

# CITY OF BLOOMINGTON



## PLAN COMMISSION

June 8, 2020 @ 5:30 p.m.

Zoom Meeting:

<https://bloomington.zoom.us/j/96487095282>

**CITY OF BLOOMINGTON  
PLAN COMMISSION  
June 8, 2020 at 5:30 p.m.**

**❖City Council Chambers – Room #115**

**ROLL CALL**

**MINUTES TO BE APPROVED:** April 2020

**REPORTS, RESOLUTIONS AND COMMUNICATIONS:**

Sign Fee Amendment

**PETITIONS CONTINUED TO:** July 13, 2020

SP-11-20      **Johnson Creamery**  
400 W. 7<sup>th</sup> Street  
Request: Site plan approval to allow the construction of a mixed-use building with 58 dwelling units.  
Case manager: Eric Greulich

**PETITIONS:**

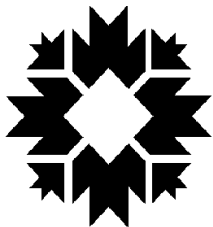
PUD-10-20      **Habitat for Humanity**  
700 W. Guy Ave.  
Request: An amendment to the preliminary plan and district ordinance for the Thomson PUD to add 8.46 acres to allow 70 single family lots. Also requested is delegation of final approval to staff.  
Case manager: Eric Greulich

PUD-12-20      **Trinitas Ventures**  
1550 N. Arlington Park Dr.  
Request: PUD final plan approval to allow the construction of 337 dwelling units and 45 single family lots. Also requested is preliminary plat approval of a 51-lot subdivision.  
Case manager: Eric Greulich

**\*\*Next Meeting July 13, 2020**

**Last Updated: 6/5/2020**

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



**CITY OF BLOOMINGTON  
LEGAL DEPARTMENT  
MEMORANDUM**

This memorandum may contain confidential information. If you are not the intended recipient of this memorandum, you may not read, disclose, copy, or distribute this memorandum.

**TO: Plan Commission**  
**FROM: Michael Rouker, City Attorney**  
**RE: Waiving Fees – Sign Applications**  
**DATE: June 8, 2020**

**MEMORANDUM**

The City Council and Board of Public Works are presently considering a series of temporary measures to assist the local business community with its recovery following the economic fallout occasioned by the COVID-19 pandemic. These bodies are considering, among other items, (1) easing sign regulations for downtown businesses, (2) simplifying the procedure for obtaining a sign permit, (3) closing portions of Kirkwood Avenue to pedestrian traffic, and (4) allowing seating encroachments to be expanded. These measures are expected to be put into place through September 30, 2020.

In addition to these measures, the City would like to waive application fees for entities submitting sign applications between now and September 30. Under the UDO, Section 20.06.040(c)(3)(E), the Plan Commission is authorized to waive application fees when an application is being actively promoted by a unit of local government. As the City is taking a proactive approach to our community's economic recovery with these measures, staff respectfully requests that the Plan Commission exercise its authority to waive sign application fees for temporary signs (\$75 per application) and permanent signs (\$125 per application) through September 30, 2020.

**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: 700 W. Guy Avenue**

**CASE #: PUD-10-20  
DATE: June 8, 2020**

**PETITIONER:** Habitat for Humanity  
213 E. Kirkwood Ave., Bloomington, IN

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

**REQUEST:** The petitioner is requesting an amendment to the preliminary plan and district ordinance for the Thomson PUD to add 8.46 acres to allow 70 single family lots. Also requested is delegation of final approval to staff.

**BACKGROUND:**

**Area:** 12.5 acres  
**Current Zoning:** Planned Unit Development and Residential Medium Lot (R2)  
**Comp Plan Designation:** Neighborhood Residential (Thomson PUD) and Mixed Urban Residential  
**Existing Land Use:** Undeveloped  
**Proposed Land Use:** Dwelling, Single-family (attached and detached)  
**Surrounding Uses:** North – Commercial/Industrial (Thomson PUD)  
 West – RCA Community Park  
 East – Dwelling, Single-family  
 South – Dwelling, Single-family

**REPORT:** The property is located at 700 W. Guy Avenue and is zoned Planned Unit Development (Thomson PUD) and Residential Medium Lot (R2). The 8.46 acre portion of property is located at the west end of the stubs of Cherokee Drive, Chambers Drive, Duncan Drive, and Guy Avenue with Bernard Drive to the south. The petitioner also owns a 4 acre property to the north that is within the Thomson PUD. Surrounding zoning includes the Thomson PUD to the north, Residential Medium Lot (R2) to the east and south, and Mixed Use Institutional (MI) to the west. The surrounding properties have been developed with a mix of single family residences to the east and south, industrial uses within the Thomson PUD to the north, and the RCA Community Park to the west. This site is undeveloped and has several trees along the property border and no known sensitive environmental features. The property has almost 60' of elevation change from the south end of the site to the north end.

The petitioner is proposing to expand the boundaries of the Thomson PUD to add an additional 8.46 acres, to allow for the creation of 70 single family residences. This would expand the boundaries of Parcel D within the Thomson PUD to include this additional acreage. Parcel D was the only parcel within the Thomson PUD that allowed single family residences. They were only allowed at the southeast corner of the parcel, since that was the only area of the PUD that was adjacent to other residential uses and was therefore deemed an appropriate location within the PUD for residential uses.

This petition would involve extending the adjacent stub streets to connect through this

development, as well as providing a new stub street to the north. The development would feature 70 single family lots, in a mix of attached and detached single family residences, as well as several common area lots. The proposed lots would be approximately 3,000 square feet for the lots with attached residences and 4,000 sq. ft. for the lots with detached residences. There would be several areas of tree preservation along the west, north, and east property lines. All internal roads will be public and 26 of the 70 lots will be alley loaded. The petitioner is continuing to work with the Parks Department regarding facilitating the construction of an off-site, multi-use path along the adjacent northern property line to connect to the Switchyard Park.

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**COMPREHENSIVE PLAN:** This property is designated as *Mixed Urban Residential* (for the portion that is zoned R2) and *Neighborhood Residential* (for the portion within the Thomson PUD). The Comprehensive Plan identifies several characteristics and provides land use guidance for both of these districts.

The comprehensive plan states that new and redevelopment activity for these districts is mostly limited to remodeling or new construction for single-family residential uses.

Additional guidance specifically includes-

- Support incentive programs that increase owner occupancy and affordability (including approaches promoting both permanent affordability and home ownership for all income levels).
- Promote neighborhood enhancements of public improvements such as sidewalks, streetlights, street trees and landscaping, and playgrounds and play areas.
- 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.

Both of these districts call out for single family residences to be the predominant land use and to encourage owner occupied housing, which this petition directly addresses. The comprehensive plan further encourages incentives to providing affordable housing, which again this petition directly addresses as these units will only be sold to income eligible families. The petitioner will be solidifying language regarding a “buy-back option” if the original families elect to sell the residence, to insure long-term affordability.

The location of this site and new residences immediately adjacent to a City Park, offices, and employment uses within the Thomson PUD offers a unique location for infill development for affordable, single family housing and furthers many of the goals of the Comprehensive Plan.

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**PRELIMINARY PLAN:**

**Uses/Development Standards:** The petitioner is proposing to utilize the Residential Urban (R4) zoning district for the development standards for the site plan and the Traditional Subdivision type for the subdivision request, with some proposed modifications. Neither the site plan nor subdivision plat are being approved at this time, only the standards that will govern those later approvals. The requested modifications are as follows-

**Rear Yard Setback-** a 20' rear yard building setback is proposed instead of 25'.

**Minimum Lot Width-** for the attached single family lots only, the petitioner is requesting to allow for some of the lots to be 30' wide rather than the minimum 35' requirement.

**Minimum Lot Size-** for the attached single family lots only, a minimum lot size of 3,000 square feet is requested rather than the minimum standard of 4,000 square feet.

**Minimum number of lots served by an alley-** the Traditional Subdivision type requires a minimum of 67% of the lots be served by an alley. This petition proposes 57%.

With the PUD request, the petitioner is also requesting an allowance to utilize and expand an existing storage building on the property that is located at the west end of Guy Street. This is located on the area identified as Lot #59 on the proposed plan. This would be used as a temporary, on-site construction office and to store building materials associated with the development of this property. The Department believes this is an appropriate use of the structure during construction only, with a condition of approval that require the office to be removed after the last lot is sold and to require all building materials to be stored inside the structure or other structures on the site.

**Parking, Streetscape, and Access:** The petitioner is showing public streets throughout the project with some of these streets having on-street, parallel spaces along both sides. Some of the lots will also utilize alley loaded garages to accomplish a traditional, grid-like design encouraged by the Comprehensive Plan and required with the Traditional Subdivision type. The internal alleys will be 14' wide and in 20' of dedicated right-of-way. The petitioner is proposing to preserve existing trees along several of the property boundaries and is not utilizing alley loaded garages for all of the lots to increase preservation possibilities and to minimize impacts to surrounding uses.

The streets with on-street parking are proposed to have 60' of dedicated right-of-way, which is consistent with the Neighborhood Residential street design outlined in the Transportation Plan. The proposed sidewalks and tree plots are requested to be a minimum 5' wide, rather than 6' wide as outlined in the Transportation Plan. The Department finds that the sidewalks and tree plots within the development should be widened to be consistent with the Transportation Plan and has proposed a condition of approval to that effect. Compliance with that requirement would be reviewed with the final plan approval.

The petitioner is also requesting to have the portions of the Duncan and Chambers Drive extensions to only have 44' of dedicated right-of-way since they are requesting to not have on-street parking on either side. Those sections of the street would be required to be signed with No Parking signs. These are the areas of the site that transition from the existing stub streets to the east into this development. The existing stub streets have very little to no excess right-of-way and the right-of-way varies from 30' wide to only the edge of pavement. The Department finds the proposed 44' of right-of-way is appropriate in those situations since these are merging into existing, very narrow streets and since there are very few lots that would not have on-street parking directly in front and are served by dedicated driveways.

**Alternative Transportation:** The proposed site plan features several multi-modal transportation facilities. All of the internal streets will have sidewalks along both sides. In addition, there is an 8'

wide multi-use path shown running east/west through the site that aligns with Chambers Drive to the east and provides a multi-use path to the RCA Park immediately to the west that can be used by residents of the existing neighborhoods.

Since this petition involves extending several stub streets from the east, the Department was concerned about ways to improve pedestrian connectivity between this site and Rogers Street further to the east. Due to very limited right-of-way on all of the adjacent streets, there was little opportunity to install any sidewalk connections that would be feasible. However, there is an electric line corridor on the north side of this property that spans from Weimer Road to the west to Rogers Street to the east and aligns with the west entrance of the Switchyard Park. The Parks Department has identified that electric line corridor as an ideal location for a large, multi-modal path that would connect the Clear Creek Trail with the Switchyard Park and provide a major east/west multi-modal facility through the southwest corner of the City. The Parks Department has begun early efforts into a plan for this corridor and this petitioner is in conversations with the Parks Department about how they could contribute to the installation of a portion of the facility to help promote east/west pedestrian connectivity in this area. This would obviously be a great benefit to the overall community and the residents of this area. More information on the progress of that discussion may be available at the time of the hearing.

**Architecture/Materials:** A sample rendering of residences along one of the internal streets has been submitted. The Department has relayed concerns to the petitioner regarding insuring there is variety of elevations available for the residences to prevent a monotonous design. These housing types would be reviewed with the final plan approval and the Department has proposed a condition of approval that at least 4 different housing models be designed to promote diversity.

**Environmental Considerations:** The petition site is currently undeveloped with almost 60' of grade change from the south end of the site to the north end. While there are several scattered trees on the property, there is not a mature canopy that is required to be preserved. The petitioner has designed the site plan to preserve the trees along the property boundaries along the west and north sides, and will be able to save several other trees on the east. These will be required to be placed in tree preservation easements. There are no known sensitive environmental features.

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**20.02.050(b)** The UDO outlines several qualifying standards for a Planned Unit Development. These standards apply most appropriately to new PUD's and since this request is for an expansion of an existing PUD, some of the standards may be difficult to directly apply to this petition.

The UDO states that- "a petition for rezoning into a Planned Unit Development (PUD) shall only be considered if the petition meets the following criteria, as determined by the Planning and Transportation Director".

1. The proposed PUD zoning district includes a minimum of five acres of land;

DEPARTMENT FINDING: The total acreage of the petition site is 12.5 acres.

2. The land included in the proposed PUD zoning district is not within the Mixed-Use Downtown (MD) zoning district;

DEPARTMENT FINDING: This site is not located within the Mixed-Use Downtown (MD) zoning district.

3. Where residential dwelling units are proposed, a minimum of 15 percent of the total dwelling units must be permanently income-limited through a deed restriction to households earning less than 120 percent of the HUD AMI for Monroe County, Indiana and the development will be subject to the applicable standards established in Subsection 20.04.110(c): Affordable Housing, unless the City otherwise adjusts or releases this requirement.;

DEPARTMENT FINDING: This petition involves exclusively single family, owner occupied housing. This proposed land use of owner occupied, single family lots does not fit the restriction and purpose that was envisioned with this specific criteria, as this criteria is only applicable to multi-family residences as this provision does not allow for owner occupancy. This petition provides a different form of affordable housing for 100% of the lots in the form of owner occupied housing. The lots are only sold to income eligible families, which are the exact demographic of the community that this criteria was intending to serve.

4. The proposed PUD could not be developed using conventional zoning districts or standards established in this UDO;

DEPARTMENT FINDING: The proposed PUD proposes several reductions to development standards that are necessary to achieve the affordable housing product that Habitat provides. There is not a provision in the UDO for single family, affordable housing petitions to receive any reductions in the standards to incentive single family, affordable housing development. Some of the desired lot sizes would not be possible , and the storage/office building would also be limited under traditional zoning.

5. The land included in the proposed PUD is under single ownership or control. Single control of property under multiple ownership may be considered when the petition includes enforceable agreements, covenants, or commitments that run to the benefit of the City and that the City may require to be recorded if the PUD is approved; and

DEPARTMENT FINDING: The petitioner owns all 12.5 acres of the petition site.

6. The proposed PUD zoning district embraces the following highly-valued design features:
  - (A) Protection of specific natural, environmental, or scenic resources or green spaces; and/or
  - (B) Retaining natural landforms throughout the development; and/or
  - (C) Low Impact Development design features throughout the development; and/or
  - (D) Solar orientation of building forms and other passive energy-efficient design strategies throughout the development.

DEPARTMENT FINDING: There are no sensitive environmental features on the property. However, the petitioner has agreed to preserved the existing trees along the north, west, and east property lines. The development will utilize existing slope as much as possible and the buildings have been positioned to minimize impacts to the natural slope and take best advantage of passive solar lighting.

7. The proposed PUD zoning district embraces several highly-valued design features, as



determined by the Planning and Transportation Director, including but not limited to:

- (A) No block perimeter greater than 1,400 feet in the development;
- (B) Centralized gathering and recreation spaces of an appropriate size for the entire development, or designed to serve an area larger than the entire development;
- (C) Internally and externally connected park, trail, and open space system;
- (D) Community-level renewable energy production.

DEPARTMENT FINDING: None of the blocks exceed 1,400 feet in length. The petitioner has created several internal common areas, however the location of a large City Park immediately on the west side of this property provides a substantial, public open space and opportunity. In addition, a possible future multi-modal path along the north property line that connects several major Parks and Alternative Transportation routes is another important component and amenity for the residents here. This petition also substantially extends several road stubs and provides several pedestrian connections through the site and the surrounding area. The petitioner has shown an internal multi-use path through the development that directly connects to the adjacent park.

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**20.06.070(E)(4) Approval Criteria for Rezoning to a Planned Unit Development (PUD):**

- (A) Is consistent with the purpose of this UDO and the purpose of Section 20.02.050 (Planned Unit Development (PUD) District ); and

**PROPOSED FINDING:** The general purpose of the PUD District is to encourage new and imaginative concepts in urban design and land development to promote and improve the health, safe, and general welfare of the residents of the City. As mentioned previously, this petition is a request to expand an existing PUD. The purpose of the Thomson PUD was to promote redevelopment of that area. The Thomson PUD has a wide mix of uses and is one of the larger employment uses in the City. This petition helps further the continued redevelopment goals of that PUD by providing owner occupied, affordable, single family residences within the PUD. This petition allows for a dense, infill development that is compatible with the existing adjacent single family residences. The dense development has several multi-modal features that encourages alternative transportation, thereby reducing demand on vehicular traffic and reduced environmental benefits which impacts the community as a whole.

- (B) The petitioner has demonstrated that the proposed rezoning is compatible with surrounding development or can be made compatible with surrounding development through commitments or conditions; and

**PROPOSED FINDING:** The proposed land use of single family residences is identical to the adjacent single family residential uses to the east and south. No impact to those residences has been identified as a result of this petition.

- (C) Any portion of the PUD zoning district to be occupied by multifamily, mixed-use, or industrial development shall provide a greater level of internal connectivity and connectivity to surrounding developments than would be required by this UDO if the project were not being developed in a PUD zoning district; and

**PROPOSED FINDING:** Although this particular standard is not applicable because this is not a multi-family use, this petition extends 5 existing stub streets to this petition site and provides an additional stub to undeveloped property to the north. This petition features a high level of vehicular and pedestrian connectivity.

- (D) Each multifamily, mixed-use, or nonresidential principal structure in the PUD zoning district shall provide a greater level of design quality than would be required by this UDO if the project were not being developed in a PUD zoning district; and

**PROPOSED FINDING:** Although this particular standard is not applicable because this is not a multi-family use, the Department has required a minimum number of design elevations to insure diversity in building design with this petition.

- (E) At least one of the following criteria are met;

- (i) The proposed PUD zoning district will include construction of a substantial open space, recreational, entertainment, or cultural amenity that will be open to and usable by the general public, and that would not otherwise be required by this UDO. Reconfiguration of open space required by this UDO does not satisfy these criteria;

**PROPOSED FINDING:** This petition will be providing open space for the residents, however the need for this is negated with this petition as there is a large City Park immediately adjacent to this site.

- (ii) The proposed PUD zoning district will protect a significant ecological, natural, historical, architectural, or archeological resource that was not already protected from development by this UDO or by state or federal law. Avoidance of designated floodplains or wetland areas, or the provision of additional buffers around such areas, does not satisfy these criteria; or

- (iii) The proposed PUD zoning district provides affordable housing beyond the amounts that the petitioner would have been required to provide in order to earn a Tier 1 or Tier 2 affordable housing incentive under Section 20.04.110(c)(5) by either:

- (1) Income-restricting at least 10 percent more of the dwelling units at or below the income levels required to earn a Tier 1 or Tier 2 incentive, or
- (2) Income restricting the same number of dwelling units required to earn a Tier 1 or Tier 2 affordable housing incentive, but limiting incomes to at least 10 percent lower AMI level than would have been required to earn a Tier 1 or Tier 2 incentive.20.04.110(c)(5)

**PROPOSED FINDING:** The Department believes that this petition meets the intent of this requirement to provide a

higher level of affordability requirement since this petition requires that 100% of the residents be income eligible.

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**ENVIRONMENTAL COMMISSION RECOMMENDATIONS:** The Bloomington Environmental Commission (EC) made 2 recommendations concerning this development, which are listed below:

1.) The EC would like to see the results of any environmental remediation that has been conducted to the soil on site.

**STAFF RESPONSE:** This element will be reviewed with the final plan approval.

2.) Show on the plan where the Tree Preservation Easement will be, and show the design of the signage that is required for it.

**STAFF RESPONSE:** This is required and will be reviewed for compliance with the secondary plat.

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**CONCLUSION:** The proposed PUD amendment offers a highly needed housing type for the community, in an appropriate location. The lack of sensitive environmental features allows for a dense, infill project with a high degree of connectivity, while still allowing for preservation of the few high quality trees on the site. This petition accomplishes many of the goals of the Comprehensive Plan already outlined in this report, including providing owner occupied, single family housing adjacent to other single family residences, a major employment center, and a community park.

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

1. Final development plan is delegated to Department staff.
2. Interior sidewalks and tree plots must be widened to be consistent with the Transportation Plan.
3. The garage is approved as an on-site construction office and must be removed once the last lot is sold.
4. Final details regarding the details of the off-site, multi-use path along the north end of the property must be resolved with the Parks Department prior to final plan approval.
5. A minimum of four housing elevations must be submitted with the final plan approval to insure diversity of the proposed residences.
6. A minimum of 57% of the lots must be alley loaded. This approval allows for the reduced development standards and subdivision standards as outlined.



City of Bloomington  
Bloomington Environmental Commission

## MEMORANDUM

Date: June 8, 2020

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

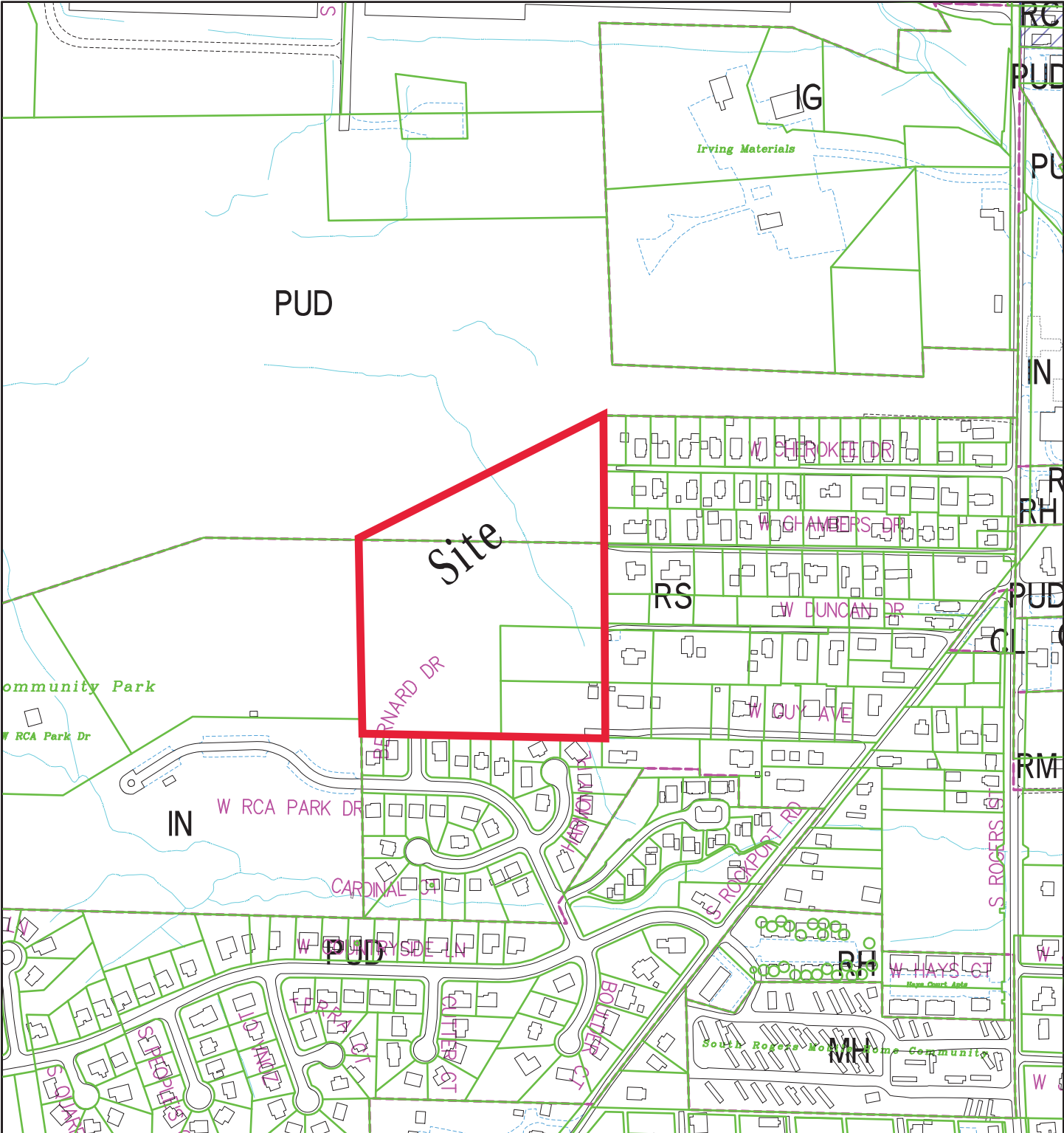
Subject: PUD-10-20: Osage Place, Habitat for Humanity, Thompson  
700 W. Guy, Duncan, Cherokee, & Chambers Streets

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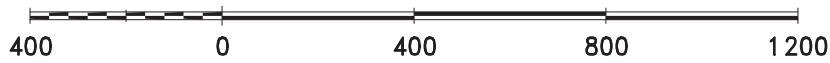
The purpose of this memo is to convey the environmental concerns and recommendations for conditions of approval from the Environmental Commission (EC) with the hope that action will be taken to enhance its environment-enriching attributes. The EC reviewed the petition and offers the following for your consideration.

