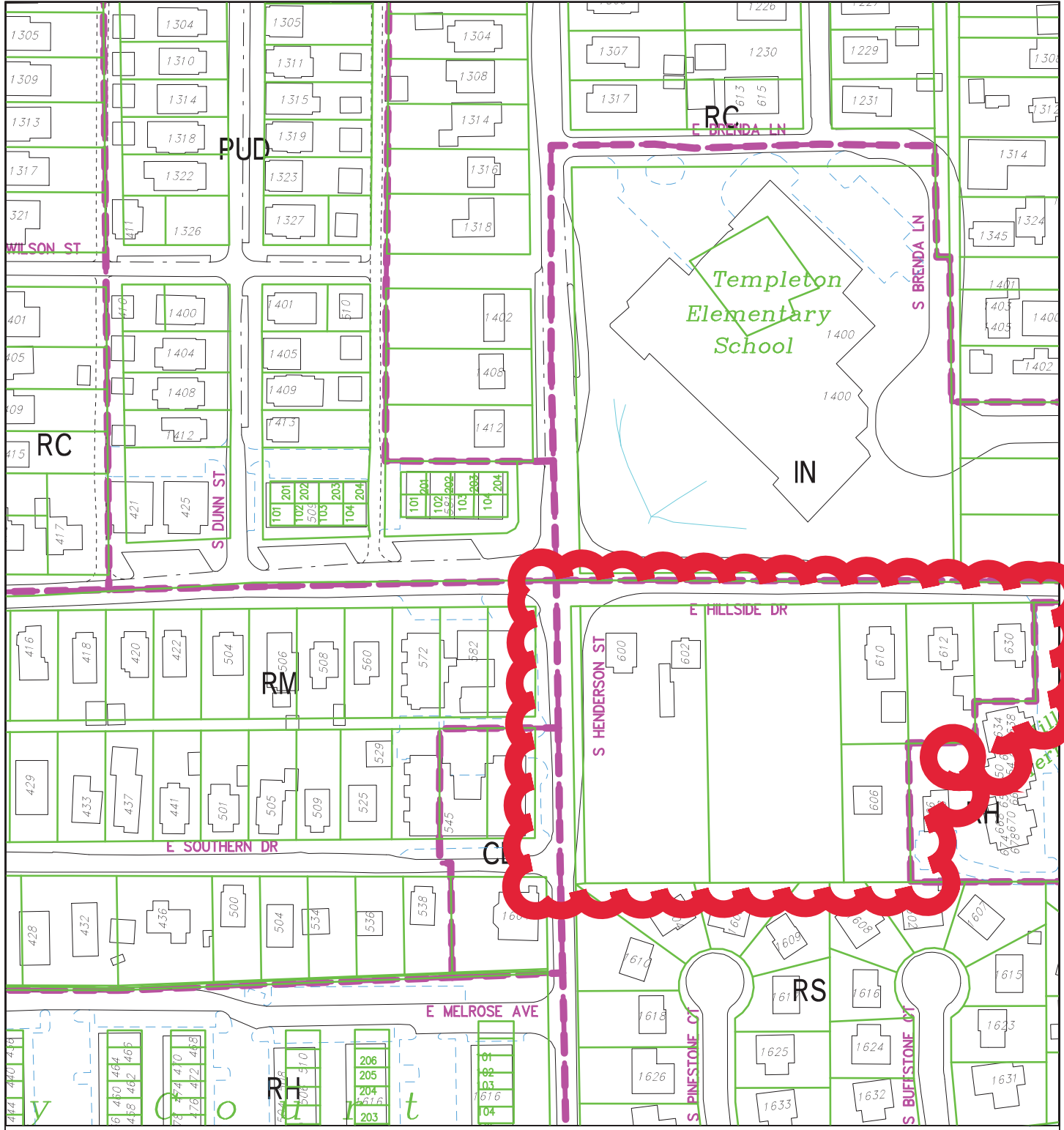
Signature of Controller

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.

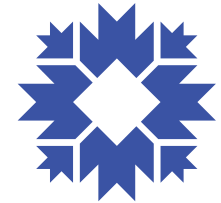
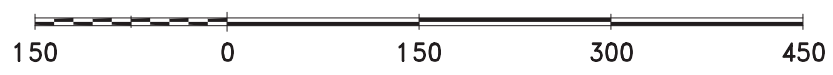
If the legislation will have a major fiscal impact, explain briefly what the effect on City costs and revenues will be and include factors which could lead to significant additional expenditures in the future. Be as specific as possible. (Continue on second sheet if necessary.)



Hillside and Henderson Southeast corner proposed PUD
 Location, Buildings, Zoning

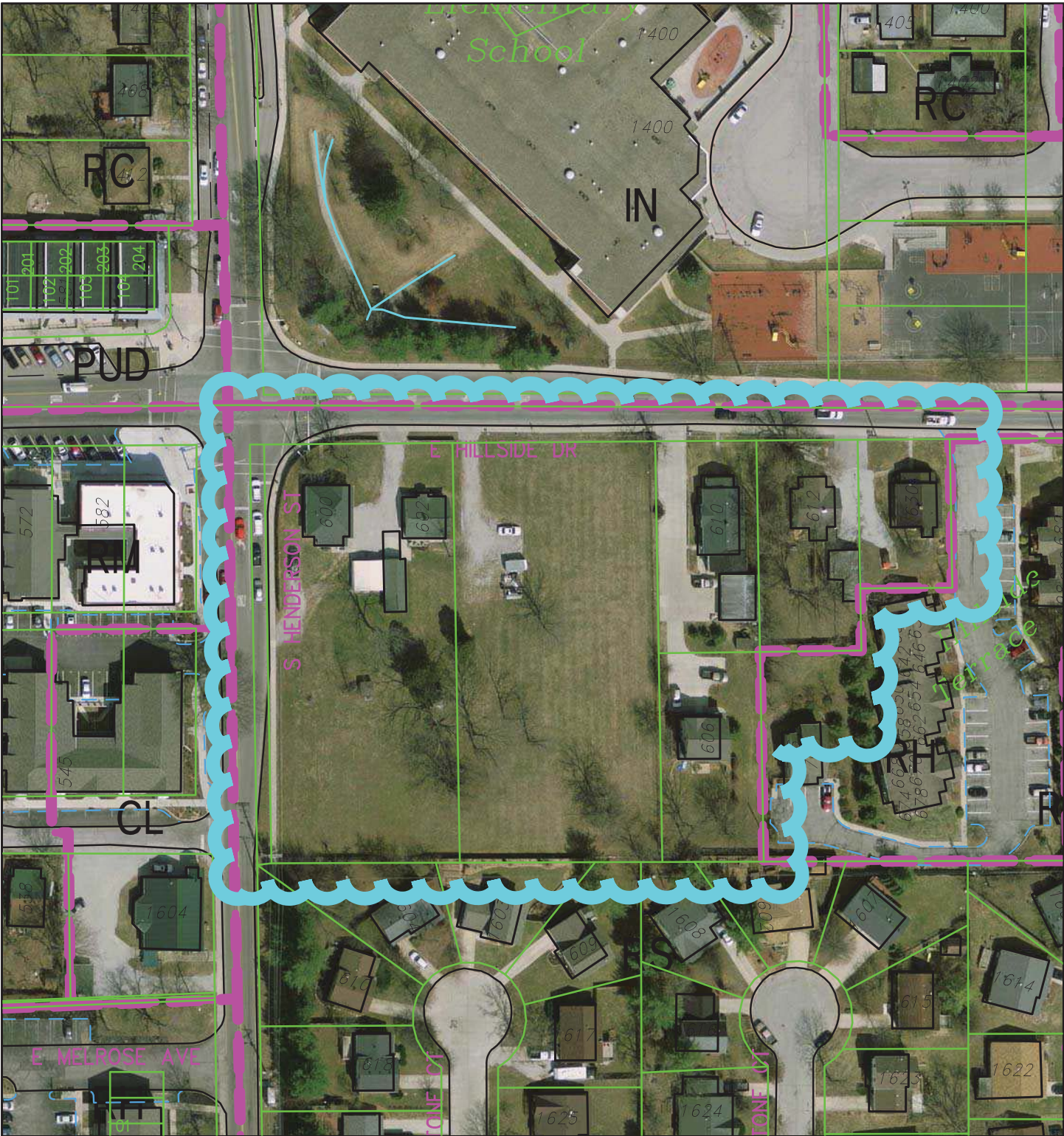
City of Bloomington
 Planning & Transportation

By: rosenbab
 27 May 16



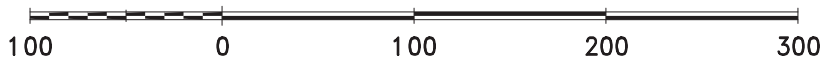
Scale: 1" = 150'

For reference only; map information NOT warranted.



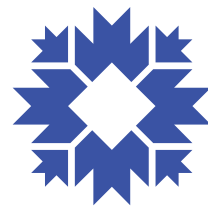
Hillside and Henderson Southeast corner proposed PUD
 2014 Aerial Photography

By: rosenbab
 27 May 16



For reference only; map information NOT warranted.

City of Bloomington
 Planning & Transportation



Scale: 1" = 100'

Interdepartmental Memo

To: Members of the Common Council
From: James Roach, AICP, Development Services Manager
Subject: Case #PUD-16-16
Date: September 28, 2016

Attached are the staff report, petitioner statement, District Ordinance, Preliminary Plan, and exhibits which pertain to Plan Commission case #PUD-16-16. The Plan Commission heard this petition at the July 11, August 8, and September 12, 2016 hearings and voted 8-0-1 to send this petition to the Common Council with a favorable recommendation.

REQUEST: The petitioner is requesting a rezoning of approximately 2.73 acres from Residential Single-Family (RS) and Residential High-Density (RH) to PUD and approval of a new PUD District Ordinance and Preliminary Plan for a mixed residential PUD. Also requested is a waiver from the 5 acre minimum PUD size.

BACKGROUND:

Area:	2.73 acres
Current Zoning:	RS and RH
GPP Designation:	Urban Residential
Existing Land Use:	Single family
Proposed Land Use:	Commercial, multi-family, and single family
Surrounding Uses:	North – Institutional (Templeton Elementary) West – Commercial and multi-family East – Multi-family South – Single family

REPORT: The property in question contains six parcels totaling 2.73 acres bounded by E. Hillside Drive to the north, S. Henderson Street to the west, a multi-family development to the east, and single-family homes to the south. The property is zoned Residential Single Family (RS) and Residential High-Density (RH) and currently contains 6 single family houses.

The two houses near the intersection of Hillside and Henderson (600 and 602 E. Hillside) will either be demolished or donated to a local preservation group for relocation. These houses are both listed as contributing structures on the 2001 Survey of Historic Sites and structures. Demolition of the houses was approved by the Historic Preservation Commission at its June 23, 2016 meeting. The other four single-family houses will remain on the property; these houses are included in the PUD, but the main impact is to their driveways and parking, with the exception of 612 E. Hillside Drive, where a small, detached unit will be removed.

The PUD can be broken down into two main areas.

- Area 1: The single-family area. Also includes a maintenance building with a 1000 square foot green roof.
- Area 2: The mixed-use area, which includes 3 buildings, parking, a courtyard area, detention pond, and other landscaping. Area 2 is also where changes to the streetscape are proposed with added on-street parking, a multiuse path on Henderson, tree plots, space for outdoor seating, and wider, improved sidewalks.

There are three buildings proposed in Area 2. Building A is the mixed-use building that addresses the intersection. It is proposed as a three-story building with commercial and residential on the first floor and residential units on the second and third floors. Floors one and two are clad in brick with large windows and metal canopies. The third floor is a combination of board and batten and lap siding. A portion of the third floor along Hillside is setback from the front building wall.

The four commercial spaces in Building A total 6,400 square feet. After feedback from the Plan Commission, the petitioner changed the orientation of the commercial space from Henderson to Hillside. There are also three apartment units on the first floor: two 2-bedroom units and one 1-bedroom unit. The building has a total of 25 units: 8 2-bedrooms; 16 1-bedrooms, and 1 efficiency.

Building B is a 2-story multi-family building to the east of Building A that faces Hillside Drive. The proposal is for a total of 16 efficiency units with 8 on each floor. The building has a hip roof and proposed materials are shake and lap siding. The building was designed to contrast with the adjacent commercial building. The height of the roof ridge is 34 feet.

Building C is located south of Building A and faces Henderson Street. The proposal is a 3-story building. The first floor of the building contains 40 parking spaces and 3 apartments at street level to conceal the parking. The upper two stories contain apartments. The building has a pitched roof and dormer windows. It utilizes several materials including cast stone, metal louvers, lap siding, shake siding, board and batten siding, and decorative window brackets. Building C has a mix of units; 12 2-bedroom units, 19 1-bedroom units, and 2 efficiencies.

GROWTH POLICIES PLAN: The GPP designates this 2.73 acre site as “Urban Residential.” Staff notes the following policy statements that apply to this development:

Compact Urban Form

- (Compact Urban Form) should be supplemented by strategies to increase housing densities within the planning jurisdiction. (Page 5)
- (Compact Urban Form) does not imply the intrusion of higher density development into established housing, crowding, or high rise development of a scale more appropriate to larger cities. (Page 5)
- Bloomington must look inward for opportunities to accommodate continued growth within the existing limits of the community. (page 5)

Mitigate Traffic

- MT-1: Develop transit-oriented site planning standards as a required component of development and redevelopment projects. (page 14)
- MT-2: Require the siting of future high density multifamily and commercial projects within walking distance to transit routes. (page 14)
- MT-8: Require the construction of pedestrian and bicycle facilities that provide safety and convenience in all new and redevelopment projects. Examples of features to be considered are sidewalks, pedestrian crosswalks, sidepaths, bicycle lanes, and bicycle racks. (page 15)
- MT-9: Create true pedestrian corridors by increasing the number of large species, street trees in tree plots, and other pedestrian amenities within the right-of-way. (page 15)
- MT-10: Ensure that designs for new construction and/or the retrofitting of existing intersections provide a safe environment for pedestrians to reduce crossing distances and include pedestrian signalization. (page 15)

Conserve Community Character

- Neighborhood character can evolve in a gradual and compatible way to allow additional density through subdivision lots and the creation of granny flats and duplexes. (page 17)

Urban Residential Land Use Category

- (The Urban Residential Land Use) category identifies existing residential areas with densities generally ranging from 2 units per acre to 15 units per acre. Additional, this category also includes individual vacant lots and smaller acreages, known as neighborhood conservation areas. (page 31)
- The fundamental goal for (neighborhood conservation) areas is to encourage the maintenance of residential desirability and stability. Where new infill development is proposed, it should be consistent and compatible with preexisting developments. (page 31)
- (The Urban Residential areas should be developed) for predominately residential uses; however, incorporate mixed residential densities, housing types, and non-residential services where supported by adjacent land use patterns. (page 31)
- Thus, the main objectives for (the Urban Residential) areas are to maintain adequate levels of service when possible to improve the capacity and aesthetic of all urban services. (page 31)
- (The Urban Residential areas should) optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as community activity centers. (page 31)
- (The Urban Residential areas should) ensure that new common open space is truly usable and accessible. (page 31)
- (The Urban Residential areas should) provide for marginally higher development densities while ensuring preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between new development and adjacent existing neighborhoods. (page 31)

- ...development of...small parcels should respect the unique character and development pattern of the neighborhood. The development should emphasize building and site compatibility with existing densities, intensities, building types and other site planning features. (page 31)

Neighborhood Activity Center

- It should be noted that while several NACs have been identified on the land use map, more could be designated in the future as further study is done and appropriate locations identified. (page 33)
- NACs must relate to surrounding residential neighborhoods and not adversely affect the livability of these neighborhoods through traffic, lighting, noise, litter or other impacts. (page 33)
- The height of new commercial structures in a NAC shall be limited to three stories in order to minimize the impact of such uses on surrounding residents. (page 33)
- The main focus of the NAC should be commercial uses at a scale that services the immediate neighborhood, including such services as small food stores, video rental, or small cafes. (page 33)
- Residential uses should be limited to multi-family development, ideally on floors above street level commercial uses. (page 33)
- Commercial uses should be restricted to ensure their neighborhood focus. (page 33)

PUD DISTRICT ORDINANCE ISSUES:

Uses: Commercial uses for Building A will be the same uses permitted in the Commercial Limited (CL) zoning district.

Underlying Zoning Districts: The Plan Commission approved utilizing CL as underlying zone. Additions, changes and modifications to the existing SF houses in Area 1 shall utilize the RS zoning district standards. The CL and RH zoning districts are very similar in terms of development standards. RH zoning is already in place at the Hillside Terrace development to the east. The CL zoning district was designed for commercial and mixed use developments within neighborhoods. The chart below compares some elements of the PUD to these two districts.

Standards Comparison

	PUD	CL	RH
Density	15 units/acre	15 units/acre	15 units/acre
Residential Parking	1 space/bedroom	1 space/bedroom max.	1 space/bedroom max.
Commercial Parking	21 on-street 8 off-site employee spaces	0 minimum 26 max. (small multi-tenant center)	N/A
Residential parking	103 spaces	0 minimum 103 maximum	0 minimum 103 maximum

Impervious surfaces	66%	50%	50%
Setbacks to Pinestone Neighborhood	15' + 10' buffer	10' + 10' buffer	15' + 10' buffer
Height	40' plus stairs (Building A) 35' (Building B) 42' (Building C)	40 feet	50 feet
Occupancy	3 unrelated adults	5 unrelated adults	5 unrelated adults

Density: The overall maximum site density is 15 units per acre. The buildings as proposed include 74 apartments and 4 single family houses with a total of 103 bedrooms. This equates to 29.75 DUEs or 10.89 DUES/acre for the entire PUD.

	Unit Type	Units	Bedrooms
3	Bedroom house	2	3
2	Bedroom house	1	2
1	Bedroom house	1	1
2	Bedroom	20	40
1	Bedroom	35	35
1	Efficiency	19	19
	Total	78	103

Architectural Standards: The PUD District Ordinance includes controlling language to ensure that the building built will look like the building shown in terms of height, materials, windows, entries, and modulation.

Occupancy: The petitioner has committed to use the zoning definition of family as applied in single family districts. Each unit can be occupied by a single family which can include no more than three unrelated adults.

Green Development Features:

The petitioner has committed to many green construction practices and environmentally-conscious features as part of the development. These are as follows:

- A 40-panel roof mounted photovoltaic system on Building A.
- An appropriately sized solar thermal hot water system for non-restaurant uses.
- An approximate 1,000 square foot green roof system above the Maintenance/Recycling building.
- A white roof membrane on Building A
- A cistern connected to roof drains for landscape irrigation.
- LED lighting for all new construction.
- Energy Star appliances for all new construction.

- Low flow appliances for all new construction.
- Native species and low water tolerant landscape materials.
- Building A designed to LEED Certified Standard excluding the certification process.
- Large windows for natural light
- Recycling collection

Affordable Housing: The petitioner has committed to setting aside 5.4% of the total units as affordable units. This equated to 4 units. They made an application to the HAND Department to utilize HOME funds for gap financing. The HOME program requires incomes of 60% or less of area medium income. The petitioner has committed to providing these units regardless of whether or not they are awarded the HOME funds.

Phasing and Final Plan Review: The petitioners have developed a phasing plan for the public and private improvements in the PUD.

- Phase 1: Construction of Buildings A and B along with associated parking and infrastructure improvements, the maintenance building, recycling center and trash compactor, the streetscape along Hillside, stormwater facilities, and all streetscape improvements with the exception of those immediately in front of Building C. Anticipated timing: late 2016 with completion in summer of 2017
- Phase 2: Building C and associated infrastructure including the streetscape improvements and multiuse path. Anticipated timing: fall of 2017 with completion in spring of 2018

Due to the level of detail provided in the PUD Preliminary Plan, the Plan Commission authorized staff level review of the PUD Final Plan.

PUD PRELIMINARY PLAN ISSUES:

Landscaping: The petitioner has submitted a schematic landscaping plan. This plan mostly meets UDO landscaping requirements. The petitioner proposes a reduced percentage of the parking lot trees be provided as large canopy trees due to a lack of planting area. They propose 13% large canopy trees, as opposed to the UDO requirement of 75%. Also, the landscaping plan shows numerous plantings in the right-of-way other than street trees. Anything planted in the right-of-way must be a species that will not block vision clearance at maturity and the petitioner must agree to maintain this landscaping. Finally, street trees along Henderson must be located east of the multi-use path in order to avoid conflict with an existing storm sewer main. The schematic landscaping plan from Mader Design does not reflect this, but it is reflected on the Bynum Fanyo plans. The PUD will meet the bufferyard landscaping requirements between Building C and the neighborhood to the south.

Parking: Area 1 includes 9 parking spaces for the four single family houses. Area 2 includes 94 on-site parking spaces for the apartments. This is a ratio of one parking space per one bedroom, which is the maximum permitted per the UDO.

The Preliminary Plan shows 21 on-street parking spaces to serve the commercial space in Area 2. In addition, the petitioner has committed to assigning 9 parking spaces in the Hillside Terrace development to the east for employees.

The development includes 6,400 square feet of commercial space, divided between 4 tenant spaces. Considering a possible mix of uses from the CL permitted uses, 21 spaces is close to the UDO's maximum parking maximums. If this site were in a location without on-street parking, the UDO would cap the total number of on-site parking spaces as follows for this one possible scenario:

Chart 1: Possible Development Scenario and Maximum Parking Standards

Tenant Use	Parking Ratio	Commercial Tenant Space Size	Maximum Permitted Spaces
Restaurant	1: 200 sq. ft.	2,000 sq. ft.	10
Fitness/Training Studio	1: 400 sq. ft.	1,530 sq. ft.	3
Business/professional Office	1: 300 sq. ft.	1,580 sq. ft.	5
Retail, low-intensity	1: 300 sq. ft.	1,233 sq. ft.	4
		Total:	22

According to these numbers, providing 21 on-street parking spaces is close to the maximum permitted for the zoning district, not counting the 9 additional employee spaces. This is one scenario. If all of the commercial spaces were to be filled by one use, the following chart demonstrates several of those possibilities and the corresponding maximum parking per UDO standards:

Chart 2: Possible Uses and Maximum Parking Standards

Tenant Use	Parking Ratio	Entire Commercial Space	Maximum Permitted Spaces
Restaurant	1: 200 sq. ft.	6400 sq. ft.	32
Small multi-tenant center	1:250 sq. ft.	6400 sq. ft.	26
Fitness/Training Studio	1: 400 sq. ft.	6400 sq. ft.	16
Business/professional Office	1: 300 sq. ft.	6400 sq. ft.	21
Retail, low-intensity	1: 300 sq. ft.	6400 sq. ft.	21

In order to gauge existing parking needs in the area, the petitioner has studied the on-street parking utilization rates. They studied 4 time periods over 6 days prior to the start of the IU academic year and 3 additional days with 5 time periods after the start of the IU academic year.

Across the 39 observations, there were only 4 instances when fewer than 15% of spaces were available. More than half of the time, 40 percent or more of spaces were available. According to research in on-street parking, aiming for 15 percent of spaces to be unoccupied at any time is a good goal, which allows for people to come and go and visit commercial spaces.

Parking researcher Donald Shoup, PhD and transportation researcher Todd Litman, PhD have several studies that recommend approximately one in eight parking spaces be vacant at any one time. This works out to 12.5% vacancy (Shoup, *Cruising for Parking*, 2007) (Litman, *Parking Policy Implementation Guidelines*, 2015).

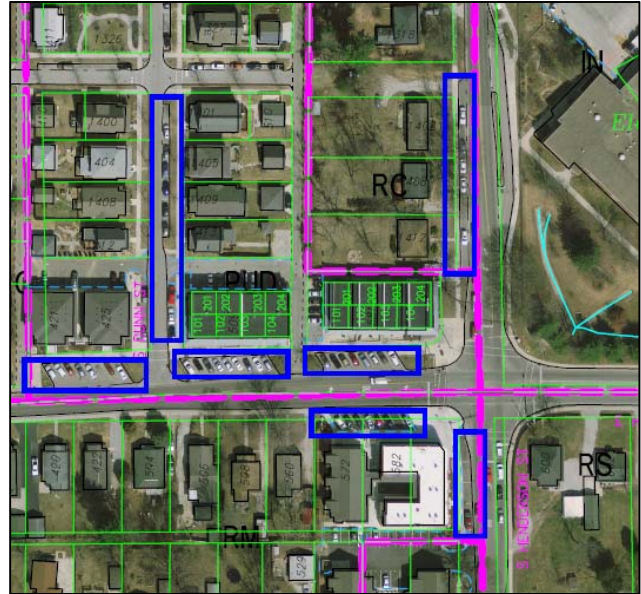
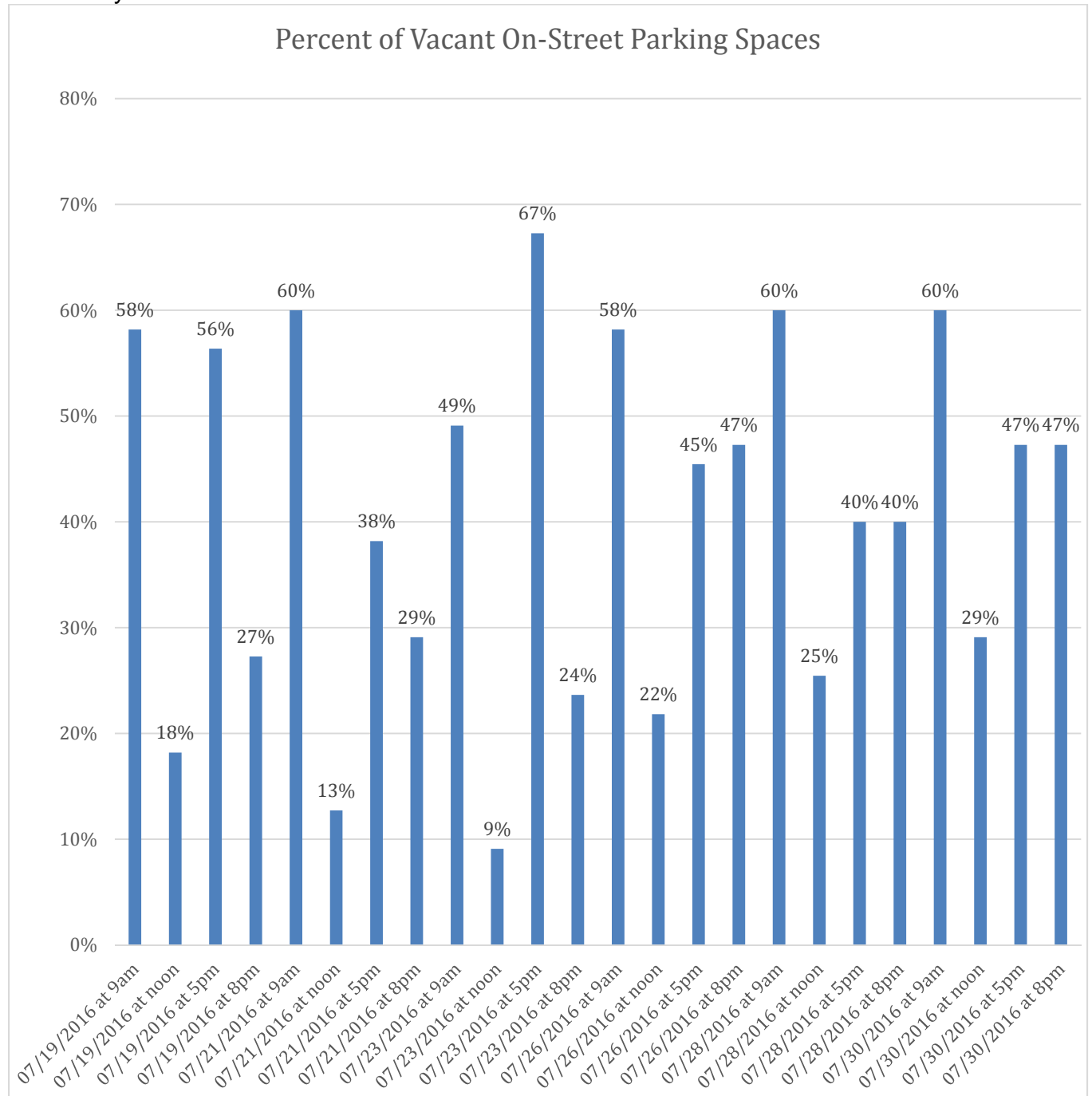
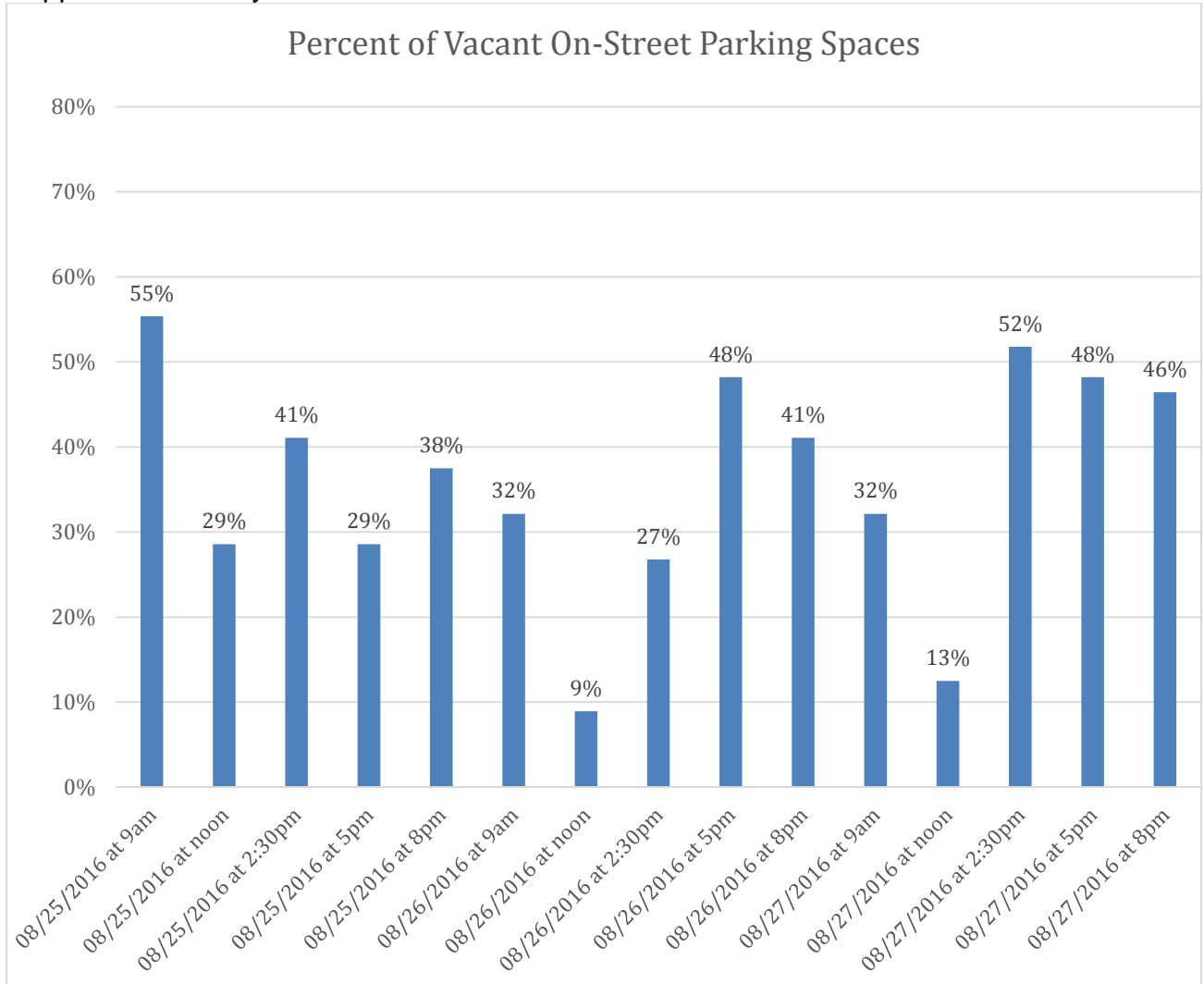


Chart 3: Percent of Vacant On-Street Parking Spaces

First study



Supplemental study



In conclusion, the Plan Commission found that the proposed 21 parking spaces, plus 9 off-site employee parking spaces, is an adequate number given the anticipated parking needs and parking maximums outlined by the UDO as well as the existence of additional on-street parking spaces in the immediate area.

Parking Design: The Traffic Commission voted unanimously to support back-in angled parking at this location. Back-in angled parking is safer than pull-in angled parking. While becoming more common in other cities, this would be the first block to contain back-in parking in Bloomington. This will be an adjustment for drivers but that will be true no matter where it is constructed in the City. The Traffic Commission recommended this parking configuration for both Hillside and Henderson as opposed to pull-in angled parking. The Plan Commission recommended continuing with the parallel parking on Henderson. Title 15 of the Bloomington Municipal Code will need to be amended to permit back-in angled parking, Title 15 would need to be amended regardless to permit parking on Hillside or Henderson at all. While this PUD does not include draft changes to Title 15, if the PUD is approved by the City Council with back-in angled parking, Planning and Transportation Department staff will bring forward amendments to Title 15 to enable the back-in angled parking. Ultimately, staff does not believe the angle of the parking is a decision for the Plan Commission.

Right-of-Way Dedication: Hillside and Henderson are both classified as Secondary Arterials in the Thoroughfare Plan. Both of these require 80 feet of right-of-way, or 40 feet from the centerline. Right-of-way dedication is required for Hillside and Henderson. The dedication must be the minimum Thoroughfare Plan requirement but must also include all on-street parking and sidewalks. This must be done within 180 days of Council approval.

Transit: The PUD site will include one bus stop along Hillside. The intersection is served by two Bloomington Transit routes: Route 1 and Route 7.

Bicycle and Pedestrian Design: The PUD preliminary plan attempts to provide walkable, pedestrian friendly design. Sidewalks and tree plots are shown on Hillside Dr. and Henderson St. For the commercial buildings along Hillside, the petitioner has included an area for outdoor seating that ranges from 9 to 10 feet in width.

