

CITY OF BLOOMINGTON



OCTOBER 6, 2014 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL

**CITY OF BLOOMINGTON
PLAN COMMISSION AGENDA
Oct. 6, 2014 @ 5:30 p.m.**

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

ROLL CALL

MINUTES TO BE APPROVED: None at this time

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

ITEMS FOR CONSENT AGENDA:

SP-27-14 Rudy Fields
229 W. 1st St.
Site plan approval to allow an existing building to be remodeled for a new restaurant, brewery and parking lot.
(Case Manager: Eric Greulich)

ZO-28-14 City of Bloomington
Amendments to the Unified Development Ordinance (UDO) to transfer authority regulating temporary food and beverage sales to Title 4 of the Bloomington Municipal Code as well as minor amendments to the regulation of Temporary Uses.
(Case Manager: Tom Micuda)

PETITIONS:

SP-17-14 JC Hart
730 N. Walnut St.
Site plan approval of an 82-unit multifamily development at what is commonly known as the High Point property
(Case Manager: Patrick Shay)

SP-23-14 Sibghat Sheikh
416 E. 4th St.
Site plan approval for a 3-unit multifamily building.
(Case Manager: James Roach)

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: Jim Roach)

SP-14-14 AJ Capital Partners
210 E. Kirkwood Ave.
Site plan approval for a 146-room downtown hotel.
(Case Manager: Patrick Shay)

SP-26-14 GP-GMS Bloomington, LLC
111 S. Lincoln and 315 E. 4th
Site plan approval to allow construction of a mixed-use development on approximately 0.74 acres within the University Village Overlay of the CD zoning district.
(Case Manager: Jim Roach)

Last Updated: 10/3/2014

****Next Plan Commission hearing scheduled for Nov. 3, 2014**

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 700–730 N. Walnut Street**

**CASE #: SP-17-14
DATE: October 6, 2014**

PETITIONER: JC Hart
805 City Center Drive, #120, Carmel, IN

CONSULTANT: Bynum Fanyo, and Associates, Inc.
528 N. Walnut St, Bloomington

REQUEST: The petitioner is requesting site plan approval of an 82-unit multifamily development.

Area:	1.91 Acres	
Zoning:	CD/Downtown Edges Overlay (DEO)	
GPP Designation:	Downtown	
Existing Land Use:	Office	
Proposed Land Use:	Multifamily	
Surrounding Uses:	East	– Single Family (High Point and Old Northeast Neighborhoods)
	South	– Mixed-Residential
	West	– Commercial and Multifamily
	North	– Single Family

REPORT SUMMARY: The subject property is located at the northeast corner of N. Walnut Street and E. Cottage Grove Avenue. It is also located immediately east of the terminus of W. 11th Street. The 1.91 acre property has been developed in the past with two, 1-story office buildings and one single family structure. The single family home is a locally designated historic structure that will remain. However, the petitioner is proposing to raze the two office buildings and replace them with two, 3-story and one, 2-story residential structures. In addition to the two public street frontages to the west and south, the site has two segments of a north-south alley that run along the eastern property line. The property is surrounded by commercial and mixed-residential structures to the west and south and predominantly single family homes to the north and east. The property also falls within the boundary of the High Point and Old Northeast Neighborhoods as well as the Downtown Edges Overlay (DEO) of the Commercial Downtown (CD) zoning district.

The petitioner is proposing to repurpose the historic structure as a leasing office and community building. The two proposed 3-story multifamily structures would be nearly identical. Each of these structures includes 26 structured parking spaces accessed from the rear of the structures and would house 32 one-bedroom and 8 efficiency units. Also proposed is a small 2-story townhouse structure that would include 2 one-car garages and 2 two-bedroom townhome units. The total number of units proposed is 82 with a total of 84 bedrooms.

This project was heard in July of this year and was continued to a second hearing. The Plan Commission gave the petitioner guidance to reduce the overall height of the structures and to create a new shadow study that better represents the visual impacts to the High Point Neighborhood.

The petitioner has revised the architecture of the two larger buildings to reduce their overall height. The shadow study has also been revised with new perspective drawings of the revised buildings in context with the surrounding properties. The southern building has also had the finished floor lowered by two feet to minimize the visual impact of the proposed structure. While the building rooflines have changed to achieve these reductions, the architectural style and site plan have remained relatively unchanged.

