

**CITY OF BLOOMINGTON**



**MAY 5, 2014 @ 5:30 p.m.  
COUNCIL CHAMBERS #115  
CITY HALL**

**CITY OF BLOOMINGTON  
PLAN COMMISSION AGENDA  
May 5, 2014 @ 5:30 p.m.**

❖ **City Hall Council Chambers, #115**

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**ROLL CALL**

**MINUTES TO BE APPROVED: April 4, 2014**

**REPORTS, RESOLUTIONS AND COMMUNICATIONS:**

**PETITION CONTINUED TO June 2:**

- **PUD-11-14 Habitat for Humanity  
901 W. Cottage Grove**  
PUD final plan approval is requested for a 35-unit attached and detached single family development. Also requested is final plat approval of a 45-lot subdivision.  
*(Case Manager: Patrick Shay)*

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**PETITIONS:**

**SP/UV-34-13 GMS – Pavilion Properties  
306 E. Kirkwood Ave.**

Site plan approval for a 3-story mixed-use building. Also, Plan Commission review of a Use Variance for a bank drive-through in the CD zoning district.  
*(Case Manager: Tom Micuda )*

**SP-09-14 Omega Properties  
338 S. Walnut St.**

Site plan approval for a 3-story mixed-use building  
*(Case Manager: Eric Greulich)*

**PUD-12-14 Trinitas Ventures  
1550 N. Arlington Park Road**

Rezone 40.69 acres zoned RS, PUD, & BP to PUD. Also requested is approval of a preliminary plan and district ordinance.  
*(Case Manager: Patrick Shay)*

*\*\*Next Plan Commission hearing scheduled for June 2, 2014*

**Last Updated: 5/2/2014**

**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: 306 E. Kirkwood Ave.**

**CASE #: SP/UV-34-13  
DATE: May 5, 2014**

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**PETITIONER: GMS – Pavilion Properties  
112 E. 3<sup>rd</sup> Street, Bloomington**

**CONSULTANT: Studio 3 Design  
8604 Allisonville Road, Indianapolis, IN**

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**REQUEST:** The petitioner is requesting site plan approval in order to build a new mixed use building. Also requested is Plan Commission review of a Use Variance to allow a drive-through bank in the CD zoning district.

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<b>Area:</b>	<b>0.40 Acres</b>								
<b>Zoning:</b>	<b>CD/University Village Overlay (UVO)</b>								
<b>GPP Designation:</b>	<b>Downtown</b>								
<b>Existing Land Use:</b>	<b>Bank drive-through, surface parking</b>								
<b>Proposed Land Use:</b>	<b>Mixed use (retail bank branch, bank drive-through, bank office space, apartments)</b>								
<b>Surrounding Uses:</b>	<table> <tr> <td><b>North</b></td> <td>– Monroe County Public Library</td> </tr> <tr> <td><b>West</b></td> <td>– Existing ONB Bank</td> </tr> <tr> <td><b>South</b></td> <td>– Vacant; former Monroe Bank Loan Center</td> </tr> <tr> <td><b>East</b></td> <td>– Commercial</td> </tr> </table>	<b>North</b>	– Monroe County Public Library	<b>West</b>	– Existing ONB Bank	<b>South</b>	– Vacant; former Monroe Bank Loan Center	<b>East</b>	– Commercial
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**PROPERTY SUMMARY:** The subject property is located at the southeast corner of E. Kirkwood Ave. and S. Lincoln Street. This 0.40 acre property is zoned Commercial Downtown (CD) and is within the Kirkwood Corridor portion of the University Village Overlay (UVO). The property currently contains the one-story Old National Bank (ONB) drive-through and a surface parking lot. The property is surrounded to the west, south and southeast by other properties owned by the bank. To the north is the Monroe County Public Library and to the east are commercial uses.

The ONB company owns a total of five parcels along Kirkwood Ave. and E. 4<sup>th</sup> Street.

- **Site A:** Former Workingman’s Bank/ONB building, 121 E. Kirkwood Ave. - 0.45 acres
- **Site B:** Former Monroe Bank/Current ONB Bank, 210 E. Kirkwood Ave. - 0.60 acres
- **Site C:** This petition site (0.40 acres)
- **Site D:** Former Monroe Bank Loan Center, 111 E. 4<sup>th</sup> Street - 0.40 acres
- **Site E:** Surface parking lot at the northwest corner of 4<sup>th</sup> and Grant - 0.30 acres

The aggregate total of these properties is 2.15 acres, with 1.45 acres being located on Kirkwood Ave.

**UPDATE SINCE APRIL 7 HEARING:** At the April 7, 2014 Plan Commission hearing, the petitioner sought Commission approval to construct a new 2 ½-story mixed use building. Planning staff recommended continuance of the project, citing the following concerns:

- ❖ The petitioner and property owner had not collaborated adequately to provide a more comprehensive vision for development of Sites B, C, D, and E.
- ❖ The proposed development of Site C was being accompanied by a proposal to leave Site E in its current state – as a 38-space surface parking lot to be used by ONB employees under a 20-year lease arrangement.

The Plan Commission ended up continuing the petition at the April 7 meeting. Several Plan Commissioners expressed support for the proposal without any modifications. Another agreed entirely with the staff concerns, expressing that the owner and petitioner needed to provide more information concerning how all of the properties might be developed. Other Plan Commissioners shared staff's concern about the proposal to use the existing surface parking lot on Site E for a lengthy period of time rather than have this lot developed more productively.

Since this meeting, very little has changed with the petitioner's proposal. Staff has spoken to the property owner and the petitioner's architect. No modifications to the April 7 proposal have been submitted. In a phone conversation, the petitioner's architect indicated that there had been discussion to create a 5-year lease for parking with 5-year renewal options. The owner has indicated that a long-term parking arrangement for ONB employees is critical for any project to meet their needs.

In the meantime, Planning staff conducted both a pre-application meeting and Development Review Committee meeting to review a hotel proposal for Site B. The proposal is from AJ Capital Partners, a development company from Chicago. The proposal, which will likely be filed on May 7 and discussed initially at the June 2 Plan Commission hearing, features a 141-room hotel with 70 structured parking spaces. The building is proposed to be five stories tall along Kirkwood, with a recessed sixth story.

In association with this hotel proposal, AJ Capital Partners does not propose to undertake any new development of Site D. Essentially, they would try to lease the existing building to a new office user while taking advantage of the site's surface parking for evening hotel guests. If the Plan Commission approves the bank development proposal for Site C as well as some version of the hotel proposal for Site D, these decisions would leave surface parking in place along 4<sup>th</sup> Street between Lincoln and Grant Streets. Although these lots may eventually be redeveloped for more productive uses, Planning staff will not support either development proposal until a more creative proposal can be provided for how these 4<sup>th</sup> Street parcels will develop.

**PETITION DETAILS:** The petition for Site C still proposes a mixed use building containing a retail branch bank as well as an enclosed drive-through facility on the first level. Additionally, the project features the following elements:

1. Ten (10) parking spaces are proposed to directly access the east-west alley that runs along the south side of the property. These parking spaces would be cut into the first floor of the proposed building, just south of the proposed drive-through area for the bank.
2. The second floor of the proposed building would contain approximately 7,400 square feet of bank office space along the entire frontage of Kirkwood and for the northern 2/3 of the building frontage along Lincoln Street. The southern 1/3 of the building would contain the first level of 7 townhome units.
3. A significantly recessed 3<sup>rd</sup> story is proposed covering the southern 1/3 of the site and would contain the second level of the 7 townhome units. A total of 14 bedrooms are proposed.
4. Because of the employee parking needs generated by the proposed Old National Bank office space, the petitioner does not propose any new development for Site E. As noted earlier in this report, Site E is encompassed by a 38-space surface parking lot. The southeastern portion of the property also contains a stormwater culvert that will be upgraded in the next few years by the City Utilities Department. Due to the uncertainty surrounding the stormwater project as well as the parking need, the petitioner and Old National Bank propose to create a lease agreement for this parking lot. ONB requires a long-term parking arrangement, and the petitioner would likely accommodate this need through 5-year renewable leases.

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**Plan Commission Site Plan Review:** Two aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.160 and 20.09.140(d). These aspects are:

- The petitioner is requesting multiple waivers from development standards.
- Plan Commission review of the Use Variance is required for the bank drive-through.

This petition complies with most of the CD/UVO development and architectural standards. The most important of these standards have been addressed by the petitioner as follows:

**Access:** The proposed building contains 3 public pedestrian entries. Two entrances are proposed along Lincoln Street, one for the bank and one for ADA apartment access. Originally, the pedestrian entry to the retail bank area was along Kirkwood. On Kirkwood, a pedestrian entry to the 2<sup>nd</sup> floor bank office space has been provided. Vehicular entry to the drive-through is still from Lincoln Street, with exiting occurring into the north-south alley.

**Parking:** The University Village Overlay does not require on-site parking to be provided for non-residential space. The petitioner's proposal for 10 parking spaces off the alley complies with the parking requirement for the 14 bedrooms. The number of spaces proposed to directly access the east-west alley would need a variance from the Board of Zoning Appeals to exceed the 8 spaces required by code to have direct access.

Future retail bank customers would have adequate access to parking due to the presence of on-street spaces surrounding the property. Clearly, the proposed bank office space creates a need for additional parking beyond Site C. However, staff doesn't support granting a Site Plan approval that perpetuates a surface parking lot on Site E. This is completely counter to the policies for development in the downtown area.

**Density:** This 0.40 acre property is permitted 13.20 DUEs (33 DUEs/acre). The petitioner's residential proposal easily complies with this standard.

**Void-to-Solid Ratio:** The ordinance requires a 60% ratio on the first floor and 20% for upper floors. The proposal complies with the upper floor standard, but does not comply with the ground floor standard. Fifty percent (50%) is proposed along Kirkwood and 49% is proposed along Lincoln Street. This requires waiver approval from the Plan Commission. The original building proposal complied with the 60% requirement, but there has been no reduction in the actual amount of building voids on either street. The reason the percentage has dropped is that the first floor height has been raised to create a tall 2-story building appearance on Kirkwood.

**Void-to-Solid Waiver-20.03.200(b)(2)(A):** The *Downtown Vision and Infill Strategy Plan* doesn't recommend specific void-to-solid ratios for new buildings in the downtown area. Rather, the Plan calls out for creating pedestrian-oriented environments through the following design elements: 1) buildings with zero setbacks pulled up to the street edge, 2) liberal use of display windows, 3) welcoming storefronts, 4) recessed entries, and 5) traditional elements such as kickplates and transoms. Obviously, the Plan recommends minimizing expanses of blank wall associated with lower void-to-solid ratios.

Although staff cannot support the overall site plan proposal, staff would support a design waiver for this style of building. While not strictly complying with the void-to-solid standard, the proposed building does incorporate ample amounts of void openings along both street frontages.

**First Floor Commercial Percentage:** The ordinance requires 50% of the space to be used commercially. The proposal easily complies at 86% of the space.

**Materials:** The proposed building contains a combination of two colors of brick and a man made "cast stone." Both are permitted materials. Staff has received commentary from one

Plan Commissioner who believes the use of cast stone for such an important building on Kirkwood Avenue is inappropriate.

**Building Height:** The proposed building has a height of 44 feet as measured from the lowest point on the southeast corner of the site to the top of the third story on the southern portion of the property. The standard for the UVO district is 40 feet, so a waiver from this standard is required. The height waiver is strictly a function of site grades rather than excessive height. The building height on Kirkwood has actually dropped as a result of the petitioner eliminating most of the 3<sup>rd</sup> story.

**Building Height Waiver-20.03.190(b)(1):** The *Downtown Vision and Infill Strategy Plan* recommends that a dominant scale of two to four stories be utilized for new construction. For the Kirkwood Corridor, the Plan recognizes the presence of commercial storefront buildings that are one to three stories in height set at the sidewalk edge.

Although staff does not support the overall site plan proposal, staff would support a design waiver from the height standard of the district. The proposed building has a tall two-story configuration on Kirkwood Avenue and incorporates a large step-back design for the third story. Since the 44 foot height of the building is a function of grade rather than scale, staff could support a waiver from the 40 foot height standard.

A more detailed description of the proposal's compliance with most of the overlay's code requirements is contained in the packet's petitioner's statement.

**JUSTIFICATION OF STAFF'S DENIAL RECOMMENDATION ON THE SITE PLAN:** At this point in time, Planning staff, the two developers, and Old National Bank should be having productive discussions concerning how to integrate the bank proposal and hotel request with a proposal to productively utilize Sites D and E along 4<sup>th</sup> Street. However, the development parties and owner have been unwilling to have these discussions. As a result, staff has no choice but to recommend denial of the Site Plan request and Use Variance request. This staff recommendation is based on the following factors.

1. Lack of a comprehensive vision for all four properties despite the owner's clear control of all sites. This is in absolute conflict with the City's consistent guidance over the last 14 months that a vision for all four parcels must be presented to the Plan Commission.
2. Negative impacts to the 4<sup>th</sup> Street corridor and inconsistency with the Growth Policies Plan.

**More Specific Findings:** In the site plan review process, the Plan Commission needs to have written findings in association with a potential decision to disapprove or approve a Site

Plan (Division 20.09.120(e)(9)). These findings can cover the following areas; specifically that the Site Plan:

- (i) Is consistent with the Growth Policies Plan;
- (ii) Satisfies the requirements of *Chapter 20.02: Zoning Districts* [for downtown projects this essentially translates to the overlay review in Chapter 20.03];
- (iii) Satisfies the requirements of *Chapter 20.05: Development Standards*;
- (iv) Satisfies the requirements of *Chapter 20.07: Design Standards*; and
- (v) Satisfies any other applicable provisions of the Unified Development Ordinance.

Items (iv) and (v) do not apply well to the project, and the proposal complies with the standards in Chapter 20.05 (Item iii). As a result, this section focuses on the Growth Policies Plan.

**Growth Policies Plan:** On the surface, the petition contains some consistent elements with the GPP. It does provide a mixture of land uses and facilitates important office development in the downtown core. The scale of the project is consistent with newer developments that have been approved on Kirkwood.

There are areas where the project is not as consistent with the GPP. Specifically, page 28 of the GPP recommends the following land use policies for the downtown land use area:

- ❖ New surface parking areas and drive-through uses should be limited, if not forbidden within the Downtown area.
- ❖ Multi-story parking garages should be constructed as an alternative to surface parking lots, allowing for more land to be developed as mixed use buildings.

Both of these land use policies are applicable to the proposal. The owner requires a drive-through bank for project viability, but even a drive-through facility internal to a building creates a break in the Lincoln St. pedestrian experience. It also creates an inactive commercial space. More importantly, the project's complete reliance on adjoining surface parking is inconsistent with the GPP's goal of creating more efficient structured parking arrangements and mixed use buildings to encourage vibrant streetscape activity. Essentially, approval of this Site Plan would create low activity space along a portion of Lincoln Street and completely inactive space and no pedestrian interest on 4<sup>th</sup> Street. This is inconsistent with the City's policy goals for downtown redevelopment.

**Use Variance Request:** As noted earlier in this report, drive-through uses are not permitted in the CD zoning district and create the need for Use Variance. If the Plan Commission denies the Site Plan as recommended by staff, the Use Variance request is moot because it should not be approved without a development proposal. However, staff has provided a finding in this case if the Plan Commission feels the Site Plan request has merit.

**Growth Policies Plan Guidance:** As noted, the GPP states that new surface parking areas and drive-through uses should be limited, if not forbidden, within the Downtown area. Staff believes that the intent of this policy is to reduce the dependency on cars in the downtown area and to create a more walkable and pedestrian-friendly downtown environment. The petitioner has done a sound job in minimizing the access impacts onto the surrounding street network. While there is a street cut introduced onto Lincoln Street, the disruption to pedestrians is minimized by the one way nature of the access and the outlet into the north-south alley.

It is an important policy decision to allow even an indoor drive-through facility into the University Village Overlay, particularly for a property located on Kirkwood Avenue. Drive-through uses, regardless of how well they are designed, do limit the amount of usable retail space that can provide energy and maximize the pedestrian experience. This is a more important policy decision for the Kirkwood/Lincoln intersection than for North College Avenue, where such uses were previously allowed through variance approval. With the right petition, staff could support a drive-through use utilizing side street and alley access as a means to facilitate the relocation of a key downtown anchor like Old National Bank. However, because the Site Plan also creates negative impacts to the nearby 4<sup>th</sup> Street corridor, the cumulative impacts of the drive-through use and nearby surface parking lot cause the staff to recommend against the Use Variance.

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**ENVIRONMENTAL COMMISSION RECOMMENDATIONS:** The Environmental Commission (EC) has made 2 recommendations concerning this development.

- 1.) The Petitioner should apply state-of-the-art green building and site design practices to create a high performance, low carbon-footprint structure.
- 2.) The Petitioner should employ the best-designed gateway-character features possible to build upon the unique Kirkwood Corridor desirability.

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**DEVELOPER TRACK RECORD:** The developer, Pavilion, Inc., has completed other recent downtown projects, including 501 N. Walnut Street, 601 N. Walnut Street and 219 E. 7<sup>th</sup> Street. They also own several other rental properties and are in the process of remodeling the historic Fleener Building at 112 E. 3<sup>rd</sup> Street. There are no outstanding zoning violations associated with these properties.

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**RECOMMENDATION:** Staff recommends denial of the Site Plan proposal and also recommends that the Plan Commission forward a negative recommendation to the Board of Zoning Appeals on the Use Variance request.

## MEMORANDUM

**Date:** March 26, 2014

**To:** Bloomington Plan Commission

**From:** Bloomington Environmental Commission

**Through:** Linda Thompson, Senior Environmental Planner

**Subject:** SP/UV-34-13 & UV-46-13, Pavilion Center Site C  
306 E. Kirkwood Ave.  
Site Plan & Use Variance

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This memorandum contains the Environmental Commission's (EC) recommendations regarding the request for a Site Plan and Use Variance for a 3-story, mixed-use building. The site currently holds a surface parking lot and a drive-through facility for a bank, which will both be razed and replaced. The parcel is within the Commercial Downtown Zoning District and the University Village Overlay.

Because negotiations for this proposal were ongoing beyond the revision deadline and the EC's planning committee (ECPC) public meeting, this rendering of the site plan has not been reviewed by the EC. Therefore the EC recommends that this case is continued or gets another hearing to allow adequate time for review.

The issues that the EC recommended at the first hearing still are valid, thus that memorandum is added below.

## MEMORANDUM

**Date:** September 25, 2013

**To:** Bloomington Plan Commission

**From:** Bloomington Environmental Commission

**Through:** Linda Thompson, Senior Environmental Planner

**Subject:** SP/UV-34-13 & UV-46-13, Pavilion Center Site C  
306 E. Kirkwood Ave.  
Site Plan & Use Variance

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This memorandum contains the Environmental Commission's (EC) recommendations regarding the request for a Site Plan and Use Variance for a 3-story, mixed-use building. The site currently holds a surface parking lot and a drive-through facility for a bank, which will both be razed and replaced. The parcel is within the Commercial Downtown Zoning District and the University Village Overlay. The EC has no objections to the proposed Site Plan or Use Variance.

### **ISSUES OF CODE COMPLIANCE:**

#### 1.) HEIGHT:

The EC has no objection to the height of the building.

#### 2.) DRIVE THROUGH USE:

The EC has no objections to the drive through bank facility.

### **ISSUES OF SOUND ENVIRONMENTAL DESIGN:**

#### 1.) GREEN BUILDING & SITE DESIGN:

The EC is very pleased that the Petitioner has included so many green building practices that are committed to in the Petitioner's Statement. These features will make this building one of the greenest new structures in Bloomington. Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the Unified Development Ordinance (UDO). Additionally, they are supported by Bloomington's overall commitment to sustainability and its green building initiative (<http://Bloomington.in.gov/greenbuild>). Sustainable building practices are explicitly called for by the Mayors' Climate Protection Agreement signed by Mayor Krizan; by City Council Resolution 06-05 supporting the Kyoto Protocol and reduction of our community's greenhouse gas emissions; by City Council Resolution 06-07, which recognizes and calls for planning for peak oil; and by a report from the Bloomington Peak Oil Task Force, *Redefining Prosperity: Energy Descent and Community Resilience Report*.

The EC has some suggestions for additional practices that could reduce the carbon footprint of this site even further. Some specific recommendations include:

- ~ creation of "green walls" on the outside of the building to reduce the urban heat island effects;
- ~ installation of charging stations for electric vehicles for some of the parking spaces; and
- ~ creation of some areas planted with native vegetation for ecological-services benefits such as pollinator habitat and biodiversity. With specific regard to the proposed street tree and lawn plantings, the EC thus recommends that the developer work with Planning and the EC to create diverse tree, shrub, and native perennial plantings that evoke the beauty and spirit of Indiana's natural heritage. For suggestions, please see the EC's Natural Landscaping materials at [www.bloomington.in.gov/beqi/greeninfrastructure/htm](http://www.bloomington.in.gov/beqi/greeninfrastructure/htm) under 'Resources' in the left column. For additional suggestions plus an excellent guide to Midwest sources of native plants see: <http://www.inpaws.org/landscaping.html>. Attractive educational signage should also be considered for an area like this.