The Bicycle and Pedestrian Transportation and Greenways System Plan calls for a multiuse path along Henderson Street. The multiuse path will run from Hillside Drive to Winslow Road, providing a separated facility for people to safely walk and bicycle to southern destinations—Bloomington High School South, Frank Southern Ice Arena, the YMCA. One of the key connections will be to the B-Link Trail, which is a separated trail that will connect with the Switchyard Park and the B-Line. The B-Link Trail is currently under construction. This section of the multiuse path will be constructed with the PUD and will be 10 feet in width.

The petitioner has committed to providing the number and type of bicycling parking required per UDO standards. Long term bicycle storage will be provided in Buildings A, B, and C.

Utilities: A schematic utility plan has been submitted to CBU and is under review. Water and sewer are already available on the site. Interior water and sewer mains will be private facilities.

Stormwater: A schematic stormwater plan has been submitted to CBU and is under review. This plan includes a dry detention pond that will be planted with wetland plantings on the south side of the property.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) made 2 recommendations concerning this development prior to the final Plan Commission meeting.

1. The Petitioner should adjust the site plan such that more than 30% pervious surface is available.

Response: At the third Plan Commission meeting, the petitioner agreed to a condition of approval to reduce the maximum impervious surface coverage to 66% and agreed to utilize pervious pavers for a pedestrian walkway between Building A and Building B.

2. The Petitioner should clarify the language in the PUD District Ordinance regarding changing canopy trees to columnar trees.

Response: This was included as condition of approval #4.

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.

COMMENTS: This petition meets the requirements for a Planned Unit Development and accomplishes the purpose of a PUD which is to provide a unique development pattern that would not be allowed in a regular zoning district. The design of this PUD expands a neighborhood activity center in a

way that promotes architecture that is compatible with the surroundings and counteracts urban monotony.

- (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.

COMMENTS: The proposed deviations from the UDO that are outlined in this report and the PUD District Ordinance are necessary to develop this site with a mix of land uses.

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

COMMENTS: The PUD meets the purposes of the City by expanding a neighborhood activity center in a way that is compatible with the existing fabric of development. Commercial uses are restricted to ensure neighborhood focus. The PUD furthers the goal of compact urban form in a way that promotes gradual changes and marginally increasing densities while utilizing existing infrastructure. The PUD also extends a multi-use path on Henderson to advance the goals of the Bicycle and Pedestrian Plan.

- (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.

COMMENTS: The PUD is well served by existing public services. The proposed on-street parking will be a neighborhood and City amenity. Common open space will be maintained by the petitioner including an interior plaza. Opportunities are provided for sidewalk café style seating, a multi-use path and pedestrian lights that will increase the visual enjoyment of the area and extend the pedestrian friendly area created with other nearby developments.

- (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.

COMMENTS: The proposed PUD Preliminary Plan has been designed in such a way to buffer the site from the neighborhood to the south. The proposed 3-

story buildings, while unique in this area, are not unreasonably tall. Other 3-story multi-family buildings exist to the southwest. The GPP recommends three-story buildings for neighborhood activity centers.

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

COMMENTS: The development will surely increase the City's tax base and economic well being. The PUD will provide opportunities for small scale, neighborhood-focused business. This PUD will also create 4 affordable apartment units.

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

COMMENTS: The Plan Commission found that this proposal will not create undue traffic congestion and will instead calm traffic on the adjacent streets to make them more walkable and livable. The site is adequately served by existing public facilities.

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

COMMENTS: There are no significant ecological, natural, or architectural resources on this site. One historic house on the property will be relocated and three historic houses will be retained.

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

COMMENTS: The Plan Commission found no injury. On-street parking in this area, while controversial with the first new development in this area, has proven to not be a safety hazard.

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

STAFF COMMENTS: The establishment of a PUD for this property allows a unique development that would not otherwise be accomplished within the framework of existing zoning districts. The site will be maintained under common ownership and management.

CONCLUSION: The Plan Commission found that this PUD satisfied many of the GPP policies toward compatible infill development and site design for Neighborhood Activity Center. The proposed density and height is extremely similar to the RH and CL zoning districts. The development provides neighborhood scale commercial uses designed to be compatible with other developments in the area. The Plan Commission found that the

proposed parking plan is adequate to meet the needs of the multi-family and commercial tenants and customers.

RECOMMENDATION: The Plan Commission voted 8-0-1 to forward this petition to the Common Council with a favorable recommendation and the following conditions of approval:

1. Right-of-way dedication is required for Hillside and Henderson. The dedication must be the minimum Thoroughfare Plan requirement but must also include all on-street parking and sidewalks. This must be done within 180 days of Council approval.
2. Final Plan approval is delegated to the Planning and Transportation Department Staff.
3. Prior to Final Plan approval, the petitioner shall record a zoning commitment assuring the availability of nine parking spaces for employees in the Hillside Terrace Development.
4. Any landscaping within the public street right-of-way must be maintained by petitioner and must be species that will not block line of sight at full maturity.
5. Prior to review by the City Council, the petitioner shall amend the District Ordinance in regards to parking lot landscaping and any other changes required by the Plan Commission at the hearing. The District Ordinance should read "... we are proposing 13% large canopy trees and 87% medium or large columnar trees for the parking lot perimeter tree category. The site interior trees will meet UDO requirements." (STAFF COMMENT: Revised District Ordinance included has already made this change.)
6. The petitioner will work with staff to amend the district ordinance to address any specific aspects of the CL development standards that would be inappropriate as applied in the specific context of the three historic houses that will remain on Hillside Dr. (STAFF COMMENT: Revised District Ordinance included has already made this change.)
7. The petitioner will use permeable pavers for the footpath between Building A and Building B. (STAFF COMMENT: Revised District Ordinance included has already made this change.)
8. The site development standard number 8 will be revised to provide for a maximum of 66% impermeable surfaces rather than the current 70%. (STAFF COMMENT: Revised District Ordinance included has already made this change.)

MEMORANDUM

Date: September 1, 2016

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: PUD-16-16, Dwellings, third hearing
600 – 630 E. Hillside Dr.

The Environmental Commission (EC) commends the Petitioner for including and clarifying the issues that the EC still had at the time of the last hearing. We look forward to working together as the design and maintenance plans for the green roof, water harvesting, solar panels, and other environmentally conscientious practices become reality. There are however, still a couple specific recommendations the EC would like to provide.

ISSUES OF ENVIRONMENTAL IMPORTANCE

1. The eighth Proposed Site Development Standard listed on page four (4) of the District Ordinance states that the intent for surface area coverage is not to exceed 70% impervious materials. The EC remains disappointed in this high percentage. The Unified Development Ordinance (UDO) calls for a maximum of 50% impervious surface coverage in a Commercial Limited (CL) zoning district; thus the EC recommends at least the amount of open space required in the UDO. The EC always recommends that the environmental protection regulations in a PUD District Ordinance be at least as stringent as those in the UDO.
2. In the revised District Ordinance, on page five (5) the Petitioner states “The UDO requires 75% of the interior parking lot trees to be large canopy trees, we are providing 13% large canopy trees and the remainder columnar species of trees due to site design.” This sentence should be revised to clearly state which UDO landscape category the columnar trees will be in. The Parking Lot Perimeter Trees are required to be at least 75% large canopy trees, whereas the Interior Canopy Trees are calculated by a number based on size, not a percentage. The EC suggests that the sentence be changed to “... we are proposing 13% large canopy trees and 87% columnar trees for the Parking Lot Perimeter tree category. The Site Interior Trees will be calculated as the UDO requires.”

EC RECOMMENDATIONS

1. The Petitioner should adjust the Site Plan such that more than 30% pervious surface is available.
2. The Petitioner should clarify the language in the PUD District Ordinance regarding changing canopy trees to columnar trees.



BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

September 13, 2016

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

Re: Dwellings LLC; South Park PUD Preliminary Plan Approval
District Ordinance revisions per Plan Commission request 9-12-2016

Dear Plan Commission and City Council Members:

Our client Dwellings, LLC. respectfully request Preliminary Plan approval of a PUD located at the southeast corner of Hillside Drive and S. Henderson Street.

Existing Conditions

The PUD consist of 2.73 acres containing 6 platted lots at 600, 602, 606, 610, 612 and 630 E. Hillside Drive. The property is currently zoned RS. The property to the north is zoned IN, to the east RH, to the south RS, to the west CL and RM. At 600 E. Hillside Drive there are two single family residences, one of which will most likely be relocated to another nearby lot. 602 E. Hillside is a vacant lot, 606 E. Hillside has an existing 3-bedroom house, 610 E. Hillside has a 3-bedroom house, 612 E. Hillside has a 2-bedroom house and a 1-bedroom converted garage and 630 E. Hillside has an existing 1-bedroom house.

Proposed Uses

The western two lots will have three new buildings A, B, and C constructed. These buildings are located in Use Area 2 of the proposed PUD. Building "A" at the intersection of Hillside and Henderson is a three story mixed use building with 6,400 square feet of commercial space on the first floor and 1 efficiency unit, 16 one bedroom and 8 two bedroom units on the first, second and third floors. The proposed uses for the commercial space shall be the same as allowed in the Commercial Limited (CL) District. To support the commercial space, we are proposing 6-parallel parking spaces on Henderson Street and 15-angled parking spaces in front of building "A" on E. Hillside Drive. Depending upon head in vs. back in angled parking approval we may lose one parking space on Hillside Drive. One of the 14/15-spaces will be ADA compatible. A zoning commitment will be recorded that provides 8-parking spaces in Hillside Terrace Apartments for the use of the commercial space employees in building A between the hours of 8 am to 6 pm.

Building "B" east of building "A" is a two story building with 16 efficiency units. A landscaped court yard will be created to the south of building "A" and west of building "B" along with surface parking internal to the project. Access to this parking will be from

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Henderson Street and will align with the alley on the west side of Henderson Street. Additional parking is proposed east of building "B" along an existing driveway to E. Hillside Drive. Stacked parking has been added behind 610 Hillside Drive and next to the maintenance/ recycling center (building D). These stacked spaces will be assigned to the two bedroom apartments and 610 E. Hillside Drive.

Building "C" will be constructed south of the proposed internal parking lot with ground floor units facing Henderson Street and the mentioned parking lot. The first floor will consist 2-efficiencies units and one 1-bedroom unit and a partially submerged parking garage with 40-parking stalls and 8-bicycle storage spaces. The second and third floors consist of 18 one bedroom and 12 two bedroom units and 20 bike storage spaces. Access to the parking garage will be via a drive aligning with Southern Drive across Henderson Street.

The single family homes at 610, 612 and 630 are located in Use Area 1. The single family home at 610 E. Hillside Drive will remain as is but the garage, currently being used as storage will be removed and replaced with stacked surface parking. A new maintenance building, Building D, recycling center and trash compactor will be constructed between 606 and 610 E. Hillside Drive. A green roof will be included with the maintenance building. A minor lot line adjustment with 708 E. Hillside Drive will be made as a result of the maintenance building.

The houses at 612 and 630 E. Hillside Drive will have the shared driveway and front yard gravel parking area removed and landscaped (more on landscaping later). The converted 1-bedroom garage will also be removed and returned to yard and landscaping. Parking for these two homes will be provided to the rear of 630 E. Hillside Drive and accessed via an ingress-egress easement and minor lot line adjustment granted by Hillside Terrace Apartments. We are also proposing that four of the proposed units be designated for low income housing. An application has been submitted to Housing and Neighborhood Development for approval of this designation.

GPP Urban Residential

Intent

The GPP designates this property as Urban Residential stating "Urban Residential areas include those parts of the city developed after the Core Residential areas were built-out. Some minor development is still taking place in these areas. This category identifies existing residential areas, with densities generally ranging from 2 units per acre to 15 units per acre." The GPP goes on to state "Urban Residential areas have good access to roads, public water and sewer, and other public services."

We believe our project meets the intent of the GPP in the fact that our proposed density for the CL portion of the project has 24.47 DUE units on 1.83 acres for a density of 13.37 units per acre. The RH portion of the project has 4 detached homes on 0.90 acres for a density of 4.44 units per acre. The project also has access to existing public roads,

sewer, water, electricity, natural gas and fiber optic cable, all public services listed in the intended section of the GPP.

Land Use

The GPP and land use states "Develop site for predominantly residential uses; however, incorporate mixed residential densities, housing types, and nonresidential services where supported by adjacent land use patterns."

This project meets the land use by the fact we have "mixed residential densities, a unit mix of efficiencies, one and two bedroom units and a component of commercial space.

Urban Services

The GPP states "Urban Residential Areas have full accessibility to all modern urban services. Thus, the main objectives for these areas are to maintain adequate levels of services"

This project is well placed for accessibility to urban services. We have an elementary school across E. Hillside Drive, a high school to the south, bus stops on E. Hillside Drive and S. Henderson Street and neighborhood serving shops and restaurant to our immediate west.

Site Design

Design goals include the following:

"Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as to commercial activity centers."

This project is using existing streets to its optimization, the city is constructing a multi-purpose path along S. Henderson Street to the Black Lumber connection to the B-Line Trail and future Switch Yard Park. Sidewalks connect this project to Bryan Park located close by to the north. Commercial Activity Centers are to our immediate west and north west as well as this project providing additional neighborhood serving center.

"Ensure that each new neighborhood has a defined center or focal point. This center could include such elements as a small pocket park, formal square with landscaping, or a neighborhood serving land use."

The proposed site and building design incorporates all of the above. There is an outdoor seating area at the intersection of Hillside Drive and Henderson Street that creates a focal point of the entry to the commercial space. We have a court yard internal to the property to be used for outdoor seating and passive recreation, the outdoor seating mentioned at the intersection with its landscaping island creates a

formal setting for entry to our property and we are recruiting tenants that we hope to be similar to the other tenants west and north west of this project that are neighborhood serving.

"Ensure that new common open space is truly usable and accessible. Provide linkages between such open space and other public spaces."

The previously mentioned court yard meets this goal. In addition, we are removing driveways and inefficient parking areas to open up a usable lawn between the two of the detached homes.

"Provide for marginally higher development densities while ensuring the preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between the new development and adjacent existing neighborhoods."

This project is being proposed well within the urban densities listed in the intent section. We are fortunate that this site has no environmentally sensitive areas and is well served with excellent capacities of infrastructure. Finally, we are compatible with the existing uses to our east, west, northwest and north. We are providing a 35-foot setback to our south property line with a landscaped buffer to diminish our impact to these properties.

Proposed Site Development Standards

1. The entire petition area's underlying zone will be CL.
2. The petition area will be divided into two development styles, area 1 and area 2.
3. Area 1 will be the area surrounding the 4 single family residences and the maintenance building.
4. Area 1 will remove existing drives to 612 and 630 Hillside Drive along with gravel parking area and restore this area to usable yard space. The existing single family residences shall remain as is with the condition of the improvements outlined in the architectural standards. A new maintenance/ recycling building (building D) with a green room will be added south of 610 E. Hillside Drive. The existing garage will be removed.
5. Area 2 will include the mixed use building (A) the multi-family efficiency building (B) and building (C) with parking, efficiencies, 1 bedroom and 2 bedroom units.
6. Area 2 will allow ground floor residential units.
7. Dedicated right of way along Hillside Drive and Henderson Street frontage will be at least 40' from the center line and to ensure all street parking and sidewalks are in the right of way.
8. Impervious surface area shall not exceed 66%.
9. Maximum allowed density shall not exceed 15 units per acre.

10. Occupancy of all units will utilize the UDO single family district definition of "family".
11. Front yard setback from Hillside shall be no less than 8-feet for building A and 2.0-feet for building B excluding stoops and awnings. With the dedication of 40-feet of right of way in front of the single family residences the following setbacks apply: 610 not less than 10-feet, 612 not less than 8-feet and 630 not less than 6-feet.
12. Front yard setback from Henderson shall be no less than 10-feet for buildings A and C excluding stoops and awnings.
13. Side yard setbacks for both building and parking, shall be no less than 7-feet.
14. The rear yard along Pinestone Subdivision shall be a minimum of 15-feet with a type I buffer yard.
15. Parking setbacks shall be 20-feet from the face of the building fronting on a public street with the exception of the ADA unloading space east of building B. There will be no parking side yard setback for the three spaces accessed off of the private drive to Hillside Terrace Apartments being provided to 612 and 630 Hillside Drive.
16. Prior to Final Plan approval the petitioner shall record a zoning commitment assuring the availability of nine parking spaces for Park South employees in the Hillside Terrace Development between the hours of 9 am to 6 pm.
17. The PUD preliminary plan currently depicts back in angle parking but the final decision on the design of the parking will be based upon the City Council decision on how to amend Title 15.
18. Due to existing underground storm pipe and utility cables along Henderson Street we are placing the street trees and other landscape materials in landscape islands east of the 10' multi-purpose path where necessary to meet the City Utilities regulation of 10' offset of landscape material to their utilities. Street trees and landscaping will remain in the tree plots where we meet the CBU offset requirements. As a result of having to shift these trees east of the multi-purpose path 6 of the street trees will be columnar species of trees. We are proposing 13% large canopy trees and 87% medium or large columnar trees for the parking lot perimeter tree category. The site interior trees will meet UDO requirements. There are 5 parking bump outs noted on the plans.
19. Any Landscaping within the public street right of way must be maintained by the petitioner and must be species that will not block line of sight at full maturity.
20. Additions, changes and modifications to the existing SF houses in Area 1 shall utilize the RS zoning district standards.
21. Permeable pavers will be utilized for the foot path between buildings A and B.

Proposed Architecture Development Standards

These Architectural Standards apply to the portion of the Park South Planned Unit Development in Area 1 (CL underlying zone), which encompasses four (4) existing single-family residences and one (1) proposed maintenance building (Building D).

The four (4) existing single-family residences that shall remain may incorporate the following exterior upgrades:

1. Exterior siding may be replaced or repaired using similar materials that maintain the current overall appearance within the guidelines of any and all historic designation requirements that may apply.
2. Exterior stone may be replaced or repaired using similar materials that maintain the current appearance, within the guidelines of any and all historic designation requirements that may apply.
3. Exterior roofing may be replaced or repaired using similar materials that maintain the current appearance, within the guidelines of any and all historic designation requirements that may apply.
4. Exterior windows & doors may be replaced or repaired using similar products that maintain the current appearance, within the guidelines of any and all historic designation requirements that may apply.
5. Exterior front porches or patios may be replaced or repaired using similar materials that maintain the current appearance, within the guidelines of any and all historic designation requirements that may apply.

The one (1) proposed maintenance building (Building D) shall incorporate the following architectural standards:

1. Building footprint shall not exceed 1500 sf.
2. Building height shall not exceed twenty-five (25) feet and two (2) stories.
3. Exterior materials shall consist of cementitious siding, glass, wood or other products that replicate the appearance and durability of the above materials, as approved by the staff.
4. Roof shall be flat with eaves a minimum of two (2) feet in depth or a parapet with a minimum one (1) foot height.
5. Roof plantings shall consist of a minimum extensive system (2.5" soil depth with sedum) 1000 sf minimum in area.
6. 360-Degree Architecture: Those sides of a building that are not visible from a street shall have a finished façade that is complimentary to the visible facades in terms of materials and architectural detailing.

These Architectural Standards apply to the portion of the Park South Planned Unit Development in Area 2 (CL underlying zone), which encompasses three (3) proposed buildings (Buildings A, B & C).

Building A shall incorporate the following architectural standards:

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1. Building footprint shall not exceed 11,000 sf.
2. Building height shall not exceed three (3) stories and forty (40) feet except for one (1) stair enclosure to provide rooftop access for maintenance, mechanical equipment, solar photovoltaic and solar thermal equipment. These roof elements shall not extend more than ten (10) feet above the height limit.
3. Exterior materials shall consist of brick or stone masonry, precast concrete, cementitious siding, transparent glass, wood, metal or other products that replicate the appearance and durability of the above materials, as approved by the staff.
4. Roofs shall be flat or low-slope (less than 2:12) with eaves a minimum of two (2) feet in depth or a parapet with a minimum one (1) foot height.
5. Exterior facades along a street shall not have any blank, uninterrupted length exceeding forty (40) feet without including three (3) or more of the following design elements:
 - (A) Awning or canopy;
 - (B) Porch, patio or balcony;
 - (C) Change in building façade or eave height (minimum of two (2) feet of difference);
 - (D) A regular pattern of transparent glass which shall comprise a minimum of fifty percent (50%) at commercial uses & thirty percent (30%) at residential uses of the total wall/façade area of the first floor façade/elevation facing a street;
 - (E) Wall elevation recesses and/or projections, the depth of which shall be at least two (2) feet.
6. Entry: Along Hillside there shall be a minimum of three (3) commercial entrances that feature either an awning, canopy or other weather-protective element as well as a prominent building name, address or lighting. At the northwest building corner there shall be a minimum of one (1) commercial entrance that features either an awning, canopy or other weather-protective element as well as a prominent building name, address or lighting. Along Henderson there shall be a minimum of two (2) residential entrance(s) that feature either an awning, canopy or another weather-protective element as well as a stoop, porch or patio.
7. 360-Degree Architecture: Those sides of a building that are not visible from a street shall have a finished façade that is complimentary to the visible facades in terms of materials and architectural detailing.

Building B shall incorporate the following architectural standards:

1. Building footprint shall not exceed 6,000 sf.
2. Building height shall not exceed two (2) stories and thirty-five (35) feet except for mechanical equipment, solar photovoltaic and solar thermal equipment.

These roof elements shall not extend more than five (5) feet above the height limit.

3. Exterior materials shall consist of brick or stone masonry, cementitious siding, transparent glass, wood, metal or other products that replicate the appearance and durability of the above materials, as approved by the staff.
4. Roofs shall be sloped (greater than 3:12) with eaves a minimum of two (2) feet in depth extended beyond the exterior wall. Materials shall consist of either asphalt shingles, fiberglass shingles or products that replicate the appearance and durability of the above materials, as approved by the staff.
5. Exterior facades along a street shall not have any blank, uninterrupted length exceeding forty (40) feet without including three (3) or more of the following design elements:
 - (A)Awning or canopy;
 - (B)Porch, patio or balcony;
 - (C)Change in building façade or eave height (minimum of two (2) feet of difference);
 - (D)A regular pattern of transparent glass which shall comprise a minimum of thirty percent (30%) of the total wall/façade area of the first floor façade/elevation facing a street;
 - (E) Wall elevation recesses and/or projections, the depth of which shall be at least two (2) feet.

6. Entry: Along Hillside there shall be a minimum of one (1) entrance that features either an awning, canopy or other weather-protective element as well as a prominent building name, address or lighting.

7. 360-Degree Architecture: Those sides of a building that are not visible from a street shall have a finished façade that is complimentary to the visible facades in terms of materials and architectural detailing.

Building C shall incorporate the following architectural standards:

1. Building footprint shall not exceed 17,000 sf.
2. Building height shall not exceed three (3) stories and forty-two (42) feet except for mechanical equipment, solar photovoltaic and solar thermal equipment. These roof elements shall not extend more than five (5) feet above the height limit.
3. Exterior materials shall consist of masonry, cementitious siding, cast concrete, cast stone, transparent glass, wood, metal or other products that replicate the appearance and durability of the above materials, as approved by the staff.
4. Roofs shall be sloped (greater than 3:12) with eaves a minimum of two (2) feet in depth extended beyond the exterior wall. Materials shall consist of either asphalt shingles, fiberglass shingles or products that replicate the appearance and durability of the above materials, as approved by the staff.

5. Exterior facades visible from a street shall not have any blank, uninterrupted length exceeding forty (40) feet without including three (3) or more of the following design elements:
 - (A) Awning or canopy;
 - (B) Porch, patio or balcony;
 - (C) Change in building façade or eave height (minimum of two (2) feet of difference);
 - (D) A regular pattern of transparent glass which shall comprise a minimum of thirty percent (30%) of the total wall/façade area of the first floor façade/elevation facing a street;
 - (E) Wall elevation recesses and/or projections, the depth of which shall be at least two (2) feet.
6. Entry: Along Henderson there shall be a minimum of three (3) entrances that feature either an awning, canopy or another weather-protective element as well as a stoop, porch or patio.
7. 360-Degree Architecture: Those sides of a building that are not visible from a street shall have a finished façade that is complimentary to the visible facades in terms of materials and architectural detailing.

Density and DUE's

Area 1 portion of the project has 4 detached homes or 4 DUE's.

Area 2 buildings A, B, and C we have 20 2-bedroom units under 950 square feet, 35 one bedroom units under 700 square feet and 19 efficiency units under 550 square feet for a total of 25.75 DUE units for a total of 29.75 DUE's on 2.73 acres.

The overall density comes to 10.89 units per acre.

Sustainability

The petitioner is planning to incorporate several environmentally-conscious features and construction standards that would meet or exceed LEED Silver certification for Building A as well as other energy-efficient strategies for Buildings B & C. Some of the considerations are:

High-efficiency HVAC Systems

Energy Star Appliances

Low-flow Plumbing Fixtures

High Albedo (Solar Reflectivity) Roofing

Large Windows for Natural Light

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Partial "Extensive" Green Roof (approx. 1000 sf)

PV Solar Panels

Rainwater Capture and Reuse for Irrigation

Recycling Collection

Phasing

The project will be completed in two phases. Phase I will consist of the construction of building "A" along with its associated parking and infrastructure improvements as well as the maintenance/ recycling center with green roof (building D) and trash compactor. The street scape along E. Hillside Drive will also be completed at this time. Construction for phase I is anticipate to start in the late fall of 2016 with completion in August of 2017.

Phase II consist of buildings B and C and its associated infrastructure. Construction for phase II would commence in the fall of 2017 for a completion in August of 2018.

Hillside Drive Streetscape

With the approval of this PUD the properties fronting on E. Hillside Drive from Henderson Street to one lot east of Hillside Terrace Apartments will be under common ownership. As a result, our client is proposing to create a uniform streetscape along the entirety of its frontage. This will allow two individual driveways at 600 and 602 E. Hillside Drive and one shared driveway at 612 and 630 E. Hillside Drive to be closed reducing points of conflict between vehicle and pedestrian. In addition, a uniform landscaping plan will enhance the beauty of the properties and increase the usable lawn and garden areas for the tenants.

Sustainability Initiatives

The following elements will be made a part of this petition to promote sustainability for the development:

1. A 40-panel roof mounted photovoltaic system.
2. An appropriately sized solar thermal hot water system for non-restaurant uses.
3. An approximate 1,000 square foot green roof system above the Maintenance/ Recycling building.
4. A white roof membrane on the flat roof system.
5. A cistern connected to roof drains for landscape irrigation.
6. LED lighting for all new construction.
7. Energy Star appliances for all new construction.

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8. Low flow appliances for all new construction.
9. Native species and low water tolerant landscape materials.
10. Design Building A to LEED Certified Standard excluding the certification process.

Utilities and Storm Water Management

Existing storm water, sanitary sewer and potable water currently available in Hillside Drive and Henderson Street right of ways. Buildings "A" and "C" will connect to the sanitary sewer locate at the south west corner of 600 E. Hillside Drive in the Henderson Street right of way. Building "B" will connect to the sanitary sewer in E. Hillside Drive. A grease trap will be placed in the entrance drive to the internal parking lot in the event a restaurant becomes a tenant.

Domestic and fire suppression water will be connected to the 12-inch water main located in E. Hillside Drive near the northeast corner of building "B" and piped to the three proposed buildings.

Storm water from the eave drains will be piped where feasible to the cistern located in the internal court yard. An over flow pipe from this cistern will be connected to the storm drainage system and conveyed to the storm water quality/ detention pond where the storm water will be filtered and released at predevelopment rates.

If you feel we have supplied enough detail during the PUD preliminary plan process, we would respectfully request staff level review of the final plan.

After you have had a chance to review our request please contact us at any time with questions or comments.

Sincerely,

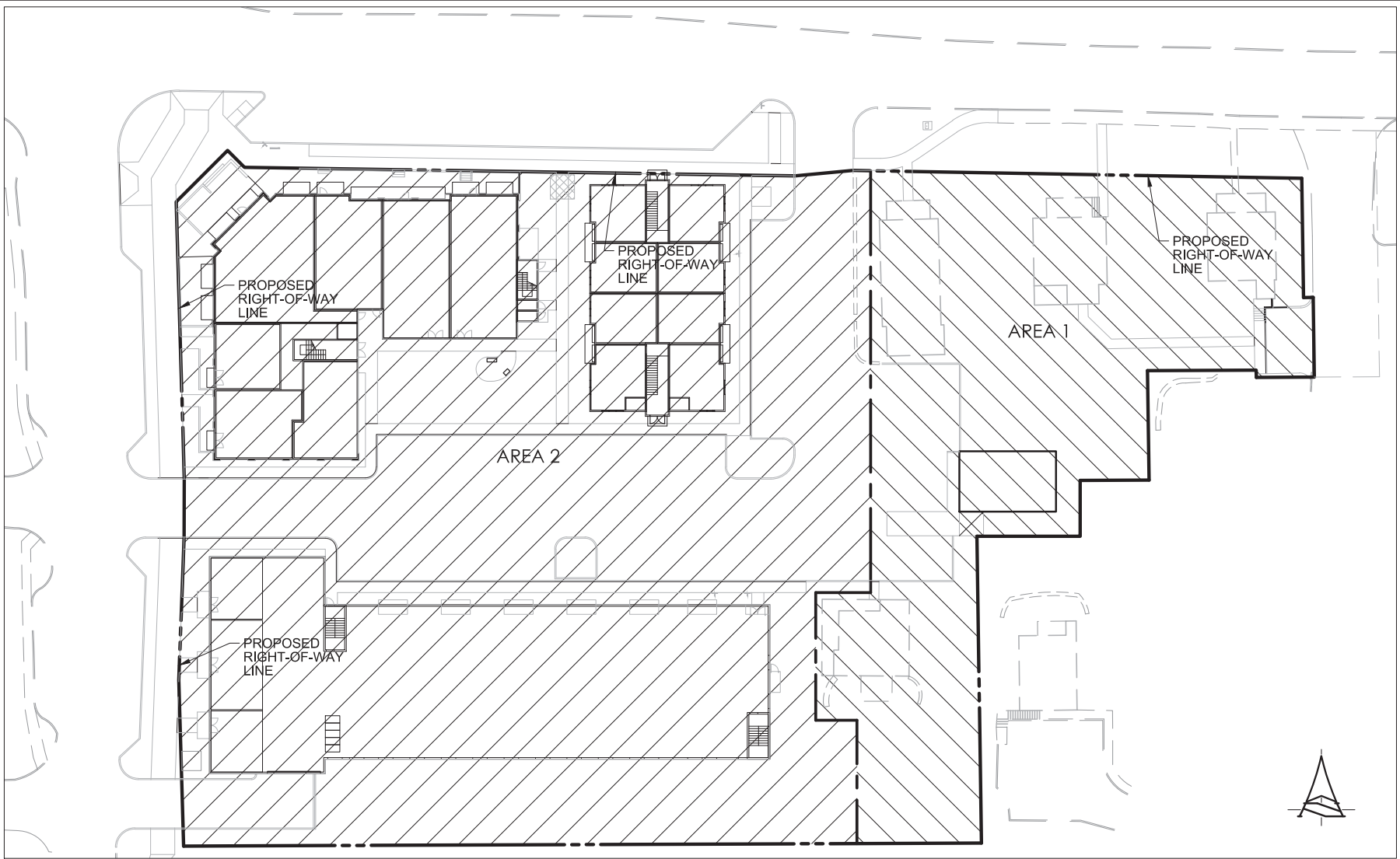


Jeffrey S. Fanyo, P.E., CFM

Bynum Fanyo and Associates, Inc.
528 North Walnut Street
Bloomington, Indiana 47404
Office 812 332 8030

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PARK SOUTH
AREAS 1 & 2 EXHIBIT

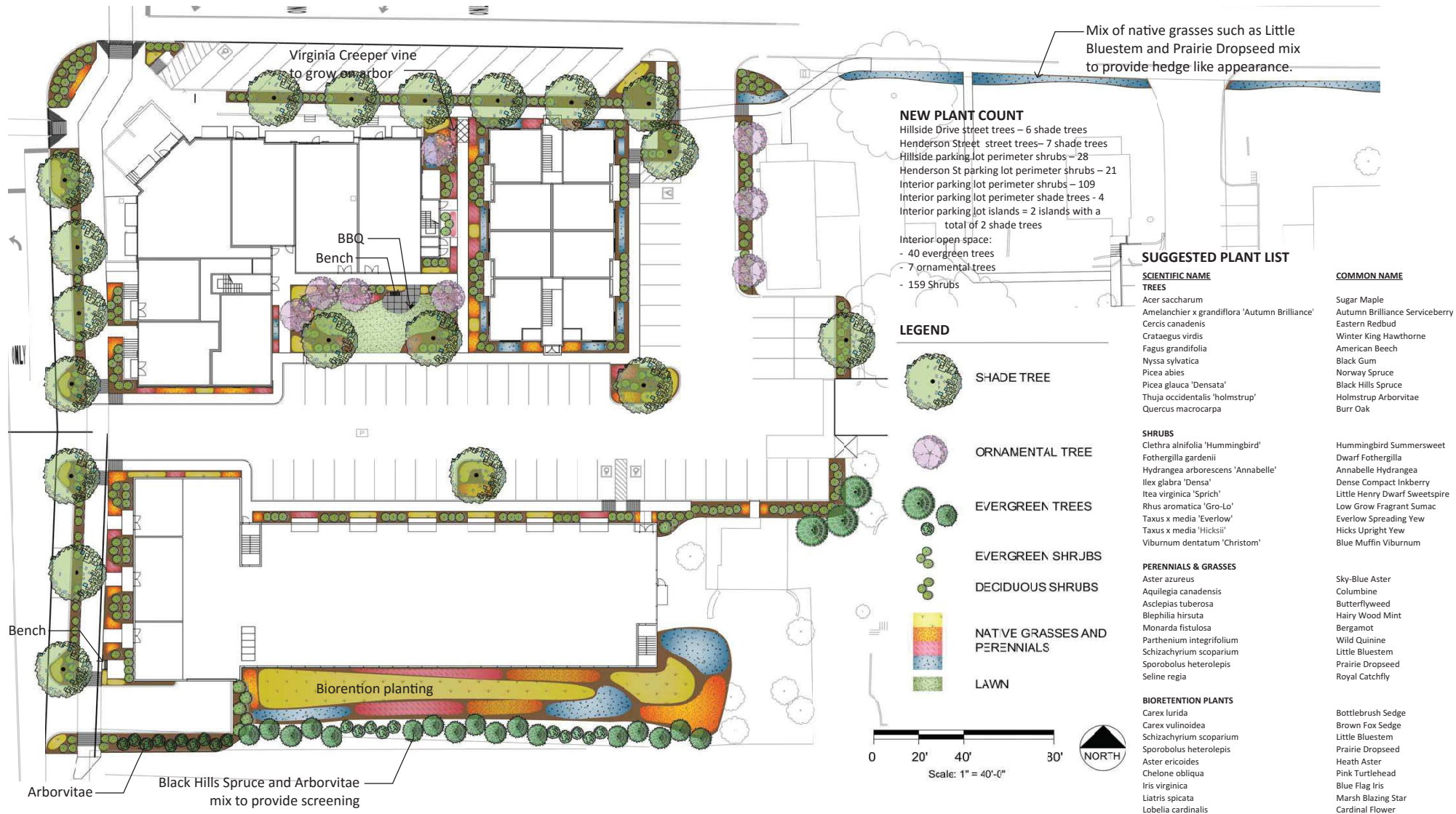
1" = 40'