Plan Commission Site Plan Review: Three aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.230. These aspects are as follows:

- The proposal is adjacent to a residential district and residential use.
- The proposal requires six waivers from the standards in BMC 20.03.260 and 20.03.270.
- The proposal includes more than 30 bedrooms within the upper floor units.

The petitioner is requesting six waivers from the standards in BMC 20.03.260 & 270. The following waivers are being requested:

- Maximum Height
- Maximum number of parking spaces
- Building Alignment
- Façade Modulation
- Minimum Roof Pitch
- Minimum Void-to-Solid

SITE PLAN REVIEW

Residential Density: This project includes a total of 82 units (21.2 D.U.E.'s) and 84 bedrooms. The high number of efficiency and one-bedroom units results in a dwelling unit equivalent calculation of 21.2 DUEs and a density of 11.1 units/acre. This is well below the 20 units/acre that is allowed within the DEO.

Maximum Impervious Surface Coverage: The proposed development would result in an impervious surface coverage of 67.7%. This is below the maximum percentage of 70%.

Height: The DEO district specifies a maximum structure height of 35 feet. The proposed 3-story structures had originally ranged in height from 44-48.5 feet due to the grade change across the property. The townhouse structure is 29.5 feet in height and complies with this standard. Although much of this overlay requires a pitched roof, this property lies along Walnut Street which would allow for either a flat or pitched roof. The petitioner has expressed that the intent of this waiver request is to allow a smaller building footprint that

results in the proposed structures being located further to the west and a greater distance from the homes to the east. The proposed height is also a result of choosing a pitched roof. With the minimum pitch of 8:12, the structure is taller than a flat-roofed building. Both staff and the petitioner find a pitched roof to be more compatible and a better transition from the downtown structures to the west and the neighborhood to the east.

The petitioner has revised the two larger structures in three ways to reduce height:

1. The finished floor of the southern building was lowered by two feet into the proposed grade of the property.
2. The roof structure was altered to lower the overall height by 4.5 feet for both buildings.
3. The central portions of the rooflines were lowered to break up the roofline and visually lower portions of the building.

These changes result in the northern building being lowered from approximately 48 feet to 43.5 feet as measured from the lowest grade to the highest peak. This structure has been “stepped” and has a lower perceived height. The southern building has been reduced from approximately 44 feet to approximately 37.5 feet due to the roof changes and lowered finished floor. Several perspective views and shadow study exhibits have been included in your packet for review.

Height Waiver-20.03.260(b):The Downtown Vision and Infill Strategy Plan (“Downtown Plan”) states that *“redevelopment in this character area should respond to the existing massing and scale of adjacent residential structures.”* Guideline 3.9 recommends that new buildings *“maintain the perceived building scale of two to four stories in height.”* It goes on to state that properties should *“develop a primary façade that is in scale and alignment with surrounding historic buildings.”*

The provided shadow studies and perspective drawings demonstrate that the proposed structures will have a relatively small massing impact to the use of the adjacent properties to the east as compared to the existing structures as well as structures that could be constructed based upon the permitted setback and height standards of the DEO. Staff finds that with the changes, 3-story, pitched-roof structures located a substantial distance from the eastern property line provide a desirable transition from larger flat-roofed, mixed-use structures on the west side of Walnut St. to the existing neighborhood to the east.

Parking: The DEO would permit a parking range between 68 and 84 parking spaces for this development. Due to the high number of one-bedroom units that may include residence by couples, the petitioner is requesting to increase the parking to approximately 91 spaces. This results in a ratio of 1.08 spaces per bedroom, slightly over the maximum of 1 space per bedroom. Due to the parking pressures associated with the surrounding neighborhood parking zone (Zone 5), staff is supportive of a waiver to allow this increase. Staff recommends that this waiver be approved with a restriction that potential tenants would not be able to receive Zone 5 permits or visitor tags.

Parking Maximum Waiver-20.03.260(c): Staff finds nothing in the Downtown Plan that would discourage the proposed parking plan and supports this waiver.

Bicycle Parking: This development requires 14 bicycle parking spaces. A minimum of 7 of these must be covered and 4 must be long-term, class I facilities. The petitioner is proposing to provide an indoor bicycle storage room within each of the two larger buildings that would house 12 bicycles each. They also request that the garages on each of the two townhomes qualify as long-term bike parking. The total number of bicycle parking spaces would be 26 covered, long-term spaces.