**2.) GATEWAY CHARACTER:**

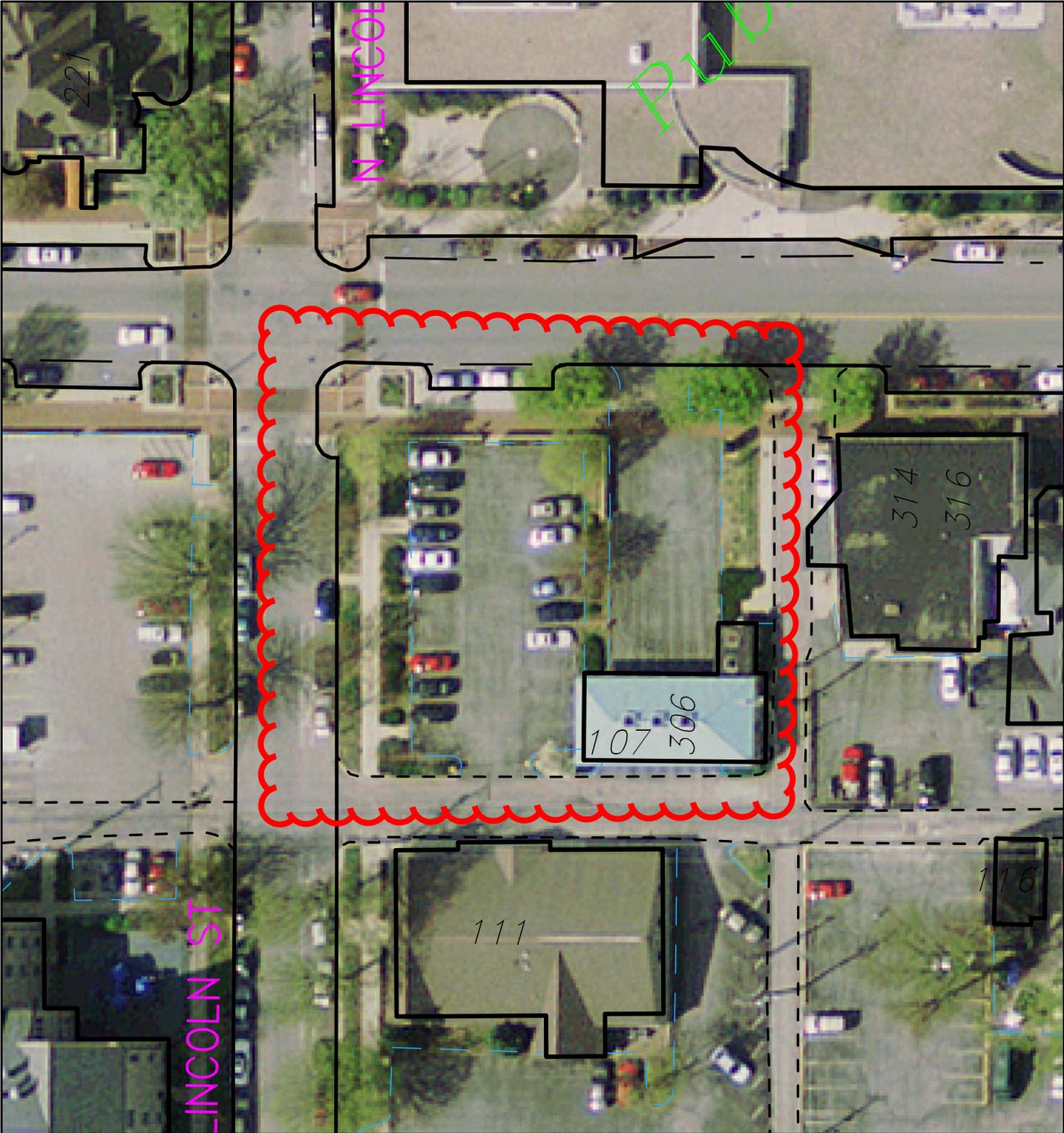
This proposed development is on a major corridor of the City and Indiana University campus that hosts a special sense of place and unique character. The EC therefore encourages the developer to go above and beyond a typical building design to enhance that ambiance and celebrate our city's cultural and natural heritage. Besides benefiting our city's overall value as a tourist destination and its native biodiversity, these efforts will attract residents and shoppers to the proposed site, thus helping to stimulate the economic vitality of the area.

The EC also notes that this area is also an excellent candidate for a "Complete Streets" approach (<http://www.completestreets.org/>) to enhance its navigability for all users – pedestrians, bicyclists, handicapped people, and others, while simultaneously enhancing its character as both an entranceway to the campus and a city destination spot in its own right. While the EC recognizes that the developer is not responsible for the street way itself, we encourage the developer to promote a vision for the site which complements and anticipates the complete streets concept.

**EC RECOMMENDATIONS:**

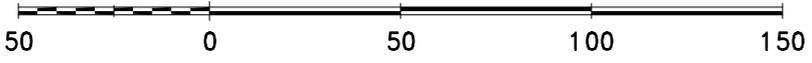
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- 2.) The Petitioner should employ the best-designed gateway-character features possible to build upon the unique Kirkwood Corridor desirability.



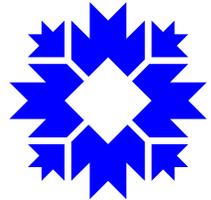


SP/UV-34-13  
2011 Aerial Photo

By: roachja  
13 Sep 13



City of Bloomington  
Planning



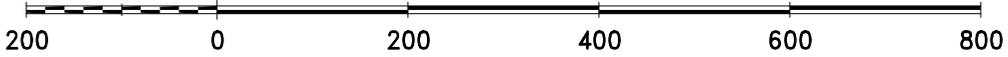
Scale: 1" = 50'

For reference only; map information NOT warranted.



SP/UV-34-13  
 ONB Bank land holdings

By: roachja  
 23 Sep 13



For reference only; map information NOT warranted.

City of Bloomington  
 Planning

Scale: 1" = 200'



September 6th, 2013  
 March 11, 2014 *revised*

City of Bloomington Planning Department  
 P.O. Box 100  
 Bloomington, IN 47402

Attn: Mr. Tom Micuda

**RE: Pavilion Centre on Kirkwood  
 306 E. Kirkwood  
 Bloomington, Indiana**

**PETITIONERS STATEMENT**

Dear Mr. Micuda

Studio 3 Design is pleased to submit the attached mixed-use development for your consideration. The project scope includes 1 site for development at the SW corner of Kirkwood and Lincoln streets at 306 E. Kirkwood. For the purpose of this submittal, you will see reference to this site as Site "C" which coordinates to parcels sold by Old National Bank.

Site "C" is bordered on the North by Kirkwood Avenue, on West by Lincoln Street, on the South by a public alley, on the east by a Public alley. The site is currently covered 100% by an open parking lot and bank drive thru for Old National Bank.

**Submittal Organization:**

In order to organize this project for the submittal we will start with looking at the project as a whole, the requirements with-in the districts and overall highlights to consider in the review of the project.

**Project Overlay District:**

University Village Overlay  
 Kirkwood Corridor subsection – site C

Density: 33 units per acre

Impervious surface:  
 Kirkwood corridor: 100%

Height Standards:  
 Kirkwood Corridor: min. 25' – max. 40'

**SP/UV-38-13  
 Revised Petitioner's Statement**

**Parking:**

Non-residential: No parking required for bank, retail, or office functions  
Residential: 5 for first 20, .8 for beds 21 on.

**Setbacks:**

Front: 0 to 15'  
Side yard: 0'  
Rear yard 0'

**Ground floor non-residential:**

Applies to Kirkwood, 4<sup>th</sup>, Lincoln and Grant  
50% min. along applicable street frontage

**Building alignment:**

No Outstanding, notable or contributing structures immediately adjacent to properties.

**Building orientation:**

Kirkwood corridor: min. of one primary entrance facing Kirkwood

**Street trees:**

Kirkwood corridor: 5' square tree grate or large curbed planting bed

**Lighting:**

Street lighting- traditional style design such as acorn or gas lamp style.

**Architectural character:**

Kirkwood corridor – flat roofs

**Void to solid:**

Kirkwood Corridor: lower- 60%, upper 20%

**Windows:**

Kirkwood: large display on level 1, 1.5 to 1 ratio on upper windows with sills and lintels

**Materials:**

**Not permitted as Primary**

Kirkwood Corridor: Wood, EIFS, CMU, vinyl, cement siding

**Not permitted as a secondary material:**

Kirkwood Corridor: EIFS, Vinyl, Cement siding on first level only

**Entrance Detailing:**

General: - shall incorporate a min. of 3 of the following:

4' recessed entry, ornamental paving, Canopy/ awning, Portico, arched entry, pilaster or façade module projecting from exterior wall plane, building address with, building name and lighting, public art, raised cornice entryway parapet, rusticated masonry, landscaped patio area for outdoor seating of 8 or more.

**Mass, Scale & form:**

Façade modulation- maximum width 50' with a min. 3% offset based on total length of façade.

Height step-down: **N/A** – properties are not immediately adjacent to outstanding, notable, or contributing structures.

### **Project Overview:**

The project is located in the heart of downtown Bloomington along Kirkwood Avenue and Lincoln Street and for the purpose of this submittal it is identified as Site "C". The project will provide a mixed use development that will enhance the urban fabric and add life to the current spotted development along Kirkwood and Lincoln. The development will provide a new streetscape with varied heights, materials, colors, insets and architectural detailing to generate an exciting urban feel filled with a retail bank on the main level along Kirkwood, office space on level 2 and market rate apartments on level 3. The apartments are clustered at the south and east sides of the site adjacent to the alleys, and have no presence along Kirkwood. The 3<sup>rd</sup> story, containing the upper apartment level, is visible along the southern 1/3 of the west facade. The retail space stretches down Kirkwood for the length of the property and returns down the length of Lincoln. The lower level opens up to the streetscape with large expansive windows and provides a pedestrian friendly atmosphere and streetscape.

Currently, the site is covered with an open air parking lot and drive through bank lanes - providing little if any value to the city's downtown urban fabric. The new development removes this sea of parking and screens the proposed grade level bank drive through with new development along Kirkwood in place of the current exposed drive lanes. The sidewalks along this new development are wide and provide opportunities for street trees, raised planting beds that can serve as benches, street lighting and furniture along with the potential for outdoor seating. The building steps in and out along the street front to provide relief against the 2 and 3 level volumes and to designate major points of entry for the building.

Beyond the obvious physical changes to the area, the development offers a host of innovations and amenities including facilities that are respectful of the city's desire to incorporate "green" environmental thinking into project development. The site will provide space for covered and secured bicycle parking and is located near to public bus stops to encourage the use of alternative means of transportation. A large trash room with space for recycling is provided. The room for trash and recycling is located in interior space to encourage use and accessibility along with keeping the alleys clean of debris. To reduce the urban carbon footprint of the facility, the building shell will be well insulated with a min. of 6" of thermal insulation and insulated window units with Low-E glazing. On the uppermost roof plains, white TPO roofing over rigid insulation will be used to reflect sunlight and reduce heat gain. Internally, energy star appliances, high efficiency furnaces, insulated demise and perimeter walls, energy efficient light fixtures, motion sensor lighting in common areas, abundant natural lighting sources, low flow toilets and aerated shower heads and faucets designed to reduce water usage will be provided. Additionally, interior finish materials will be selected based on their recycled content and or ability to be recycled. Common building materials such as lumber and masonry will come from within 500 miles to reduce transportation and the associated emissions and fossil fuel consumption. While the end goal is not to go through the full certification of the buildings under Leed, it is to create a sustainable community that embraces many of the same characteristics and to create a facility that adds life and vitality to the area.

The development will also improve city utilities in the area and clear out utility poles and other obstructions in the currently hard to navigate alley to create safer, functional travel lanes. Additionally, utilities will be rerouted / replaced as determined by CBU.

**Site Specific Information:**

**Site C - Kirkwood and Lincoln streets – 306 E. Kirkwood**

**Site C Use- Retail, Office space & market rate apartments.  
 (All uses are permitted under the UDO)**

- **Two level building on Kirkwood, Three level building along Lincoln and both alleys.**
- Level 1 will have new Old National Bank branch, a 4 lane drive-thru, an apartment entrance lobby, a public meeting room, secured bike storage, trash/ recycling room, and surface parking accessed from the south alley.
- Levels 2 will contain office space along Kirkwood and 2/3 of Lincoln St, and market rate apartments along the south 1/3 of Lincoln and the south alley.
- Level 3 will have market rate apartments clustered at the south and east alleys.

**20.03.190 Development standards:**

**Density and intensity standards (Project complies with UDO)**

Site: 17,560 sf/ 43,560 = .403 acre x 33 = **13.30 DUE's available**

Level 1 - ONB Bank	0.00 DUE's used
Level 2 & 3- Apartments	<u>7.00 DUE's used</u>
Total	<b>7.00 DUE's used out of available 13.30</b>

Apartment Types	Count	Beds
Two bedroom townhome	7 Units	14 Beds
	<u>7 Units</u>	<u>14Beds</u>

**Property density: (13.20 DUEs available – complies with UDO)**

2 bed townhome (equal to 1.0 DUE each)	1.0 DUE x 7 =	7.00 DUE's
Total DUE's used		<b>7.00 DUE's (6.30 under available)</b>

**Maximum impervious service coverage: (complies with UDO)**

Site area= 0.403 acres (17,560 SF)  
 Impervious percentage = 100% current and proposed  
 Kirkwood corridor allows for 100% impervious coverage

**Building Height (Project is in line with UDO –requires waiver due to grade slope)**

Min. of 25' with a max. of 40' – Project from grade is under the 40' maximum building height allowed along Kirkwood. Grade falls off to the south and east causing the buildings parapets to be as much as 44' above the lowest point of grade at the SE corner of the building along the alley. While a waiver is required based on the technical language of the UDO, the height issue is **not the result of extra floors or excess density** - it is the result of changes in grade – a common problem in Bloomington which the UDO does not account for. This waiver has routinely been granted at sites all around the city's downtown based on a recognition that Bloomington is not "flat".

**As a point of reference on heights, we had the neighboring building heights surveyed as well.**

Our building on Kirkwood	2 levels - 33'-4"
Library on Kirkwood	3 levels –37'
Cactus Café- Kirkwood and Grant	3 levels –36'
Fire station 4 <sup>th</sup> and Lincoln	2 levels - 41'-6"
Church on 4 <sup>th</sup> and Lincoln	3 levels - 56' roof to 80' at tower

**Parking Standards (Project complies with districts' guidelines)**

**Required:**

Retail: bank level 1	00 required
<u>Apartments:</u>	<u>5 spaces required</u>
Total required:	<b>5 spaces required</b>

**On-site provided:**

Level 1	10 spaces
Street parking	<u>07 spaces</u>
Total provided	<b>17 spaces provided</b>

**Building setback standards: (Building complies with the districts guidelines)**

Front setback- 0' to 15'  
 Side yard minimum 0'  
 Rear yard min. 0'

**Ground floor non-residential Uses: (Building complies with districts guidelines)**

Kirkwood Ave & Lincoln Street: no less than 50% of total ground floor area shall be used for non-residential uses. (the drive-through only serves the bank retail function – no parking).

<u>Level 1: Gross SF.</u>	<u>14,824 s.f.</u>
Bank and bank support functions	6,100 s.f.
Bank drive thru	5,632 s.f.
Apartment building lobby/bike room/trash	1,000 s.f.
Retail Parking	802 s.f.
Residential Parking	1,090 s.f.

Non-residential use % **86% on level 1 dedicated to non-residential use.**

## **Site Plan standards:**

### **Site Plan: (building complies with the districts' guidelines)**

Building Frontage – NA

Building Alignment – NA (structure is not adjacent to an outstanding, notable of contributing structure.

Building Orientation and entrances:

- (1) Pedestrian entrances provided on Kirkwood
  - (2) Pedestrian entrance provided on Lincoln Street
- All entrances are within three feet of the adjacent sidewalk elevation.

### **Street trees: (site plan complies with the districts' guidelines)**

Street trees in tree grates and or large curbed planting beds to match up with the current Kirkwood corridor streetscape are provided.

Lincoln streets streetscape will provide street trees in min. 5'x 5' tree grates along the sidewalk and maintain existing street trees where possible.

### **Lighting: (Site plan complies with the districts' guidelines)**

Pedestrian scale street lights (less than 15' in height) will be placed along Kirkwood and Lincoln streets.

Traditional style acorn light fixtures with full cut-off shall be used.

Exterior building lighting will comply with 20.05 lighting standards.

### **Mechanical equipment and Service areas: (site plan complies with districts' guidelines)**

Bank and garage mechanicals are housed internally with air intakes/ fans located along alleys. Transformer is located along the east alley, trash removal is located along the south alley. Apartment condensing units are located on the roof. Condensing units on roof will be setback a min. of 10' from building edge to prevent view form adjacent streets.

## **Architectural Character: (complies with the districts' guidelines)**

### **Roofs or building caps:**

Kirkwood corridor: flat roofs and parapets are provided.

### **Void To Solid Ratio:**

Kirkwood Street First Level =	60% required	<b>50% provided</b>
Kirkwood Street Upper Levels =	20% required	<b>46% provided</b>
Lincoln Street First Level =	60% required	<b>49% provided</b>
Lincoln Street Upper Levels =	20% required	<b>40% provided</b>

**Windows: (building complies with the districts' guidelines)**

Windows are transparent

Level 1 windows will be large storefront display windows

Level 2/3 window frame heights shall be a min. of 1 wide by 1.5 high.

Windows will incorporate sills, lintels, heads that are visually distinct from the primary exterior finish.

**Materials: (building complies with the district guidelines)**

Primary facades on Lincoln and Kirkwood comply with allowable primary and secondary building materials. Secondary facades along east and south alleys comply with allowable primary and secondary building materials.

The building materials vary to create a traditional feel with a combination of storefront and punched window openings, architectural cast stone, and multiple colors of face brick and simple cornice detailing. This same feel and use of materials carries around the building on the alley facades to present a unified level of articulation on all sides – not just the street front. These various materials delineate and mitigate the scale and mass of the building vertically and horizontally with banding and color changes.

**Entrance Detailing: (Building complies with the districts' guidelines)**

A minimum of 3 architectural design features shall be incorporated: The following will be used on the building:

- Min. 4' recessed building entrance
- Ornamental paving and integral landscape planters
- Canopy/ awnings
- Prominent building address, name, and enhanced exterior lighting

**Mass, Scale and Form: (building complies with the districts' guidelines)**

Facade modulation: Maximum 50' module on street frontage  
Module offset of a min. of 3% (4 feet)

Building height set down – NA – building is not located adjacent to a an outstanding, notable or contributing structure.

**Additional information:**

**Bank Drive thru teller window.**

The bank will have a 4 lane drive through that is concealed under the building. A one way drive will access the drive-thru off of Lincoln street and the drive thru will exit onto the north- south alley on the east side of the site with access out onto Kirkwood.

### **Site Accessibility**

ADA compliant building entrances are provided on Kirkwood and Lincoln. Elevators will be access controlled for access vertically into the office space and apartments. Control gates may be incorporated at the bank drive-through to limit access to these areas at night.

### **Bike Storage/ Parking**

The building provides secured bike storage on “U” racks for up to **12** bikes on Level 1.

Per the UDO – (4) are required for residential  
(4) are required for the non-residential.

Provided:: **(4) Residential:** Located near residential entrance on Lincoln St.  
**(4) for Retail/Office:** (2 at bank entry and 2 and office space entry).

### **Build to Line**

The project meets the requirement of the UDO to have the majority of the façade constructed to the build-to line (property line) along Kirkwood and Lincoln streets. Portions of the building step back to provide interest and natural breaking points for material changes along the façade. Additionally, step-backs in the façade create deeper zones at street level to provide relief and interest along the streetscape as well as opportunities for street furnishings and the ability for people to gather out of the main circulation path.

### **Building Entrances**

The building has (3) three public pedestrian entrances.  
(2) entrances on Lincoln St – one for the bank and one for ADA access to the apartments on level 2. On Kirkwood, there is (1) entrance serving the office space on level 2. Access drives for the bank drive-thru are one way off of Lincoln Street and exit onto the alley then out to Kirkwood avenue.

### **Trash Removal**

Trash removal has been provided along the east-west alley on the south side of the building. The trash container will be located within an enclosed area furnished with a gate to be opened only on day(s) of trash collection. This area will also be accessed from the building for Retail and apartment tenants’ disposal of trash. The grade will be leveled at this location to assist in the roll-out of trash container on collection day(s).

### **Recycling**

Recycling facilities for the separation of goods will be provided on site. The room will be associated with the trash room and will be an interior space with space for the separation of various recycling components. This room will be accessible for use by retail and apartment tenants alike. Provisions are in place for the time when the City provides a recycling pick-up program for the downtown – collection is not included at this time.

### **Building deliveries / move-in**

A delivery pull-off zone in front of the apartment pedestrian entrance is provide on Lincoln street to help maintain an open flow of traffic in the area.

### **Water Service & Meter Pit**

The project will connect to an existing 12" water line on Kirkwood that is within 5 years old. A master meter will be installed partially within the City right of way at the northeast corner - one for the bank and apartment building. It will house the necessary meters and fire apparatus. The PIV connection will be installed off of Kirkwood at the NE corner of the building for Fire department access. A separate Siamese connection will be back fed from the meter pit on Kirkwood for Fire Department access. No new mains are anticipated to be installed to provide service for the project – this has been confirmed with CBU. No new main will be installed along Lincoln Street either. There is no existing Water main on Lincoln Street, CBU did not see a need to add one.

### **Sewer Service & Grease intercept**

A connection will be made to the existing City sewer main routed down Kirkwood Avenue. All connections will be lateral connections with standard patching of the street as required. No new mains will need to be installed to provide service for the project – this has been confirmed with CBU. Grease intercepts will be located along Kirkwood if required by CBU. There is no immediate need for the bank function to have a grease interceptor. There is no existing Sewer on Lincoln Street- CBU did not see a need to add one.

### **Storm water**

Roof drains will be routed through a mechanical BMP or aqua-swirl as determined by CBU prior to exiting into the city storm system on Kirkwood. The storm line on Kirkwood is in good shape- no additional work is anticipated. Additional storm lines may need to be installed on Lincoln Street.

### **Site detention for water:**

The site is currently 100% impervious. No detention is required to be added as part of the new site development.