Date: 8.29.16

Project No: 401612



BYNUM FANYO & ASSOCIATES, INC.
528 North Walnut Street
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NEW PLANT COUNT
 Hillside Drive street trees – 6 shade trees
 Henderson Street street trees – 7 shade trees
 Hillside parking lot perimeter shrubs – 28
 Henderson St parking lot perimeter shrubs – 21
 Interior parking lot perimeter shrubs – 109
 Interior parking lot perimeter shade trees - 4
 Interior parking lot islands = 2 islands with a total of 2 shade trees
 Interior open space:
 - 40 evergreen trees
 - 7 ornamental trees
 - 159 Shrubs

SUGGESTED PLANT LIST

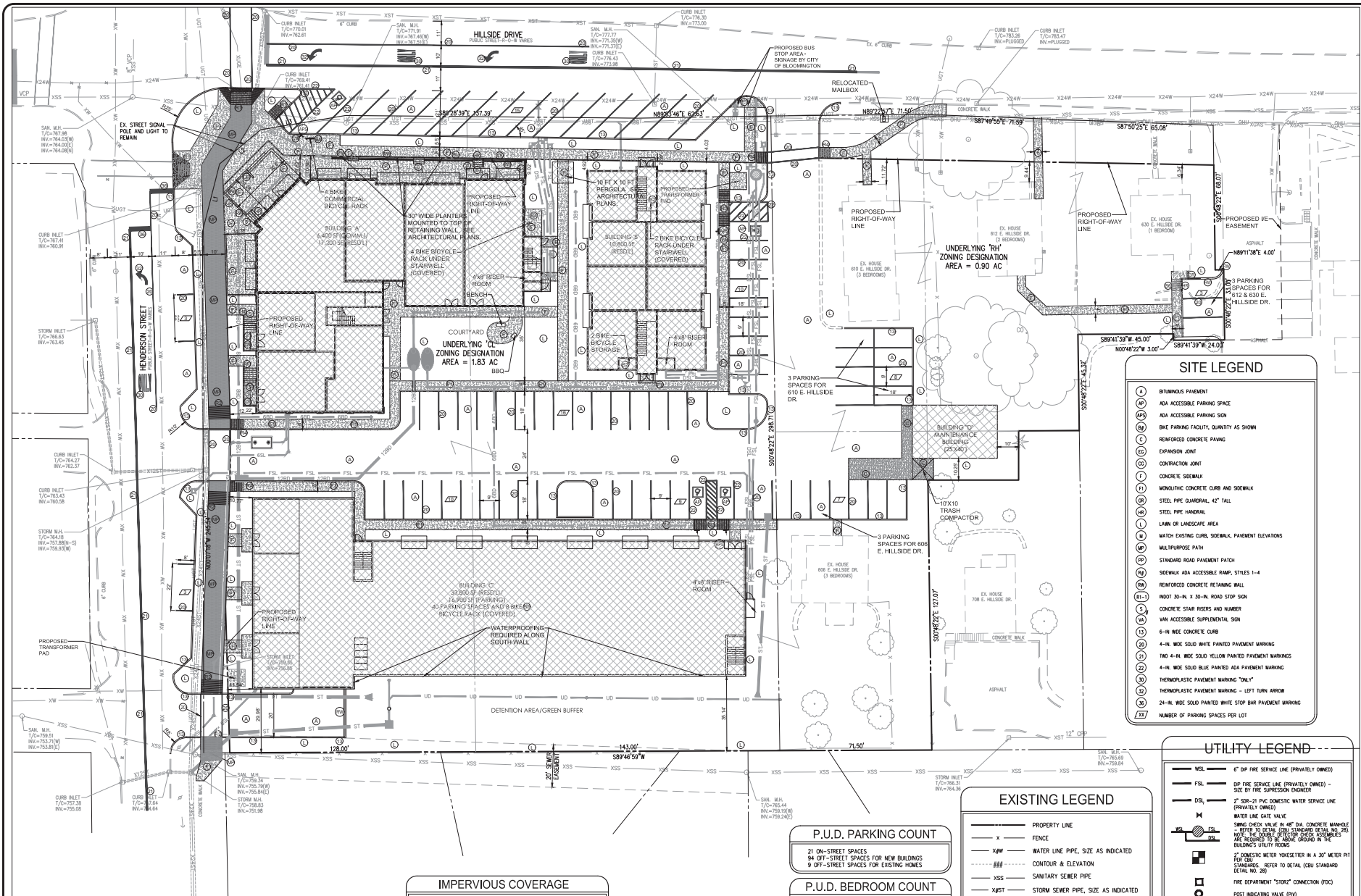
SCIENTIFIC NAME	COMMON NAME
TREES	
<i>Acer saccharum</i>	Sugar Maple
<i>Amelanchier x grandiflora</i> 'Autumn Brilliance'	Autumn Brilliance Serviceberry
<i>Cercis canadensis</i>	Eastern Redbud
<i>Crataegus viridis</i>	Winter King Hawthorne
<i>Fagus grandifolia</i>	American Beech
<i>Nyssa sylvatica</i>	Black Gum
<i>Picea abies</i>	Norway Spruce
<i>Picea glauca</i> 'Densata'	Black Hills Spruce
<i>Thuja occidentalis</i> 'holmstrup'	Holmstrup Arborvitae
<i>Quercus macrocarpa</i>	Burr Oak
SHRUBS	
<i>Clethra alnifolia</i> 'Hummingbird'	Hummingbird Summersweet
<i>Fothergilla gardenii</i>	Dwarf Fothergilla
<i>Hydrangea arborescens</i> 'Annabelle'	Annabelle Hydrangea
<i>Ilex glabra</i> 'Densa'	Dense Compact Inkberry
<i>Itea virginica</i> 'Sprich'	Little Henry Dwarf Sweetspire
<i>Rhus aromatica</i> 'Gro-Lo'	Low Grow Fragrant Sumac
<i>Taxus x media</i> 'Everlow'	Everlow Spreading Yew
<i>Taxus x media</i> 'Hicksii'	Hicks Upright Yew
<i>Viburnum dentatum</i> 'Christom'	Blue Muffin Viburnum
PERENNIALS & GRASSES	
<i>Aster azureus</i>	Sky-Blue Aster
<i>Aquilegia canadensis</i>	Columbine
<i>Asclepias tuberosa</i>	Butterflyweed
<i>Blephilia hirsuta</i>	Hairy Wood Mint
<i>Monarda fistulosa</i>	Bergamot
<i>Parthenium integrifolium</i>	Wild Quinine
<i>Schizachyrium scoparium</i>	Little Bluestem
<i>Sporobolus heterolepis</i>	Prairie Dropseed
<i>Seline regia</i>	Royal Catchfly
BIORENTION PLANTS	
<i>Carex lurida</i>	Bottlebrush Sedge
<i>Carex vulpinoidea</i>	Brown Fox Sedge
<i>Schizachyrium scoparium</i>	Little Bluestem
<i>Sporobolus heterolepis</i>	Prairie Dropseed
<i>Aster ericoides</i>	Heath Aster
<i>Chelone obliqua</i>	Pink Turtlehead
<i>Iris virginica</i>	Blue Flag Iris
<i>Liatris spicata</i>	Marsh Blazing Star
<i>Lobelia cardinalis</i>	Cardinal Flower
<i>Lobelia siphilitica</i>	Great Blue Lobelia
<i>Penstemon digitalis</i>	Foxglove Beardtongue
<i>Rudbeckia fulgida</i>	Black Eyed Susan
<i>Zizia aurea</i>	Golden Alexanders

- LEGEND**
- SHADE TREE
 - ORNAMENTAL TREE
 - EVERGREEN TREES
 - EVERGREEN SHRUBS
 - DECIDUOUS SHRUBS
 - NATIVE GRASSES AND PERENNIALS
 - LAWN

Concept Landscape Plan

Park South PUD
 City of Bloomington
 August 24 , 2016





revisions:

SCALE: 1"=20'

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

BYNUM FANTO & ASSOCIATES, INC.
Bloomington, Indiana
(812) 339-2990 (Fax)

certified by:

PROPOSED
PARK SOUTH P.U.D.

600 - 630 E. HILLSIDE DRIVE
BLOOMINGTON, INDIANA 47401

title: SITE PLAN

designed by: JET
drawn by: JET
checked by: JSF
sheet no: C202
project no: 401612

SITE LEGEND

- (A) BITUMINOUS PAVEMENT
- (AA) ADA ACCESSIBLE PARKING SPACE
- (AB) ADA ACCESSIBLE PARKING SIGN
- (AC) ADA ACCESSIBLE PARKING SIGN
- (AD) BIKE PARKING FACILITY, QUANTITY AS SHOWN
- (AE) REINFORCED CONCRETE PAVING
- (AF) EXPANSION JOINT
- (AG) CONTRACTION JOINT
- (AH) CONCRETE SIDEWALK
- (AI) MODULINE CONCRETE CURB AND SIDEWALK
- (AJ) STEEL PIPE GROUNDWALL, 12" TALL
- (AK) STEEL PIPE HANDRAIL
- (AL) LAWN OR LANDSCAPE AREA
- (AM) MATCH EXISTING CURB, SIDEWALK, PAVEMENT ELEVATIONS
- (AN) MULTIPURPOSE PATH
- (AO) STANDARD ROAD PAVEMENT PATCH
- (AP) SIDEWALK ADA ACCESSIBLE RAMP, STYLES 1-4
- (AQ) REINFORCED CONCRETE RETAINING WALL
- (AR) ROOT 30-IN. X 30-IN. ROAD STOP SIGN
- (AS) CONCRETE STAIR RISERS AND NUMBER
- (AT) VAN ACCESSIBLE SUPPLEMENTAL SIGN
- (AU) 6-IN. WIDE CONCRETE CURB
- (AV) 4-IN. WIDE SOLID WHITE PAINTED PAVEMENT MARKING
- (AW) TWO 4-IN. WIDE SOLID YELLOW PAINTED PAVEMENT MARKINGS
- (AX) 4-IN. WIDE SOLID BLUE PAINTED ADA PAVEMENT MARKING
- (AY) THERMOPLASTIC PAVEMENT MARKING "ONLY"
- (AZ) THERMOPLASTIC PAVEMENT MARKING - LEFT TURN ARROW
- (BA) 24-IN. WIDE SOLID PAINTED WHITE STOP BAR PAVEMENT MARKING
- (BB) NUMBER OF PARKING SPACES PER LOT

UTILITY LEGEND

- WSL 6" DP FIRE SERVICE LINE (PRIVATELY OWNED)
- FSL DP FIRE SERVICE LINE (PRIVATELY OWNED) - SIZE BY FIRE SUPPRESSION ENGINEER
- WSL 2" SDP-21 PVC DOMESTIC WATER SERVICE LINE (PRIVATELY OWNED)
- WGL WATER LINE GATE VALVE
- SWV SWING OVER VALVE IN 48" DIA. CONCRETE MANHOLE - REFER TO DETAIL (CEU STANDARD DETAIL NO. 20) FOR THE SYMBOL. THE SDP CHECK VALVE IS REQUIRED TO BE ABOVE GROUND IN THE BUILDING'S UTILITY ROOM.
- 2" DOMESTIC WATER TOWER/TEETER IN A 30" METER PIT
- STANDARDS, REFER TO DETAIL (CEU STANDARD DETAIL NO. 20)
- FDG FIRE DEPARTMENT "STORM" CONNECTION (FDC)
- PSV POST INDICATING VALVE (PIV)
- ESL 6" SDP-35 PVC SANITARY SEWER LATERAL (PRIVATELY OWNED)
- ST STD AGS BRASS SIZES N-12 HOPE STORM SEWER PIPE (PRIVATELY OWNED)
- BC SDP-35 PVC BUILDING/DOWNSPOUT DRAIN PIPE (PRIVATELY OWNED)
- GAS GAS SERVICE LINE
- ELEC ELECTRIC SERVICE LINE - SEE NOTE THIS SHEET

EXISTING LEGEND

- PROPERTY LINE
- X FENCE
- XW WATER LINE PIPE, SIZE AS INDICATED
- CONTOUR & ELEVATION
- XSS SANITARY SEWER PIPE
- XWST STORM SEWER PIPE, SIZE AS INDICATED
- XOPE OVERHEAD ELECTRIC LINES
- XOUE UNDERGROUND ELECTRIC LINES
- XOHT OVERHEAD TELEPHONE LINES
- XOUST UNDERGROUND TELEPHONE LINE
- XGAS GAS LINE PIPE

P.U.D. PARKING COUNT

21 ON-STREET SPACES
94 OFF-STREET SPACES FOR NEW BUILDINGS
9 OFF-STREET SPACES FOR EXISTING HOMES

P.U.D. BEDROOM COUNT

NEW BUILDINGS:
20 - TWO BEDROOM UNITS W/ 2 BATHROOM
35 - ONE BEDROOM UNITS W/ 1 BATHROOM
19 - EFFICIENCY

EXISTING HOMES:
1 - ONE BEDROOM HOME
1 - TWO BEDROOM HOME
2 - THREE BEDROOM HOMES

IMPERVIOUS COVERAGE

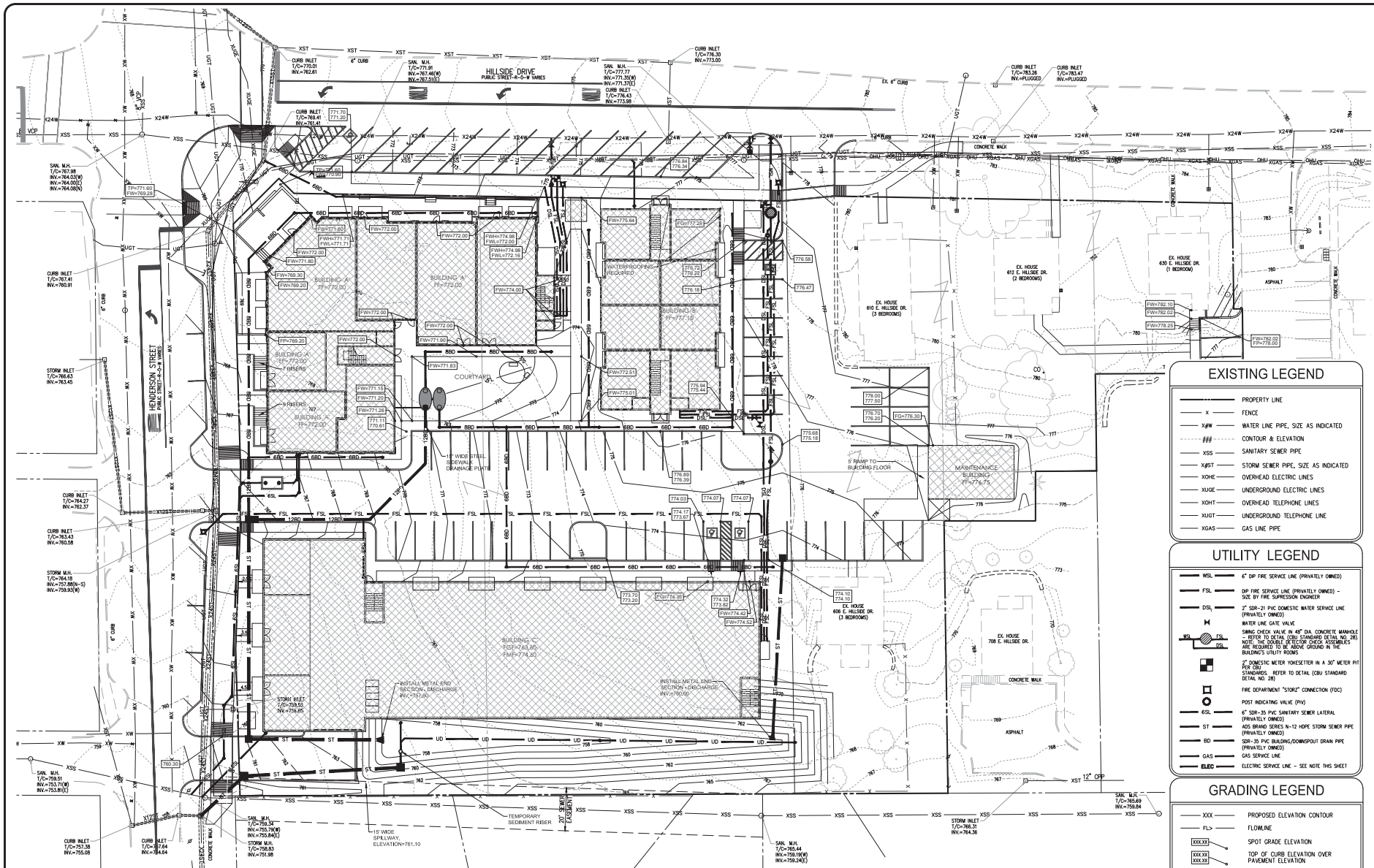
PUD AREA (PRIOR TO RIGHT-OF-WAY DEDICATION) - 118,896.0 SF (2.73 AC)
RIGHT-OF-WAY DEDICATION AREA: 11,636.3 SF (0.27 AC)
NEW PUD AREA: 107,259.7 SF (2.46 AC)
TOTAL IMPERVIOUS SURFACE AREA WITHIN NEW PUD AREA: +70,444.4 SF
FINAL IMPERVIOUS COVERAGE WITHIN NEW PUD AREA: 65.7%

P.U.D. COMMERCIAL SPACE

A TOTAL OF 6,400 SF OF COMMERCIAL SPACE WILL BE LOCATED IN BUILDING 'A'

NOTE TO CONTRACTOR

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.



revisions:

SCALE: 1"=20'

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

BYNUM FAY & ASSOCIATES, INC.
Bloomington, Indiana
628 North Walnut Street
(812) 332-2800 (Fax)

certified by:

PROPOSED
PARK SOUTH P.U.D.

600 - 630 E. HILLSIDE DRIVE
BLOOMINGTON, INDIANA 47401

title: SWPP PLAN

designed by: JBT
drawn by: JBT
checked by: JSF
sheet no: C204
project no: 401612

NOTE TO CONTRACTOR

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EXISTING LEGEND

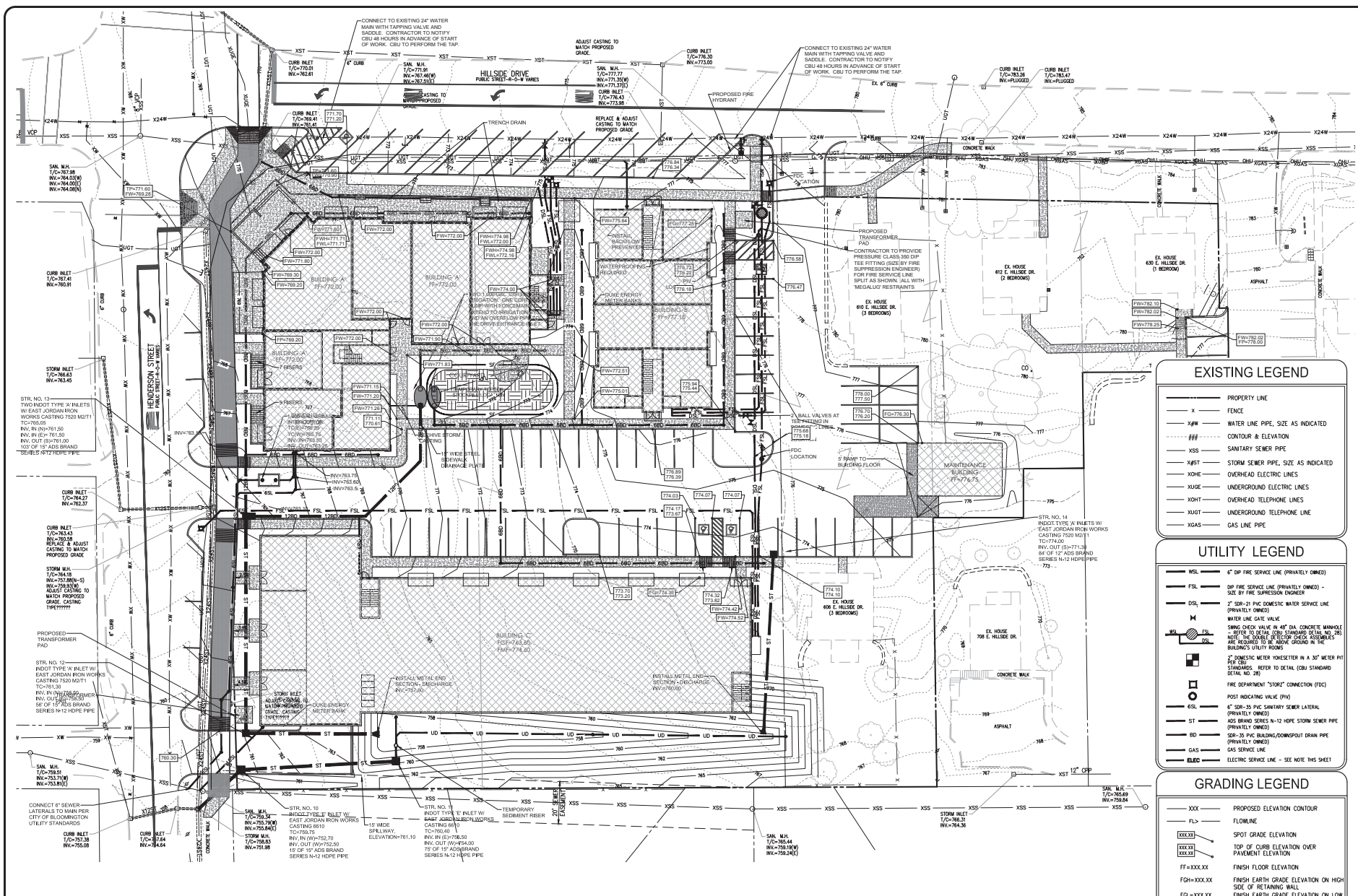
- PROPERTY LINE
- X FENCE
- WATER LINE PIPE, SIZE AS INDICATED
- ### CONTOUR & ELEVATION
- SANITARY SEWER PIPE
- XST STORM SEWER PIPE, SIZE AS INDICATED
- XHE OVERHEAD ELECTRIC LINES
- XUG UNDERGROUND ELECTRIC LINES
- XHT OVERHEAD TELEPHONE LINES
- XUT UNDERGROUND TELEPHONE LINES
- XGAS GAS LINE PIPE

UTILITY LEGEND

- WSL 6" DP FIRE SERVICE LINE (PRIVATELY OWNED)
- FSL DP FIRE SERVICE LINE (PRIVATELY OWNED) - SIZE BY FIRE SUPPRESSION ENGINEER
- DSL 2" SUR-2 P/C DOMESTIC WATER SERVICE LINE (PRIVATELY OWNED)
- WATER LINE GATE VALVE
- SWING CHECK VALVE IN 4" DIA CONCRETE MANHOLE - REFER TO DETAIL (SEE STANDARD DETAIL NO. 28) NOTE: THE VALVE DEVELOPMENT CHECK OBJECTS ARE REQUIRED TO BE ABOVE GROUND IN THE BUILDING'S UTILITY ROOMS
- 2" DOMESTIC METER YOKESSETER IN A 30" METER PIT PER CBS STANDARDS. REFER TO DETAIL (CBS STANDARD DETAIL NO. 20)
- FIRE DEPARTMENT "STORM" CONNECTION (FDC)
- POST INDICATING VALVE (PIV)
- 6" SUR-35 P/C SANITARY SEWER LATERAL (PRIVATELY OWNED)
- 400 BRAND SERIES 8-12 HOPE STORM SEWER PIPE (PRIVATELY OWNED)
- BD SUR-35 P/C BUILDING/DOWNPOUT DRAIN PIPE (PRIVATELY OWNED)
- GAS SERVICE LINE
- ELEC ELECTRIC SERVICE LINE - SEE NOTE THIS SHEET

GRADING LEGEND

- XXX PROPOSED ELEVATION CONTOUR
- FL FLOWLINE
- XXX SPOT GRADE ELEVATION
- XXX TOP OF CURB ELEVATION OVER PAVEMENT ELEVATION
- FF=XXXX.XX FINISH FLOOR ELEVATION
- FG=XXXX.XX FINISH EARTH GRADE ELEVATION ON HIGH SIDE OF RETAINING WALL
- FL=XXXX.XX FINISH EARTH GRADE ELEVATION ON LOW SIDE OF RETAINING WALL
- FP=XXXX.XX FINISH PAVEMENT ELEVATION
- FR=XXXX.XX FINISH RAMP ELEVATION
- FW=XXXX.XX FINISH WALK ELEVATION
- TC=XXXX.XX FINISH TOP OF CASTING
- TR=XXXX.XX FINISH TOP OF RETAINING WALL



revisions:

SCALE: 1"=20'

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

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PROPOSED
PARK SOUTH P.U.D.
600 - 630 E. HILLSIDE DRIVE
BLOOMINGTON, INDIANA 47401

title: SWPP PLAN

designed by: JBT
drawn by: JBT
checked by: JSF
sheet no: C203
project no: 401612

EXISTING LEGEND

- PROPERTY LINE
- X FENCE
- WATER LINE PIPE, SIZE AS INDICATED
- CONTOUR & ELEVATION
- SANITARY SEWER PIPE
- XST STORM SEWER PIPE, SIZE AS INDICATED
- XOHE OVERHEAD ELECTRIC LINES
- XUHE UNDERGROUND ELECTRIC LINES
- XOHT OVERHEAD TELEPHONE LINES
- XUHT UNDERGROUND TELEPHONE LINES
- XGAS GAS LINE PIPE

UTILITY LEGEND

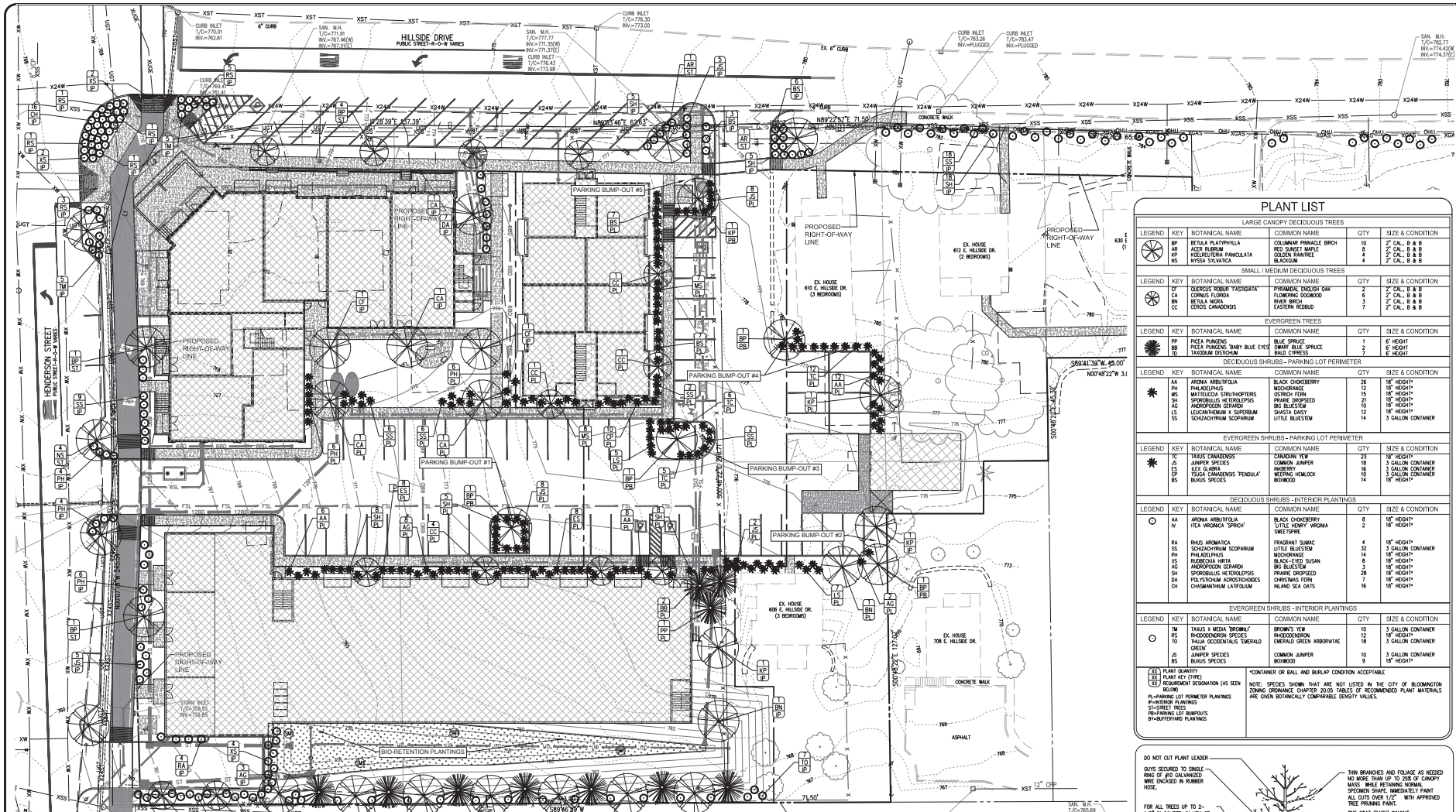
- WSL 6" DIP FIRE SERVICE LINE (PRIVATELY OWNED)
- FSL 8" DIP FIRE SERVICE LINE (PRIVATELY OWNED) - SIZE BY FIRE SUPPRESSION ENGINEER
- DWL 2" SDR-21 PVC DOMESTIC WATER SERVICE LINE (PRIVATELY OWNED)
- Water Line Gate Valve: SWING CHECK VALVE IN 4" DIA CONCRETE MANHOLE - REFER TO DETAIL (CDB) STANDARD DETAIL NO. 283 FOR THE MANHOLE DEVELOPMENT CHECK REQUIREMENTS ARE REQUIRED TO BE ABOVE GROUND IN THE BUILDING UTILITY ROOMS
- 2" DOMESTIC METER YOKESSETER IN A 30" WETER PIT PER CDB STANDARDS. REFER TO DETAIL (CDB) STANDARD DETAIL NO. 20
- FIRE DEPARTMENT "STORE" CONNECTION (FDC)
- POST INDICATING VALVE (PIV)
- 6" SDR-35 PVC SANITARY SEWER LATERAL (PRIVATELY OWNED)
- 42" BRAND SERIES N-12 HOPPE STORM SEWER PIPE (PRIVATELY OWNED)
- SDR-35 PVC BUILDING/DOWNPOUT DRAIN PIPE (PRIVATELY OWNED)
- GAS SERVICE LINE
- ELEC ELECTRIC SERVICE LINE - SEE NOTE THIS SHEET

GRADING LEGEND

- XXX PROPOSED ELEVATION CONTOUR
- FL FLOWLINE
- XXX SPOT GRADE ELEVATION
- XXX TOP OF CURB ELEVATION OVER PAVEMENT ELEVATION
- FF=XXX.XX FINISH FLOOR ELEVATION
- FQ=XXX.XX FINISH EARTH GRADE ELEVATION ON HIGH SIDE OF RETAINING WALL
- FL=XXX.XX FINISH EARTH GRADE ELEVATION ON LOW SIDE OF RETAINING WALL
- FP=XXX.XX FINISH PAVEMENT ELEVATION
- FR=XXX.XX FINISH RAMP ELEVATION
- FW=XXX.XX FINISH WALK ELEVATION
- TC=XXX.XX FINISH TOP OF CASTING
- TR=XXX.XX FINISH TOP OF RETAINING WALL

NOTE TO CONTRACTOR

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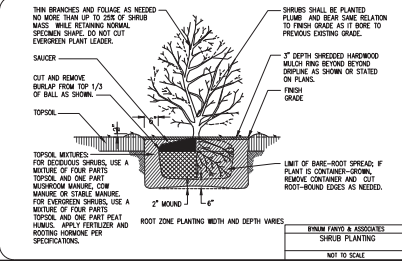
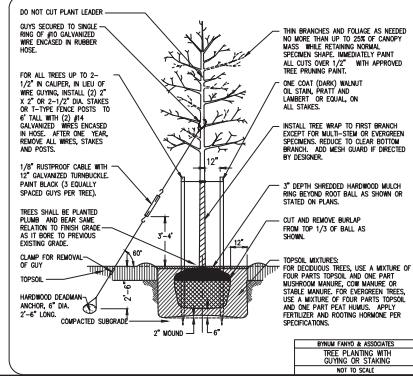


PLANT LIST

LARGE CANOPY DECIDUOUS TREES					
LEGEND KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION	
BP	BETULA PLATYPHYLLA	COLUMBIAN PINEAPPLE BROOK	10	2" CAL. B & B	
RP	ROSA RUBRA	RED ROSETT RAMBLE	4	2" CAL. B & B	
GP	KEULIVERIA PANDICOLATA	GOLDEN HANDEL	10	2" CAL. B & B	
NS	NYSSA SYLVATICA	BLACKGUM	4	2" CAL. B & B	
SMALL / MEDIUM DECIDUOUS TREES					
LEGEND KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION	
DT	QUERCUS ROBUR 'TASTIGATA'	PIKETOWN OAK	2	2" CAL. B & B	
CF	CORNUS FLORIDA	FLORING DOGWOOD	7	2" CAL. B & B	
BE	BETULA NIGRA	EVER BIRCH	4	2" CAL. B & B	
CC	CISTACEAE	SPICE PRUNELLA	4	2" CAL. B & B	
EVERGREEN TREES					
LEGEND KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION	
BS	PIEA PARVIFLORA	BLUE SPRUCE	1	6" HEIGHT	
TR	PIEA PARVIFLORA 'TINY BLUE PINE'	SWISS BLUE SPRUCE	7	6" HEIGHT	
TD	TAXODIUM DISTICHUM	BALD CYPRESS	1	6" HEIGHT	
DECIDUOUS SHRUBS - PARKING LOT PERIMETER					
LEGEND KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION	
AA	ARUNIA ARBIFOLIA	BLACK CHERRYBERRY	26	18" HEIGHT	
PH	PRUNELLA SP.	WOODRAGON	12	18" HEIGHT	
SH	SAURURUS SP.	CRITCH FERN	32	18" HEIGHT	
SP	SPONDIOLIA VE. TENDELLIUS	FRANK DROPPED	10	18" HEIGHT	
GE	GEORGINA SP.	IRIS	18	18" HEIGHT	
LS	LYCOPodium x SUPERSUM	SHADE DART	14	3 GALLON CONTAINER	
SS	SCHIZANDRUM SCOPARIUM	LITTLE BLUESTEM	12	18" HEIGHT	
EVERGREEN SHRUBS - PARKING LOT PERIMETER					
LEGEND KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION	
TY	TAXUS CANADENSIS	CANADIAN YEW	23	18" HEIGHT	
JA	JUNIPER SPECIES	COMMON JUNIPER	18	3 GALLON CONTAINER	
TE	TEUCRIUM SP.	HELMET FLOWER	18	3 GALLON CONTAINER	
BU	BUNIA SPECIES	BURNING BUSH	18	3 GALLON CONTAINER	
DECIDUOUS SHRUBS - INTERIOR PLANTINGS					
LEGEND KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION	
AA	ARUNIA ARBIFOLIA	BLACK CHERRYBERRY	8	18" HEIGHT	
VI	VITIS VITICOLA 'SPRINK'	LITTLE HENRY VIRGINIA	8	18" HEIGHT	
RA	RHUS ARNICA	FRAGRANT SUMAC	4	18" HEIGHT	
SS	SCHIZANDRUM SCOPARIUM	LITTLE BLUESTEM	32	3 GALLON CONTAINER	
PH	PRUNELLA SP.	WOODRAGON	12	18" HEIGHT	
AG	ANDROMEDA SP.	BLACK-EYED SUSAN	8	18" HEIGHT	
AS	ANDROMEDA SP.	IRIS	18	18" HEIGHT	
SP	SPONDIOLIA VE. TENDELLIUS	FRANK DROPPED	10	18" HEIGHT	
DA	DICENTELLA SP.	CHRISTMAS FERN	7	18" HEIGHT	
CH	CHASMANIUM LATIFOLIUM	IRLAND SEA OATS	2	18" HEIGHT	
EVERGREEN SHRUBS - INTERIOR PLANTINGS					
LEGEND KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE & CONDITION	
TM	TAXUS MEDIA 'BROMLEY'	BROWN'S YEW	10	3 GALLON CONTAINER	
RI	RHOXODENDRON SPECIES	RODODENDRON	12	3 GALLON CONTAINER	
TO	THELIDION SPECIES	GENERAL GREEN ARBORVITAE	18	3 GALLON CONTAINER	
DR	DREYER SPECIES	COMMON JUNIPER	10	3 GALLON CONTAINER	
JA	JUNIPER SPECIES	COMMON JUNIPER	9	18" HEIGHT	
BS	BUNIA SPECIES	BURNING BUSH	9	18" HEIGHT	

CONTAINER OF BALL AND BURLAP CONDITION ACCEPTABLE

NOTE: SPECIES SHOWN THAT ARE NOT LISTED IN THE CITY OF BLOOMINGTON ZONING ORDINANCE CHAPTER 20.05 TABLES OF RECOMMENDED PLANT MATERIALS ARE GIVEN BOTANICALLY COMPARABLE DENSITY VALUES.