Building Setback: The DEO has a maximum setback standard of 15 feet from the existing right-of-way line. However, when there are new buildings that are immediately adjacent to historic structures, the new buildings must match the existing setback of the historic structure. The existing historic structure is approximately 46 feet from the right-of-way line. This would require the petitioner to locate the southern building much closer to the adjacent neighbors to the east and would create difficulty in providing the required parking for the development.

Staff presented the proposed site plan and reduced front setback to the Bloomington Historic Preservation Commission (HPC) to receive feedback on the appropriateness of the proposed building location. Largely due to the location of the historic structure at an intersection, the HPC expressed support for the new building location and did not believe the placement of the structure would detract from the visibility of the historic structure.

Building Alignment Waiver-20.03.270(a)(2): The Downtown Plan states that in this overlay:

- *Setbacks should match existing setbacks exhibited by other buildings in the Character Area*
- *Where a building is set back for the sidewalk, use landscape elements such as plant material or decorative paving to define the sidewalk edge*
- *Setbacks should be designed as active spaces for pedestrians; automobiles are not permitted in front setbacks.*
- *Front setbacks shall be maintained in transitional or residential neighborhoods, such as the Downtown Edges Character Area and Restaurant Row.*

Staff finds the proposed site plan to specifically meet all of these goals with the exception of matching the adjacent homes. Considering the goal of moving the proposed buildings further from the adjacent residential homes, staff finds this waiver to be supportable.

Streetscape: The petitioner has proposed to retain the existing sidewalk in front of the historic structure, but replace the existing monolithic sidewalk in front of the proposed structures. These sidewalks would be 5 feet in width and would be separated from the street by a 5-foot tree plot with new street trees. The petitioner has shown proposed

decorative street lights. Four of these lights must be placed along the Walnut Street frontage. The proposed lights will need to be slightly altered as staff estimates them to be 16 feet in height rather than the 15' maximum height in the UDO. A different internal shield to achieve the full cut-off standard is also required.

Roof Style: The previous architectural proposal met the minimum roof pitch of 8/12. In the petitioner's efforts to reduce the overall height of the structure, the design of the roof has been altered to create the visual appearance of a roof that has a pitch of 8/12, but has portions of lower sloped roof that are hidden from the east and west.

Roof Style Waiver-20.03.270(b)(1): The Downtown Edges Overlay allows for flat roofs or sloped roofs with a minimum pitch of 8/12. The petitioner believes that a pitched roof will create a much better transition from the more urban buildings that have been recently constructed to the west and the single family neighborhood to the east. However, if this pitch is carried over the entirety of the roof structure, it will result in a taller building. The petitioner has designed a modified roof that will utilize a low-sloped roof in the middle of the structure with higher pitched sections of roof near the east and west façades that will give the appearance of an 8/12 pitched roof without necessitating the additional roof height. Staff supports this waiver.

Void-to-solid Percentage: The DEO sets a minimum first floor void-to-solid at 40%, "consisting of display windows, entries and doors." The upper levels must have a minimum of 20% void-to-solid. The petitioner's proposal meets the upper floor void requirements, but has 22% void on the first floor façade. This is a purely residential structure that does not have any traditional storefront look envisioned by a 40% standard.

Void-to-Solid Waiver-20.03.270(b)(2): This requirement was developed with commercial storefronts as the intended result. Many areas of the DEO require first floor non-residential space. The Downtown Plan (Design guideline 3.18) recommends that ground levels be designed to encourage pedestrian interest. One of the main ways to provide this is through the inclusion of storefronts with large displays. However, this project is located in an area that allows a purely residential structure to be constructed. These types of buildings do not usually incorporate large display windows or have large void-to-solid ratios. Therefore, staff finds a reduced void-to-solid ratio to be appropriate. The proposed elevations are consistent in terms of void-to-solid ratios for traditional residential buildings, therefore complying with the intent of the Downtown Plan.

Exterior Finish Materials: The proposed structures are largely brick, stone, cementitious panels, and wood with fiberglass shingles. No material waivers have been requested.

Entrance Detailing: There are two entrances for each of the larger buildings. The proposed entries meet the entrance detailing standards of the DEO and include canopies and landscape patio areas that direct pedestrians to the 4 main entries off the Walnut Street sidewalk.