### **Private Utilities**

Duke Energy and a cable/phone/internet provider to be determined will provide for the service needs of the development. In preliminary design coordination with Duke Energy, a replacement power with pad mounted transformers will take place at the northeast corner of the adjacent site along the alley. A junction box for the phone lines to feed the development will also be in this area. The electrical meter is located near the southeast corner exterior wall of the building

Respectfully submitted,

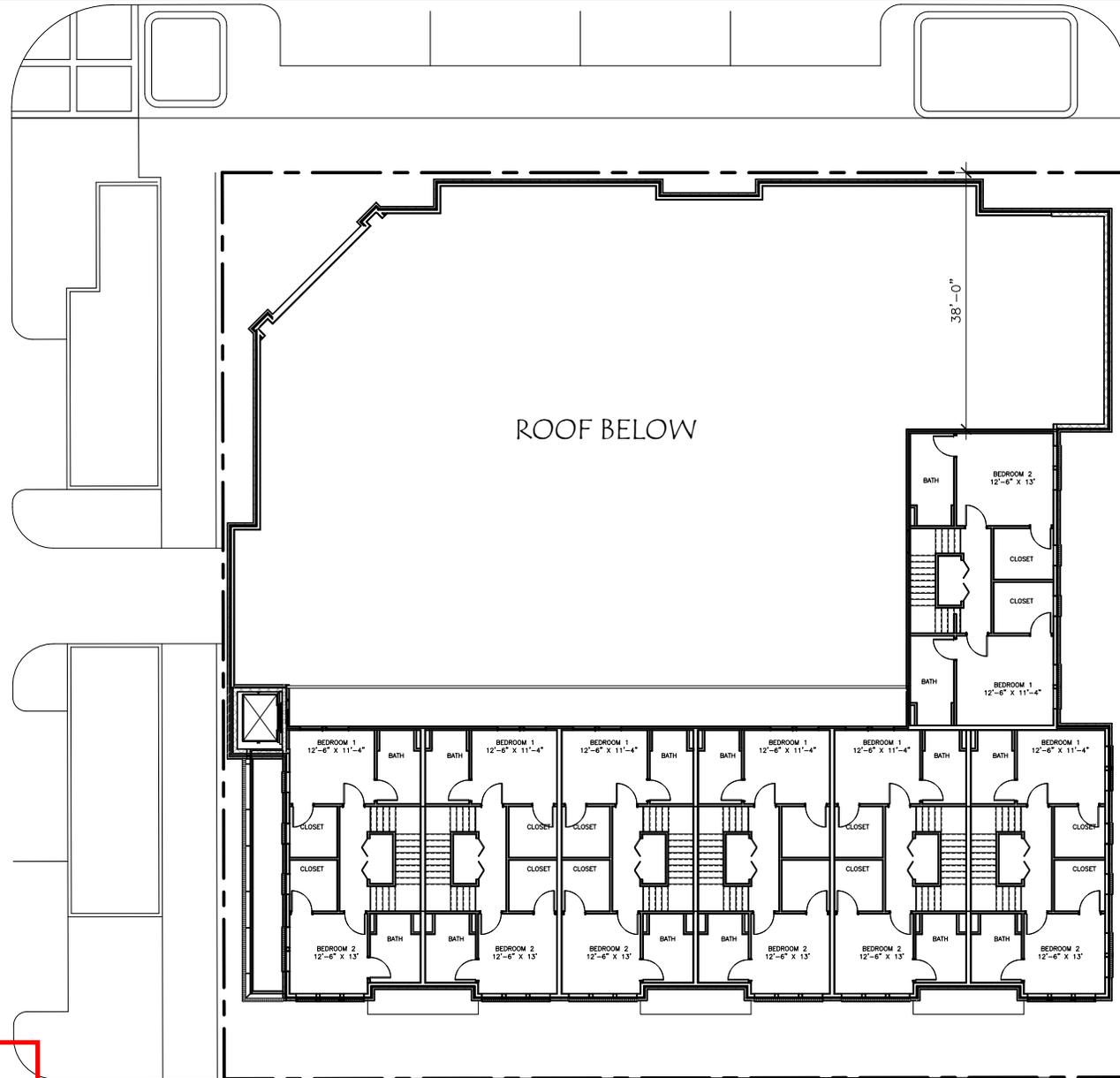
STUDIO 3 DESIGN, INC



Timothy W. Cover

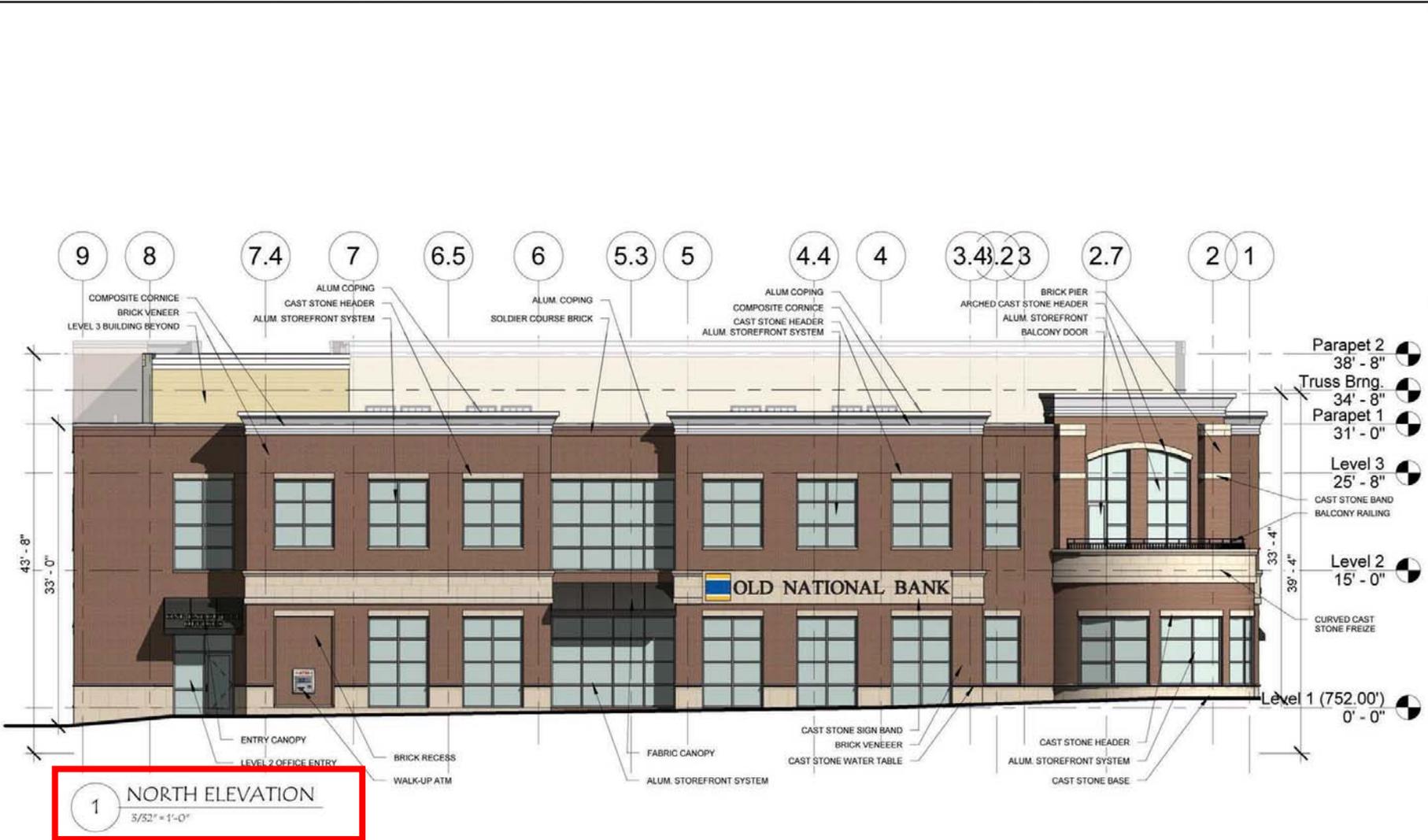




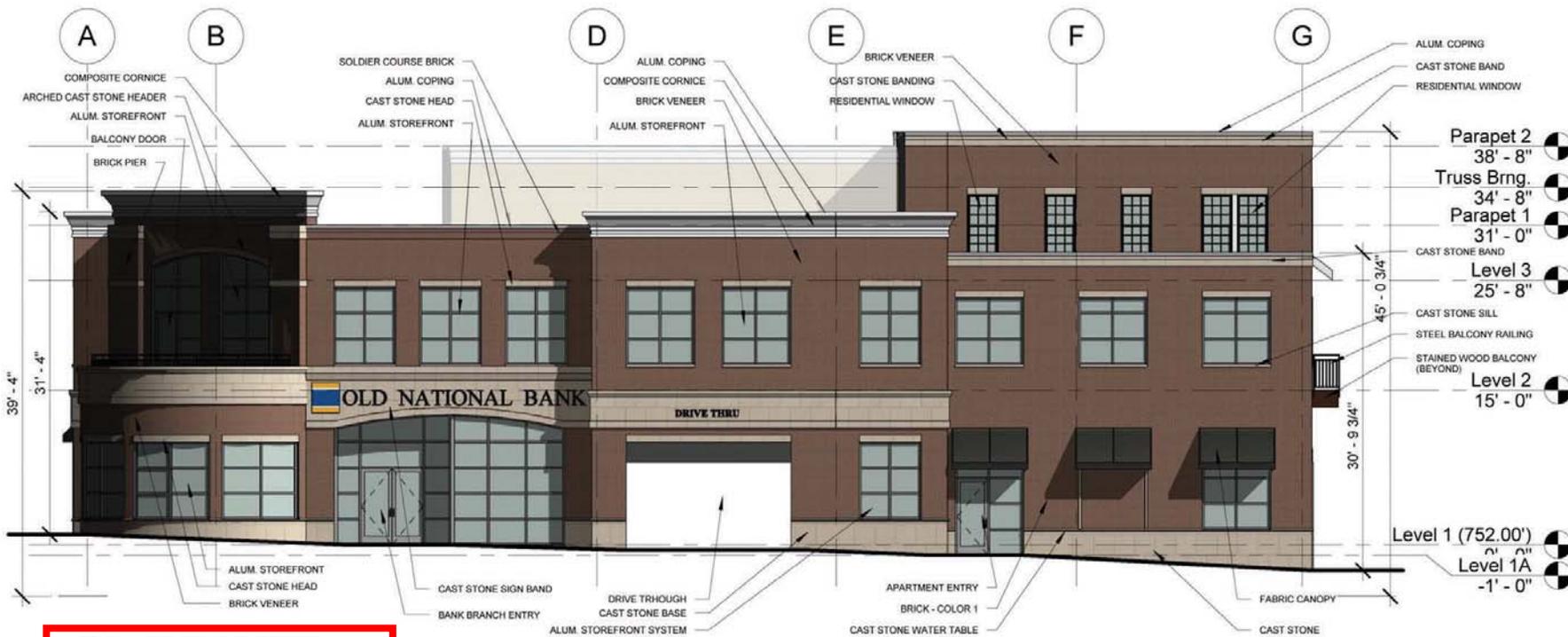


1  
A3 LEVEL 3 FLOOR PLAN  
1/16" = 1'-0"

PROJECT NO. 13018.03		SHEET NUMBER A3	
DATE 3-24-14		SHEET DESCRIPTION SITE C LEVEL 3 FLOOR PLAN	
GMS-PAVILION PROPERTIES, LLC PAVILION CENTER ON KIRKWOOD Bloomington, Indiana			
 <b>STUDIO THREE DESIGN</b> <small>www.studiodesign.net 317.872.1238 fax 317.865.0000 main 8004 Microville Road, Suite 200 Indianapolis, IN 46250</small>			

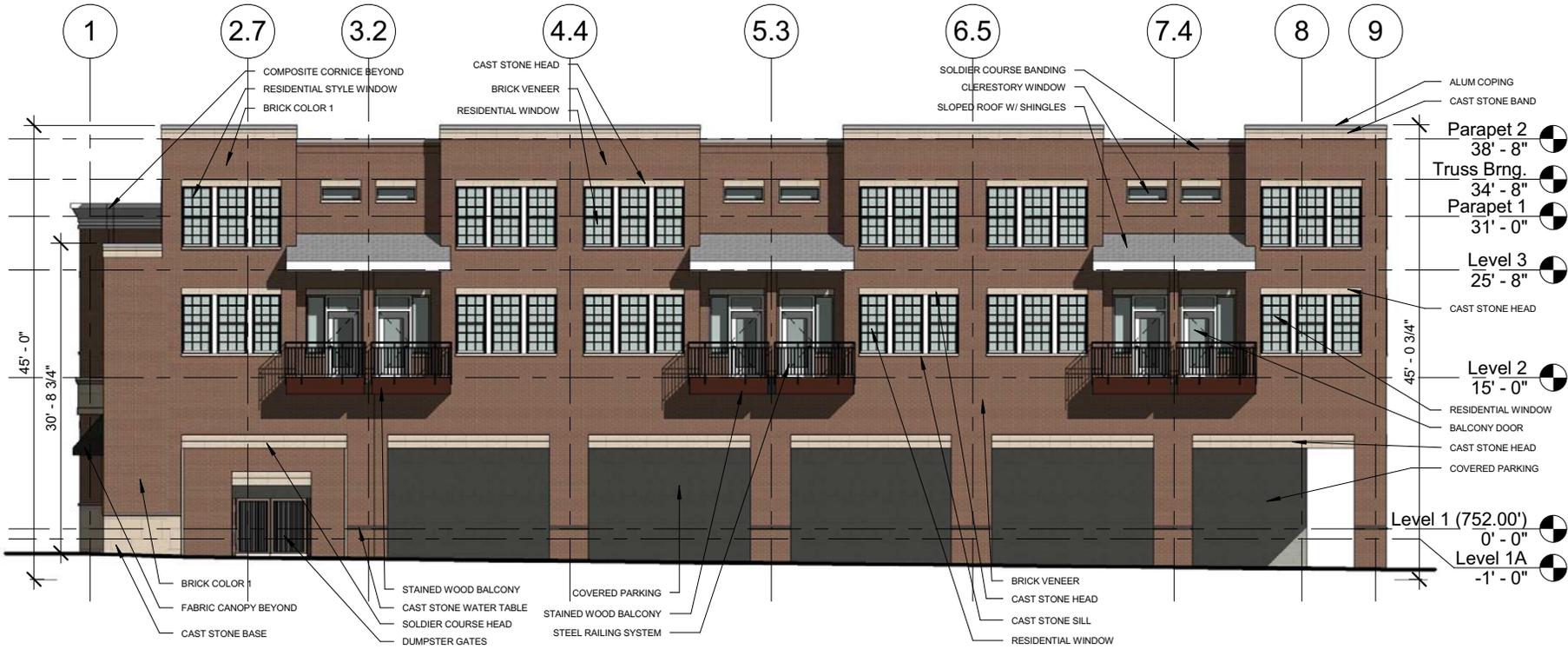


SHEET NUMBER <b>A5</b>	
SHEET DESCRIPTION <b>NORTH ELEVATION</b>	
PROJECT NO. 13018.02	DATE 3/24/2014
GMS-PAVILION PROPERTIES, LLC. PAVILION CENTER ON KIRKWOOD BLOOMINGTON, INDIANA	



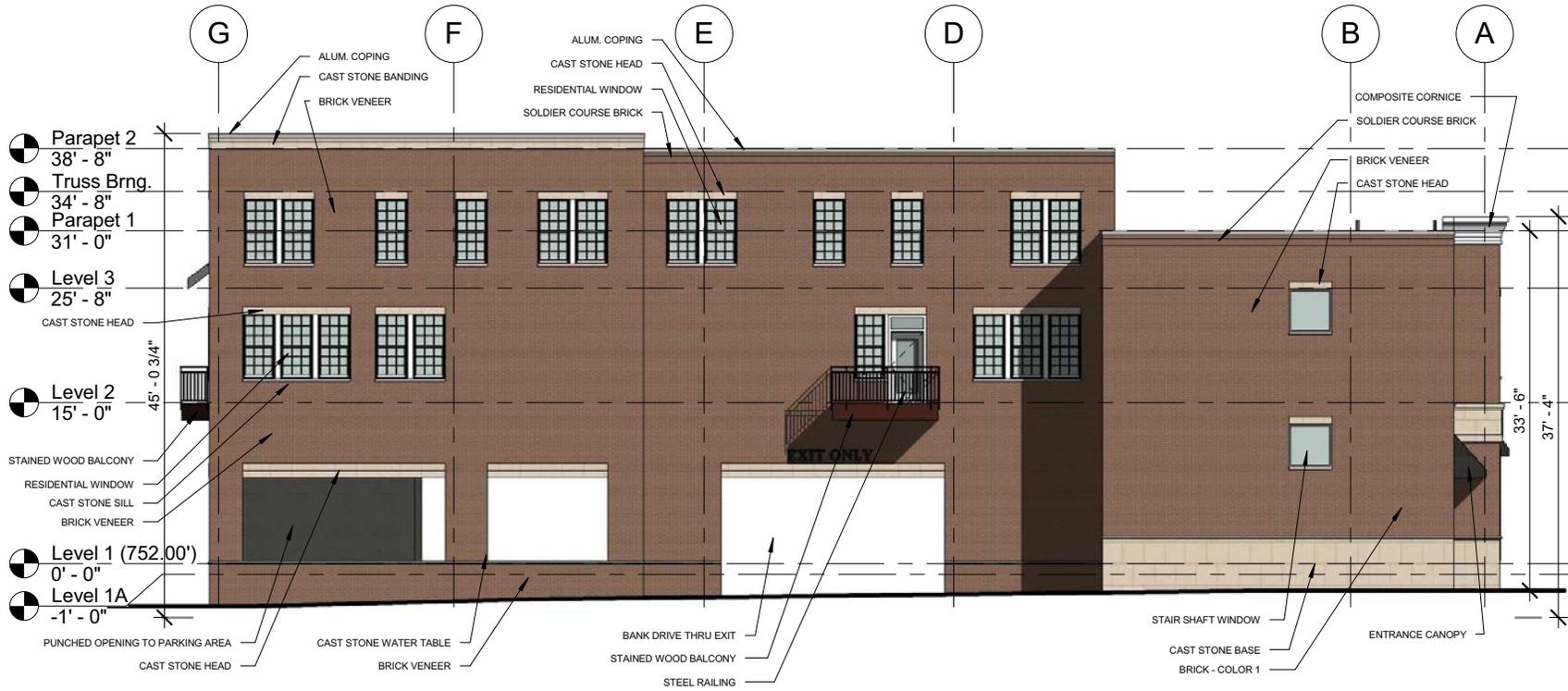
**1 WEST ELEVATION**  
3/52" = 1'-0"

SHEET NUMBER <b>A6</b>	
SHEET DESCRIPTION <b>WEST ELEVATION</b>	
PROJECT NO. <b>13018.02</b>	DATE <b>3/24/2014</b>
GMS-PAVILION PROPERTIES, LLC. PAVILION CENTER ON KIRKWOOD BLOOMINGTON, INDIANA	



**1 SOUTH ELEVATION**  
 5/32" = 1'-0"

SHEET NUMBER <b>A7</b>	
SHEET DESCRIPTION <b>SOUTH ELEVATION</b>	
PROJECT NO. <b>13018.02</b>	DATE <b>3/24/2014</b>
GMS-PAVILION PROPERTIES, LLC. PAVILION CENTER ON KIRKWOOD BLOOMINGTON, INDIANA	



1 EAST ELEVATION  
 3/32" = 1'-0"

SHEET NUMBER <h1 style="margin: 0;">A8</h1>	SHEET DESCRIPTION <h2 style="margin: 0;">EAST ELEVATION</h2>
PROJECT NO. <b>13018.02</b>	DATE <b>3/24/2014</b>
<b>GMS-PAVILION PROPERTIES, LLC.</b> <b>PAVILION CENTER ON KIRKWOOD</b> BLOOMINGTON, INDIANA	



1 VIEW FROM NORTH WEST 1  
A9

SHEET NUMBER

A9

SHEET DESCRIPTION

VIEW FROM  
NORTH WEST  
1

PROJECT NO.  
13018.02

DATE

3/24/2014

GMS-PAVILION PROPERTIES, LLC.  
PAVILION CENTER ON KIRKWOOD

BLOOMINGTON, INDIANA





1 VIEW FROM SOUTH WEST  
14

SHEET NUMBER

A14

SHEET DESCRIPTION

VIEW FROM SOUTH WEST

PROJECT NO.

13018.02

DATE

3/24/2014

GMS-PAVILION PROPERTIES, LLC.

PAVILION CENTER ON KIRKWOOD

BLOOMINGTON, INDIANA





A 6 VIEW FROM SOUTH EAST

SHEET NUMBER

A16

SHEET DESCRIPTION

VIEW FROM  
SOUTH EAST

PROJECT NO.  
13018.02

DATE  
3/24/2014

GMS-PAVILION PROPERTIES, LLC.

PAVILION CENTER ON KIRKWOOD

BLOOMINGTON, INDIANA





1 OVERALL AERIAL OF SITE  
A17

PROJECT NO. 13018.02		SHEET NUMBER <b>A17</b>
DATE 3/24/2014		
SHEET DESCRIPTION OVERALL AERIAL OF SITE		
GMS-PAVILION PROPERTIES, LLC. PAVILION CENTER ON KIRKWOOD BLOOMINGTON, INDIANA		
		

**BLOOMINGTON PLAN COMMISSION  
STAFF REPORT  
Location: 338 S. Walnut Street**

**CASE #: SP-09-14  
DATE: May 5, 2014**

**PETITIONER:** Big O Properties, LLC  
115 E. Kirkwood Ave., Bloomington

**CONSULTANT:** Marc Cornett Architects  
101 E. Kirkwood Ave., Bloomington

**REQUEST:** The petitioner is requesting site plan approval of a 3-story, mixed use building with 18 bedrooms and 1,663 square feet of non-residential space.

<b>Area:</b>	<b>0.15 Acres</b>	
<b>Zoning:</b>	<b>CD/Downtown Core Overlay (DCO)</b>	
<b>GPP Designation:</b>	<b>Downtown</b>	
<b>Existing Land Use:</b>	<b>vacant</b>	
<b>Proposed Land Use:</b>	<b>Mixed-Use</b>	
<b>Surrounding Uses:</b>	<b>East</b>	– Rhino’s, Commercial, School
	<b>South</b>	– Mixed-Use
	<b>West</b>	– Multifamily (Midtown Lofts building)
	<b>North</b>	– Offices

**REPORT SUMMARY:** The subject property is located on the west side of S. Walnut Street between W. Smith Ave. and W. 3<sup>rd</sup> Street. The property is 48’ wide and 132’ deep for a total lot size of 0.15 acres in area. The property has a former office building that will be removed with this petition. This building is not on the City’s historic building survey. The site is bound on the west by a platted north-south alley. The property is surrounded by commercial uses to the east and north with mixed use buildings to the south and west. The property is zoned Commercial Downtown (CD) and is within the Downtown Core Overlay (DCO).

The petitioner is proposing to build a 3-story mixed-use building with 14 units consisting of 10 one-bedroom apartments and 4 two-bedroom apartments for a total of 18 bedrooms. The building will have a total of 14 units (3.82 D.U.E.’s) and a density of 25 units/acre. Four (4) parking spaces will be provided in the rear of the building off of the alley. The first floor is split between residential and nonresidential space. The first floor will contain 1,663 square feet of non-residential space on the front (east) half of the building. The back half of the ground floor will have 2, one-bedroom residential units as well as indoor bike storage, trash receptacles, and mechanical/utility areas.

**Plan Commission Site Plan Review:** Two aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.090. These aspects are as follows:

- The project is adjacent to a residential use (mixed-use Midtown Lofts)
- The project requests two waivers to the standards in BMC 20.03.120.

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## SITE PLAN REVIEW

**Residential Density:** The building will have a total of 14 units (3.82 D.U.E.'s) and a density of 25 units/acre. This is well below the 60 units/acre that is allowed within the Downtown Core.

**Height:** The DCO district specifies a maximum structure height of 50 feet. The proposed structure has a height of 39 feet and complies with the standard.

**Parking:** Parking is proposed to be accessed from the existing north-south alley on the west side of the property. The parking stalls will be accessed directly from the alley with a total of 4 spaces proposed. Although the parking count is low in relation to the number of bedrooms, the Plan Commission and Council designated this overlay south of 4<sup>th</sup> Street to not have a parking requirement in an attempt to redevelop this area of the downtown.

**Bicycle Parking:** This mixed-use building requires 4 spaces for the multi-family and 4 spaces for the nonresidential use, for a total of 8 required bicycle parking spaces. The petitioners are proposing to provide an indoor bicycle storage room for the tenants as well as a bike rack in front of the building.