SCALE: 1"=20'

BIO-RETENTION AREA:
 SEED MIX FOR BIO-RETENTION AREA:
 4 QUINCES/ARE ELWIS SPARGES
 4 QUINCES/ARE IRISBAND MID RYE
 10 QUINCES/ARE VIKING WIGWAG
 4 QUINCES/ARE SWITCHGRASS
 30 QUINCES/ARE SCHIZANDRUM SCOPARIUM
 8 QUINCES/ARE LITTLE BLUESTEM
 8 QUINCES/ARE NEW ENGLAND ASTER
 1 QUINCE/ARE NEW ENGLAND ASTER
 1 QUINCE/ARE YALLOW SITE AND SEED BED PREPARATION, SEEDING AND MAINTENANCE NOTES AS SHOWN IN THE "NOT DETAIL FOR PERMANENT SEEDING. SUBSTITUTE SEED WITH SAME SEED MIXTURE.

revisions:

ARCHITECTURE
 CIVIL ENGINEERING
 PLANNING

Bloomington, Indiana
 (812) 338-2590 (Fax)

BFB
 BYNUM FANVO & ASSOCIATES, INC.
 528 North Walnut Street
 (812) 332-8020

PRELIMINARY
 NOT FOR
 CONSTRUCTION

JULY 25, 2016

**PROPOSED
 PARK SOUTH P.U.D.**

600 - 630 E. HILLSIDE DRIVE
 BLOOMINGTON, INDIANA 47401

title: SITE LANDSCAPE PLAN

designed by: DJB
 drawn by: DJB
 checked by: JUSF
 sheet no: C204
 project no: 401612







Courtyard
between
Buildings A
and B









Buildings
A and C











PARK SOUTH - BUILDING A NORTH ELEVATION



ROOF HEIGHT: 38'

COMPOSITE
ACCENT TRIM

CEMENT BOARD SIDING

PARAPET HEIGHT: 36'

METAL AWNINGS

AWNINGS W/
ALUM. FASCIA

METAL JULIETTE
BALCONY RAILINGS

BRICK WITH PRECAST
CONCRETE ACCENTS

LAP SIDING

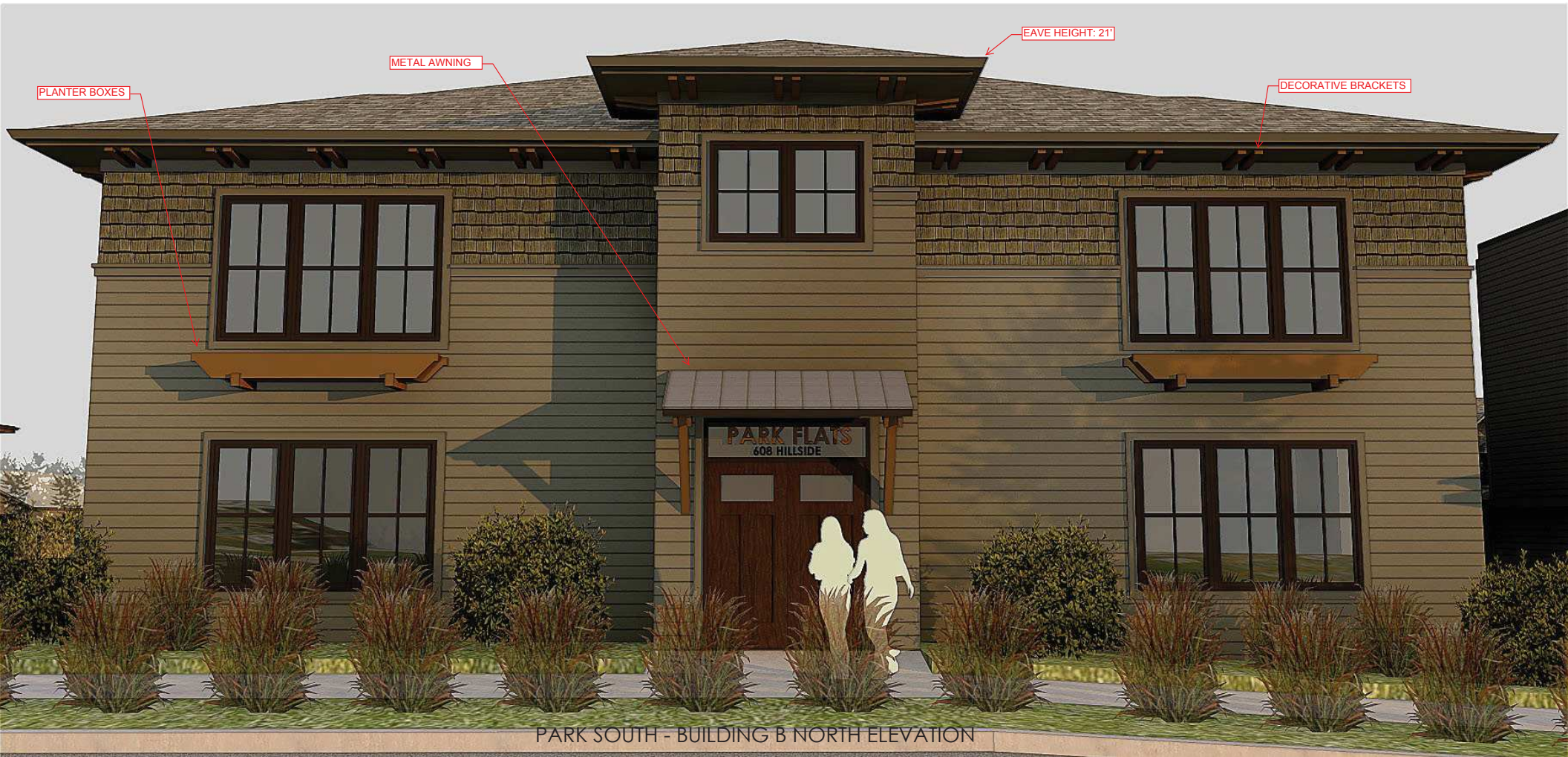
PARAPET HEIGHT: 34'

VERTICAL ACCENTS

ALUMINUM-FRAMED
STOREFRONT GLASS

PARK SOUTH - BUILDING A WEST ELEVATION

BRICK STOOP W/
METAL RAILING



PLANTER BOXES

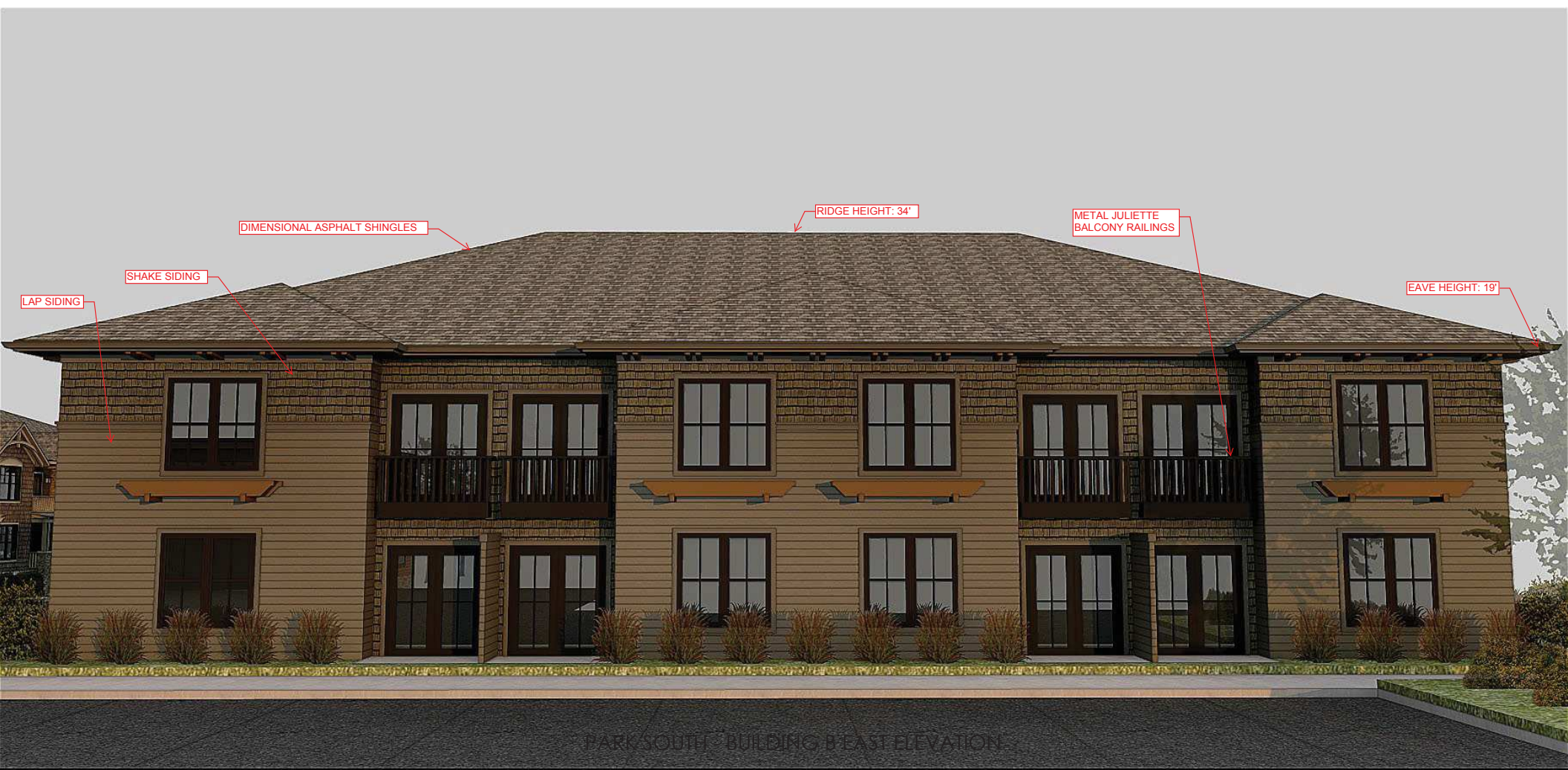
METAL AWNING

EAVE HEIGHT: 21'

DECORATIVE BRACKETS

PARK FLATS
608 HILLSIDE

PARK SOUTH - BUILDING B NORTH ELEVATION



DIMENSIONAL ASPHALT SHINGLES

RIDGE HEIGHT: 34'

METAL JULIETTE
BALCONY RAILINGS

EAVE HEIGHT: 19'

LAP SIDING

SHAKE SIDING

PARK SOUTH BUILDING B EAST ELEVATION



DECORATIVE BRACKETS

LAP SIDING

WINDOW BOX

DECORATIVE BEAMS

SHAKE SIDING

WOOD PERGOLA

COMPOSITE TRIM
WRAPPED COLUMNS

WOOD RAILING

RIDGE HEIGHT: 36'

EAVE HEIGHT: 29'

CAST STONE

PARK SOUTH - BUILDING C WEST ELEVATION

ENTRY PORCH



METAL ROOFING

EAVE HEIGHT: 30'

RIDGE HEIGHT: 37'

MAIN RIDGE (BEYOND) HEIGHT: 41'

CAST STONE SIDING

SHAKE SIDING

LAP SIDING

WOOD RAILING

SPLIT-FACE CMU

EAVE HEIGHT: 25'

CAST STONE

AUTOMATED GARAGE DOOR

PARK SOUTH - BUILDING C SOUTH ELEVATION

BUFFER LANDSCAPING
(SEE LANDSCAPE PLAN)



Building B

E Hillside Dr
Bloomington, Indiana
OCT 2014

SURVEYED ELEVATION = 799.99'

38.87'

SURVEYED ELEVATION = 761.12'



Area height
examples
provided by
petitioner



Area height
examples
provided by
petitioner



PUD-16-16
Bryan Park
Neighborhood
Association letter

Bryan Park Neighborhood Association

Bloomington, Indiana

Park South Mixed-use Planned Unit Development

July 7, 2016

The Bryan Park Neighborhood Association (BPNA) takes great pride in the unique character of its neighborhood and the wonderful quality of life it affords its residents. Designated as a core neighborhood by the Growth Policies Plan, Bryan Park is one of a few historic traditional neighborhoods in Bloomington.

Twelve years ago the BPNA and developer Matt Press collaborated on an innovative and successful infill project in Bloomington, South Dunn Street PUD, located diagonally across the street from this proposed development. This award-winning project aided and supported the viability of home ownership and successful mixed-usage in the Bryan Park neighborhood as well as Bloomington as a whole. We look forward to a mixed-use project in the Park South PUD that builds on the success of the South Dunn Street PUD, rather than replicating the less successful commercial component of Hillside Crossing. There are three major flaws with the petitioners' previous project, Hillside Crossing, which we want to ensure are not replicated in the Park South PUD:

1. Lack of adequate on-street parking on Henderson as it has parallel instead of angled parking.
2. Lack of sidewalk width in front of the retail storefronts on Hillside, creating a no-sit zone.
3. Pedestrian unfriendly residential architecture design that presents a blank wall on Hillside Drive.

The development goals of the BPNA are mirrored in the Growth Policies Plan for infill development in a neighborhood that envisions land use, intensity of use, and design for new projects to be similar to that which already exist in the neighborhood. (See appendix A)

The petitioners propose to develop the third and final corner in-fill project at the SE corner of Henderson and Hillside. However, the PUD proposal currently put forth by the petitioners has insufficient parking and sidewalks too narrow to support successful commercial space, 3.5 stories abutting single-family existing homes, a blank garage wall, stairwells at a very high grade from the street level, buildings that fail to follow the grade, and lack of articulation and door openings at the pedestrian storefront level creating a pedestrian unfriendly streetscape.

The BPNA understands a PUD is a negotiable process. We recognize that a developer may be permitted greater flexibility in matters such as site plan, building height or density in return for providing qualities or benefits such as superior architecture, more rational and environmentally sound land use, improved public space or facilities, contributions to neighborhood-serving institutions or the provision of affordable housing. Although PUDs allow for greater flexibility, they are not permitted to circumvent the intent and purposes of the Zoning Regulations. As designed, this PUD will create the densest development in this area. Approximately eight single-family homes could be built by-right under the current Residential Single-family zoning. Changing the zoning from single-family to a PUD will give the petitioners a tremendous increase in the value of the property and future profits.

The BPNA wants Park South PUD to be a successful project. To be successful and offer a neighborhood serving benefit the neighborhood commercial portion needs adequate on-street parking. The South Dunn Street project across the street serves as an example of a successful commercial project with one exception. We have learned from Press' successful project that intensive commercial use needs more parking. The BPNA would support this project if the petitioners maximize on-street parking using methods described below and addresses other

commercial related concerns listed below. This will ultimately push the building back and reduce residential density from the proposed 93 bedrooms to a more reasonable number closer to 65 bedrooms.

1. **Maximize the potential for success of the commercial portion of project.** The commercial component of the project, though secondary to the petitioner, is the most important aspect of the development to the adjacent neighborhood and the portion of the project that provides the most potential to serve the neighborhood and benefit the public. Photovoltaic panels, a small green roof and water holding tanks are all good for the environment but provide little to no direct benefit to the adjacent neighborhoods. The petitioners have not convinced the neighborhood that they are seriously committed to providing potentially-successful commercial space. For the commercial to be successful, the BPNA believes the following are incredibly important:
 - a. **Commercial should be located mostly on Hillside rather than mostly on Henderson with the intersection corner prominently featured.** The commercial portion of this project will live or die by visibility and access to customers, by car and on foot. Hillside Drive is by far the busier of the two streets. Additionally, this would place more of the residential portion of the project on the less busy of the two streets. This seems to be a win-win. Automobile traffic sustains the retail environment and the angled, on-street, convenience, parking not only provides access and customers but buffers the sidewalk from thru-traffic all at once.
 - b. **Maximize the on-street retail/commercial parking** by adding angled-in parking on both Henderson and Hillside (See appendix B). Without maximizing the on-street parking, the retail/commercial is likely to fail. Regardless of which street it faces (Henderson or Hillside) maximizing the on-street parking in front of the commercial space is key to its success. We can't stress enough that the on-street parking is the single most important aspect of creating and maintaining a successful retail and commercial environment in our commercial center (see appendix F). The proposed angled parking is shown at (45 degree angled) which is not as efficient as (60 degree angled) for maximizing the number of spaces. The current proposal is offering 3 parking spots per 1000 sf of commercial space. South Dunn Street has 4.5 parking spots per 1000 sf of commercial and we know that is inadequate. We recommend maximizing the available street space and creating 40-45 parking spaces (see appendix B).
 - c. **Make the sidewalks sufficiently wide** with a path 5 feet clear for pedestrians and an additional 8-10 feet of width for outdoor café seating and sidewalk retail display areas. This will ensure successful, flexible use both now and in the future.
 - d. **Step the commercial building down on Henderson as it follows the grade.** The current design does not step down adequately with the sidewalk grade allowing for few doors and, thus, limiting the ability to flexibly change the commercial interior. In addition, the lack of addressing the grade creates a situation where outside seating is unrealistically located on a slanted sidewalk. A simple solution can be achieved to allow the clear, 5 foot pedestrian path to follow the slope while creating large, flat areas for the 8-10' deep sidewalk retail and seating.
 - e. **Relocate Multi-path trail to west side of Henderson.** Bloomington South High School, Frank Southern Center and the spur to the B-line are located on the west side of Henderson. Locating the multi-use path to the west side of Henderson would be far safer for students walking to and from Templeton Elementary and Bloomington South High School. It would eliminate a dangerous and expensive mid-block crossing and encourage crossing at the existing traffic light with the safety crossing guard at the intersection. Relocating the path would reduce the number of potential points of contact between bicycles, pedestrians, children, and commercial patrons. (See appendix C)
2. **Neighborhood/Pedestrian friendly streetscape.** Included in this packet you will find an illustration (See appendix D) of a project from Louisville that the petitioners presented to the BPNA as a model of what they were going to build. Sadly, the proposed Park South PUD lacks the pedestrian friendly, urban character and contextually appropriate elements exhibited in the Louisville rendering. The petitioners presented this illustration with the caveat that their project would be much lower in height. However, the height of their project has grown from two stories to three and a half and over 40' tall, a height more appropriate for

downtown. The commercial and residential buildings on Henderson Street need to follow the grade by stepping down, similar to the South Dunn commercial block on the northwest corner. They need to create a pedestrian friendly streetscape that fits with what is already built on the north side of Hillside and in the adjacent Pinestone Neighborhood. Perhaps the impact of a blank wall and false doors and windows could be mitigated by placing apartments on ground level facing Henderson. To encourage more pedestrian activity on Henderson, the exterior stairs should be located away from the street side. The presence of false windows and doors fails to offer an engaging façade (see appendix E). In addition, the project should be built such that it produces pedestrian friendly lighting on the adjacent sidewalk.

3. **Remove suburban detention pond.** A detention pond located in an open field across the street from Templeton Elementary school is a serious safety concern. The petitioners have a detention pond at Hillside Crossing. However, this pond is surrounded by buildings and not visible from the street. This suburban solution for storm water is not appropriate for a core neighborhood development or adjacent to an elementary school.

Appendix A

from the Growth Policy Plan (GPP) and the Unified Development Ordinance (UDO)

The Growth Policies Plan Vision (p. IV)

IV. Developing mixed-use neighborhoods that offer social interaction as well as the option of neighborhood services.

Compact Urban Form (p. 5)

Bloomington can physically accommodate more people, more employment, more homes and more activities within its current planning jurisdiction. Yet, in order to assure that population growth does not translate to a reduction in the perceived quality of life, Bloomington must grow with care, with conviction and with efficiency.

Much of what makes Bloomington special is its shared “sense of place”. While this sense cannot always be defined to the satisfaction of all interests, it is irrevocably connected to Compact Urban Form Bloomington’s town core and the harmony of its architecture, its neighborhoods and their respective contexts. Disorganized development sprawl dilutes this sense of place. Compact urban form refers to the overall development pattern. It does not imply the intrusion of higher density development into established neighborhoods, crowding, or high rise development of a scale more appropriate to larger cities. Compact form is not to be achieved at the expense of greenspace, environmental protection, and other policies.

Policy 3: Redirect Commercial Development (p. 7)

The final element of directing commercial growth goes back to the concept of a pedestrian friendly community. Certain neighborhoods may be able to support small scale commercial development at strategic locations within them. This must only be done after the creation of neighborhood commercial development guidelines to ensure that any new commercial development is compatible in scale and design with existing neighborhoods. Neighborhood associations must be involved in the development of both the guidelines and site selection for new neighborhood commercial nodes.

Mitigating Traffic (p. 15)

If walking is to compete with driving, the sidewalk environment must be very inviting. Separating sidewalks from moving traffic is essential.

Policy 2: Enhance Bicycle and Pedestrian Transportation Facilities

MT-8 Require the construction of pedestrian and bicycle facilities that provide safety and convenience in all new and redevelopment projects. Examples of features to be considered are sidewalks, pedestrian crosswalks, side paths, bicycle lanes, and bicycle racks.

PUD-16-16
Bryan Park
Neighborhood letter

Conserve Community Character: Conserve Community Character Goal (p.17)

Conserve Bloomington’s unique community character through neighborhood protection, downtown investment and revitalization, and context-sensitive infill development.

Policy 1: Protect and Enhance Neighborhoods (p.17)

Bloomington residents have a strong attachment to their community that emanates from a bundle of qualities that make Bloomington special and worthy of collective pride. Maintaining that community pride requires conservation, maintenance, and replication of those attributes that evoke positive feelings among residents. The challenge is to ensure that as growth occurs, community character is not lost. Future development and redevelopment should serve to strengthen the attachment that Bloomington residents feel toward their community.

Central to the community character of Bloomington are its neighborhoods. These neighborhoods must be protected and invigorated. They contain a diversity of housing stock reflective of different periods of development, and which demonstrate a relatively compact pedestrian scale context. New development that alters the architectural character of these neighborhoods should be avoided

More specifically, Bloomington’s core neighborhoods, located in close proximity to the downtown, represent the historic identity of the city. These neighborhoods are an irreplaceable resource in terms of location and relative affordability. Additionally, it is essential to maintain the historic context and architectural character of the older core neighborhoods. In order to allow these neighborhoods to flourish and continue to grow in tradition, the maintenance of existing structures should be coupled with context sensitive development

Unified Development Ordinance (UDO)

BPNA understands that a PUD should be approved only if the project will not cause adverse impacts on the neighboring area due to traffic, noise, etc., and will provide public benefits and amenities that are greater than the flexibility (generally increased density) requested.

20.04.010 District Intent (p.4-2)

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 (1) or more of the following advantages:

- (a)** Implement the guiding principles and land use policies of the Growth Policies Plan; specifically reflect the policies of the Growth Policies 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; and

(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.

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

Planned Unit Development (PUD) Districts 20.04.030

Qualifying Standards (p.4-2)

(b) The minimum gross area required for a Planned Unit Development is five (5) acres. The minimum gross area may be waived by the Plan Commission if it is demonstrated that granting such waiver is consistent with the District Intent as specified in Section 20.04.010: District Intent.

(e) Promote architecture that is compatible with the surroundings; and

(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.

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

Review Considerations for the Preliminary Plan (p.4-8)

(h) Review Considerations: 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.

(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.

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

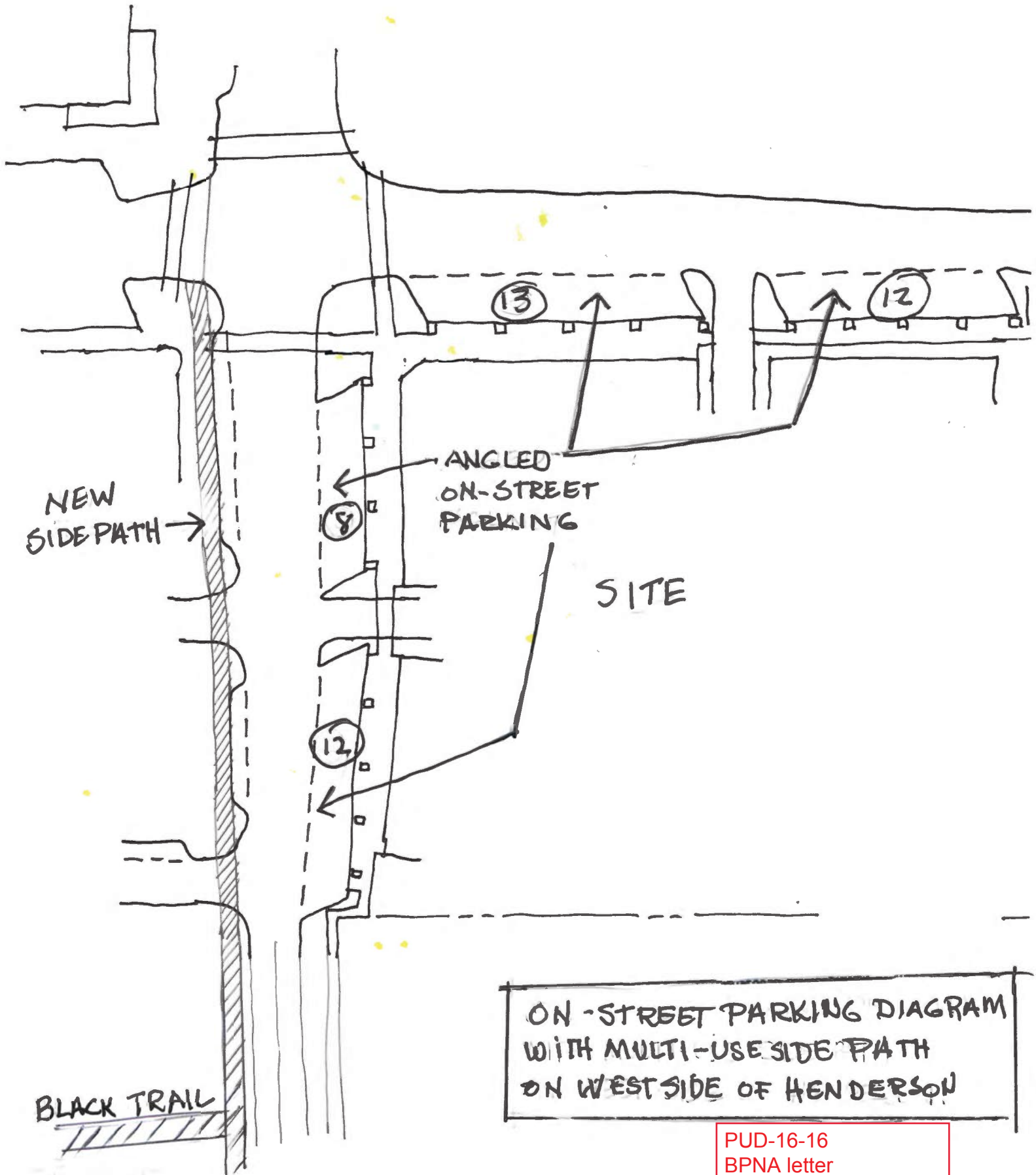
(4) The physical design of the Planned Unit Development and the extent to which it: (A) Makes adequate provision for public services; (B) Provides adequate control over vehicular traffic; (C) Provides for and protects designated common open space; and (D) Furthers the amenities of light and air, recreation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

(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.

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

- (7)** The proposal will not cause undue traffic congestion, and can be adequately served by existing or programmed public facilities and services.
- (8)** The proposal preserves significant ecological, natural, historical and architectural resources.
- (9)** The proposal will not be injurious to the public health, safety, and general welfare.
- (10)** The proposal is an effective and unified treatment of the development possibilities on the PUD site.

