

# City of Bloomington Common Council

**Legislative Packet** 

Wednesday, 05 February 2020

# **Regular Session**

Starting at 6:30 PM

For legislation and background material regarding <u>Ordinance 20-01</u>, please view the <u>08 January 2020 Legislative Packet</u>, and for <u>Ordinance 20-03</u>, please view the <u>15 January 2020 Legislative Packet</u>.

Additional background materials for <u>Ordinance 20-04</u> are contained herein.

For a schedule of upcoming meetings of the Council and the City's boards and commissions, please consult the City's <u>Calendar</u>.

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## City of Bloomington Indiana

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**Office of the Common Council** (812) 349-3409 Fax: (812) 349-3570 email: <u>council@bloomington.in.gov</u> To:Council MembersFrom:Council OfficeRe:Weekly PacketDate:31 January 2020

LEGISLATIVE PACKET AGENDA ITEMS & PACKET CONTENT REGULAR SESSION: 5 FEBRUARY 2019 – 6:30 PM

- Memo from Council Office
- Regular Session Agenda
- Minutes- See included message on approval of minutes from UDO deliberations in 2006
- Notices
  - Meeting on Convention Center Project February 10, 2020 at 5:00 PM

Regular Session – Wednesday, 5 February 2020 - Second Readings and Resolutions

• <u>Ordinance 20-03</u> - To Amend Title 4 of the Bloomington Municipal Code Entitled "Business Licenses and Regulations" - Re: Adding Chapter 4.32 (Non-Consensual Towing Businesses)

→ Please see the weekly Council Legislative Packet issued for the <u>January 15, 2020 Regular</u> <u>Session</u> for the above legislation, material, and summary. <u>Contact</u>: Stephen Lucas at 812-349-3565 or lucass@bloomington.in.gov

- **Ordinance 20-01** To Amend the City of Bloomington Zoning Maps by Rezoning a 3.2 Acre Property from Commercial Limited (CL) to a Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan - Re: 105 S. Pete Ellis Drive (Curry Urban Properties, Petitioner)
  - Land Use Committee Report

 $\rightarrow$  Please see the weekly Council Legislative Packet issued for the <u>January 8, 2020 Organizational</u> <u>Meeting</u> for the above legislation, material, and summary.

 $\rightarrow$  Please note that the 90-day timeframe for Council action on this PUD expires on Wednesday, February 12, 2020.

<u>Contact</u>: Jackie Scanlan, 812-349-3423, <u>scanlanj@boomington.in.gov</u>

## - First Readings

- <u>Ordinance 20-04</u> To Amend the City of Bloomington Zoning Maps by Rezoning Property from Business Park (BP) and Residential Single Family (RS) to Join an Existing Planned Unit Development (PUD) and to Approve the Associated District Ordinance and Preliminary Plan Re: 1550 N. Arlington Park Drive (Trinitas, Petitioner)
  - Certification (6-0-0) (January 16, 2020)
  - Memo from Eric Greulich, Senior Zoning Planner
  - Memo from the Environmental Commission (with Staff Response and Recommendations)
  - Location and Use Map and Aerial
  - Petitioner's Material
    - Letter on Committee to Convey Single-Family Lots to the City
    - District Ordinance (14 January 2020)
      - Area A
      - Area B
      - Area C
      - Area D
    - Exhibit A (Areas A D)
    - Petitioner Response to Environmental Commission
    - Preliminary Plan Materials
      - Site Plan
      - Map of Access to West  $17^{th}\,Street$
      - Cross Section of Streets
      - Grading (Cut and Fill) for Access to West  $17^{th}\,Street$
    - BT Route 10 Alt 1 (Map)
    - Traffic Impact Study, Aztec Group (December 2019)
    - Various Renderings e.g. View from I-69
  - "Neighborhood Residential" excerpt from the *Comprehensive Plan*

Contact: Eric Greulich, 812.349.3423, greulice@bloomington.in.gov

## PRELIMINARY MATTERS

## Approval of Minutes from UDO Deliberations in 2006

In 2018, in anticipation of the Council consideration of the repeal and re-enactment of the UDO in 2019, the City Clerk had minutes prepared for the Council deliberations on the previous repeal and re-enactment in 2006. Those minutes cover eight meetings held in November and December of that year and amount to about 70 pages of text. They were distributed in the weekly Council Legislative Packet issued for the Regular Session and Committee of the Whole on 08 August 2018, well ahead of the next round of deliberations, but have yet to be approved by the Council. They now appear on the agenda for this week's Regular Session. Approving these minutes may require suspending the rules to provide for approval of these minutes in the ordinary course of business.

## **REGULAR SESSION – SECOND READINGS AND RESOLUTIONS**

## Item 1:

## <u>Ordinance 20-03</u> - To Amend Title 4 of the Bloomington Municipal Code Entitled "Business Licenses and Regulations" - Re: Adding Chapter 4.32 (Non-Consensual Towing Businesses)

**Update on Ordinance 20-03**: At the Committee of the Whole meeting on January 22, 2020, many councilmembers requested to hear from different stakeholders that might be impacted by Ordinance 20-03. Those stakeholders included tow companies, Downtown Bloomington, Inc. (DBI), the Greater Bloomington Chamber of Commerce, downtown property owners, and low-income residents. As a result of that request, an email was sent on January 31, 2020 to DBI, the Chamber of Commerce, the Monroe County Apartment Association, towing companies within Monroe County, Indiana Legal Services Bloomington, and South Central Community Action Program alerting them of the February 5, 2020 meeting and inviting them to provide input on the ordinance at that time (or earlier via email). This invitation was in addition to the typical email that is sent out to all news outlets (and to any other individuals who have requested to be added to the mailing list) each Friday with the Agenda and Legislative Packet.

In addition, Council staff has worked with the City Legal Department and Cm. Sims to review possible amendments based on comments and feedback from both councilmembers and the public. While no amendments were prepared in time for inclusion in this packet, topics of possible amendments that may be introduced as early as February 5 include:

- Aligning the towing and storage fees allowed by <u>Ordinance 20-03</u> with those fees allowed by other local agencies;
- Lowering fees for the renewal of a tow business license after the first year (subject to feedback from the administration about administrative burden);
- Including a new subsection to provide the city discretion to refuse to renew a license for a company that has previous violations of the ordinance or has operated in a manner contrary to any federal, state, or local law; and
- Changing the effective date to later than July 1, 2020 (depending on whether the Council delays final action beyond February 5, 2020).

## Item 2:

## Ordinance 20-01 To Amend the City of Bloomington Zoning Maps by Rezoning a 3.2 Acre Property from Commercial Limited (CL) to a Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan - Re: 105 S. Pete Ellis Drive (Curry Urban Properties, Petitioner)

<u>Ordinance 20-01</u> is returning to the full Council with a Report from the Land Use Committee (attached). Please know that a number of Reasonable Conditions are sketched-out in the Report and will be prepared and circulated before next Wednesday.

## **REGULAR SESSION – FIRST READINGS – NEW MATERIALS**

## Item 1 - <u>Ordinance 20-04</u> -

## To Amend the City of Bloomington Zoning Maps by Rezoning Property from Business Park (BP) and Residential Single Family (RS) to Join an Existing Planned Unit Development (PUD) and to Approve the Associated District Ordinance and Preliminary Plan - Re: 1550 N. Arlington Park Drive (Trinitas, Petitioner)

**Ord 20-04** changes the zoning for about 40.75 acres of property located at 1150 N Arlington Park Drive at the request of Trinitas Development. Property currently zoned Business Park (BP) and Residential Single Family (RS) will become part of an existing Planned Unit Development (PUD) and the District Ordinance and Preliminary Plan for that PUD will be amended to reflect the larger area, change in uses, and change in development standards.

## The Site and Surrounding Uses

The site was cleared a few decades ago and remained undeveloped ever since. It is vacant and appears to contain "multiple environmental constraints ... including streams and steep slopes, and potential sinkholes and wetlands. " The western portion overlooks I69/SR37 and is zoned BP. The eastern portion is adjacent to single family parcels on the north and east, and is zoned RS and PUD, and will have access to Arlington Road. The southern portion is adjacent to office and industrial uses, which border that West 17<sup>th</sup> Street and will, at two points, provide access to this site (one along North Arlington Drive and another via an easement to the east).

## History - Past Rejection by the Council

Some of you may recall the previous proposal for this site in 2018 which, after extensive work with staff, came forward with a "No Recommendation" from the Plan Commission and a recommendation for "denial" from P&T staff, due to incongruence with the Comprehensive Plan, and was then rejected by the Council.<sup>1</sup>

## <u>Current Positive Recommendation from Plan Commission and Staff – State Procedure</u> (<u>Timeframe for Action</u>) and Local Procedure (<u>Referral to Committee</u>)

This time around, after considering the new proposal on December 9, 2019 and January 13, 2020, the Plan Commission certified its Positive Recommendation (8-0) to the Council on January 17<sup>th</sup>. As noted in the past, under statute, the Council has 90 days to act (which expires on Wednesday, April 15<sup>th</sup>) and, absent a majority vote of the Council to adopt or reject it, the recommendation of the Plan Commission would go into effect on that date. Also, under local rules, please recall that, at introduction, the Council should entertain a Motion to Refer to the Land Use Committee or, in the event that fails, a Motion to Refer to the Committee of the Whole.<sup>2</sup>

<sup>&</sup>lt;sup>1</sup> The Plan Commission considered Chandler's Glen (PUD-13-18) on August 13, 2018 and October 8, 2018, and certified it's No Recommendation to the Council on October 17, 2018. It came forward to the Council under <u>Ordinance 18-22</u>, with First Reading on October 30, 2018, discussion at the Land Use Committee on November 7, 2018, and return to the full Council at the Regular Session on November 14, 2018, where a Motion to Postpone was adopted by a vote of 8-1-0. This constituted a No Action, which resulted in defeat of the proposal 90-days after it was certified to the Council. <sup>2</sup> BMC 2.04.255 (Committees – Scheduling)

## **Changes between First and Second Hearing at the Plan Commission**

According to the Memo from Eric Greulich, Senior Zoning Planner, the Plan Commission raised the concerns at the first hearing, which the Petitioner addressed at the second hearing through exhibits and, where offered, by refining the District Ordinance. In that regard:

- Exposure of apartments to I-69 was addressed by increasing the buffer in that area from 25' to 50' (and an image of the apartments from the highway was also provided);
- Numerous concerns from the Environmental Commission Memo were addressed as noted in an annotated version of that memo provided by staff;
- Compatibility with single family parcels on the east was addressed by a 50' buffer;
- However, for various reasons,<sup>3</sup> the Petitioner explored but rejected the installation of sidewalks on Arlington Road.

## <u> The Proposal – Preliminary Plan/District Ordinance</u>

This proposal, unlike the one submitted in 2018, offers distinct and diverse housing types which are located in four areas. These areas, designated as A – D, are depicted and described below:



## Area A (7.61 Acres - Northeast) – 45 Small, Single-Family Lots to be Given to the City

This area develops 7.61 acres with 45 small lots ( $\sim$  40' x 120') on a grid-like pattern (most fronting a public street and with access to alleys in the rear). These lots will be graded, provided with all infrastructure, and then given to the City at an estimated cost of  $\sim$  \$2.9 million for the purpose of affordable housing. The uses and development standards will conform to the new R4 zoning district. A 50' buffer strip will preserve some mature trees and separate this area with the existing single family parcels to the east. This will be built and conveyed as part of Phase I.

## Area B (7.11 Acres - Southeast) – 162 Townhomes – Conservation Easement

This area develops 7.11 acres with 162, 2-3 story, townhomes, "with individual utility connections so that they can be sold separately in the future." These townhomes will include 255 bedrooms,<sup>4</sup> and 96 private parking places, for a density of 13 units per acre (UPA) and a parking

<sup>&</sup>lt;sup>3</sup> According to Greulich, these included the lack of right-of-way, challenging topography, and the lack of walkable destination in the area.

<sup>&</sup>lt;sup>4</sup> The 162 units are expected to include: 70 1-bedrooms; 70 2-bedrooms, 16 3-bedrooms, and 6 4-bedrooms.

space per bedroom ratio of 0.37. In addition, there will be conservation easements to protect "an intermittent stream with associated riparian buffer that runs through part of this property as well as several wetlands." This may allow 3 road crossings, but will not allow disturbance of the wetlands.

Area C (13.54 Acres - Northwest – Next to I-69/SR 37) – One Tall Building with 113 Units of Student-Targeted Housing This area develops 13.54 acres with one 65' high building containing 113 units of student-targeted housing next to the interstate highway. It will contain 261 bedrooms<sup>5</sup> with 98 private parking spaces for a density (with Dwelling Unit Equivalencies [DUEs]) of 8 UPA and a parking space per bedroom ratio of 0.37.

**Area D (11.13 Acres - Southwest) – 112, 1-2 Story, Duplex Units Fronting Public Streets** This area develops 11.13 acres with 112, 1-2 story, duplex units with 309 bedrooms<sup>6</sup> and 168 onsite parking spaces in the rear of the lots for a density (with DUEs) of 9.75 UPA and a parking space per bedroom ratio for 0.54. These duplexes will front public streets with 102 on-street spaces. In addition, there will be a conservation easement to protect an intermittent stream and wetland, and 100' wide utility easement for overhead utility lines.

The Staff Memo reviewed about a dozen aspects of this project, which are listed and briefly mentioned below:

- <u>Residential Density</u> while the densities were consistent with those called for in Neighborhood Residential areas, a 50' buffer was added on the east side to mitigate concerns about compatibility with neighboring single-family properties;
- <u>Development Standards</u> each of the areas specifies the UDO zoning district that will serve as the standard and identifies any exceptions to those standards. Occupancy limits were set for 1-2 bedroom units (at no more than 3 unrelated adults) and for 3-4 bedroom units (at no more than 5 unrelated adults). And, a minimum number of design options must be submitted for the duplexes (Area D);
- <u>Parking and Surrounding Roads</u> 333 on-site parking spaces along with 125 on-street parking spaces will result in parking space per bedroom ratios of 0.40 (and 0.56 when combined);
- <u>Access</u> there are three access points to this site (all with sidewalks). One is on Arlington Road via a parcel connecting to this site. Two are on W. 17<sup>th</sup> and separated by 335'. The western access is via a platted right-of-way and the eastern one is via an easement. A traffic study has been provided which indicates the need for a turning lane, but recent improvements made by the City undercut the practicality of that change. The matter will, therefore, be taken up with the Final Plan.
- <u>Bicycle Parking</u> the number and type (open, covered, and long-term) of bicycle parking spaces are determined by the number of bedrooms and will comply with the UDO;

<sup>&</sup>lt;sup>5</sup> The units will include the following number of bedrooms: 12 units with 1-bedroom; 57 with 2-bedrooms; 41 with 3-bedrooms; and 3 with 4-bedrooms.

<sup>&</sup>lt;sup>6</sup> The units will include the following number of bedrooms: 26 1-bedrooms; 38 2-bedrooms; 12 3-bedrooms; and 36 4-bedrooms.

- <u>Architecture and Materials</u> structures must be of "contemporary design" and meet "antimonotony" standards. And, as a stated in the revised District Ordinance dated 14 January 2020, the exteriors must consist of "fiber cement siding, brick, limestone, or other masonry products."
- <u>Streetscape</u> the project will comply with the Transportation Plan and the Complete Streets design guidelines. Internal streets will have 5' sidewalks with 5' tree plots on each side, with trees planted no more than 40' apart. There were some deviations for two streets on the south (regarding separation and angle) – but neither was seen to cause an adverse impact.
- <u>Alternative Transportation</u> transit stops are on W. 17<sup>th</sup> Street, but 400' from the western entrance and 1,000' from the eastern entrance. Rather than provide a private shuttle, the petitioner will be entering into an agreement with Bloomington Transit for service that would be open to the public (general terms suggested by Lew May are forthcoming)
- <u>Environmental Considerations</u> Conservation easements will protect intermittent streams, steep slopes, and potential sinkholes and wetlands. No deviations from UDO standards are proposed (even though roads will cross the stream at three points).
- <u>Housing Diversity</u> 45 single-family lots with all associated infrastructure will be conveyed to the City for the purposes of affordable housing by the first phase of this project.
- <u>Sustainability Features</u> on-site recycling will be provided to all tenants and solarpowered, plug-in ready, electric charging stations will be provided for 2% of the on-site (8 spaces) in Areas B, C & D, along with other sustainability measures.