**Ground Floor Non-residential Space:** Approximately 1,663 sq. ft. (30%) of the possible 5,203 sq. ft. ground floor space along Walnut Street is proposed to be used for commercial space. The remainder is proposed to be used for two, one-bedroom apartments and mechanicals. A waiver is required to allow less than 50% of the ground floor to be commercial space.

**Ground Floor Non-residential Space Waiver-20.03.120(e)(2):** The Downtown Plan does not include specific recommendations toward the percentage of ground floor non-residential space. It does include several design guidelines concerning ground floor uses. Design guideline 3.18 recommends that a ground floor level of a building encourage pedestrian activity through features related to commercial use, such as seating, storefronts, recessed entrances and display windows. This petition includes large display windows along the nonresidential space. Staff finds that while the actual square footage number does not meet the 50% requirement, the building has been designed to still provide a reasonable amount of commercial space along the street frontage. Staff recommends approval of this waiver.

**Building Frontage:** The UDO requires that 70% of a building façade facing a street shall be constructed at the build-to-line. With this petition, the petitioner is placing 100% of the building at the build-to-line and therefore meets this requirement.

**Streetscape:** Recent improvements to the right-of-way along this section of Walnut Street. involved installing new sidewalks, curbing, and street trees along this property. With this petition, an existing drive cut will be removed along Walnut Street and two new on-street

parking spaces will be created. An additional street tree is required along the frontage and has been shown on the site plan.

**Void-to-solid Percentage:** The DCO sets a minimum first floor void-to-solid at 60%, “consisting of display windows, entries and doors.” The upper levels must have a minimum of 20% void-to-solid. The east façade along Walnut Street has been designed to have 68% void spaces on the ground floor and 40% on the upper floors and meets the requirements.

**Windows:** The window height meets the minimum one and one-half (1.5) times the window frame width. The window frames also incorporate limestone sills and lintils.

**Exterior Finish Materials:** The east side of the building facing Walnut Street would be clad entirely in brick with limestone trim around the window frames, ground floor, and building corners. The brick will also wrap around the southeast corner of the building for the portions of the building that are visible from Walnut Street to the south. Along the remaining facades of the building that will not be seen from the public right-of-way, fiber cement panels will be used as the primary finish material.

**Material Waiver-20.03.130(b)(4):** A waiver from the standards of the UDO is required to allow cementitious siding as a primary exterior finish material, covering more than 20% of the west, north, and south façades. The Downtown Plan provides guidance on building materials in Guidelines 3.10 through 3.12. Guideline 3.10 states that materials should appear similar to those used traditionally and that masonry is preferred for new construction. Guideline 3.11 states that “New materials may be considered” as long as they appear similar to traditional materials, are detailed to express human scale, have demonstrated durability and avoid large expanses of featureless siding. The cementitious siding is used on the portions of the building not visible from the public right-of-way. A similar waiver was approved for the building to the immediate south. Several other adjacent buildings were approved with cementitious horizontal lap siding in the less visible portions of the building. Planning staff believes that the cementitious siding is appropriate in this area and recommends approval of this waiver.

**Entrance Detailing:** There are two entrances for the non-residential space as well as a separate entrance for the residential units along Walnut Street. The entrance for the residential units has been recessed to differentiate that entrance. The entrances for the commercial space have also been recessed and feature awnings as required. The building has been designed to meet the architectural standards of the UDO and features a parapet with metal finishing as well.

**Utilities:** The petitioner has submitted a utility plan to the City Utilities Department. The stormwater for this development will be collected and sent into a nearby stormwater system. Other utility service is adequate in the area.

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**ENVIRONMENTAL COMMISSION RECOMMENDATIONS:** The Bloomington Environmental Commission (EC) has made 4 recommendations concerning this development.

1.) The Petitioner should improve the character, aesthetics, and usability of the site along College Avenue with increased landscaping and other visual and ecological enhancements.

**Staff response:** The petitioner will be installing a street tree on College Ave and does not have any additional requirements for more landscaping along this street.

2.) The Petitioner should commit to salvaging, recycling, and reusing all possible construction and demolition materials not needed on site.

**Staff response:** Although not required, staff encourages the petitioner to reuse as much of the demolition material as possible..

3.) The petitioner should provide space for recycle-destined material to be stored for pick up, and a recycling contractor to pick it up

**Staff response:** Although not required, the petitioner has stated that they do intend to have on-site recycling.

4.) The Petitioner should use any additional green, sustainable building practices available to reduce the carbon footprint of buildings, and native plant species in all available landscape space.

**Staff response:** Although not required, staff encourages the petitioner to incorporate as many additional green building practices as possible.

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**DEVELOPER TRACK RECORD:** The petitioner has built several downtown buildings in the past, including the Omega Building at 7<sup>th</sup> and Walnut, Omega Manor at 7<sup>th</sup> and Washington, the Washington Row townhouses, their own offices at 113 E. 6<sup>th</sup> Street, and 118 E. 7<sup>th</sup> Street. They also own other rental houses and apartment buildings around Bloomington. There are no outstanding zoning violations associated with these developments.

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**CONCLUSIONS:** The Planning Department staff finds that the petition satisfies almost all of the requirements of the Unified Development Ordinance, including use, density and parking. While two aspects of the petition do not meet the standards of the DCO, these waivers are appropriate based on the merits of proposal, its compatibility with surrounding buildings and compliance with the recommendations of the Downtown Plan.

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**RECOMMENDATION:** Based on the written findings above, staff recommends approval of SP-09-14, and both associated waivers, with the following conditions.

1. Board of Public Works approval is required for any work or improvements in the right-of-way.
2. The building must be consistent with the submitted elevations.
3. Prior to permitting, the petitioner shall work with staff to include building address, name, and lighting to the primary entrance along Walnut Street.

# MEMORANDUM

**Date:** April 24, 2014  
**To:** Bloomington Plan Commission  
**From:** Bloomington Environmental Commission  
**Through:** Linda Thompson, Senior Environmental Planner  
**Subject:** SP-09-14, Omega Properties  
338 S. Walnut St.

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This memorandum contains the Environmental Commission's (EC) recommendations regarding a Site Plan for a 3-story mixed-use building within the Commercial Downtown Zoning District and Downtown Core Overlay. The location is on a major entrance route from the south into our downtown, and its character will thus form an important ambiance for visitors and residents alike.

## **ISSUES OF SOUND ENVIRONMENTAL DESIGN:**

### **1.) GATEWAY CHARACTER:**

The proposed development is on a major entrance route to our downtown from the south, and the EC believes that this development is an excellent opportunity to welcome travelers into our city with a special sense of place in keeping with our city's unique character. The EC notes that this area is a fantastic location for a "Complete Streets" approach (<http://www.completestreets.org/>) to enhance its navigability for all users – pedestrians, bicyclists, handicapped people, and others, while simultaneously enhancing its character as both an entranceway to downtown and a destination spot in its own right. While the EC recognizes that the developer is not responsible for the street way itself, we encourage the developer to promote a vision for the site which complements and anticipates the complete streets concept.

Beautiful, mixed-use development helps our city develop in a pedestrian-friendly fashion. The more walkable our city is, the less we rely on the use of automobiles, which translates into less oil depleted, less greenhouse gas emissions produced, cleaner air and a quieter, safer city. Walkable cities provide many tangible environmental benefits that contribute positively to high quality of life. All of these benefits help Bloomington to fulfill serious and important commitments to sustainability.

### **2.) CONSTRUCTION and DEMOLITION MATERIALS:**

The EC recommends that construction and demolition debris from the existing structure and construction of the new building be collected for reuse or recycling. This material could be sold

to local salvage businesses, given to a resale store for future re-use, or recycled. Very little material should have to be disposed in a landfill.

### 3.) RECYCLING:

The EC recommends that space should be allocated for recyclable-materials collection, which will reduce the development's carbon footprint and promote healthy indoor and outdoor environments. Lack of recycling services is the number one complaint that the EC receives from apartment dwellers in Bloomington, and hopefully will be required in the near future. Recycling has become an important norm that has many benefits in energy and resource conservation. Recycling is thus an important contributor to Bloomington's environmental quality and sustainability and it will also increase the attractiveness of the apartments to prospective tenants and customers.

### 4.) GREEN BUILDING:

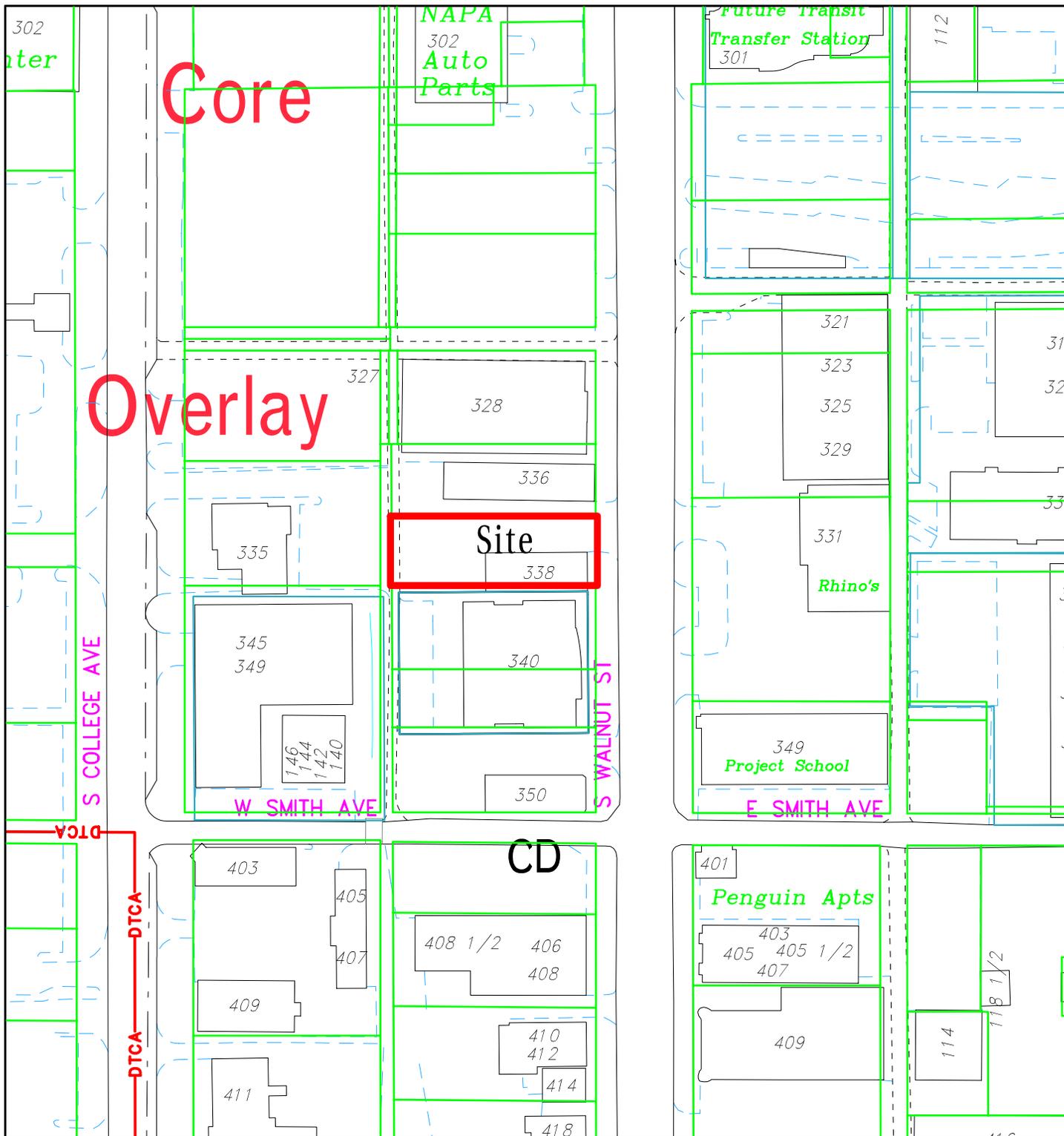
The EC commends the Petitioner for incorporating some environmentally sustainable green building and site design features in this design. Green building can provide substantial savings in energy costs to a building over its life cycle and is thus an especially prudent investment in this time of rising energy prices. Green building and environmental stewardship are of utmost importance to the people of Bloomington and sustainable features are consistent with the spirit of the Unified Development Ordinance (UDO). Additionally, they are supported by Bloomington's overall commitment to sustainability and its green building initiative (<http://Bloomington.in.gov/greenbuild>). Sustainable building practices are explicitly called for by the Mayors' Climate Protection Agreement signed by Mayor Kruzan; by City Council Resolution 06-05 supporting the Kyoto Protocol and reduction of our community's greenhouse gas emissions; by City Council Resolution 06-07, which recognizes and calls for planning for peak oil; and by a report from the Bloomington Peak Oil Task Force, *Redefining Prosperity: Energy Descent and Community Resilience Report*.

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

## **EC RECOMMENDATIONS:**

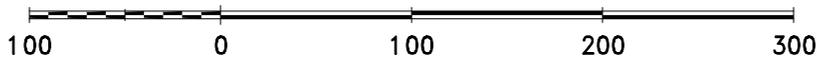
- 1.) The Petitioner should enhance the character, aesthetics, and usability of the site along Walnut Street with increased visual and ecological enhancements.
- 2.) The Petitioner should commit to salvaging, recycling, and reusing all possible construction and demolition materials not needed on site.

- 3.) The Petitioner should provide space for recycle-destined material to be stored for pick up, and a recycling contractor to pick it up.
- 4.) The Petitioner should use any additional green, sustainable building practices available to reduce the carbon footprint of buildings, and native plant species in all available landscape space.

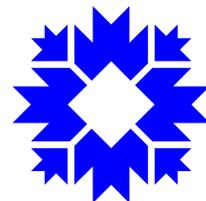


SP-09-14 Big O Properties  
 338 S Walnut St  
 Plan Commission  
 Site Location, Zoning, Land Use, Parcels

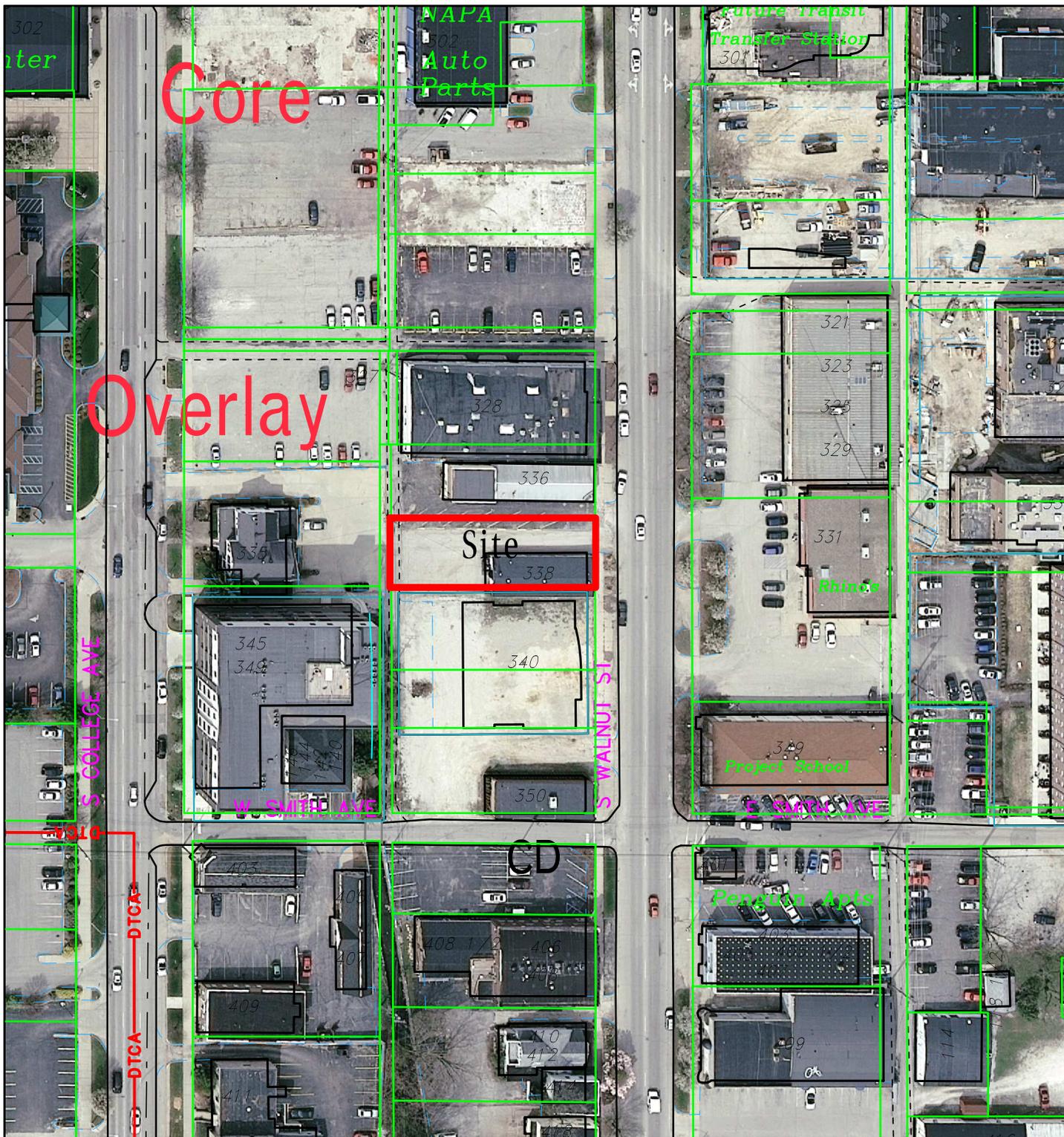
By: greulice  
 1 May 14



City of Bloomington  
 Planning



Scale: 1" = 100'



SP-09-14 Big O Properties

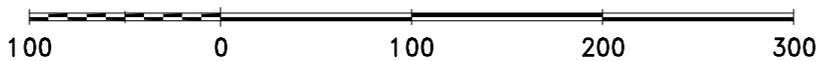
338 S Walnut Street

Plan Commission

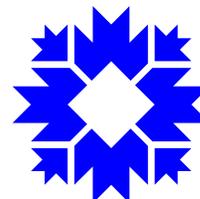
2010 Aerial Photograph

By: greulice

1 May 14



City of Bloomington  
Planning



Scale: 1" = 100'

For reference only; map information NOT warranted.

# m c a

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March 11, 2014

Eric Gruelich  
 City of Bloomington, Planning Department  
 401 N. Morton Street, Suite 160  
 P O Box 100  
 Bloomington, IN 47402

Re: Omega Properties, Mixed-use Development, 338 S. Walnut Street

Mr. Eric Gruelich,

On behalf of our client, Omega Properties, we are requesting two waivers of standards from the Planning Commission:

1. Waiver of Ground Floor, Non-residential Use Standards: We are requesting a reduction of the 50% of ground floor, non-residential, square footage rule. Our ground floor is 5,203 sf. and we are therefore required to have 2,602 sf. non-residential. We are requesting a reduction to 1,663 sf. of non-residential space.
2. Waiver of Primary Exterior Finish Materials: We are requesting the use of Cementitious Siding as a primary exterior finish material on the side and rear elevations only. We will use brick and limestone for the first 22 ft. of the side elevations closest to Walnut St. See attached building elevations.

The site is narrow at 48 ft, and with a width reduction of 10 ft for the residential entry on Walnut we are left with a storefront width of only 38 ft. As a practical layout, the ground floor works well as a single tenant. The owner has a potential tenant that wants approximately 1,500 sf. We would like to design the ground floor for this practical, realistic scenario. The exterior materials waiver will allow for the owner to focus the details on the Walnut St. Façade and the 22 ft. side wall returns. This is a typical urban architectural solution as the side and rear elevations are adjacent to neighboring buildings in a typical, historic, downtown setting.

#### Existing Site and Building Description-

The property is located at 338 S. Walnut St. The existing site is approximately 48' x 132' and it has an existing one story building that is approximately 25' x 72' (1,800 SF +/-). The balance of the site is paved as a parking lot. There is a curb cut off of Walnut St and another one on the alley to the west.

#### Project Scope-

The owners' propose to demolish the existing building and build a new three-story mixed use building that covers most of the site. The new building will contain residential apartments, ground floor non-residential uses, common areas for building entrances, circulation, utilities, bicycle storage, tenant storage, etc. The building will contain a total of (14) apartments, with (10) one-bedroom apartment units and (4) two-bedroom apartment units for a total of (18) bedrooms. The ground floor non-residential use will consist of one tenant space with approximately 1,663 SF fronting on Walnut St.

#### Location on Property-

The proposed building will be constructed on the East property line (Build-to-line, per the UDO requirements) along Walnut St. On the West property line the building will set back approximately 9 feet (above the parking area) to allow for the parking to offset 5 feet for backout space into the alley ROW.

3-11-2014

Omega Properties, 338 S. Walnut St.

Page 2

**Green Features-**

The proposed building will utilize the following green features; a reflective (white) membrane roof, low-e window and door glazing, low VOC paint finishes, engineered wood floors in apartments (except bathrooms and utility closets), LED lighting in common areas-hallways, lobby and stairways, shade tolerant/drought resistant, native landscaping on the north and south sides of the building, inside bike storage for tenants, bike racks on walnut for customers and tenants,

**General Design Principles/Exterior Building Materials-**

**Main façade-** The front (East/Walnut St.) elevation will consist of a combination of materials - brick, limestone, aluminum storefront, metal balcony railings, metal parapet caps.

**Secondary façades-** The side elevations are brick and limestone for the first 22' closest to Walnut where the building is the widest and the balance of the side and rear elevation are cement composite lap siding and trim, metal balconies and parapets.

**Building Height-**

The building will be approximately 40 ft. in height.

**R.O.W. Design and Landscaping -**

Improvements include: Provide (2) additional on-street parking spaces by reducing the width of the existing curb cut from 35 ft. to 15 ft., significantly widen the existing pedestrian sidewalk from 6'-6" to 12'-6", preserve the existing street tree, add (1) additional street tree, add landscape area to the north where the existing curb cut is to be removed.

We are submitting as part of this proposal a site and utilities plan, grading plan, landscape plan, floor plans, building elevations, rendered front elevation, site survey and existing site plan.

We have submitted the utilities plans package to the CBU Utilities Department.

We have also attached a UDO review sheet.

Thank you for your consideration in this request.