Appendix B

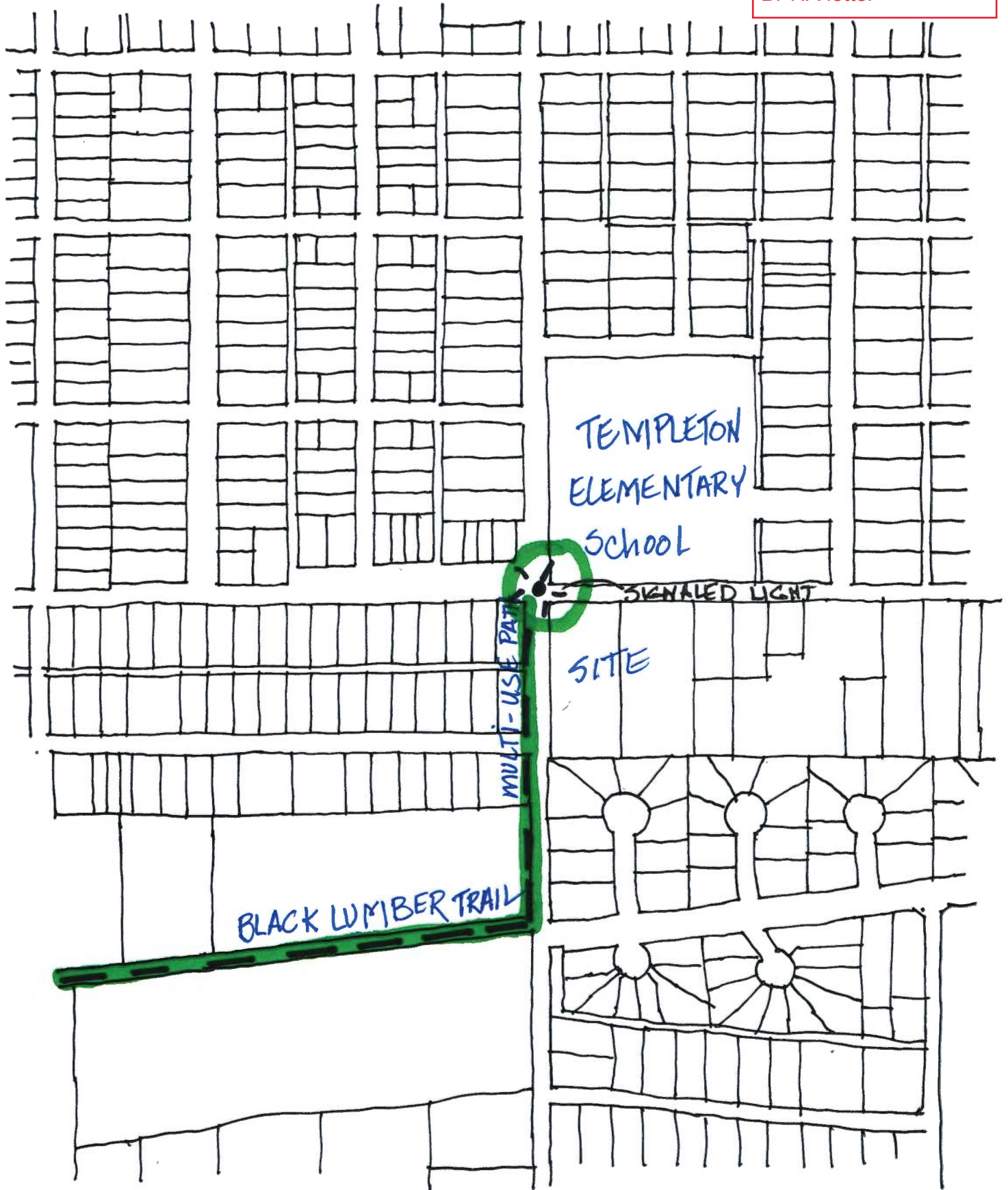



ON-STREET PARKING DIAGRAM
WITH MULTI-USE SIDE PATH
ON WEST SIDE OF HENDERSON


PUD-16-16
BPNA letter

Appendix C

PUD-16-16
BPNA letter



 BLACK LUMBER TRAIL
AND MULTI-USE SIDE PATH

 RELOCATED
MULTI-USE PATH

Appendix D



PUD-16-16
BPNA letter

Appendix E

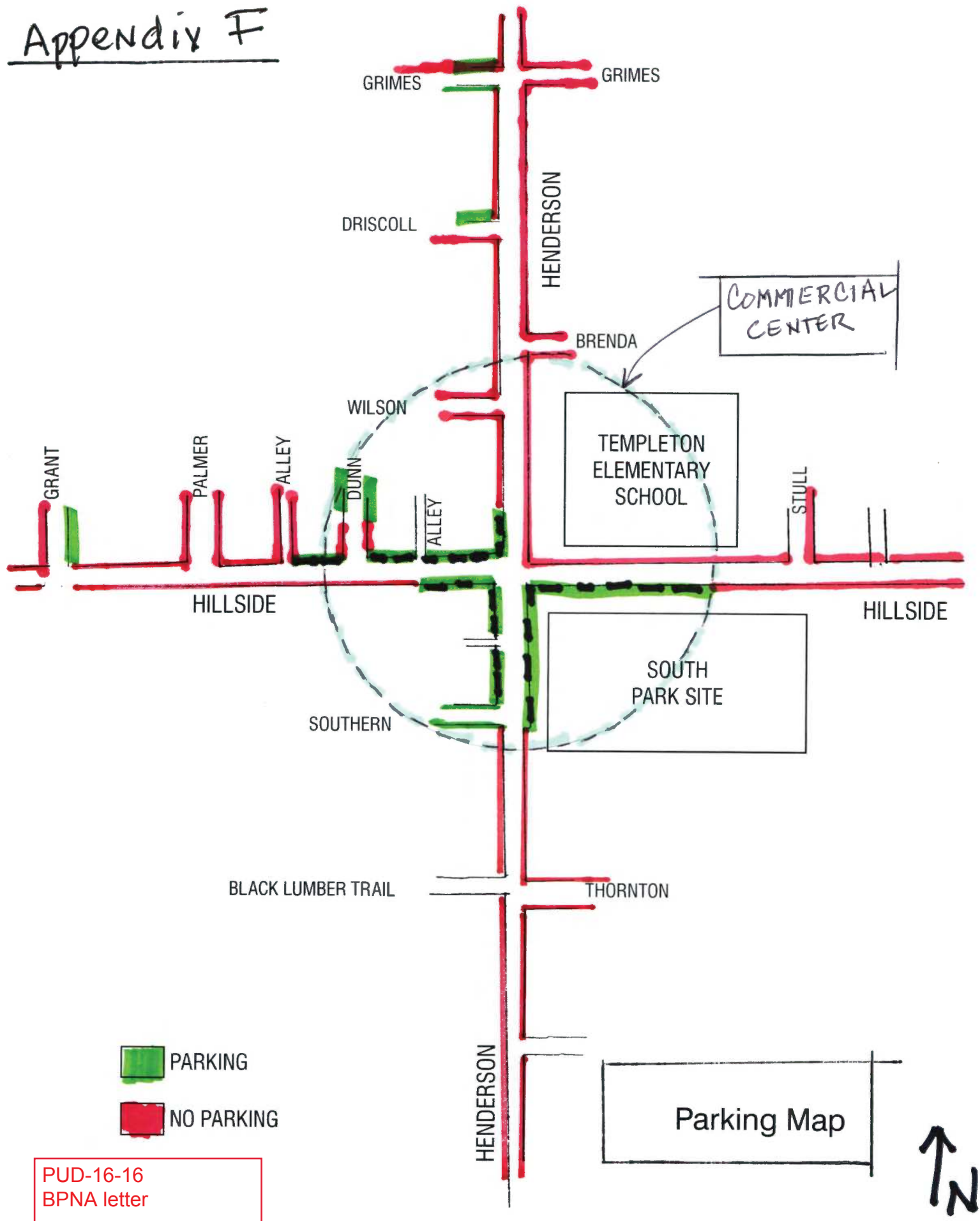
PUD-16-16
BPNA letter



HENDERSON View

- GARAGE LEVEL - FALSE WINDOWS & DOORS

Appendix F





James Roach <roachja@bloomington.in.gov>

Fwd: [Planning] Feast Cafe

Carmen Lillard <lillardc@bloomington.in.gov>

Mon, Aug 8, 2016 at 8:40 AM

To: James Roach <roachja@bloomington.in.gov>, Eric Greulich <greulice@bloomington.in.gov>

Cc: Emily Avers <averse@bloomington.in.gov>

~FYI

Carmen Lillard

Office Manager

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: lillardc@bloomington.in.gov

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

From: **Erika Yochum** <erika.lisa.yochum@gmail.com>

Date: Sun, Aug 7, 2016 at 11:55 PM

Subject: [Planning] Feast Cafe

To: "council@bloomington.in.gov" <council@bloomington.in.gov>, "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "planning@bloomington.in.gov" <planning@bloomington.in.gov>, "rosenbab@bloomington.in.gov" <rosenbab@bloomington.in.gov>, "piedmoni@bloomington.in.gov" <piedmoni@bloomington.in.gov>

8-6-2016

To:

Mayor John Hamilton, City of Bloomington Planning Department, Plan Commission Members, and City Council District Five Representative Isabel Piedmont-Smith and City Council Members

I am the co-owner of the family-owned restaurant, Feast Cafe, located at the corner of Hillside and Henderson. My family and I are concerned about the proposed PUD development located diagonally across the street from Feast. Specifically, we are concerned about the small number of on-street parking spaces proposed for customers and the lack of planning for on-site parking for employees.

I understand that the currently proposed PUD shows only 20 on-street customer/public parking spaces which is far less than are possible. Our experience has taught us that we do not have enough parking for successful retail tenants, their employees and customers.

At Feast the number one complaint we receive from our customers is that they cannot find adequate parking. Many have told us that if it appears there is no parking, they will not wait to find a spot, they just move on to another restaurant. None of my employees park in front of Feast, Mira or the other business along Hillside. They park on the neighborhood streets and I walk to work.

We have been told that the developers could provide up to 37 on-street parking spaces instead of the proposed 20. We do not understand why they wouldn't want to provide as much on-street parking as possible to encourage

successful retail. Feast supports maximum on-street parking. Without adequate parking our businesses will be at risk.

Feast welcomes other restaurants at this location. We think it would complement our successful cafe. Much like Restaurant Row, on Fourth Street, this Henderson/Hillside corner would become a true destination. Maximizing potential parking is a key issue and would help to safeguard the success of all the neighborhood-serving retail on all three corners of this intersection.

Sincerely,

Erika Yochum, co-owner,

Feast Cafe



James Roach <roachja@bloomington.in.gov>

Henderson/Hillside PUD

Loree Steinmetz <loree.steinmetz@comcast.net>

Fri, Aug 19, 2016 at 7:53 PM

To: Joe Hoffman <hoffma@indiana.edu>, Jack Baker <ajbaker@indiana.edu>

Cc: Andrew Cibor <cibora@bloomington.in.gov>, Brad Wisler <brad@sproutbox.com>, Carol Gulyas <stewartgulyas@gmail.com>, Darryl Neher <darryl.neher@gmail.com>, Isabel Piedmont-Smith <piedmoni@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>, Nicholas Kappas <nicholas.kappas@gmail.com>, Susan Fernandes <sjfernan@indiana.edu>, Beth Rosenbarger <rosenbab@bloomington.in.gov>

Greetings Commissioners Baker and Hoffman,

My name is Loree Steinmetz and I'm an Executive Committee member of the Bryan Park Neighborhood Association (BPNA) who spoke during the Plan Commission meetings on Monday, August 8th. We shared several concerns the neighborhood has regarding the petitioner's proposed PUD development on the southeast corner of Henderson and Hillside. After all concerned parties had spoken, you, sirs, then had the opportunity to give your opinions about the development. You offered your comments and posed several questions to those of us who had shared our concerns.

For the purpose of this letter, I'm a concerned private citizen who has lived on S. Dunn St. for 6 years, not as a spokesperson for the BPNA. I love our neighborhood; it's an oasis of urban comfort in a city focused around its primary employer. Along with that comes a sea of rental properties where many are often neglected and with inhabitants who are often self-focused and not interested in interacting with their neighbors.

I've become more active in this community, often campaigning and voicing my concerns in the last several years as I had done before in other communities and states where I've lived. I must say that I find it a bit unusual and frustrating that there is no open dialogue permitted during the Plan Commission Meetings in our city. Especially when questions are asked of its citizens participating in that forum, I respectfully request that we should have the opportunity to respond to the questions at that time. However, since that is not the policy of this city, I am writing you in response to your questions and comments.

I'm very happy to see a development being proposed for this site, however I'm concerned about the density of this PUD and what community benefits will be finally offered to this core neighborhood in exchange for all the zoning concessions that will be granted to the petitioner. These zoning changes will equate to a handsome profit for the petitioners as the land escalates in value, and as they design this project for the near-term future. They'd told me and my neighbors, in a previous neighborhood meeting, that managing commercial property is a challenge for them and not in their wheelhouse. It appeared to me then that they simply would rather not have any retail requirements attached to this PUD. By half-heartedly solving the needs of the retail space, they are not planning for the long-term future and the next generation of successful retail opportunities. I want to see wonderful retail destinations my family can walk or bike to and others as necessary, can drive to. I sincerely hope that the next generation of people in our neighborhood will have great retail destinations available for them too.

Mr. Baker, you asked what the "harm" would be in a high-density project like this. I'm sure others may have a different option of what is "harmful", but in my opinion, by the petitioners refusing to back off of their planned bed count and reducing it, they are jeopardizing their retail from possible success and that of the existing retail. They are protecting their short-term profits while ignoring the need for adequate parking. The three massively sized buildings seem to overwhelm the site they are proposed for and overshadow the small neighborhood to the south.

As a side note, it was virtually impossible for our neighborhood speakers to demonstrate the issues that we wanted to highlight without having access to our overhead visuals. The technical difficulties that prevailed disallowed us from showing our prepared material during our comments. The commission members couldn't see

the visuals of the numerous parking challenges in our neighborhood, such as people parking on private property on the many uncurbed streets, or the inability to park on some streets because they are too narrow, or the “No Parking” signs that are currently placed on private property on and around the Hillside Crossing apartments. We couldn’t show the lack of opportunity with the nearby street configuration, to easily circle around the block again for the second or third time to look for an open parking space. It was especially frustrating to see that the technical issue was resolved in time for the petitioner’s visuals to rebut our concerns.

Mr. Hoffman, the Bryan Park neighbors were instrumental in requiring the South Dunn Street proposal, and the city, to make many concessions and create great benefits to the community, as required by the PUD regulations. That is why it is wildly successful and why we often evoked Matt Press’s name. It was not to pit the South Dunn Street project against the Park South PUD, and the BPNA against Mark Lauchli and his family. We want the best Park South can be for both the development and the neighborhood! We don’t want contention or aggression, but we’ve learned we have to be strident in fulfilling our goals for having the best we can for our neighborhood and our city!

I very much appreciate you taking the time to read my letter and I hope that you seriously consider the points I have made.

Most sincerely,

Loree Steinmetz
1311 S. Dunn St.
[770.317.9388](tel:770.317.9388)

7-14-2016

To:

Mayor John Hamilton, City of Blooming Planning Department, Plan Commission Members, and City Council District Representative Isabel Piedmont-Smith and other City Council Members

As the owners of Mira Salon & Boutique Spa located at the intersection of Hillside and Henderson, in the Matt Press development-Hillside Shoppes, we are concerned about the new development proposal across the intersection.

We have been told that the currently proposed PUD development by the developers (Mark and Max Lauchli) shows only (20) on-street customer/public parking spaces. They are proposing 6,327 s.f. of retail which is only 3.16 spaces per 1000 s.f. of retail area.

The Matt Press development on Hillside of which we are a part, has 3.87 spaces per 1,000 s.f. of retail area. We now know that is not enough for successful retail folks like ourselves and Feast next door. We are constantly reminded by our customers that it is difficult to find a parking space. We are an appointment based business. If clients are having a hard time finding parking spaces that makes them late for their appointments, which can often lead to lost revenue. It is senseless to exacerbate the issue.

The Lauchli development directly across the street on Hillside has not made the parking scenario any better. We have learned that the interior spaces of the apartment complex are paid parking spaces. Should a renter not wish to pay for parking (in an apartment complex that they already pay rent) they are forced to park on the street. It doesn't matter how many spaces are set aside for residents of the complex if those residents can't or don't want to pay for parking.

We have been told that the developers could provide up to (37) parking spaces instead of the proposed (20) which would be 5.85 spaces per 1,000 s.f. of retail. This would be a much better solution. As an example, we all know how important the on-street parking is to the vitality of our beautiful downtown Courthouse Square's retailers. It is important that revenue is not the only driving factor in development.

This increased number of spaces would help to ensure the future success of our neighborhood serving retail on all three corners of the intersection which is the "Public Benefit" component of the Lauchli PUD Proposal.

We have been told that the BPNA, Bryan Park Neighborhood Assoc. has been meeting and talking to the developer and the City Planning Dept. about the ongoing concern regarding this critical issue. We support their efforts.

The on-street parking at the intersection needs to be clearly addressed as the petitioners prepare the final revisions to this important development proposal.

To recap:

We want to ensure that they look at providing as much on-street parking as possible to support all of the new retail and businesses that could locate in the new development as well as the existing retail and other businesses already here. As the intersection continues to develop we need to imagine it as a unified whole that works together to ensure that everyone, including ourselves, are successful.

We ask that you please support the neighborhoods' efforts on this. Thanks for your attention to this important issue.

Sincerely,

Heather and Ryan Singleton - owners
Mira Salon & Boutique Spa



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Bryan Park Neighbor

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 1:14 PM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: addie_brewer via Planning Department <planning@bloomington.in.gov>

Date: Mon, Jul 11, 2016 at 1:13 PM

Subject: [Planning] Bryan Park Neighbor

To: planning@bloomington.in.gov

To the Plan Commission members:

I cannot attend the meeting tonight but feel that the BPNA's recommendations for improving the proposed development are smart and progressive. Please recognize that some of us who can't attend also support the BPNA proposals.

Thank you!

Addie Brewer
1200 S. Henderson
Bloomington, IN 47401

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Hillside / Henderson PUD

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:06 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Angela Lexmond <lexmonda@gmail.com>

Date: Sat, Jul 9, 2016 at 1:13 PM

Subject: [Planning] Hillside / Henderson PUD

To: planning@bloomington.in.gov

Cc: bryanparkna@gmail.com

Dear Planning Commission,

I am concerned about the density and poor planning of the commercial area of the PUD proposal for the SE corner of Hillside and Henderson. The Bryan Park Neighborhood Association has prepared a thoughtful response with requests for changes. As usual, they represent me well. I support their list of requested changes and hope you will, too.

When I consider how many barriers existed when I sought a variance to move my shed 20 feet... I feel as though the consequences of the PUDs proposed variances are so much bigger... And therefor need tremendous scrutiny.

Please know the BPNA speaks for the many neighbors who can't follow the process as closely as they'd like.

Sincerely,

Angela Lexmond
1302 S. Henderson St.
Bloomington, IN 47401

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Henderson/Hillside development

4 messages

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:06 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

I have a series of emails this morning regarding Hillside and Henderson. I will forward them all to you so you know what they have to say and also print copies for the commissioners since it's too late to add them to the packet.

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

From: Antonia Matthew <antonia.matthew@gmail.com>

Date: Sat, Jul 9, 2016 at 1:03 PM

Subject: [Planning] Henderson/Hillside development

To: planning@bloomington.in.gov

Cc: Bryan Park <bryanparkna@gmail.com>

Dear Planning Commissioners,

This Monday, I believe, you will be hearing about the proposed development on Hillside and Henderson.

I attended a meeting where the developer spoke to us.

I have these reservations about the project as it now is which I will give you as brief points:

The development:

- Is too dense (93 bedrooms)
- Has a little more than 6000 square feet of commercial
- Proposes only 20 on-street parking spaces for commercial
- Contains only 93 parking spaces on the interior devoted to tenants.
- Is designed to make the commercial portion fail (sidewalks too narrow and on a slant so tables/chairs would tip, plus it's located on Henderson rather than busy Hillside which would attract much more business)
- Is too tall next to single family homes (48')—more like downtown

I am not opposed to development there but only to some aspects of it.

I think that the project could be improved in the following ways, and again, I will make brief points:

Ideally, the developers should:

- Create more on-street parking,
- Move the commercial portion from Henderson to Hillside,
- Make the sidewalks wider and more pedestrian friendly,
- Lower the occupancy density
- Make the residential buildings fit with what is already built, and
- Make the Henderson residential building shorter (currently 48', 3.5 stories).

If this were done, then I believe it would be a fine addition to the neighborhood and would be more in keeping with the neighborhood's density and character.

Sincerely,

Antonia Matthew

--

Emily Avers
Planning Assistant
City of Bloomington Planning and Transportation Dept.
PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402
p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov

James Roach <roachja@bloomington.in.gov>
To: Emily Avers <averse@bloomington.in.gov>
Cc: Beth Rosenbarger <rosenbab@bloomington.in.gov>

Mon, Jul 11, 2016 at 9:40 AM

Thank you!

James

[Quoted text hidden]

--

James C. Roach, AICP
Development Services Manager

401 N. Morton Street, Suite 130
PO Box 100
Bloomington, IN 47402

Phone: [812-349-3423](tel:812-349-3423)
Fax: [812-349-3520](tel:812-349-3520)

Beth Rosenbarger <rosenbab@bloomington.in.gov>
To: James Roach <roachja@bloomington.in.gov>
Cc: Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 10:27 AM

Thanks! I am replying to people to say that we received their comments and that we will provide them to the PC. I also saved PDFs of their comments into a folder in the PUD digital folder.

Hooray!

Emily, does that mean you're printing them for tonight? Just let me know.

Thanks,
Beth

[Quoted text hidden]

--

Beth Rosenbarger, AICP
Bicycle and Pedestrian Coordinator
City of Bloomington Planning and Transportation Dept.
PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Suite 130 / Bloomington, IN 47402
p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: rosenbab@bloomington.in.gov

Emily Avers <averse@bloomington.in.gov>
To: Beth Rosenbarger <rosenbab@bloomington.in.gov>

Mon, Jul 11, 2016 at 10:28 AM

Yes, I'm printing them for tonight and also copies for the file.

[Quoted text hidden]



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Henderson and Hillside Development

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:10 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Beth Schroeder <tombethschro@gmail.com>

Date: Sun, Jul 10, 2016 at 4:30 PM

Subject: [Planning] Henderson and Hillside Development

To: planning@bloomington.in.gov

To The Planning Commission,

The Developers have upgraded the neighborhood, attracted quality tenants and maintain the properties well. I walk the area frequently and see the results of their investments.

If past performance is used as an indicator of future outcomes, then this project should be positive for the community.

Thank you,

Beth Schroeder

--

Beth & Tom Schroeder

1220 S. Dunn St.

Bloomington, IN 47401

[812-345-3183](tel:812-345-3183)

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] proposed mixed-use development at the SE corner of Henderson/Hillside

3 messages

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:09 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Drew Schrader <drew.schrader@gmail.com>

Date: Sun, Jul 10, 2016 at 4:36 AM

Subject: [Planning] proposed mixed-use development at the SE corner of Henderson/Hillside

To: planning@bloomington.in.gov

Cc: Bryan Park <bryanparkna@gmail.com>, Margie Goodwin Schrader <margiegoodwin@gmail.com>

Hello,

I will be out of town when this topic comes up before the planning commission, but as a resident of the Bryan Park Neighborhood I wanted to email our family's strong support for the recommendations made by the BPNA regarding the proposed mix-use development on the SE corner of Henderson and Hillside including:

- Create more on-street parking,
- Move the commercial portion from Henderson to Hillside,
- Make the sidewalks wider and more pedestrian friendly,
- Make the residential buildings fit with what is already built, and
- Make the Henderson residential building shorter (currently 48', 3.5 stories).

In addition to wanting to preserve the character of the BP Neighborhood, I would also say that as a parent of a student at Templeton Elementary I think it is very important that we are mindful of the impact of a major development like that on the school. Similar to the neighborhood feedback, we are very excited to have continued development of the Henderson/Hillside corner, but want to make sure such development continues to enhance the overall character of the neighborhood.

Thank you,

Drew Schrader

1009 S. Lincoln St

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov

Beth Rosenbarger <rosenbab@bloomington.in.gov>

Mon, Jul 11, 2016 at 10:18 AM

To: Drew Schrader <drew.schrader@gmail.com>

Hi Drew,

Thank you for your comments. We will provide these comments to the Plan Commission. The first hearing is tonight, at

5:30pm in City Hall, Council Chambers. The second hearing is schedule for August 8, same time and place. Please let me know if you have any questions.

Thanks,
Beth Rosenbarger
[Quoted text hidden]

--
Beth Rosenbarger, AICP
Bicycle and Pedestrian Coordinator
City of Bloomington Planning and Transportation Dept.
PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Suite 130 / Bloomington, IN 47402
p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: rosenbab@bloomington.in.gov

Emily Avers <averse@bloomington.in.gov> Mon, Jul 11, 2016 at 3:46 PM
To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

----- Forwarded message -----
From: Anne Hedin <a.hedin@comcast.net>
Date: Mon, Jul 11, 2016 at 3:41 PM
Subject: [Planning] proposed mixed-use development at the SE corner of Henderson/Hillside
To: planning@bloomington.in.gov
Cc: bryanparkna@gmail.com

Dear Members of the Plan Commission,

I am a Bryan Park resident and a member of the BPNA. I stand with the neighborhood association on the zoning issues involved with the proposed PUD on the SE corner of Henderson and Hillside. I feel particularly strongly that the tremendous increase in density warrants a proportionate attention to parking and to the public benefit.

Anne Hedin
511 E. Grimes

--
Emily Avers
Planning Assistant
City of Bloomington Planning and Transportation Dept.
PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402
p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] proposed mixed-use development at the SE corner of Henderson/Hillside

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:09 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Drew Schrader <drew.schrader@gmail.com>

Date: Sun, Jul 10, 2016 at 4:36 AM

Subject: [Planning] proposed mixed-use development at the SE corner of Henderson/Hillside

To: planning@bloomington.in.gov

Cc: Bryan Park <bryanparkna@gmail.com>, Margie Goodwin Schrader <margiegoodwin@gmail.com>

Hello,

I will be out of town when this topic comes up before the planning commission, but as a resident of the Bryan Park Neighborhood I wanted to email our family's strong support for the recommendations made by the BPNA regarding the proposed mix-use development on the SE corner of Henderson and Hillside including:

- Create more on-street parking,
- Move the commercial portion from Henderson to Hillside,
- Make the sidewalks wider and more pedestrian friendly,
- Make the residential buildings fit with what is already built, and
- Make the Henderson residential building shorter (currently 48', 3.5 stories).

In addition to wanting to preserve the character of the BP Neighborhood, I would also say that as a parent of a student at Templeton Elementary I think it is very important that we are mindful of the impact of a major development like that on the school. Similar to the neighborhood feedback, we are very excited to have continued development of the Henderson/Hillside corner, but want to make sure such development continues to enhance the overall character of the neighborhood.

Thank you,

Drew Schrader

1009 S. Lincoln St

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Feast Cafe

2 messages

Erika Yochum <erika.lisa.yochum@gmail.com>

Sun, Aug 7, 2016 at 11:55 PM

To: "council@bloomington.in.gov" <council@bloomington.in.gov>, "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "planning@bloomington.in.gov" <planning@bloomington.in.gov>, "rosenbab@bloomington.in.gov" <rosenbab@bloomington.in.gov>, "piedmoni@bloomington.in.gov" <piedmoni@bloomington.in.gov>

8-6-2016

To:

Mayor John Hamilton, City of Bloomington Planning Department, Plan Commission Members, and City Council District Five Representative Isabel Piedmont-Smith and City Council Members

I am the co-owner of the family-owned restaurant, Feast Cafe, located at the corner of Hillside and Henderson. My family and I are concerned about the proposed PUD development located diagonally across the street from Feast. Specifically, we are concerned about the small number of on-street parking spaces proposed for customers and the lack of planning for on-site parking for employees.

I understand that the currently proposed PUD shows only 20 on-street customer/public parking spaces which is far less than are possible. Our experience has taught us that we do not have enough parking for successful retail tenants, their employees and customers.

At Feast the number one complaint we receive from our customers is that they cannot find adequate parking. Many have told us that if it appears there is no parking, they will not wait to find a spot, they just move on to another restaurant. None of my employees park in front of Feast, Mira or the other business along Hillside. They park on the neighborhood streets and I walk to work.

We have been told that the developers could provide up to 37 on-street parking spaces instead of the proposed 20. We do not understand why they wouldn't want to provide as much on-street parking as possible to encourage successful retail. Feast supports maximum on-street parking. Without adequate parking our businesses will be at risk.

Feast welcomes other restaurants at this location. We think it would complement our successful cafe. Much like Restaurant Row, on Fourth Street, this Henderson/Hillside corner would become a true destination. Maximizing potential parking is a key issue and would help to safeguard the success of all the neighborhood-serving retail on all three corners of this intersection.

Sincerely,

Erika Yochum, co-owner,

Feast Cafe

Beth Rosenbarger <rosenbab@bloomington.in.gov>

Mon, Aug 8, 2016 at 9:04 AM

To: Erika Yochum <erika.lisa.yochum@gmail.com>, Planning Department <planning@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

Hi Ms. Yochum,

Thank you for your comments. We will provide your comments to the Plan Commission members today.

Please let me know if you have any questions about the petition.

Thanks,

Beth Rosenbarger

[Quoted text hidden]

--

Beth Rosenbarger, AICP

Bicycle and Pedestrian Coordinator

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Suite 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: rosenbab@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Henderson project

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 4:57 PM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Gregg Rago <rasrags@hotmail.com>

Date: Mon, Jul 11, 2016 at 4:56 PM

Subject: [Planning] Henderson project

To: "planning@bloomington.in.gov" <planning@bloomington.in.gov>

I am Gregg Rago , my wife Susan and I have owned property at 721 S. Lincoln St. for 27 years. We support our Bryan Park Neighborhood Association's stance on this issue. Consider Susan's, mine and our concerned neighbor's agenda on this matter. A developer should not have carte blanche to do as they wish without consideration for their neighbor's rights. Thank you.

Sent from my iPhone

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Hearing on June 11

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:07 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Janet Ellis <ellis.jan@gmail.com>

Date: Sat, Jul 9, 2016 at 3:10 PM

Subject: [Planning] Hearing on June 11

To: planning@bloomington.in.gov

Dear Plan Commission members:

We are unable to attend Monday night's hearing but are in support of the BPNA statement re the development at Henderson and Hillside. Parking in front of our house is fully occupied Tues--Sat, especially between the hours of 10am-4 pm, by customers and employees of Mira Salon and Feast. Adding another development with insufficient parking will make this situation worse. We are also concerned that the proposed PUD is way too large, in terms of number of rental units and height of buildings. It does not fit in with the rest of the intersection's commercial buildings and elementary school. We urge you to consider the concerns of our neighborhood in evaluating the proposed PUD. Thank you,

Jan and Greg Ellis
1327 S Dunn St
[317-331-5987](tel:317-331-5987) cell

Sent from my iPhone

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Hearing on June 11 -- Hillside and Henderson project

1 message

Emily Avers <averse@bloomington.in.gov>

Tue, Jul 12, 2016 at 8:11 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Lennon, Jay <lennonj@indiana.edu>

Date: Mon, Jul 11, 2016 at 11:06 PM

Subject: [Planning] Hearing on June 11 -- Hillside and Henderson project

To: "planning@bloomington.in.gov" <planning@bloomington.in.gov>

Dear Plan Commission Members:

I am writing with regard to the planned unit development (PUD) that is under consideration for the southeast corner of Hillside and Henderson in Bloomington. I'm a neighbor living at 1404 S. Dunn St. I'm not necessarily opposed to the development in this area. However, I do not support the proposed PUD for the following reasons:

- 1) The proposed structure is too large and does not fit in with the surrounding area. The proposed plan seems short-sited and misses an opportunity to make this part of Bloomington something more special.
- 2) The PUD proposes 93 beds, which means ~93 new cars. This density seems too high. Parking plans did not seem well planned out and will create excessive traffic and demand for already limited parking.

Taken together, it seems that the proposed PUD has very little added value for the community and local area. My thought is that a better plan needs to be developed that is more progressive; not just something that is going to benefit another property developer. We already have enough tacky apartment complexes in Bloomington.

Jay T. Lennon
2669-615-4984

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Hearing on June 11

3 messages

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:07 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Janet Ellis <ellis.jan@gmail.com>

Date: Sat, Jul 9, 2016 at 3:10 PM

Subject: [Planning] Hearing on June 11

To: planning@bloomington.in.gov

Dear Plan Commission members:

We are unable to attend Monday night's hearing but are in support of the BPNA statement re the development at Henderson and Hillside. Parking in front of our house is fully occupied Tues--Sat, especially between the hours of 10am-4 pm, by customers and employees of Mira Salon and Feast. Adding another development with insufficient parking will make this situation worse. We are also concerned that the proposed PUD is way too large, in terms of number of rental units and height of buildings. It does not fit in with the rest of the intersection's commercial buildings and elementary school. We urge you to consider the concerns of our neighborhood in evaluating the proposed PUD. Thank you,

Jan and Greg Ellis
1327 S Dunn St
[317-331-5987](tel:317-331-5987) cell

Sent from my iPhone

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov

Beth Rosenbarger <rosenbab@bloomington.in.gov>

Mon, Jul 11, 2016 at 10:01 AM

To: Janet Ellis <ellis.jan@gmail.com>

Hi Jan and Greg,

Thank you for your email. We will submit your comments to the Plan Commission. Let us know if you have any questions.

Thanks,
Beth Rosenbarger

[Quoted text hidden]

--

Beth Rosenbarger, AICP

Bicycle and Pedestrian Coordinator

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Suite 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: rosenbab@bloomington.in.gov

Emily Avers <averse@bloomington.in.gov>

Tue, Jul 12, 2016 at 8:10 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: 'Jean Palange' via Planning Department <planning@bloomington.in.gov>

Date: Mon, Jul 11, 2016 at 5:25 PM

Subject: [Planning] Re: Hearing on June 11

To: "planning@bloomington.in.gov" <planning@bloomington.in.gov>

Dear Plan Commission Members:

I am a resident of the Bryan Park neighborhood and a mother of a young child that will be walking to Templeton Elementary School in the near future. I have reviewed the proposed development for South East corner of Henderson and Hillside and I feel that this project needs to be redesigned in order to provide benefit to the neighborhood. I would expect another opportunity for public comment after redesign.

I welcome the development of this important neighborhood node and look forward to supporting a project that is designed for success and respects the existing neighborhood in scale and feel. As presented, I have the following major concerns with the project:

1. Too dense at 93 bedrooms - Building C is much too tall at 48 ft and doesn't have a "neighborhood feel" with the bottom floor a parking garage
2. Retail space is not designed for success- not enough on-street parking, no designated parking for employees, no way to "go around the block" to access the angled parking on Hillside

I would like this project to have generous space on the sidewalks for pedestrians to walk and have casual interactions with neighbors, cafe seating, and store displays. There should be street trees and maximized on-street angled parking to help ensure retail success and slow traffic at the intersection. Development of this corner will shape future of this neighborhood and have a lasting impact. I will be living with the decisions that are made everyday. I appreciate your careful consideration of the views of the Bryan Park Neighborhood Association and thank you for this opportunity for public comment.

Sincerely,
Jean Lennon
[269-615-4993](tel:269-615-4993)

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Bryan Park NA Concerns

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 5:00 PM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Jen Brooks <jen.brooks@gmail.com>

Date: Mon, Jul 11, 2016 at 4:58 PM

Subject: [Planning] Bryan Park NA Concerns

To: planning@bloomington.in.gov

Cc: Bryan Park <bryanparkna@gmail.com>

Dear Planning Committee - I'm writing to express my strong support for the concerns raised by the Bryan Park Neighborhood Association regarding the proposed apartment complex on the corner of Hillside and Henderson. Such a large increase in tenancy on that corner will have significant impact on the neighborhood, and it is right and proper that our input influence the scope and shape of the project.

Thank you,
Jennifer Brooks

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Henderson Project

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:08 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Jerry Dahlstromsalic <jdsalic@gmail.com>

Date: Sat, Jul 9, 2016 at 3:48 PM

Subject: [Planning] Henderson Project

To: planning@bloomington.in.gov

This will bring more traffic to a already busy street. There is Templeton School to think about.

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Plan Commission Hearing

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 11:23 AM

To: James Roach <roachja@bloomington.in.gov>, Beth Rosenbarger <rosenbab@bloomington.in.gov>

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

From: Jessica Quirk <jessicajquirk@gmail.com>

Date: Mon, Jul 11, 2016 at 11:23 AM

Subject: [Planning] Plan Commission Hearing

To: planning@bloomington.in.gov

Cc: Bryan Park <bryanparkna@gmail.com>

To whom it may concern:

I'm writing this as a member of the Bryan Park Neighborhood Association. I am concerned over the proposed apartment complex slated to be built at the corners of Hillside and Henderson. The size of the building should be in keeping with nearby buildings and there should be public use spaces at the group level with wide sidewalks for outdoor use. Parking is tight as is in this area, so spots for public use would also be appreciated.

I also ask that the developer respect the historical context of the neighborhood. Indiana University does a great job of erecting new buildings that blend in seamlessly with the 100+ year old structures. PLEASE - Not another ugly apartment complex in Bloomington, especially in a small, quaint and well loved neighborhood in Bloomington.