## **Environmental Commission Recommendations**

Here, rather than summarize the environmental concerns, which are covered in various documents included in this packet, the process is reviewed and the one recommendation where P&T staff differed is identified. The Environmental Commission (EC) raised a number of concerns and made several recommendations in its memo for the first hearing of the Plan Commission. The petitioner followed-up with a detailed response. Those responses were then incorporated into an annotated version of the initial memo which led to a set of seven recommendations. Ultimately, P&T staff agreed with all but one of those recommendations. That recommendation proposed that the District Ordinance be revised so that all surfaces constructed of masonry pavers *not* be considered pervious surface.

## Congruency with the Comprehensive Plan

As spelled out in more detail at the end of this memo, in considering a PUD, decision makers are to balance a number of factors, including (but not limited to) the extent to which the proposal is congruent with the Comprehensive Plan and surrounding uses. Unlike the predecessor project, the Staff Memo finds this one consistent with the Comprehensive Plan.

## Location within a Neighborhood Residential area

The Comprehensive Plan identifies this area as "Neighborhood Residential," which is consistent with the single-family dwellings located north and east of the proposed development. The following chart, as outlined <sup>7</sup> in the Staff Report from Greulich, tracks the ways in which the proposal does and does not meet the intent of the area. The Staff Report finds that, given site constraints (i.e. environmental, utility line bisecting the site, and lack of nearby walkable destinations), the proposal meets the requirements for Neighborhood Residential Areas.

Comprehensive Plan – Neighborhood Residential Intent	Proposal	Meets?
	SINGLE FAMILY – USES AND APPEARANCE	Meetsi
	All uses in the proposal are residential and with a	
	variety of housing types, including single lots in	
Single-Family is Dominant Land	attached and detached configurations, and the	
Use with Densities Ranging from 2	densities are consistent with the Comprehensive	
- 15 UPA	Plan.	Yes.
Height – No More than 3-, Most	Aside from Area C (with a 65' foot building), the	
Often 2-Stories or Less.	heights align with the Comprehensive Plan.	Yes
	This relatively large site "offers large scale	
	development opportunity," but is constrained by	
New and Redevelopment Activity	proximity to I69, the amount of environmentally	
Mostly Limited to Remodeling	sensitive areas, and an electric utility line which	
Existing or Constructing New	bisects the property. It contains "a range of housing	
Single-Family Residences	types, including single family lots."	Yes
	There are three elements here: variety of housing	
	types (e.g. footprints and setbacks), visual appeal	
	("anti-monotony standards), and quality of materials.	
	Revisions to the District Ordinance incorporated list	
	of specific finishing materials requested by the	
Wide Range of Architectural Styles		Yes
	Buildings face public streets but, except for the	
Range of Yard Sizes	townhomes, have small setbacks and little yard.	Partial
	All four areas have sidewalks. While the yards and	
Sidewalks and Front Yard	setbacks are moderate for single family lots (Areas A)	
	and townhomes (Area B) at 15' from the property	
Landscaping Further Establish a More Traditional Neighborhood	lines, those for the duplexes (Area D) are small. Staff notes, however, that the set aside for open space will	
Context	mitigate the smaller yards in the multi-family areas.	Partial
	ENVIRONMENT	ματιαί
		1
	With 3-4 feet of yard between the structures and the street along with narrow side and rear yards, these	
Natural or Landscaped Yards	generally will not be usable for that purpose.	Partial
natural of Lanuscapeu Tarus	generany will not be usable for that purpose.	լ սույսո

<sup>&</sup>lt;sup>7</sup> Please note that the considerations have been reordered and placed in some general categories.

	"All environmentally sensitive areas will be set aside	
	in the required conservations areas." 13.89 acres, or	
	35% of the site, will be under Conservation	
	Easements, some of which will protect "high quality"	
Protecting Sensitive Habitats from	tree species that remained after a previous grading	
	of the site. Three roads will cross riparian buffers,	
Intensity" Human Activities	but in a manner consistent with the UDO.	Yes
	CONNECTIVITY	1
	"[A] series of public streets on the site [will] connect	
	to surrounding roadways" via existing right-of-	
	ways, with the main access on W. $17^{ m th}$ Street and a	
	secondary access on Arlington Road. "[A]n internal	
	multi-purpose path will run throughout the site and	
	extend to 17 <sup>th</sup> Street." While there are no specified	
	amenity centers for use by all of the residents, "the	
and to Area Parks and Schools	open space is proposed to serve that function."	Yes
Public Streets, Sidewalks, and	"Pedestrian connections are provided, but there are	
Other Facilities Provide Access and	not many existing facilities in the immediate area	
Mobility '20-Minute	and no public facilities, such as parks or small	
Neighborhood'	commercial nodes in the project."	Partial
Complete Streets' Guidance to	Using "Complete Street" guidance for this purpose is	
Achieve Well-Connected Active	"a priority and has been included in the petitioner	
Transportation Network	statement."	Yes
Optimize Street, Bicycle, and	Internal multi-use path will connect to Arlington	
	Road and West 17th (where newly-installed	
	sidewalks connect to surrounding areas).	Yes
	While pedestrian and vehicular linkages are included	
	in this proposal, the lack of nearby destinations	
0	impair this goal.	No
	Area A (single-family) and Area D (duplexes) use a	
	grid-like road network with alleys, however	
-	environmental constraints and the electric utility line	
	hamper that effort in the other two areas.	Partial
	PARKING	
	The student-targeted building will have interior	
Higher Density Developments (> 4	parking and the other areas will generally have	
-	parking in the rear of the lot. However, there will be	
Side or Backyard Areas	some parking lots under utility easements.	Mostly
<b>On-Site Parking Not Dominant Site</b>		
Design Feature; On-street Parking		
	On-Street parking is present on most streets and on-	
the Street.	site parking is located in the rear of the lots.	Yes

AMENITIES			
Create Neighborhood Focal Point,			
Gateways, and Centers (Pocket			
Park, Formal Square,			
Neighborhood-Serving Land Use). A clubhouse for residents of the apartment			
Convey a Welcoming and Open-to-	is provided. Otherwise, the open space and multi-use		
the-General-Public-Environment path "do provide a large area for passive recreation." Part		Partial	
AFFORDABLE HOUSING			
Support Incentive Programs that			
<b>Increase Owner-Occupancy and</b> 45 lots will be graded, provided with infrastructure,			

In conclusion, based upon the location of this site (e.g. next to single family uses, abutting I-69, and with indirect access to a major thoroughfare), the internal constraints (i.e. environmentally sensitive land and an electric line that bisects the site), and the changes made since 2018, the Staff Memo supports the proposal with the following words:

The petitioner has made strides to improve the petition from the previous 2018 petition by incorporating public roads that create areas of some gridding in Area A and increasing environmental protections throughout. One public benefit provided by this project is much needed single family housing lots available for affordable or workforce housing development. Traditional neighborhood development, as it relates to lot design, is the predominant development pattern of the surrounding Neighborhood Residential to the east and is expected in this area. A continuing shortfall with this petition is a lack of a mixed-use aspect and no public amenities beyond vehicular and pedestrian connections through the site.

## Plan Commission Recommendations

On 13 January 2020, the Plan Commission voted to bring this proposal forward with a Positive Recommendation by a vote 8-0 with the following conditions (as excerpted from the Staff Memo to the Council):

- 1. The District Ordinance shall be amended to allow for brick, limestone, and other masonry products as allowable exterior finish material.
- 2. The single family lots must be fully graded, with all infrastructure (utilities, sidewalks, street trees) installed prior to acceptance by the City. Area A must be developed during the first phase of development.
- 3. All internal public roads shall have a minimum 5' wide tree plot and minimum 5' wide concrete sidewalk.
- 4. The Petitioner shall change the title "Natural Preserved Areas" on the Plans to "Conservancy Easement" so it is understood by everyone what can and cannot be done inside CEs based on UDO regulations.
- 5. The Petitioner shall install a permanent fence and required signage along the boundary of the CE that is adjacent to I-69 before any grading begins to protect the CE both during construction and after.

- 6. With the final plan approval, the Petitioner shall submit to the Planning and Transportation Department a Maintenance Plan that requires invasive plant species removal, the frequency, and method of removal.
- 7. Per the petitioner statement, the 45 single family lots will be dedicated to the City.

## Council Review

As noted near the beginning of this summary, the Council is required to vote on a PUD proposal within ninety days of certification from the Plan Commission. <u>Ordinance 20-01</u> was certified to the Council on 16 January 2020 making the deadline for action 15 April 2020. In instances, like this one, when 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. I.C. § 36-7-4-607.

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

## Bloomington Municipal Code (BMC)

BMC 20.04.080 directs that, in its review of a PUD, the Council shall consider as many of the following criteria as may be relevant to a specific PUD proposal. Amendments to a PUD are considered in the same manner as the creation of a new PUD. BMC 20.04.080(j)(1).

- The extent to which the PUD meets the requirement of 20.04, Planned Unit Development Districts.
- The extent to which the proposed preliminary plan departs from the UDO provisions otherwise applicable to the property (including but not limited to, the density, dimension, bulk, use, required improvements, and construction and design standards and the reasons why such departures are or are not deemed to be in the public interest.)
- The extent to which the PUD meets the purpose of the UDO, the Comprehensive Plan, and other adopted planning policy documents.
- The physical design of the PUD and the extent to which it makes adequate provision for public services; provides adequate control over vehicular traffic; provides for and protects designated common open space; and furthers the amenities of light and air, recreation and visual enjoyment.
- Relationship and compatibility of the PUD to adjacent properties and neighborhood, and whether the PUD would substantially interfere with the use or diminish the value of adjacent properties and neighborhoods.
- The desirability of the proposed preliminary plan to the city's physical development, tax base and economic well-being.
- The proposal will not cause undue traffic congestion, and can be adequately served by existing or programmed public facilities and services.
- The proposal preserves significant ecological, natural, historical and architectural resources.
- The proposal will not be injurious to the public health, safety, and general welfare.
- The proposal is an effective and unified treatment of the development possibilities on the PUD site.

Local code also provides that permitted uses in a PUD are subject to the discretion and approval of the Plan Commission and the Council. Permitted uses are determined in consideration of the Comprehensive Plan, existing zoning, land uses contiguous to the area being rezoned and the development standards outlined in the UDO. BMC 20.04.030.

## Indiana Code

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

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

Importantly, these are factors that a legislative body must *consider* when making a zone map change decisions. Nothing in statute requires that the Council find absolute conformity with each of the factors outlined above. Instead, the Council is to take into consideration the entire constellation of the criteria, balancing the statutory factors. <sup>8</sup>

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).

<sup>&</sup>lt;sup>8</sup> Notably, Indiana courts have made clear that municipalities have wide latitude in approving in PUDs and need not always comply with its comprehensive plan. Instead, comprehensive plans are guides to community development, rather than instruments of land-use control. *Borsuk v. Town of St. John*, 820 N.E. 2d 118 (2005).

#### NOTICE AND AGENDA BLOOMINGTON COMMON COUNCIL REGULAR SESSION 6:30 P.M., WEDNESDAY, 05 FEBRUARY 2020 COUNCIL CHAMBERS (#115) SHOWERS BUILDING, 401 N. MORTON ST.

## **REGULAR SESSION**

- I. ROLL CALL
- II. AGENDA SUMMATION
- III. APPROVAL OF MINUTES

27, 28, 29 November 2006 04, 07, 11, 13, 14 December 2006

- **IV. REPORTS** (A maximum of twenty minutes is set aside for each part of this section.) **1.** Councilmembers
  - 2. The Mayor and City Offices
    - Sustainability Action Plan Report
  - 3. Council Committees
  - 4. Public\*

## V. APPOINTMENTS TO BOARDS AND COMMISSIONS

## VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

1. <u>Ordinance 20-03</u> To Amend Title 4 of the Bloomington Municipal Code Entitled "Business Licenses and Regulations" - Re: Adding Chapter 4.32 (Non-Consensual Towing Businesses)

Anticipated action to hear public comment and deliberate on the Ordinance. Possible final action or possible motion to create and refer Ordinance to an ad hoc Committee.

Committee of the Whole Recommendation (22 January, 2020) Do Pass: 0-8-0

2. <u>Ordinance 20-01</u> To Amend the City of Bloomington Zoning Maps by Rezoning a 3.2 Acre Property from Commercial Limited (CL) to a Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan - Re: 105 S. Pete Ellis Drive (Curry Urban Properties, Petitioner)

Anticipated introduction of Reasonable Conditions

Land Use Committee Recommendation (29 January, 2020) Do Pass: 4 - 0 - 0

## VII. LEGISLATION FOR FIRST READING

1. <u>Ordinance 20-04</u> To Amend the City of Bloomington Zoning Maps by Rezoning Property from Business Park (BP) and Residential Single Family (RS) to join an existing Planned Unit Development (PUD) and to approve the associated District Ordinance and Preliminary Plan - Re: 1550 N. Arlington Park Drive (Trinitas, Petitioner)

Anticipated motion to refer to the Land Use Committee.

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

## IX. COUNCIL SCHEDULE

X. ADJOURNMENT

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

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

# NOTICE

## JOINT SESSION OF THE

## MONROE COUNTY COMMISSIONERS, COUNTY COUNCIL, CITY OF BLOOMINGTON MAYOR, & COMMON COUNCIL

# MONDAY 10 FEBRUARY 2019 Starting at 5:00 PM Monroe County Courthouse (Nat U. Hill Room) 100 W. Kirkwood Avenue, Bloomington IN 47404

## **TOPIC:**

## THE CONVENTION CENTER PROJECT

The Monroe County Commissioners have invited the Monroe County Council, City of Bloomington Mayor, and Common Council to continue discussion on the convention center project as indicated above.

Notice has already been posted on behalf of the County Commissioners and County Council. This Notice is being posted on behalf the City of Bloomington Common Council, in the event a quorum of the City Council attends this meeting. Furthermore, although not participating as a governing body at this meeting, it is possible that a majority of the members of the Monroe County Food & Beverage Advisory Commission may be also be present this. Since the gathering of a majority of that commission may be present, this statement also provides notice of that eventuality.

Pursuant to Indiana Open Door Law (IC 5-14-1.5), this Notice informs the public that this meeting will occur and is open for the public to attend, observe, and record what transpires.

Entity/Governing Body	Address	Phone / Email
John Hamilton, Mayor	401 N. Morton St.	812-349-3426
	(Room 210)	mayor@bloomington.in.gov
	P.O. Box 100	
	Bloomington, IN 47402	
Bloomington Common Council	401 N. Morton St.	812-349-3409
	(Room 110)	council@bloomington.in.gov
	P.O. Box 100	
	Bloomington, IN 47402	
Monroe County Commissioners	100 W. Kirkwood Ave	812-349-2550
	Bloomington, IN 47404	commissionersoffice@co.monroe.in.us
Monroe County Council	Same	812-349-7312
		counciloffice@co.monroe.in.us

## Land Use Committee City of Bloomington Common Council

## Report on Referral of:

<u>Ordinance 20-01</u> To Amend the City of Bloomington Zoning Maps by Rezoning a 3.2 Acre Property from Commercial Limited (CL) to a Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan - Re: 105 S. Pete Ellis Drive (Curry Urban Properties, Petitioner)

Date	Entity	Action
11/14/19	Plan Commission	Certification of Action (6-0-0) taken on 11/4/19
1/08/20	Council Regular Session	Introduction and Referral to Land Use
		Committee
1/15/20	Land Use Committee	Considered the proposal and forwarded for
		further consideration on 1/29/20
1/29/20	Land Use Committee	Further considered the proposal; Discussed
		some possible Reasonable Conditions and
		identified the need for some further
		information; and, Voted 4-0-0 to return the
		proposal to the Common Council Regular
		Session on 2/5/20 with likely introduction of
		several Reasonable Conditions.