Façade Modulation: The DEO requires maximum module widths of 45 feet and offset facades. The petitioner has attempted to achieve this requirement through the inclusion of the courtyards. These provide much larger breaks in the façade than an offset of 3% of the building width. The requirement could be met by creating offsets of approximately 4.5 feet every 45 feet of each building. Staff finds the courtyards to be more effective in achieving articulation in the façade modules.

Façade Modulation Waiver-20.03.270(c)(1): As previously stated, staff finds that the proposed buildings achieve the desired pedestrian interest and do not result in undesirable buildings with a lack of articulation.

Utilities: The petitioner has submitted a utility plan to the City Utilities Department. The stormwater runoff rate will be very similar to its pre-construction rate since the existing site has a relatively high impervious surface coverage. Due to the size of the property, the stormwater plan is required to provide water quality measures. This is being achieved by the installation of mechanical separation.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made 3 recommendations concerning this development.

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

Staff's Response: Although not required, staff encourages the petitioner to include as much "green demolition" as practical.

2.) The Petitioner should apply green building and site design practices to create a high performance, low carbon-footprint structure, and grounds that exhibit our City's commitment to environmental sustainability.

Staff's Response: Again, staff encourages the petitioner to apply such practices and encourages the petitioner to describe any such practices at the Plan Commission hearing.

3.) The Petitioner should provide bins and space for recyclable materials to be stored for collection, and a recycling contractor to pick it up.

Staff's Response: Staff finds that a requirement to provide on-site recycling should be addressed by a comprehensive City initiative. However, staff encourages the petitioner to provide such services and plan for the space in this project.

RECOMMENDATION: Staff recommends approval of SP-17-14 and all associated waivers with the following conditions:

1. The petitioner must file a recordable commitment which states that residential units on this property shall not be eligible to receive residential zone parking permits from the City of Bloomington.
2. The proposed street lights may be no taller than 15 feet and must be full cut-off and fully shielded lights.
3. The architecture of the proposed buildings shall be consistent with the submitted elevations.

MEMORANDUM

Date: September 26, 2014
To: Bloomington Plan Commission
From: Bloomington Environmental Commission
Through: Linda Thompson, Senior Environmental Planner
Subject: SP-17-14, High Point Apartments
700-730 N. Walnut St.

This memorandum contains the Environmental Commission's (EC) input and recommendations regarding the request of a Site Plan for an 82-unit multi-family development and remodel of an historic brick bungalow. The site is in the Commercial Downtown Zoning District and the Downtown Edges Overlay District.

ISSUES OF SOUND ENVIRONMENTAL DESIGN:

1.) CONSTRUCTION and DEMOLITION MATERIALS:

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

2.) GREEN BUILDING & SITE DESIGN:

The EC recommends that green building practices be employed at this site to the extent possible. 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*.

Some general recommendations the EC offers for this site include energy-saving lighting and appliances; solar systems (e.g. solar photovoltaic cell and solar hot water systems); and recycled products, such as counter tops and carpets. Some specific recommendations for this site include:

~ enhancing the weather, air, and thermal barriers of the building envelope to reduce the energy consumption associated with conditioning indoor air, thus reducing site's carbon footprint;

- ~ installing charging stations for electric vehicles for some of the parking spaces; and
- ~ using reflective roofing material.