Thanks!
Jessica Quirk
209 E. Wylie St

This e-mail, including attachments, is intended for the person(s) or company named and may contain confidential and/or legally privileged information. Unauthorized disclosure, copying or use of this information may be unlawful and is prohibited. If you are not the intended recipient, please delete this message and notify the sender.

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Mixed-use development at southeast corner of Henderson/Hillside

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 4:02 PM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Julie Gray <juliemarygray@gmail.com>

Date: Mon, Jul 11, 2016 at 4:00 PM

Subject: [Planning] Mixed-use development at southeast corner of Henderson/Hillside

To: planning@bloomington.in.gov

Cc: Bryan Park <bryanparkna@gmail.com>

Dear Members of the Planning Commission: As a resident of the Bryan Park neighborhood, I urge you to listen closely to our neighborhood association's suggestions about the proposed development, which really is too dense and too tall (among other drawbacks) for our wonderful residential neighborhood. I support the revisions proposed by the Bryan Park Neighborhood Association, including creating more on-street parking and making the sidewalks wider and more pedestrian-friendly.

It is important to preserve the character of our neighborhood, with its schools, park, and mix of traditional homes and businesses.

Thank you for your consideration. Best, Julie Gray, 1005 South Lincoln Street

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402

p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] SE corner of Henderson/Hillside

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 1:13 PM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Julie Vonderschmidt <juliev6301@gmail.com>

Date: Mon, Jul 11, 2016 at 12:15 PM

Subject: [Planning] SE corner of Henderson/Hillside

To: planning@bloomington.in.gov

Cc: Bryan Park <bryanparkna@gmail.com>

Planning,

I support the Bryan Park Neighborhood Association's suggestions/hopes for the proposed development. Please consider these changes when looking at the project:

- Create more on-street parking (encouraging commercial support),
- Move the commercial portion from Henderson to Hillside, (this would be a better fit with the other developments - keeping Henderson visually more residential)
- Make the sidewalks wider and more pedestrian friendly, (always needed - especially as this is a school zone with many walkers for the southern neighborhood areas)
- Make the residential buildings fit with what is already built (you've done a beautiful job of keeping the other 2 developments similar, please do so here), and
- Make the Henderson residential building shorter (again, consistency with neighboring developments should be considered).

Thank you for listening,

Julie Vonderschmidt

--

Thanks,
Julie

Do not be daunted by the enormity of the world's grief. Do justly, now. Love mercy, now. Walk humbly, now. You are not obligated to complete the work, but neither are you free to abandon it.

~ from The Talmud

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

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Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Development of hillside/henderson

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 11:47 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Laura Knudson <laura.b.knudson@gmail.com>

Date: Mon, Jul 11, 2016 at 11:46 AM

Subject: [Planning] Development of hillside/henderson

To: planning@bloomington.in.gov

Cc: bryanparkna@gmail.com, Jason Tennessen <jason.m.tennessen@gmail.com>

To whom it may concern:

Childcare and work duties will prevent us from attending the meeting at city hall today, but I would like to raise my concerns over the current plans for development of the corner of Hillside and Henderson.

The current plans are too high density with poor layout for useful commercial development. Our neighborhood in Bloomington is unique for its mixed income housing and proximity to commercial areas. I'm concerned that introducing a high density apartment complex would drastically change the property values and make-up of our neighborhood.

I and my spouse urge you to consider the alternate plan proposed by Bryan Park neighborhood association. Their plan will allow for a thriving commercial area and mixed income housing that won't drive down property values or our neighborhood feel.

Thank you,
Laura Knudson
Jason Tennessen
1305 South Dunn Street

--

Emily Avers

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Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Plan Commission

1 message

Emily Avers <averse@bloomington.in.gov>

Tue, Jul 12, 2016 at 8:10 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Mark Otvos <markotvos9@gmail.com>

Date: Mon, Jul 11, 2016 at 6:23 PM

Subject: [Planning] Plan Commission

To: planning@bloomington.in.gov

Can't make the meeting tonight so I'd just like to drop a note stating my support for BPNA's position.
Thanks.

--

Emily Avers

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Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Supporting Bryan Park Neighborhood Association's position on Henderson/Hillside development

1 message

Emily Avers <averse@bloomington.in.gov>

Tue, Jul 12, 2016 at 8:10 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: 'Mary Miller' via Planning Department <planning@bloomington.in.gov>

Date: Mon, Jul 11, 2016 at 5:20 PM

Subject: [Planning] Supporting Bryan Park Neighborhood Association's position on Henderson/Hillside development

To: "planning@bloomington.in.gov" <planning@bloomington.in.gov>

Cc: "bryanparkna@gmail.com" <bryanparkna@gmail.com>

I'm writing to register my support for the Bryan Park Neighborhood Association's position on the Henderson/Hillside development, which is scheduled to come before the Plan Commission tonight.

Thank you,
Mary Miller

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

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Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Support of BPNA position on proposed mixed-use development at the SE corner of Henderson/Hillside

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 1:59 PM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Emmert, Matt <matt.emmert@sap.com>

Date: Mon, Jul 11, 2016 at 1:58 PM

Subject: [Planning] Support of BPNA position on proposed mixed-use development at the SE corner of Henderson/Hillside

To: "planning@bloomington.in.gov" <planning@bloomington.in.gov>

Cc: "bryanparkna@gmail.com" <bryanparkna@gmail.com>

Hello,

We reside at 1401 S Dunn on the corner of Willson and Dunn and a block away from the proposed development.

We are in support of the BPNA's position, especially regarding the allocation of an appropriate number of parking spaces and that a viable commercial environment be created with this development.

Street parking near our house is already at capacity with the existing developments on the NW and SW corners and lack of parking in the new development would certainly make that situation worse. Also, we want to have successful, viable and long-term businesses as neighbors.

Thanks for your consideration.

Sincerely,

Matt and Jamie Emmert

1401 S Dunn St.

--

7-14-2016

To:

Mayor John Hamilton, City of Blooming Planning Department, Plan Commission Members, and City Council District Representative Isabel Piedmont-Smith and other City Council Members

As the owners of Mira Salon & Boutique Spa located at the intersection of Hillside and Henderson, in the Matt Press development-Hillside Shoppes, we are concerned about the new development proposal across the intersection.

We have been told that the currently proposed PUD development by the developers (Mark and Max Lauchli) shows only (20) on-street customer/public parking spaces. They are proposing 6,327 s.f. of retail which is only 3.16 spaces per 1000 s.f. of retail area.

The Matt Press development on Hillside of which we are a part, has 3.87 spaces per 1,000 s.f. of retail area. We now know that is not enough for successful retail folks like ourselves and Feast next door. We are constantly reminded by our customers that it is difficult to find a parking space. We are an appointment based business. If clients are having a hard time finding parking spaces that makes them late for their appointments, which can often lead to lost revenue. It is senseless to exacerbate the issue.

The Lauchli development directly across the street on Hillside has not made the parking scenario any better. We have learned that the interior spaces of the apartment complex are paid parking spaces. Should a renter not wish to pay for parking (in an apartment complex that they already pay rent) they are forced to park on the street. It doesn't matter how many spaces are set aside for residents of the complex if those residents can't or don't want to pay for parking.

We have been told that the developers could provide up to (37) parking spaces instead of the proposed (20) which would be 5.85 spaces per 1,000 s.f. of retail. This would be a much better solution. As an example, we all know how important the on-street parking is to the vitality of our beautiful downtown Courthouse Square's retailers. It is important that revenue is not the only driving factor in development.

This increased number of spaces would help to ensure the future success of our neighborhood serving retail on all three corners of the intersection which is the "Public Benefit" component of the Lauchli PUD Proposal.

We have been told that the BPNA, Bryan Park Neighborhood Assoc. has been meeting and talking to the developer and the City Planning Dept. about the ongoing concern regarding this critical issue. We support their efforts.

The on-street parking at the intersection needs to be clearly addressed as the petitioners prepare the final revisions to this important development proposal.

To recap:

We want to ensure that they look at providing as much on-street parking as possible to support all of the new retail and businesses that could locate in the new development as well as the existing retail and other businesses already here. As the intersection continues to develop we need to imagine it as a unified whole that works together to ensure that everyone, including ourselves, are successful.

We ask that you please support the neighborhoods' efforts on this. Thanks for your attention to this important issue.

Sincerely,

Heather and Ryan Singleton - owners
Mira Salon & Boutique Spa



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] rezoning request for development on Henderson and Hillside

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 8:10 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Brewer, Nanette Esseck <nabrewer@indiana.edu>

Date: Sun, Jul 10, 2016 at 1:04 PM

Subject: [Planning] rezoning request for development on Henderson and Hillside

To: "planning@bloomington.in.gov" <planning@bloomington.in.gov>

Cc: Steve Brewer <stevenfbrewer@yahoo.com>

I support all of the BPNA concerns, as well as have additional concerns about how the increase in residential from some many units and commercial traffic would impact the 90% (or more) single family residential area going north on Henderson Street, as well as past an elementary school and public park with many children walking across it. These facilities were built in an area with low traffic for a reason. The proposed property seems far better suited to the city's urban center.

Sincerely,

Nan Brewer

Property owner at 1200 S. Henderon Street

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

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Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Plan for Hillside & Henderson

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 10:24 AM

To: James Roach <roachja@bloomington.in.gov>, Beth Rosenbarger <rosenbab@bloomington.in.gov>

Another one.

They must have sent out a mass email or had a meeting this weekend or something.

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

From: Ron Kadish <ron.kadish@gmail.com>

Date: Mon, Jul 11, 2016 at 10:22 AM

Subject: [Planning] Plan for Hillside & Henderson

To: planning@bloomington.in.gov

Cc: bryanparkna@gmail.com

Greetings. I live within sight of the planned development at Hillside and Henderson (SE corner). I understand there is a meeting this evening to discuss the development; I cannot attend but I would like this message to reflect my support for the Bryan Park Neighborhood Association's take on the proposed plan.

To recap, I (we) feel that as proposed the development:

- Is too dense (93 bedrooms)
- Has a little more than 6000 square feet of commercial
- Proposes only 20 on-street parking spaces for commercial
- Contains 93 parking spaces on the interior devoted to tenants.
- Is designed to make the commercial portion fail (sidewalks too narrow and on a slant so tables/chairs would tip, plus it's located on Henderson rather than busy Hillside which would attract much more business)
- Is too tall next to single family homes (48')—more like downtown

We're asking the developer to:

- Create more on-street parking,
- Move the commercial portion from Henderson to Hillside,
- Make the sidewalks wider and more pedestrian friendly,
- Make the residential buildings fit with what is already built, and
- Make the Henderson residential building shorter (currently 48', 3.5 stories).

If these goals are met, the development will be smaller, have fewer bedrooms and fit the neighborhood intensity of use better. We want the commercial to be successful (like the South Dunn Street commercial on the NW corner) and not like the SW corner that the same developer built.

Thank you for listening.

All best,
Ron

Ron Kadish, bassist
ron.kadish@gmail.com
(812) 340-0774
www.ronkadish.com



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Hillside and Henderson project

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 1:14 PM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: 'Steve Brewer' via Planning Department <planning@bloomington.in.gov>

Date: Mon, Jul 11, 2016 at 12:52 PM

Subject: [Planning] Hillside and Henderson project

To: "planning@bloomington.in.gov" <planning@bloomington.in.gov>

Dear Plan Commission members,

Though I am out of town, I want to express my support for the changes proposed by the Bryan Park Neighborhood Association in the design of the Hillside and Henderson project. The BPNA proposals for adjusting the scale and density of the project, its retail orientation to Henderson and the number of sites for on-street parking blend better with the area and the flourishing retail space on the northwest corner of the intersection than does the developer's.

As a homeowner at 1200 S. Henderson since 1987, I cannot praise enough the improvement to the quality of life in the Bryan Park area, and virtually all of the credit for the improvements in safety, aesthetics, and property values redounds to the leadership and collective work of the Bryan Park Neighborhood Association. Particularly evident is the BPNA's collaboration in working with developers to recognize the interests of all neighborhood stakeholders, thereby improving the quality of life in our neighborhood. I hope wholeheartedly that you'll accept its reasonable and far-sighted proposals for improving the Hillside and Henderson development.

Sincerely,

Steve Brewer

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

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Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] Proposed development Park South

1 message

Emily Avers <averse@bloomington.in.gov>

Tue, Jul 12, 2016 at 8:10 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Stephen Percy <stephenjpercy@gmail.com>

Date: Mon, Jul 11, 2016 at 5:24 PM

Subject: [Planning] Proposed development Park South

To: planning@bloomington.in.gov

I am a Bryan Park resident and a member of the BPNA. I am writing in support of BPNA's stance in regard to zoning issues involved with the proposed development Park South. As the plan currently stands, the benefit for the petitioner is large, while the public benefit is inadequately addressed. The project's density is of real concern, and must be reconsidered.

Steve Percy

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

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Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning] henderson hillside PUD

1 message

Emily Avers <averse@bloomington.in.gov>

Tue, Jul 12, 2016 at 8:09 AM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

I'm printing copies of these for the file as well, but I assume we can include them in the packet for next month's hearing. There are about 6 that came in after 5 last night.

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

From: susan <susanmarie3@hotmail.com>

Date: Mon, Jul 11, 2016 at 5:18 PM

Subject: [Planning] henderson hillside PUD

To: planning@bloomington.in.gov

Hello,

My husband and I own two properties in Bryan Park neighborhood, one in which we have lived in for 27 years. We support our BPNA proposal and hope you give it serious consideration.

Thank You,
Susan Bright

--

Emily Avers

Planning Assistant

City of Bloomington Planning and Transportation Dept.

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p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: averse@bloomington.in.gov



Beth Rosenbarger <rosenbab@bloomington.in.gov>

Fwd: [Planning]

1 message

Emily Avers <averse@bloomington.in.gov>

Mon, Jul 11, 2016 at 4:06 PM

To: Beth Rosenbarger <rosenbab@bloomington.in.gov>, James Roach <roachja@bloomington.in.gov>

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

From: Thomas Sexton <thsexton@mac.com>

Date: Mon, Jul 11, 2016 at 4:04 PM

Subject: [Planning]

To: planning@bloomington.in.gov

Planning Commission

I am writing because I live within sight of the planned development at Hillside and Henderson (SE corner). I understand there is a meeting this evening to discuss the development. I am out of town and cannot attend...however, I would like this note to reflect my support for the position of the Bryan Park Neighborhood Association's in regard to the proposed plan.

I have numerous concerns. First, the building have been significantly less than honest with the neighborhood...presenting unclear plans and promising but not following through. The corner is become significantly too dense and we have serious traffic and parking issues. This proposal is too dense (93 bedrooms), have very little commercial property (approx 6000 square feet of commercial—which does not make it mixed use. Like the other development of this builder, there are very few commercial and tenant parking spaces pushing people into dunn street. They proposes only 20 on-street parking spaces for commercial and they have 93 parking spaces on the interior devoted to tenants. Even with the small commercial is designed to make the commercial portion fail (sidewalks too narrow and on a slant so tables/chairs would tip, plus it's located on Henderson rather than busy Hillside which would attract much more business). Finally it is too tall and does not fit the context.

I support the Bryan Park neighborhoods request to:

- Create more on-street parking,
 - Move the commercial portion from Henderson to Hillside,
 - Make the sidewalks wider and more pedestrian friendly,
 - Make the residential buildings fit with what is already built, and
 - Make the Henderson residential building shorter (currently 48', 3.5 stories).

If these goals are met, the development will be smaller, have fewer bedrooms and fit the neighborhood intensity of use better. We want the commercial to be successful (like the South Dunn Street commercial on the NW corner) and not like the SW corner that the same developer built.

Thank you for listening.

All best,
Tom Sexton

Thomas L. Sexton, Ph.D., ABPP
Editor: *Couple and Family Psychology: Research and Practice*
Past-President American Board of Couple and Family Psychology
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**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
FIRST HEARING
LOCATION: 600-630 E. Hillside Drive**

**CASE #: PUD-16-16
DATE: July 11, 2016**

PETITIONER: Dwellings LLC (Mark Lauchli)
P.O. Box 5204, Bloomington

COUNSEL: Bynum Fanyo and Associates, Inc
528 N. Walnut Street, Bloomington

REQUEST: The petitioners are requesting a rezoning of approximately 2.73 acres from Residential Single-Family (RS) and Residential High Density (RH) to Planned Unit Development (PUD) and approval of a new PUD District Ordinance and Preliminary Plan for a mixed residential development. Also requested is a waiver from the 5 acre minimum PUD size.

BACKGROUND:

Area: 2.73 acres
Current Zoning: RS
GPP Designation: Urban Residential
Existing Land Use: Single family
Proposed Land Use: Commercial, multi-family, and single family
Surrounding Uses: North – Institutional (Templeton Elementary)
West – Commercial and multi-family
East – Multi-family
South – Single family

REPORT SUMMARY: The property in question contains six parcels totaling 2.73 acres bounded by E. Hillside Drive to the north, S. Henderson Street to the west, a multifamily development to the east, and single-family homes to the south. The property is mostly zoned Residential Single Family (RS), with a small area of Residential High Density (RH), and currently contains 6 single-family houses.

The petitioners propose to rezone the property from RS and RH to Planned Unit Development. They chose a PUD request because no existing zoning district would accommodate the proposed development style. Commercial zoning would not permit the proposed building with first floor apartments and multi-family zoning would not permit the commercial uses. Presented with this petition is a draft PUD district ordinance and preliminary plan. The petitioners are also asking for the Plan Commission to waive the 5 acre minimum lot size to accommodate the 2.73 acre petition site.

The two houses near the intersection of Hillside and Henderson (600 and 602 E. Hillside) will either be demolished or donated to a local preservation group for relocation. These houses are both listed as contributing structures on the 2001 Survey of Historic Sites and

structures. Demolition of the houses was approved by the Historic Preservation Commission at their June 23, 2016 meeting. The other four single-family houses will remain on the property and are included in the PUD.

The PUD can be broken down into two main areas: the single-family area and the mixed-use area. The mixed-use area includes 3 buildings, parking, a courtyard area, detention pond, and other landscaping. This is also where changes to the streetscape are proposed with added on-street parking, a multiuse path on Henderson, tree plots, space for outdoor seating, and wider and improved sidewalks.

Of the three buildings—labeled A, B, and C—Building A is the mixed-use building that addresses the intersection. It is proposed as a two-story building with commercial and residential on the first floor and residential units above. The mixed-use portion of the building is brick and the eastern portion of the building is a combination of board and batten and lap siding with a shed style metal roof. The building has a flat roof, designed to accommodate several solar panels on the roof as well as 1,000 square feet of a green roof. The four commercial spaces total 6,327 square feet. One commercial space will likely be used as a leasing office or fitness studio. Two spaces have entrances onto Henderson, one space has its entrance at the corner, and the final commercial space has its pedestrian entrance on Hillside. There has been some discussion about whether more of the commercial spaces should be oriented toward Hillside instead of Henderson. Building A also includes 6 1-bedroom units on the first floor that face Hillside. The second floor of Building A contains 5 2-bedroom units and 7 1-bedroom units.

Building B faces Hillside Drive and contains 16 efficiency units with 8 on each floor. The building has a hip roof and proposed materials are shake and lap siding. The building was designed to contrast with the adjacent commercial building.

Building C is proposed at 4-stories and faces Henderson Street and the single-family development to the south. The first floor of the building would be for parking and the upper three stories for apartments. Along Henderson Street the building is 3 stories with a height of 35 feet. Along the southern property line the building is 4 stories and is 48 feet tall. The building has a pitched roof and dormer windows. It utilizes several materials including cast stone, metal louvers, and a wood screen at street level to conceal the first-floor parking. The building uses lap siding, shake siding, batten board, and wood for railings and decorative window brackets. The first-floor contains 45 parking spaces. The second and third floors have a mix of 12 2-bedroom and 18 1-bedroom units.

Neighborhood Meeting: As required by the UDO, the petitioner has conducted several neighborhood meeting and presented the project at regular meeting of the adjacent Bryan Park Neighborhood Association. The BPNA has included a statement in the packet.

GROWTH POLICIES PLAN: The GPP designates this 2.73 acre site as “Urban Residential.” Staff notes the following policy statements that apply to this development:

Compact Urban Form

- (Compact urban form) should be supplemented by strategies to increase housing densities within the planning jurisdiction. (Page 5)
- (Compact Urban Form) does not imply the intrusion of higher density development into established housing, crowding, or high rise development of a scale more appropriate to larger cities. (Page 5)
- Bloomington must look inward for opportunities to accommodate continued growth within the existing limits of the community (page 5)

Mitigate Traffic

- MT-1: Develop transit-oriented site planning standards as a required component of development and redevelopment projects. (page 14)
- MT-2: Require the siting of future high density multifamily and commercial projects within walking distance to transit routes. (page 14)
- MT-8: Require the construction of pedestrian and bicycle facilities that provide safety and convenience in all new and redevelopment projects. Examples of features to be considered are sidewalks, pedestrian crosswalks, sidepaths, bicycle lanes, and bicycle racks. (page 15)
- MT-9: Create true pedestrian corridors by increasing the number of large species, street trees in tree plots, and other pedestrian amenities within the right-of-way. (page 15)
- MT-10: Ensure that designs for new construction and/or the retrofitting of existing intersections provide a safe environment for pedestrians to reduce crossing distances and include pedestrian signalization. (page 15)

Conserve Community Character

- Neighborhood character can evolve in a gradual and compatible way to allow additional density through subdivision lots and the creation of granny flats and duplexes. (page 17)

Urban Residential Land Use Category

- (The Urban Residential Land Use) category identifies existing residential areas with densities generally ranging from 2 units per acre to 15 units per acre. Additional, this category also includes individual vacant lots and smaller acreages, known as neighborhood conservation areas. (page 31)
- The fundamental goal for (neighborhood conservation) areas is to encourage the maintenance of residential desirability and stability. Where new infill development is proposed, it should be consistent and compatible with preexisting developments. (page 31)
- (The Urban Residential areas should be developed) for predominately residential uses; however, incorporate mixed residential densities, housing types, and non-residential services where supported by adjacent land use patterns. (page 31)

- Thus, the main objectives for (the Urban Residential) areas are to maintain adequate levels of service when possible to improve the capacity and aesthetic of all urban services. (page 31)
- (The Urban Residential areas should) optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as community activity centers. (page 31)
- (The Urban Residential areas should) ensure that new common open space is truly usable and accessible. (page 31)
- (The Urban Residential areas should) provide for marginally higher development densities while ensuring preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between new development and adjacent existing neighborhoods. (page 31)
- ...development of...small parcels should respect the unique character and development pattern of the neighborhood. The development should emphasize building and site compatibility with existing densities, intensities, building types and other site planning features. (page 31)

PUD DISTRICT ORDINANCE ISSUES:

Uses: The petitioners have proposed a list of uses for the commercial area of the development. The proposal is to follow the Commercial Limited (CL) zoning district permitted uses with the following removed:

- a. Barber/beauty shop
- b. Bed and breakfast
- c. Brewpub
- d. Coin laundry
- e. Day care center, adult
- f. Day care center, child
- g. Tanning salon
- h. Utility substation and transmission
- i. Video rental
- j. Billiard/arcade room (listed as a conditional use in the CL district)

The CL zoning district intent fits this area well and there is CL zoning adjacent to this property. However, several of the uses listed above fit within the context. In approving uses for the site, there is a balance between finding uses that fit the context, creating viable commercial spaces, and mitigating impacts on adjacent property owners. The property owner can make determinations about the commercial spaces and how to lease those space. Staff finds that some of the uses proposed as excluded would fit this context well, especially barber/beauty shop, brewpub, coin laundry, day care center, tanning, and billiard/arcade room. A day care center adjacent to the elementary school could be useful for families. A restaurant (or brewpub) could have the highest impact on neighbors due to traffic, loading, deliveries, hours of operation, etc. Staff suggests the petitioner develop a plan to mitigate some of the potential negative impacts on neighbors, such as whether deliveries should only use the on-site parking lot, prior to the second hearing.

Development Standards: In the District Ordinance, the petitioners propose utilizing CL as underlying zoning, however there are areas of conflict between the CL standards and the presented Preliminary Plan. Building C is 48 feet at its tallest, which exceeds the CL maximum height of 40 feet. As a comparison, the maximum height in the RH zoning district is 50 feet. The District Ordinance does not clarify the underlying zoning for the 4 single-family houses on the property. On the Preliminary Plan, the area is delineated as "RH underlying zoning." Prior to the second hearing, the District Ordinance needs to be corrected to identify all standards to be used to for review of the PUD Final Plan. Any standards that conflict with the proposed underlying zoning district must be specifically called out. The District Ordinance also needs to specify the long term development plans for the portion of the property with the existing house to remain.

Residential Density: The proposed residential density of the overall site is 10.59 units per acre. The mixed use portion of the site would contain 17 2-bedroom units, 29 1-bedroom units and 30 studio units for a total of 76 units and 93 bedrooms for 13.37 DUEs/acre. The RH portion of the site, which includes the existing house to remain, includes 4 3-bedroom units for a total of 12 bedrooms and 4.44 units per acre. Both the mixed use portion of the site and the overall gross density are less than the maximum permitted density for either the RH or CL zoning districts of 15 units per acre.

Occupancy: Occupancy was not discussed in the district ordinance. If the goal is to set the underlying zoning district as RH and CL, then occupancy of all dwelling units would be limited to the multi-family definition of "family" which includes not more than 5 unrelated adults. Through the PUD process, the Plan Commission could limit occupancy more than the UDO does.

Impervious Surfaces: The petitioners propose a maximum impervious surface coverage of 58%. This does not exclude the right-of-way required to be dedicated. This percentage is more than the RM and RS districts (40%), the RH district (50%), and the CL district (50%). Impervious surface coverage relates to the density, height, number of units, and parking ratio. If the impervious coverage is deemed too high, then one or more of the other variables (density, parking ratio, etc.) will need to be changed.

Phasing and Final Plan Review: The petitioners have developed a phasing plan for the public and private improvements in the PUD.

- Phase 1: Construction of Buildings A and B along with associated parking and infrastructure improvements, the maintenance building, recycling center and trash compactor. The streetscape along Hillside will also be completed. Anticipated timing: late fall of 2016 with completion in May/June of 2017
- Phase 2: Building C and associated infrastructure. Anticipated timing: fall of 2017 with completion in May of 2018

Staff believes there should be more clarity to the timing of the infrastructure improvement along Henderson and Hillside.

In addition to the proposed phasing plan, the petitioners have requested staff level PUD Final Plan review. Staff level final plan is typically reserved for projects where there is a high level of detail already provided with the Preliminary Plan and District Ordinance. Staff requests guidance from the Plan Commission on whether to delegate Final Plan review to staff.

PUD PRELIMINARY PLAN ISSUES:

Parking, Street Parking and Access: The Preliminary Plan shows an off-street parking ratio of 1 space per 1 bedroom, which is the parking maximum for multifamily. There are 93 parking spaces on-site for the 93 proposed bedrooms.

On the street, the petitioners propose to add 6 parallel spaces on Henderson and 14 angled parking spaces on Hillside. One of the spaces on Hillside will be ADA van accessible parking. The existing travel lanes on both street will be narrowed to accommodate the street changes. There has been much debate about angled parking in this area. Since the South Dunn PUD was completed in 2001, only one wreck has been reported from the angled parking.

There are three ways for a vehicle to access the site. One existing driveway on Hillside and one new driveway on Henderson will lead to the surface parking lot. One additional curb cut on S. Henderson aligns with Southern Drive and provides access to the first floor parking in Building C.

Landscaping: While the petitioner is not required to submit a final landscaping plan at this time, they have submitted a detailed preliminary plan. The landscaping proposed within the parking lot does not meet current UDO parking lot landscaping requirements in terms of islands and trees. Staff requires guidance from the Plan Commission if reduced parking lot landscaping is appropriate in the context of this neighborhood scale mixed use development.

Right-of-Way Dedication: Hillside and Henderson are both classified as Secondary Arterials in the thoroughfare plan. Both of these require 80 feet of right-of-way, or 40 feet from the centerline. The right-of-way dedication is not shown on the preliminary plan, but once all proposed street parking spaces and pedestrian improvements are added to the right-of-way it should meet or exceed this standard.

Architecture: The petitioners have submitted schematic renderings of the potential architecture. Prior to the second hearing, written architectural standards are required. The mass and scale of Building C is greater than anticipated. Previously, the discussions had revolved around a 3-story building. The building appears to be 3 stories internally on the site and at Henderson Street, but the properties to the south will see a 4-story building. Staff believes the design of the commercial building fits within the context of the area and historic examples of small scale neighborhood commercial buildings. The design of the two residential buildings have less of an urban feeling. The HPC commented that the residential buildings "feel suburban." While opinions on architecture can vary, the

question for discussion should focus on whether a cohesive design is more appropriate for the development or if the proposed mix of styles is appropriate.

Transit: The PUD site will include one bus stop along Hillside. The intersection is served by two Bloomington Transit routes: Route 1 and Route 7.

Bicycle and Pedestrian Design: The PUD preliminary plan attempts to provide walkable, pedestrian friendly design. Sidewalks and tree plots are shown on Hillside Dr. and Henderson St. The tree plot on Henderson St. does not meet the minimum 5-foot standard and should be widened in order to allow trees to grow in the space. Tree species and spacing can be discussed in the next hearing. For the commercial buildings along Henderson, the petitioner has included an area for outdoor seating that ranges from 10-feet to 9-feet in width. Staff supports the inclusion of space for outdoor seating, and also supports that 10-feet as a good amount of space to achieve outdoor seating. The multiuse path along Henderson, as previously discussed, is included and must be 10-feet in width. At this time, it is 8-feet. Building A also includes a small outdoor area that faces the intersection. This is a nice design element and adds more to the pedestrian experience.

The Bicycle and Pedestrian Transportation and Greenways System Plan calls for a multiuse path along Henderson Street. The multiuse path will run from Hillside Drive to Winslow Road, providing a separated facility for people to safely walk and bicycle to southern destinations—Bloomington High School South, Frank Southern Ice Area, the YMCA. One of the key connections will be to the B-Link Trail, which is a separated trail that will connect with the Switchyard Park and the B-Line. The B-Link Trail is currently under construction.

This section of the multiuse path will be constructed with the PUD. This site provides an interesting context for a multiuse path because there will be businesses directly adjacent to the path. Staff has requested a 10-foot minimum width for the path, and that the material be concrete in a different color so as to contrast from the outdoor seating area. The petitioner has provided an 8-foot path on the plans. Because of the different context of this space with increased pedestrian traffic for the businesses and residences, staff considers 10-feet to be the minimum appropriate width and will match the 10-foot wide path the City is currently designing to the south. One way to reduce the possible conflict between outdoor diners and path users could be to place the commercial building entrances on Hillside as opposed to Henderson.

For the commercial area, staff encourages more bicycle parking. The northern-most landscaping area adjacent to the crosswalk ramp could be a good location. Often when racks are placed adjacent to buildings, they are installed too close to the buildings to be effective.

Long term bicycle storage will be provided in Buildings A, B, and C, but the design details of the indoor bicycle parking areas have not yet been provided.

Utilities: A schematic utility plan has been submitted to CBU and is under review. Water and sewer are already available on the site. Interior water and sewer mains will be private facilities.

Stormwater: A schematic stormwater plan has been submitted to CBU and is under review. This plan includes a detention pond on the south side of the property.

Environmental Commission Recommendations: The Bloomington Environmental Commission (EC) has made five recommendations concerning this development.

- 1.) The site design needs to incorporate more of the general intents of both a PUD and CL district.
- 2.) The District Ordinance should clearly state the future intentions of the single family dwellings.
- 3.) The Petitioner should fill all available spaces on the property with landscape material, giving high priority to native species.
- 4.) The Petitioner should apply green building practices to create high performance, low-carbon footprint structures, and that enable the occupants to use their own green practices.
- 5.) The Petitioner should commit to salvaging, recycling, and reusing all possible construction and demolition materials not needed on site.

CONCLUSIONS: Staff supports the project in terms of use and development style. Staff finds that this petition satisfies some of the GPP goals including mixed residential housing types and connectivity. There should be discussion of impacts and the intensity of development, especially in regard to impacts to the street and surrounding neighborhood. Some topics for discussion at the hearing, or between staff and petitioner prior to the second hearing, include the following:

- Is the proposed 13.37 units/acre on the mixed-use portion appropriate?
- Should commercial spaces be more oriented toward Hillside Drive instead of the proposed orientation toward Henderson St.?
- Should the residential buildings more closely resemble the commercial building in style and form?
- Is Building C too tall, especially adjacent to the single family homes to the south?
- Should the PUD be required to meet current UDO parking lot landscaping requirements?
- Should the proposed uses for the commercial spaces exclude any of the CL uses as proposed or accept all CL uses?
- Should RH zoning be the underlying zoning for the single-family houses portion of the PUD?

- Is the proposed 60% impervious surface coverage appropriate? Should pervious pavers be required to reduce the impervious surface coverage percentage?
- Should more space be devoted to outdoor seating?
- Is the Plan Commission comfortable with staff level PUD Final Plan review?

RECOMMENDATION: Staff recommends forwarding this petition to the required second hearing at the August 8, 2016, Plan Commission meeting.

MEMORANDUM

Date: July 1, 2016
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Through: Linda Thompson, Senior Environmental Planner
Subject: PUD-16-16, Dwellings,
600 – 630 E. Hillside Dr.

The purpose of this memo is to convey the environmental concerns and recommendations of the Environmental Commission (EC) with the hope that action will be taken to enhance the environmental integrity of this proposed Plan. The Petitioner's request is to rezone the property to a Planned Unit Development (PUD), build three new buildings, and leave some existing single family residences.

ISSUES OF SOUND ENVIRONMENTAL DESIGN

1.) DISTRICT INTENT

Part of the intent of a PUD is 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; buffer land uses proposed for the PUD so as to minimize any adverse impact which new development may have on surrounding properties; to enhance the appearance of neighborhoods by conserving areas of natural beauty and natural green spaces; and to 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. The EC is aware there are few environmental features left on this site; therefore, the EC recommends that the site design include as many new environmentally beneficial features as possible to create an inviting, neighborhood-friendly, live, work, and play development that enhances the overall environmental footprint of the location.

The underlying zoning district regulations that this PUD will assimilate are from a Commercial Limited (CL) District. Part of the intent of a CL is to "encourage proposals that further the Growth Policies Plan goal of sustainable development design featuring conservation of open space, mixed use, pervious pavement surfaces, and reductions in energy and resource consumption."