### **COMMENTS AND RECOMMENDED CONDITIONS OF APPROVAL**

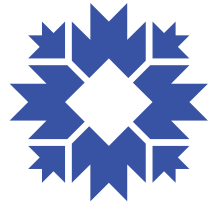
- 1.) The EC would like to see the results of any environmental remediation that has been conducted to the soil on site.
- 2.) Show on the plan where the Tree Preservation Easement will be, and show the design of the signage that is required for it.



By: greulice  
8 May 20



City of Bloomington  
Planning & Transportation



Scale: 1" = 400'

For reference only; map information NOT warranted.



Smith Brehob & Associates, Inc.



Todd M. Borgman, PLS  
Don Kocarek, L.A.  
Katherine E. Stein, P.E.  
Stephen L. Smith, Founder (Retired)

May 1, 2020

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

Re: Rezone – Expansion of the Thomson PUD

Dear Eric,

On behalf of our client, Habitat for Humanity of Monroe County, we respectfully request to be placed on the City of Bloomington Plan Commission agenda for consideration of a rezoning petition to expand the Thomson PUD. Details of this request are discussed in the attached petitioner's statement and shown on the materials included with this request. We would also like to request a waiver of the second hearing for the rezone and request final plan approval be delegated to staff.

Habitat for Humanity of Monroe County's mission is to eliminate poverty housing by building decent, affordable homes in partnership with qualifying families. Habitat houses are built through volunteer labor and tax-deductible donations of money and materials, then sold to low-income families earning 25-80% of the Area Median Income. As homeowners pay back their affordable mortgage, Habitat is able to offer future families an opportunity for home ownership. The Osage Place neighborhood will house approximately seventy low-income families when complete.

Habitat is the owner of the property in question. A portion of the site is located within the Thomson PUD and a portion of the property is located outside of the Thomson PUD. It is our desire to expand the PUD to alleviate a situation of split zoning and to allow for development of the site in a cohesive manner following the R4 development standards. We are requesting a reduction in the minimum lot size specifically for the attached home lots to be 30' wide instead of the minimum 35' wide. We are also requesting a reduction in

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Smith Brehob & Associates, Inc.



Todd M. Borgman, PLS  
Don Kocarek, L.A.  
Katherine E. Stein, P.E.  
Stephen L. Smith, Founder (Retired)

lots to be served by alley from 67% to 57%. The western lots will have tree conservation easement and including an alley for these lots would not allow for any tree preservation.

Sincerely,

Katherine E. Stein, P.E.  
Smith Brehob & Associates, Inc.

## Petitioner's Statement

### Project Location

The 12.90 acre vacant site is located immediately north of the Autumn View subdivision and is bounded by the Thomson PUD to the north, Thomson Park to the west and the Cherokee, Chambers, Duncan and Guy area neighborhood to the east.

### Topography

The site is predominately a vacant field with tree canopy coverage around the old fencerow edges. The site generally slopes from northwest to southeast.

### Environmental

There are no karst features, springs, wetlands, steep slopes or other environmental constraints on the property. There is tree canopy coverage around the old fencerow edges and scatter trees across this site. A tree conservation easement will be included with the final plat along the western property line. Preserving the existing trees along the western side of the property will not allow the lots on the west side to be alley served.

### Access

Smith Brehob & Associates, Inc.,  
2755 E. Canada Drive, Suite 101, Bloomington, IN. 47401  
(812) 336-6536  
[www.smithbrehob.com](http://www.smithbrehob.com)





Todd M. Borgman, PLS  
 Don Kocarek, L.A.  
 Katherine E. Stein, P.E.  
 Stephen L. Smith, Founder (Retired)

Access to the site is provided by a road stub on the south from the Autumn View subdivision (S. Bernard Drive) and the aforementioned road stubs of Cherokee Drive, Chambers Drive, Duncan Drive and Guy Avenue. These local streets all provide direct access to S. Rockport Road and S. Rogers Street.

### Utility Availability

City of Bloomington Utilities including sanitary sewer and water are stubbed to the property and available for connection. Private utility lines including electric, power, phone and gas area also available.

### Development Standards

#### Residential Development Standards

- Allow detached and attached single family residential
- Minimum lot size
  - o Detached = 4000 SF
  - o Attached = 3000 SF
- Minimum lot width
  - o Detached = 40'
  - o Attached = 30'
- Setbacks
  - o Front yard = 15'
  - o Carport/garage = 10' behind front wall line
  - o Side yard = 5'
  - o Rear yard = 20'
- Impervious surface coverage
  - o Detached = 50%
  - o Attached = 45%
- Height
  - o Primary = 35'
  - o Accessory = 20'

#### Roadway Standards

- Minimum Roadway right-of-way widths
  - o No on-street parking = 44'
  - o On-street parallel parking = 60'
- Minimum pavement width of travel lanes = 20'
- Minimum Alley right-of-way width = 20'

**Smith Brehob & Associates, Inc.**

Todd M. Borgman, PLS

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Stephen L. Smith, Founder (Retired)

- Minimum alley pavement = 14'
- Sidewalks = minimum 5' both sides
- Tree plot = minimum width = 5'

**Accessory Uses Permitted**

- Temporary build-out office
- Temporary building material storage

**Phasing**

- The subdivision will be completed in multiple phases over a period of several years to address the demand need for affordable housing.



Wednesday, May 27, 2020

Mr. Greulich,

This letter is in support of Habitat for Humanity of Monroe County's rezone petition for the expansion of the Thomson PUD to incorporate the entirety of their planned Osage Place neighborhood. As a current board member of this organization as well as someone with extensive planning and development experience/exposure I believe that this regulatory approval will not only help to accomplish several goals in the City of Bloomington's Comprehensive Plan but will also assist in removing barriers to a better, healthier and more financially stable future for many of our prospective homeowners.

The City of Bloomington's Future Land Use Map identifies this area as 'Mixed Urban Residential'. As noted in the text of the City's Comprehensive Master Plan (CMP) the map should not automatically denote zoning, which is a related but separate delineation, but should be used 'as a decision-making guide by the public, City staff, the Plan Commission, and the City Council in the following instances: Development petitions for site plans, variances, Planned Unit Developments, and rezone requests that seek to establish land use development intensity, neighborhood transitions, and other levels of land use and design context.' The proposed Osage Place site plan is very much in line with the Mixed Urban Residential characteristics of 'traditional block and grid-like street patterns', residences 'built at higher densities than the Neighborhood Residential district', and architectural styles that 'largely consist of cottages and bungalows of less than two stories'. It also respects the prevailing character and development pattern of adjacent properties to the east which will share roadway extensions with the proposed neighborhood.

From a Planned Unit Development (PUD) perspective, this proposed development meets or exceeds all requirements in Section 20.02.050 (b) PUD District Qualifying Standards. It also provides significant access to new affordable housing opportunities. The latter was clearly identified and supported by the City of Bloomington's announcement in May of 2019 to pledge up to \$800,000 in infrastructure improvements in the Osage Place neighborhood to support home construction. In conjunction with this partnership Habitat announced that, in Osage Place, the Habitat model would be adapted so that at least half of the homes would be built to remain affordable on a long-term basis.

I believe that from a planning and community development vantage point this project is truly a win-win. In order to meet the density targets and make fundraising and budgets feasible, this site plan needs a flexibility that the underlying zoning district will not allow. However, because of its partial inclusion and adjacency to the Thomson PUD, it makes logistical sense to envelop the entire development into the PUD rather than change zoning classifications in order to avoid the appearance of spot zoning or incompatible adjacent intensities.

I fully support this petition and am proud to be a part of this local organization. Thank you for your time and attention.

Christy Langley, AICP

**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: 1550 N. Arlington Park Drive**

**CASE #: PUD-12-20  
DATE: June 8, 2020**

**PETITIONER:** Trinitas Development  
201 Main Street Suite 1000 Lafayette IN

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

**REQUEST:** The petitioner is requesting PUD final plan approval to allow the construction of 337 dwelling units and 45 single family lots. Also requested is primary plat approval of a 51 lot subdivision.

**BACKGROUND:**

**Area:** 40.75 acres  
**Current Zoning:** Planned Unit Development  
**GPP Designation:** Neighborhood Residential  
**Existing Land Use:** Undeveloped  
**Proposed Land Use:** Dwelling, Multi-Family/Single Family Residential  
**Surrounding Uses:** North – Dwelling, Single-Family  
 West – State Road 37 / Interstate 69  
 East – Dwelling, Single-Family  
 South – Office / Industrial Use

**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 site received approval of a preliminary plan and district ordinance last year under case #PUD-36-19.

The petitioner is now requesting final plan approval to allow the development of 337 multi-family dwelling units with 825 bedrooms and 45 single family lots. 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 was approved at 0.40 spaces, which this petition meets. Approximately 13.89 acres of preservation will also be set aside in a conservation easement. Access to the site will come from the two approved connections to 17<sup>th</sup> Street to the south and a connection to Arlington Road to the east. The proposed final plan has not deviated from the approved preliminary plan. The main areas of change with the petition since the Plan Commission last heard this case have been improvements to architecture and submittal of a landscape plan. This project would be constructed in all one phase.

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

**Area A-** This area will be developed consistent with the R4 zoning district in an area of 45 lots on 7.61 acres. The lots are approximately 40'x120' and will be dedicated to the City to help meet the diverse housing needs of the Community. 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 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 City is in the process of seeking input from potential developers on a creative design for the space. The petitioner will only be required to have the site infrastructure ready before the area can be developed.

**Area B-** This area will be developed with 114 units and 255 bedrooms in a mix of duplexes and townhomes on 7.11 acres. The proposed density utilizing DUEs was approved at 13 units per acre, which this petition meets. There will be 76 private parking spaces for the 255 bedrooms in this area, which equals 0.3 parking spaces per bedroom. The interior roads in this area will be private, but have been designed with parallel, on-street spaces rather than perpendicular parking that was shown with the preliminary plan. This is a design improvement that was encouraged by the Common Council. There are sidewalks shown along both sides of the street, however the tree plot is proposed to be located behind the sidewalk in order to minimize impacts to the adjacent riparian buffers and wetlands. Since these are private drives, the Department finds this to be an appropriate design in this area only to minimize environmental impacts. There are a few areas of missing sidewalk segments that should be connected and these will be reviewed and possibly required to be connected with the grading permit review.

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 those are allowed and were approved with the preliminary plan. There will not be any disturbance in the required wetland conservation areas. These buildings will be two to three-stories in height.

**Area C-** This area will be developed with 95 units and 240 bedrooms on 13.54 acres. The proposed density utilizing DUEs was approved at 8 units per acre and the proposed units meets that allowance. This area will be developed with one building, approximately 65' tall, which is consistent with what was approved with the preliminary plan. 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 50 parking spaces within the building for the 240 bedrooms, which equals 0.15 parking spaces per bedroom.

**Area D-** This area will be developed with 128 duplex units and 330 bedrooms on 11.13 acres. The proposed density utilizing DUEs was approved at 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 161 on-site parking spaces for the 330 bedrooms which equals 0.48 parking spaces per bedroom, there will also be 137 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.

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**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**
  - There were specific anti-monotony standards approved for this petition that require a diversity in rooflines, overall building footprint, building color, exterior materials, and setbacks. Elevations have been submitted for all of the buildings that show a diversity in building architecture and meet the approved anti-monotony standards.
- **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 was incorporated in their petitioner statement and the proposed street design follows this standard.

- **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 were approved with a minimal 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, were required. 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 as were approved with the Preliminary Plan.
- **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 layout of the overall site is consistent with the approved Preliminary 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.

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**FINAL PLAN:**

**Residential Density:** The proposed residential density for the site ranges from 4 units/acre to 13 units/acre. This proposed density is within the density ranges that were approved for each parcel. 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.

**Parking and Surrounding Roads:** A total of 287 on-site parking spaces are proposed for the 825 bedrooms in a series of parking lots, garage spaces, and drive aisles on the property plus 154 on-street parking spaces. The number of on-site parking spaces equals 0.35 parking spaces per bedroom which does not exceed the maximum of 0.40 spaces per bedroom that was approved.

**Access:** There are two proposed vehicular and pedestrian accesses roughly 335 feet apart on 17<sup>th</sup> Street that were approved with the preliminary plan. 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, the petitioner is continuing conversations with the adjacent property owners to place both of these entrances in dedicated right-of-way. There is an additional vehicular and pedestrian access proposed through an existing parcel to Arlington Road to the east of the site that would also be in dedicated right-of-way. 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.

The petitioner has submitted a traffic study that the Department has reviewed and has determined that given the recent improvements to 17<sup>th</sup> Street, the expected staggered amount of traffic turning into the development, and the significant benefits provided with this PUD the installation of turn lanes is not required. The City is in the process of completing the improvements to 17<sup>th</sup> Street and the inclusion of an additional turning lane could have unknown consequences.

**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 required. Of those, half must be covered (104 spaces) and one-quarter (52 spaces) must be long-term spaces. These have been shown dispersed throughout the site as required. Indoor bike lockers will be provided along the townhome buildings to meet the long-term storage requirement and within the parking area in the multi-family building.

**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 townhome and duplex buildings will be finished predominantly with fiber cement board siding. The multi-family building will utilize horizontal fiber cement board mixed with a vertical board and batten, with a split face block base. The district ordinance outlines that the structures within this development shall be of a contemporary design and specific anti-monotony standards were outlined in their district ordinance. The petitioner has shown a diversity in building materials, front elevation design, modulation, window sills and lintels, building height, and front porch design to provide a diverse architectural design throughout the site. Specific elevations for all buildings has been included in the packet.

**Streetscape:** The project is proposing that a majority of the internal streets be public. The internal proposed roads (both public and private) contain parallel, on-street parking and sidewalks. While all of the internal streets show a sidewalk on both sides, some street sections on Parcel B do not show a tree plot and are missing some sidewalk connections. The sidewalk connections must be shown and have been included as a condition of approval. Due to the several environmental constraints on Parcel B, the Department is okay with not having the tree plot along the parking spaces and to allow the tree plot behind the sidewalk. All public streets have a minimum 5' wide concrete sidewalk and minimum 5' wide tree plot with street trees not more than 40' from center. 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' and this location was approved with the Preliminary Plan. 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 and this design was approved with the Preliminary Plan.

**Alternative Transportation:** This petition would feature a 10' wide multi-use path that runs through the property and connects from Arlington Road all the way to 17<sup>th</sup> Street. There will also be internal sidewalks along all of the public streets and private drives. The petitioner will enter into an agreement with Bloomington Transit to provide a bus transit service for the residents, and open to the public, rather than operating their own shuttle. The details of that agreement were approved with the Preliminary Plan and District Ordinance. The petitioner is close to finalizing that agreement with Bloomington Transit. There were specific details regarding the Transit

agreement through a Reasonable Condition that was approved by the Common Council.

**Environmental Considerations:** There are 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 preliminary plan was designed in order to protect the identified sensitive areas on 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 Parcel B, those are allowed by the UDO and approved with the preliminary plan. 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 were approved with only a 25' buffer. In addition, a 50' wide buffer and conservation easement has been shown along the east side of the single family lots. There is an outfall structure located in the preservation area on Parcel D that must be removed.

**Landscaping:** The petitioner has shown street trees throughout the development as required. Each building will have a mix of shrubs and medium sized trees around each unit, with tall canopy trees located around some of the perimeter buildings. In addition, the stormwater detention ponds will be planted with a raingarden seed mixture. Signage shall be placed around these areas stating that no mowing is allowed.

**Housing Diversity:** The petitioner is required to dedicate to the City the 45 single family lots located on Parcel A 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 has been shown with the development and was a condition of approval with the initial rezoning petition.

**Sustainability Features:** With this petition there would be 12 electric vehicle charging stations installed within Areas B, C, and D that are plug-in ready. This was a specific reasonable condition that was added to that effect and this petition meets that required condition. 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 outlined several other sustainability features in their district ordinance.

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## PRIMARY PLAT REVIEW

**Lot Arrangement:** This petition involves the platting of 45 single family lots and several individual lots for the multi-family units. The single family lots were approved with the R4 district standards that have a minimum lot size of 4,000 square feet and 35' wide. All of the proposed single family lots meet those requirements. There will be several common area lots within the petition site and as well as several areas of preservation. These have been labeled on the plat.

**Facilities Maintenance Plan:** A Facilities plan for all common area is required with the secondary plat approval and will be reviewed at that time.

**Right-of-way Dedication:** The majority of the interior roads will be public and placed in dedicated right-of-way. The cross sections for these roads was approved with the preliminary plan and

include pedestrian facilities on both sides and tree plots. Most of the internal roads feature on-street parking on both sides. There is only 50' of right-of-way shown for the streets with proposed on-street parking and this must be expanded to include the sidewalks within the right-of-way. This must be adjusted on the secondary plat.

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**20.06.040(d)(6)(D) Additional Criteria Applicable to Primary Plats and Zoning Map Amendments (Including PUDs)**

**(i) Consistency with Comprehensive Plan and Other Applicable Plans**

The proposed use and development shall be consistent with and shall not interfere with the achievement of the goals and objectives of the Comprehensive Plan and any other adopted plans and policies.

**PROPOSED FINDING:** The PUD and Plat were evaluated for compliance with the Comprehensive Plan with the initial rezoning petition. The final plan and plat are identical to what was approved with the preliminary plan.

**(ii) Consistent with Intergovernmental Agreements**

The proposed use and development shall be consistent with any adopted intergovernmental agreements and shall comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this UDO.

**PROPOSED FINDING:** There are no known intergovernmental agreements effected or involved with this petition.

**(iii) Minimization or Mitigation of Adverse Impacts**

(1) The proposed use and development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.

**PROPOSED FINDING:** The PUD places all protected environmental features in the required easements and buffers. These were evaluated and approved with the preliminary plan and district ordinance.

(2) The proposed use and development shall not result in the excessive destruction, loss or damage of any natural, scenic, or historic feature of significant importance.

**PROPOSED FINDING:** All required natural features will be protected with this petition. There are no scenic or historic features of significant importance on this property.

(3) The proposed use and development shall not result in significant adverse fiscal impacts on the city.

**PROPOSED FINDING:** There are no expected adverse fiscal impacts to the City. All new roads and infrastructure serving this development will be installed at the petitioner's expense.

- (4) The petitioner shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in the pre-submittal neighborhood meeting for the specific proposal, if such a meeting is required.

**PROPOSED FINDING:** Appropriate buffers have been shown on the property boundaries to mitigate possible impacts to adjacent properties. The Department will continue to monitor any impacts to vehicular traffic in the area for possible negative impacts.

**(iv) Adequacy of Road Systems**

- (1) Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed use and development shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services.

**PROPOSED FINDING:** This development will have 3 public access points to the adjacent public roads. There will be 2 access points on 17<sup>th</sup> Street to the south and an access point to Arlington Road to the east. This provides multiple ingress and egress points to the property.

- (2) The proposed use and development shall neither cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

**PROPOSED FINDING:** Access to this property will come from two points on 17<sup>th</sup> Street, neither of which go through residential developments and one direct access drive on Arlington Road. Arlington Road is classified as a Secondary Arterial road.

**(v) Provides Adequate Public Services and Facilities**

If the petition involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date and shall not depend upon subsequent phases for those improvements.

**PROPOSED FINDING:** This project is expected to be constructed in one phase. It is possible that individual grading permits might be done for each Parcel, however construction is planned to all be done at once. The infrastructure for the single family lots is required to be installed prior to dedication to the City.

**(vi) Rational Phasing Plan**

If the petition involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date and shall not depend upon subsequent phases for those improvements.

**PROPOSED FINDING:** The development is expected to be completed in one phase.

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**ENVIRONMENTAL COMMISSION RECOMMENDATIONS:** The Bloomington Environmental Commission (EC) made 1 recommendation concerning this development, which is listed below:

1.) The Landscape Plan is not currently compliant and will need to be revised.

**STAFF RESPONSE:** Full compliance with the District Ordinance and UDO landscaping requirements is required prior to issuance of a grading permit.

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**CONCLUSION:** The petitioner has designed this petition to accomplish the goals outlined in the Comprehensive Plan for the Neighborhood Residential designation. The proposed final plan follows the approved preliminary plan and approved district ordinance. This petition has attempted to be sensitive to the neighboring existing uses, while addressing diverse housing concerns, and providing public benefit.

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**RECOMMENDATION:** The Department recommends that the Plan Commission adopt the proposed findings and approve the petition with the following conditions:

1. Sidewalk segments should be installed on Parcel B to provide a continuous network through the Parcel.
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. Prior to issuance of a grading permit, 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 R4 single family lots will be dedicated to the City.
8. The proposed outfall structure located on Parcel C that is in the preservation area must be removed.



City of Bloomington  
Bloomington Environmental Commission

## MEMORANDUM

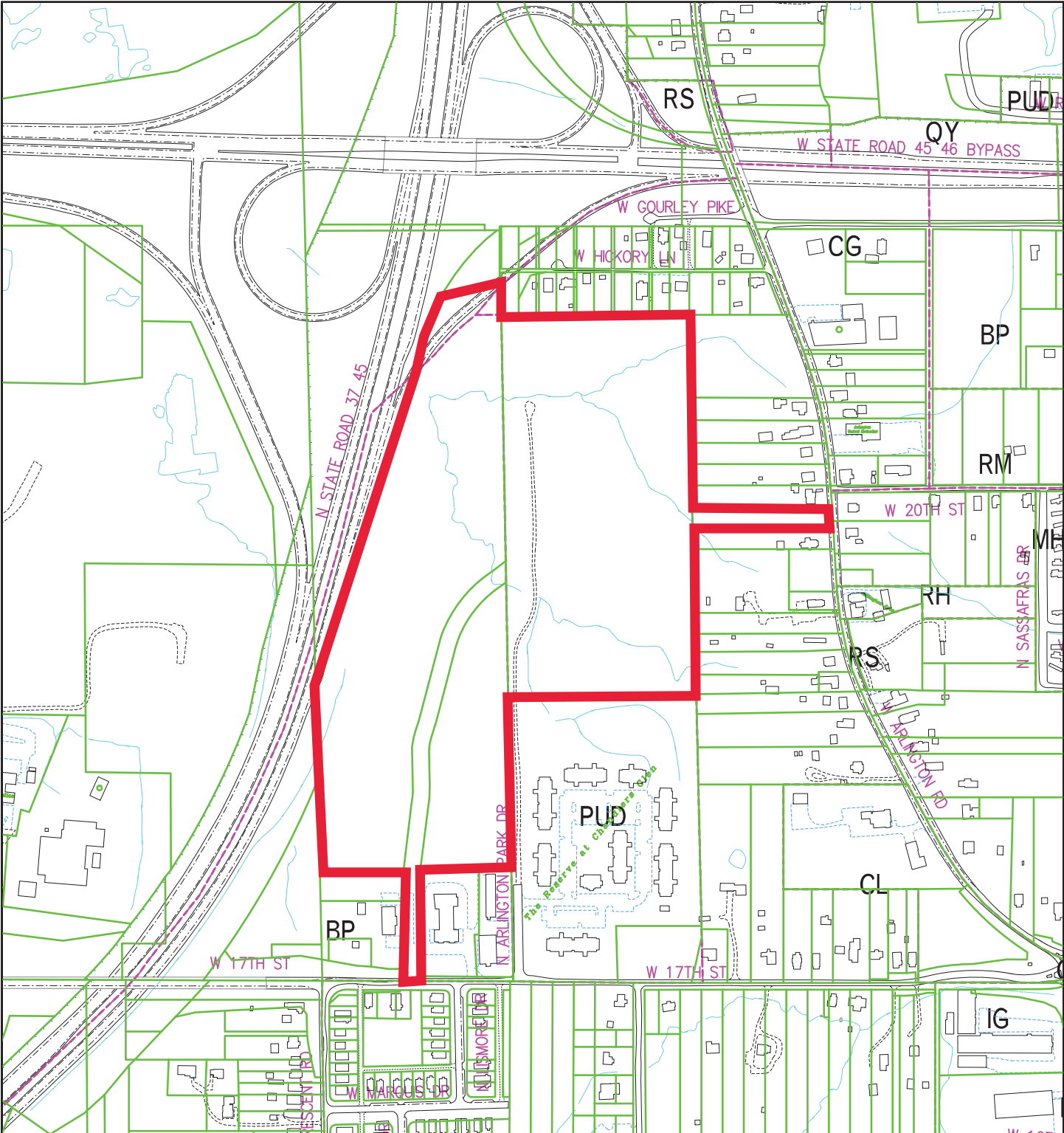
Date: June 8, 2020  
To: Bloomington Plan Commission  
From: Bloomington Environmental Commission  
Subject: PUD-12-20: Chandler's Glen, Final Plan  
Trinitas Development, west side  
1550 N. Arlington Park Drive

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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.