## **Referral and Deliberations**

## Recommendations

The committee held hearings on January 15 (1 hour, 41 min.) and January 29 (1 hour, 43 min.). At the first hearing, members raised concerns about stormwater drainage, traffic, bike lanes, shadows on the property directly to the north of the site, parking ratio (thought by one member to be too high), parking garage screening, green building features (in particular roofing), and sound/light pollution from exterior amenities. Committee members agreed the workforce housing component was a public benefit. Two neighbors spoke against the project due to its height and density. There was some discussion about back-in parking, proposed along Pete Ellis Drive, as well, and the reasons it is supported by staff and developer.

At the second hearing, questions asked at the first hearing and since that time (via email) were addressed by the staff and developer. The same two neighbors spoke against the project but were a bit more hopeful that favorable adjustments could be made. The concerns of the committee members began to gel into the following suggestions for Reasonable Conditions:

1) Ensure no amplification of sound from the outdoor amphitheater

- 2) Positioning the large screen and speakers for movie viewing on the interior deck so there is no light pollution to the north and so sound is directed to the south, away from Cambridge Square Apts.
- 3) Requiring the exterior of the parking garage to have artistic and/or green screening
- 4) Requiring the roof to be white (reflective) or green (planted), or some combination, as outlined in the new UDO.
- 5) Putting in writing the commitment by the developers to decouple cost of rent from cost of parking space.
- 6) Require solar panels to be installed to at least power the external lighting and the EV charging stations in the garage.
- 7) If the traffic study (required before final plan approval via a condition placed by the Plan Commission) shows the need for a traffic signal at the intersection of Longview and Pete Ellis Drive, a commitment from the developer to pay for this signal.
- 8) Assurance that the rooftop mechanicals will not be visible.
- 9) A commitment to maintain pedestrian access around the site at all times during construction.
- 10) A possible redesign of the building to reduce the height along the north side by reducing the number of structured parking spaces but not reducing the number of residential units.

Reasonable Conditions 1-6 seemed to have support from all committee members. It was recognized that RC 10 would be an unusually large change in this stage of the process, but the developer seemed amenable.

Vote was unanimous (4-0) in support of the project with expected RCs to be attached.

Isabel Piedmont-Smith, District V Representative (Chair)

Matt Flaherty, At-Large Representative

Kate Rosenbarger, District I Representative

Steve Volan, District VI Representative

#### **ORDINANCE 20-04**

#### TO AMEND THE CITY OF BLOOMINGTON ZONING MAPS BY REZONING PROPERTY FROM BUSINESS PARK (BP) AND RESIDENTIAL SINGLE FAMILY (RS) TO JOIN AN EXISTING PLANNED UNIT DEVELOPMENT (PUD) AND TO APPROVE THE ASSOCIATED DISTRICT ORDINANCE AND PRELIMINARY PLAN - Re: 1550 N. Arlington Park Drive (Trinitas, 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-36-19, and recommended that the petitioner, Trinitas, be granted an approval to rezone 40.75 acres from Business Park (BP) and Residential Single Family (RS) to Planned Unit Development (PUD) and to approve a PUD District Ordinance and preliminary plan; and
- WHEREAS, the Plan Commission therefore requests that the Common Council consider this petition;

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

SECTION 1. Through the authority of IC 36-7-4 and pursuant to Chapter 20.04 of the Bloomington Municipal Code, the property located at 1550 N. Arlington Park Drive be rezoned from Business Park (BP) and Residential Single Family (RS) to become part of an existing Planned Unit Development (PUD). The property is further described as follows:

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

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

Thence continuing South 00 degrees 41 minutes 09 seconds East 75.01 feet; thence North 88 degrees 49 minutes 41 seconds East 492.13 feet to the centerline of Arlington Road (formerly Bloomington and Ellettsville Pike Road); thence on and along the centerline of said road North 03 degrees 46 minutes 15 seconds West 75.04 feet; thence leaving said centerline South 88 degrees 49 minutes 41 seconds West488.83 feet to the point of beginning, containing 0.84 acres, more or less.

The East one-half (1/2) of the West one-half (1/2) of the Southwest Quarter (1/4) of Section Twenty-nine (29), Township Nine (9) North, Range One (1) West, in Monroe County, Indiana, EXCEPTING Twenty (20) lots comprising the plat of Chandlersville, AND ALSO EXCEPTING that part platted as Arlington Park, Phase 1 as per plat thereof, recorded in Plat Cabinet C Envelope 196, in the Office of the Recorder of Monroe County, Indiana.

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

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 \_\_\_\_\_\_, 2020.

STEPHEN VOLAN, 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 \_\_\_\_\_\_, 2020.

NICOLE BOLDEN, Clerk City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

JOHN HAMILTON, Mayor City of Bloomington

## SYNOPSIS

<u>Ordinance 20-04</u> would rezone property from Business Park (BP) and Residential Single Family (RS) to become part of an existing Planned Unit Development (PUD) with a total of 40.75 acres and approve the associated District Ordinance and Preliminary Plan.

#### \*\*\*\*ORDINANCE CERTIFICATION\*\*\*\*

In accordance with IC 36-7-4-605 I hereby certify that the attached Ordinance Number 20-04 is a true and complete copy of Plan Commission Case Number PUD-36-19 which was given a recommendation of approval by a vote of 8 Ayes, 0 Nays, and <u>0</u> Abstentions by the Bloomington City Plan Commission at a public hearing held on January 13, 2020.

Date: January 16, 2020

TEŔRI PORTER, Secretary Plan Commission

Received by the Common Council Office this \_\_\_\_/

675 day of ALG.10

, 2020.

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NICOLE BOLDEN, City Clerk

 Appropriation<br/>Ordinance #
 Fiscal Impact<br/>Statement<br/>Ordinance #
 Resolution #

 Type of Legislation:
 Type of Legislation:

Appropriation Budget Transfer Salary Change

Zoning Change New Fees End of Program New Program Bonding

Investments Annexation Penal Ordinance Grant Approval Administrative Change 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 Unforseen Need		Emergency 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	<u> </u>		
Unappropriated Balance	<u> </u>	<u>\$</u>	
Effect of Proposed Legislation (+/-)	۵ 	<u>۵</u>	
Projected Balance	\$	\$	
	Signature of Control	oller	

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.)

FUKEBANEI ORD=CERT.MRG

#### **Interdepartmental Memo**

To:Members of the Common CouncilFrom:Eric Greulich, Senior Zoning PlannerSubject:PUD-36-19Date:January 16, 2020

Attached are the staff report, maps, petitioner's statement, and exhibits which pertain to Plan Commission case PUD-36-19. The Plan Commission heard this petition at the January 13, 2020 hearing and voted 8-0 to send this petition to the Common Council with a positive recommendation.

The Plan Commission report for that hearing is included below.

**REQUEST:** The petitioner is requesting approval of a Preliminary Plan Amendment and District Ordinance and Rezone of Business Park (BP) and Residential Single Family (RS) to a Planned Unit Development.

The second	
<b>BACKGROUND</b> :	
Area:	40.75 acres
Current Zoning:	Business Park/Residential Single Family/Planned Unit
	Development
<b>GPP Designation:</b>	Neighborhood Residential
Existing Land Use:	Undeveloped
Proposed Land Use:	Dwelling, Multi-Family/Single Family Residential
Surrounding Uses:	North – Dwelling, Single-Family
Ç	West – State Road 37 / Interstate 69
	East – Dwelling, Single-Family
	South – Office / Industrial Use

**CHANGES SINCE FIRST HEARING:** At the first Plan Commission hearing on December 9, the Plan Commission expressed support for the project, however there were several items of concern that were also expressed. The Plan Commission expressed concern regarding the view of the multi-family building from Interstate 69, the closeness of the building to the property line in that area, possible areas of pedestrian improvements along Arlington Road, overall traffic management for the project, and wanted to hear the petitioner's responses to the items highlighted in the Environmental Commission memo.

To address those concerns, the petition has increased the proposed buffer from Interstate 69 from 25' to 50', submitted renderings of the multi-family building as viewed from Interstate 69, written a response to the areas of concern outlined in the Environmental Commission memo, provided a 50' wide buffer along the east side of the single family, and revised their district ordinance to refine and clarify some of the proposed standards.

There were several comments made by the Plan Commission regarding the desire to increase pedestrian facilities along the Arlington Road corridor. The petitioner has evaluated options along this corridor and concluded that due to a lack of right-of-way along this corridor, several properties that have topography challenges, a lack of other facilities to connect to in the area, and cost factors associated with installing a sidewalk under those conditions, it is not feasible to install sidewalks

along Arlington Road. The lack of right-of-way to work within is a major hindrance to the installation of sidewalks along that area because the cost of acquiring right-of-way from all of the properties is very substantial.

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

The petitioner proposes to amend the existing District Ordinance and PUD Preliminary Plan in order to allow for the BP and RS portions of the site to be added to the PUD and to amend the list of uses for the PUD to allow for multi-family and single family residences. This site was previously petitioned for a similar rezoning petition in 2018 under PUD-13-18, however that petition was ultimately denied by the Common Council. The petitioner has made several overall changes to the petition and is coming forward with a new proposal.

The proposed petition currently features 387 units and 825 bedrooms with a mix of 45 single family lots, 162 townhouses, 113 units of multi-family student rentals, and 112 cottage (duplex) units. The petitioner proposes 125 on-street parking spaces, 82 spaces in the garage, and 251 surface parking spaces for a total of 458 parking spaces. The proposed parking ratio for the number of on-site parking spaces per bedroom is 0.40 spaces, if the on-street spaces are included then there are 0.56 parking spaces per bedrooms. The petition includes a possible bedroom count of 109 one-bedroom units, 163 two-bedroom units, 70 three-bedroom units, and 45 four-bedroom units. Approximately 13.89 acres of preservation will also be set aside in a conservation easement. Access to the site will come from two connections to 17<sup>th</sup> Street to the south and a connection to Arlington Drive to the east.

The current petition involves 4 areas of development and land uses-

<u>Area A</u>- This area will be developed with single family residences consisting of 45 lots on 7.61 acres. The lots are approximately 40'x120' and are being proposed to be given to the City for affordable housing. The area must be graded with all roads and infrastructure installed before acceptance by the City. The lots have been designed in a grid-like pattern and a majority of them will utilize alley access along the rear of the lots. A 50' wide buffer and conservation area has been shown along the east sides of Area C between this PUD and the adjacent residential houses. All lots will front on a public street. This area will be governed by the standards of the new R4 district and will allow for R4 uses which include attached single family and plexes in order to give the most flexibility toward possible development. The Department recommends that this area be included in Phase 1 to insure that it is built and has included a condition of approval to the effect.

<u>Area B</u>- This area will be developed with 162 townhomes on 7.11 acres. The proposed density utilizing DUEs will be 13 units per acre. This area is proposed to feature 70 one-bedroom units, 70 two-bedroom units, 16 three-bedroom units, and 6 four-bedroom units. There will be 96 private parking spaces for the 255 bedrooms in this area, which equals 0.37 parking spaces per bedroom. There is an intermittent stream with associated riparian buffer that runs through part of this property as well as several wetlands that are being set-aside in conservation easements. There are 3 road crossings through the riparian buffer areas, however these are allowed. There will not

be any disturbance in the required wetland conservation areas. These units are being set-up with individual utility connections so that they can be sold separately in the future. These buildings will be two to three-stories in height.

<u>Area C</u>- This area will be developed with 113 units on 13.54 acres. The proposed density utilizing DUEs will be approximately 8 units per acre. This area will be developed with one building, approximately 65' tall, and will be used for student housing. This area is immediately adjacent to the State Road 37/Interstate 69 highway. There are proposed to be 12 one-bedroom units, 57 two-bedroom units, 41 three-bedroom units, and 3 four-bedroom units. There will be 98 parking spaces within the building for the 261 bedrooms, which equals 0.37 parking spaces per bedroom.

<u>Area D</u>- This area will be developed with 112 duplex units on 11.13 acres. The proposed density utilizing DUEs will be 9.75 units per acre. There are proposed to be 26 one-bedroom units, 38 two-bedroom units, 12 three-bedroom units, and 36 four-bedroom units. These units will all front on a public street with on-street parking spaces along the front. The main parking areas have been designed to be located in the rear of the structures. There will be 168 on-site parking spaces for the 309 bedrooms which equals 0.54 parking spaces per bedroom, there will also be 102 on-street parking spaces in this phase. These buildings will be one and two-stories in height. A portion of this area has an intermittent stream and wetland that have been shown to be placed in a conservation easement. This area also has an electric line that runs along the east side of the area with a 100' wide easement.

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

- The Neighborhood Residential district is primarily composed of residential land uses with densities ranging from 2 units per acer to 15 units per acre.
  - All of the proposed uses within this development are residential.
  - The proposed density within this development is within the range outlined in the Comprehensive Plan.
- Single family residential development is the dominant land use activity
  - This petition features a range of housing types, including single family lots to be used as attached or detached single family units.
- Natural or landscaped front, side, and rear yards
  - The current design provides for roughly 3-4 feet between each unit and the sidewalk in front of the unit. The configuration of the units does not allow for many usable front, side, or rear yards on the lots.
- Buildings are no more than three, but most often two stories or less.
  - The buildings within this development (except for the building in Area C) will be no more than three stories in height, and will mostly be two-stories.
- Sensitive habitats and unsuitable areas for development should be protected and restricted from high-intensity human activities
  - All environmentally sensitive areas will be set aside in the required conservation areas. This petition also includes setting aside 13.89 acres of land that will be in a conservation easement. This equals almost 35% of the entire property that will not be developed. The area being set aside is also the area that was not disturbed with previous grading on the site and is the highest quality in regards to tree species and

soil. While there are 3 roads shown through riparian buffer areas, these are limited and are permitted disturbances within the UDO.

- Public streets, sidewalks, and other facilities provide good access to other uses within the district, to area parks and schools, and to adjacent districts
  - The petitioner proposes a series of public streets on the site to connect the site to surrounding roadways. The main connection utilizes existing right-of-way to extend to 17<sup>th</sup> Street and connects east to Arlington Road. There will be an internal multi-purpose path that will run throughout this development and extend to 17<sup>th</sup> Street. The petitioner is setting aside a large amount of the overall property (that will serve as open space for the residents). While there is not a central park feature or specific amenity center, the open space area is proposed to serve that function and will be accessible to the residents as passive recreation space.
- The wide range of architectural styles is a characteristic that should be maintained for this district
  - The petitioner is proposing anti-monotony standards for this petition that require a diversity in rooflines, overall building footprint, building color, exterior materials, and setbacks. The Department feels that specific finishing materials should be outlined as well as a minimum to insure high quality buildings.
- Public streets, sidewalks, and other facilities provide access and mobility which in some cases meets the "20-minute neighborhood" metric: Some destinations are accessible within a 20-minute walk
  - Again, pedestrian connections are provided, but there are not many existing facilities in the immediate area and no public facilities, such as parks or small commercial nodes, are provided in the project.
  - Using 'Complete Street' guidance to achieve a well-connected, active transportation network is a priority and has been included in their petitioner statement.
- Buildings face the primary street with a range of small to large front yards in relation to the building setback from the street
  - The front yard spaces for the duplex units are small and are 3-4 feet from the back of the sidewalk, while the townhome portion has a somewhat larger setback and more open spaces surrounding the units.
- Higher density developments (greater than four units per acre) provide on-site parking in the side or backyard areas
  - The parking area for the higher density student building will be provided in the interior of the building. The parking areas for the other portions of the site have been located in the rear of the structures as much as possible, but some of the parking lot locations are necessitated by the existing utility easement. In addition, on-street parking spaces are also provided to supplement the on-site spaces.
- On-site parking is not the dominant site design feature, and on-street parking is available on at least one side of the street
  - On-street parking is provided in most of the proposed rights-of-way and surface parking lots have been placed in the rear of the units to the extent possible.
- Sidewalks and front yard landscaping further establish a more traditional residential context
  - Sidewalks are included, but front yards are minimal along the duplex units. The areas around the townhomes on Area B feature larger front yards. The reduced front yards for some of the multi-family components are mitigated by the large amount of overall area that is being set aside. The single family lots will be developed with a 15' front yard setback to provide the front yard and open space envisioned in the

Comprehensive Plan.