Sincerely,

Marc Cornett, Architect – Petitioners Representative

SP-09-14  
Petitioner Statement

**UDO Review**

Project: 338 S Walnut St Mixed-use Building  
 Developer/Owner: Omega Properties  
 Prepared By: MCA-Marc Cornett, Architects

**Project Data**

Lot Size: 48' x 132', 6,336 SF (.145 acres)  
 UDO Zoning: CD, Commercial Downtown  
 Overlay: DCO, Downtown Core Overlay  
 Density: 60 units per acre  
           .145 acres x 60 units/acre = 8.7 units allowed  
 DUE, Dwelling Unit Equivalency: Two Bedroom less than 950 SF = 0.66 DU  
   One BR less than 700 SF = 0.25 DU  
 Max. Impervious Surface Coverage: 100% Allowed  
 Ground Floor Retail: 50% of total ground floor area shall be non-residential uses  
   5,203 SF Footprint / 2 = 2,602 SF Retail/Commercial Use  
 Parking Standards: No parking required South of Fourth St.  
 Height Standards: 35' min., 50' max. (40' +/- actual ht.)

**Site and Building Data**

Site	48 x 132	6,336 SF
Ground Floor		5,203 SF
Second Floor		5,203 SF
Third Floor		5,203 SF
Total		15,609 SF
Parking Area		1,296 SF

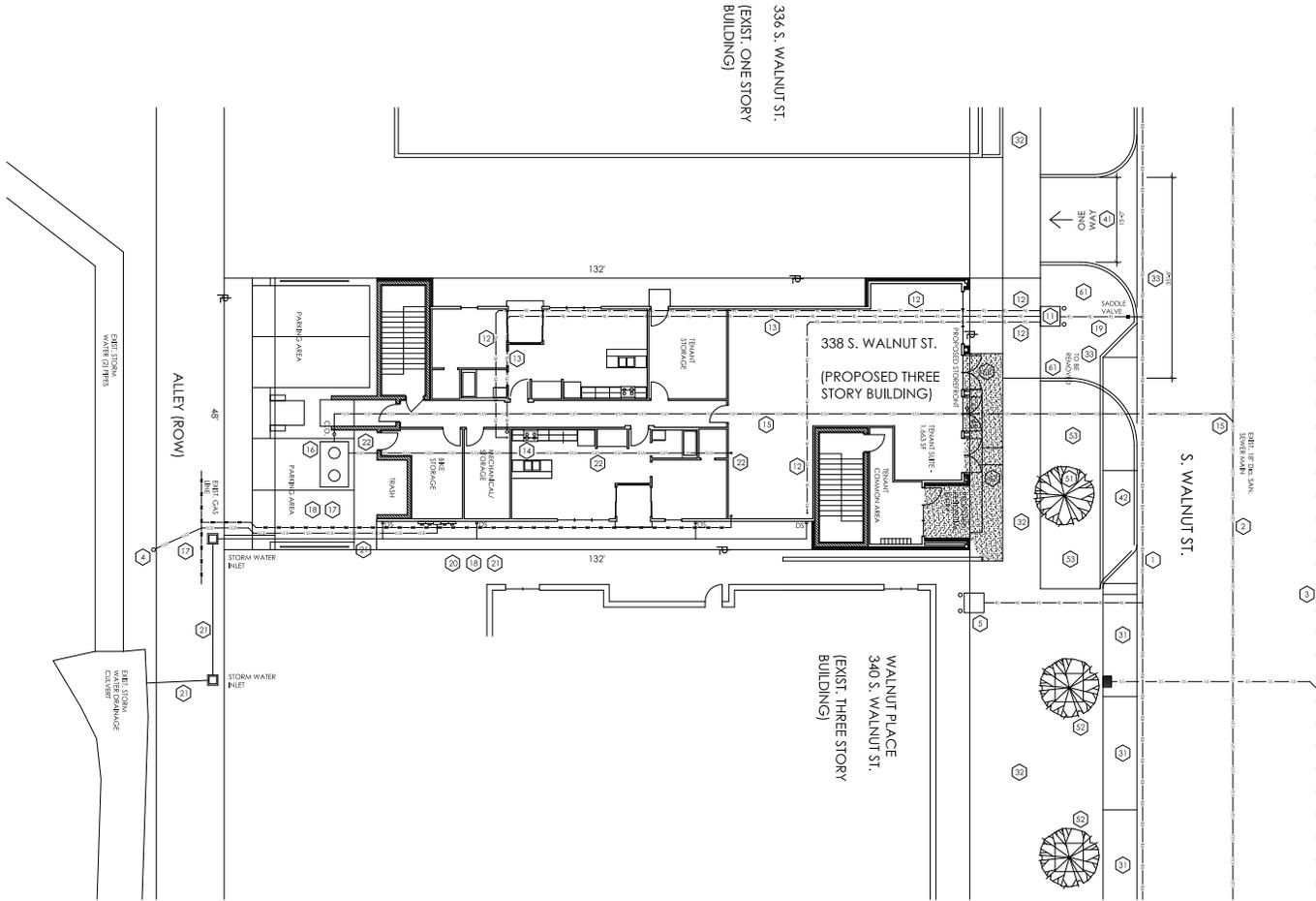
**Dwelling Unit Schematic Layout Alternatives**Scenario-A = 4.89 DU/17 BR

Retail/Offices	2,602 SF (we are requesting a site plan waiver from C.O.B. Plan Commission)	
(4) Parking Spaces		
Two BR Units @ 864 SF	(4) x 0.66 DU	= 2.64 Dwelling Units / 8 BR
One BR Units @ 632 SF	(9-10) x 0.25 DU*	= 2.50 Dwelling Units / 10 BR
TOTALS		= 5.09 Dwelling Units / 18 BR Total

**Note: 18 BR with Site Plan Waiver in place)**

We are requesting a waiver of ground floor non-residential use from a standard of 2,602 sf to a reduced area of 1,663 sf

(we have a very narrow site width that works best for (1) retail space across the full width of the Walnut Street storefront. The developer is in negotiations with a potential tenant and they are looking for approximately 1,500 sf



**SITE PLAN/UTILITIES PLAN LEGEND**

1	EXISTING 12" WATER
2	EXISTING 18" SANITARY SEWER
3	EXISTING 24" HOPE STORM
4	EXISTING UTILITY POLE
5	EXISTING WATER METER and FIRE PROTECTION (FIT, FV & FOC)
6	PROPOSED WATER METER and FIRE PROTECTION (FIT, FV & FOC)
7	PROPOSED DOMESTIC WATER LINE
8	PROPOSED FIRE PROTECTION LINE
9	PROPOSED FIRE PROTECTION REER
10	PROPOSED PARATE 4" Dia. SANITARY SEWER LATERAL
11	PROPOSED GREASE INTERCEPTOR SYSTEM
12	PROPOSED UNDERGROUND ELECTRIC SERVICE (2) 2" EPVC CONDUIT
13	PROPOSED UNDERGROUND GAS SERVICE
14	PROPOSED PRIVATE WATER SERVICE LINE
15	PROPOSED ELECTRIC METER CENTER
16	PROPOSED 12" STORMWATER LINE
17	PROPOSED 4" GREASE LINE
18	EXISTING ON-STREET PARKING
19	EXISTING SIDEWALK
20	EXISTING CURB CUT
21	PROPOSED CURB CUT (15' WIDE)
22	PROPOSED ON-STREET PARKING - (2) ADDITIONAL SPACES
23	EXISTING STREET TREE
24	EXISTING STREET TREE w/ TREE GRATE
25	EXISTING LANDSCAPE AREA
26	PROPOSED LANDSCAPE AREA
27	PROPOSED CONCRETE SIDEWALK AREA

- GENERAL SITE PLAN/UTILITIES PLAN NOTES:**
1. ALL TAPS on EXISTING SEWER and WATER MAINS MUST BE MADE by CBU PERSONNEL.
  2. ALL WATER MAINS WHICH PROVIDE FIRE SERVICE THROUGH EITHER FIRE HYDRANTS or FIRE SUPPRESSION SYSTEMS MUST BE CONSTRUCTED of CLASS 350 DIP. MAINS PROVIDING FLOW for FIRE SUPPRESSION SYSTEMS ARE REFERRED to AS "FIRE LINES" and ARE to REMAIN PRIVATE.
  3. ALL DUCTILE IRON PIPE (DIP) WILL REQUIRE POLYETHYLENE ENCASEMENT (BUNDLES) and SHALL BE 6-IN. LINEAR LOW-DENSITY (LLD) POLYETHYLENE ENCASEMENT or 4-IN. HIGH-DENSITY CROSS-LINKED POLYETHYLENE ENCASEMENT MATERIAL. INCLUSIVE of VALVES and FITTINGS. THE MATERIAL SHALL BE FURNISHED and INSTALLED in ACCORDANCE with ANSI/AWWA C105/A21.3. USING PLASTIC RE STRAPS or CIRCUMFERENTIAL WRAPS of ADHESIVE TAPE PROVIDING the PIPE with a SECURE PROTECTIVE ENCLOSURE.
  4. CONTRACTOR SHALL SAW CUT or CORE DRILL EXISTING LIMESTONE WALL to PLACE NEW STORM DRAINAGE PIPE. WALL SHALL BE COMPLETELY REPAIRED with CONCRETE or LIMESTONE to the SATISFACTION of CBU.

PROPOSED  
**A UTILITIES SITE PLAN**  
 SCALE: 1" = 10'-0"

SP-09-14  
 Site Plan

**mca** MARC CORNETT ARCHITECTS  
 101 EAST BREVARD AVE.  
 BLOOMINGTON, INDIANA 47408  
 P: 317.326.2747    info@mccorconnetthp.com

CERTIFIED

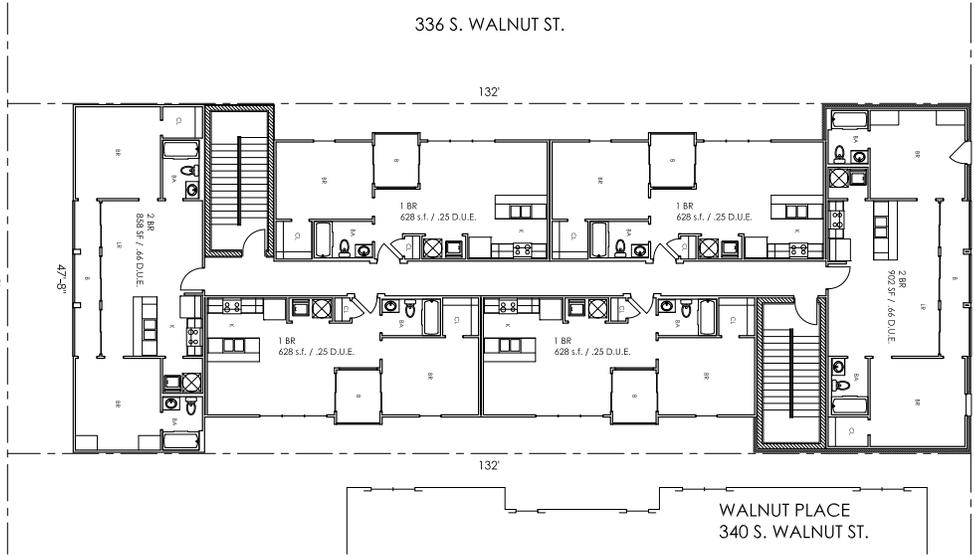
REVISIONS

PROPOSED:  
**OMEGA PROPERTIES**  
 388 S. WALNUT STREET  
 BLOOMINGTON, INDIANA

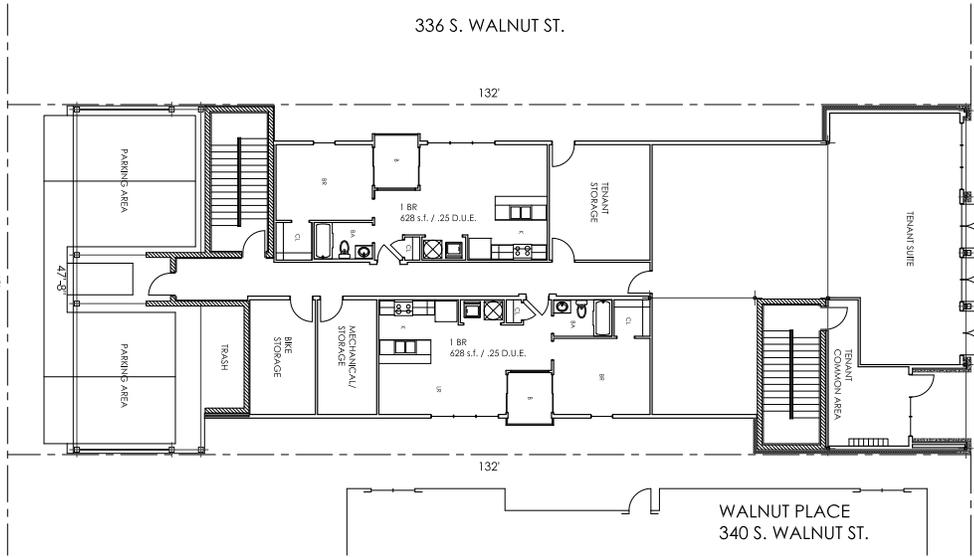
PROJECT NO.: 2014-02  
 DATE: 03.21.14  
 DRAWN BY:  
 CHECKED BY: MHC

UTILITIES SITE PLAN

C103



PROPOSED  
**B** SECOND & THIRD FLOOR PLAN  
 SCALE: 1/8" = 1'-0"



PROPOSED  
**A** MAIN FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

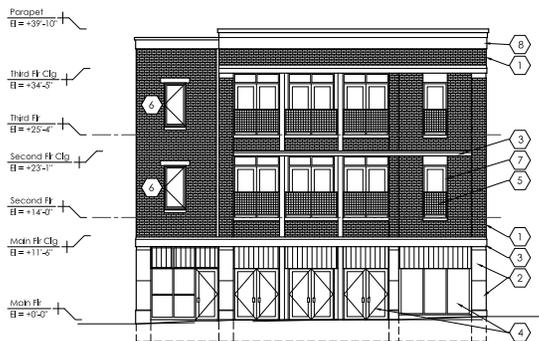
<p>FLOOR PLANS</p> <p><b>A101</b></p>	<p>PROJ. NO.: 20142</p> <p>DATE: 02/11/14</p> <p>DRAWN BY: HMC</p> <p>CHECKED BY: HMC</p>	<p>PROPOSED:</p> <p><b>OMEGA PROPERTIES</b></p> <p>338 S. WALNUT STREET</p> <p>BLOOMINGTON, INDIANA</p>	<p>REVISIONS</p>	<p>CERTIFIED</p>	<p><b>mca</b> MAR</p> <p>101 EAST KIRKWOOD AVE.          BLOOMINGTON, INDIANA 47404          P 812.325.3564 EMAIL: info@mca.com</p>	<p><b>SP-09-14</b></p> <p><b>Floor Plans</b></p>
	<p>PROPOSED</p>					



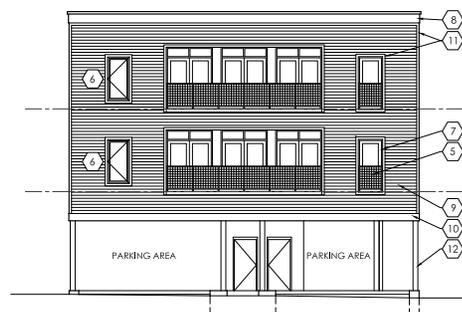
**S** SCHEMATIC  
STREETSCAPE ELEVATION  
SCALE: 1/16" = 1'-0"

BUILDING ELEVATION - MATERIALS LEGEND

- |                              |                                      |
|------------------------------|--------------------------------------|
| 1 BRICK VENEER               | 8 METAL CLAD FASCIA                  |
| 2 LIMESTONE VENEER           | 9 FIBER CEMENT LAP SIDING (PAINTED)  |
| 3 CUT LIMESTONE TRIM         | 10 FIBER CEMENT BAND BOARD (PAINTED) |
| 4 ALUMINUM STOREFRONT SYSTEM | 11 FIBER CEMENT TRIM BOARD (PAINTED) |
| 5 METAL GUARDRAIL            | 12 8" x 8" STEEL COLUMN (PAINTED)    |
| 6 METAL CLAD WINDOW          |                                      |
| 7 METAL CLAD DOOR            |                                      |



**B** SCHEMATIC  
EAST BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"



**A** SCHEMATIC  
WEST BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"

**mca** MARC CORNETT ARCHITECTS  
101 EAST BIRCHWOOD AVE.  
BLOOMINGTON, INDIANA 47408  
P: 317.332.2194 | info@mccornettarch.com

CERTIFIED

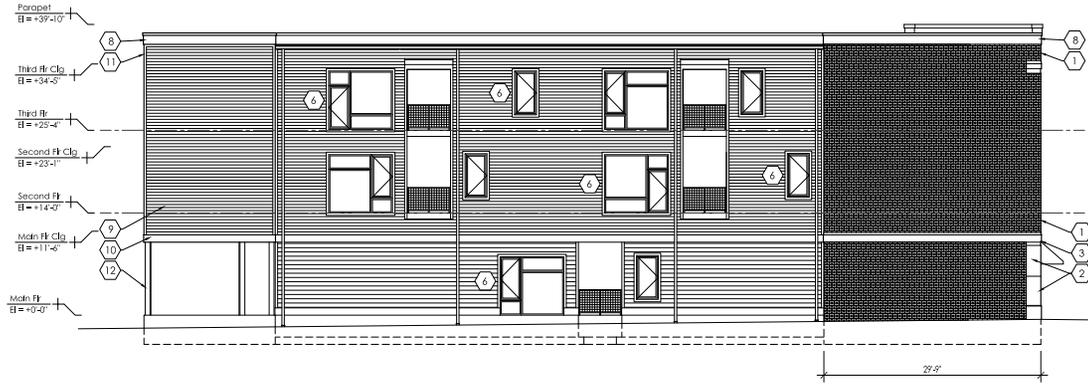
REVISIONS

PROPOSED: **OMEGA PROPERTIES**  
328 S. WALNUT STREET  
BLOOMINGTON, INDIANA

PROJECT NO.: 2014-02  
DATE: 03.21.14  
DRAWN BY:  
CHECKED BY: MHC

BUILDING ELEVATIONS  
**A201**

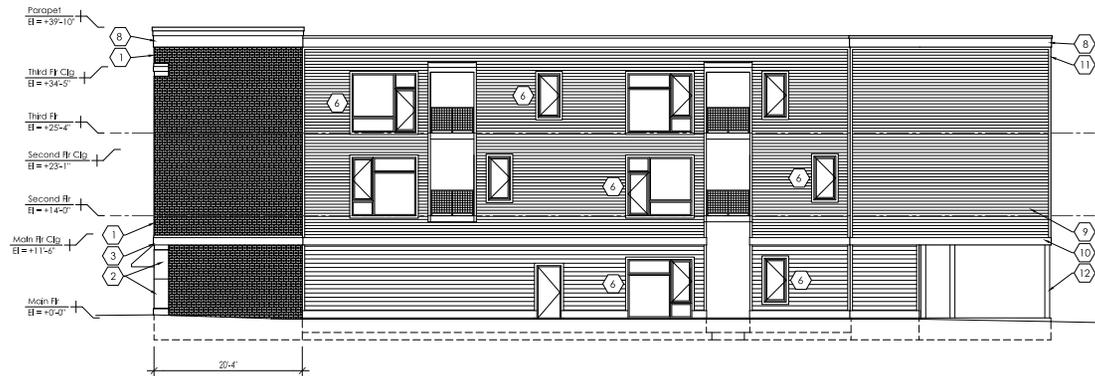
**SP-09-14**  
**Elevations**



**B** SCHEMATIC  
SOUTH BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"

BUILDING ELEVATION - MATERIALS LEGEND

- |                              |                                      |
|------------------------------|--------------------------------------|
| 1 BRICK VENEER               | 8 METAL CLAD FASCIA                  |
| 2 LIMESTONE VENEER           | 9 FIBER CEMENT LAP SIDING (PAINTED)  |
| 3 CUT LIMESTONE TRIM         | 10 FIBER CEMENT BAND BOARD (PAINTED) |
| 4 ALUMINUM STOREFRONT SYSTEM | 11 FIBER CEMENT TRIM BOARD (PAINTED) |
| 5 METAL GUARDRAIL            | 12 6" x 6" STEEL COLUMN (PAINTED)    |
| 6 METAL CLAD WINDOW          |                                      |
| 7 METAL CLAD DOOR            |                                      |



**A** SCHEMATIC  
NORTH BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"

**mca** MARC CORNETT ARCHITECTS

101 EAST BIRWOOD AVE.  
BLOOMINGTON, INDIANA 47408  
P: 317.382.2294 | info@mccornettarch.com

CERTIFIED

REVISIONS

PROPOSED: **OMEGA PROPERTIES**  
328 S. WALNUT STREET  
BLOOMINGTON, INDIANA

PROJECT NO.: 201402  
DATE: 03.21.14  
DRAWN BY:  
CHECKED BY: MHC

BUILDING ELEVATIONS

**A202**



S Walnut Street

SP-09-14  
Model - Looking South



SP-09-14  
Model - Looking North



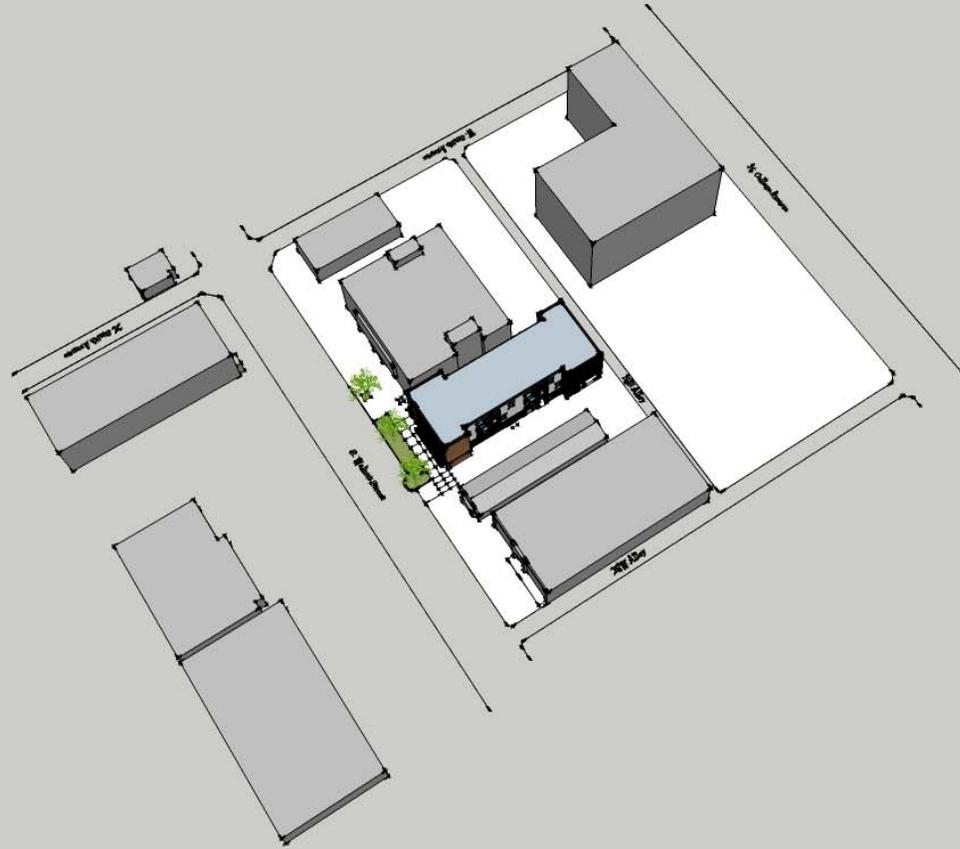
SP-09-14  
Model - Alley looking north



SP-09-14  
Model - Alley looking east



SP-09-14  
Model - Alley looking Southeast



SP-09-14  
Model - Overhead

**BLOOMINGTON PLAN COMMISSION**  
**STAFF REPORT – First Hearing**  
**LOCATION: 1550 N. Arlington Park Drive**

**CASE #: PUD-10-14**  
**DATE: May 5, 2014**

**PETITIONER:**       **Trinitas Ventures, LLC**  
                                  **201 Main Street, Lafayette, IN 47901**

**COUNSEL:**           **Bynum Fanyo & Associates**  
                                  **5228 N. Walnut Street, Bloomington**

**REQUEST:** The petitioner is requesting to rezone approximately 40.69 acres currently zoned Business Park (20.08 ac), Planned Unit Development (19.83 ac), and Residential Single Family (0.78 ac) to Planned Unit Development (PUD). Also requested is approval of a Preliminary Plan and District Ordinance for up to 505 residential units.