### **EC CONCERNS OF ENVIRONMENTAL SIGNIFICANCE:**

- 1.) The Landscape Plan is not currently compliant and will need to be revised.



PUD-36-19 Trinitas Development

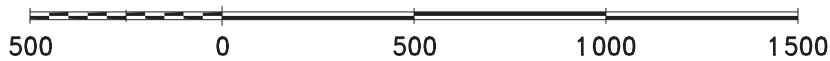
1550 N Arlington Park Drive

Plan Commission

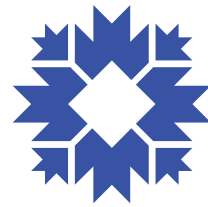
Site location, parcels, zoning

By: greulice

6 Dec 19

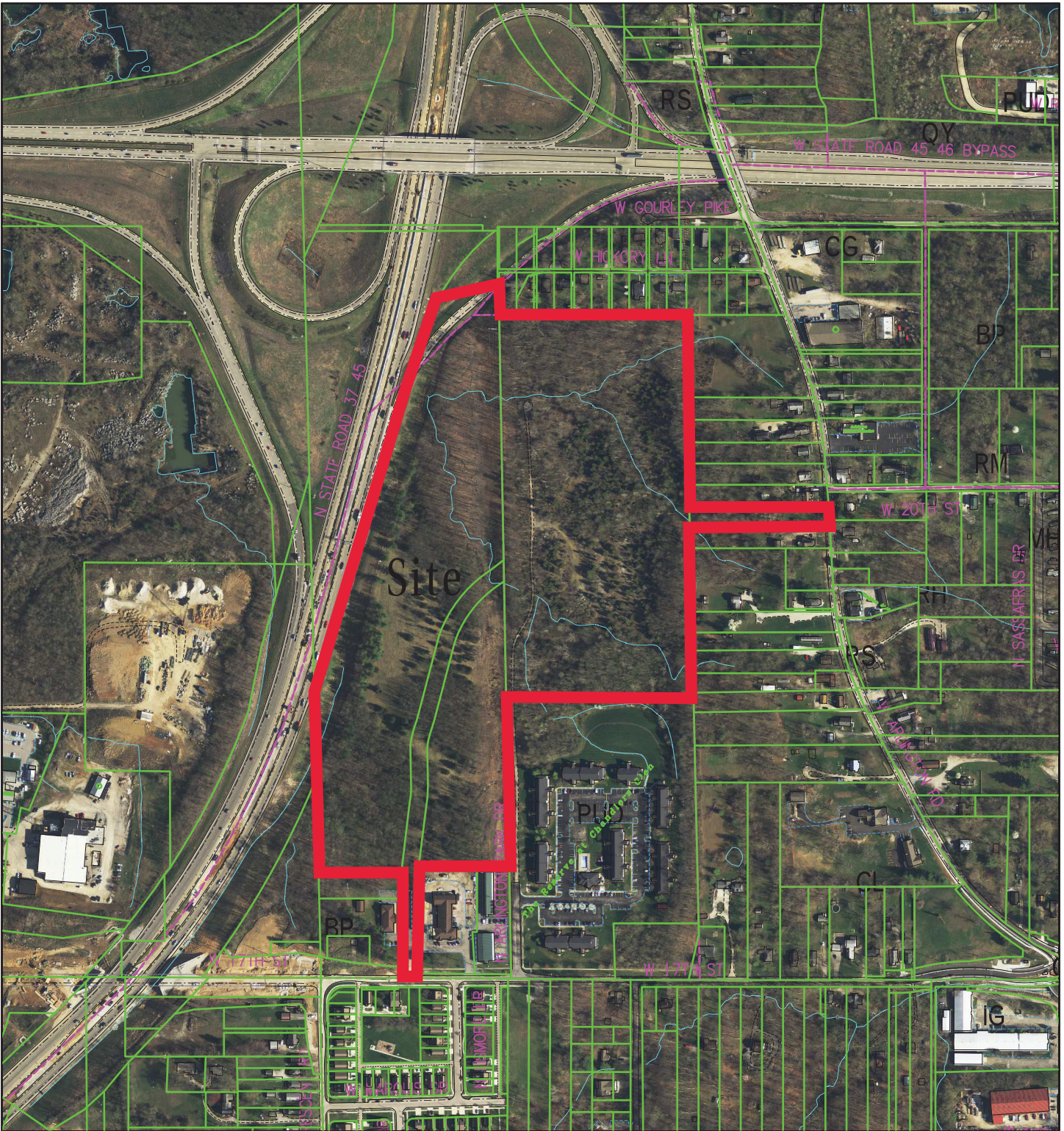


City of Bloomington  
Planning & Transportation



Scale: 1" = 500'





PUD-36-19 Trinitas Development

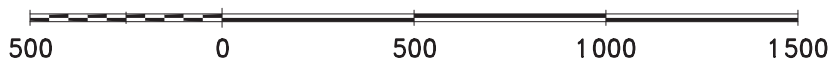
1550 N. Arlington Park Drive

Plan Commission

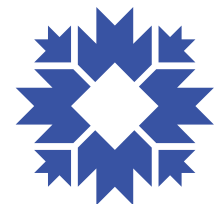
2016 Aerial Photograph

By: greulice

6 Dec 19



City of Bloomington  
Planning & Transportation



Scale: 1" = 500'

For reference only; map information NOT warranted.



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

[www.trinitas.ventures](http://www.trinitas.ventures)  
phone: (765) 807-2700

Indianapolis Office  
6300 Cornell Avenue  
Indianapolis, IN 46220

May 25, 2020

Eric Greulich  
Senior Zoning Planner  
City of Bloomington  
401 N. Morton Street  
Bloomington, IN 47404

RE: Trinitas PUD Final Plan Submittal, "W. 17<sup>th</sup> Street."

Dear Mr. Greulich,

Trinitas Ventures is pleased to submit the enclosed revised PUD Final Plan submittal for the subject project. The District Ordinance and Preliminary Plan for this development was approved by City Council as Ordinance 20-04 on March 5, 2020. This residential development is proposed on the northwest side of Bloomington, just east of Interstate 69, north of 17th Street, and west of Arlington Road. The development will feature a mixture of residential units including apartments, townhomes, duplexes, and single-family homes across four primary areas of development. The plan also focuses on preserving approximately 14.62 acres of green space. A total of 337 units, 825 beds, and 458 parking spaces are planned onsite. A refined site plan, preliminary plat, and elevations for each building type are included in this submittal. We are also in receipt of a draft services agreement with Bloomington Transit, and are currently reviewing for comments. Additional site information regarding each individual development area can be found below, as well as, a list of sustainability initiatives committed to for this project.

Site Information:

- Area A consists of 45 single family lots Trinitas will convey to the City, so that the City may decide how best to deliver homes to address Bloomington's workforce housing needs. All infrastructure, including utilities, and grading of the lots will be completed by Trinitas prior to conveyance of the lots to the City.
- Area B features a combination of duplexes and townhomes for rent. A total of 114 units and 255 beds will be constructed in this area. Townhomes have been designed to wrap the main road and with pedestrian-friendly residential character in mind.
- Area C consists of a four-story multi-story apartment building with underground parking, amenity spaces, and limited retail space on the ground floor. This building will offer 95 units and 240 bedrooms for rent.
- Area D also features a combination of duplexes and townhomes for rent. A total of 128 units and 330 beds will be constructed in this area. Duplexes have been designed to allow for porches on all residences to encourage neighborhood interaction.

The project will feature a variety of sustainability initiatives that Trinitas will track during the development, procurement and construction stages. The following features will be implemented into the project:

1. 12 parking spaces to be e-vehicle charging stations and will be covered with solar arrays on the roof of the structure for those spaces.
2. Onsite recycling.
3. Elimination of all site irrigation.
4. Installation of native Indiana plantings only.
5. The use of natural light in the clubhouse will be incorporated where possible into the design to reduce interior light pollution.
6. Lighting controls and occupancy sensors within designated areas of the clubhouse will be utilized to reduce energy consumption.
7. Energy efficiency will be realized through the installation of energy star appliances throughout all buildings.
8. Water usage will be controlled throughout the clubhouse utilizing low flow plumbing fixtures.
9. 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.
10. Utilization of low volatile organic compounds will be utilized during construction of the clubhouse, including items such as: paint, adhesives, sealants, flooring and insulation.
11. The development will purchase a minimum of 10% regional building materials (by cost) that are sourced and manufactured within 500 miles of the site.
12. The 4-story Multi-Family and Amenity Building will comply with Energy Standard for Buildings ASHRAE 90.1-2007.
13. The building envelope for the clubhouse will incorporate the following:
  - o Window = 0.40 U Factor non-metal, 0.50 U Factor metal, 0.40 SHGC
  - o Roof insulation value = R20
  - o Wall Insulation value = R13 wood framed wall
14. 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.
15. 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.
16. Trinitas is currently participating in a consulting program offered by Duke Energy to identify efficiencies in design to maximize energy savings for the four-story building in Area C.
17. 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.

We respectfully request to be placed on the June 8, 2020 agenda for the City of Bloomington Plan Commission for consideration of this final plan.

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

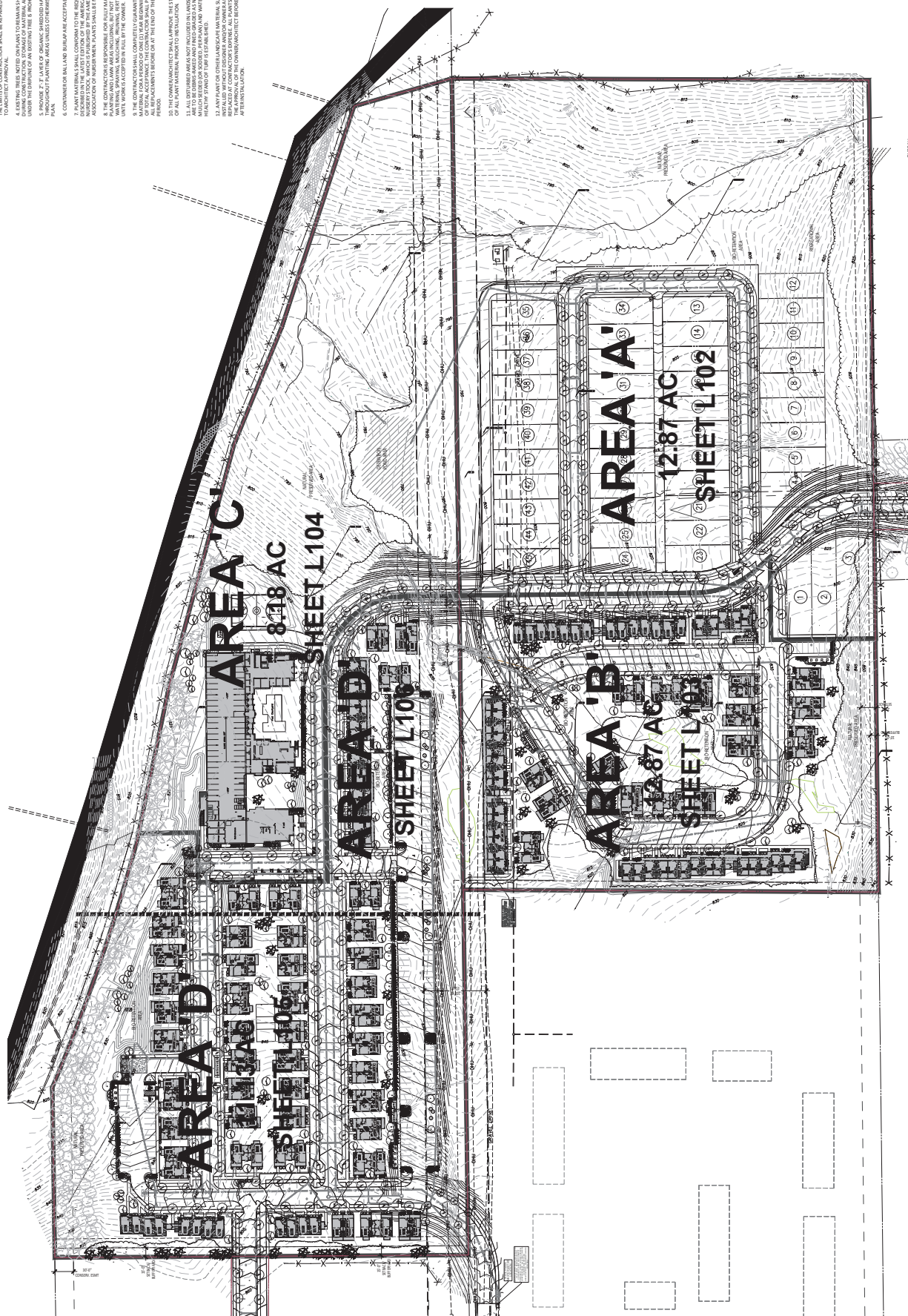
Sincerely,



Kimberly Hansen

cc: Daniel Butler  
Jeff Fanyo  
Jeffrey Kanable  
Christina Kroeger  
Daniel Moriarity

- LANDSCAPE NOTES**
1. CONTRACTOR RESPONSIBLE FOR VERIFYING UTILITY LOCATIONS PRIOR TO CONSTRUCTION. CALL BEFORE DIGGING LOCATES.
  2. CONTRACTOR SHALL VERIFY DIMENSIONS AND LOCATIONS IN FIELD ACCORDING TO THIS PLAN.
  3. DAMAGE OCCURRING DURING CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR TO ORIGINAL CONDITION. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING TREES NOTED ON PLANS TO REMAIN. SHALL BE PROTECTED UNDER THE CANOPY OF AN EXISTING TREE. UNLESS OTHERWISE NOTED BY CONTRACTOR, ALL PLANTING SHALL BE INSTALLED UNDER THE CANOPY OF AN EXISTING TREE. UNLESS OTHERWISE NOTED ON PLAN.
  4. CONTRACTOR SHALL LAND BULMUP ARE ACCEPTABLE.
  5. PLANT MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE NATIONAL FLORICULTURAL ASSOCIATION (NFA) AND THE NATIONAL NURSERY ASSOCIATION (NNA). ALL PLANTING AND LAND BULMUP ARE SHALL BE INSTALLED UNDER THE CANOPY OF AN EXISTING TREE. UNLESS OTHERWISE NOTED ON PLAN.
  6. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIALS TO BE SUPPLIED BY THE CONTRACTOR SHALL MAINTAIN A HEALTHY STANDING OF TREE 5 TO 10 YEAR PERIOD.
  7. THE CONTRACTOR SHALL IMPROVE THE STAMING LOCATION OF ALL PLANT MATERIALS PRIOR TO INSTALLATION.
  8. ALL PLANT MATERIALS SHALL BE INSTALLED UNDER THE CANOPY OF AN EXISTING TREE. UNLESS OTHERWISE NOTED ON PLAN.
  9. ANY PLANT OR OTHER LANDSCAPE MATERIALS SUBSTITUTIONS BE REPLACED AT CONTRACTOR'S EXPENSE. ALL PLANTS ARE SUBJECT TO AFTER INSTALLATION. (OWNERS/ARCHITECT BEFORE, DURING AND AFTER INSTALLATION).

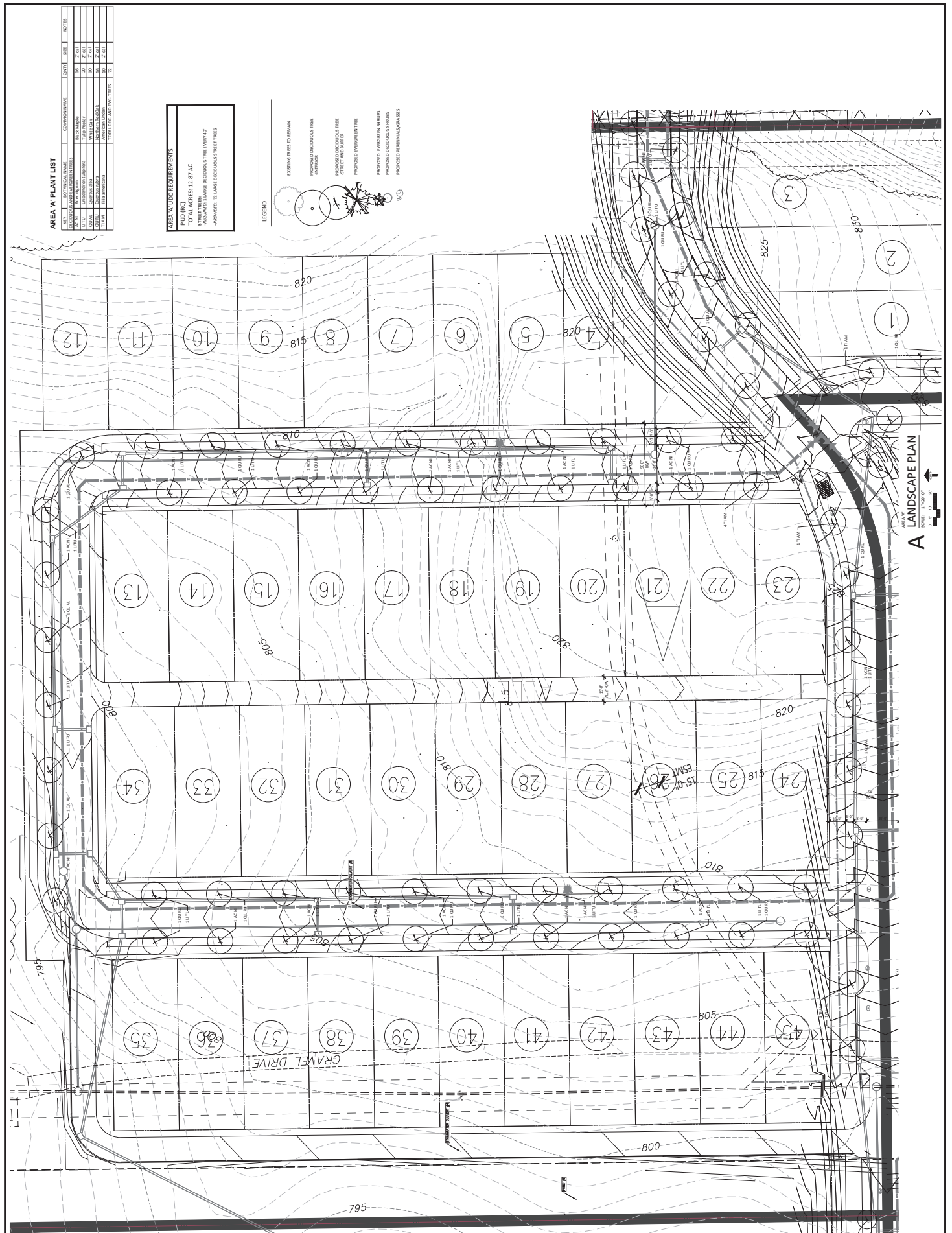
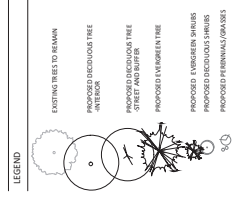


OVERALL  
LANDSCAPE PLAN  
A  
SCALE: 1" = 20'-0"

AREA 'A' PLANT LIST

PLANT	QUANTITY	COMMON NAME	HEIGHT	SIZE	NOTES
1	1	DOGWOOD	10'	4" x 4"	
2	1	DOGWOOD	10'	4" x 4"	
3	1	DOGWOOD	10'	4" x 4"	
4	1	DOGWOOD	10'	4" x 4"	
5	1	DOGWOOD	10'	4" x 4"	
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98	1	DOGWOOD	10'	4" x 4"	
99	1	DOGWOOD	10'	4" x 4"	
100	1	DOGWOOD	10'	4" x 4"	

AREA 'A' UDO REQUIREMENTS:  
 PUD (RD)  
 TOTAL ACRES: 12.87 AC  
 50% MINIMUM TREE REPLACEMENT RATIO  
 -PROPOSED TO LARGE DISCLOSURE STREET TREES



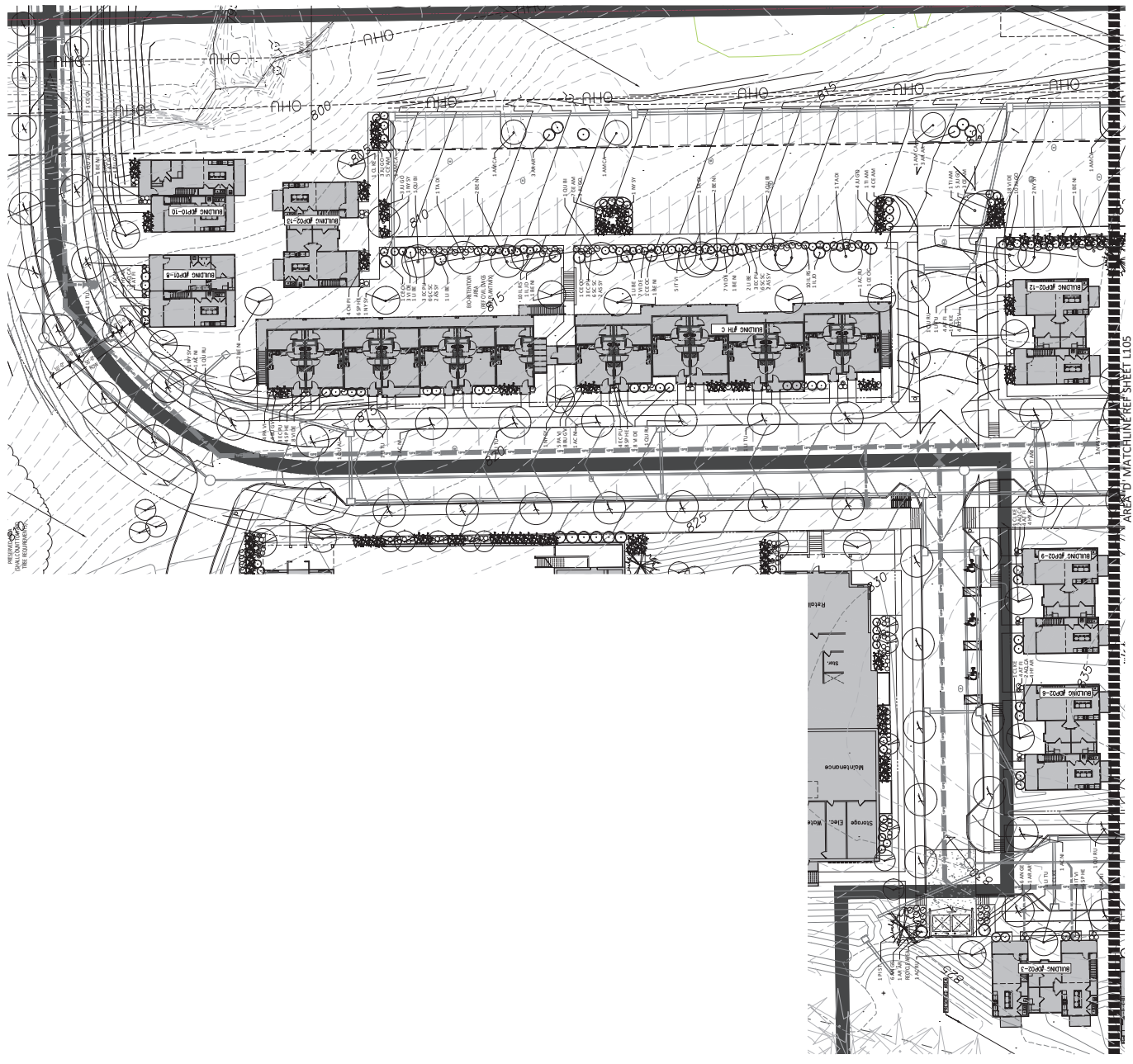
A LANDSCAPE PLAN  
 SCALE: 1" = 20' OR 30'