- New and redevelopment activity for this district is mostly limited to remodeling existing or constructing new single-family residences
  - This is a unique location that offers a large scale development opportunity, but has several unique constraints including being immediately adjacent to Interstate 69, as well as environmental constraints and a large electric line easement that spans the site. The petition involves a range of housing types, including single family lots.
- Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods and other 20-minute walking destinations.
  - This petition features an interior multi-use path that will run throughout the site and connect to 17<sup>th</sup> Street to the south and Arlington Road to the east. Recently installed sidewalks along 17<sup>th</sup> Street also help promote pedestrian connectivity through this area this development connects to that infrastructure.
- Create neighborhood focal points, gateways, and centers. These could include such elements as a pocket park, formal square with landscaping, or a neighborhood-serving land use. These should convey a welcoming and open-to-the-general-public environment
  - A clubhouse is provided for use of the apartment residents, as in a typical large apartment complex. No specific public amenities, as listed above, are provided. However, as mentioned the proposed 13.89 acres that are being set aside in a contiguous area do provide a large area for passive recreation and internal pathways and multi-use path.
- Ensure that appropriate linkages to neighborhood destinations are provided
  - Vehicular and pedestrian linkages are included, but again, there are not many neighborhood destinations in this area, and the opportunity to create one with this development has been missed.
- Large development should develop a traditional street grid with short blocks to reduce the need for circuitous trips
  - The single family component to this features the traditional street grid with alleys in the rear. The location of existing environmental features within Area B for the townhome development makes it difficult to incorporate a traditional grid in that area. The duplex units within Area D utilize a more traditional design with on-street parking spaces in front of the units and linear streets. Parking for Area D is provided within a portion of the electric line easement that could not otherwise be utilized and makes traditional design difficult as well.
- Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).
  - The petitioner is proposing to give to the City the 45 lots within this development that are outlined for single family residences. This area would be graded and all supporting infrastructure including roads, utilities, sidewalks, and street trees installed before acceptance. These lots could then be used to assist in meeting the affordable housing needs of our community.

The development of this large Neighborhood Residential property lacking public frontage should incorporate a street grid with traditionally-designed residential properties and neighborhood and public amenities, as called for in the Comprehensive Plan. Traditional neighborhood development, as it relates to lot design, is the predominant development pattern envisioned within the Neighborhood Residential area and should be accomplished to the maximum extent possible.

While 100% compliance with the Comprehensive Plan guidance is not always feasible. Area A is designed to meet those Comprehensive Plan goals, while Areas B through D are more environmentally restricted and complicate a traditional design, but are designed to meet these requirements as much as possible.

## PRELMINARY PLAN/DISTRICT ORDINANCE:

**Residential Density:** The proposed residential density for the site ranges from 4 units/acre to 13 units/acre. This density is within the suggested *Neighborhood Residential* density limits of 2 to 15 units per acre. However, a continuing area of concern is the density and design proposed for this site relative to surrounding single family uses. The single family residences within the PUD have been placed adjacent to the surrounding single family residences to help mitigate compatibility concerns.

**Development Standards:** Occupancy within the multi-family buildings has been specifically limited in the district ordinance. For 1 and 2 bedroom units, the occupancy is limited to 3 unrelated adults per unit and in the 3 and 4 bedroom units, occupancy is limited to 5 unrelated adults per unit. Each area of development has referenced the specific zoning district standard with some modifications. All zoning district development standards referenced will be those of the recently approved Unified Development Ordinance. A minimum number of design options for the proposed duplex units within Area D must be submitted with the final plan approval.

**Parking and Surrounding Roads:** A total of 333 on-site parking spaces are proposed in a series of parking lots, garage spaces, and drive aisles on the property plus 125 on-street parking spaces. The number of on-site parking spaces equals 0.40 parking spaces per bedroom (0.56 spaces per bedroom factoring in the on-street spaces).

Access: There are two proposed vehicular and pedestrian accesses roughly 335 feet apart on 17<sup>th</sup> Street. The western access connects to 17<sup>th</sup> Street through an existing platted right-of-way, while the eastern access utilizes an access easement through the property to the south. There is an additional vehicular and pedestrian access proposed through an existing parcel to Arlington Road to the east of the site. The petitioner has submitted a traffic study that the Department has reviewed. The petitioner's submitted information indicates that a turning lane into the property is warranted along 17<sup>th</sup> Street, however the Department is still evaluating this aspect. The City is in the process of widening 17<sup>th</sup> Street and the inclusion of an additional turning lane could have detrimental impacts to the corridor. This will be evaluated more in-depth with the final plan approval and no approval for the design of 17<sup>th</sup> Street is given with this approval.

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

**Bicycle Parking:** The development has 825 proposed bedrooms. The petitioner has committed to providing one bicycle parking space for every 4 bedrooms. This equals a total of 207 bicycle parking spaces provided. Of those, half must be covered (104 spaces) and one-quarter (52 spaces) must be long-term spaces.

Architecture/Materials: The petitioner updated the allowable building materials for the different areas to state that fiber cement siding, as well as brick, limestone, and other masonry products, are allowed. The district ordinance outlines that the structures within this development shall be of a

contemporary design. They have proposed anti-monotony standards that are outlined in their district ordinance. Specific design elevations will be approved with the final development plan petition, but it is essential to outline the standards in the district ordinance.

**Streetscape:** The project has little frontage along the adjacent public streets, but is proposing that all internal streets be public. The internal proposed roads contain parallel, on-street parking and sidewalks. While some of the internal streets show a sidewalk on both sides, some street cross sections do not show a tree plot. This must be corrected prior to the final plan approval. All public streets must have a minimum 5' wide concrete sidewalk and minimum 5' wide tree plot with street trees not more than 40' from center, this has been included as a condition of approval. The petitioner will be following the Transportation Plan and Complete Streets design guidelines for the new internal public roads. It should also be noted that the proposed intersection of the entrance on Arlington Road is less than the required 120' separation requirement from 20<sup>th</sup> Street to the north, however no adverse impacts are anticipated with this reduction to 100'. The internal road adjacent to the single family residences is also less than 15 degrees of perpendicular at the intersection, however given the expected low volume along this road no adverse impact is expected.

Alternative Transportation: A Bloomington Transit bus line runs along 17<sup>th</sup> Street, but has no direct access to the site. The transit facility is approximately 400 feet from the western portion of the petition site and 1000 feet from the eastern portion of the petition site. Someone walking from the northeast portion of the petition site would need to walk about half a mile to get to the bus stop. The petitioner has met with Bloomington Transit to discuss a Bloomington Transit operated shuttle for this development in lieu of a private shuttle. The petitioner would be entering into an agreement with Bloomington Transit to provide a bus transit service open to the public, rather than operating their own shuttle. The details of that agreement are outlined in their petitioner statement.

**Environmental Considerations:** There appear to be multiple environmental constraints on the site, including streams and steep slopes, and potential sinkholes and wetlands. The petitioner met on-site with the Senior Environmental Planner and members of the Environmental Commission to identify areas of sensitivity on-site that need to be preserved. The design was created in order to protect the sensitive areas on the northern portion of the site. All portions of the site that have intermittent streams present or wetlands will be set aside in conservation easements. While there will be 3 stream crossings in Area B, those are allowed by the UDO. No deviations from any of the UDO environmental preservation standards are proposed or are approved with this petition. The petitioner has increased the proposed buffer along the west side of the project area along Interstate 69 from 25' to a 50' buffer, there are two small areas adjacent to the basketball court and a portion of the multi-family building that show a 25' buffer. In addition, a 50' wide buffer and conservation easement has been shown along the east side of the single family lots.

**Housing Diversity:** The petitioner is proposing to dedicate to the City the 45 single family lots within this development. The petitioner would bear the cost of installing all infrastructure (streets, utilities, sidewalk, street trees) and grading of the lots prior to dedication to the City. This would need to be required with the first phase of this development and has been included as a condition of approval.

**Sustainability Features:** With this petition there would be electric vehicle charging stations installed within Areas B, C, and D for at least 2% of the on-site parking spaces (or 8 spaces) that are plug-in ready. These spaces are also being proposed to be covered with solar arrays to be used

for the electric charging stations. The petition will also provide on-site recycling for all tenants. The petitioner has outlined several other sustainability features in their district ordinance.

**ENVIRONMENTAL COMMISSION RECOMMENDATIONS:** The Bloomington Environmental Commission (EC) made 7 recommendations concerning this development, which are listed below:

1.) The Petitioner shall remove the clauses in the District Ordinance that allow all surfaces constructed of masonry pavers to be considered pervious surface.

**STAFF RESPONSE:** The Department did not have a strong position on this aspect and the Plan Commission did not remove this allowance from the district ordinance.

2.) The Petitioner shall change the title "Natural Preserved Areas" on the Plans to "Conservancy Easement" so it is understood by everyone what can and cannot be done inside CEs based on UDO regulations.

STAFF RESPONSE: The Department agrees with this request.

3.) The Petitioner shall install a permanent fence and required signage along the boundary of the CE that is adjacent to I-69 before any grading begins to protect the CE both during construction and after.

STAFF RESPONSE: The Department agrees with this request.

4.) The Petitioner shall submit to the Planning and Transportation Department a Maintenance Plan that requires invasive plant species removal, the frequency, and method of removal.

**STAFF RESPONSE:** The Department agrees with this request and the plan shall be submitted with the final plan approval.

5.) The Petitioner shall not include the Duke Energy Utility Easement acreage as Conservation Easement in the acreage calculations, given it cannot be maintained as a Conservation Easement.

STAFF RESPONSE: The Department agrees with this request.

6.) The District Ordinance shall specifically allow clothes lines to be installed in Area A.

STAFF RESPONSE: The Department agrees with this request.

7.) The Petitioner shall describe the work plan for construction along the I-69 buffer that will protect the buffer from encroachment.

**STAFF RESPONSE:** The Department agrees with this request and this will be reviewed with the final plan approval.

**CONCLUSION:** The petitioner has designed this petition to accomplish the goals outlined in the Comprehensive Plan for the Neighborhood Residential designation. The site is unique in that it lacks any significant public street frontage and is bordered by a single family residential

neighborhood to the east and north, multi-family residences and offices to the south, several environmental constraints, and an Interstate to the west. This petition has attempted to be sensitive to the neighboring existing uses, while addressing diverse housing concerns, and providing public benefit. The Department and the Comprehensive Plan both contend that the design should include gridded streets with traditionally-designed detached units for the majority of the site, which this petition attempts to accomplish.

The petitioner has made strides to improve the petition from the previous 2018 petition by incorporating public roads that create areas of some gridding in Area A and increasing environmental protections throughout. One public benefit provided by this project is much needed single family housing lots available for affordable or workforce housing development. Traditional neighborhood development, as it relates to lot design, is the predominant development pattern of the surrounding Neighborhood Residential to the east and is expected in this area. A continuing shortfall with this petition is a lack of a mixed-use aspect and no public amenities beyond vehicular and pedestrian connections through the site.

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

- 1. The District Ordinance shall be amended to allow for brick, limestone, and other masonry products as allowable exterior finish material.
- 2. The single family lots must be fully graded, with all infrastructure (utilities, sidewalks, street trees) installed prior to acceptance by the City. Area A must be developed during the first phase of development.
- 3. All internal public roads shall have a minimum 5' wide tree plot and minimum 5' wide concrete sidewalk.
- 4. The Petitioner shall change the title "Natural Preserved Areas" on the Plans to "Conservancy Easement" so it is understood by everyone what can and cannot be done inside CEs based on UDO regulations.
- 5. The Petitioner shall install a permanent fence and required signage along the boundary of the CE that is adjacent to I-69 before any grading begins to protect the CE both during construction and after.
- 6. With the final plan approval, the Petitioner shall submit to the Planning and Transportation Department a Maintenance Plan that requires invasive plant species removal, the frequency, and method of removal.
- 7. Per the petitioner statement, the 45 single family lots will be dedicated to the City.



# MEMORANDUM

Date:January 13, 2020To:Bloomington Plan CommissionFrom:Bloomington Environmental CommissionSubject:PUD-13-18: Chandler's Glen, second hearing<br/>Trinitas Development, west side<br/>1550 N. Arlington Park Drive

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

The EC appreciates the Petitioner addressing all of the questions and recommendations from its December memo. There were many. The EC also applauds the petitioner for the changes made throughout the planning of this project for the benefit the local ecosystem, no matter how small. However, there are a few issues remaining. Below, you will find comments or notes in red print on the issues from the December memo, based on the responses provided by Trinitas.

## EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE:

## 1.) IMPERVIOUS SURFACE COVERAGE

The District Ordinance (DO) states that the site is 39.29 acres in total with 13.89 acres as green space and 25.4 acres as impervious surface. That equates to 64.6% of the total site covered with impervious surface.

The previous November DO (not the revised one dated December 30, 2019) stated the above numbers. Two things have happened since then. #1. The Petitioner added 0.73 acres of protected land along I 69 and behind the single family housing (13.89 A [64.6%] vs. 14.62 A [62.79%] = 0.73 acres more). #2. The EC comments from above did not include all the pervious surface within the development; only the conservation easement area, which was not clear at the time.

Now the stated total, adding both the conservation easement and the regular pervious surface within the development, equals 68% pervious and 32% impervious. However, the Petitioner did not, as suggested

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by the EC, remove the Utility Easement acreage from the Conservation Easement acreage calculations.

Second point in this section. The new DO specifically states that pavers may count toward pervious surface coverage in Areas A, B, C, & D.) The EC is opposed to this, and so are others because treating pavers as pervious was removed from the updated Unified Development Ordinance (UDO). Even though counting pavers as pervious may be allowed now, it won't be in a couple of months when the UDO update is adopted, and should not be allowed in this DO.

The four Site Areas are using design standards from four different zoning districts, except where the DO says otherwise. Area A will use design standards from the Residential Urban (R4) district, Area B from Residential Multifamily (RM), Area C from Residential High-Density (RH), and Area D from Residential Multifamily (RM). According to the DO, Areas A and C will have less impervious surface coverage than the maximum allowed under UDO regulations, and Areas B and D will be over their UDO-allowed maximum amount.

An RC district is allowed 45% impervious surface and Area A is planned for 27%. An RH district is allowed 50% impervious surface and Area C is planned for 27%. An RM district is allowed 40% impervious and Area B is planned for 46%. An RM district is allowed 40% and Area D is planned for 61%.

Some Site Areas are over their impervious surface coverage maximum and some are under. However according to the DO the entire site comes out to be 65% impervious surface coverage, and the EC believes that is too much.

The literature is filled with scientific evidence that proves that except for extreme reduction of carbonequivalent emissions, planting more trees is the action we can take to best fight the Earth's imminent climate emergency. Reducing the amount of pervious surface coverage in PUDs is, in the EC's view, a very bad idea because it reduces the area available for trees, and we have argued against such a reduction for years. Now that the scientific data that prove the benefits of wooded areas are mainstream, the EC believes the Plan Commission would be negligent to allow reducing pervious surface coverage beyond what our regulations would allow if this development was not a PUD, which is a minimum anyway.

The EC believes that any PUD should not reduce the environmental protection requirements to less than the Unified Development Ordinance (UDO) standards. These standards went through a public process and were vetted by the citizenry and voted on by our lawmakers. Therefore, the EC recommends that the Petitioner preserve at least the minimum UDO-required pervious surface acreage as is required in the UDO for a non-PUD.

## 2.) THE BLOOMINGTON HABITAT CONNECTIVITY PLAN, NOVEMBER 2017

The EC's Bloomington Habitat Connectivity Plan (BHCP) is meant to guide protection and development of plant and animal habitats in a connected pseudo-circle around downtown Bloomington. This circle will connect three main areas of existing high quality habitat; Griffy Lake, Clear Creek, and Jackson Creek. Even after the Petitioner reduced the size of the development from the original plan, this revised rendition of the proposal still does not follow the BHCP completely. The EC recommends that the Petitioner preserve and enhance all the contiguous areas of high quality wooded areas and the riparian buffers, at least as much as UDO standards require.