**SITE INFORMATION:**

<b>Lot Area:</b>	Approximately 40.69 acres
<b>Proposed Units:</b>	505 (475 multifamily, 30 single family)
<b>Current Zoning:</b>	BP, PUD, RS
<b>Proposed Zoning:</b>	Planned Unit Development
<b>GPP Designation:</b>	Employment, Urban Residential
<b>Existing Land Use:</b>	Vacant, Partially Wooded
<b>Proposed Land Use:</b>	Multifamily, Single Family,
<b>Surrounding Uses:</b>	North – Single Family Residential
	South – Multifamily, Office, Industrial
	East – Single Family
	West – Highway

**REPORT:** The petitioner has aggregated several properties north of W. 17<sup>th</sup> Street and west of N. Arlington Road. These properties include a remnant parcel of an older PUD, the remainder of a Business Park subdivision, and a single family parcel that connects the other sites to Arlington Rd. These properties total just over 40 acres and are bound on the west by SR 37, the north by a single family subdivision, and to the east by a tier of single family homes that front on Arlington Road. To the south, there is an affordable housing apartment complex, an office building, contractor offices, and an industrial use.

The petitioner has talked to staff about the possibility of developing the eastern half of the site for student housing over the last 15 years. In all of these discussions, staff has consistently not supported the use of this property for student housing due the property's distance from campus, the lack of adjacent transit facilities (there is one transit route along 17<sup>th</sup> Street approximately 400 feet from the western portion of the site and 1000 feet from the eastern portion of the site), lack of adequate infrastructure to support vehicle, bicycle, and pedestrian needs, lack of walkable commercial services, lack of park facilities, and other issues.

The petitioner sought a similar rezoning of the eastern portion of the site in 2003 for 246 units on 21.5 acres. This petition was withdrawn after an initial Plan Commission hearing due to many of the concerns mentioned previously. The petitioner has now added additional acreage to the west and is seeking a rezoning of the entire acreage to allow for a new PUD to be created that would allow for up to 505 residential units to be constructed. These units are proposed within three main areas. Areas "A" and "C" are proposed to be multifamily of up to 475 units on approximately 23.6 acres and Area "B" is proposed to have up to 30 single family homes on approximately 7.6 acres. Habitat for Humanity is proposed to be the single family homebuilder for Area B.

Although the petitioner has identified Area A as a student-oriented project, the additional multifamily units being proposed would not restrict students. In addition, the petitioner has stated that Area "D" as a subset of Area C could be developed as senior housing. However, there is no commitment that this would be developed in this manner. The petitioners have also proposed that a small amount of nonresidential space (up to 10,000 square feet) be permitted.

In addition to the larger policy concerns mentioned above, staff has several concerns with the overall schematic plan. The plan lacks elements of good urban design. However, staff is primarily seeking guidance from the Plan Commission on the use of the property. Specifically, staff requests Plan Commission input on whether a large-scale, higher density multifamily housing project should be constructed in this location. Planning staff anticipates bringing forward a first draft of the Growth Policies Plan update to the Steering Committee later this year. Staff's thinking is that a rezoning decision of this magnitude shouldn't be approved until the Plan is updated. If the Plan Commission disagrees with staff and finds the proposed development concept to be appropriate, then staff will work with the petitioner prior to a second hearing to address the more site-specific concerns such as environmental issues, connectivity, evaluating traffic impacts, site design, density, and architecture.

With this report, staff has focused on the "big picture" of the rezoning. In this respect, staff finds it appropriate to refer to the intent of PUDs.

The Unified Development Ordinance (UDO) states the following intent for PUDs:

*The purpose of the Planned Unit Development (PUD) is to encourage flexibility in the development of land in order to promote its most appropriate use; to improve the design, character and quality of new developments; to encourage a harmonious and appropriate mixture of uses; to facilitate the adequate and economic provision of streets, utilities, and city services; to preserve the natural, environmental and scenic features of the site; to encourage and provide a mechanism for arranging improvements on sites so as to preserve desirable features; and to mitigate the problems which may be presented by specific site conditions. It is anticipated that Planned Unit Developments will offer one (1) or more of the following advantages:*

- (a) *Implement the guiding principles and land use policies of the Growth Policies Plan; specifically reflect the policies of the Growth Policies Plan specific to the neighborhood in which the Planned Unit Development is to be located;*
- (b) *Buffer land uses proposed for the PUD so as to minimize any adverse impact which new development may have on surrounding properties; additionally provide buffers and transitions of density within the PUD itself to distinguish between different land use areas;*
- (c) *Enhance the appearance of neighborhoods by conserving areas of natural beauty, and natural green spaces;*
- (d) *Counteract urban monotony and congestion on streets;*
- (e) *Promote architecture that is compatible with the surroundings;*
- (f) *Promote and protect the environmental integrity of the site and its surroundings and provide suitable design responses to the specific environmental constraints of the site and surrounding area; and*
- (g) *Provide a public benefit that would not occur without deviation from the standards of the Unified Development Ordinance.*

The Plan Commission should consider these items in determining the appropriateness of any new Planned Unit Development.

Staff recognizes that this property has several physical challenges to development. The western portion of the property has a large amount of higher quality vegetation. There are also several other environmental features on the site that must be adequately protected. These include sections of streams, steep slopes, several sinkholes, and a potential wetland. Additional difficulty is more self-created. The eastern portion of the site was utilized in the 70's to provide soil for the construction of SR 37. The removal of this soil has left a large portion of the site with exposed bedrock that will make site grading and landscaping very difficult and will require large amounts of fill to be brought to the site.

---

#### **GROWTH POLICIES PLAN:**

The rezoning review also requires analysis of the GPP and the proposal's substantial compliance with the comprehensive plan. Staff has identified several relevant policy statements from the guiding principles of the GPP:

#### **Compact Urban Form (Page 5)**

**CUF 5:** *Revise development regulations for near-downtown and near-campus areas to encourage increased residential densities.*

#### **Nurture Environmental Integrity (Page 9)**

**NEI-4:** *Adopt a tree preservation ordinance that emphasizes species diversity, protecting blocks of high quality vegetation and natural corridors, and preserving community wide tree crown coverage.*

**NEI-12:** *Revise the existing water resource regulations in the Zoning Ordinance to protect water resources using graduated buffer zones to prohibit or limit development in sensitive and streamside transition zones.*

**NEI-19:** *Revise Zoning and Subdivision regulations for sites having environmental constraints to better protect such features as wetlands, steep slopes, and water resources.*

**Mitigate Traffic (Page 14)**

**MT-2** *Require the siting of future high density multifamily and commercial projects within walking distance to transit routes.*

**MT-13** *Ensure the provision and linkage of street stubs to improve connectivity within all sectors of the community.*

**Conserve Community Character (Page 18)**

**CCC-4:** *Revise the Zoning Ordinance to include standards for infill development in residential areas that are consistent and compatible with preexisting development.*

**West 17<sup>th</sup> Street Critical Subarea (Page 62)**

This property is also located within the West 17<sup>th</sup> Street Critical Subarea. The Intent for this Subarea is to “encourage the development of aggregated parcels for service, residential, and employment uses.” The associated policies for this Subarea include:

- *The majority of the West 17th Street subarea is designated Urban Residential, which is intended for a pattern of mixed residential uses at urban densities. This housing should be incorporated as a transitional use between the western tracts designated for Employment and lower density single family housing along 17th Street.*
- *The property located along State Road 37 should be reserved for employment land uses (i.e. light manufacturing or offices).*
- *Transit service expansion north of the Housing Authority site is necessary to augment future residential development at urban development densities.*
- *17th Street is a narrow, hilly roadway that lacks most urban facilities, especially closed stormwater facilities, curbs/gutters, and sidewalks. Redevelopment and development efforts in the area should be linked to physical improvements to this street, including curbs, sidewalks and street trees.*
- *Further development or redevelopment of the subarea will require the upgrade and realignment of the Arlington Road/17<sup>th</sup> Street/Monroe Street K-intersection. In addition, the 17th and Lindbergh intersection must also be made safer.*
- *Development of the properties north of Arlington Park Apartments and Superior Lumber should be accompanied by a frontage road connection from 17th Street to State Road 46.*
- *Natural feature preservation should be sought for quality tree stands in the Subarea, and project layouts should respect the existing topography as much as possible.*
- *The emphasis of new development should be on creating affordable, mixed use housing.*
- *This Subarea contains existing vegetation adjacent to State Road 37. Any development proposal must include preservation of this vegetation.*

- *Attention to site design, especially a 360 degree building profile adjacent to State Road 37 and limited parking lot exposure to the highway, should be a feature of future employment development.*

**URBAN RESIDENTIAL (This is the designation for the western portion of the site, it would also be considered an urban growth area):**

**Intent** - When development occurs in new urban growth areas, the goal should be to encourage higher densities, ensure street connectivity, and protect existing residential fabric.

**Land Use**

- *Develop sites for predominantly residential uses; however, incorporate mixed residential densities, housing types, and nonresidential services where supported by adjacent land use patterns.*

**Site Design**

*Urban Residential Areas contain a mixture of densities, housing types (single family vs. multifamily), and street networks (grid-based vs. curvilinear). The site design goals for development in urban growth areas and neighborhood conservation areas are different. Site design goals for future development in new urban growth areas include:*

- *Optimize street, bicycle, and pedestrian connectivity to adjacent neighborhoods as well as to commercial activity centers.*
- *Ensure that each new neighborhood has a defined center or focal point. This center could include such elements as a small pocket park, formal square with landscaping, or a neighborhood serving land use.*
- *Ensure that new common open space is truly usable and accessible. Provide linkages between such open space and other public spaces.*
- *Provide for marginally higher development densities while ensuring the preservation of sensitive environmental features and taking into consideration infrastructure capacity as well as the relationship between the new development and adjacent existing neighborhoods.*

**EMPLOYMENT CENTER (This is the designation for the western portion of the site):**

**Intent** - *The Employment Center district should contain a mix of office and industrial uses providing large-scale employment opportunities for the Bloomington community and the surrounding region.*

**Land Use** - *Employment Center land uses should focus on corporate headquarters and industrial uses, which will provide a stable employment base for the greater Bloomington community.*

**STAFF ANALYSIS:** Although the proposed development does achieve some of the stated policies, staff does not find the proposed rezoning to be consistent with the GPP. First, staff clearly finds that the proposed large-scale multifamily development conflicts with the current Plan recommendation for an employment use alongside State Road 37. With the future loss of Vernal Pike access in

association with the Interstate 69 project, employment uses and Business Park zoning may no longer be appropriate along the western portion of the PUD proposal. However, the Planning Department is currently engaged in an update to the GPP that will discuss this area as well as the issue of appropriate location of future high density housing. Staff finds that the proposal should be delayed until such a time that this land use designation and the issue of student housing are deliberated upon and consensus has been reached.

Furthermore, staff finds that the proposal is inconsistent in the following items:

- The petition is not located in a near downtown or near campus location and is not desirable for a student dominated housing development.
- The proposed preliminary plan does not meet the minimum standards of environmental protection and does not adequately prioritize the environmental integrity of the site.
- Although there is a nearby transit route, the single route does not extend toward campus.
- The connectivity of the site is not adequate to serve 500 units and the potential of 2500 bedrooms. The proposed phasing of the project would also place an extremely high number of units accessed from a single vehicular entry along Arlington Rd.
- The site is not currently well connected with pedestrian accommodations to surrounding properties and has limited availability of nearby retail and park services.
- There are concerns with the compatibility of the proposed density and project scale with the surrounding land uses, especially the single family homes to the east.
- There is a lack of housing diversity and housing types. The different areas, especially Areas A & C, are very large and have been designed to accommodate large single users with inadequate incorporation of many desirable design elements expected with a PUD request.
- Although some of the necessary roadway infrastructure improvements are scheduled for construction, these improvements have not yet been constructed and some (including improvements between the planned overpass of the future I-69 and the roundabout at the “K” intersection) are not currently scheduled or have an identified funding source.
- The proposed densities exceed the desired marginal increases in density and exceed the capacity for the existing infrastructure of the area with limited connectivity and emergency service access.

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**PRELIMINARY PLAN CONCERNS:** In addition to the stated big picture concerns with this request, staff has also identified several concerns with the proposed Preliminary Plan and District Ordinance. Some of these concerns include, but are not limited to the following items:

1. Preservation of Environmental Features: Staff agrees with the Environmental Commission and finds that there are several environmental features that have not been identified and therefore not adequately protected including streams, a spring, tree stands, and a potential wetland.

- Furthermore, the location of the large detention facility appears to require the removal of a portion of the highest quality stand of trees.
2. Phasing: The phasing would limit the development access to Arlington Rd. with the initial phase to avoid adding trips to 17<sup>th</sup> St. prior to necessary improvements. This would create a singular access point for nearly 280 units. The lack of additional connectivity to Arlington Rd. and south to 17<sup>th</sup> St. is of concern to staff.
  3. Although the proposal would allow up to 10,000 square feet of non-residential space, staff finds that additional opportunity for mixed-uses as well as mixed-use buildings is appropriate for this site if high density housing is to be allowed.
  4. Transit: This site does have transit service nearby via a single BT route on 17<sup>th</sup> St. However, this transit service does not go eastbound toward campus or to nearby shopping opportunities. The transit service is also not immediately adjacent to the property creating less of an incentive for potential tenants to utilize alternative forms of transportation.
  5. Neighborhood Impacts: Staff has received several phone calls raising concerns with the development of this property for higher density multifamily housing.
  6. Public Streets: The petitioner has proposed only a few of the internal streets as public streets. There are some street stubs that have been proposed, but the location, number, and private/public nature of these stubs should be reviewed with future submittals.

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**CONCLUSION:** Staff finds that the proposed rezone is not consistent with the Growth Policies Plan and should be deferred until the current GPP update process has been completed. Furthermore, Staff finds the proposed development to rely too heavily on a single development type – multifamily apartments. Staff finds the design to be more suburban in nature and too intense for the surrounding area and the existing infrastructure. Lastly, there are deficiencies in the environmental site analysis. Staff plans on providing a negative recommendation for this proposal at the second Plan Commission hearing.

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**RECOMMENDATION:** Staff recommends continuing PUD-10-14 to the June 2 hearing. If the Plan Commission finds the proposed use, intensity, and timing of the proposal to be appropriate, then staff recommends continuing this petition to the July 7 hearing to allow staff to work with the petitioner in further developing the Preliminary Plan and District Ordinance.

# MEMORANDUM

**Date:** April 24, 2014  
**To:** Bloomington Plan Commission  
**From:** Bloomington Environmental Commission  
**Through:** Linda Thompson, Senior Environmental Planner  
**Subject:** PUD-10-14, Chandler's Glen  
1550 N. Arlington Park Drive

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This memorandum contains the Environmental Commission's (EC) recommendations regarding a request to re-zone 40.7 acres to a Planned Unit Development (PUD), and approve a Preliminary Plan and PUD District Ordinance. The site is currently a mix of parcels with differing zoning districts, and the proposed PUD will be a variety of residential options adding up to 500 units.

## EC CONCERNS

### 1.) TIMING REGARDING NEW COMPREHENSIVE PLAN:

Because 40.67 acres is a considerable size, the EC believes that it is ill advised to create new use rules for this large site while Bloomington is in the process of crafting a new Comprehensive Plan. The reason to have a Comprehensive Plan is to publicly develop guidelines on how our city should grow and where to encourage certain uses. Consequently, the EC recommends that this PUD proposal be postponed until after the Imagine Bloomington Comprehensive Plan is completed. Some of the unanswered questions connected to this PUD plan follow below.

This Petitioner is proposing 500 new residential units at a time when we know the surrounding infrastructure will be changing because of Interstate 69. Are these changes designed with the possibility of thousands of new residents and hundreds of additional automobiles considered?

The children within these four neighborhoods will be enrolled in one of three schools depending on their age. Is the Monroe County Community School Corporation (MCCSC) prepared for this kind of an influx in this location?

Many people are concerned about the location and distance from campus for IU student housing. Will the Comprehensive Plan recommend locations where Bloomington wants to encourage or discourage student apartment complexes; and if so, will those

recommendations conflict with this site plan?

2.) FOLLOW UDO ENVIRONMENTAL STANDARDS:

The EC believes that any PUD should not reduce the environmental protection requirements to the Unified Development Ordinance (UDO) standards. These standards went through a public process and were vetted by the citizenry and voted on by our lawmakers. Therefore the EC recommends that the Petitioner preserve the environmentally sensitive areas as required in the UDO.

3.) KARST GEOLOGY SURVEY:

Upon inspecting the site, the EC found sinkholes and springs that have not been identified in the plan. The EC recommends that a professional geologist survey the site to identify all of the karst features.

4.) RIPARIAN BUFFER:

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

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

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

#### 5.) TREE AND FOREST HABITAT PRESERVATION:

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

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

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

#### 6.) WETLAND PROTECTION:

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

#### 7.) INVASIVE SPECIES:

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

#### 8.) STEEP SLOPES:

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

#### 9.) HIGHWAY BUFFER WIDTH:

The current Growth Policies Plan recommends that a 100-foot wide vegetated buffer between the development and the highway be created or maintained. The EC believes that the proposed 30 feet is unacceptable, especially in light of the high quality of forest in some of that area.

#### 10.) NEW URBANISM DEVELOPMENT:

The very size of this development guarantees a major change in character for the whole area. The EC believes this major change justifies a requirement in the PUD that will direct the character of the neighborhoods in a positive manner. This proposal provides an opportunity to

introduce a more new urbanist approach to the site design, thus the PUD District Ordinance should require that the site design employ environmentally-enhancing landscaped roadways, entryways, berms, and parking lots. Additionally, the area needs plenty of community space, light retail, and other amenities to ensure a high quality of life and enhanced environmental integration.

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

#### 11.) LOW IMPACT DEVELOPMENT:

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

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

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

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

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

#### 12.) GREEN BUILDING:

The EC recommends that commitments be made in the District Ordinance for incorporating environmentally sustainable green building and site design features in this design. Green

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

### 13.) NATIVE PLANTS:

The EC recommends that the Petitioner include in the District Ordinance a requirement for using at least 50% native plant species in the Landscape Plans. Native plants exemplify Indiana's natural heritage and benefit native birds and insects, particularly pollinators. For additional suggestions, please see the EC's Natural Landscaping materials at [www.bloomington.in.gov/beqi/greeninfrastructure/htm](http://www.bloomington.in.gov/beqi/greeninfrastructure/htm) under 'Resources' in the left column. We also recommend an excellent guide to midwest sources of native plants at: <http://www.inpaws.org/landscaping.html>. Native plants provide food and habitat for birds, butterflies and other beneficial insects, promoting biodiversity in the city. Furthermore, native plants do not require chemical fertilizers or pesticides and are water efficient once established.

### 14.) ELECTRIC VEHICLE CHARGING STATIONS:

The parking areas for the multifamily units should have some electric vehicle charging stations.