**LEGEND**

- EXISTING TREES TO REMAIN
- PROPOSED REDWOOD TREE
- PROPOSED REDWOOD TREE WITH BUFFER
- PROPOSED REDWOOD TREE STREET AND BUFFER
- PROPOSED EVERGREEN TREE
- PROPOSED EVERGREEN SHRUBS
- PROPOSED REDWOOD SHRUBS
- PROPOSED REDWOOD SHRUBS WITH BUFFER
- PROPOSED REDWOOD SHRUBS STREET AND BUFFER

**AREA 42 LANDSCAPE PLAN**

SCALE: 1" = 10'-0"

DATE: 05/22/20

BY: [Signature]

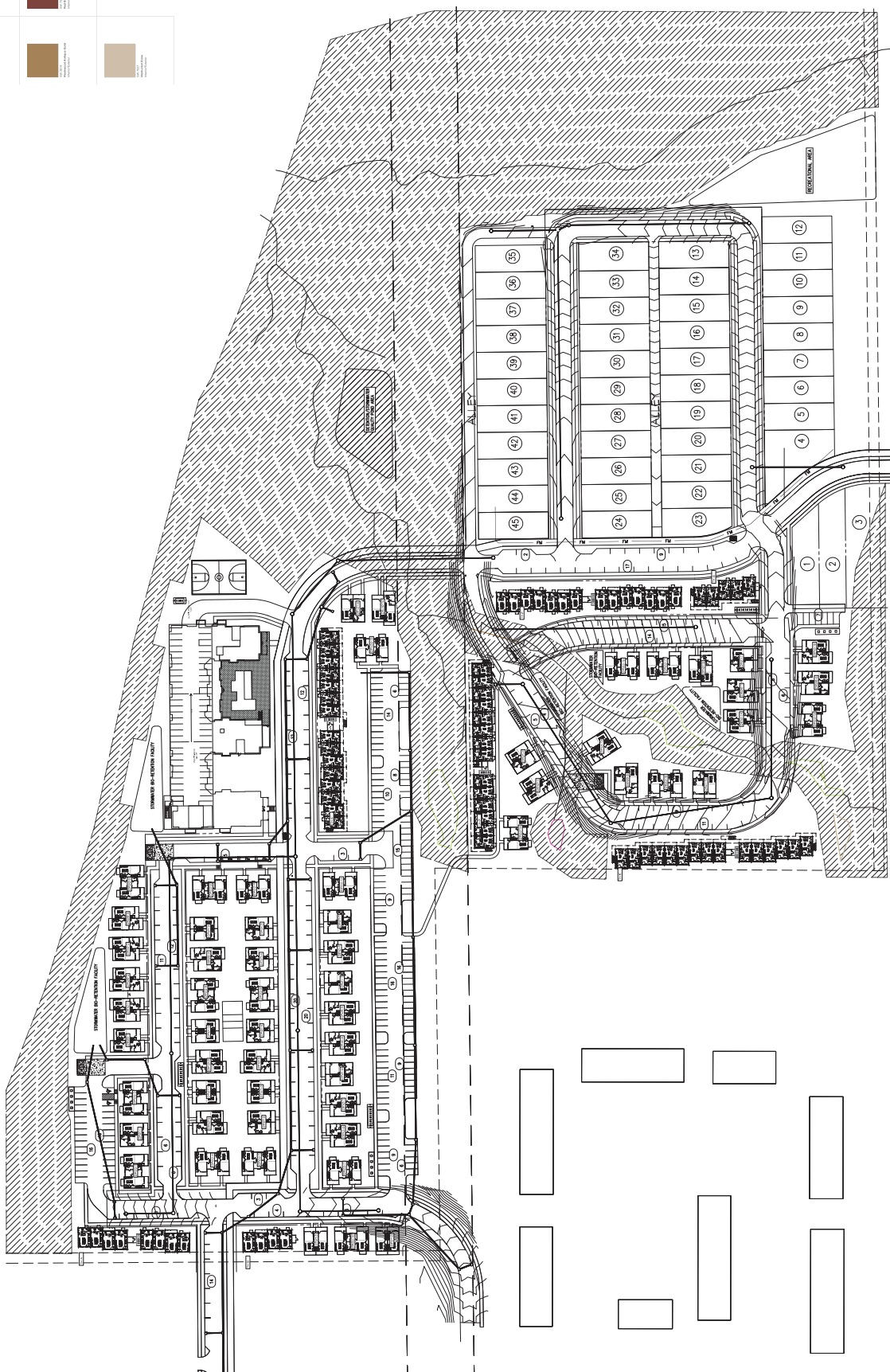
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AREA 42 MATCHLINE REF SHEET L105





01 | ARCHITECTURAL SITE PLAN  
 SCALE: 1" = 80'



COTTAGES COLOR SCHEDULE


ARCHITECT: STUDIO M ARCHITECTURE & PLANNING

BYNUM FANBY ARCHITECTS AND ASSOCIATES INC. 1000 W. 10TH ST. SUITE 1000 BLOOMINGTON, IN 47403-1000

CONSULTANT: BRYAN B. BRYAN ARCHITECTS 1000 W. 10TH ST. SUITE 1000 BLOOMINGTON, IN 47403-1000

CONSULTANT: K&S CONSULTANTS 1000 W. 10TH ST. SUITE 1000 BLOOMINGTON, IN 47403-1000

PROJECT: TRINITAS WEST 11TH STREET PLANNED UNIT DEVELOPMENT BLOOMINGTON, IN

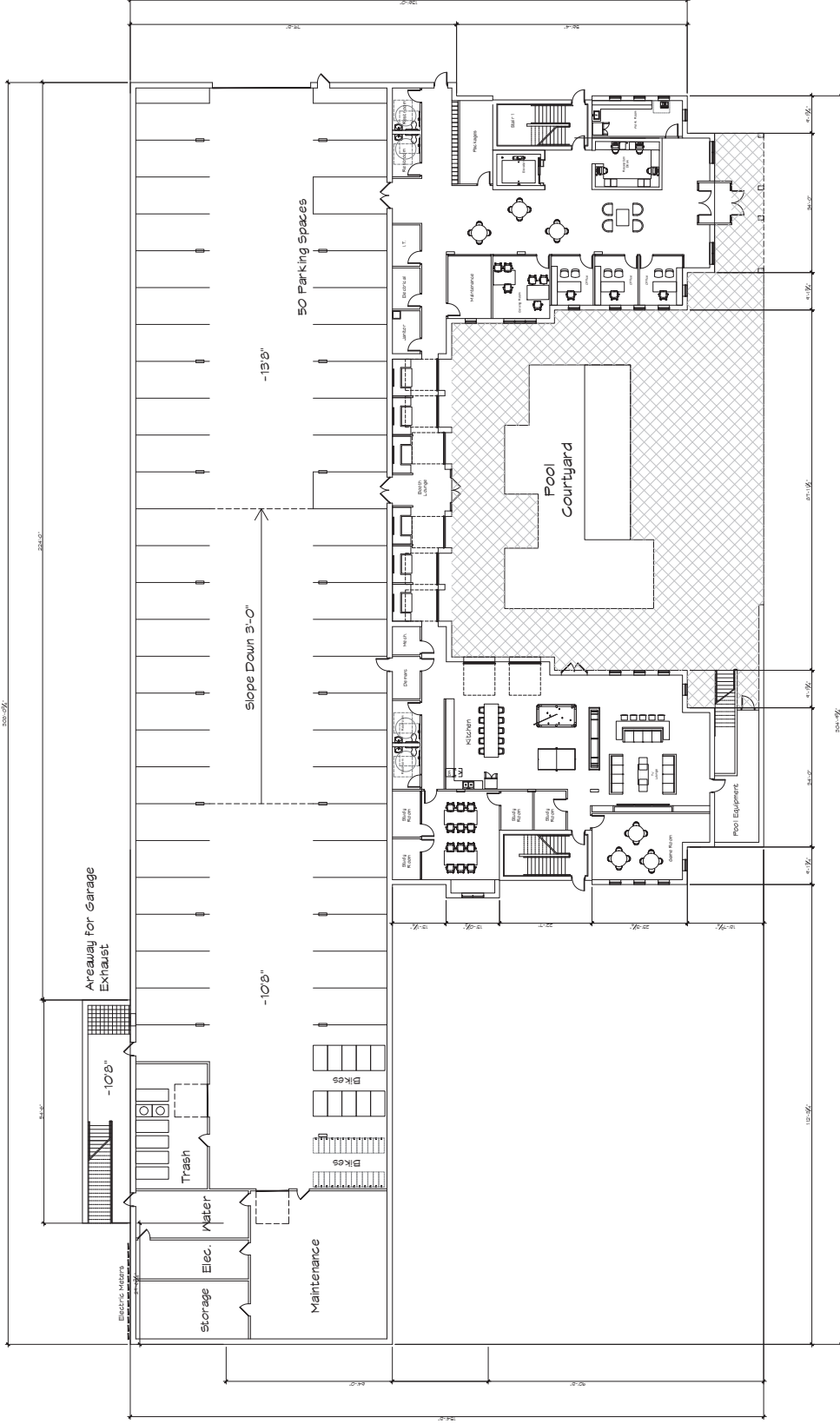
ARCHITECTURAL SITE PLAN

DRAWING TITLE: ARCHITECTURAL SITE PLAN

DATE: 5/18/14

PROJECT NO: 15014

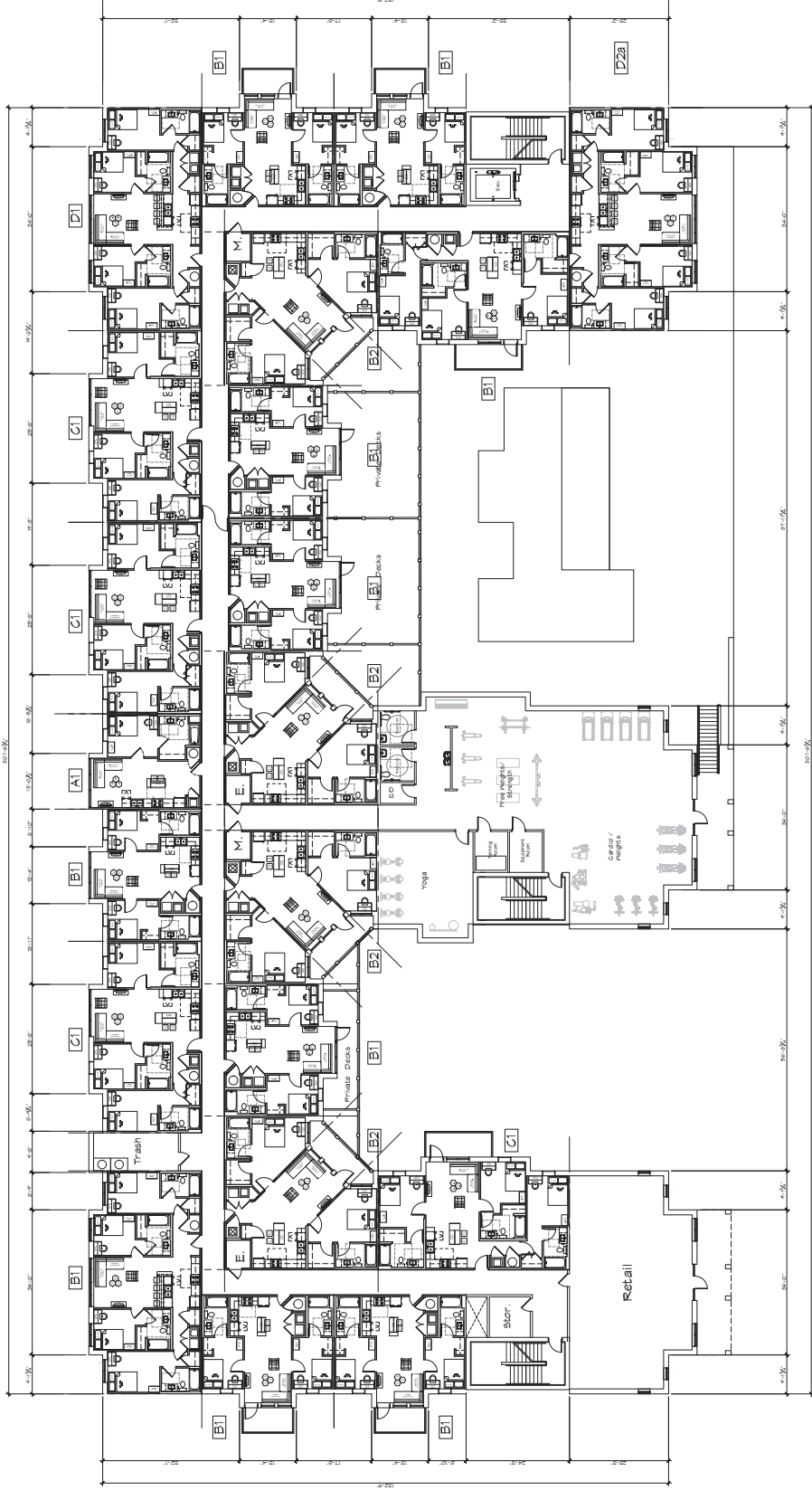
SHEET: SP-1



**01** Garage Level 1  
**BUILDING PLAN**

SCALE: 3/32" = 1'-0"  
 90,323 SF





01 Level 2 BUILDING PLAN



SCALE: 3/32" = 1'0"