The EC believes that in general the Petitioner has a start in following the intent of a PUD and a CL zone, but more needs to be done. Specifically needed is more open space, parking lot

islands, additional vegetation, and more native species.

2.) PUD FUTURE DEVELOPMENT

The EC would like to know the future plans for the single family dwellings that are proposed to remain for now. There is little need to include them in the PUD unless there was a plan for future development. Therefore, the EC recommends that this be addressed in the PUD District Ordinance.

3.) LANDSCAPING

The EC believes that there are not enough vegetated areas on the open spaces, especially around the single family dwellings, the buffer yard, or within the parking lot. The District Ordinance describes a courtyard on the west side of building B, but nothing is shown on the Landscape Plan except the required parking lot perimeter plantings. The landscaping should be lush and thick in every available space on the property except for some open turf areas used for sports, sunbathing, or other such activities.

The buffer yard between the CL and Residential High Density (RH) districts is not shown in all areas, nor is buffer landscaping shown in those areas. The entire buffer needs to be delineated and landscape shown on the plan.

Planting native plants provides food and habitat for birds, butterflies and other beneficial insects, promoting biodiversity in the city. Native plants do not require chemical fertilizers or pesticides and are water efficient once established. 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>.

4.) GREEN BUILDING

The EC is pleased that in the District Ordinance the Petitioner has committed to a number of green building and infrastructure practices. These best practices will amount to one of the greenest construction projects in Bloomington. The list includes the following.

- * A 40-panel roof mounted photovoltaic system
- * A 300-gallon solar thermal hot water system to supply the non-resident commercial area
- * An approximate 1,000 square foot extensive green roof system
- * A white roof membrane on the remainder of the flat roof system
- * A cistern connected to roof drains for landscape irrigation
- * LED lighting for all new construction
- * Energy Star appliances for all new construction
- * Low flow appliances for all new construction
- * Native species and low water tolerant landscape materials
- * Design new construction to LEED Certified Standard excluding the certification process

The EC suggests including charging stations for electric vehicles in the garage. Many people are now purchasing electric vehicles (EV), making installation of charging stations a necessity for residents. Therefore the EC recommends that electric charging stations be installed for some of the parking spaces.

Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the Unified Development Ordinance (UDO). Additionally, they are supported by Bloomington's overall commitment to sustainability and its green building initiative (<http://Bloomington.in.gov/greenbuild>). Sustainable building practices are explicitly called for by the Mayors' Climate Protection Agreement signed by former Mayor Kruzan; by City Council Resolution 06-05 supporting the Kyoto Protocol and reduction of our community's greenhouse gas emissions; by City Council Resolution 06-07, which recognizes and calls for planning for peak oil; and by a report from the Bloomington Peak Oil Task Force, *Redefining Prosperity: Energy Descent and Community Resilience Report*.

5.) CONSTRUCTION AND DEMOLITION DEBRIS

The EC recommends that construction and demolition debris from the existing structures and construction of the new buildings be collected for reuse or recycling. This material could be sold to local salvage businesses, given to a resale store for future re-use, or recycled. Very little material should have to be disposed in a landfill.

EC RECOMENDATIONS

- 1.) The site design needs to incorporate more of the general intents of both a PUD and CL district.
- 2.) The District Ordinance should clearly state the future intentions of the single family dwellings.
- 3.) The Petitioner should fill all available spaces on the property with landscape material, giving high priority to native species.
- 4.) The Petitioner should apply green building practices to create high performance, low-carbon footprint structures, and that enable the occupants to use their own green practices.
- 5.) The Petitioner should commit to salvaging, recycling, and reusing all possible construction and demolition materials not needed on site.

**BLOOMINGTON PLAN COMMISSION
FIRST HEARING STAFF REPORT
LOCATION: 600-630 E. Hillside Drive**

**CASE #: PUD-16-16
DATE: August 8, 2016**

PETITIONER: Mark Lauchli, Dwellings LLC
P.O. Box 5204, Bloomington

COUNSEL: Bynum Fanyo and Associates, Inc
528 N. Walnut Street, Bloomington

REQUEST: The petitioners are requesting a rezoning of approximately 2.73 acres from Residential Single-Family (RS) and Residential High-Density (RH) to PUD and approval of a new PUD District Ordinance and Preliminary Plan for a mixed residential PUD. Also requested is a waiver from the 5 acre minimum PUD size.

BACKGROUND:

Area: 2.73 acres
Current Zoning: RS
GPP Designation: Urban Residential
Existing Land Use: Single family
Proposed Land Use: Commercial, multi-family, and single family
Surrounding Uses: North – Institutional (Templeton Elementary)
West – Commercial and multi-family
East – Multi-family
South – Single family

CHANGES SINCE FIRST HEARING: Based on input from the Plan Commission, the public, and staff, the petitioners made several changes to the proposal since the last hearing. The changes are mostly to Building A and Building C. Additionally, the location of the commercial space was switched to face Hillside, and more information has been provided regarding parking.

Originally, Building A had two distinct sections: the commercial brick area and the residential area on the east side of the building with both lap and board and batten siding as well as a more modern design. Changes:

- The length of the building along Hillside has been reduced, which provides a courtyard space between Buildings A and B
- A third floor has been added, which will be all residential units. A part of the third floor sets back from Hillside.
- The first two floors are brick and the third floor is siding.
- The commercial spaces in Building A were relocated to face Hillside.
- Space for outdoor seating has been added along Hillside, and the outdoor seating remains on the corner and a portion along Henderson.
- On the south end of Building A facing Henderson, there are now two first-floor residential units with walk-up entrances.

Building C is the building on the south side of the property. It has parking on the first level with residential units above. Changes to Building C:

- A floor has been removed, reducing the height to three stories.
- Two efficiency and a 1-bedroom unit were added to the first floor along Henderson.

Other changes include:

- Accepting all uses for the CL zoning district as permitted uses for the commercial spaces.
- Meeting requirements for the 10-foot multiuse path.
- Meeting the requirements for the 5-foot tree plot area.
- Adding two areas of stacked parking for the internal parking areas to be assigned and leased to the 2-bedroom units.

Petitioners conducted a parking utilization study of the on-street parking in the area. Over a two-week period, petitioners surveyed the number of occupied and vacant parking spaces at 4 different times during the day for 6 days. The study found that there was on-street parking available at all times. There were only 3 instances of the 24 observed when available on-street parking was below 20 percent. The study is discussed in more detail in the site design section.

The new unit mix varies from the last proposal, but the total number of bedrooms remains the same.

	Total Units	Units	Bedrooms
2	Bedroom	20	40
1	Bedroom	35	35
1	Efficiency	19	19
	Total	74	94

REPORT: The property in question contains six parcels totaling 2.73 acres bounded by E. Hillside Drive to the north, S. Henderson Street to the west, a multifamily development to the east, and single-family homes to the south. The property is zoned Residential Single Family (RS) and Residential High-Density (RH) and currently contains 6 single-family houses.

The two houses near the intersection of Hillside and Henderson (600 and 602 E. Hillside) will either be demolished or donated to a local preservation group for relocation. These houses are both listed as contributing structures on the 2001 Survey of Historic Sites and structures. Demolition of the houses was approved by the Historic Preservation Commission at their June 23, 2016 meeting. The other four single-family houses will remain on the property; these houses are included in the PUD, but the main impact is to their driveways and parking, with the exception of 612 E. Hillside Drive, where a small, detached unit will be removed.

The PUD can be broken down into two main areas: the single-family area and the mixed-use area. The mixed-use area includes 3 buildings, parking, a courtyard area, detention pond, and other landscaping. The mixed use area is also where changes to the streetscape are proposed with added on-street parking, a multiuse path on Henderson, tree plots, space for outdoor seating, and wider, improved sidewalks.

Of the three buildings—labeled A, B, and C—Building A is the mixed-use building that addresses the intersection. It is proposed as a three-story, building with commercial and residential on the first floor and residential units on the second and third floors. Floors one and two are brick, with large windows and metal canopies. The third floor is a combination of board and batten and lap siding. A portion of the third floor along Hillside is setback from the front building wall. The building has a flat roof designed to accommodate several solar panels on the roof as well as 1,000 square feet of a green roof. The roof height at the corner is 36 feet.

The four commercial spaces total 6,400 square feet. The floorplan has been changed and now the commercial spaces face Hillside and the intersection. There are also three apartment units on the first floor: two 2-bedroom units and one 1-bedroom unit. The building has a total of 25 units: 8 2-bedrooms; 16 1-bedrooms, and 1 efficiency.

Building B faces Hillside Drive and contains only apartments. The proposal is for a total of 16 efficiency units with 8 on each floor. The building has a hip roof and proposed materials are shake and lap siding. The building was designed to contrast with the adjacent commercial building. The height of the roof ridge is 34 feet. No changes have been made to this building since the last meeting.

Building C faces Henderson Street and the single-family development to the south. The proposal is a 3-story building. The first floor of the building would be mostly for parking and the upper two stories for apartments. From the south elevation, the highest point is 41 feet and from Henderson the highest point is 36 feet. The building has a pitched roof and dormer windows. It utilizes several materials including cast stone, metal louvers, lap siding, shake siding, board and batten siding, and decorative window brackets. Three apartments are at street level on Henderson and conceal the first-floor parking. The first-floor contains 3 apartments and 40 parking spaces. Building C has a mix of units; 12 2-bedroom units, 19 1-bedroom units, and 2 efficiencies.

The Bicycle and Pedestrian Transportation and Greenways System Plan calls for a multiuse path along Henderson Street. The multiuse path will run from Hillside Drive to Winslow Road, providing a separated facility for people to safely walk and bicycle to many destinations along the way—Bloomington High School South, Frank Southern Ice Area, the YMCA, etc. The path will be on the east side of the street for its entirety. One of the key connections will be to the B-Link Trail, which is a separated trail that will connect with Switchyard Park and the B-Line. The B-Link Trail is currently under construction.

This section of the multiuse path will be constructed with the PUD. Staff has requested and the petitioners have provided a 10-foot width path along the length of the property. This will connect with a 10-foot wide path to the south. The path is colored concrete in order to differentiate it from a standard sidewalk. The commercial spaces now front on Hillside, instead of Henderson, reducing the concerns of conflicts.

Other streetscape improvements include street trees, on-street parking, intersection improvements, and the narrowing of lanes on Hillside and Henderson. Tree plots have been expanded to meet minimum requirements of 5 feet in width. The on-street parking includes 6 parallel spaces on Henderson and 14 angled spaces on Hillside. One of the spaces on Hillside will be ADA van accessible parking. There has been much debate about angled parking in this area. The Traffic Commission has proposed and supported back-in angled parking for this development. This is discussed in the Site Design section.

GROWTH POLICIES PLAN: The GPP designates this 2.73 acre site as “Urban Residential.” Staff notes the following policy statements that apply to this development:

Compact Urban Form

- (Compact urban form) should be supplemented by strategies to increase housing densities within the planning jurisdiction. (Page 5)
- (Compact Urban Form) does not imply the intrusion of higher density development into established housing, crowding, or high rise development of a scale more appropriate to larger cities. (Page 5)
- Bloomington must look inward for opportunities to accommodate continued growth within the existing limits of the community (page 5)

Mitigate Traffic

- MT-1: Develop transit-oriented site planning standards as a required component of development and redevelopment projects. (page 14)
- MT-2: Require the siting of future high density multifamily and commercial projects within walking distance to transit routes. (page 14)
- MT-8: Require the construction of pedestrian and bicycle facilities that provide safety and convenience in all new and redevelopment projects. Examples of features to be considered are sidewalks, pedestrian crosswalks, sidepaths, bicycle lanes, and bicycle racks. (page 15)
- MT-9: Create true pedestrian corridors by increasing the number of large species, street trees in tree plots, and other pedestrian amenities within the right-of-way. (page 15)
- MT-10: Ensure that designs for new construction and/or the retrofitting of existing intersections provide a safe environment for pedestrians to reduce crossing distances and include pedestrian signalization. (page 15)

Conserve Community Character

- Neighborhood character can evolve in a gradual and compatible way to allow additional density through subdivision lots and the creation of granny flats and duplexes. (page 17)

Urban Residential Land Use Category

- (The Urban Residential Land Use) category identifies existing residential areas with densities generally ranging from 2 units per acre to 15 units per acre. Additional, this category also includes ... individual vacant lots and smaller acreages, known as neighborhood conservation areas. (page 31)
- The fundamental goal for (neighborhood conservation) areas is to encourage the maintenance of residential desirability and stability. Where new infill development is proposed, it should be consistent and compatible with preexisting developments. (page 31)
- (The Urban Residential areas should be developed) for predominately residential uses; however, incorporate mixed residential densities, housing types, and non-residential services where supported by adjacent land use patterns. (page 31)
- Thus, the main objectives for (the Urban Residential) areas are to maintain adequate levels of service when possible to improve the capacity and aesthetic of all urban services. (page 31)
- (The Urban Residential areas should) optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as community activity centers. (page 31)
- (The Urban Residential areas should) ensure that new common open space is truly usable and accessible. (page 31)
- (The Urban Residential areas should) provide for marginally higher development densities while ensuring preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between new development and adjacent existing neighborhoods. (page 31)
- ...development of ...small parcels should respect the unique character and development pattern of the neighborhood. The development should emphasize building and site compatibility with existing densities, intensities, building types and other site planning features. (page 31)

PUD REVIEW ISSUES:

Use Issues: The petitioners have proposed a list of uses for the commercial area of the development. The proposal is to follow the Commercial Limited (CL) zoning district. The petitioners updated the District Statement to include all uses within the CL district. The CL zoning district intent fits this area well, and there is CL zoning adjacent to this property.

Underlying Zoning Districts: In the District Ordinance, the petitioners propose utilizing CL as underlying zoning. However, this does not function with the multifamily structures proposed. Building C is 41 feet at its tallest, which exceeds the CL maximum height of 40 feet. Additionally, first floor dwelling units are not permitted in CL. The maximum

height in the RH zoning district is 50 feet. This needs to be resolved with the petitioner and addressed in the District Ordinance. The District Ordinance proposes RH zoning as the underlying zoning for the single-family houses portion of the PUD. At this time, no other uses or densities are proposed for this area of the development. In order to change that, a PUD amendment would be necessary in the future.

Architectural Standards: Architectural Standards have been submitted for the PUD that follow CL zoning standards. Staff finds this to be too general to ensure the quality of development proposed for the site. The CL District can be a useful template, but staff recommends more detail and narrowly tailoring the standards to provide more predictability.

Occupancy: Occupancy was not discussed in the district ordinance. If the goal is to set the underlying zoning district as “CL” and “RH,” then occupancy of all dwelling units would be the multi-family definition of “family” which includes not more than 5 unrelated adults. For the apartments, staff recommends a maximum occupancy of 3 unrelated adults or one family, according to the definition of “family.”

SITE DESIGN:

Development Standards: The submitted PUD District Ordinance proposes utilizing CL zoning standards; however, Building C does not meet these standards in reference to height. The District Ordinance needs to better reflect the buildings presented as part of the preliminary plan.

Impervious Surfaces: The petitioners propose a maximum impervious surface coverage of 64%. This percentage is more than the RM and RS districts (40%), and the RH and CL districts (50%). Impervious surface coverage relates to the density, height, number of units, and parking ratio. If the impervious coverage is deemed too high, then one or more of the other variables will need to be changed as well. The petitioner is proposing a 1,000 square foot green roof and capturing rainwater for reuse from the roof of Building A.

Access and Parking layout: There is an on-site parking ratio of 1 space per 1 bedroom, which is the parking maximum for multifamily. There are 94 parking spaces on-site for the 94 proposed bedrooms. On the street, they are proposing adding 6 parallel spaces and 14 angled parking spaces. There are three ways for a vehicle to access the site: a curb cut on Hillside and one on Henderson that lead to internal site parking. One additional curb cut on S. Henderson aligns with Southern Drive and provides access to first floor parking under Building C.

The islands within the parking lot have been enlarged to meet the UDO parking lot landscaping standards. Landscaping species and quantity will be reviewed at the Final Plan stage. Staff recommends following the standards in the UDO or detailing proposed landscaping standards within the District Ordinance.

Right-of-Way: Hillside and Henderson are both classified as Secondary Arterials in the thoroughfare plan. Both of these require 80 feet of right-of-way, or 40 feet from the centerline. The right-of-way dedication is shown on the site plan adjacent to the mixed-use portion of the site, but it needs to be dedicated in front of the single-family houses as well.

Phasing and Final Plan Review: The petitioners have developed a phasing plan for the public and private improvements in the PUD.

- Phase 1: Construction of Buildings A and B along with associated parking and infrastructure improvements, the maintenance building, recycling center and trash compactor. The streetscape along Hillside will also be completed. Stormwater quality and quantity facility would be completed. All streetscape improvements with the exception of those immediately in front of Building C. Anticipated timing: late fall of 2016 with completion in May/June of 2017
- Phase 2: Building C and associated infrastructure including the streetscape improvements and multiuse path. Anticipated timing: fall of 2017 with completion in May of 2018

In addition to the proposed phasing plan, the petitioners have requested staff-level Final Plan review. Staff level final plan is typically reserved for projects where there is a high level of detail already provided with the Preliminary Plan and District Ordinance. The preliminary plan and elevations submitted have provided a high-level of detail. Staff recommends Final Plan review be completed at staff level.

Architecture: The petitioners have submitted schematic renderings of the potential architecture as well as architectural standards. The mass of Building C has been reduced by removing one story. The design of the commercial building fits within the context of the area and historic commercial building styles. By using a different material, the third floor on Building A appears less imposing and is consistent with additions to historic buildings. The design of the two residential buildings have less of an urban feeling, and the BHPC commented that the residential buildings “feel suburban.” The liner apartments added to Building C improve the street-level appeal and design. The pattern for the materials was slightly altered on Building C to create a more cohesive feel. At the first hearing, Plan Commission members expressed a range of opinions on the architecture.

Transit: The PUD site will include one bus stop along Hillside. The intersection is served by two Bloomington Transit routes: Route 1 and Route 7.

Bicycle and Pedestrian Design: The PUD preliminary plan attempts to provide walkable, pedestrian friendly design. Sidewalks and tree plots are shown on Hillside Dr. and Henderson St. Tree species and spacing will be determined by UDO standards with the Final Plan. There will be a 10-foot multiuse path along Henderson. Along Hillside, there will be a 5-foot sidewalk.

Space for outdoor seating is provided in front of Building A and is approximately 10 feet in width. The elevation varies and the outdoor seating varies from above grade to slightly below grade. The outdoor seating area at the corner and along Henderson are slightly above the grade of the sidewalk. These seating areas will be flat in order for tables and chairs to stay level. Along the east side of Building A, the outdoor space is slightly below the sidewalk. Below grade seating is not ideal, but there is a balance with keeping the first floor of the commercial space on one level to accommodate changing or growing business needs. Outdoor diners can still interact with passersby on the sidewalk and vice-versa. The railing and planters serve to delineate the space as a porous border. Additionally, there are multiple outdoor seating options—below, at, and above grade for the site.

Bicycle Parking: The petitioner has committed to providing the number and type of bicycling parking required per UDO standards. Some of the commercial bicycle parking spaces can be seen in the building elevations. Long term bicycle storage will be provided in Buildings A, B, and C, but the design details of the indoor bicycle parking areas have not yet been provided. These details can be resolved at the Final Plan stage and bicycle parking must meet UDO requirements.

Parking: The site plan has 94 on-site parking spaces for the apartments. This is a ratio of one parking space per one bedroom, which is the maximum permitted per the UDO. The proposal includes 20 on-street parking spaces. The development includes 6,400 square feet of commercial space, divided between 4 tenant spaces. Considering a possible mix of uses from the CL permitted uses, 20 spaces is close to the UDO’s maximum parking requirements. If this site were in a location with no on-street parking, the UDO would cap the total number of on-site parking spaces as follows for this one possible scenario:

Chart 1: Possible Development Scenario and Maximum Parking Standards

Tenant Use	Parking Ratio	Commercial Tenant Space Size	Maximum Permitted Spaces
Restaurant	1: 200 sq. ft.	2,000 sq. ft.	10
Fitness/Training Studio	1: 400 sq. ft.	1,530 sq. ft.	3
Business/professional Office	1: 300 sq. ft.	1,580 sq. ft.	5
Retail, low-intensity	1: 300 sq. ft.	1,233 sq. ft.	4
		Total:	22

According to these numbers, providing 20 on-street parking spaces is close to the maximum permitted for the zoning district. This is one scenario. If all of the commercial spaces were to be filled by one use, the following chart demonstrates several of those possibilities and the corresponding maximum parking per UDO standards:

Chart 2: Possible Uses and Maximum Parking Standards

Tenant Use	Parking Ratio	Entire Commercial Space	Maximum Permitted Spaces
Restaurant	1: 200 sq. ft.	6400 sq. ft.	32
Fitness/Training Studio	1: 400 sq. ft.	6400 sq. ft.	16
Business/professional Office	1: 300 sq. ft.	6400 sq. ft.	21
Retail, low-intensity	1: 300 sq. ft.	6400 sq. ft.	21

The petitioner submitted a street parking utilization study at staff's request. For two weeks, the petitioner counted the number of occupied on-street parking spaces in the area to gauge the amount of parking available at different times of day. They collected data on Tuesdays, Thursdays, and Saturdays at 9:00 am, noon, 5:00 pm, and 8:00 pm. Two charts below outline the results of the number of vacant spaces at those times.

Across the 24 observations, there were only 2 instances when fewer than 15 percent of spaces were available. More than half of the time, 40 percent or more of spaces were available. According to research in on-street parking, aiming for 15 percent of spaces to be unoccupied at any time is a good goal, which allows for people to come and go and visit commercial spaces. Parking researcher Donald Shoup, PhD and transportation researcher Todd Litman, PhD have several studies that recommend approximately one in eight parking spaces be vacant at any one time. This works out to 12.5% vacancy (Shoup, *Cruising for Parking*, 2007) (Litman, *Parking Policy Implementation Guidelines*, 2015).

Parking Study Area:

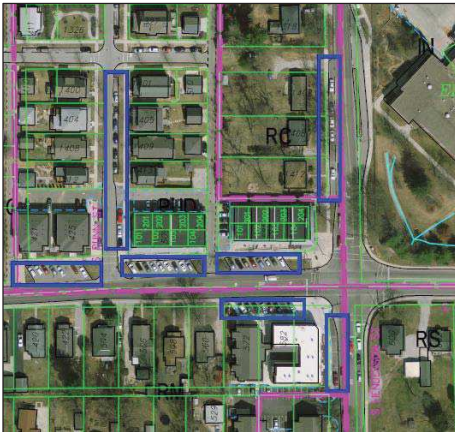


Chart 3: Percent of Vacant On-Street Parking Spaces

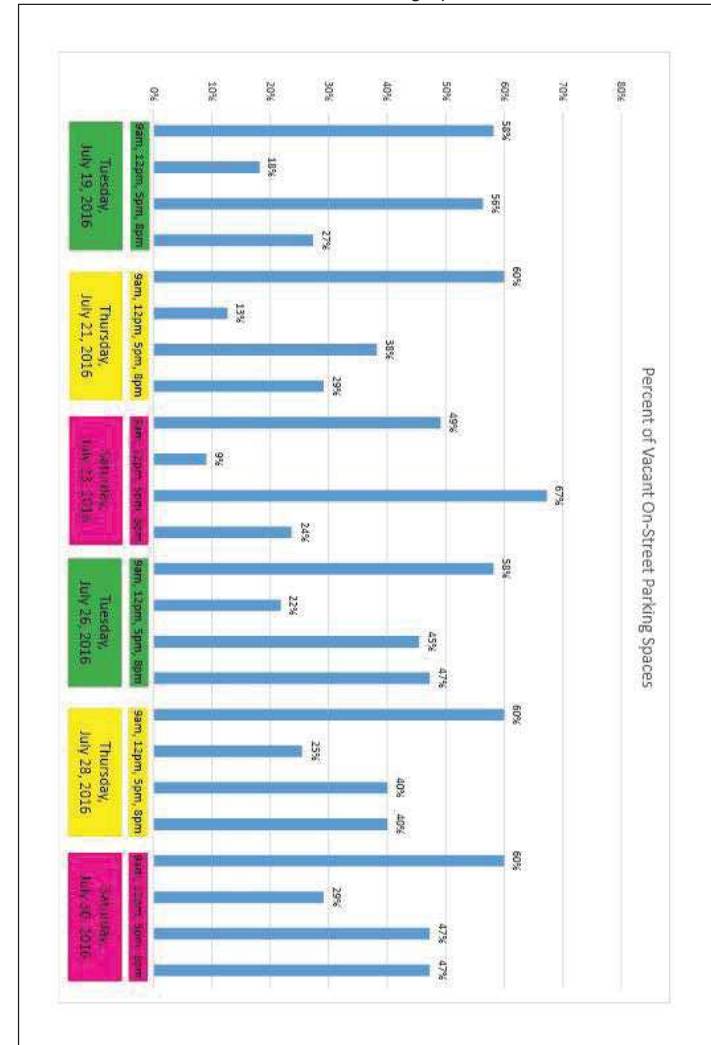
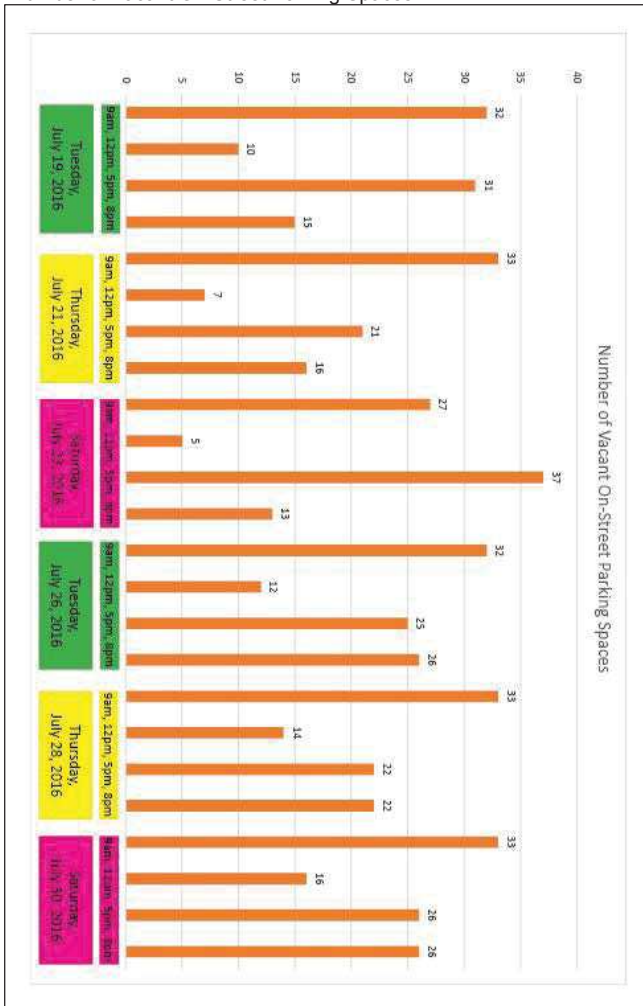


Chart 4: Number of Vacant On-Street Parking Spaces



The Traffic Commission voted unanimously to support back-in angled parking at this location. Back-in angled parking is safer than pull-in angled parking. It would be the first location for back-in parking in Bloomington; however, it is prevalent in many other cities. While this will be an adjustment for some drivers, that will be true no matter where it is installed in town as a “first” location. The Traffic Commission recommended this parking configuration for both Hillside and Henderson as opposed to pull-in angled parking. Staff recommends continuing with the parallel parking on Henderson and switching the angled parking on Hillside to back-in angled. The Traffic Commission does not review nor comment on the number of parking spaces provided.

Utilities: A schematic utility plan has been submitted to CBU and is under review. Water and sewer are already available on the site. Interior water and sewer mains will be private facilities.

Stormwater: A schematic stormwater plan has been submitted to CBU and is under review. This plan includes a detention pond on the south side of the property.

CONCLUSIONS: Staff supports the project and finds that this petition satisfies some of the GPP goals including mixed residential housing types and connectivity. Some topics for discussion at the hearing, or between staff and petitioner prior to the third hearing, include the following:

- Including more detail in the architectural standards
- Including commitments to the discussed positive environmental measures
- Including more detail in the District Ordinance

RECOMMENDATION: Staff recommends forwarding this petition to the September 12, 2016 Plan Commission meeting.

MEMORANDUM

Date: July 29, 2016
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Through: Linda Thompson, Senior Environmental Planner
Subject: PUD-16-16, Dwellings, second hearing
600 – 630 E. Hillside Dr.

The purpose of this memorandum is to convey the Environmental Commission's (EC) recommendation to continue this petition until more details about the plan can be worked out. There are inconsistencies between the Site Plan and the Planned Unit Development (PUD) District Ordinance, insufficient pervious surface coverage, insufficient street trees, and other miscellaneous details.

The underlying zoning district regulations that this PUD will assimilate are from a Commercial Limited (CL) District. Part of the intent of a CL is to "encourage proposals that further the Growth Policies Plan goal of sustainable development design featuring conservation of open space, mixed use, pervious pavement surfaces, and reductions in energy and resource consumption."

The EC believes that in general the Petitioner has a start in following the intent of a PUD and a CL zone, but more needs to be done. Specifically needed is at least the amount of open space required in the Unified Development Ordinance (UDO), additional vegetation, and more native species. The EC always recommends that the environmental protection regulations in a PUD District Ordinance should not be less stringent than those in the UDO.

The EC compliments the Petitioner for committing to high-albedo roofing, "extensive" green roof, photo voltaic panels, and a rainwater capture and reuse system. However, the EC believes the plans for construction and maintenance for these features should be submitted and approved before the PUD District Ordinance is adopted.

EC RECOMENDATIONS

1.) The EC recommends that this petition be continued to next month to allow submission of additional details.

**BLOOMINGTON PLAN COMMISSION
FIRST HEARING STAFF REPORT
LOCATION: 600-630 E. Hillside Drive**

**CASE #: PUD-16-16
DATE: September 12, 2016**

PETITIONER: Mark Lauchli, Dwellings LLC
P.O. Box 5204, Bloomington

COUNSEL: Bynum Fanyo and Associates, Inc
528 N. Walnut Street, Bloomington

REQUEST: The petitioners are requesting a rezoning of approximately 2.73 acres from Residential Single-Family (RS) and Residential High-Density (RH) to PUD and approval of a new PUD District Ordinance and Preliminary Plan for a mixed residential PUD. Also requested is a waiver from the 5 acre minimum PUD size.

BACKGROUND:

Area: 2.73 acres
Current Zoning: RS and RH
GPP Designation: Urban Residential
Existing Land Use: Single family
Proposed Land Use: Commercial, multi-family, and single family
Surrounding Uses: North – Institutional (Templeton Elementary)
West – Commercial and multi-family
East – Multi-family
South – Single family

CHANGES SINCE AUGUST HEARING: Based on input from the Plan Commission, the public, and staff, the petitioners have made some changes to the petition. The changes are as follows:

- The preliminary plan has been amended to depict back-in angled parking, although the final design of the parking will be at the discretion of the Council. With this change, one additional on-street space was created.
- The petitioner has studied three additional days of on-street parking demand in the area after the start of the Indiana University academic year.
- The petitioner has committed to providing eight parking spaces at the Hillside Terrace development immediately to the east as parking for employees of the commercial space in this PUD. This effectively increases commercial parking to 29 spaces.
- The PUD District Ordinance has been amended to provide specific standards for the height, bulk, density, and architecture of the PUD.

This report focuses on the changes since August and provides a comparison between the PUD District Ordinance and the standard RH and Commercial Limits (CL) zoning districts.

REPORT: The property in question contains six parcels totaling 2.73 acres bounded by E. Hillside Drive to the north, S. Henderson Street to the west, a multifamily development to the east, and single-family homes to the south. The property is zoned Residential Single Family (RS) and Residential High-Density (RH) and currently contains 6 single family houses.

The two houses near the intersection of Hillside and Henderson (600 and 602 E. Hillside) will either be demolished or donated to a local preservation group for relocation. These houses are both listed as contributing structures on the 2001 Survey of Historic Sites and structures. Demolition of the houses was approved by the Historic Preservation Commission at its June 23, 2016 meeting. The other four single-family houses will remain on the property; these houses are included in the PUD, but the main impact is to their driveways and parking, with the exception of 612 E. Hillside Drive, where a small, detached unit will be removed.

The PUD can be broken down into two main areas.

- Area 1: the single-family area to the east.
- Area 2: The mixed-use area includes 3 buildings, parking, a courtyard area, detention pond, and other landscaping. The mixed use area is also where changes to the streetscape are proposed with added on-street parking, a multiuse path on Henderson, tree plots, space for outdoor seating, and wider, improved sidewalks.

There are three buildings proposed in Area 2. Building A is the mixed-use building that addresses the intersection. It is proposed as a three-story building with commercial and residential on the first floor and residential units on the second and third floors. Floors one and two are clad in brick with large windows and metal canopies. The third floor is a combination of board and batten and lap siding. A portion of the third floor along Hillside is setback from the front building wall. The building has a flat roof designed to accommodate several solar panels on the roof as well as 1,000 square feet of a green roof. The roof height at the corner is 36 feet.

The four commercial spaces in Building A total 6,400 square feet. The floorplan has been changed and now the commercial spaces face Hillside and the intersection. There are also three apartment units on the first floor: two 2-bedroom units and one 1-bedroom unit. The building has a total of 25 units: 8 2-bedrooms; 16 1-bedrooms, and 1 efficiency.

Building B is a 2-story building that faces Hillside Drive and contains only apartments. The proposal is for a total of 16 efficiency units with 8 on each floor. The building has a hip roof and proposed materials are shake and lap siding. The building was designed to contrast with the adjacent commercial building. The height of the roof ridge is 34 feet. No changes have been made to this building since the last meeting.

Building C faces Henderson Street and the single-family development to the south. The proposal is a 3-story building. The first floor of the building would be mostly for parking and the upper two stories for apartments. From the south elevation, the highest point is 41 feet and from Henderson the highest point is 36 feet. The building has a pitched roof and dormer windows. It utilizes several materials including cast stone, metal louvers, lap siding, shake siding, board and batten siding, and decorative window brackets. Three apartments are at street level on Henderson and conceal the first-floor parking. The first-floor contains 3 apartments and 40 parking spaces. Building C has a mix of units; 12 2-bedroom units, 19 1-bedroom units, and 2 efficiencies.