### 15.) ALLOW CLOTHES LINES:

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

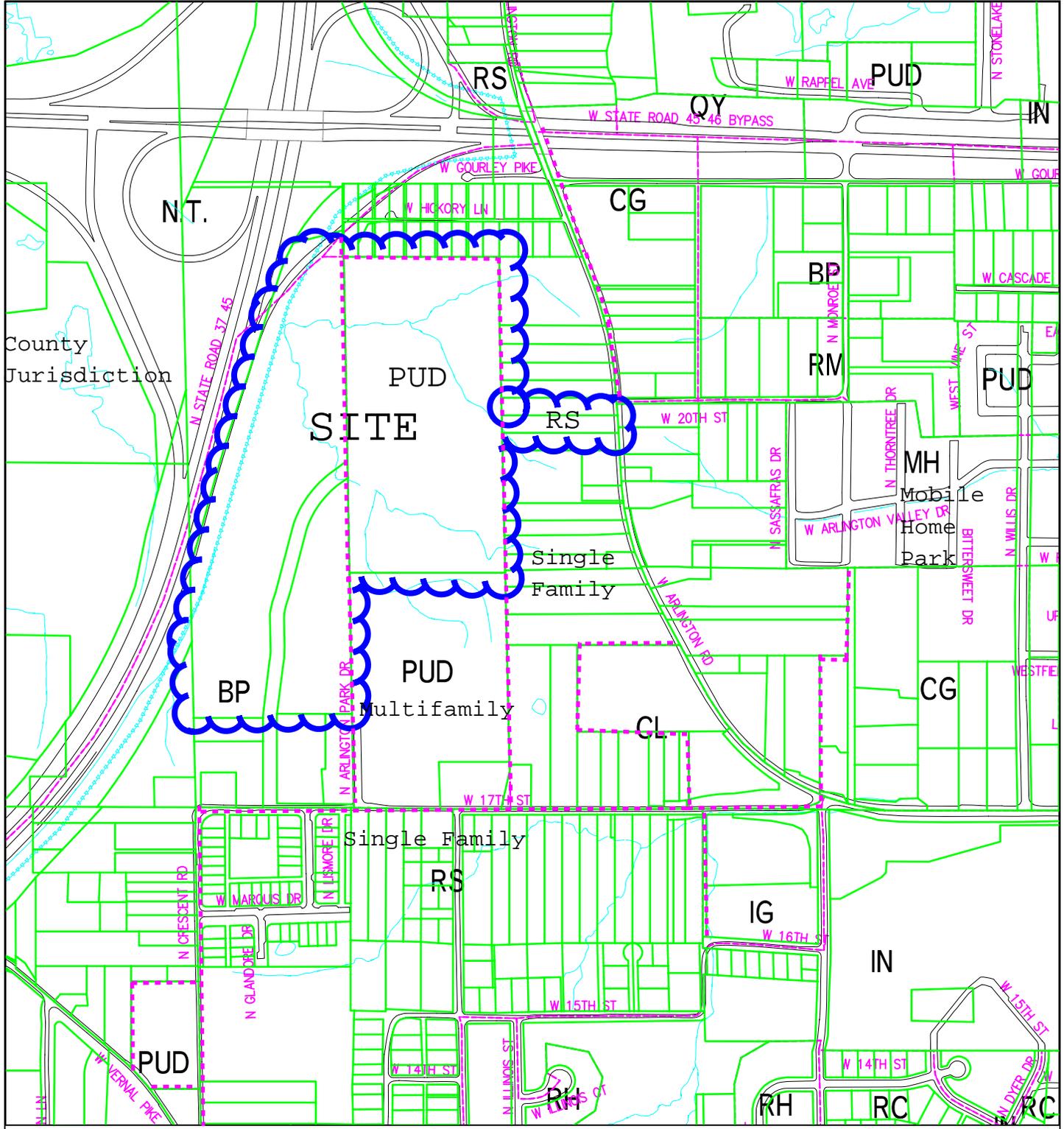
### 16.) STATE AND FEDERAL PERMITS:

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

## **EC RECOMMENDATIONS:**

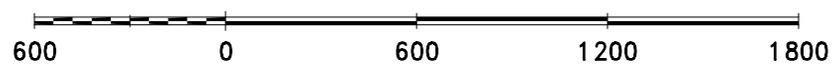
- 1.) This petition should be postponed until after Bloomington's new Comprehensive Plan is completed.
- 2.) The Petitioner should redesign the site to protect and preserve the environmentally sensitive areas as least as stringently as is required in the UDO.

- 3.) A karst survey should be conducted on the site by a professional geologist to identify all karst features.
- 4.) The stream channels should be planted and protected with riparian buffers using native plants.
- 5.) The notable forest areas between the power lines and SR 37, and at the north end of the site should be protected in a Tree Conservation Easement in order to protect the wooded wildlife habitat in perpetuity.
- 6.) Wetlands should be identified and placed in a Conservancy Easement.
- 7.) The invasives species should be eradicated from the Conservancy Easement areas.
- 8.) The UDO rules for steep slope protection should be followed.
- 9.) The design should be modified to designate a larger vegetated buffer between the highway and any development.
- 10.) The development design should incorporate environmentally-friendly, new-urbanism qualities.
- 11.) The Petitioner should design with Low Impact Development practices and the District Ordinance should not allow only one post-construction detention basin, as written now.
- 12.) The Petitioner should use green, sustainable building practices to reduce the carbon foot print of homes, resulting in lower expenses for the homeowners.
- 13.) At least 50% of the landscaping requirements should use plants native to the Bloomington area.
- 14.) The parking areas for the multifamily units should have some electric vehicle charging stations.
- 15.) The District Ordinance should specifically allow clothes lines to be installed.
- 16.) Any required state and federal permits should be obtained before any city permits are granted.

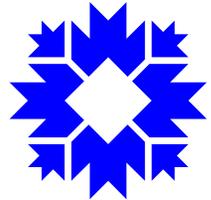


PUD-10-14  
 Trinitas Ventures  
 (Chandler's Glen)  
 Location/Zoning Map

By: shayp  
 28 Feb 14

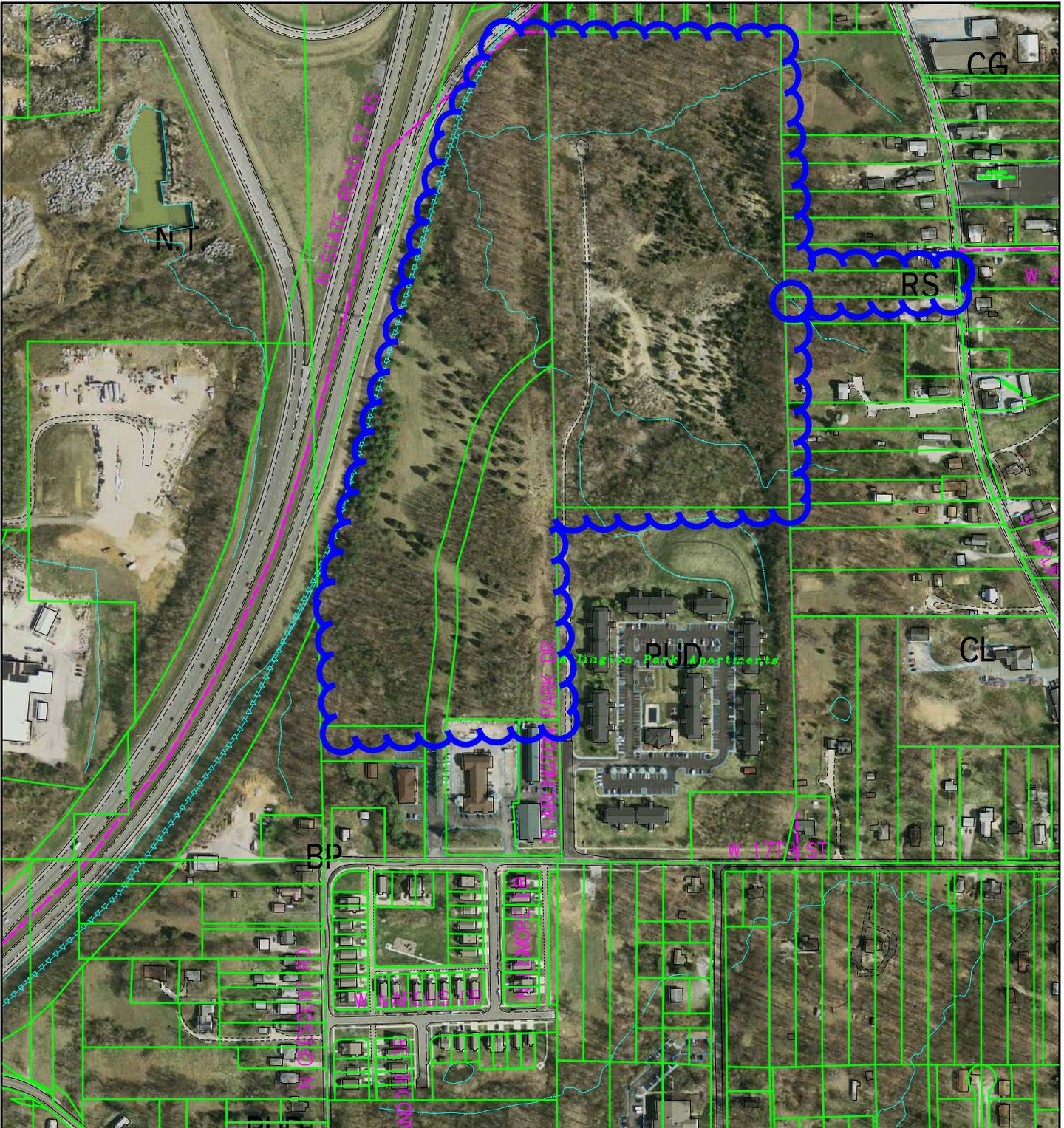


City of Bloomington  
 Planning



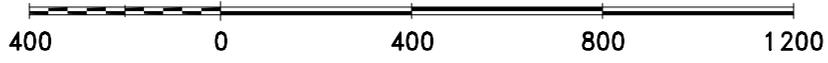
Scale: 1" = 600'

For reference only; map information NOT warranted.

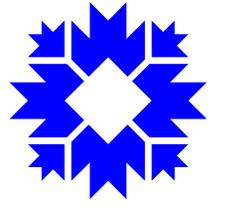


PUD-10-14  
Aerial Photo

By: shayp  
28 Feb 14



City of Bloomington  
Planning



Scale: 1" = 400'

For reference only; map information NOT warranted.

Area C  
Max 25 Units  
(With D)

Area B  
Max 30  
Lots

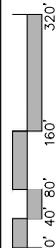
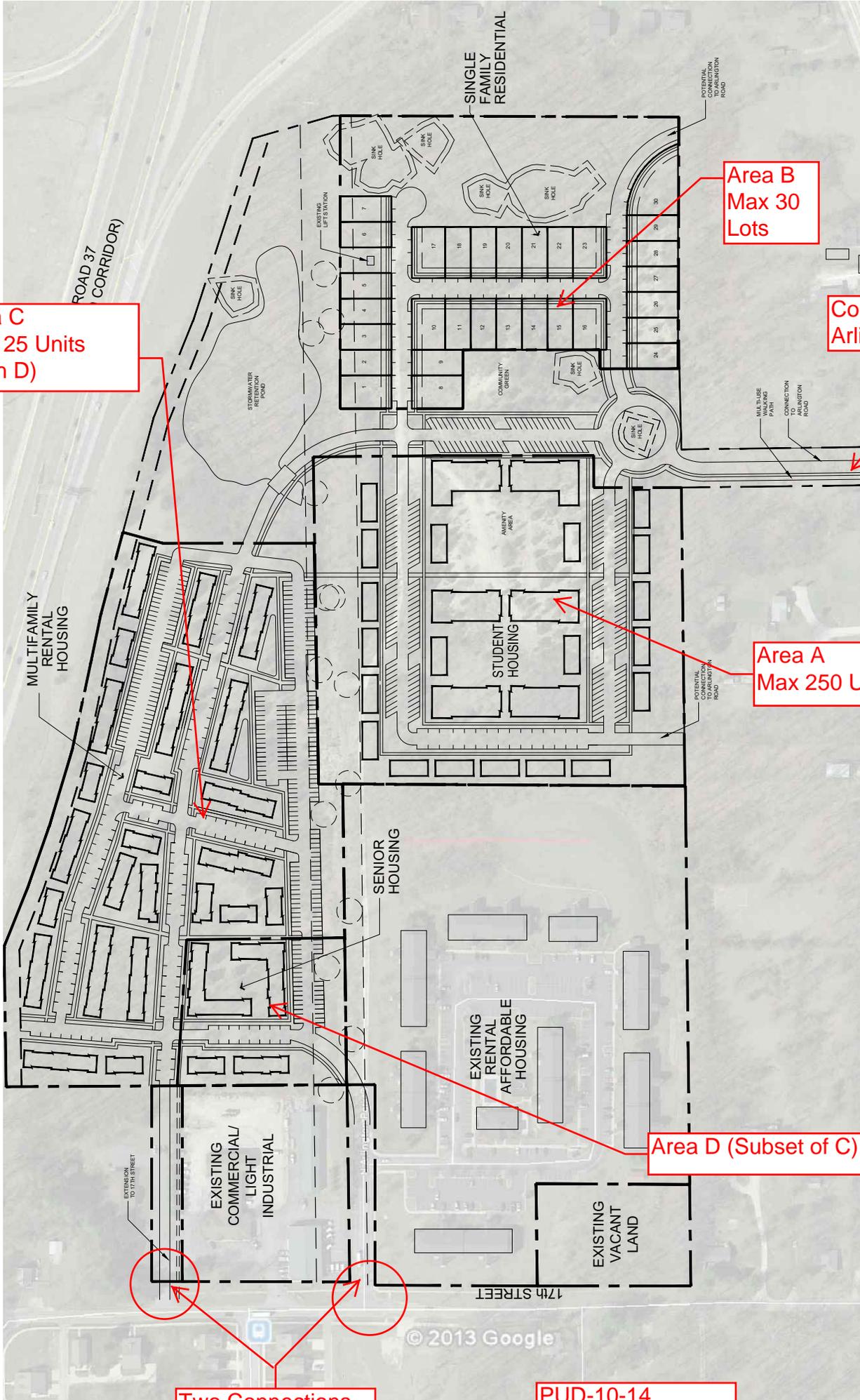
Connection to  
Arlington

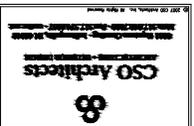
Area A  
Max 250 Units

Area D (Subset of C)

Two Connections  
to 17th Street

PUD-10-14  
Preliminary Plan





BRUNNEN FANTZ ENGINEERING & ARCHITECTURE PLANNING ENGINEERING	330-330-8000 330-330-8000 330-330-8000	Bloomington, Indiana Bloomington, Indiana Bloomington, Indiana
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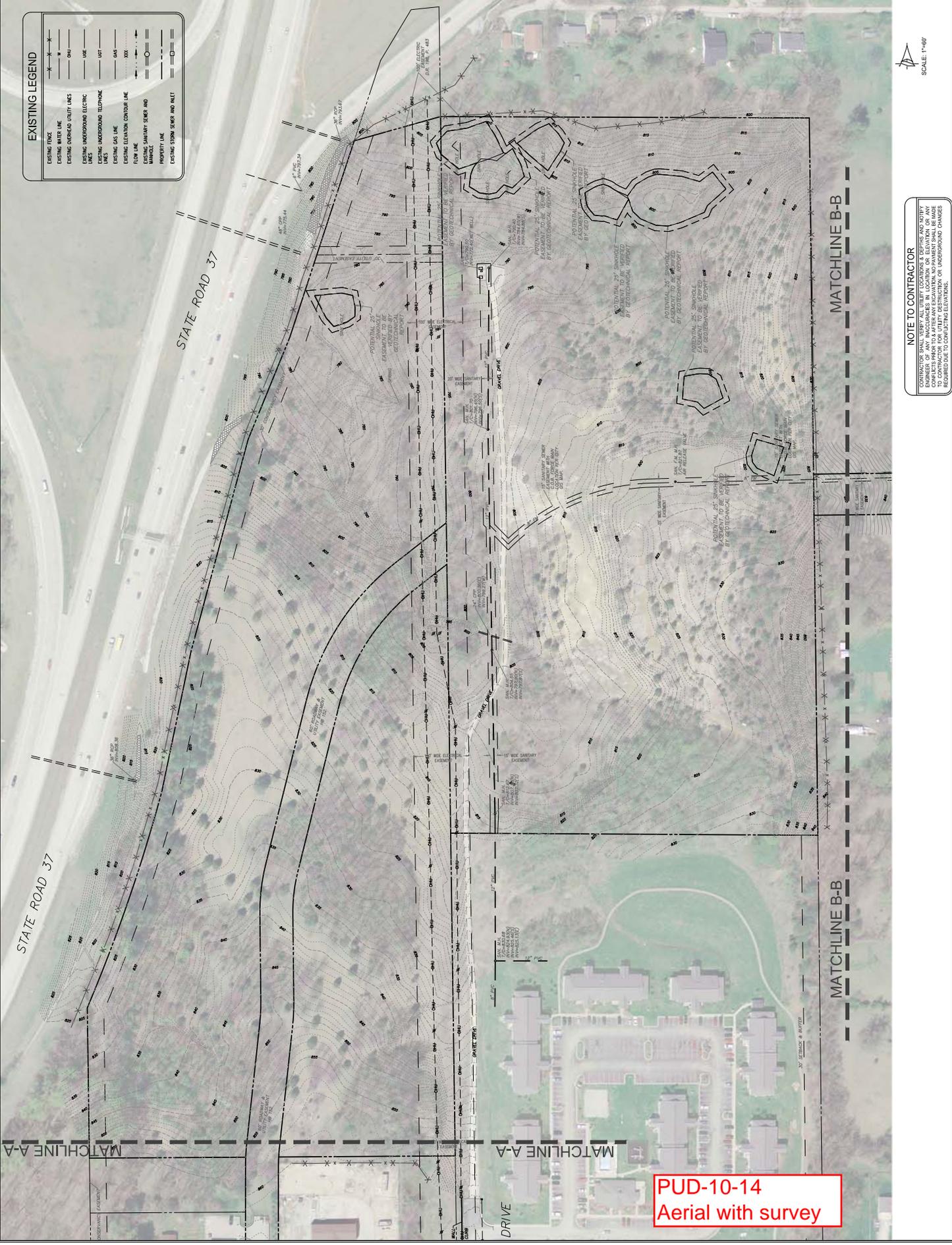
PROJECT: ARLINGTON ROAD DEVELOPMENT  
BLOOMINGTON, INDIANA

DATE: 11/20/23  
DRAWN BY: DB  
CHECKED BY: JSE

UNWARRANTED EXISTING CURBATURE SURVEY

CERTIFIED BY: 73

DRAWING NUMBER: C101  
PROJECT NUMBER: 401334



**EXISTING LEGEND**

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

SCALE: 1"=80'

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

**PUD-10-14  
Aerial with survey**



## Chandler's Glen

### Planned Unit Development

The Chandler's Glen Planned Unit Development proposes the development of a vacant former excavated site as a mixed residential development. This mixed residential development includes owner occupied single family residential and a variety of non-owner occupied residential rental housing for a total of 500 residential units. The property is located north of the 17th Street extension and adjacent to State Road 37, soon to become Interstate 69. With the development of I-69, 17th Street will become an over pass to Vernal Pike and the 45/46 bypass interchange will become the major exit for Bloomington traffic. These infrastructure improvements make this site appropriate for residential development, as direct access for commercial development will be limited with the roadway systems.

The area surrounding the site includes predominately residential properties with single family to the north and west, multi-family to the south and a small area of commercial/light industrial to the south as well. Historically this area has been single family residential; however recent development over the last 20 years had included multi-family government subsidized housing, including the 2 Section 42 properties (Arlington Park and Crescent Bend properties). The site has been an eyesore for the City of Bloomington since the construction State Road 37 in the 1970's when most of the top soil was removed for the road. Current conditions include exposed rock, overgrown scrub trees and limited healthy vegetation. Since that time the property has been marketed for business uses, however given the existing poor access the property has not had any serious offers. This development will substantially improve the aesthetic and economic value of the area and add to the compact urban form within the urban service boundary of the City of Bloomington.

The project will blend the single family residential area to the east, multi-family residential to the south and the commercial area to the southwest with appropriate design and density. It is anticipated that this site will redevelop with styles that transition to the adjacent currently developed areas. The diverse resident mix (renters, owners, student, seniors and families) will provide necessary expansion of the residential base to support the existing commercial along 17th Street and the College/Walnut corridor which is less than one (1) mile away. The Growth Policy Plan calls for compact urban form as the first goal of the plan in order to maximize existing infrastructure, limit public expenditures and reduce sprawl. This proposal utilizes compact form as the basis for the site design. Policy two of the Growth Policy Plan is Sustain Economic and Cultural Vibrancy. This PUD fulfills that policy by spurring redevelopment activity within the urban boundary on a long underutilized parcel.

The plan attains traditional urban form by utilizing a gridded street pattern as much as possible, while recognizing that access to 37/69 is not available and the only available streets are 17th Street and Arlington Road. Topography, parcel shape and access also limit the ability to fully integrate a gridded street design style. The property is located on the existing Bloomington Transit Route, which will provide public transportation to the area, without extending the current bus routes or times. The redevelopment extends the traditional neighborhood design within the existing street network by constructing residential style streets (public and private) as well as pedestrian paths to provide residents with a unique urban living experience set amongst the natural beauty and terrain of Bloomington. The development has four distinct areas or "neighborhoods": Area A which is student housing, Area B which

is owner occupied single family housing, Area C which is multi-family rental or owner occupied housing and area D which is potential senior housing (density calculation is within area C).

Area A: 250 units

Area B: 30 units

Area C: 225 units

The PUD has a requirement that five (5) percent of the units are affordable. The current plan is for the thirty (30) residential lots to be developed by Habitat for Humanity of Monroe County as affordable housing. This area will provide Habitat with a 5 year supply of buildable lots. The affordable requirement could be met by these lots, however could be fulfilled in another manner as the final plan is developed and approved.

Concern for green space and open space is a key component of the design. Common courtyards, backyards, open space, and recreational spaces allow residents and visitors to gather as a community. The area along the 37/69 includes a large setback to allow the residential developments to be buffered from the road way. In addition to this, the roadway design, green space, and connections to existing public transportation will be developed in a manner that promotes sustainability.

**Development Standards:**

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

The following development standards shall apply to the overall development.

**Architecture:**

The development is anticipated to consist of multiple “neighborhoods”, each with their own architectural style creating character and identity. A modern stylization of each style will create a common fiber which interweaves all of the neighborhoods. The neighborhoods are to be as follows:

Area A - Student Housing: Two to four story housing units in both smaller bungalow type arrangements and larger apartment style buildings. This area is anticipated to represent the more “suburban” area of the development. The structures shall be stylized in a “craftsman” aesthetic incorporating elements such as:

- Low-pitched roof lines, gabled or hipped roofs
- Deeply overhanging eaves
- Decorative brackets under eaves
- Tapered, square columns supporting porch roof structures
- Exterior materials: fiber cement siding or paneling, brick and stone masonry

Area B Single Family Housing: One to two story single family housing unit design utilizing traditional design standards. The structures shall incorporate the following elements:

- Traditional low-pitched roof lines, gabled or hipped roofs
- Traditional overhanging eaves
- Front Porches
- Exterior materials: fiber cement siding or paneling, vinyl, brick and stone masonry

Area C- Multifamily Rental Housing – One to three story housing units connected in combinations of 2, 3, 4, or 5 units. Based upon the terrain of the site, the structures are anticipated to be stylized in a “hillside chalet” aesthetic to reflect the natural beauty of the site. The structures shall incorporate the following elements:

- High-pitched roof lines, typically with accent gables facing street front
- Short overhangs
- Decorative accent elements at gables
- Exterior materials: fiber cement siding, stone masonry

Area D Senior Housing – One to three stories connected housing units. The overall planning shall allow the structures to have a semi-traditional Americana aesthetic. The structures shall incorporate the following elements:

- Gabled or hipped roofs with accent elements
- Traditional overhanging eaves
- Horizontal material banding of building
- Exterior materials: fiber cement siding or paneling, brick and stone

**Minimum Single-Family lot sizes:**

1. All single-family home lots shall be 4,500 square feet minimum.
2. Minimum lot width for individual residential lots (buildable lots only): 50 feet at building setback.
3. Minimum front yard setback: 15-feet for the building and 20-feet for the garage.
4. Minimum side yard setback regardless of number of stories: 8-feet.
5. Minimum rear yard setback: 25-feet

**Development Use Standards:**

The following permitted uses shall be allowed in all areas (**non-residential uses will be limited to no greater than 10,000 square feet**).