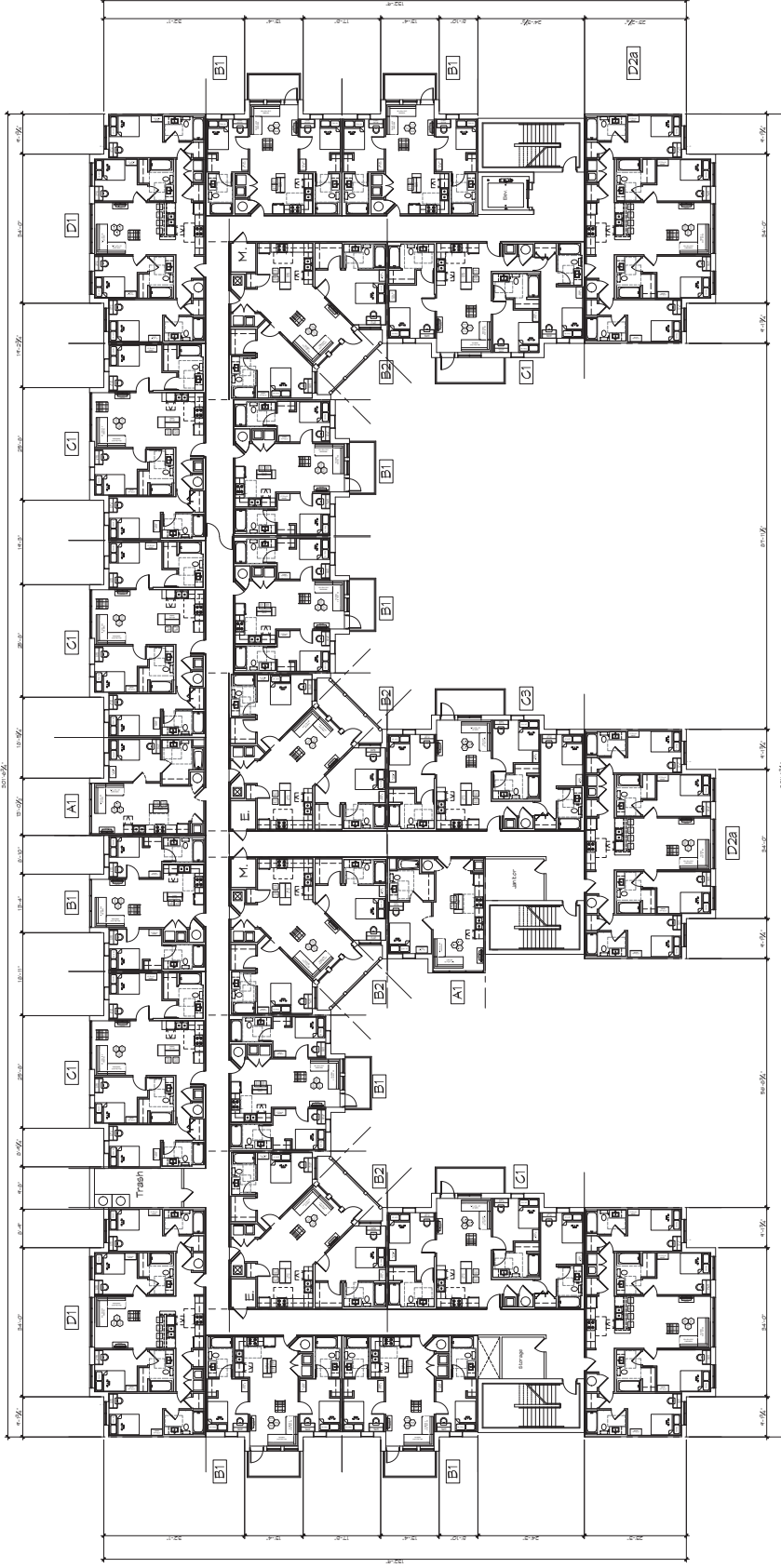
30,003 SF

BUILDING PLAN -  
 LEVEL 2

TRINITAS  
 WEST 17TH STREET  
 PLANNED UNIT  
 DEVELOPMENT  
 BLOOMINGTON, IN



STUDIO M  
 ARCHITECTURE & PLANNING

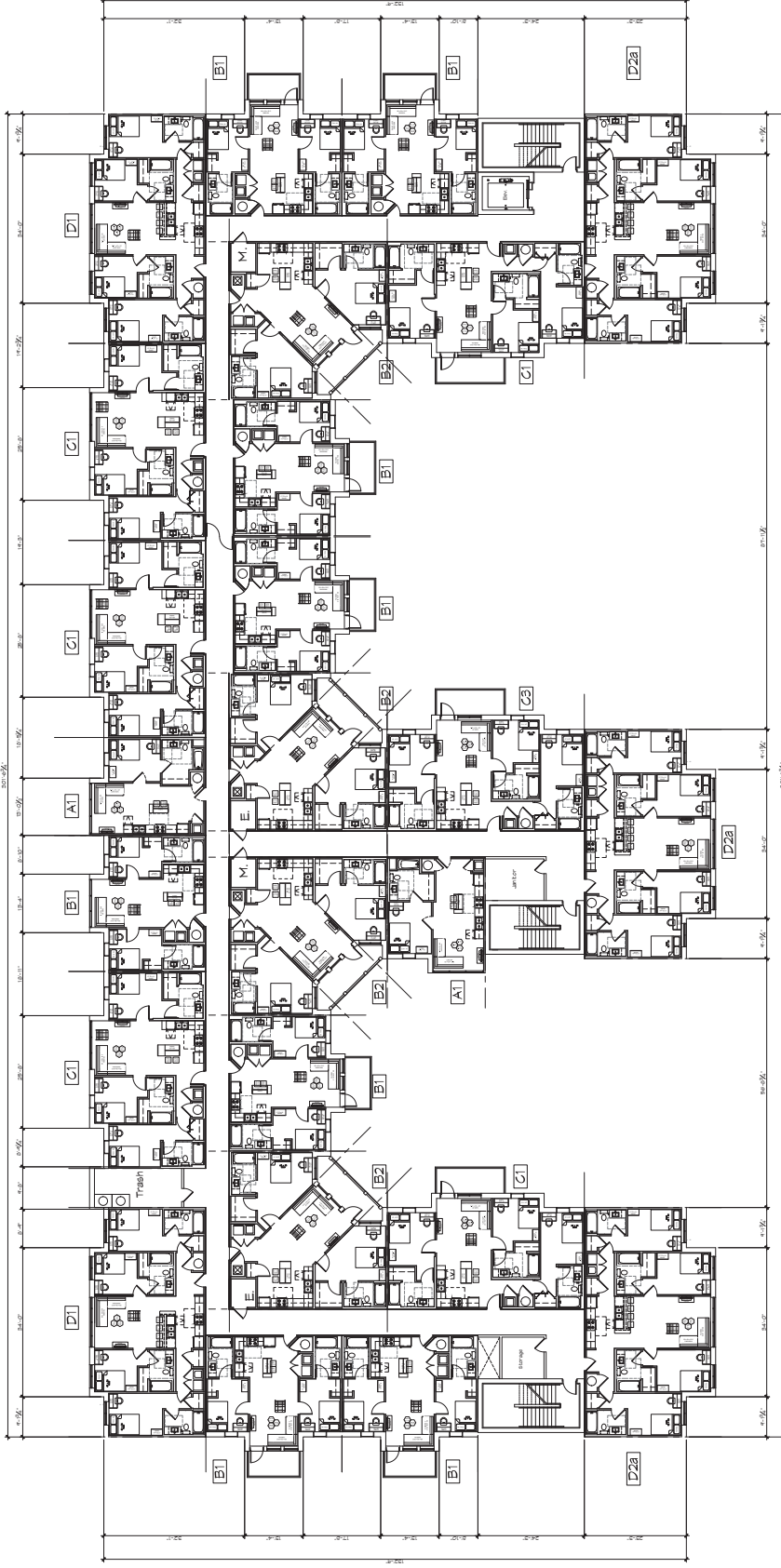


01 Level 3  
BUILDING PLAN



SCALE: 3/32" = 1'0"  
30,005 SF

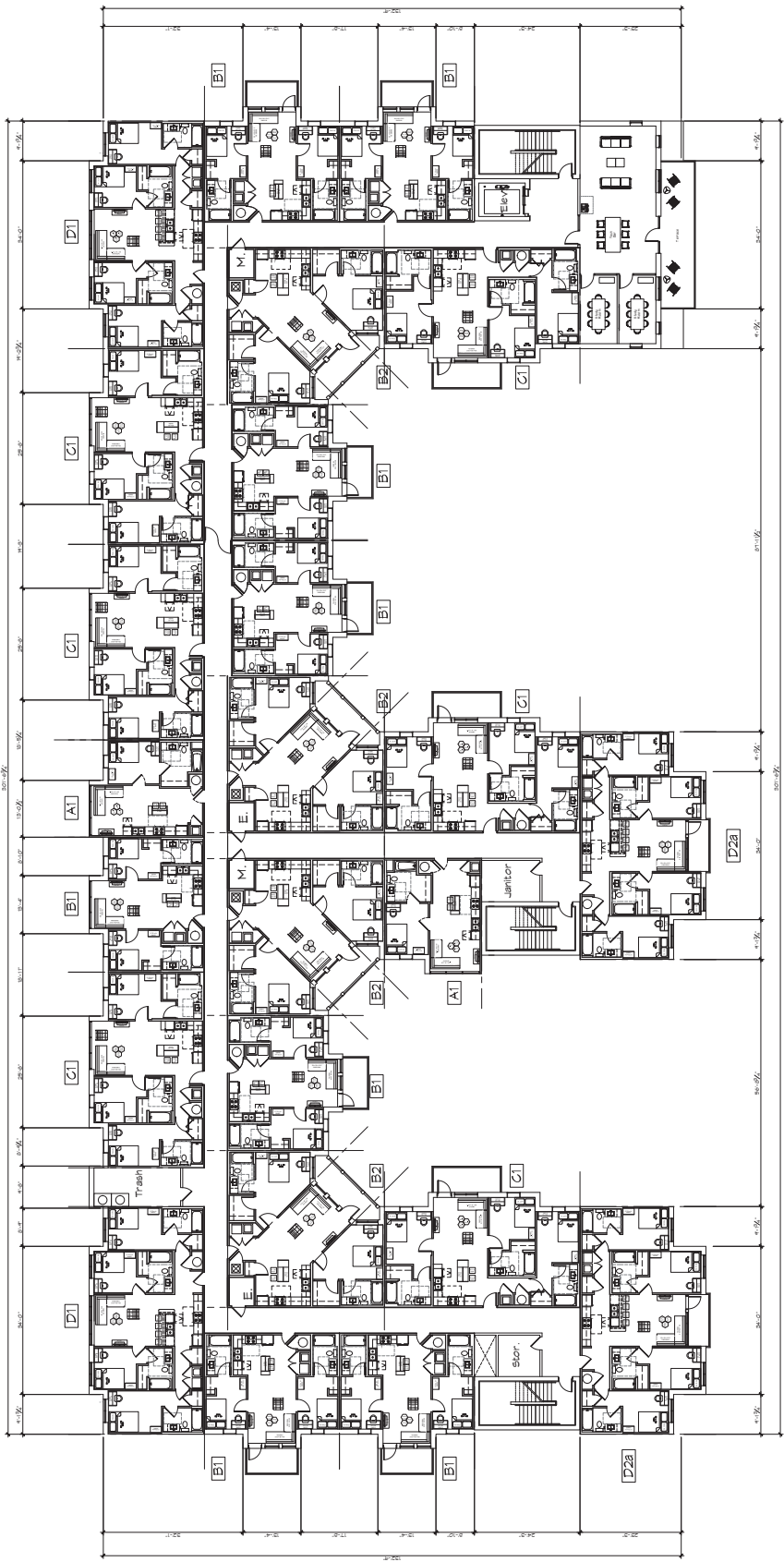




**01** Level 4  
**BUILDING PLAN**



SCALE: 3/32" = 1'0"  
 30,000 SF



01 Level 5  
BUILDING PLAN

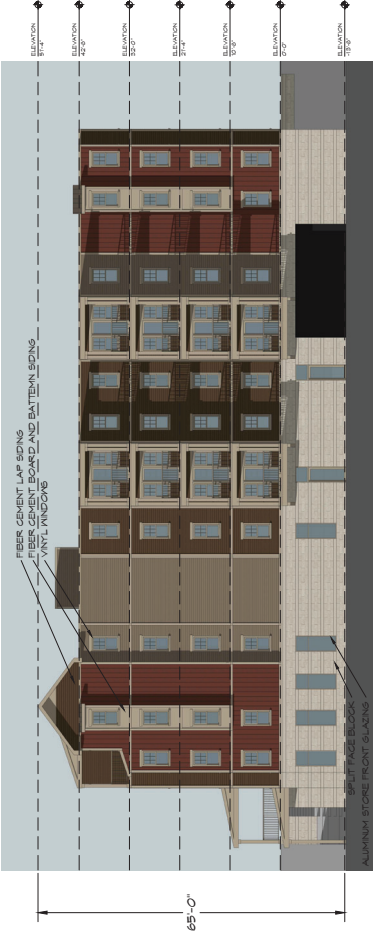


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24,307.5F

BUILDING PLAN -  
LEVEL 5

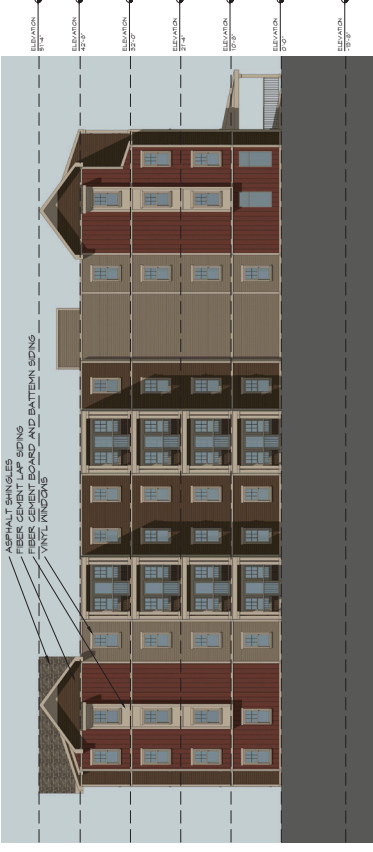
TRINITAS  
WEST 17TH STREET  
PLANNED UNIT  
DEVELOPMENT  
BLOOMINGTON, IN





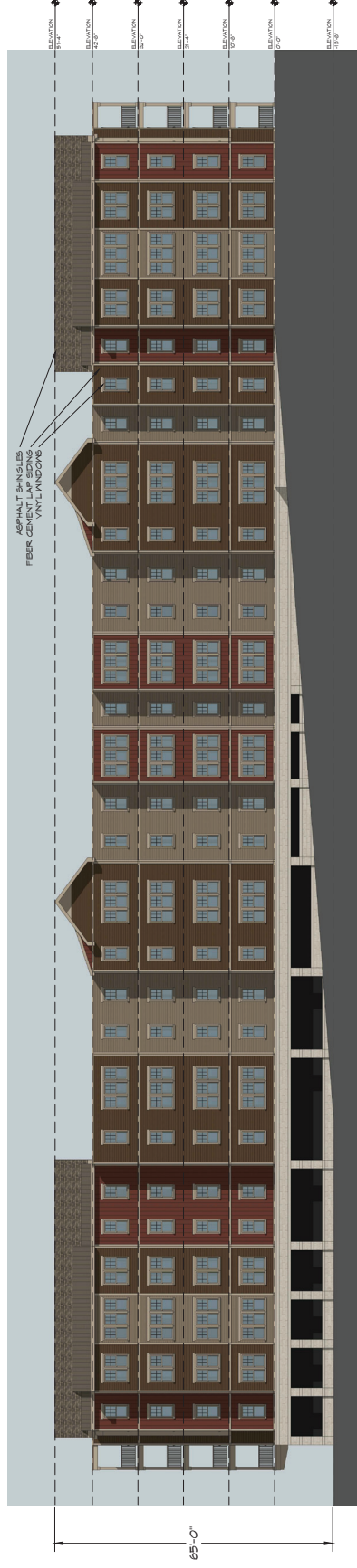
1 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



2 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



3 WEST ELEVATION

SCALE: 3/32" = 1'-0"



4 EAST ELEVATION

SCALE: 3/32" = 1'-0"



VIEW FROM SOUTH EAST  
SCALE: 1/8" = 1'-0"

VIEW FROM NORTH EAST  
SCALE: 1/8" = 1'-0"



VIEW FROM SOUTH WEST  
SCALE: 1/8" = 1'-0"



VIEW FROM NORTH EAST  
SCALE: 1/8" = 1'-0"



# Townhomes - Elevation

SCALE: NTS

05-21-2020



architects · interiors





# Townhomes - View 1

SCALE: NTS

05-21-2020

**STUDIO M**  
ARCHITECTURE & PLANNING

TH#2



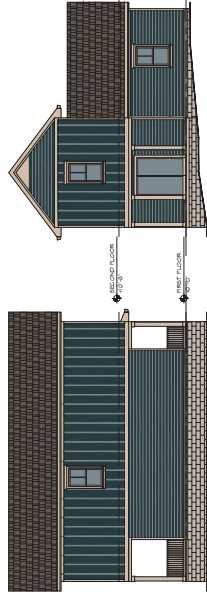
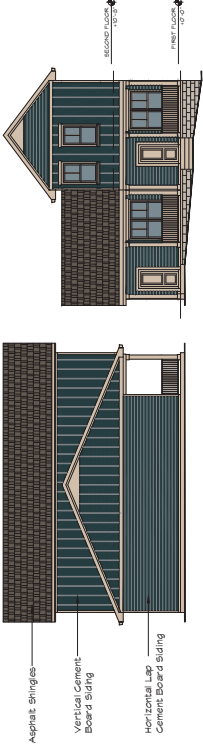
## Townhomes - View 2

SCALE: NTS

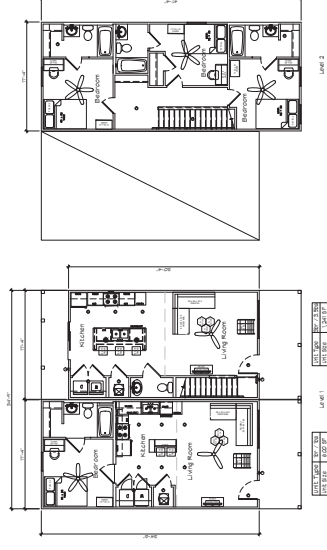
05-21-2020

**STUDIO M**  
ARCHITECTURE & PLANNING

TH-3<sup>5</sup>

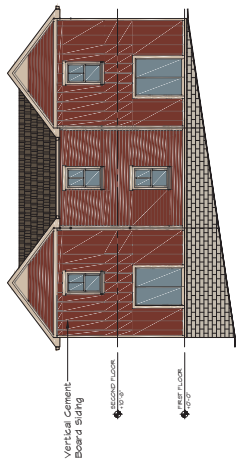
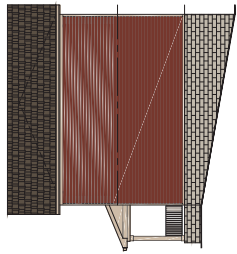
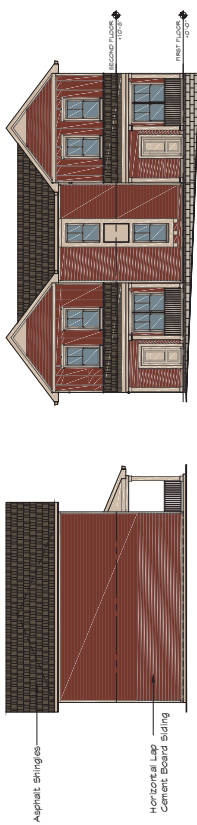


**01** COTTAGE DP-01  
BUILDING ELEVATIONS  
SCALE: 1/8" = 1'-0"

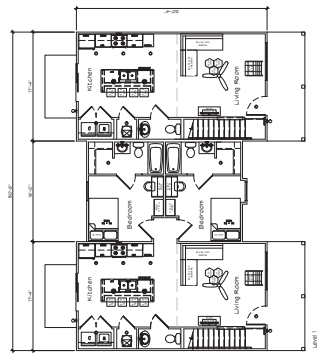
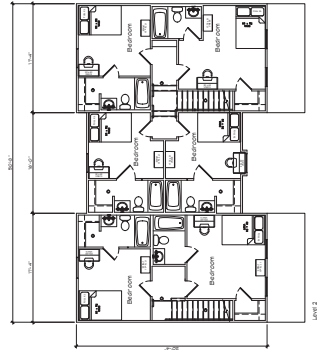


**02** COTTAGE DP-01  
BUILDING PLANS  
SCALE: 1/8" = 1'-0"





01 | COTTAGE DP-02  
BUILDING ELEVATIONS  
SCALE 1/8" = 1'-0"



02 | COTTAGE DP-02  
BUILDING PLANS  
SCALE 1/8" = 1'-0"

STUDIO M  
ARCHITECTURE & PLANNING

BYNUM FANYO  
ARCHITECTS

CONSULTANT  
L&L ARCHITECTS  
1000 CENTRE  
STREET, SUITE 200  
BLOOMINGTON, IN 47403  
PH: 317.344.0004

CONSULTANT  
K&S  
K&S CONSULTING  
1000 CENTRE  
STREET, SUITE 200  
BLOOMINGTON, IN 47403  
PH: 317.344.0004

PROJECT  
TRINITAS  
PLANNED UNIT  
DEVELOPMENT  
WEST 17TH STREET  
BLOOMINGTON, IN

DRAWING TITLE  
COTTAGE BUILDING  
PLANS

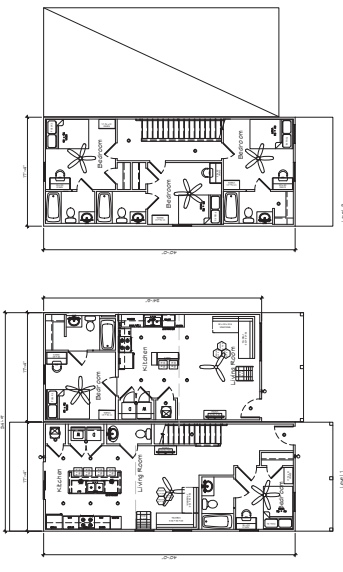
DATE  
5.25.14

PROJECT NO.  
19014

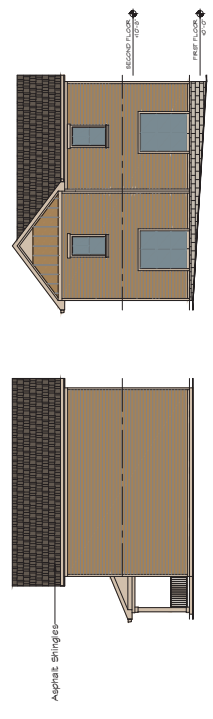
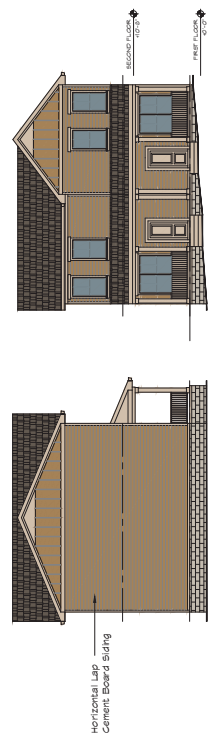
SCALE  
DP2-1



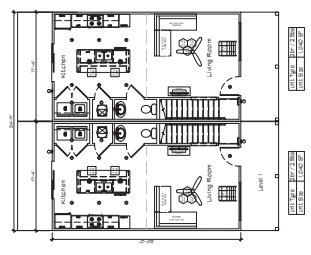
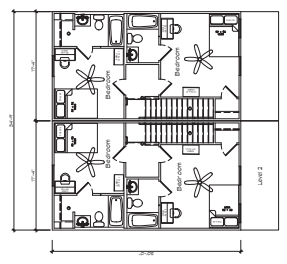
01 COTTAGE DP-05  
BUILDING ELEVATIONS  
SCALE: 1/8" = 1'-0"



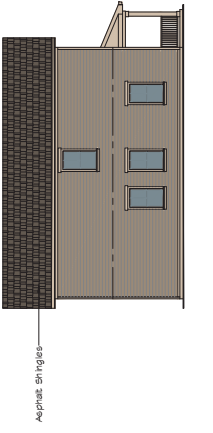
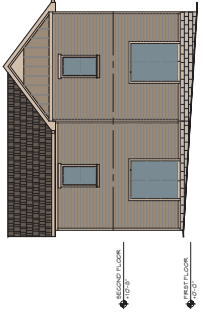
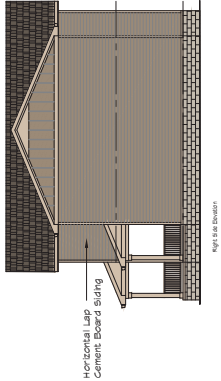
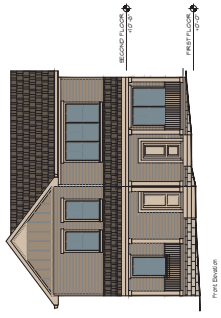
02 COTTAGE DP-05  
BUILDING PLANS  
SCALE: 1/8" = 1'-0"



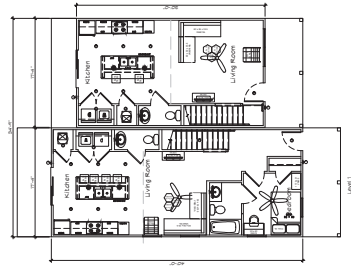
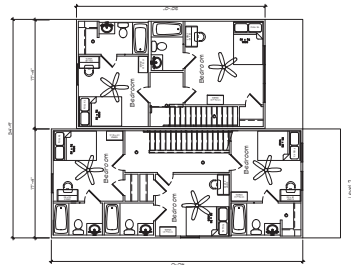
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BUILDING ELEVATIONS  
SCALE: 1/8" = 1'-0"



02 | COTTAGE DP-07  
BUILDING PLANS  
SCALE: 1/8" = 1'-0"



01 COTTAGE DP-10  
BUILDING ELEVATIONS  
SCALE: 1/8" = 1'-0"



02 COTTAGE DP-10  
BUILDING PLANS  
SCALE: 1/8" = 1'-0"

TOWNHOME BUILDING A  
PLANS

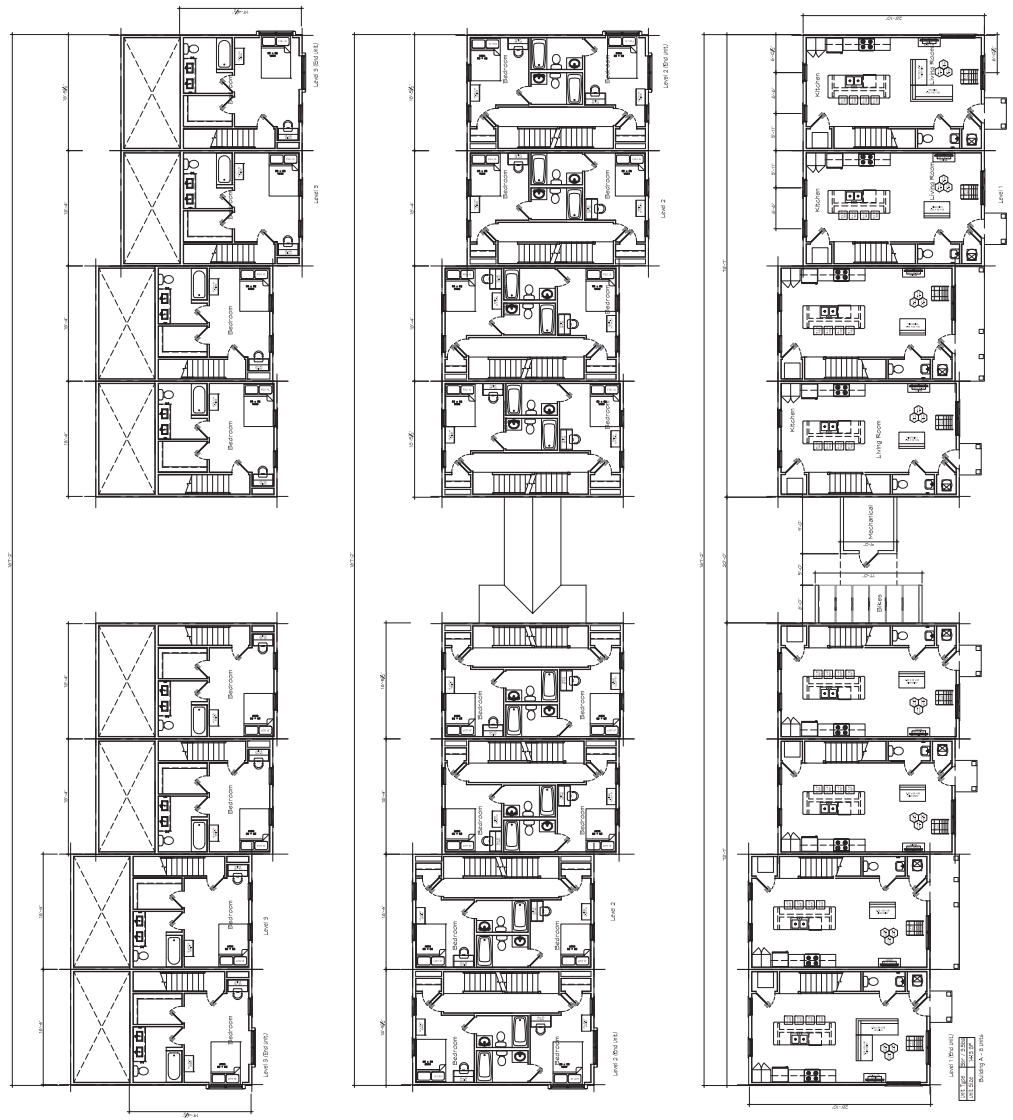
TRINITAS  
PLANNED UNIT  
DEVELOPMENT  
BLOOMINGTON, IN

**K&S**  
K&S CONSULTING  
1545 S. KENNEDY BLVD. SUITE 200  
BLOOMINGTON, IN 47403  
TEL: 317.344.8044

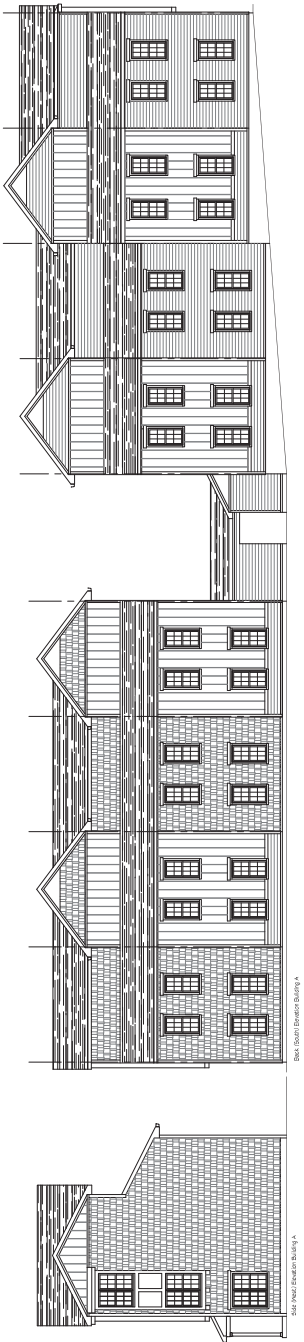
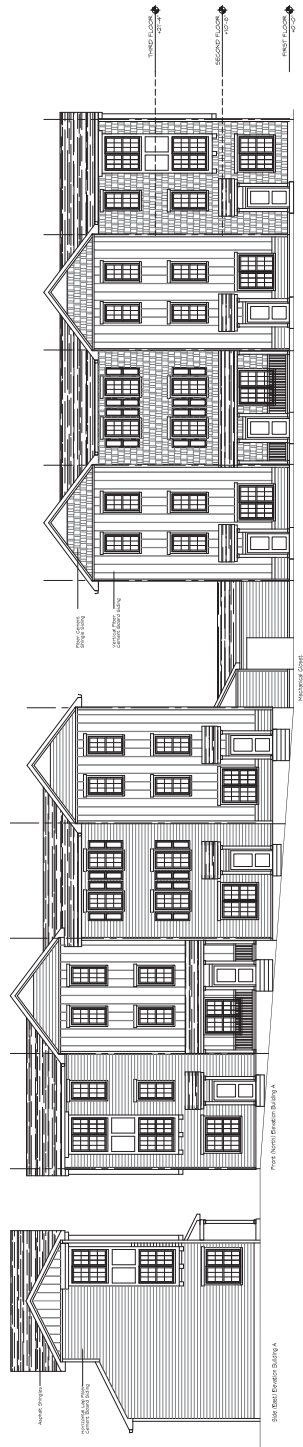
**B**  
BRYUM FANVO  
1545 S. KENNEDY BLVD. SUITE 200  
BLOOMINGTON, IN 47403  
TEL: 317.344.8044

**STUDIO M**  
ARCHITECTURE & PLANNING

CONSULTANT  
CONSULTANT  
CONSULTANT



01 | TOWNHOME BUILDING A  
FLOOR PLANS  
SCALE: 1/8"=1'-0"



01 | TOWNHOME BUILDING A  
 ELEVATIONS  
 SCALE: 1/8" = 1'-0"