The Petitioner did expand the width of the buffer along I 69 from 30 ft. to 50 ft. in the places where



construction is not proposed. They also created a 50 ft. buffer behind the houses in section A. Therefore, there is slightly more connected habitat providing something closer to the Bloomington Habitat Connectivity Plan than before.

## 3.) TREE AND FOREST HABITAT PRESERVATION

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

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

The proposed impervious surface coverage will result in substantial loss of forest wildlife habitat and forest ecosystem services within the City. Consequently, to best serve the City's environmental integrity, more space should be set aside as conservation easement. 0.73 acres more was added.

## 4.) HIGHWAY BUFFER WIDTH

The EC believes that the proposed 30 feet of buffer between the highway and the development is not wide enough for habitat connectivity, noise and air pollution protection, and visual impacts, and should be at least 50 feet wide.

The Petitioner showed this partially done on the Plan. It will now be 50 ft. in some places, but they plan to keep 300 ft. of the buffer at only 30 ft. wide to accommodate the 4-story building and the basketball court in Area C.

This 50/30 foot Conservation Easement needs to have a permanent fence and required signage installed before grading begins. A parking lot in Area D; the Area C, 4-story apt/amenity building; an Area D, 3-story duplex; duplex patios; and the basketball court are shown literally touching the CE on Plan. It is not possible to actually build these without encroaching into the CE, considering footers, equipment, and other construction-related activities. The DO needs to state that the CE will be protected both during construction and afterwards. Please describe how the CE will be protected from construction activity in light of a Site Plan that doesn't allow for protection.

## 5.) INVASIVE SPECIES

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The invasive species, primarily bush honeysuckle, should be removed from the site, with follow up maintenance as needed. This is especially important to perform in the Conservation Easements. The Petitioner committed to this in the latest DO. They also committed to a maintenance plan that would "assure its removal", but they have not yet submitted that.

## 6.) LOW IMPACT DEVELOPMENT

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

There are now 3 bio retention sites in area B and one in Area D, plus a large detention basin in Area C. There will also be some parking lot areas with bio filtration strips at the edges to capture sheet flow for infiltration.

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

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

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

The District Ordinance currently allows only one post-construction detention basin. Current LID BMPs indicate that multiple smaller basins are more effective. Therefore, the EC believes that the District Ordinance should not allow only one post-construction detention basin, as written now, and because this is a proposed PUD, this change could be specified.

## 7.) GREEN BUILDING

The EC recommends that commitments be made in the District Ordinance for incorporating environmentally sustainable green building and site design features in the design for all the buildings, not just the amenity building.

Nothing that is considered "green building" has been added.

## 8.) NATIVE PLANTS

The District Ordinance states that native plants will be used in the landscape plan. Please commit to using all native species with the possible exception of the street trees. Native plants exemplify Indiana's natural heritage and benefit native birds and insects, particularly pollinators. For additional suggestions, please see the EC's Natural Landscaping materials at

www.bloomington.in.gov/beqi/greeninfrastructure/htm under 'Resources' in the left column. We also recommend an excellent guide to midwest sources of native plants at:

http://www.inpaws.org/landscaping.html. Native plants provide food and habitat for birds, butterflies and other beneficial insects, promoting biodiversity in the city. Furthermore, native plants do not



require chemical fertilizers or pesticides and are water efficient once established.

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

The Petitioner committed to change the DO to include only native plants.

## 9.) ALLOW CLOTHESLINES

Clotheslines reduce energy consumption. The Covenants, Conditions, and Restrictions for all of the neighborhood, homeowner, or condominium associations should not restrict the use of clothes lines in yards. This should be clearly stated in the District Ordinance. Not yet. The Petitioner is still looking into it. No commitment.

## 10.) STATE AND FEDERAL PERMITS

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

## 11.) ADDITIONAL QUESTIONS TO BE ADDRESSED BY PETITIOER

A. Will the Amenity Building be open for everyone in all four Site Areas? Not yet. The Petitioner is still looking into it.

B. What happens if Site Area C and D are constructed, and the Petitioner halts work? Now committing to include the infrastructure and plat of area A, with connection to Arlington Road in Phase one.

C. The District Ordinance states the strip of proposed preserved wooded area along the western edge is 50 ft. wide, while the plan shows it at 30 ft. wide. How wide is it planned to be? It will now be 50 ft. in some places, but they plan to keep 300 ft. only 30 ft. wide to accommodate the building and basketball court in Area C.

D. What impact will the 50 ft. Duke Energy power easement traversing the site have on the Conservation Easement? The easement swath needs to be removed from the total acreage calculation for the Conservation Easement.

The Petitioner response is that the Utility Easement will be landscaped according to Duke's rules, will hold a parking lot, and will be usable for non-structured recreational purposes. However, the majority of the Utility Easement is located within the Conservation Easement. Duke Energy's policy is to keep vegetation cut within their easements, and non-structured recreational activity will presumably require mowing. Therefore, the Utility Easement should not be counted into the Conservation Easement acreage because it will not be maintained as a Conservation Easement.

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www.bloomington.in.gov environment@bloomington.in.gov E. What is the status on the agreement with Bloomington Transit regarding a new bus route to serve this site?

#### Explained

F. Considering the District Ordinance states the Project will be designed and built with the pedestrian in mind and encouraging residents to rely less heavily on personal automobiles, is it possible to expand the bus service agreement to include weekends, rather than only Monday through Friday?

Trinitas committed to doing this in the DO, which states "Trinitas is planning to provide shuttle service for residents during the late evening, Monday through Friday (after 10 pm) and on weekends."

G. In the District Ordinance, page 6, under parking requirements, it is stated that the number of parking spaces (excluding the single-family area) is .56 spaces per bedroom. However on page 4, the number of parking spaces do not calculate as that. At 825 beds, the number of parking spaces would be 462, not 458. Please explain the discrepancy.The Petitioner simply said there would be 458 parking spaces.

H. The District Ordinance states there will be 8 vehicle charging stations, yet the plan shows 12. How many charging stations are proposed?The DO now states there will be 12.

I. The District Ordinance states there will be 3 stations to collect recyclables, yet the plan shows only two. Where is the third station proposed? Now shown

J. The plan shows one station for trash and recycling in areas C and D combined. Is this the only location for residents to take their materials until the site is handed over to the city? Explained and shown

K. Explain the energy savings expected to be realized by installing Energy Star appliances. Also please commit to installing Energy Star appliances throughout all rental units, not just the clubhouse.

The Petitioner states Energy Star-qualified appliances use about 10-50% less energy and water than standard models. No commitments for the other buildings have been made.

L. Please detail what products are planned to be used that are low volatile organic compounds (VOCs), and include how much lower the VOCs are expected to be compared to products that are not classified as low VOC.

Trinitas is still looking into this, so they have not yet provided an answer.

M. Please indicate how you plan to document to the city's satisfaction the purchase of regional building materials.

Explained in DO

N. Why is the Petitioner limiting the Duke Energy consulting program to the amenities building? Please include all buildings.

Explained in DO



## City of Bloomington Bloomington Environmental Commission

## **EC RECOMMENDATIONS:**

1.) The Petitioner shall remove the clauses in the District Ordinance that allow all surfaces constructed of masonry pavers to be considered pervious surface.

2.) The Petitioner shall change the title "Natural Preserved Areas" on the Plans to "Conservancy Easement" so it is understood by everyone what can and cannot be done inside CEs based on UDO regulations.

3.) The Petitioner shall install a permanent fence and required signage along the boundary of the CE that is adjacent to I 69 before any grading begins to protect the CE both during construction and after.

4.) The Petitioner shall submit to the Planning and Transportation Department a Maintenance Plan that requires invasive plant species removal, the frequency, and method of removal.

5.) The Petitioner shall not include the Duke Energy Utility Easement acreage as Conservation Easement in the acreage calculations, given it cannot be maintained as a Conservation Easement.

6.) The District Ordinance shall specifically allow clothes lines to be installed in Area A.

7.) The Petitioner shall describe the work plan for construction along the I 69 buffer that will protect the buffer from encroachment.




Scale:	1"	=	500'
000101			000

For reference only; map information NOT warranted.



December 30, 2019

Doris Sims Director, Housing and Neighborhood Development City of Bloomington 401 N Morton Street, Suite 130 Bloomington, IN 47404

Dear Ms. Sims:

On behalf of Trinitas Development LLC ("Trinitas"), I would like to take the opportunity to thank Housing and Neighborhood Development ("HAND") for their ongoing assistance in identifying potential workforce housing solutions in conjunction with Trinitas' proposed development located at W. 17<sup>th</sup> Street and Arlington Road.

As part of our PUD, Trinitas is proposing to convey, or will cause to be conveyed, 45 build-ready single family lots on approximately 7.61 acres to the City of Bloomington for the development of workforce housing as shown in Area A on the attached exhibit. This area is proposed to be zoned R4 with allowed impermeable surface coverage of up to 40%. All sitework, roadways, and utilities associated with the development of these lots will be complete prior to conveyance. The lots are anticipated to be complete as part of Phase 1. Based on preliminary estimates, the overall value to the City of Bloomington of these lots is estimated at \$2,919,683.

We look forward to continuing to work with HAND on this development. If you need any additional information at this time, please contact me at <u>khansen@trinitas.ventures</u>.

Sincerely,

Kimberly L. Hansen

Kimberly L. Hansen Manager, Design & Development Trinitas Ventures



STUDIO M ARCHITECTURE AND PLANNING PROJECT NUMBER - 19014 DECEMBER 30, 2019

WEST 17TH STREET BLOOMINGTON, INDIANA

PROJECT BREAKDOWN	
COTTAGES -	106.75 UNITS (32.5%)
TOWNHOMES -	116.25 UNITS (35.4%)
HIGHER DENSITY -	105.5 UNITS (32.1%)
TOTAL APARTMENTS -	328.5 DUE UNITS (100%)







Indianapolis Office 6300 Cornell Avenue Indianapolis, IN 46220

Corporate HQ 201 Main Street, Suite 1000 Lafayette, IN 47901

December 30, 2019

Terri Porter Director, Planning & Transportation City of Bloomington 401 N. Morton Street Bloomington, IN 47404

RE: Trinitas Planned Unit Development Resubmittal, "W. 17th Street."

Dear Ms. Porter,

Trinitas Ventures is pleased to submit the enclosed, revised Planned Unit Development (PUD) application for the subject project. We appreciate the feedback provided by Planning Staff, Plan Commission members, and the Environmental Commission thus far. We have taken this feedback and implemented changes to our PUD application to address concerns and requests for additional information. Enclosed in this submittal, you will find the following:

- A revised PUD narrative 0
- Responses to Environmental Commission Review
- Revised site plan drawings 0
- Access road design for 17th Street and Arlington Road
- Additional proposed Bloomington Transit route information .
- An updated Traffic Impact Study 0
- An additional rendering from I-69 .

We respectfully request to be placed on the January 13, 2020 agenda for the City of Bloomington Plan Commission for additional consideration of our rezone (PUD) petition.

Thank you and we look forward to continuing to work with Staff, the Administration, Plan Commission and City Council on this project.

Sincerely,

Kimberly Hansen

Kimberly Hansen

cc: Eric Greulich Jeff Fanyo

# DISTRICT ORDINANCE W. 17<sup>th</sup> Street A Planned Unit Development Trinitas Development LLC January 14, 2020



\*images in document are representative, not final

## W. 17<sup>th</sup> Street

### **Planned Unit Development**

The W. 17th Street Project (the "Project") is a proposed development on the northwest side of Bloomington, just east of Interstate 69, north of 17<sup>th</sup> Street, west of Arlington Road and located within the Crescent Bend Neighborhood. This proposed residential development will include a mixture of residential units including apartments, townhomes, duplexes and single-family homes. The site consists of 39.29 acres of land with an overall proposed density of 9.85 units per acre. The plan includes approximately 14.62 acres of green space intended to protect existing environmental features. There is one planned entrance off Arlington Road and two points of access off 17<sup>th</sup> Street. Currently, the property is zoned PUD and Business Park. A portion of the property was a part of a now expired PUD that included an affordable housing development along 17<sup>th</sup> Street. This former PUD established one point of access off 17<sup>th</sup> Street. Another portion of the property is currently zoned Business Park and has been developed over several years with smaller commercial buildings along 17<sup>th</sup> Street. This provides a second point of access off 17<sup>th</sup> Street.



The proposed development incorporates new urbanist design principles and draws on the existing UDO and Comprehensive Plan to set standards for the development. The desire for complete streets, a variety of housing types, a modified gridded street pattern and meaningful open space have been major drivers for design of the Project. The site layout focuses on preserving existing environmental features such as trees and sloped areas and, most importantly, existing waterways. As environmental features were identified the design resulted in four (4) primary areas of development:

- A. <u>Area A (Single-Family Lots)</u> The lots outlined in the northeastern portion of the site are purposefully designed with owner-occupied single-family homes in mind. Trinitas is proposing to convey 45 finished (buildable) lots to the City so that the City may decide how best to deliver homes that address Bloomington's workforce housing needs. All infrastructure, including utilities, will be completed by Trinitas prior to conveyance of the lots to the City.
- B. <u>Area B (Townhomes)</u> Townhomes are designated in the southeast section of the property. These townhomes will be for rent units located immediately south of the single-family area.
- C. <u>Area C (4-story Multi-family and Amenity Building)</u> This area consists of one to two 4-story buildings that will feature for rent apartment units. This building(s) will also incorporate a Clubhouse featuring a business center, collaboration areas, fitness rooms, and provide other indoor and outdoor amenity space for residents. Another feature of this building(s) will be a small retail space thought to house coffee, tea and an assortment of snacks available to the public.
- D. <u>Area D (Cottages)</u> Cottages, also referred to as duplexes, will be located in the southwest portion of the site and will be for rent units.

Trinitas anticipates completing the Project over a 24-month period once construction begins. The preliminary schedule shows Area C, Area D, along with the infrastructure and platting of Area A, and the connection to Arlington Road being completed as the first phase of construction.

Overall, Trinitas believes the Project will substantially improve the aesthetic and economic value of the area and add to the compact urban form within the urban service boundary of the City of Bloomington. The recently adopted Growth Policy Plan calls for neighborhood residential—qualifying densities ranging from 2-15 units per acre. The proposed density for the W. 17<sup>th</sup> Street Project is 9.85 units per acre on average across all areas of the development.

## **Overall Site Features**

Project Data: Gross Acreage – 39.29 Total Units (Areas B-D) - 387 Total Beds (Area B-D) – 825 1 Bedrooms – 109 2 Bedrooms – 326 3 Bedrooms – 210 4 Bedrooms - 180 Parking Spaces (Area B-D) – 458 Single-Family Lots (Area A) – 45

## Land Use and Development Standards

The Project proposes four (4) areas of residential development as shown on the site plan in Exhibit A. Each of these areas has specific development standards identified from the Bloomington Unified Development Ordinance (UDO). When a standard is not specifically identified in this document, the referenced UDO District, is intended to govern.

## **Open Space and Environmental Conservation**

The site plan incorporates 14.62 acres of undeveloped land. This land, accounting for 37% of the total site area, will remain as dedicated open space or within a Conservation Easement for the benefit of the City of Bloomington. The majority of this area is on the northern and northwestern portions of the site, however, there are undisturbed buffers that extend along the entire western boundary with "fingers" of undisturbed area in and through the central portion of the site.

A limited tree survey was completed focusing on a 50-foot wide strip within the proposed open space easement on the western property boundary. Based on results from this survey, a 30'-50' buffer to protect existing trees has been established along the majority of I-69 frontage.

Please note the existence of a 100-foot Duke Energy power easement located in the center of the site and traverses the entire property from north to south.

## Access and Roadways

There will be two (2) entrances to the site located off W. 17<sup>th</sup> Street and one entrance accessible from/to Arlington Road. Information regarding the two (2) W. 17<sup>th</sup> Street access points is listed below.