Assisted living facility	Group care home for mentally ill*
Bed and breakfast	Group/residential care home*
Community center*	Nursing/convalescent home
Community garden*	Park
Dwelling, multifamily	Rooming house*
Dwelling, single-family (attached)	Urban agriculture
Dwelling, single-family (detached)*	Utility substation and transmission facility*
Group care home for developmentally disabled*	

\*Additional requirements refer to UDO Chapter 20.05: Special Condition Standards

**Maximum Impervious Surface Coverage:**

The requirements shall be met by each area or as an aggregate of the PUD as a whole but do not need to be met by an individual parcel. The maximum coverage area shall be 75 percent. The pervious or open space area shall consist of the listed qualifications in the 'open space' section below.

**Occupancy:**

Occupancy for any single rental unit is limited to the number of bedrooms in the unit for units exceeding 2 bedrooms.

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

**Parking requirements:**

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

1. Parking shall be no more than 0.8 spaces per bedroom for multi-family residential rental uses.
2. Parking shall be no more than 2 on-street parking spaces per single-family lot.
3. Stackable off street driveway parking is allowed for single family lots.
4. Parking for commercial uses shall not exceed one space per 250 square feet.
5. Parking shall have rear yard and side yard setback of seven feet.
6. Parking requirements may be calculated and shared across all areas.
7. Parking may have no more than 20 percent compact automobile spaces and shall be a minimum of 16 feet in depth and 7.5 feet in width.
8. Bicycle Parking shall be 25 percent of the automobile parking provided for multi-family portion of the development only, of which 50 percent shall be Class I. Such parking will be dispersed throughout the residential multi-family rental portions of the project and shall not be less than 1 space per 6 bedrooms.

**Parking standards:**

Stacked Parking shall be permitted for single-family uses or as designed and approved with any final plan.

**Pedestrian access:**

The project is well-served by transit services and has potential for private, point-to-point service, thus reducing the need for the personal automobile. As a result, the project should be well-connected for pedestrian access within and throughout the project to allow easy access to alternate transportation options. This connectivity will be best accomplished by a series of interconnected sidewalks and pathways throughout the development.

**Property Lines:**

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

**Services (including mechanical, utility and trash services):**

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

**Sign Standards:**

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

**Transportation Standards:**

1. Maximum block length: 1,760-feet.
2. Minimum block length: 100 feet.
3. Right-of-way dedication shall be a minimum of 50-feet for all local streets.
4. Street width: Per the master thoroughfare plan and UDO standards.
5. Minimum tree plot width: 5-feet.
6. Multi-purpose path width: 12-feet.
7. Street side path width: 8-feet of asphalt.
8. Minimum sidewalk width: 4-feet of concrete.

**Easement Standards:**

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

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

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

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

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

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

(1) *Sanitary Sewer Easement*:

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

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

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

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

(2) *Waterline Easement*:

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

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

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

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

**Site Drainage Standards:**

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

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

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

**Open Space Standards:**

(a) General: 25% minimum open space for the PUD as a whole.

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

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

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

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

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

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

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

**Project Schedule:**

Areas A and B will be developed first because of their accessibility off of Arlington Road. Construction of Area A is anticipated to start in 2015 and be completed for occupancy in late 2015 through 2020. Construction of structures within Area B will be dependent upon the final approach for the affordable housing component. These phases of the development will be accessed off Arlington Road and will only have emergency vehicle access via 17th Street and the existing Arlington Drive. Development for these areas would follow final plan approval which may include additional phases.

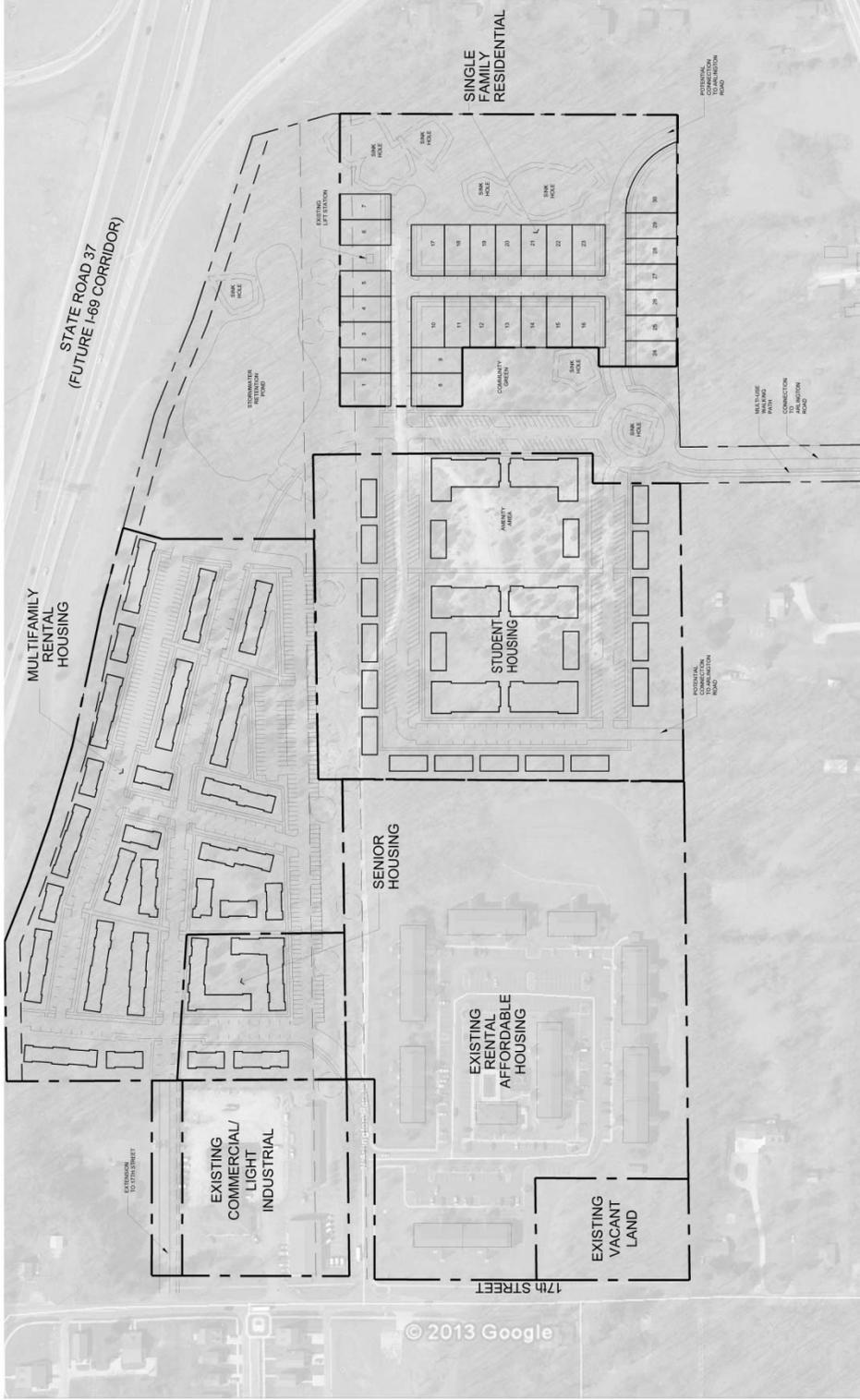
Areas C and D will be developed later than Area A. Construction is anticipated to begin after 2015. These phases will be completed with additional access to 17th Street and occupancy will be limited to 50% until the connection to 17th Street is completed and improvements to 17 Street are complete.

Mass grading of the entire site will be completed with the first phase; however, utility relocation may be congruent with the phasing of the development.

**Road Construction Staging:**

Road construction may be completed concurrent with structure construction by staging construction in accordance with the criteria and requirements set forth below:

1. A letter of credit for 125% of the value of the staged road construction shall be provided prior to commencement of any building or other construction. The staged road shall be substantially completed prior to issuance of a certificate of occupancy / Land Use Certificate for a project that is served by this staged road.
2. Any staged road shall be 100% completed within 6 months of the issuance of the first certificate of occupancy / Land Use Certificate for land use activities that will derive access from the staged road.

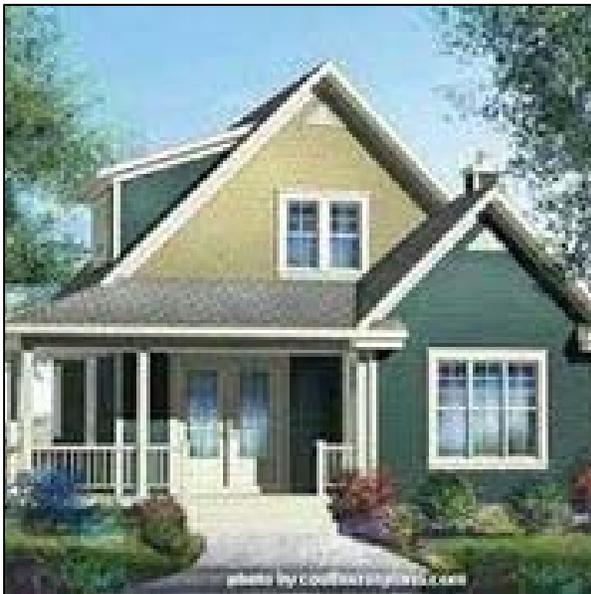


West 17th & Arlington Road  
Proposed Mixed Use Development  
Bloomington, IN  
April 16, 2014

8

CSO Architects

Examples of structures on the development:









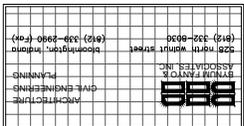
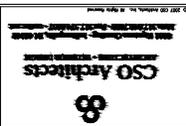






Attachments included to file this PUD document:

1. Existing Conditions Site Survey with an aerial photo background and without.
2. ALTA survey showing existing boundary lines and acreages.
3. Preliminary plan showing conceptual location of roads, proposed land uses, open space areas, and other significant features.
4. Infrastructure Plan showing road and building locations along with approximate locations of drainage features/ management and utilities.



PROJECT: ARLINGTON ROAD DEVELOPMENT  
BLOOMINGTON, INDIANA

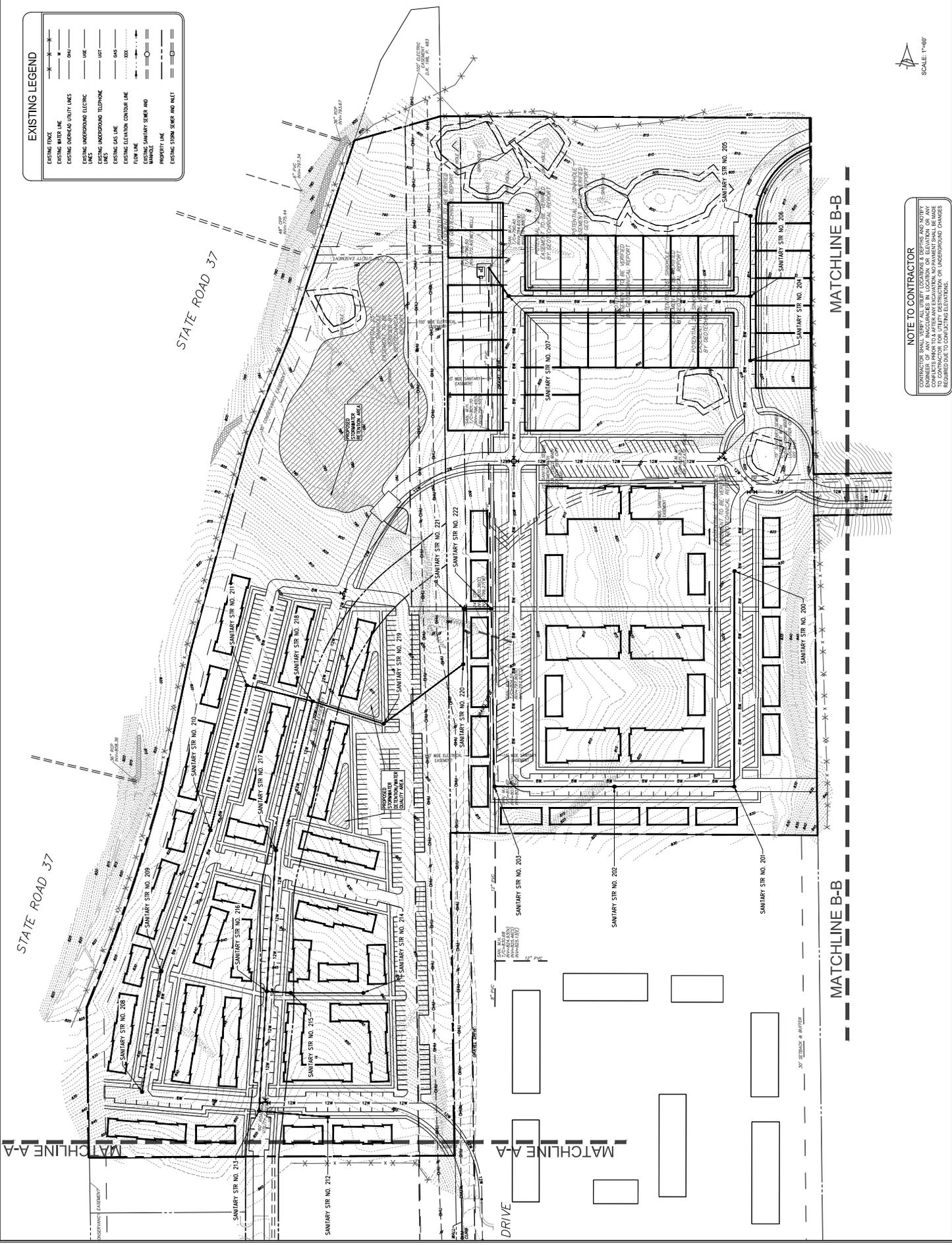
DATE: 11/20/23  
DRAWN BY: D.B.  
CHECKED BY: J.S.F.

UNAWARDED  
OVERALLITY  
SCHEMATIC PLAN

CERTIFICATE: 93  
DRAWING NUMBER: C201  
PROJECT NUMBER: 401334

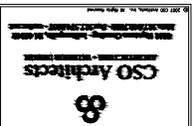
**EXISTING LEGEND**

EXISTING FENCE	EXISTING WATER LINE
EXISTING OVERHEAD UTILITY LINES	EXISTING UNDERGROUND ELECTRIC LINES
EXISTING UNDERGROUND TELEPHONE LINES	EXISTING GAS LINE
EXISTING ELEVATION CONTOUR LINE	FLOOR LINE
EXISTING SANITARY SEWER AND POTENTIAL LINE	EXISTING STORM SEWER AND INLET



**NOTE TO CONTRACTOR**  
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY OWNER PRIOR TO ANY EXCAVATION. NO PAVERS SHALL BE MADE WITHOUT A UTILITY LOCATIONS REPORT OR UNDERGROUND CHANGES REQUIRED DUE TO CHANGING ELEVATIONS.

SCALE: 1"=60'



**BBB**  
 BRINKER ENGINEERING  
 CIVIL ENGINEERING  
 ARCHITECTURE  
 PLANNING  
 (616) 336-8000 (Fax)  
 10000 W. 17TH AVENUE, SUITE 100  
 BLOOMINGTON, INDIANA

PROJECT:  
**ARLINGTON ROAD DEVELOPMENT**  
 BLOOMINGTON, INDIANA

SCALE: 1"=40'  
 DATE: 11/15/2013  
 DRAWN BY: JBF  
 CHECKED BY: JBF

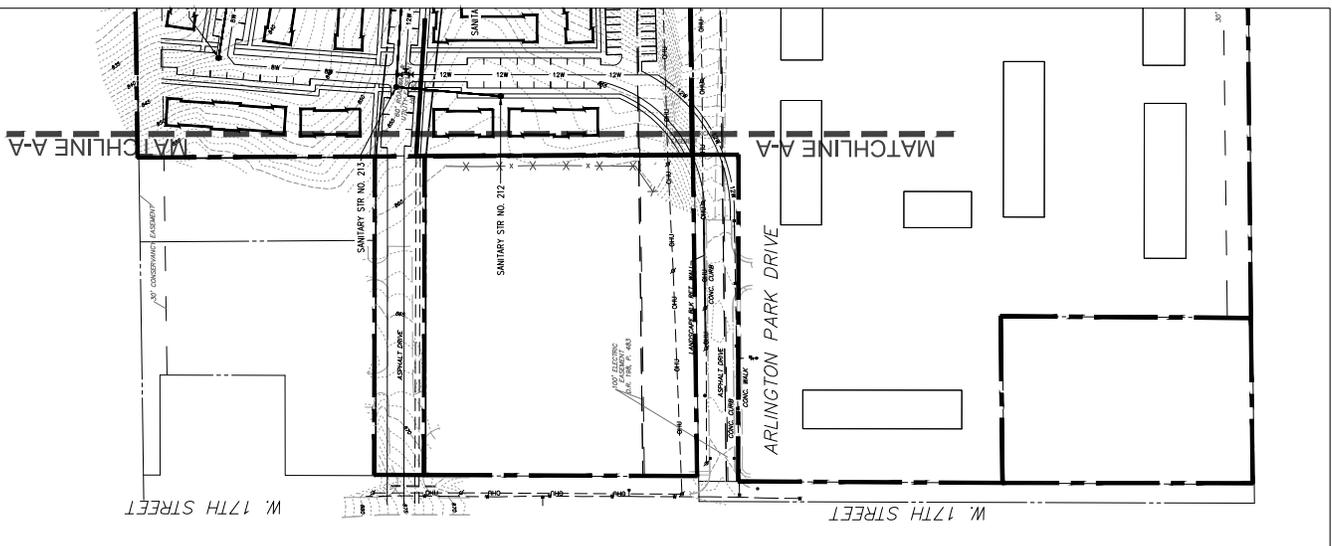
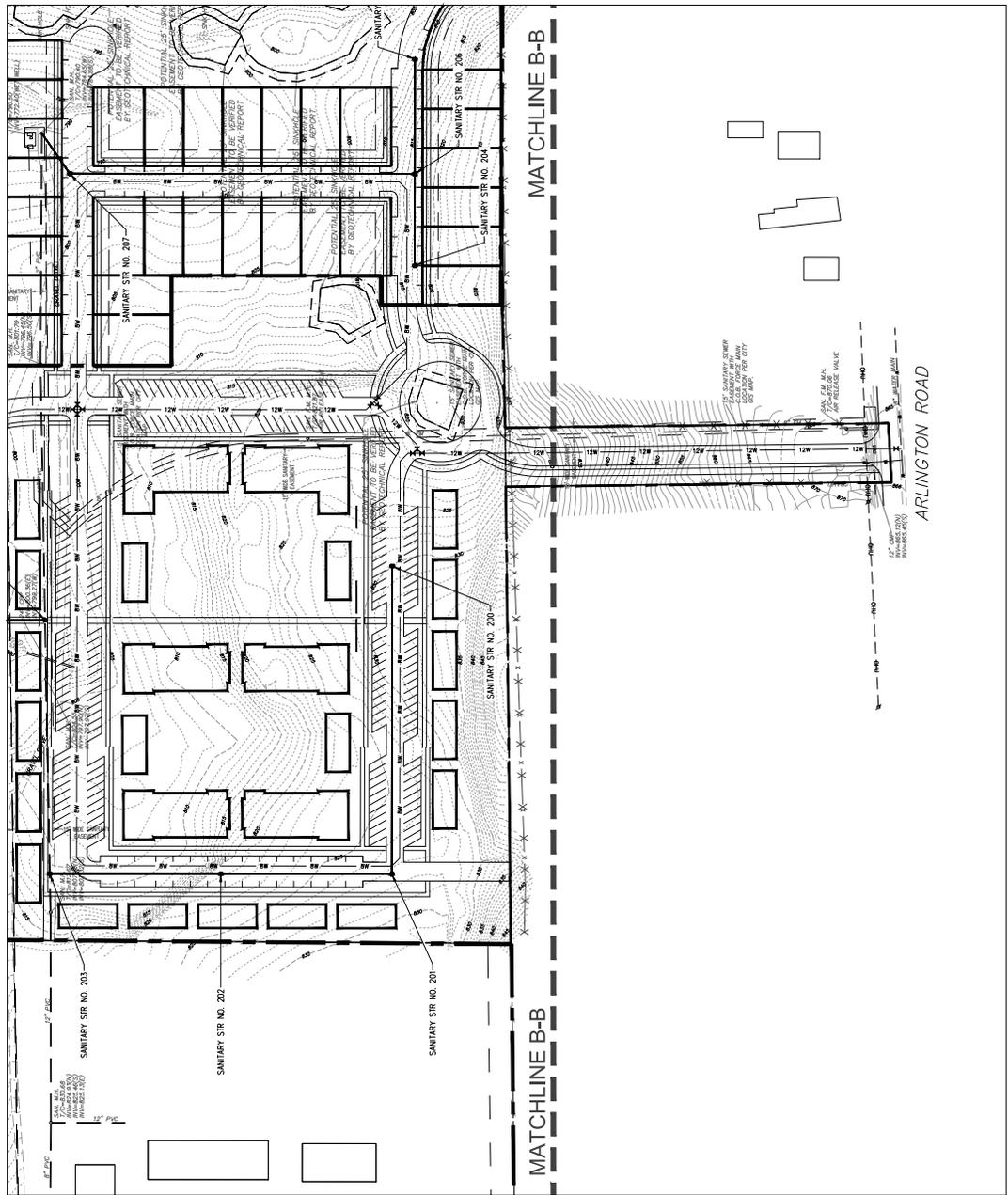
UNAWARDED  
 OVERALL PROJECT SCHEMATIC PLAN

CERTIFIED BY:

94  
 DRAWING NUMBER: C202  
 PROJECT NUMBER: 401334

**EXISTING LEGEND**

EXISTING FENCE	---
EXISTING WATER LINE	—x—x—x—
EXISTING OVERHEAD UTILITY LINES	—o—o—o—
EXISTING UNDERGROUND ELECTRIC LINES	—u—u—u—
EXISTING UNDERGROUND TELEPHONE LINES	—t—t—t—
EXISTING GAS LINE	—g—g—g—
EXISTING ELEVATION CONTOUR LINE	—c—c—c—
FLOW LINE	—f—f—f—
EXISTING SANITARY SEWER AND STORM MAIN	—s—s—s—
PROPOSED LINE	—p—p—p—
EXISTING STORM SEWER AND INLET	—i—i—i—



SCALE: 1"=40'

**NOTE TO CONTRACTOR**  
 CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY LOCALITIES PRIOR TO ANY EXCAVATION. NO PAVEMENT SHALL BE MADE UNTIL ALL UTILITIES ARE PROTECTED. CONTRACTOR SHALL BE RESPONSIBLE TO CONSULT ELEVATIONS.

SCALE: 1"=40'