TOWNHOME BUILDING B  
PLANS

TRINITAS  
WEST 17TH STREET  
PLANNED UNIT  
DEVELOPMENT  
BLOOMINGTON, IN

**K&S**  
COMMUNITY DEVELOPMENT

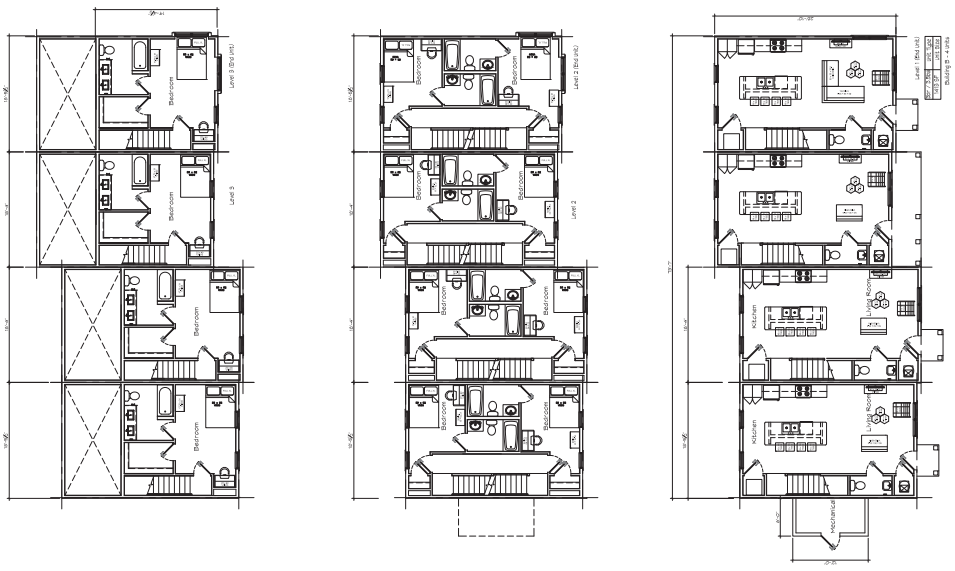
**B**  
BRYUM FANYO  
ARCHITECTS

**STUDIO M**  
ARCHITECTURE & PLANNING

CONSULTANT  
CONSULTANT  
CONSULTANT



01 TOWNHOME BUILDING B  
FLOOR PLANS  
SCALE: 1/8"=1'-0"

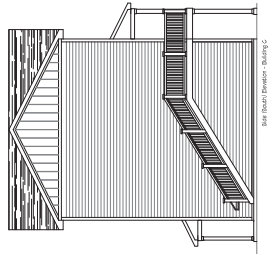




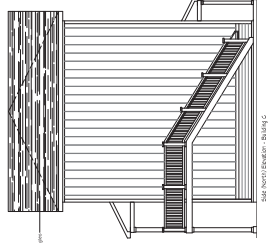




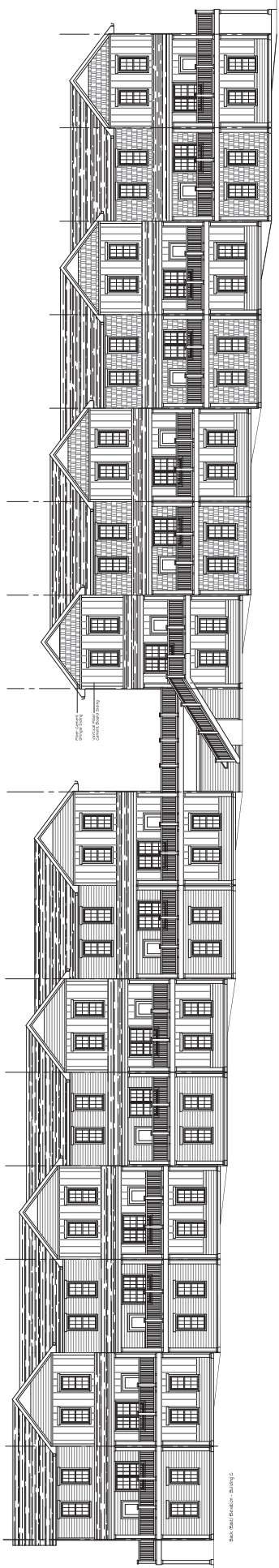
01 | TOWNHOME BUILDING C  
ELEVATIONS  
SCALE: 1/8" = 1'-0"



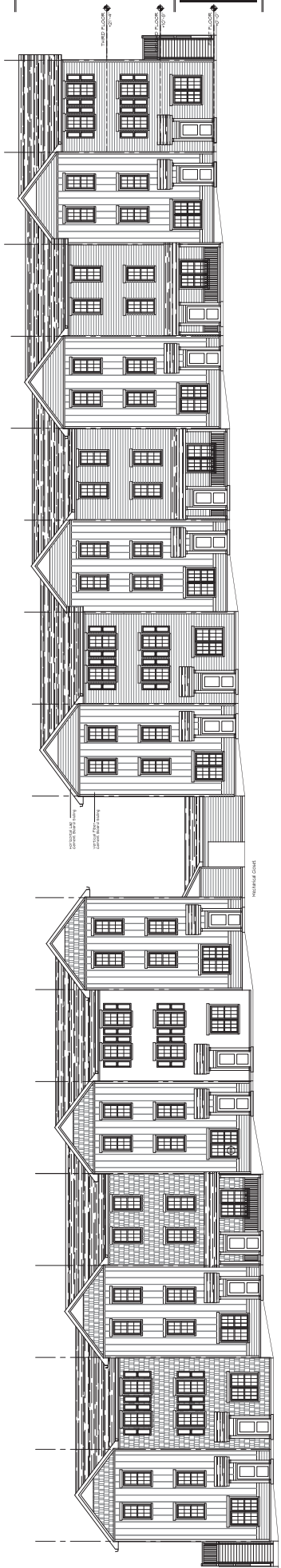
Rear (Rear) Elevation - Building C



Side (North) Elevation - Building C



Front Elevation - Building C



Rear Elevation - Building C

TOWNHOME BUILDING C  
ELEVATIONS

TRINITAS WEST 11TH STREET  
PLANNED UNIT DEVELOPMENT  
BLOOMINGTON, IN

CONSULTANT

**BYNUM FANNY**

ARCHITECTURE & PLANNING

CONSULTANT

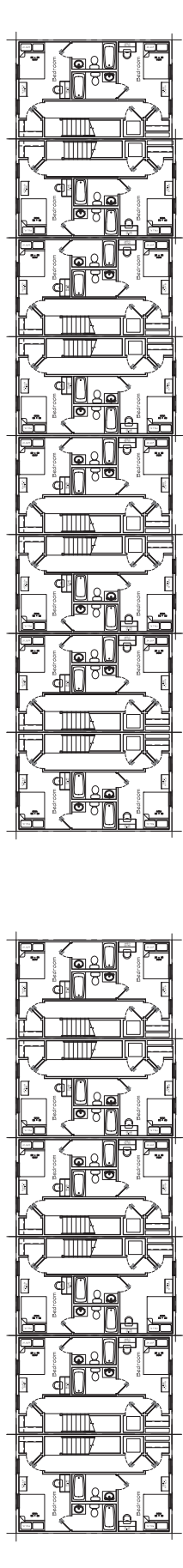
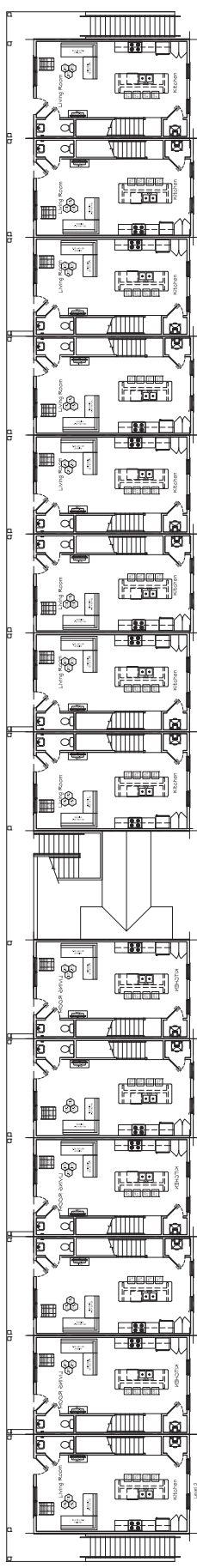
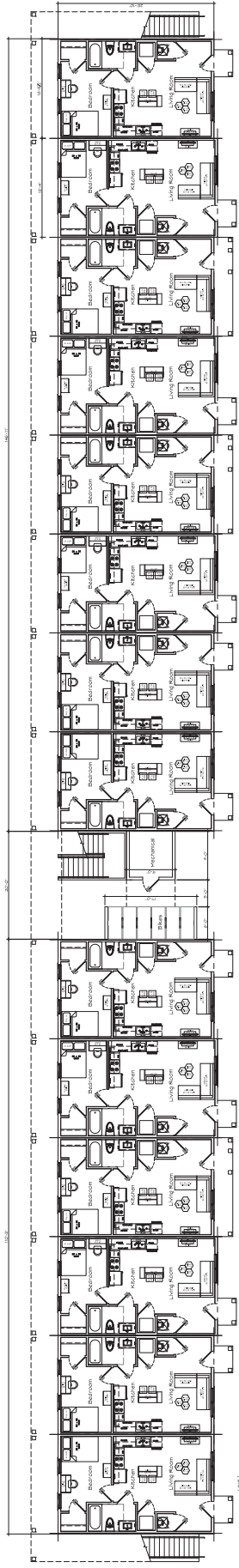
**K&S**

LANDSCAPE ARCHITECTURE

CONSULTANT

**BYNUM FANNY**

ARCHITECTURE & PLANNING



TOWNHOME  
BUILDING D  
PLANS

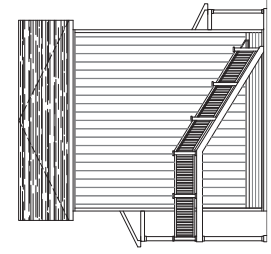
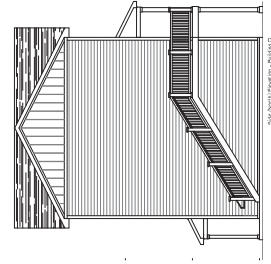
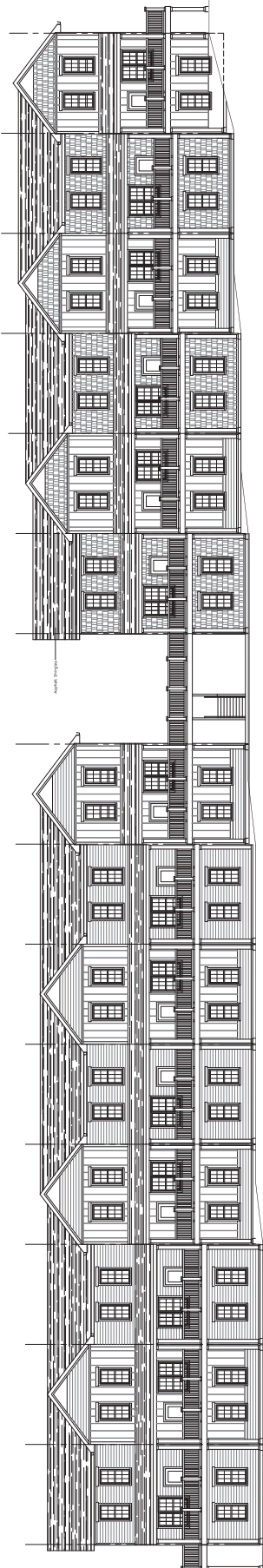
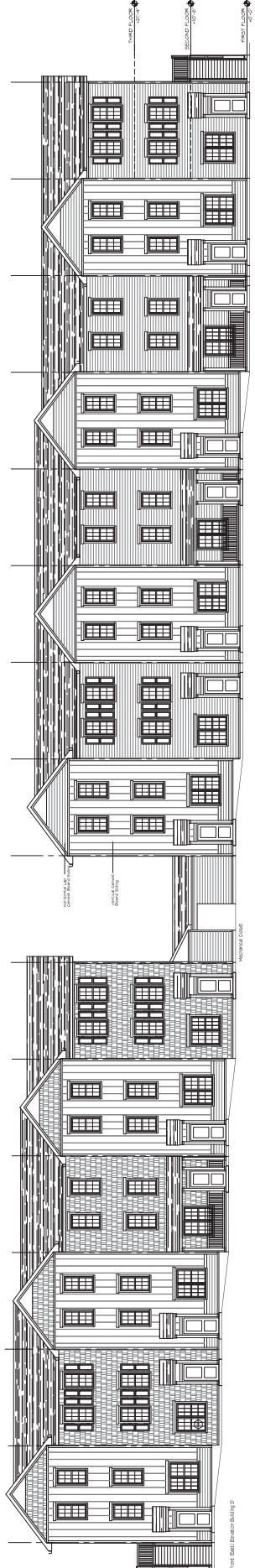
TRINITAS  
PLANNED UNIT  
DEVELOPMENT  
WEST 17TH STREET  
BLOOMINGTON, IN

**K&S**  
K&S CONSULTANTS  
1545 S. ROBERTSON BLVD. SUITE 200  
BLOOMINGTON, IN 47403  
TEL: 317.344.8844

**B**  
BRYUM FANVO  
1801 W. 17TH AVENUE  
BLOOMINGTON, IN 47404  
TEL: 317.344.8844

**STUDIO M**  
ARCHITECTURE & PLANNING  
1000 N. WASHINGTON ST. SUITE 100  
BLOOMINGTON, IN 47404  
TEL: 317.344.8844

CONSULTANT



01 | TOWNHOME BUILDING D ELEVATIONS SCALE: 1/8"=1'-0"



01 TOMNHOMES BUILDING E FLOOR PLANS SCALE 1/8"=1'-0"

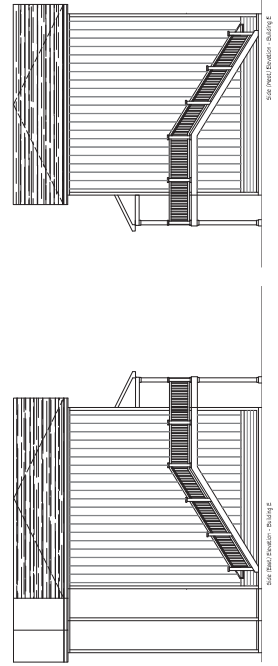
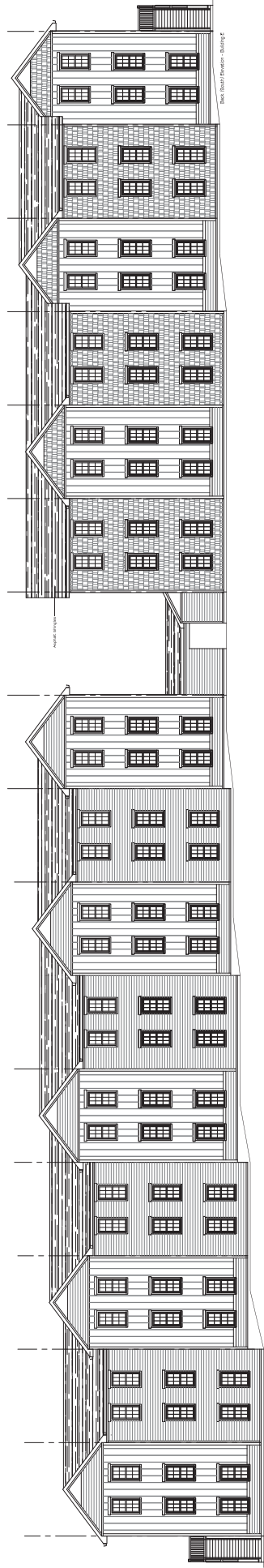
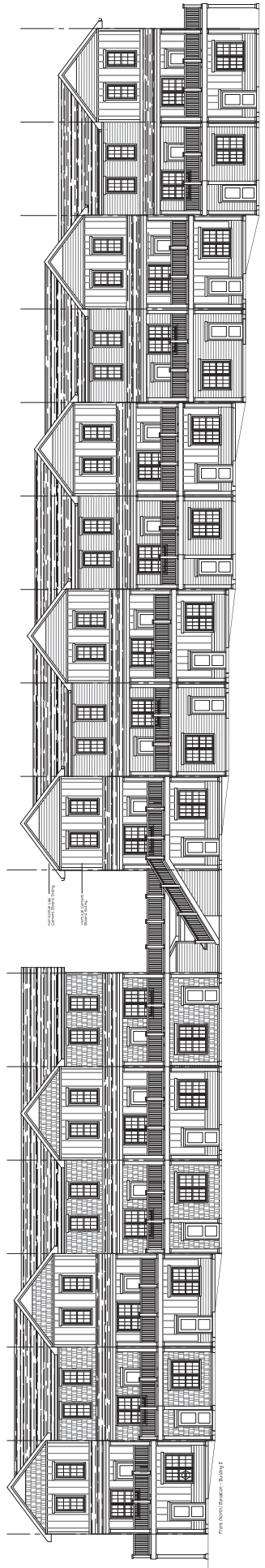


TOMNHOMES BUILDING E PLANNED UNITS

TRINITAS WEST 11TH STREET DEVELOPMENT BLOOMINGTON, IN

CONSULTANT: **KPSO** KPSO CONSULTANTS INC. 1514 S. WASHINGTON ST. SUITE 200 BLOOMINGTON, IN 47403-1000

ARCHITECT: **BYNUM FANNY** BYNUM FANNY ARCHITECTS INC. 505 N. WASHINGTON ST. SUITE 200 BLOOMINGTON, IN 47403-1000

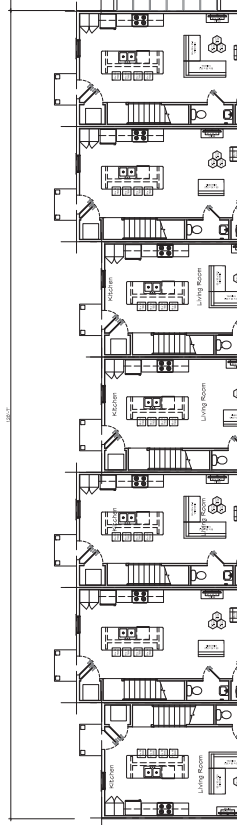
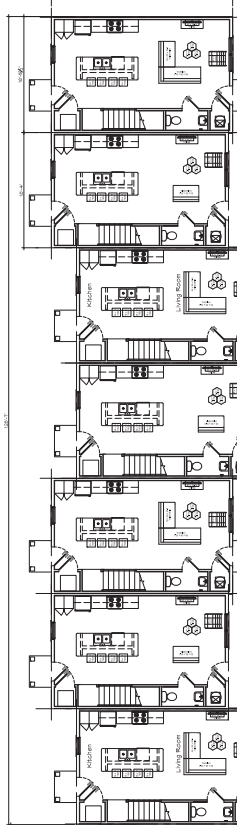
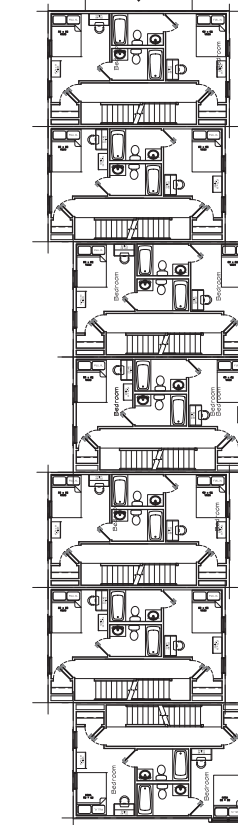
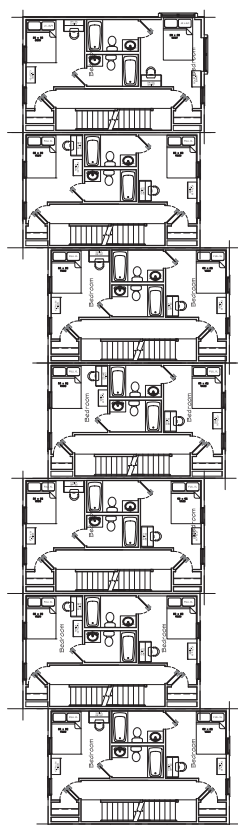
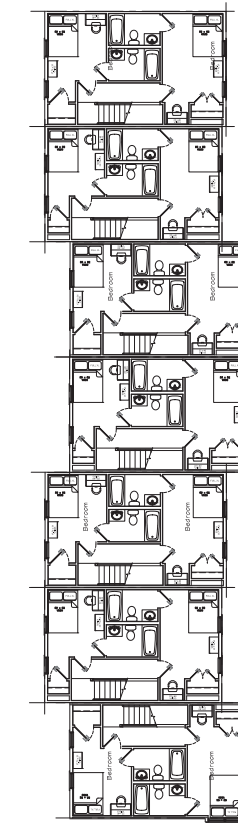
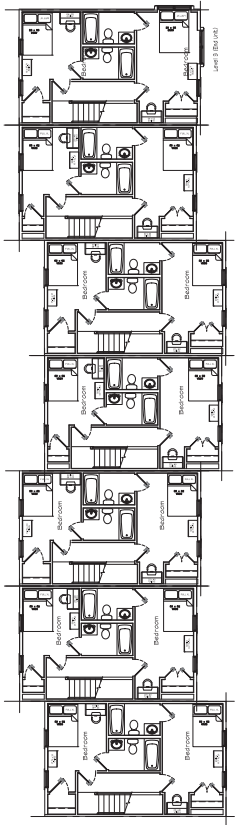


01 | TOWNHOME BUILDING E  
ELEVATIONS  
SCALE: 1/8"=1'-0"

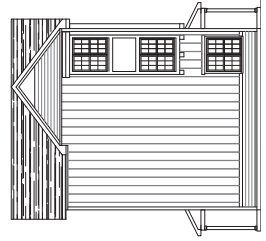
TOMNHOMER BUILDING F FLOOR PLANS

TRINITAS PLANNED UNIT DEVELOPMENT WEST 17TH STREET BLOOMINGTON, IN

Logos for K&S, Bynum Fanyo, and Studio M Architecture & Planning.