<u>W. 17<sup>th</sup> Street Eastern Access</u> via N. Arlington Park Drive: A 50' roadway and utility easement was recorded with the Arlington Park (Glick Arlington Park LLC as owner), Phase I plat. This plat is recorded in plat cabinet C envelope 196 (see note 4). Trinitas is in discussions with Glick asking Glick to dedicate this Easement land to the City as public right-of-way.

<u>W. 17<sup>th</sup> Street Western Access</u> via 60-foot Roadway and Utility Easement: Parcel 1, Tract 1 of the Morris subdivision shows Morris owns a 60' wide strip of land from 17<sup>th</sup> street to the remainder of the property which has a Roadway and Utility Easement overlay. Since this Easement is to the benefit of the Morris tract, upon purchasing the land (Summer 2020) Trinitas will 1.) vacate the Easement, then 2.) dedicate this land to the City as public right-of-way via the platting process.

Roadways throughout the site are intended to be public where feasible and are designed to meet City standards. These roadways will be dedicated to the City at time of plat recordation.

A multi-use path is designed along the entire length of the main roadway running through the site connecting Arlington Road to W. 17<sup>th</sup> Street.

## Transportation

Trinitas has received a proposal from Bloomington Transit ("BT") to create a new bus route that would serve the proposed development. Trinitas intends to enter into an agreement with BT to provide bus transit

services for the Project In lieu of operating its own, private shuttle service for daily weekday transportation to and from various points within the City. Trinitas' residents will have the non-exclusive right to access and ride the service at no charge using a means of identification for free passage which shall be mutually agreed upon by BT and Trinitas.

The BT proposal for a new bus route includes a schedule to operate on a 40-minute frequency, Monday-Friday, on a year-round basis from approximately 7:00 am to 10:00 pm and will include multiple stops in the Downtown and IU Campus areas. Any agreement between Trinitas and BT is thought to include a 3-year base term for service. Additional terms are outlined in an email from Lew May to Jeff Kanable dated October 16, 2019 and is included in Exhibit B, Supportive Information. Final terms will be agreed upon approximately 12months in advance of completion of the Project and are subject to approval by the BT Board of Directors and Trinitas Executive Committee.

Trinitas is planning to provide shuttle service for residents during the late evening, Monday through Friday (after 10 pm) and on weekends.

## **Pedestrian Access**

The Project will be designed and built with the pedestrian in mind, encouraging residents to rely less heavily on personal automobiles. This is accomplished through a mix of well-connected multi-use paths and sidewalks throughout the site. A 10-foot multi-use path will run parallel to the main roadway from Arlington Road to W. 17<sup>th</sup> Street. Sidewalks allow pedestrians to easily walk throughout the site, to the bus stop, to the Clubhouse and amenity area or even to the recreational area and open spaces. Walking is just one (1) alternate transportation option residents of the Project will enjoy. Bicycle, scooter and other means of transportation also exist as a result of the interconnectivity of sidewalks and paths throughout the Project.

Trinitas explored the feasibility of adding a sidewalk along Arlington Road, however, Right-of-Way does not currently exist and topography and drainage ditches pose significant challenges to the implementation of this sidewalk. A sidewalk stub is currently provided should future Right-of-Way be established.

## Occupancy

Occupancy shall be governed by

Occupancy for all other Areas shall be:

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

## **Parking requirements**

Parking for the overall development, excluding the single-family lots in Area A, is .56 spaces on a per bedroom basis. A 15' parking setback for the perimeter of the overall PUD area is provided. A breakdown of parking is shown below:

Public parking spaces: 125

Surface parking spaces: 251

## Garage spaces: 82

Bicycle parking shall be provided based on one space per four bedrooms. This parking will be dispersed throughout the Project.

## Sustainability Initiatives

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

- 1. The parking for units within Areas B-D shall have a minimum of 2% or 8 spaces that are plug-in ready for electrical vehicle charging stations. Trinitas is currently planning for 12 total spaces to be covered with solar arrays on the roof of those structures. The intent is for solar power to generate the electricity to the electric vehicle charging stations. There will be wayfinding signage directing residents of their location.
- 2. Designated areas accessible to waste haulers and building occupants for the collection and storage of recyclable materials have been positioned in three separate areas of the site and are noted on the site plan.
- 3. To reduce water usage on-site, we will eliminate all irrigation and utilize native plantings.
- 4. The use of natural light in the clubhouse will be incorporated into the design to reduce interior light pollution.
- 5. Lighting controls and occupancy sensors within designated areas of the clubhouse will be utilized to reduce energy consumption.
- 6. Energy efficiency will be realized through the installation of energy star appliances throughout all buildings.
- 7. Water usage will be controlled throughout the clubhouse utilizing low flow plumbing fixtures.
- 8. Stormwater treatment and detention throughout the site will incorporate bio-filtration strips at the edge of some parking areas for stormwater to sheet flow off and into these areas for immediate treatment.
- 9. Utilization of low volatile organic compounds will be utilized during construction of the clubhouse, including items such as: paint, adhesives, sealants, flooring and insulation.
- 10. The development will purchase a minimum of 10% regional building materials (by cost) that are sourced and manufactured within 500 miles of the site.
- 11. The 4-story Multi-Family and Amenity Building will comply with Energy Standard for Buildings ASHRAE 90.1-2007.
- 12. The building envelope for the clubhouse will incorporate the following:
  - Window = 0.40 U Factor non-metal, 0.50 U Factor metal, 0.40 SHGC
  - Roof insulation value = R20
  - Wall Insulation value = R13 wood framed wall
- 13. Each ventilation system in the clubhouse that supplies outdoor air to occupied spaces will have particle filters or air cleaning devices that have a minimum efficiency reporting value (MERV) of 13 or higher, in accordance with ASHRAE Standards 52.2-2007.
- 14. Smoking will be prohibited in all public areas within the community during all times including but not limited to the clubhouse, fitness areas, pool area, courtyard area, and sports courts.
- 15. Trinitas will participate in consulting program offered by Duke Energy to identify efficiencies in design to maximize energy savings for four story building in Area C.
- 16. On site recycling.
- 17. Invasive species will be removed from conservancy areas.

- 18. High quality woods on the northern portion of the property will be protected in a conservancy easement, as well as, a 30'-50' easement along the majority of I-69 frontage.
- 19. Trinitas continues to explore the feasibility of implementing solar to portions of the 4-story building roof deck.

## Services (including mechanical, utility and trash services)

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

## Sign Standards

One freestanding sign is proposed near one of the two entrances on 17<sup>th</sup> Street and one freestanding sign is proposed near the entrance on Arlington Road. Each of these signs has a maximum square footage of 36 square feet per side and a maximum height of six feet.

For the multifamily building in Area C, 200 total square feet of permanent wall signage is proposed.

## Site Drainage Standards

All drainage standards shall be in accordance with the City of Bloomington Utility standards and engineering practices however, the following design considerations may be incorporated into the entire Project site for the BMP plan including stormwater retention/detention and stormwater quality:

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

## Architecture

Proposed structures are intended to reflect a contemporary residential development. Each of the areas as defined herein are intended to have flexibility and predictability in product type while also consisting of an overall theme that weave together each of the Areas A-D. Representative images can be found within this document. More specific detail pertaining to each Area A-D can also be found within this document.

Structures in Areas A, B and D are intended to be one to three stories in height with front porches and rear patios. Area C proposes a four-story apartment building(s) over a parking garage. Exterior construction across each of the Areas will include high quality siding with some additional architectural accents such as shake and/or board and batten in addition to residential windows and doors.

The Project will follow the anti-monotony standards as specified herein. The community will be adequately landscaped with native plantings and buffer yard landscaping. Planting emphasis will be placed on the east and west property lines. Each dwelling unit shall feature landscaping which will consist of native plantings, shrubbery and perennials. Final landscape plans will be provided with each final Area plan and will be consistent with the UDO as adopted on the date the preliminary plan is approved.

## Lot Standards and Uses

Area	Description	Acreage	e Units	DUE
А	Single-family lots	7.61	45	N/A
В	Townhomes	7.11	162	92.75
С	Multi-family apartments	13.54	113	105.5
D	Duplexes or townhomes	11.13	112	108.5
Total		39.29	387	328.5

## Anti-monotony Code

The following variations will be used to break up the monotony in the design such that no two structures sitting side by side are identical in at least 2 aspects as listed below at the time of building permit. Examples of proposed colors and exterior materials are found within the body of this document.

- A. Difference in roofline.
- B. Difference in overall building footprint.
- C. Difference in building color.
- D. Difference in exterior materials.
- E. Setback

## Easements

Easements shall be per UDO standards.



### Area A

Area A is a single family residential platted lot subdivision designed to the standards of the Residential Urban (R4) District of the Unified Development Ordinance of the City of Bloomington. This area is approximately 7.61 acres and is intended to include approximately 45 single family lots, which can be developed and owned individually. Specific standards with respect to lot size, lot coverage and elements of design (building materials and setbacks) are those of the R4 District unless specified below. The finished lots in Area A are intended to be conveyed to the City of Bloomington for the purposes of providing workforce housing. Allowable uses in this area include single family, attached single family, and plexes.

Impervious Surface Coverage: 3.04 acres (40%)

\*permeable pavers may be used toward meeting impervious surface coverage requirements

Setbacks from outer property lines: 15'

Individual Lot Setbacks:

Front yard - 10'

Side yard – 5'

Rear yard – 5'





AREA A - SINGLE FAMILY (45) LOTS 40/X105', .10 ACRE TYPICAL LOT (5.91) UNITS PER ACRE

## Area B

Area B is a townhome residential area. This area could be single family lots, paired homes, townhomes, zero lot line homes or condominiums as set forth in the standards of the Residential Multifamily (RM) of the Unified Development Ordinance. This area is approximately 7.11 acres and is intended to include approximately 162 townhome dwelling units, which could be individually owned in the future, but are currently planned as rental units. Specific standards with respect to lot size, lot coverage and elements of design (building materials and setbacks) are those of the RM District unless specified below.

Impervious Surface Coverage: 2.63 acres (40%)

\*permeable pavers may be used toward meeting impervious surface coverage requirements

Density: 162 units, 22.78/acre

Setback from outer property line – 15'

Permitted Uses – Single family detached, single family attached, rowhouses, townhomes (no more than 16 units in a building)

Building Materials: Fiber cement horizontal lap siding, fiber cement vertical board and batten, asphalt roof shingles, vinyl windows, limestone, brick, or masonry

\*Dwelling Unit Equivalents are calculated using the following breakdown: 4 bedroom unit (1.5 units), 3 bedroom unit (1.0 unit), 2 bedroom unit with <950 sq ft (.66 of a unit), 1 bedroom unit with <700 sq ft (.25 of a unit)





6

162 100%

TOTAL

## Area C

Area C is a multi-family residential area which could include limited commercial on the first floor. This area can be apartment or condominiums as set forth in the standards for Residential High-Density (RH) District of the Unified Development Ordinance. Allowable use will include up to 113 dwelling units and up to 1,700 square feet of commercial space allowing for coffee/tea sales, food/snack sales and other retail sales. This Area will allow for up to 65-feet in building height. Other specific standards with respect to lot size, lot coverage and elements of design (building materials and setbacks) are those of the RH District unless specified below. This area is approximately 13.54 acres.

Impervious Surface Coverage: 1.56 acres (12%)

\*permeable pavers may be used toward meeting impervious surface coverage requirements

Density: 113 units, 8.35/acre

Setback from outer property line - 15'

Permitted Uses – Multifamily dwellings and the following commercial uses: antique sales, apparel and shoe sales, art gallery, artists studio, arts/craft/hobby store, barber/beauty shop, bicycle sales/service, bookstore, brewpub, business/professional office, community center, computer sales, convenience store (without gas), copy center, day care center, drugstore, fitness/training studio, florist, garden shop, gift shop/boutique, government office, grocery store/supermarket, hardware store, health spa, jewelry shop, library, medical clinic, museum, music/media sales, musical instrument sales, pet grooming, pet store, photography studio, police/fire/rescue station, recreation center, restaurant, restaurant (limited service), retail (low intensity), school, shoe repair, social services, sporting goods sales, veterinary clinic, video rental

Building Materials: Fiber cement horizontal lap siding, fiber cement vertical board and batten, asphalt roof shingles, vinyl windows, limestone, brick, or masonry

\*Dwelling Unit Equivalents are calculated using the following breakdown: 4 bedroom unit (1.5 units), 3 bedroom unit (1.0 unit), 2 bedroom unit with <950 sq ft (.66 of a unit), 1 bedroom unit with <700 sq ft (.25 of a unit)

Area C Site Plan and Unit Breakdown included on next page.





 HIGHER DENSITY MULTIFAMILY
(105.5) DUE UNITS, (261) BEDS
(1.74) DUE UNITS PER ACRE
(13) SURFACE PARKING SPACES
(22) GARAGE PARKING SPACES

AREA C UNIT MIX -

1 BED	12	10.6%
2 BED	57	50.4%
3 BED	41	36.3%
4 BED	з	2.7%
TOTAL	113	100%

## Area D

Area D is a cottage or duplex residential area. This area could be apartments or condominiums (1-6 units per building) as set forth in the standards of the Residential Multifamily (RM) District of the Unified Development Ordinance of the City of Bloomington. This area is approximately 11.13 acres and is intended to include approximately 112 dwelling units which could be under single or individually ownership but are currently planned as rental units. Specific standards with respect to lot size, lot coverage and elements of design (building materials and setbacks) are those of the RM District unless specified below.

Impervious Surface Coverage: 5.44 acres (49%)

\*permeable pavers may be used toward meeting impervious surface coverage requirements

Density: 112 units, 10.06/acre

Setback from outer property line – 15'

Permitted Uses – Single family attached dwelling

Building Materials: Fiber cement horizontal lap siding, fiber cement vertical board and batten, asphalt roof shingles, vinyl windows, limestone, brick, or masonry

\*Dwelling Unit Equivalents are calculated using the following breakdown: 4 bedroom unit (1.5 units), 3 bedroom unit (1.0 unit), 2 bedroom unit with <950 sq ft (.66 of a unit), 1 bedroom unit with <700 sq ft (.25 of a unit)



Exhibit A





MULTISTORY BUILDING PARKING LEVEL (LVL O)



MULTISTORY BUILDING CLUBHOUSE LEVEL (LVL 1)



MULTISTORY BUILDING TYPICAL UPPER LEVEL (LVLS 2-4)

COTTAGES -	106.75 UNITS (32.5%)
TOWNHOMES -	116.25 UNITS (35.4%)
HIGHER DENSITY -	105.5 UNITS (32.1%)
TOTAL APARTMENTS -	328.5 DUE UNITS (100%)

#### AREA B/C/D UNIT MIX -

1 BED	108	27.91%
2 BED	165	42.64%
3 BED	69	17.82%
4 BED	45	11.63%
TOTAL	387	100%

		(123) SURFACE PARKING SPACES
REA C	-	HIGHER DENSITY MULTIFAMILY (105.5) DUE UNITS, (261) BEDS (7.79) DUE UNITS PER ACRE (13) SURFACE PARKING SPACES (82) GARAGE PARKING SPACES
REA D	-	COTTAGES (DUPLEXES) (12) TOWNHOUSES (106) COTTAGES (108.5) DUE UNITS, (309) BEDS (9.75) DUE UNITS PER ACRE (240) SURFACE PARKING SPACES

TOTAL -	(328.5) DUE UNITS, (825) BEDS
	(45) SINGLE FAMILY LOTS
PARKING -	(458) SPACES PROVIDED

#### WEST 17TH STREET BLOOMINGTON, INDIANA

STUDIO M ARCHITECTURE AND PLANNING PROJECT NUMBER - 19014 DECEMBER 30, 2019



SITE AREAS



AREA A - SINGLE FAMILY (45) LOTS 40'X105', .10 ACRE TYPICAL LOT (5.91) UNITS PER ACRE

PROJECT BREAKDOWN	
COTTACEC	1/

COTTAGES -	106.75 UNITS (32.5%)
TOWNHOMES -	116.25 UNITS (35.4%)
HIGHER DENSITY -	105.5 UNITS (32.1%)
TOTAL APARTMENTS -	328.5 DUE UNITS (100%)