GROWTH POLICIES PLAN: The GPP designates this 2.73 acre site as “Urban Residential.” Staff notes the following policy statements that apply to this development:

Compact Urban Form

- (Compact Urban form) should be supplemented by strategies to increase housing densities within the planning jurisdiction. (Page 5)
- (Compact Urban Form) does not imply the intrusion of higher density development into established housing, crowding, or high rise development of a scale more appropriate to larger cities. (Page 5)
- Bloomington must look inward for opportunities to accommodate continued growth within the existing limits of the community (page 5)

Mitigate Traffic

- MT-1: Develop transit-oriented site planning standards as a required component of development and redevelopment projects. (page 14)
- MT-2: Require the siting of future high density multifamily and commercial projects within walking distance to transit routes. (page 14)
- MT-8: Require the construction of pedestrian and bicycle facilities that provide safety and convenience in all new and redevelopment projects. Examples of features to be considered are sidewalks, pedestrian crosswalks, sidepaths, bicycle lanes, and bicycle racks. (page 15)
- MT-9: Create true pedestrian corridors by increasing the number of large species, street trees in tree plots, and other pedestrian amenities within the right-of-way. (page 15)
- MT-10: Ensure that designs for new construction and/or the retrofitting of existing intersections provide a safe environment for pedestrians to reduce crossing distances and include pedestrian signalization. (page 15)

Conserve Community Character

- Neighborhood character can evolve in a gradual and compatible way to allow additional density through subdivision lots and the creation of granny flats and duplexes. (page 17)

Urban Residential Land Use Category

- (The Urban Residential Land Use) category identifies existing residential areas with densities generally ranging from 2 units per acre to 15 units per acre.

Additional, this category also includes individual vacant lots and smaller acreages, known as neighborhood conservation areas. (page 31)

- The fundamental goal for (neighborhood conservation) areas is to encourage the maintenance of residential desirability and stability. Where new infill development is proposed, it should be consistent and compatible with preexisting developments. (page 31)
- (The Urban Residential areas should be developed) for predominately residential uses; however, incorporate mixed residential densities, housing types, and non-residential services where supported by adjacent land use patterns. (page 31)
- Thus, the main objectives for (the Urban Residential) areas are to maintain adequate levels of service when possible to improve the capacity and aesthetic of all urban services. (page 31)
- (The Urban Residential areas should) optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as community activity centers. (page 31)
- (The Urban Residential areas should) ensure that new common open space is truly usable and accessible. (page 31)
- (The Urban Residential areas should) provide for marginally higher development densities while ensuring preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between new development and adjacent existing neighborhoods. (page 31)
- ...development of...small parcels should respect the unique character and development pattern of the neighborhood. The development should emphasize building and site compatibility with existing densities, intensities, building types and other site planning features. (page 31)

Neighborhood Activity Center

- It should be noted that while several NACs have been identified on the land use map, more could be designated in the future as further study is done and appropriate locations identified. (page 33)
- NACs must relate to surrounding residential neighborhoods and not adversely affect the livability of these neighborhoods through traffic, lighting, noise, litter or other impacts. (page 33)
- The height of new commercial structures in a NAC shall be limited to three stories in order to minimize the impact of such uses on surrounding residents. (page 33)
- The main focus of the NAC should be commercial uses at a scale that services the immediate neighborhood, including such services as small food stores, video rental, or small cafes. (page 33)
- Residential uses should be limited to multi-family development, ideally on floors above street level commercial uses. (page 33)
- Commercial uses should be restricted to ensure their neighborhood focus. (page 33)

PUD DISTRICT ORDINANCE ISSUES:

Underlying Zoning Districts: The petitioners propose utilizing CL as underlying zoning. The CL and RH are very similar in terms of development standards. RH zoning is already in place at the Hillside Terrace development to the east. The CL zoning district was designed for commercial and mixed use developments within neighborhoods. The chart below compares some elements of the PUD to these two districts.

Standards Comparison

	PUD	CL	RH
Density	15 units/acre	15 units/acre	15 units/acre
Residential Parking	1 space/bedroom	1 space/bedroom max.	1 space/bedroom max.
Commercial Parking	21 on-street 8 off-site employee spaces	0 minimum 26 max. (small multi-tenant center)	N/A
Residential parking	103 spaces	0 minimum 103 maximum	0 minimum 103 maximum
Impervious surfaces	70%	50%	50%
Setbacks to Pinestone Neighborhood	15' + 10' buffer	10' + 10' buffer	15' + 10' buffer
Height	40' plus stairs (Building A) 35' (Building B) 42' (Building C)	40 feet	50 feet
Occupancy	3 unrelated adults	5 unrelated adults	5 unrelated adults

Density: Unit counts and bedroom counts have not changed since the last hearing. The overall maximum site density is 15 units per acre. The buildings as proposed include 74 apartments and 4 single family houses with a total of 103 bedrooms. This equates to 29.75 DUEs or 10.89 DUES/acre for the entire PUD.

	Unit Type	Units	Bedrooms
3	Bedroom house	2	3
2	Bedroom house	1	2
1	Bedroom house	1	1
2	Bedroom	20	40
1	Bedroom	35	35
1	Efficiency	19	19
	Total	78	103

Architectural Standards: The revised PUD District Ordinance includes controlling language to ensure that the building built will look like the building shown in terms of height, materials, windows, entries, and modulation.

Occupancy: The petitioner has committed to use the single family zoning definition of family in this PUD. Each unit can be occupied by a single family which can include no more than three unrelated adults.

PUD PRELIMINARY PLAN ISSUES:

Landscaping: The petitioners have submitted a schematic landscaping plan. This plan mostly meets UDO landscaping requirements. The petitioners propose a reduced percentage of the parking lot trees be provided as large canopy trees due to a lack of planting area. They propose 13% large canopy trees, as opposed to the UDO requirement of 75%. Also, the landscaping plan shows numerous plantings in the right-of-way other than street trees. Anything planted in the right-of-way must be a species that will not block vision clearance at maturity and the petitioner must agree to maintain this landscaping. Finally, street trees along Henderson must be located east of the multi-use path in order to avoid conflict with an existing storm sewer main. The schematic landscaping plan from Mader Design does not reflect this, but it is reflected on the Bynum Fanyo plans.

Parking: Area 1 includes 9 parking spaces for the four single family houses. Area 2 includes 94 on-site parking spaces for the apartments. This is a ratio of one parking space per one bedroom, which is the maximum permitted per the UDO.

The current Preliminary Plan shows 21 on-street parking spaces to serve the commercial space in Area 2. In addition, the petitioner has committed to assigning 8 parking spaces in the Hillside Terrace development to the east for employees.

The development includes 6,400 square feet of commercial space, divided between 4 tenant spaces. Considering a possible mix of uses from the CL permitted uses, 21 spaces is close to the UDO's maximum parking requirements. If this site were in a location without on-street parking, the UDO would cap the total number of on-site parking spaces as follows for this one possible scenario:

Chart 1: Possible Development Scenario and Maximum Parking Standards

Tenant Use	Parking Ratio	Commercial Tenant Space Size	Maximum Permitted Spaces
Restaurant	1: 200 sq. ft.	2,000 sq. ft.	10
Fitness/Training Studio	1: 400 sq. ft.	1,530 sq. ft.	3
Business/professional Office	1: 300 sq. ft.	1,580 sq. ft.	5
Retail, low-intensity	1: 300 sq. ft.	1,233 sq. ft.	4
		Total:	22

According to these numbers, providing 21 on-street parking spaces is close to the maximum permitted for the zoning district, not counting the 8 additional employee spaces. This is one scenario. If all of the commercial spaces were to be filled by one use, the following chart demonstrates several of those possibilities and the corresponding maximum parking per UDO standards:

Chart 2: Possible Uses and Maximum Parking Standards

Tenant Use	Parking Ratio	Entire Commercial Space	Maximum Permitted Spaces
Restaurant	1: 200 sq. ft.	6400 sq. ft.	32
Small multi-tenant center	1:250 sq. ft.	6400 sq. ft.	26
Fitness/Training Studio	1: 400 sq. ft.	6400 sq. ft.	16
Business/professional Office	1: 300 sq. ft.	6400 sq. ft.	21
Retail, low-intensity	1: 300 sq. ft.	6400 sq. ft.	21

In order to gauge existing parking needs in the area, the petitioner has studied the on-street parking utilization rates. Prior to the last meeting, they studied 6 days. Since the last meeting and after the start of the Indiana University academic year, the petitioner studied 3 additional days and added a time period of 2:30 PM to the study.

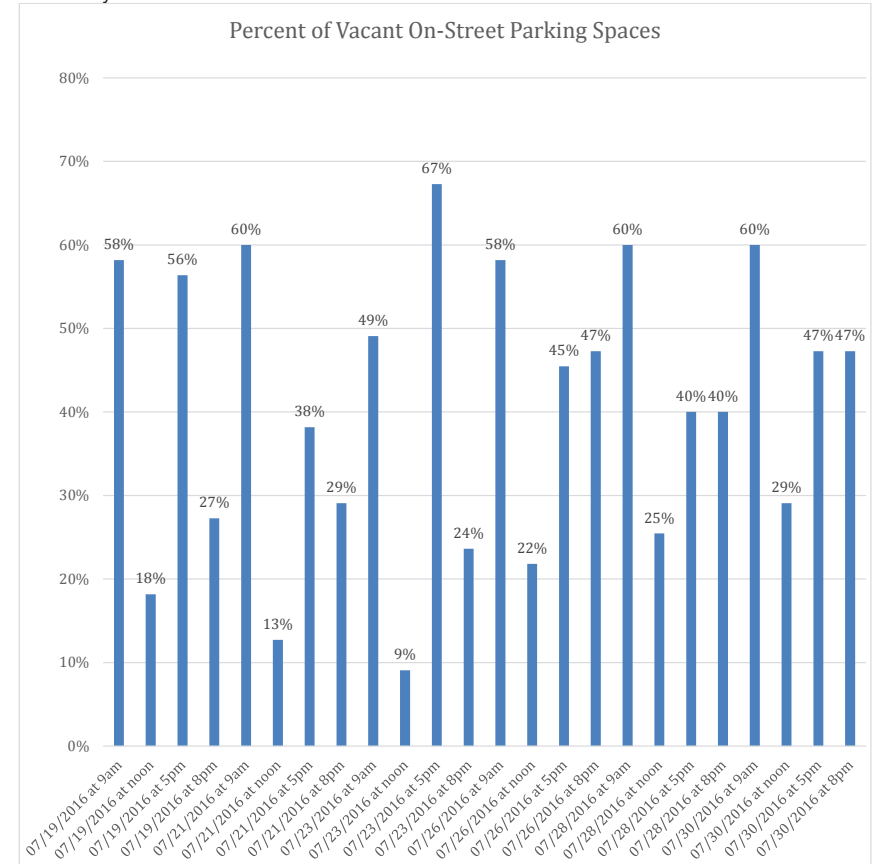


Across the 39 observations, there were only 4 instances when fewer than 15 percent of spaces were available. More than half of the time, 40 percent or more of spaces were available. According to research in on-street parking, aiming for 15 percent of spaces to be unoccupied at

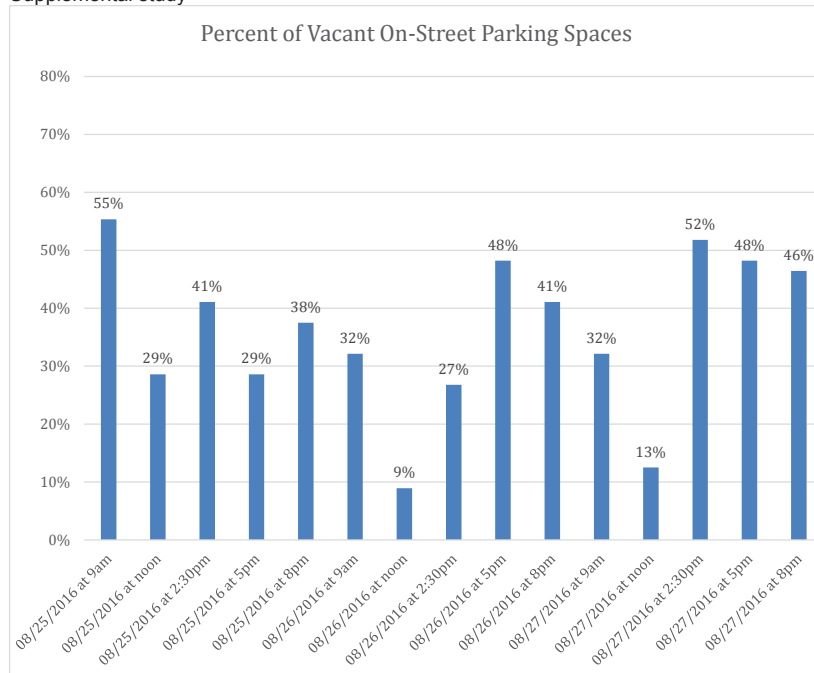
any time is a good goal, which allows for people to come and go and visit commercial spaces. Parking researcher Donald Shoup, PhD and transportation researcher Todd Litman, PhD have several studies that recommend approximately one in eight parking spaces be vacant at any one time. This works out to 12.5% vacancy (Shoup, *Cruising for Parking*, 2007) (Litman, *Parking Policy Implementation Guidelines*, 2015).

Chart 3: Percent of Vacant On-Street Parking Spaces

First study



Supplemental study



In conclusion, staff finds that the proposed 21 parking spaces, plus 8 off-site employee parking spaces, creates an effective 29 parking spaces associated with the commercial portion of the PUD. Staff finds this is an adequate number given the anticipated parking needs and parking maximums outlined by the UDO as well as the existence of additional on-street parking spaces in the immediate area.

If the Plan Commission disagrees with this conclusion, there are several options. Each option has different repercussions and impacts.:

- Require less commercial, creating a higher percentage of parking to square footage.
- Restrict high parking demand uses from the list of permitted uses, such as restaurants.
- Require more parking along Hillside further to the east in front of the single family houses.
- Require Henderson parking to be changed from parallel to angled. This will require that the building footprints shrink to accommodate the increased depth. The City Transportation and Traffic Engineer has concerns about this approach.
- Require more off-street parking.
- Require a reduction in density to free up off-street parking for commercial uses.
- Require more off-site parking or shared parking on-site.

Parking Design: The Traffic Commission voted unanimously to support back-in angled parking at this location. Back-in angled parking is safer than pull-in angled parking. While becoming more common in other cities, this would be the first block to contain back-in parking in Bloomington. This will be an adjustment for drivers but that will be true no matter where it is constructed in the City. The Traffic Commission recommended this parking configuration for both Hillside and Henderson as opposed to pull-in angled parking. Staff recommends continuing with the parallel parking on Henderson. Title 15 of the Bloomington Municipal Code will need to be amended to permit back-in angled parking, however Title 15 would need to be amended regardless to permit parking on Hillside or Henderson at all. Ultimately, staff does not believe the angle of the parking is a decision for the Plan Commission. Changes to street parking controls require review and approval by the City Council regardless of the direction of the parking.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made 2 recommendations concerning this development.

1. The Petitioner should adjust the Site Plan such that more than 30% pervious surface is available.

Staff Response: Staff finds that the proposed 70% maximum impervious surface coverage is appropriate given the context of the development as a neighborhood activity center. The Plan Commission can choose to require a greater amount of pervious surface. The petitioner may choose to meet this requirement through the

use of permeable pavers. In addition, the green roof associated with the maintenance building partially mitigates the impact of the increase impervious surfaces.

2. The Petitioner should clarify the language in the PUD District Ordinance regarding changing canopy trees to columnar trees.

Staff Response: Staff has included this as recommended condition of approval #4.

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.

STAFF COMMENTS: This petition meets the requirements for a Planned Unit Development and accomplishes the purpose of a PUD which is to provide a unique development pattern that would not be allowed in a regular zoning district. The design of this PUD expands a neighborhood activity center in a way that promotes architecture that is compatible with the surroundings and counteracts urban monotony.

- (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.

STAFF COMMENTS: The proposed deviations from the UDO that are outlined in this report and the PUD District Ordinance are necessary to develop this site with a mix of land uses.

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

STAFF COMMENTS: The PUD meets the purposes of the City by expanding a neighborhood activity center in a way that is compatible with the existing

fabric of development. Commercial uses are restricted to ensure neighborhood focus. The PUD furthers the goal of compact urban form in a way that promotes gradual changes and marginally increasing densities while utilizing existing infrastructure. The PUD also extends a multi-use path on Henderson to advance the goals of the Bicycle and Pedestrian Plan.

- (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.

STAFF COMMENTS: The PUD is well served by existing public services. The proposed on-street parking will be a neighborhood and City amenity. Common open space will be maintained by the petitioner including an interior plaza. Opportunities are provided for sidewalk café style seating, a multi-use path and pedestrian lights that will increase the visual enjoyment of the area and extend the pedestrian friendly area created with other nearby developments.

- (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.

STAFF COMMENTS: The proposed PUD Preliminary Plan has been designed in such a way to buffer the site from the neighborhood to the south. The proposed 3-story buildings, while unique in this area, are not unreasonably tall. Other 3-story multi-family buildings exist to the southwest. The GPP recommends three-story buildings for neighborhood activity centers.

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

STAFF COMMENTS: The development will surely increase the City's tax base and economic well being. The PUD will provide opportunities for small scale, neighborhood focused business.

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

STAFF COMMENTS: Staff finds that this proposal will not create undue traffic congestion and will instead calm traffic on the adjacent streets to make them more walkable and livable. The site is adequately served by existing public facilities.

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

STAFF COMMENTS: There are no significant ecological, natural, or architectural resources on this site. One historic house on the property would be relocated and three historic houses will be retained.

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

STAFF COMMENTS: Staff finds no injury. On-street parking in this area, while controversial with the first new development in this area, has proven to not be a safety hazard.

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

STAFF COMMENTS: The establishment of a PUD for this property allows a unique development that would not otherwise be accomplished within the framework of existing zoning districts. The site will be maintained under common ownership and management.

CONCLUSION: Staff finds that this PUD satisfies many of the GPP policies toward compatible infill development and site design for Neighborhood Activity Center. The proposed density and height is extremely similar to the RH and CL zoning districts. The development provides neighborhood scale commercial uses designed to be compatible with other developments in the area. Staff finds that the proposed parking plan is adequate to meet the needs of the multi-family and commercial tenants and customers.

RECOMMENDATION: Staff recommends forwarding this to the Common Council with a favorable recommendation and the following conditions of approval:

1. Right-of-way dedication is required for Hillside and Henderson. The dedication must be the minimum Thoroughfare Plan requirement but must also include all on-street parking and sidewalks. This must be done within 180 days of Council approval.
2. Final Plan approval is delegated to the Planning and Transportation Department Staff.
3. Prior to Final Plan approval, the petitioner shall record a zoning commitment assuring the availability of eight parking spaces for employees in the Hillside Terrace Development.
4. Any landscaping within the public street right-of-way must be maintained by petitioner and must be species that will not block line of sight at full maturity.
5. Prior to review by the City Council, the petitioner shall amend the District Ordinance in regards to parking lot landscaping and any other changes required by the Plan Commission at the hearing. The District Ordinance should read "... we are proposing 13% large canopy trees and 87% medium or large columnar trees for the parking lot perimeter tree category. The site interior trees will meet UDO requirements."

MEMORANDUM

Date: September 1, 2016
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Through: Linda Thompson, Senior Environmental Planner
Subject: PUD-16-16, Dwellings, third hearing
600 – 630 E. Hillside Dr.

The Environmental Commission (EC) commends the Petitioner for including and clarifying the issues that the EC still had at the time of the last hearing. We look forward to working together as the design and maintenance plans for the green roof, water harvesting, solar panels, and other environmentally conscientious practices become reality. There are however, still a couple specific recommendations the EC would like to provide.

ISSUES OF ENVIRONMENTAL IMPORTANCE

1. The eighth Proposed Site Development Standard listed on page four (4) of the District Ordinance states that the intent for surface area coverage is not to exceed 70% impervious materials. The EC remains disappointed in this high percentage. The Unified Development Ordinance (UDO) calls for a maximum of 50% impervious surface coverage in a Commercial Limited (CL) zoning district; thus the EC recommends at least the amount of open space required in the UDO. The EC always recommends that the environmental protection regulations in a PUD District Ordinance be at least as stringent as those in the UDO.

2. In the revised District Ordinance, on page five (5) the Petitioner states “The UDO requires 75% of the interior parking lot trees to be large canopy trees, we are providing 13% large canopy trees and the remainder columnar species of trees due to site design.” This sentence should be revised to clearly state which UDO landscape category the columnar trees will be in. The Parking Lot Perimeter Trees are required to be at least 75% large canopy trees, whereas the Interior Canopy Trees are calculated by a number based on size, not a percentage. The EC suggests that the sentence be changed to “... we are proposing 13% large canopy trees and 87% columnar trees for the Parking Lot Perimeter tree category. The Site Interior Trees will be calculated as the UDO requires.”

EC RECOMMENDATIONS

1. The Petitioner should adjust the Site Plan such that more than 30% pervious surface is available.
2. The Petitioner should clarify the language in the PUD District Ordinance regarding changing canopy trees to columnar trees.

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Thursday, October 13, 2016 at 7:35pm with Council President Andy Ruff presiding over a Special Session of the Common Council.

COMMON COUNCIL
SPECIAL SESSION
October 13, 2016

Roll Call: Sturbaum, Mayer, Sandberg, Ruff, Volan, Piedmont-Smith, Chopra, Rollo(arrived at 7:36pm)
Absent: Granger

ROLL CALL
[7:35pm]

Council President Andy Ruff gave a summary of the agenda.

AGENDA SUMMATION
[7:36pm]

It was moved and seconded to approve the minutes from September 21, 2016, September 27, 2016, and September 28, 2016.

APPROVAL OF MINUTES
[7:37pm]

The motion to approve the minutes was approved by voice vote, with Volan abstaining.

September 21, 2016 (Regular Session)
September 27, 2016 (Special Session)
September 28, 2016 (Special Session)

It was moved and seconded to appoint Claudia Vilorio Giraldo to the Commission on Hispanic and Latino Affairs.

APPOINTMENTS TO BOARDS AND COMMISSIONS
[7:38pm]

The motion was approved by voice vote.

It was moved and seconded to appoint Nicholas Carder to the Bloomington Housing Quality Appeals Board.

The motion was approved by voice vote.

It was moved and seconded that Ordinance 16-25 be introduced and read by title and synopsis only. The motion was approved by voice vote. Clerk Nicole Bolden read the legislation by title and synopsis, giving the committee Do Pass recommendation of 9-0-0.

LEGISLATION FOR SECOND READING AND RESOLUTIONS
[7:38pm]

It was moved and seconded that Ordinance 16-25 be adopted.

Ordinance 16-25 - An Ordinance Fixing the Salaries of Officers of the Police and Fire Departments for the City of Bloomington, Indiana, for the Year 2017

Caroline Shaw, Human Resources Director, introduced the legislation and asked for the Council's approval.

Councilmember Tim Mayer pointed out, for the benefit of the audience, that the legislation had been discussed in August and September, and that final action was required for all of the ordinances that night.

Councilmember Ruff agreed that it had been a lengthy process.

The motion to adopt Ordinance 16-25 received a roll call vote of Ayes: 8, Nays: 0.

Vote to adopt Ordinance 16-25
[7:40pm]

It was moved and seconded that Ordinance 16-26 be introduced and read by title and synopsis only. The motion was approved by voice vote. Clerk Bolden read Ordinance 16-26 by title and synopsis, giving the committee Do Pass recommendation of 6-0-3.

It was moved and seconded that Ordinance 16-26 be adopted.

Shaw introduced the legislation and asked for the Council's approval.

Councilmember Steve Volan commented about the Clerk's request for a staff attorney, and asked the Clerk if she would be willing to describe the Clerk's legal needs to the Council.

Clerk Bolden responded that she would include the information in her report to the Council the first week of December.

The motion to adopt Ordinance 16-26 received a roll call vote of Ayes: 8, Nays: 0.

It was moved and seconded that Ordinance 16-27 be introduced and read by title and synopsis only. The motion was approved by voice vote. Clerk Bolden read Ordinance 16-27 by title and synopsis, giving the committee Do Pass recommendation of 8-0-1 as amended. Amendment 01 to Ordinance 16-27 had a Do Pass recommendation of 8-0-1.

It was moved and seconded that Ordinance 16-27 be adopted.

Shaw introduced the ordinance and asked for the Council's approval.

It was moved and seconded that Amendment 01 to Ordinance 16-27 be adopted.

Councilmember Isabel Piedmont-Smith explained that the amendment was co-sponsored by herself, Councilmember Allison Chopra, and Councilmember Chris Sturbaum. She said that the amendment increased the Clerk salary by 5% rather than 2%, because after a preliminary review of second-class cities in Indiana, it seemed like the Clerk's salary was rather low. She noted that the amendment also asked the Human Resources Department to get an independent review of the Clerk and Council salaries in time for the 2018 budget hearings so the Council would have a better idea of what adjustments would need to be made for the following year.

The motion to adopt Amendment 01 to Ordinance 16-27 received a roll call vote of Ayes: 8, Nays: 0

Volan asked for clarification on the timeline of the independent study.

Shaw responded that they were committed to having it done in time for the 2018 budget process.

Volan commented that the Council looked forward to seeing the results of the salary survey, and thought it was long overdue. He thanked Shaw, the administration, and his colleagues.

The motion to adopt Ordinance 16-27 received a roll call vote of Ayes: 8, Nays: 0.

Ordinance 16-26 – 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 2017
[7:40pm]

Council Comment:

Vote to adopt Ordinance 16-26
[7:44pm]

Ordinance 16-27 – To Fix the Salaries of All Elected City Officials for the City of Bloomington for the Year 2017
[7:44pm]

Amendment 01 to Ordinance 16-27

Vote to adopt Amendment 01 to Ordinance 16-27
[7:47pm]

Council Questions:

Council Comments:

Vote to adopt Ordinance 16-27 as amended
[7:50pm]

It was moved and seconded that Appropriation Ordinance 16-06 be introduced and read by title and synopsis only. The motion was approved by voice vote. Clerk Bolden read Appropriation Ordinance 16-06 by title and synopsis, giving the committee Do Pass recommendation of 8-0-1.

Appropriation Ordinance 16-06 – An Ordinance for Appropriations and Tax Rates (Establishing 2017 Civil City Budget for the City of Bloomington)
[9:36pm]

It was moved and seconded that Appropriation Ordinance 16-06 be adopted.

Jeffrey Underwood, Controller, introduced the appropriation ordinance and asked for the Council’s approval.

Piedmont-Smith asked Underwood to repeat the amount of numbers in the general fund and in the other funds.

Underwood recounted that, in the three appropriation ordinances for the evening, there were 37 funds for a total of approximately \$130 million. He noted that in the Civil City Appropriation Ordinance that they were discussing the total was approximately \$79 million.

Piedmont-Smith asked how much was in the general fund only. Underwood answered that it was about \$39 million.

It was moved and seconded that Amendment 01 to Appropriation Ordinance 16-06 be adopted.

Amendment 01 to Appropriation Ordinance 16-06

Councilmember Susan Sandberg explained that the amendment served as a formal request to the Mayor to recommend the changes in Appropriation Ordinance 16-06, which were necessary to effectuate the changes to Ordinance 16-27, and further requested that the Controller be directed to make those changes.

Ruff thanked the administration for its cooperation.

The motion to adopt Amendment 01 Appropriation Ordinance 16-06 received a roll call vote of Ayes: 8, Nays: 0.

Vote to adopt Amendment 01 to Appropriation Ordinance 16-06
[7:56pm]

Piedmont-Smith commented that the City should think carefully before changing its sanitation system and moving to side-loading single-stream recycling trucks. She suggested that because, as part of the Monroe County Solid Waste Management District’s proposal for a materials recovery facility (MRF), the issue had been studied and it was found that the only way the MRF would be feasible was if the recycling that went in was dual stream, and it would not or may not work if the City had a single-stream sanitation system. She suggested that the City needed to consider changes to the sanitation system carefully and in the context of Bloomington’s participation in a MRF. She also raised concerns that the City had 267 employees that earned less than \$10/hour, with the lowest paid employee earning \$7.85/hour. She noted that the fiscal impact of bringing all of those employees up to \$10/hour would be approximately \$122,800 for one year, which she acknowledged would be a considerable impact. She also acknowledged the argument that many of the employees affected were teenagers, but pointed out that some affected employees were not. She said she felt that all of those employees should be paid more, noting that the many of the affected employees were life guards, camp counselors, or other positions entrusted with children, and that that work should be more highly valued. In the future, Piedmont-Smith said she would

Council Comment:

be working with the administration to see if they could raise salaries for 2018.

Appropriation Ordinance 16-06
(cont'd)

Volan said he wanted touch on some of the points raised by Piedmont-Smith. He said college students were adults, and some were trying to pay their own way through school. He said that if there were IU students working for the City, they should not be lumped in with high school students who were typically unemancipated minors. Volan also commented on sanitation, explaining that there were four phases of the sanitation process: collection, processing, transportation to final disposal, and final disposal. He said there were cost savings to be had at any given phase. He explained that the administration had argued that, if the City moved to single-stream recycling, it would increase overall recycling, even if the value of the recycling decreased. He said the City currently asked residents to separate out recycling at the point it was gathered, but said it was an open question and hoped to hear more from the administration about the task force being formed to figure out how to redo the sanitation budget. He said single stream might not necessarily have to be the way to make the other plans for sanitation work.

Ruff said it was a new administration, new Clerk, and some new Council members that had been involved with the budget. He said the process involved collaboration, compromise, change, and some exciting new initiatives, which had been questioned and discussed thoroughly. He said he thought the process was productive and produced a solid budget with significant initiatives. He said it had a good amount of input and cooperation between all the branches of local government.

The motion to adopt Appropriation Ordinance 16-06 received a roll call vote of Ayes: 8, Nays: 0.

Vote to adopt Appropriation Ordinance 16-06
[8:06pm]

It was moved and seconded that Appropriation Ordinance 16-04 be introduced and read by title and synopsis only. The motion was approved by voice vote. Clerk Bolden read Appropriation Ordinance 16-04 by title and synopsis, giving the committee Do Pass recommendation of 7-0-0.

Appropriation Ordinance 16-04 –
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 2017
[8:07pm]

It was moved and seconded that Appropriation Ordinance 16-04 be adopted.

Vic Kelson, Director of Utilities, introduced himself and presented the 2017 budget proposal for Utilities. He asked for the Council's approval and said he was available for questions from councilmembers.

Piedmont-Smith said the City needed to come up with a plan to help neighbors in various parts of the City deal with storm water issues that originated outside of private property. She said the City also needed to have some recourse for people impacted. She explained that people were experiencing flooding from water coming from upstream, which caused a big mess and a big expense. She said it seemed unfair, and that every time she had raised the issue with CBU, she had either not gotten an answer or the answer was that it was private property and the City could not do anything. She said she understood the limitations, but said the City needed a fund to help and a way to prioritize helping. She suggested the City could look to see how many property owners would benefit if the City made an investment to help members of the community with the

Council Comment:

issue, especially those who could not afford to deal with the problems and who were not at fault for the problems that arose. She said, other than that, she would be approving the budget.

Appropriation Ordinance 16-04
(cont'd)

Sturbaum seconded Piedmont-Smith's comments. He suggested that councilmembers develop a list of problem properties that they continually heard about, so they could start working on those properties in a serious way and with sensible priorities.

Chopra said she also had several constituents, especially in the Park Ridge and the Park Ridge East neighborhoods, who had experienced similar issues.

Volan thanked Kelson and the Utilities Department for their work.

The motion to adopt Appropriation Ordinance 16-04 received a roll call vote of Ayes: 8, Nays: 0.

Vote to adopt Appropriation Ordinance 16-04
[8:12pm]

It was moved and seconded that Appropriation Ordinance 16-05 be introduced and read by title and synopsis only. The motion was approved by voice vote. Clerk Bolden read Appropriation Ordinance 16-05 by title, noting no synopsis, and giving the committee Do Pass recommendation of 7-0-0.

Appropriation Ordinance 16-05 –
Appropriations and Tax Rates for
Bloomington Transportation
Corporation for 2017
[8:13pm]

It was moved and seconded that Appropriation Ordinance 16-05 be adopted.

Lew May, General Manager of the Bloomington Public Transportation Corporation, introduced himself. He noted there were no changes to the budget since it had been originally presented to the Council and said he was available for questions or comments.

Volan noted that the Council had recently deliberated over a PUD for Dunn Hill Apartments, and asked how Transit would handle an increase in population and higher demand for public transportation for that area if that project were to go forward.

Council Questions:

May said the current City route that went by that location was an hourly route, while IU had two routes nearby that ran at much higher frequencies. He suggested that the University would be in a much better position to serve that additional population, though acknowledged that the University had full bus loads at certain peak times. He said Transit did not have any immediate plans to add service on that route. He explained it would be expensive to do so, and estimated that moving to a 30-minute frequency would cost \$150,000 to \$200,000 in annual recurring operating costs, plus a one-time capital expenditure to buy a bus that would total around \$425,000. He said Transit was not experiencing a big enough increase in its funding from state and federal sources, which were the primary resources used to expand services. He also said future prospects for increased funding were grim, as public transportation funding was not a high priority for either the state or federal public bodies. He said Transit had limited abilities to raise local funding, but noted the best prospect for expanding transportation services would be to gain state authority to impose a local option income tax for Transit expansions. He said Senator Stoops had been working on that and would continue to do so. He explained that expansion of services might include improved frequencies of routes, serving new geographic areas, or providing better Sunday service.

Volan asked whether Transit ever experienced overloading of buses, and, if so, how often and whether it ever occurred at the route in question.

May said overloading did occur, but not on the route in question. He detailed the routes that did experience overloading.

Volan asked if Transit kept any data on the subject.

May said he believed it did, and would have to look it up.

Appropriation Ordinance 16-05
(cont'd)

The motion to adopt Appropriation Ordinance 16-05 received a roll call vote of Ayes: 8, Nays: 0.

Vote to adopt Appropriation Ordinance 16-05
[8:19pm]

Sherman reminded the Council of the meetings schedule for the following week.

COUNCIL SCHEDULE
[8:19pm]

The meeting was adjourned at 8:20pm.

ADJOURNMENT

APPROVE:

ATTEST:

Andy Ruff, PRESIDENT
Bloomington Common Council

Nicole Bolden, CLERK
City of Bloomington

For Approval