01 TOMNHOMER BUILDING F FLOOR PLANS SCALE: 1/8"=1'-0"



01 | TOMHOME BUILDING F  
ELEVATIONS  
SCALE: 1/8" = 1'-0"

PROJECT NO. 518 250  
19014  
SCHEMATIC DESIGN  
THF-2

TOMHOME  
BUILDING F  
ELEVATIONS

TRINITAS  
PLANNED UNIT  
DEVELOPMENT  
BLOOMINGTON, IN

KPSO  
KENTON PERRY SCHOOL OF  
DESIGN

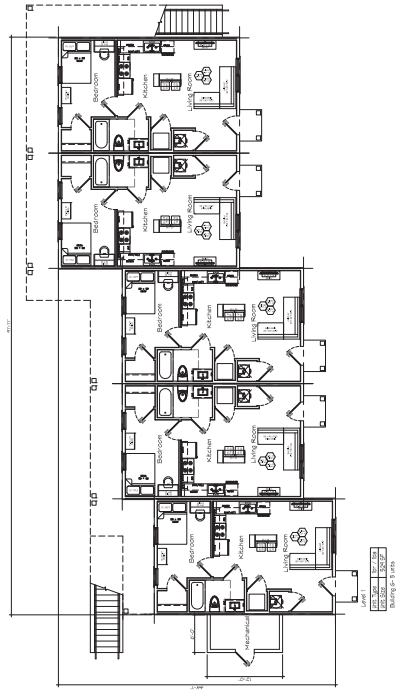
BYNUM FANNY  
ARCHITECTS

STUDIO M  
ARCHITECTURE & PLANNING

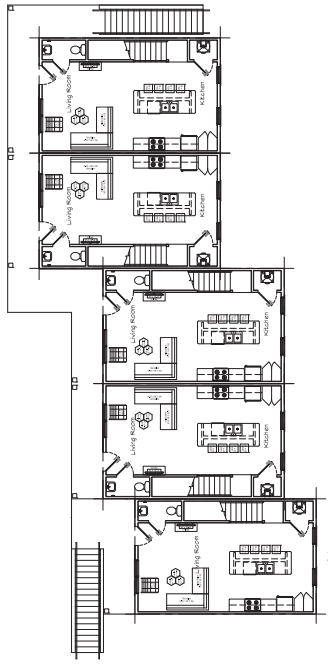




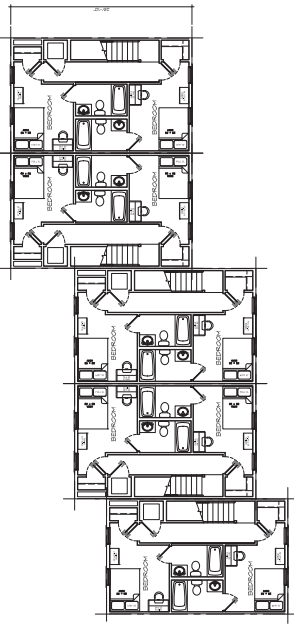
**01** | **TOWNHOME BUILDING 6**  
**FLOOR PLANS**  
SCALE: 1/8"=1'-0"



UNIT 1  
Living & Dining  
Scale: 1/8"=1'-0"



UNIT 2  
Living & Dining  
Scale: 1/8"=1'-0"

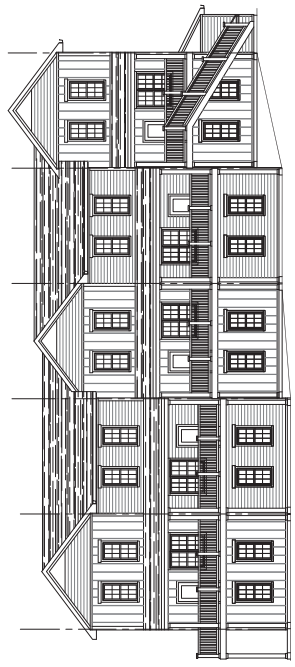
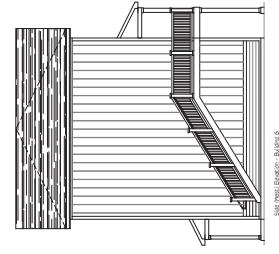
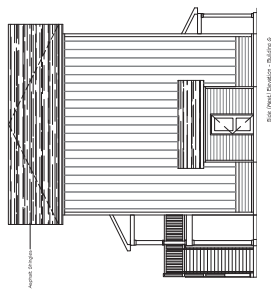
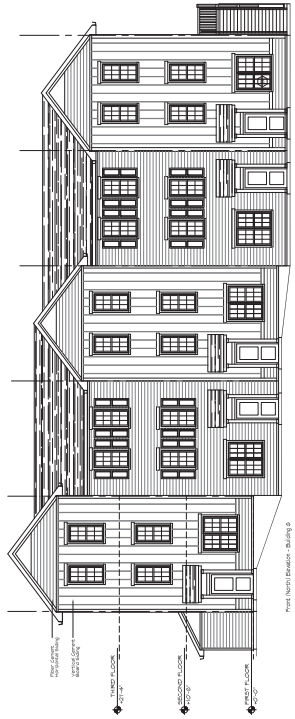


UNIT 3  
Living & Dining  
Scale: 1/8"=1'-0"

**TOWNHOME**  
**BUILDING 6**  
**PLANS**

TRINITAS  
PLANNED UNIT  
DEVELOPMENT  
WEST 17TH STREET  
BLOOMINGTON, IN





01 | TOWNHOME BUILDING 6  
ELEVATIONS  
SCALE: 1/8" = 1'-0"













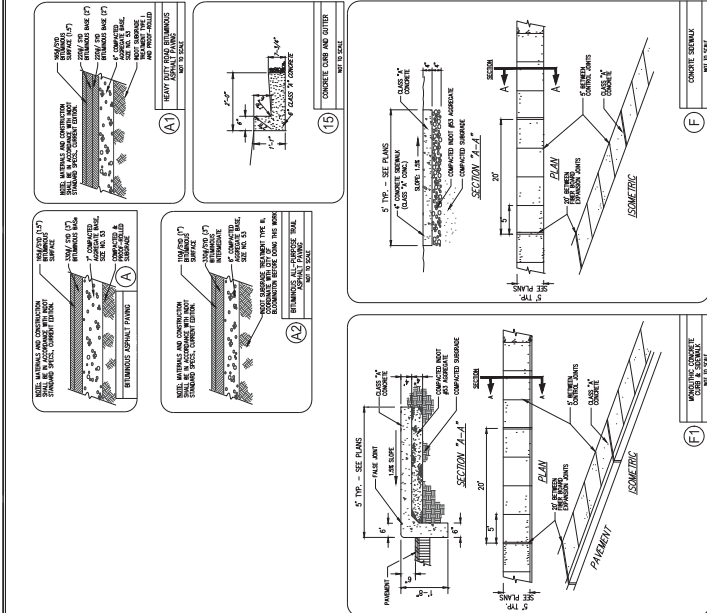








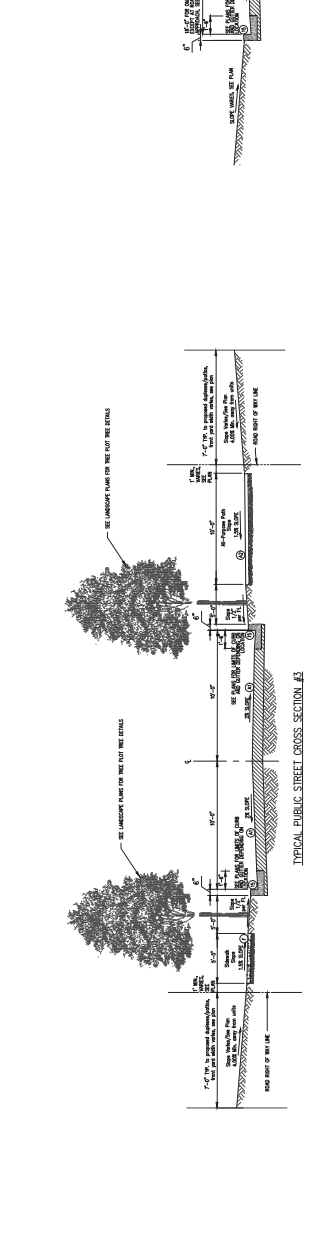
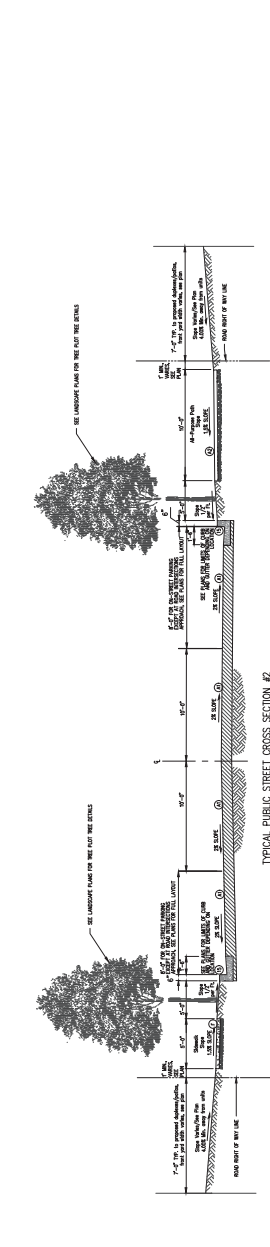
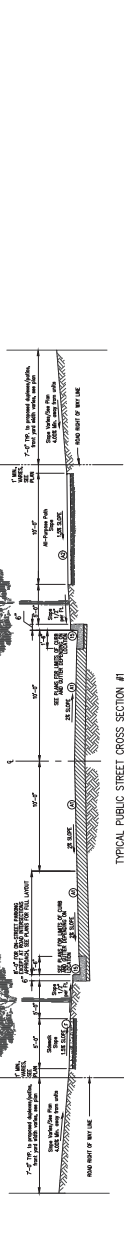
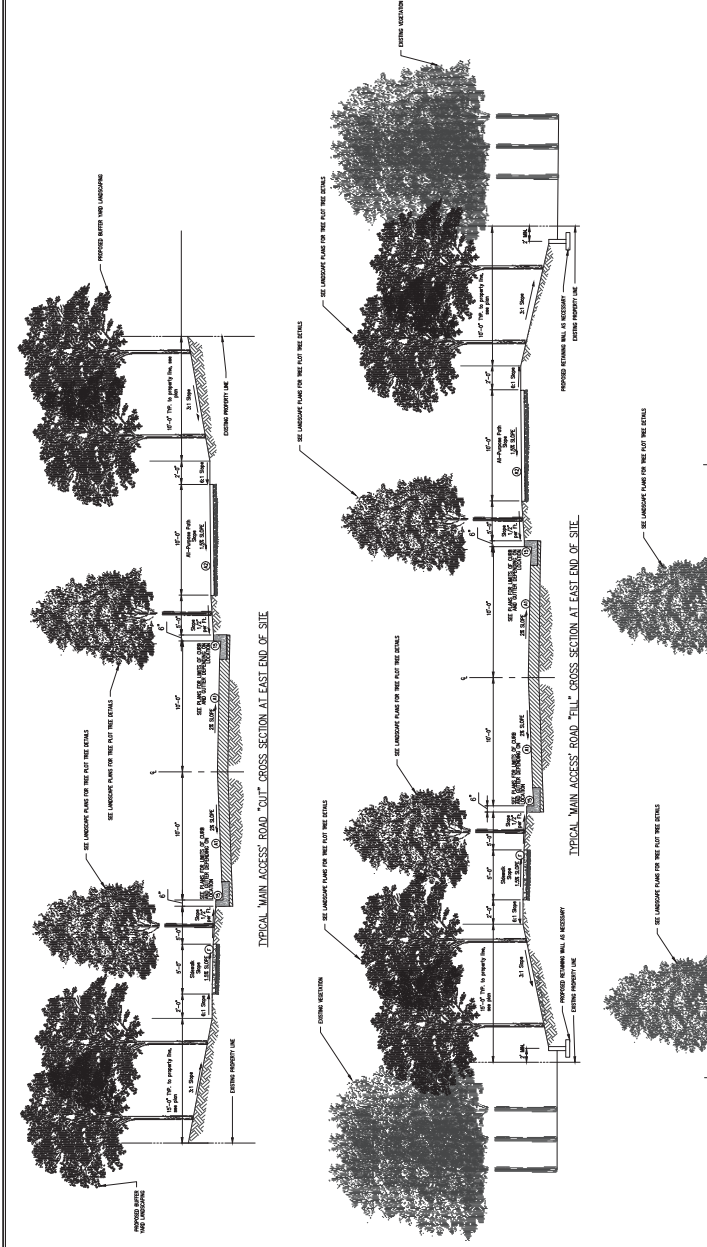




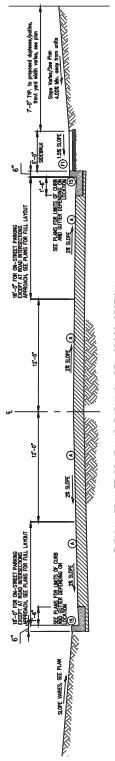
ALL WORK WITHIN EXISTING AND PROPOSED ROADS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE CITY ALL REQUIRED INSPECTIONS AND TESTS. ALL REQUIRED TESTS SHALL BE COVERED AND PAID FOR BY THE CONTRACTOR.

THE CURRENT EDITION OF THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES (AGGREGATE FINISHES (a) SIDEWALKS, AND OTHER PEDESTRIAN FACILITIES, NO SLOPE OF ANY SECTION OF STREET, RAMPS, SIDEWALKS, AND OTHER WALKABLE FACILITIES SHALL BE 1:12. MAXIMUM CROSS-SLOPE SHALL BE 2% (2% CROSS-SLOPE MAX. FOR NON-STOP CONTROLLED CROSS-SLOPE MAX. FOR STOP CONTROLLED). CONTRACTOR WILL BE ASKED TO REMOVE AND REPLACE IF ANY ARE CONSTRUCTED WITH A SLOPE GREATER THAN 1:12. MAXIMUM CROSS-SLOPE FOR STOP CONTROLLED SHALL BE 2% (2% CROSS-SLOPE MAX. FOR NON-STOP CONTROLLED). CONTRACTOR WILL BE ASKED TO REMOVE AND REPLACE IF ANY ARE CONSTRUCTED WITH A SLOPE GREATER THAN 1:12.

THESE TYPICAL CROSS-SECTIONS SHOWN ON THIS SHEET ARE FOR REFERENCE FOR GENERAL WIDTH AND LOCATION. CONTRACTOR SHALL REFER TO THE FOLLOWING ENLARGED SITE SHEETS AND PLAN AND PROFILE SHEETS OF THIS PLAN SET.



TYPICAL PRIVATE DRIVE AND PARKING AREA CROSS SECTION



SITE LIGHTING PLAN - OVERALL

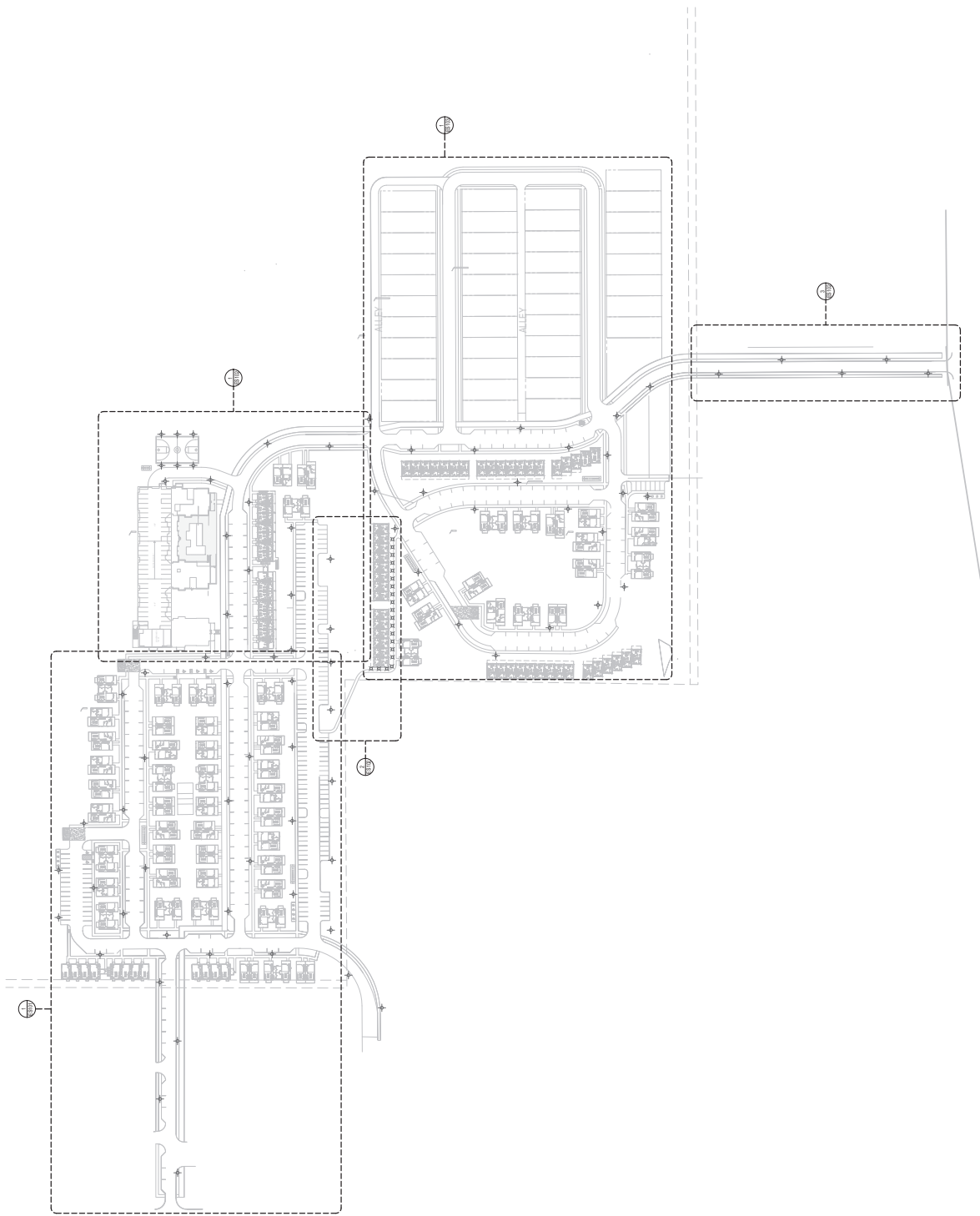
TRINITAS  
 WEST 17TH STREET  
 PLANNED UNIT  
 DEVELOPMENT  
 BLOOMINGTON, IN

CONSULTANT  
 K&S  
 1545 S. BROADWAY, SUITE 200  
 CHICAGO, ILLINOIS 60605  
 312.467.1500

CONSULTANT  
 BRYUM FANVO  
 1000 N. WASHINGTON ST.  
 BLOOMINGTON, IN 47403  
 317.344.1100

CONSULTANT  
 L&M INC.  
 2557 W. STATE ST. SUITE 100  
 BLOOMINGTON, IN 47403  
 317.344.1100

ARCHITECT  
 STUDIO M  
 ARCHITECTURE & PLANNING



1 OVERALL SITE LIGHTING PLAN

ES100L

PROJECT INFO  
78  
19047

SITE LIGHTING  
LANDSCAPE REVIEW  
05/22

REVISIONS

DATE

DRAWING TITLE

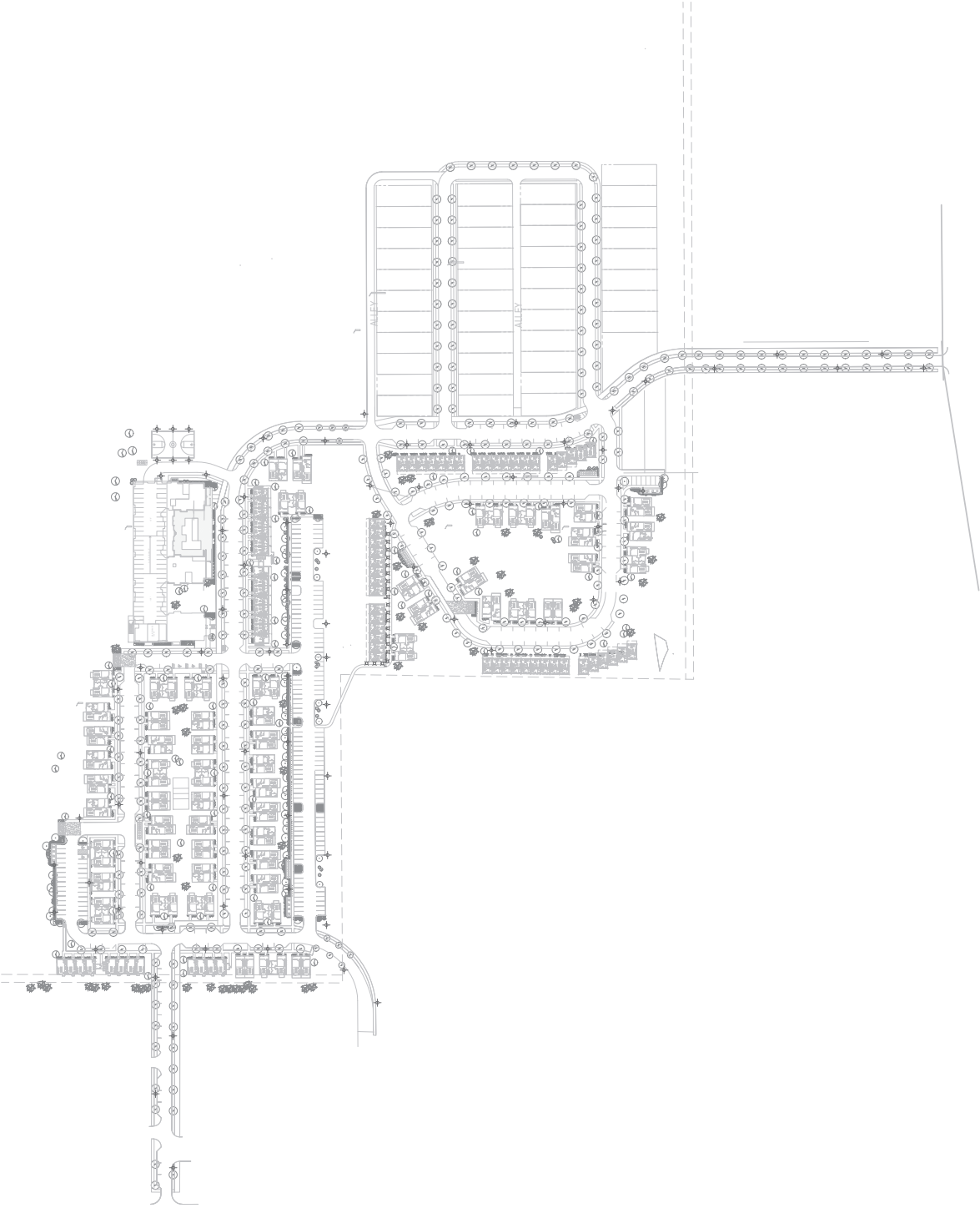
# SITE LIGHTING WITH LANDSCAPING - OVERALL

TRINITAS  
PLANNED UNIT  
DEVELOPMENT  
WEST 17TH STREET  
BLOOMINGTON, IN

CONSULTANT  
K&S  
1345 S. BANGOR RD. SUITE 200  
CARMEL, INDIANA 46032  
PH: 317.844.8500

CONSULTANT  
BYNUM FANTY  
1001 W. 10TH ST. SUITE 200  
BLOOMINGTON, IN 47403  
PH: 317.340.0000

ARCHITECT  
STUDIO M  
ARCHITECTURE & PLANNING

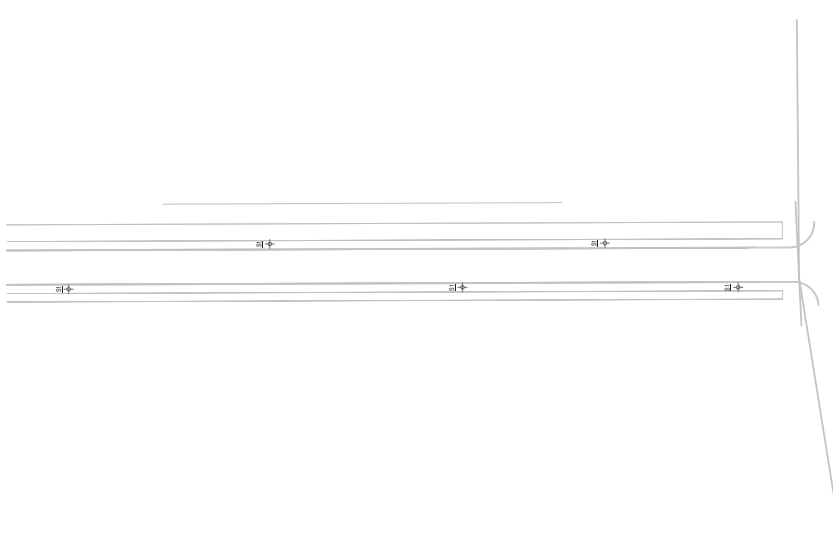


1 SITE LIGHTING PLAN WITH LANDSCAPING  
17-001

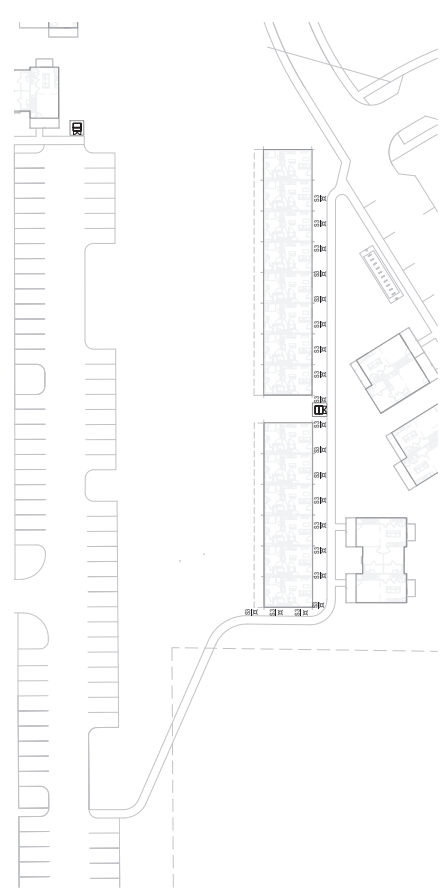




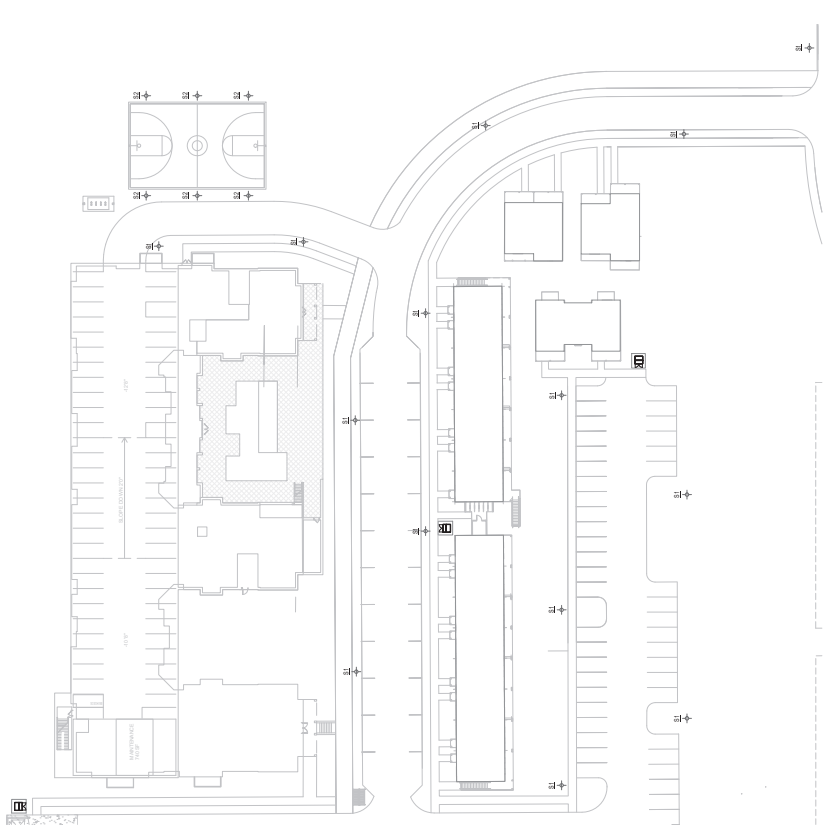
3 SITE LIGHTING PLAN - ENTRY



2 OVERALL SITE LIGHTING PLAN



1 SITE LIGHTING PLAN - AREA B



- GENERAL NOTES**
- A. REFER TO THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE) AND THE ILLINOIS ELECTRICAL CODE (IECC) FOR ALL ELECTRICAL REQUIREMENTS.
  - B. REFER TO THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE) AND THE ILLINOIS ELECTRICAL CODE (IECC) FOR ALL ELECTRICAL REQUIREMENTS.
  - C. COORDINATE WITH ALL UTILITIES AND PROVIDE PROTECTIVE DEVICES AT ALL LOCATIONS.
  - D. PROVIDE ALL ELECTRICAL WORK IN ACCORDANCE WITH THE ILLINOIS ELECTRICAL CODE (IECC) AND THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE).
  - E. PROVIDE ALL ELECTRICAL WORK IN ACCORDANCE WITH THE ILLINOIS ELECTRICAL CODE (IECC) AND THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE).
  - F. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLINOIS ELECTRICAL CODE (IECC) AND THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE).
  - G. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLINOIS ELECTRICAL CODE (IECC) AND THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE).
  - H. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLINOIS ELECTRICAL CODE (IECC) AND THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE).
  - I. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLINOIS ELECTRICAL CODE (IECC) AND THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE).
  - J. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLINOIS ELECTRICAL CODE (IECC) AND THE CITY OF BLOOMINGTON ELECTRICAL NOTES (EMBLEE).