WEST 17TH STREET BLOOMINGTON, INDIANA

STUDIO M ARCHITECTURE AND PLANNING PROJECT NUMBER - 19014 DECEMBER 30, 2019

18



#### SITE AREAS



AREA B - TOWNHOUSES (92.75) DUE UNITS, (255) BEDS (13.05) DUE UNITS PER ACRE (123) SURFACE PARKING SPACES

#### AREA B UNIT MIX -1 BED 70 43.2% 2 BED 70 43.2% 3 BED 16 9.9% 4 BED 6 3.7% TOTAL 162 100%

#### PROJECT BREAKDOWN

COTTAGES -	106.75 UNITS (32.5%)
TOWNHOMES -	116.25 UNITS (35.4%)
HIGHER DENSITY -	105.5 UNITS (32.1%)
TOTAL APARTMENTS -	328.5 DUE UNITS (100%)

#### WEST 17TH STREET BLOOMINGTON, INDIANA

STUDIO M ARCHITECTURE AND PLANNING PROJECT NUMBER - 19014 DECEMBER 30, 2019

19





SITE AREAS

AREA C UNIT MIX -1 BED 12 10.6% 2 BED 57 50.4% 3 BED 41 36.3% <u>4 BED 3 2.7%</u> TOTAL 113 100%

PROJECT BREAKDOWN	
COTTAGES -	106.75 UNITS (32.5%)
TOWNHOMES -	116.25 UNITS (35.4%)
HIGHER DENSITY -	105.5 UNITS (32.1%)
TOTAL APARTMENTS -	328.5 DUE UNITS (100%,

WEST 17TH STREET BLOOMINGTON, INDIANA

STUDIO M ARCHITECTURE AND PLANNING PROJECT NUMBER - 19014 DECEMBER 30, 2019



#### SITE AREAS



AREA D - COTTAGES (DUPLEXES) (12) TOWNHOUSES (106) COTTAGES (108.5) DUE UNITS, (309) BEDS (9.75) DUE UNITS PER ACRE (240) SURFACE PARKING SPACES

### AREA $\ensuremath{\mathcal{D}}$ UNIT MIX -

1 BED	26	23.2%
2 BED	38	33.9%
3 BED	12	10.7%
4 BED	36	32.2%
TOTAL	112	100%

#### PROJECT BREAKDOWN

COTTAGES -	106.75 UNITS (32.5%)	
TOWNHOMES -	116.25 UNITS (35.4%)	
HIGHER DENSITY -	105.5 UNITS (32.1%)	
TOTAL APARTMENTS -	328.5 DUE UNITS (100%)	

WEST 17TH STREET BLOOMINGTON, INDIANA

STUDIO M ARCHITECTURE AND PLANNING PROJECT NUMBER - 19014 DECEMBER 30, 2019

## Trinitas Development ("Petitioner") Response to:

Bloomington Environmental Commission (EC) Memorandum dated December 9, 2019

Re: PUD-13-18: W. 17<sup>th</sup> Street, Trinitas Development, west side, 1550 N. Arlington Park Drive

## EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE:

 IMPERVIOUS SURFACE COVERAGE: The EC states that, "Some Site Areas are over (Areas B and D) their impervious surface coverage maximum and some are under (Areas A and C). However, according to the DO the entire site comes out to be 64.6% impervious surface coverage and the EC believes that is too much."

**Trinitas Response:** The total impervious surface area for the entire site equals 32%, leaving 68% of the site pervious (includes protected open/green space). Since the 12-9-19 PC hearing, the Petitioner has revised the site plan to include additional protected open/green space (i.e., pervious surface) by increasing the width along I-69 to 50', with the exception of two (2) locations identified on the site plan. Trinitas has also added a 50' protected green strip along the east edge of Area A. This has increased the overall protected area (open/green space) to 14.62 acres.

The revised impervious surface areas in areas A, B, C and D as shown on our petitioner documents as follows:

- a.) <u>Area A</u> consist of 7.61 acres. The underlying zone is R-4 allowing 40% impervious area. Final impervious surface area will be determined by the City and individual homeowners.
- b.) Area B consist of 7.11 acres. The underlying zone is RM allowing 40% impervious area. The proposed impervious surface area is 36%.
- c.) Area C consist of 13.54 acres. The underlying zone is RH allowing 50% impervious area. The proposed impervious surface area is 12%.
- d.) <u>Area D</u> consist of 11.13 areas. The proposed underlying zone is RM allowing 40% impervious surface area. The proposed impervious surface area is 49%. Petitioner is asking for an exception in this Area since the overall site impervious area is very low.
- 2.) **BLOOMINGTON HABITAT CONNETIVITY PLAN:** The EC recommends that the Petitioner preserve and enhance all the contiguous areas of high-quality wooded areas and the riparian buffers, at least as much as the UDO standards require.

**Trinitas Response**: The proposed plan does preserve the areas of high-quality wooded areas which are located in the northern portion of the property extending west then south to the southwest corner of the property. This is a significant contiguous area and will be placed in a protective conservancy/open space easements As requested, Trinitas did expand the 30-foot buffer along I-69 to 50-feet, with exception of two (2) 150-foot sections to accommodate the building and ball court as shown on the Area C site plan. Also, the revised petition created a 50-foot wide buffer along the east edge of Area A.

Furthermore, the environmental study conducted by Red Wing Environmental located three (3) intermittent streams and 5 low quality wetland areas. The intermittent streams and wetlands are in the previously mentioned future conservancy easements. The 5 wetland areas have also been protected in accordance with the UDO setback requirements.

3.) TREE AND FOREST HABITAT PRESERVATION: The EC recommends more space should be set aside as conservation easement.

**Trinitas Response**: As stated in the Trinitas responses above, 14.62 acres of the site is protected by the proposed conservancy easements equaling 37.19% of the site. This is in addition to a dedicated recreation area in Area A and the open/green space provided in areas B, C and D. Over the entire project site, 68% will be pervious.

**4.) HIGHWAY BEFFER WIDTH:** The EC believes the 30-feet of buffer along I-69 is not wide enough for habitat connectivity.

**Trinitas Response:** See Trinitas Response to #2 above.

5.) INVASIVE SPECIES: The EC recommends removal of invasive plant species.

**Trinitas Response:** The invasive species will be removed from the site and a maintenance plan adopted to assure its removal.

**6.)** LOW IMPACT DEVELOPMENT: The EC recommends that the development plan include state-ofthe-art Low Impact Development (LID) best practices.

**Trinitas Response:** Small scale bio retention areas have been added to Area B and Area D to facilitate water quality and retention on a localized basis. There a total of 4 facilities in Area B and three facilities in Area D.

**7.) GREEN BUILDING:** The EC recommends that a commitment is made for incorporating environmentally sustainable green building and site design features.

**<u>Trinitas Response</u>**: A number of sustainable building initiatives have been included in the PUD narrative under Sustainability Initiatives.

**8.) NATIVE PLANTS:** The EC recommends the Petitioner change the street trees to offer more diversity of native trees.

**<u>Trinitas Response</u>**: The district ordinance will be amended to specify only native species. The street tree species will be amended during final plan approval and use only species approved by the Urban Forester.

## 9.) ALLOW CLOTHES LINES

**<u>Trinitas Response</u>**: Trinitas will continue to explore utilizing clotheslines onsite with our internal Property Management team.

## **10.)STATE AND FEDERAL PERMITS**

<u>Trinitas Response</u>: State and Federal permits from IDEM, IDNR and USCOE are anticipated to be required and will be obtained prior to city permits being issued.

## **11.)ADDITIONAL QUESTIONS TO BE ADDRESSED BY PETITIONER.**

## Trinitas Response:

- A. Amenities on site will be for Trinitas residents. However, Trinitas continues to explore options with our internal Property Management group to determine a way to allow residents of Area A to access amenities without compromising the safety and security of Trinitas residents. Potential options may include membership applications with background screenings and the issuance of security cards to active members only.
- B. The proposed first phase of construction will include Area C and D along with the infrastructure and platting of area A with connection to Arlington Road. The Petition does not plan to halt work after Phase 1.
- C. The buffer strip along I-69 will be as described in Trinitas Reponses to #2 above.
- D. The Duke easement is 100 feet wide and will be landscaped in accordance with their rule for allowed vegetation. This area will not be developed except for a parking strip shown on the plans. The remainder will be useable for non-structured recreational purposes.
- E. Trinitas will hire Bloomington Transit to create a new, daily weekday bus route pursuant to the enclosed proposal.
- F. Trinitas will continue to work to determine the best late night and weekend ridership option for its residents.
- G. There are 458 parking spaces provided.
- H. There are 12 EV charging stations provided.
- I. The 3<sup>rd</sup> location has been identified on the updated drawings.
- J. The site plan currently shows one trash and recycling area each for Areas B, C, and D.
- K. Energy Star qualified appliances use approximately 10-50% less energy and water than standard models.
- L. Examples of low VOC products that will be incorporated into design include: flooring with low VOC adhesives, insulation, sealants, and paints. Trinitas will continue to research how these products compare to those not classified as low VOC.
- M. Trinitas' Purchasing Department will create documentation for subcontractors on bid forms noting that 10% of building materials are required to be sourced and manufactured regionally. Subcontractors will provide ongoing documentation to Trinitas satisfying these requirements, which can be passed along as requested.
- N. Duke Energy's program is intended for new construction buildings over 100,00 square feet. However, Trinitas will continue to look at ways to provide energy efficiency in the design of all buildings.









## Route 10 Alt. 1 Service to Chandler's Glen & IU Campus

Service to be provided by 40' ADA-accessible bus

Final cost subject to review and adjustment 6 months prior to project startup.

Final proposal subject to approval by BT Board of Directors

## 2021-2022 Direct Operating Costs Operator, mechanic wages & benefits Parts, tools Fuel, fluids







## **Traffic Impact Study**

## **Proposed Housing Development**

## 17<sup>th</sup> Street and Arlington Road

**Bloomington**, IN

Prepared for

Bynum Fanyo and Associates

## Ву

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



12/30/2019

December 2019



Arlington Road Development Traffic Impact Study West 17<sup>th</sup> Street Page 1

## INTRODUCTION

Two parcels totaling 34.48 acres have been acquired for a residential development known as "Arlington Road Development." The Arlington Road Development proposes a mixture of residential uses – 328 townhouses (duplexes) and 45 single-family homes. The single-family rental homes are intended to be rentals but may also be owner-occupied. The development will be located north of 17<sup>th</sup> Street between Crescent Road and Lindberg Drive. This Traffic Impact Study is being prepared at the request of Bynum Fanyo and Associates, the primary site civil engineering firm working for Trinitas Ventures LLC on this proposed development.

## PURPOSE & NEED

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

- The existing 17<sup>th</sup> Street/Arlington Park Drive intersection;
- The proposed 17<sup>th</sup> Street/West Entrance Roadway intersection;
- The proposed Arlington Road/East Entrance Roadway intersection;

The specific study objectives are as follows:

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

The existing roundabout intersection of 17th Street/Arlington road was not included as part of this study as it was still being used as part of the overall construction detours of the adjacent I-69 freeway project. And the roundabout could not be added for the updated report as 17<sup>th</sup> Street has been closed for construction in 2019/2020. Any evaluation of existing traffic volumes at that intersection would not be appropriate for evaluating future traffic operations as traffic patterns are currently artificial and not typical.

## ZONING

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

32



Arlington Road Development Traffic Impact Study West 17<sup>th</sup> Street Page 2

## SITE PLAN

**Figure 1 – Site Plan (Page 4)** provides a scaled drawing of the proposed development plan, which illustrates the location of the site access driveways, the lot layout, and other amenities. The proposed development will have two site access roadways along the north side of 17<sup>th</sup> Street and one site access roadway along the west side of Arlington Road. The access roadways along the north side of 17<sup>th</sup> Street include the existing 17<sup>th</sup> Street/Arlington Park Drive intersection and a proposed site access roadway (referred to as the West Entrance Roadway) which is located approximately 350 feet west of Arlington Park Drive. 17<sup>th</sup> Street is a two-lane east/west minor arterial roadway and Arlington Park Drive is a two-lane north/south neighborhood collector roadway. Arlington Park Drive is an existing privately-maintained road. The West Entrance Roadway will be a two-lane north/south roadway. The 17<sup>th</sup> Street/Arlington Park Drive intersection and the proposed 17<sup>th</sup> Street/West Entrance Roadway will be full access intersections; allowing left-in, right-in, left-out, and right-out.

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

## **DEVELOPMENT PHASING AND TIMING**

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

## **STUDY AREA**

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

## Area of Significant Traffic Impact

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

- The existing 17<sup>th</sup> Street/Arlington Park Drive intersection;
- The proposed 17<sup>th</sup> Street/West Entrance Roadway intersection;
- The proposed Arlington Road/East Access Roadway intersection;

## Influence Area

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



Arlington Road Development Traffic Impact Study West 17<sup>th</sup> Street Page 3

## SITE ACCESSIBILITY

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

## **TRAFFIC VOLUMES**

17<sup>th</sup> Street has an estimated 2018 average daily traffic (ADT) of 11,050 vehicles a day. The ADT values for 17<sup>th</sup> street are based on projected traffic from the I-69 Section 5 Technical Provisions. The ADT on Arlington Road is 14,460 vehicles a day and is based on the same study. Traffic counts for the study were not taken due to detouring related to I-69 at 2<sup>nd</sup> Street and 3<sup>rd</sup> Street and various City and County closures and traffic restrictions in Bloomington. As a result, 17<sup>th</sup> Street was experiencing a high volume of traffic which would have constituted an inaccurate portrayal of traffic on 17<sup>th</sup> Street. For this report update, counts could not be retaken due to the closure of 17<sup>th</sup> Street between Crescent Road and Monroe Street in 2019 for road reconstruction. The closure has extended to 2020.

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

## PHYSICAL CHARACTERISTICS

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

• <u>17<sup>th</sup> Street</u>

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

<u>Arlington Road</u>

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

## EXPECTED TRIPS

Based on the proposed land uses provided by the developer and noted above, trip generation was estimated for 328 townhomes using ITE Trip Generation (10<sup>th</sup> Edition) Land Use Code (LUC) 220 – Multifamily Housing (Low-Rise), and 45 detached homes using LUC 210 – Single Family Detached Housing. The proposed Arlington Road Development is expected to generate 2,828 daily vehicle trips, 185 AM Peak Hour vehicle trips, and 229 Peak Hour vehicles trips at full build-out. See **Table 1** below trips to be generated by the proposed development.

34


	١	Neekday Trips	5
Time Period	Single Family	Multifamily Housing (Low-Rise)	Total
Average Daily, Inbound (vtpd)	213	1,201	1,414
Average Daily, Outbound (vtpd)	213	1,201	1,414
Total Daily	426	2,402	2,828
AM Peak Hour, Inbound (vtph)	9	35	43
AM Peak Hour, Outbound (vtph)	26	116	142
Total AM Peak	34	151	185
PM Peak Hour, Inbound (vtph)	28	116	144
PM Peak Hour, Outbound (vtph)	17	68	85
Total PM Peak	45	184	229

# **TABLE 1 - Projected Site Generated Trips**

vtpd - vehicle trips per day, vtph - vehicle trips per hour



Figure 1 – Site Plan





38

#### PASS-BY TRAFFIC

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

### **DIRECTIONAL DISTRIBUTION**

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

#### SITE TRAFFIC ASSIGNMENTS

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

#### **TOTAL TRAFFIC**

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

#### TRAFFIC AND IMPROVEMENT ANALYSIS

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

### AUXILIARY LANES WARRANTS

#### EB Left-turn Lane at the West Entrance Roadway

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

#### WB Right-turn Lane at the West Entrance Roadway

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

#### EB Left-turn Lane at Arlington Park Drive

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



#### WB Right-turn Lane at Arlington Park Drive

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

#### NB Left-turn Lane at the East Access Roadway

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

#### SB Right-turn Lane at the East Access Roadway

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

 Table 2 shows a summary of the turn lanes warranted at the study intersections.