SITE LIGHTING PLAN - AREA C

TRINITAS  
 WEST 17TH STREET  
 PLANNED UNIT  
 DEVELOPMENT

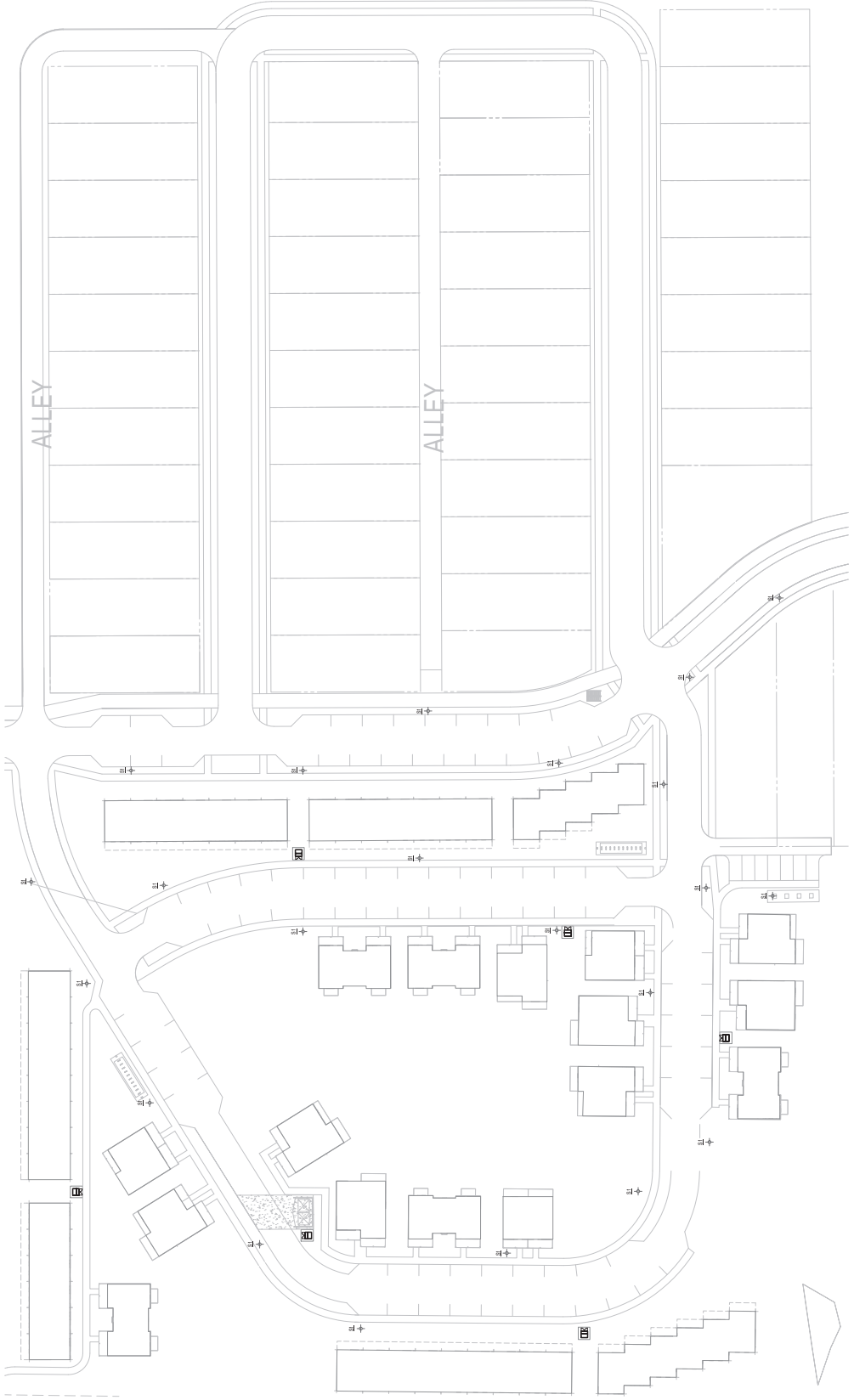
CONSULTANT  
 1545 S. TRINITAS ST. SUITE 200  
 DALLAS, TX 75244

CONSULTANT  
 1545 S. TRINITAS ST. SUITE 200  
 DALLAS, TX 75244

CONSULTANT  
 1545 S. TRINITAS ST. SUITE 200  
 DALLAS, TX 75244

CONSULTANT  
 1545 S. TRINITAS ST. SUITE 200  
 DALLAS, TX 75244

ARCHITECT  
 BYNUM FANYO  
 ARCHITECTURE & PLANNING



1 SITE LIGHTING PLAN - AREA C

- GENERAL NOTES**
- A. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.01 AND 220.02 FOR LIGHTING REQUIREMENTS.
  - B. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.03 FOR LIGHTING REQUIREMENTS.
  - C. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.04 FOR LIGHTING REQUIREMENTS.
  - D. COORDINATE WITH THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.05 FOR LIGHTING REQUIREMENTS.
  - E. COORDINATE WITH THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.06 FOR LIGHTING REQUIREMENTS.
  - F. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.07 FOR LIGHTING REQUIREMENTS.
  - G. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.08 FOR LIGHTING REQUIREMENTS.
  - H. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.09 FOR LIGHTING REQUIREMENTS.
  - I. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.10 FOR LIGHTING REQUIREMENTS.
  - J. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.11 FOR LIGHTING REQUIREMENTS.
  - K. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.12 FOR LIGHTING REQUIREMENTS.
  - L. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.13 FOR LIGHTING REQUIREMENTS.
  - M. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.14 FOR LIGHTING REQUIREMENTS.
  - N. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.15 FOR LIGHTING REQUIREMENTS.
  - O. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.16 FOR LIGHTING REQUIREMENTS.
  - P. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.17 FOR LIGHTING REQUIREMENTS.
  - Q. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.18 FOR LIGHTING REQUIREMENTS.
  - R. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.19 FOR LIGHTING REQUIREMENTS.
  - S. REFER TO THE CITY OF DALLAS ELECTRICAL CODE, ARTICLE 220.20 FOR LIGHTING REQUIREMENTS.

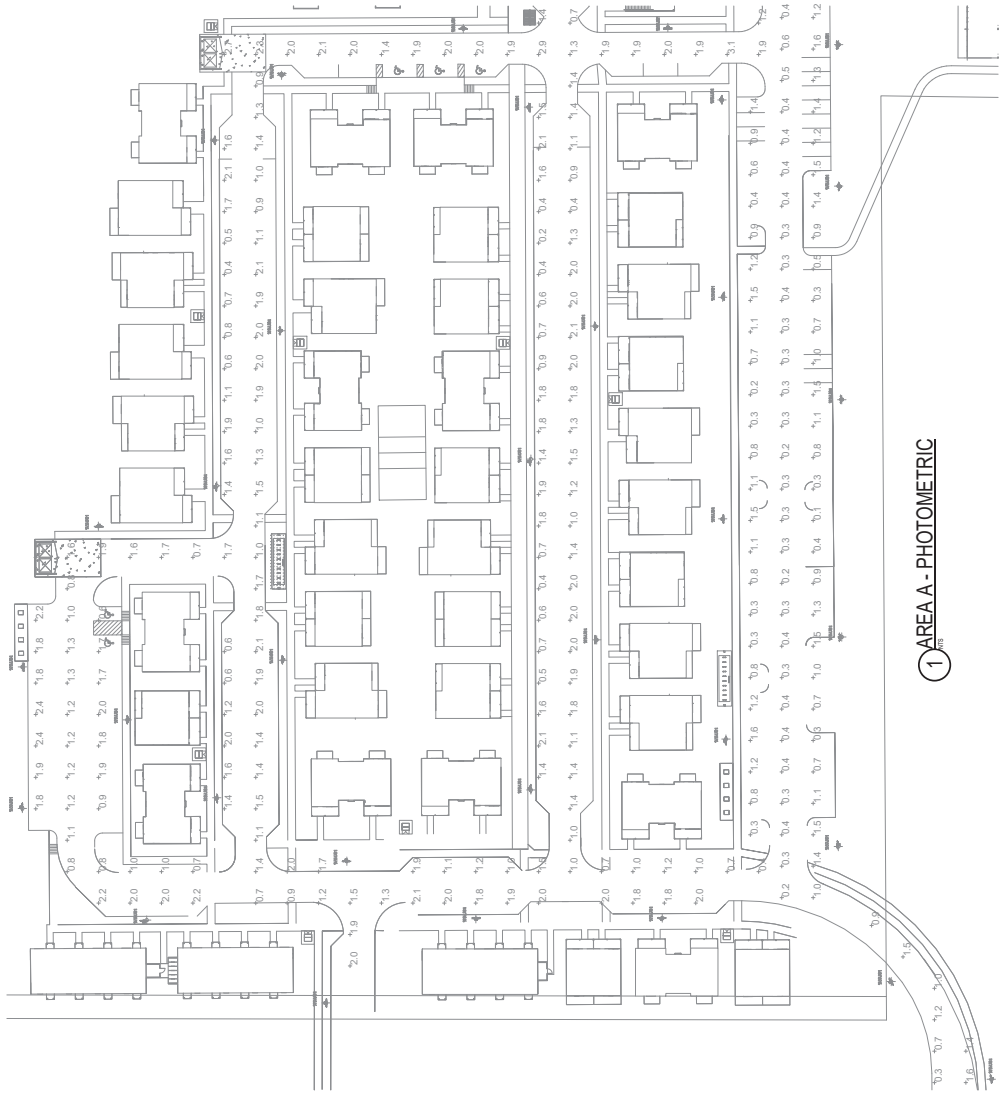
**SITE LIGHTING PLAN - AREA A PHOTOMETRIC**

TRINITAS  
PLANNED UNIT  
DEVELOPMENT  
WEST 17TH STREET  
BLOOMINGTON, IN

**K&S**  
CONSULTANT  
1345 S. BLOOMINGTON ST. SUITE 200  
BLOOMINGTON, IN 47403

**BYNIM FANYN**  
CONSULTANT  
1000 N. WASHINGTON ST. SUITE 200  
BLOOMINGTON, IN 47403

**STUDIO M**  
ARCHITECT  
ARCHITECTURE & PLANNING



1 AREA A - PHOTOMETRIC

**Statistics**

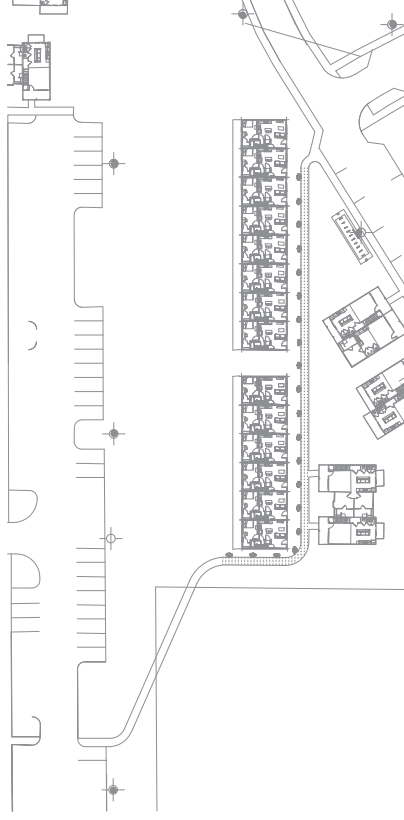
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Bike	+	0.3 fc	0.8 fc	0.1 fc	8.0:1	3.0:1
Parking	+	0.7 fc	1.6 fc	0.1 fc	16.0:1	7.0:1
Site	+	1.5 fc	3.1 fc	0.2 fc	15.5:1	7.5:1
Site	+	0.9 fc	1.6 fc	0.1 fc	16.0:1	9.0:1

**Schedule**

Symbol	Label	Catalog Number	Description	Lamp	LF	Wattage
□	Pole	VLL-PLED-IT-4BLD-3500K-WWH-S	CAST BLACK PAINTED FINNED METAL HOUSING.	40 WHITE LIGHT BRITTING GLIDES (LEDS), BASE UP.	0.81	42.7
III						

Schedule	Quantity	Label	Manufacturer	Catalog	Description	Lamp	Fixture	LLF	Wattage
	1	A	OSR	BODLQCL13	BDR WITH 9 SAMSUNG 3538 LED OPTICS	3538 LED	BODLQCL13	0.83	16.1

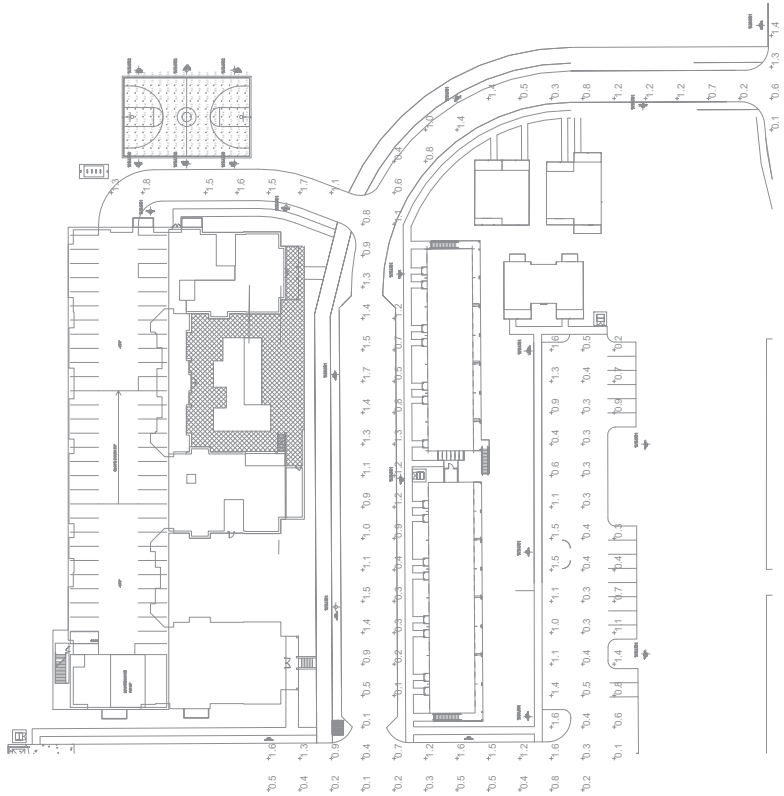
Statistics									
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min			
Path	+	4.2 fc	18.6 fc	0.1 fc	186.0:1	42.0:1			



2 WALKWAY - PHOTOMETRIC

Quantity	Symbol	Label	Manufacturer	Catalog	Description	Lamp	Fixture	LLF	Wattage
1		POLE II	U.S. ARCHITECTURE LIGHTING	VLLR-PD-12-1000NA-WW-HS	CAST BLACK PAINTED METAL HOUSING	40 WHITE LIGHTING DIODES BASE UP	VLLR-PD-12-1000NA-WW-HS	0.83	42.7
1		POLE IV	U.S. ARCHITECTURE LIGHTING	VLLR-PD-12-1000NA-WW-HS	CAST BLACK PAINTED METAL HOUSING	40 WHITE LIGHTING DIODES BASE UP	VLLR-PD-12-1000NA-WW-HS	0.83	256.4

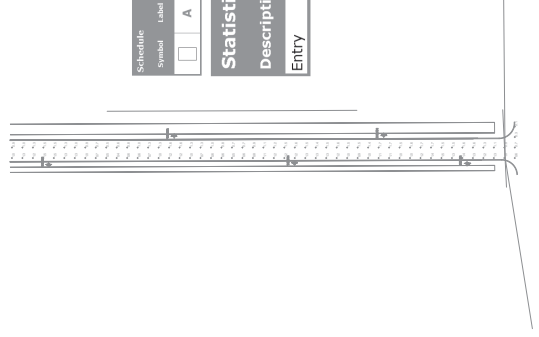
Statistics									
Description	Avg	Symbol	Max	Min	Max/Min	Avg/Min			
BBALL	16.2 fc	+	21.5 fc	9.8 fc	2.2:1	1.7:1			
Site	0.9 fc	+	1.8 fc	0.1 fc	18.0:1	9.0:1			



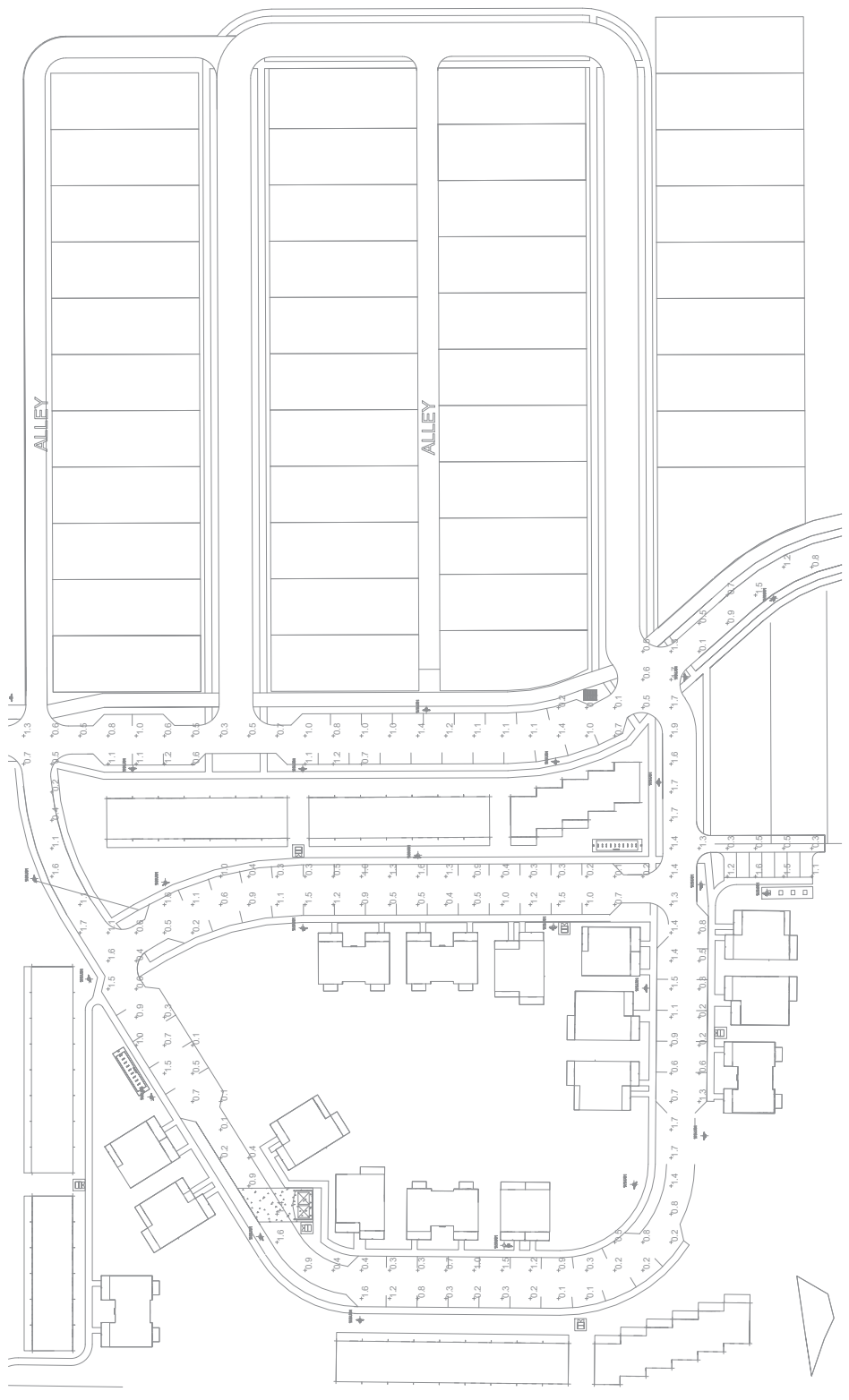
1 AREA B - PHOTOMETRIC

Schedule	Quantity	Label	Manufacturer	Catalog	Description	Lamp	Fixture	LLF	Wattage
	1	A	VLLR-PD-12-1000NA-WW-HS	VLLR-PD-12-1000NA-WW-HS	CAST BLACK PAINTED METAL HOUSING	40 WHITE LIGHT EMITTING DIODES (LED), BASE UP	VLLR-PD-12-1000NA-WW-HS	0.83	42.7

Statistics									
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min			
Entry	+	1.1 fc	1.7 fc	0.1 fc	17.0:1	11.0:1			



3 ENTRY - PHOTOMETRIC



1 AREA C - PHOTOMETRIC

Schedule					
Symbol	Label	Catalog Number	Description	Lamp	Wattage
□	A	VALUERS HT-AILED-350mA-WW-MS	CAST BLACK-PAINTED FINNED METAL HOUSING	45 WATT EUCAT BATTING DIODES (LED), BASE UP	42.7

Statistics						
Description	Symbol	Avg	Max	Max/Min	Min	Avg/Min
Site	+	0.8 fc	1.9 fc	19.0:1	0.1 fc	8.0:1