Intersection	Direction	Turn Treatment Warranted
17th St./West Entrance Rdwy.	EB	Left Turn Lane
17th St./West Entrance Rdwy.	WB	Not Warranted
17th Street/Arlington Park Dr.	EB	Left Turn Lane
17th Street/Arlington Park Dr.	WB	Not Warranted
Arlington Rd./East Access Rdwy.	NB	Left Turn Lane
Arlington Rd./East Access Rdwy.	SB	Not Warranted

### **TABLE 2 - Turn Lane Warrants**

### LEVEL OF SERVICE – ROADWAY INTERSECTIONS FOR STUDY HORIZON YEAR 2021

Analysis of future intersection operations with the project was conducted for the weekday AM and PM peak hours using the nationally accepted methodology set forth in the *Highway Capacity Manual*, Transportation Research Board, 6<sup>th</sup> Edition. The computer software HCS7 (Highway Capacity Software) was utilized to calculate the levels of service for individual movements.

Level of service (LOS) is a qualitative measure of the traffic operations at an intersection or on a roadway segment. Level of service is ranked from LOS A, which signifies little or no congestion and is the highest rank, to LOS F, which signifies congestion and jam conditions. LOS C or D is typically considered adequate operation at signalized and unsignalized intersections in urban areas. LOS E or F may also be experienced in urban areas during peak hours where minor approaches are STOP controlled at major arterial roadways.

**Table 3** shows the expected weekday peak hour LOS for the study intersections in 2021, with the project. Complete capacity calculations are provided in the appendix.

### TABLE 3 – 2021 Peak Hour LOS, With Project



	2	021 Wit	th Pro	ject
Intersection	AM	Peak	PM	Peak
	LOS	Delay	LOS	Delay
Un-Signalized Intersections:				
17th Street/West Entrance Driveway				
Eastbound Left	А	9.4	А	9.6
Southbound Left	Е	45.2	Е	45.3
Southbound Right	С	15.1	В	14.7
17th Street/Arlington Park Drive				
Eastbound Left	А	9.4	А	9.6
Southbound Left	Е	44.7	Е	45.3
Southbound Right	В	14.8	В	14.9
Arlington Road/East Entrance Driveway				
Eastbound Left	E	49.8	Е	49.1
Eastbound Right	С	15.5	С	15.3
Northbound Left	А	9.6	А	9.7

Delay - seconds per vehicle

**Table 3** shows that both study intersections on 17<sup>th</sup> Street are expected to experience a LOS E for the southbound left turn movements outs of the project site. These delays are due to the high volume of eastbound/westbound traffic on 17<sup>th</sup> Street during the peak hours leaving an inadequate number of gaps for site traffic to turn into. Similarly, the eastbound left turn movement at the intersection of Arlington Road/East Entrance Roadway is expected to experience a LOS E during the 2021 peak hours due to the high northbound/southbound traffic volumes on Arlington Road. Considering the low volume of vehicles exiting the site during the weekday peak hours, the LOS delay is expected to be contained within the project site, and not impact traffic operations on Arlington Road and 17<sup>th</sup> Street. **Table 3** also shows that all traffic movements on Arlington Road and 17<sup>th</sup> Street are expected to operate at adequate LOS A during the 2021 weekday peak hours, with the project.



Figure 2 – 2021 – Site Traffic Assignments



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Arlington Road Development Traffic Impact Study West 17th Street



Transportation • Rail/Transit • Environmental/Landscape • Energy • Survey • Subsurface Utility Engineering



Figure 3 – 2021 Total Traffic Assignments



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Arlington Road Development Traffic Impact Study West 17th Street





#### TRAFFIC SAFETY

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

### PEDESTRIAN CONSIDERATIONS

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

#### TRAFFIC CONTROL NEEDS

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

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

### **CONCLUSION & RECOMMENDATIONS**

The 17<sup>th</sup> Street PUD project is anticipated to generate an additional 185 and 229 vehicle trips during the 2021 AM and PM peak hours, respectively.

Based on the projected traffic volumes on 17<sup>th</sup> Street and Arlington Road, combined with the number of vehicles turning left into the site, left turn lanes are warranted at all three site intersections.

Based on the intersection capacity analysis, the left turn movements out of the project site are expected to experience a LOS E during the weekday peak hours. These delays are due to an insufficient number of gaps on Arlington Road and 17<sup>th</sup> Street for site traffic to turn into. Considering the low number of vehicles expected during 2021 weekday peak hours, this delay is not anticipated to impact site circulation, or vehicles turning right out of the site. All traffic movements on 17<sup>th</sup> Street and Arlington Road are expected to operate at a LOS A during the 2021 weekday peak hours.

### TRAFFIC SAFETY RECOMMENDATIONS

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

45



### TRAFFIC CONTROL RECOMMENDATIONS

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

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



## **APPENDIX A**

Right Turn Lane Guidelines for Two-Lane Roadways Left Turn Lane Guidelines HCS Analysis

47



# **LEFT TURN LANE GUIDELINES<sup>9</sup>**

Hourty Left-Turn Volume (vehicles)



# **RIGHT TURN LANE GUIDELINES FOR TWO-LANE ROADS<sup>9</sup>**

		Н	CS7	Two-	Way	' Stop	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	n						
Analyst	AZTE	С					Inters	ection			17th 9	St/Arling	ton Park	Dr		
Agency/Co.							Jurisd	liction			City o	f Bloom	ngton			
Date Performed	12/20	/2019					East/\	Nest Stre	eet		17th 9	Street				
Analysis Year	2021						North	/South S	Street		Arling	ton Park	Dri			
Time Analyzed	AM P	k Hr - W	ith Proje	ct			Peak	Hour Fac	ctor		0.90					
Intersection Orientation	East-	Nest					Analy	sis Time	Period (	hrs)	0.25					
Project Description																
Lanes																
				2 4 1 1 4 P C		or Street: Ea		4 4 4 4 4 4 4								
Vehicle Volumes and A	djustme															
Approach		Eastb				West	_			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1

Number of Lanes	0	1	1	0	0	0	1	0		0	0	0	1	0	1
Configuration		L	Т					TR					L		R
Volume (veh/h)		8	711				693	7					25		25
Percent Heavy Vehicles (%)		3											3		3
Proportion Time Blocked															
Percent Grade (%)		-	-				-	-					(	0	
Right Turn Channelized													Ν	lo	
Median Type   Storage				Undi	vided										
Critical and Follow-up Ho	eadwa	ys							-						
Base Critical Headway (sec)		4.1											7.1		6.2
Critical Headway (sec)		4.13											6.43		6.23
Base Follow-Up Headway (sec)		2.2											3.5		3.3
Follow-Up Headway (sec)		2.23											3.53		3.33
Delay, Queue Length, and	d Leve	l of Se	ervice												
Flow Rate, v (veh/h)		9											28		28
Capacity, c (veh/h)		834											118		397
v/c Ratio		0.01											0.24		0.07
95% Queue Length, Q <sub>95</sub> (veh)		0.0											0.9		0.2
Control Delay (s/veh)		9.4											44.7		14.8
Level of Service (LOS)		A											E		В

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0.1

Approach Delay (s/veh)

Approach LOS

HCSTM TWSC Version 7.8.5 17th St-Arlington 2021 AM W .xtw Generated: 12/20/2019 9:04:08 AM

29.7

D

		Η	CS7	Two-	Way	Stop	o-Co	ntrol	Rep	ort _						
General Information							Site	Inform	natior	n						
Analyst	AZTE	2					Inters	ection			17th 9	St/Arling	ton Park	Dr		
Agency/Co.							Jurisd	liction			City o	f Bloomi	ngton			
Date Performed	12/20	/2019					East/\	Nest Stre	eet		17th 9	Street				
Analysis Year	2021						North	/South S	Street		Arling	ton Park	Drive			
Time Analyzed	PM P	k Hr - W	ith Proje	ct			Peak	Hour Fac	tor		0.90					
Intersection Orientation	East-\	Vest					Analy	sis Time	Period (I	nrs)	0.25					
Project Description																
Lanes																
				J 4 1 7 4 5 6 9				ት ት የ ቡ								
					<mark>ាំ ។</mark> Majo	or Street: Ea	st-West									
Vehicle Volumes and Ac	ljustme	nts			n f	or Street: Ea	st-West									_
Vehicle Volumes and Ac Approach	ljustme		ound		n 1	or Street: Ea	st-West			North	oound			South	bound	
	djustme		ound T	R	רו אין	or Street: Ea	st-West	R	U	North	oound T	R	U	South	bound T	R
Approach	1	Eastb		R 3	Majo	West	st-West Dound	R 6	U			R 9	U			
Approach Movement	U	Eastb L	Т		Majo	Westl	st-West		U	L	Т		U	L	Т	12
Approach Movement Priority	U 1U	Eastb L 1	T 2	3	U 4U	Westl	oound T 5	6	U	L 7	T 8	9	U	L 10	T 11	12 1
Approach Movement Priority Number of Lanes	U 1U	Eastb L 1	T 2 1	3	U 4U	Westl	oound T 5	6 0	U	L 7	T 8	9	U	L 10 1	T 11	R 12 1 R 15
Approach Movement Priority Number of Lanes Configuration	U 1U	Eastb L 1 1 L	T 2 1 T	3	U 4U	Westl	oound T 5 1	6 0 TR	U	L 7	T 8	9	U	L 10 1 L	T 11	12 1 R

Percent Heavy vehicles (%)		2									3		5
Proportion Time Blocked													
Percent Grade (%)		-	-	-		-					(	)	
Right Turn Channelized											Ν	lo	
Median Type   Storage				Undi	vided					-			
Critical and Follow-up H	eadwa	ys						-					
Base Critical Headway (sec)		4.1									7.1		6.2
Critical Headway (sec)		4.13									6.43		6.23
Base Follow-Up Headway (sec)		2.2									3.5		3.3
Follow-Up Headway (sec)		2.23									3.53		3.33
Delay, Queue Length, an	d Leve	l of Se	ervice										
Flow Rate, v (veh/h)		29									17		17
Capacity, c (veh/h)		805									106		381
v/c Ratio		0.04									0.16		0.04
95% Queue Length, Q <sub>95</sub> (veh)		0.1									0.5		0.1
Control Delay (s/veh)		9.6									45.3		14.9
Level of Service (LOS)		A									E		В
Approach Delay (s/veh)		0	.3								30	).1	

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Approach LOS

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D

		General Information Site Information												
General Information		Site Information												
Analyst	AZTEC	Intersection	17th St/W. Entrance Dwy											
Agency/Co.		Jurisdiction	City of Bloomington											
Date Performed	12/20/2019	East/West Street	17th Street											
Analysis Year	2021	North/South Street	West Entrance Driveway											
Time Analyzed	AM Pk Hr - With Project	Peak Hour Factor	0.90											
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25											
Project Description		· · · · ·												
Lanes														
	14 4 7 4 A 4 7 4 4 7 4 4 7 4 4 7 4 4 7 4 7													

지 역 추 Y 수 추 / Major Street: East-West

# Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1	
Configuration		L	Т					TR						L		R	
Volume (veh/h)		8	693				710	8						26		26	
Percent Heavy Vehicles (%)		3												3		3	
Proportion Time Blocked																	
Percent Grade (%)		1									1		0				
Right Turn Channelized														Ν	lo		
Median Type   Storage				Undi	vided												
Critical and Follow-up H	eadwa	ys															
Base Critical Headway (sec)		4.1												7.1		6.2	
Critical Headway (sec)		4.13												6.43		6.23	
Base Follow-Up Headway (sec)		2.2												3.5		3.3	
Follow-Up Headway (sec)		2.23												3.53		3.33	
Delay, Queue Length, an	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)		9												29		29	
Capacity, c (veh/h)		820												118		387	
v/c Ratio		0.01												0.25		0.07	
95% Queue Length, Q <sub>95</sub> (veh)		0.0												0.9		0.2	
Control Delay (s/veh)		9.4												45.2		15.1	
Level of Service (LOS)		А												E		С	
Approach Delay (s/veh)		0	.1				-			-	-		30.1				
Approach LOS														D			

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HCSTM TWSC Version 7.8.5 17th St-West Entrance 2021 AM W .xtw Generated: 12/20/2019 8:56:46 AM

HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	AZTEC	Intersection	17th St/W. Entrance Dwy							
Agency/Co.		Jurisdiction	City of Bloomington							
Date Performed	12/20/2019	East/West Street	17th Street							
Analysis Year	2021	North/South Street	West Entrance Driveway							
Time Analyzed	PM Pk Hr - With Project	Peak Hour Factor	0.90							
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25							
Project Description										
Lanes										



# Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	Т					TR						L		R
Volume (veh/h)		26	711				700	26						15		15
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)						-		-			-			(	)	
Right Turn Channelized														Ν	lo	
Median Type   Storage				Undi	vided								-			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	Τ	29												17		17
Capacity, c (veh/h)		814												106		387
v/c Ratio		0.04												0.16		0.04
95% Queue Length, Q <sub>95</sub> (veh)		0.1												0.5		0.1
Control Delay (s/veh)		9.6												45.3		14.7
Level of Service (LOS)		A												E		В
Approach Delay (s/veh)		0	.3										. 30	).0		
Approach LOS											D					

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HCSTM TWSC Version 7.8.5 17th St-West Entrance 2021 PM W .xtw Generated: 12/20/2019 8:45:26 AM

HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	AZTEC	Intersection	Arlington Road/E Entrance								
Agency/Co.		Jurisdiction	City of Bloomington								
Date Performed	12/20/2019	East/West Street	East Entrance Roadway								
Analysis Year	2021	North/South Street	Arlington Road								
Time Analyzed	AM Pk Hr - With Project	Peak Hour Factor	0.90								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description		·	•								
Lanes											
	14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 J 4 本人 人 人 人 人 人 人 人 人 人 人 人 人 人 人									



## Vehicle Volumes and Adjustments

Approach	Eastbound			Westbound			Northbound					Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	Т					TR
Volume (veh/h)		20		20						6	750				750	6
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undiv				rided								-			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	T	22		22						7						
Capacity, c (veh/h)		102		365						791						
v/c Ratio	1	0.22		0.06						0.01						
95% Queue Length, Q <sub>95</sub> (veh)	1	0.8		0.2						0.0						
Control Delay (s/veh)		49.8		15.5						9.6						
Level of Service (LOS)	1	E		С						А						
Approach Delay (s/veh)		32.6							0.1							
Approach LOS		D														

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HCS TWSC Version 7.8.5 Arlington-East Entrance 2021 AM W .xtw Generated: 12/20/2019 8:51:41 AM

HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	AZTEC	Intersection	Arlington Road/E Entrance								
Agency/Co.		Jurisdiction	City of Bloomington								
Date Performed	12/20/2019	East/West Street	East Entrance Roadway								
Analysis Year	2021	North/South Street	Arlington Road								
Time Analyzed	PM Pk Hr - With Project	Peak Hour Factor	0.90								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description											
Lanes											
	4 7 4 4 7 4 7 4 7 7 4 7 4 7 4 7 4 7 4 7										



# Vehicle Volumes and Adjustments

Approach	Eastbound			Westbound				North	bound		Southbound					
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	Т					TR
Volume (veh/h)		12		12						20	750				750	20
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized	No															
Median Type   Storage	Undi				<i>i</i> ided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		13		13						22						
Capacity, c (veh/h)		95		361						780						
v/c Ratio		0.14		0.04						0.03						
95% Queue Length, Q <sub>95</sub> (veh)		0.5		0.1						0.1						
Control Delay (s/veh)		49.1		15.3						9.7						
Level of Service (LOS)		E		С						A						
Approach Delay (s/veh)		32.2							0.3					-		
Approach LOS		D														







# Neighborhood Residential Background and Intent

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

# Urban Services

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

# Site Design

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

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



# Land Use Development Approvals

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

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

# Urban Village Center Background and Intent

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

# Urban Services

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

# Site Design

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