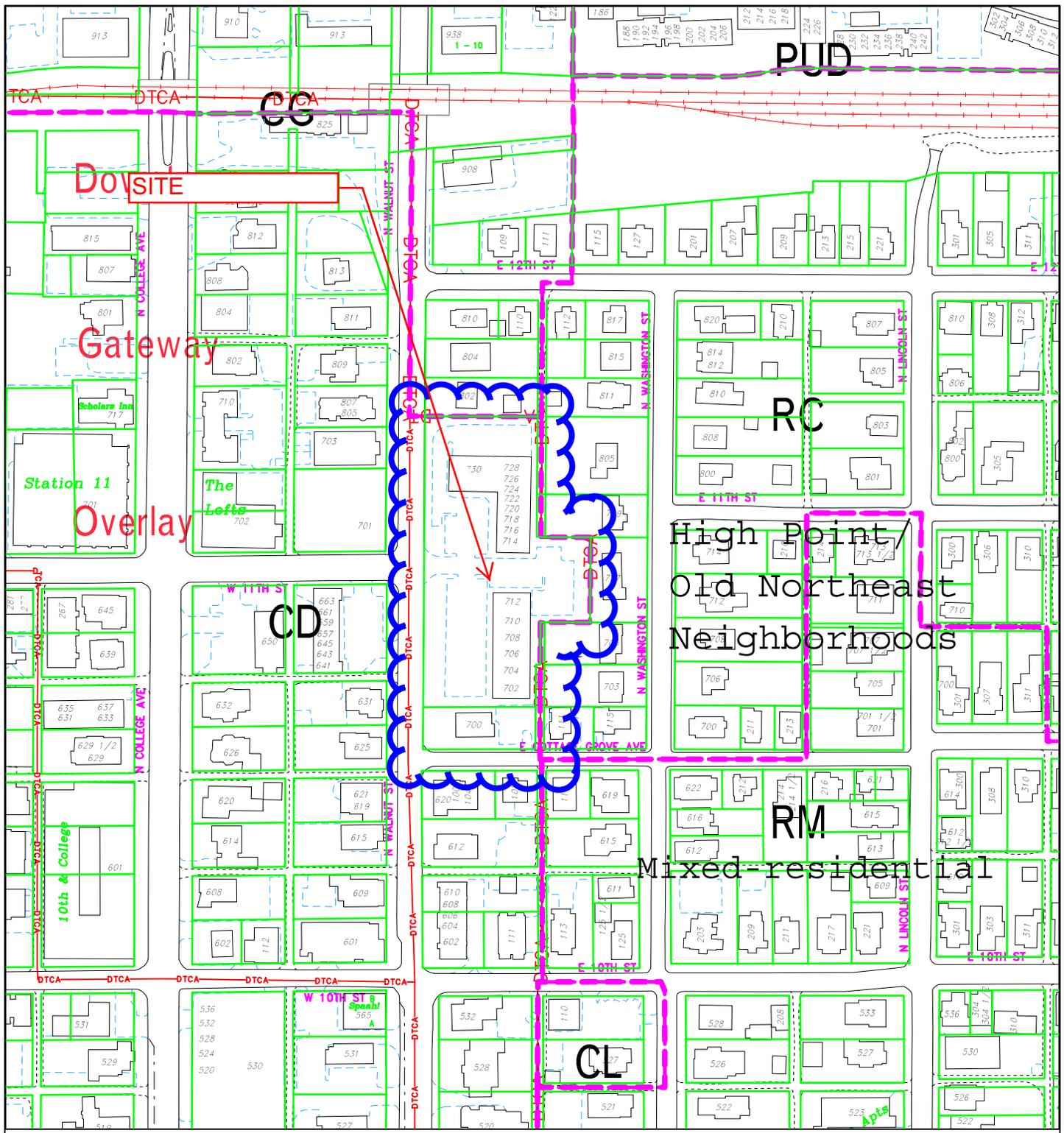
Additionally, the EC recognizes that this location is an excellent candidate for a “Complete Streets” approach (<http://www.completestreets.org/>) to enhance its navigability for all users – pedestrians, bicyclists, handicapped people, and others. While the EC recognizes that the developer is not responsible for the streetway itself, we encourage the developer to promote a vision for the site that complements the complete streets concept. This proposed development is on a major route, therefore the EC believes that the proposed site represents an opportunity to welcome travelers with a special sense of environmental character that Bloomington is known for, by demonstrating through example that we are, indeed, a Tree City USA, a National Wildlife Federation Wildlife Habitat Community, and a winner of America in Bloom’s national competition.

3.) RECYCLING:

The EC recommends that space 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. 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.

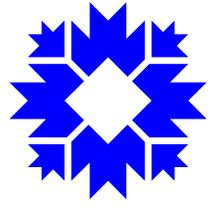
EC RECOMMENDATIONS:

- 1.) The Petitioner should commit to salvaging, recycling, and reusing all possible construction and demolition materials not needed on site.
- 2.) The Petitioner should apply green building and site design practices to create a high performance, low carbon-footprint structures, and grounds that exhibit our City’s commitment to environmental sustainability.
- 3.) The Petitioner should provide bins and space for recyclable materials to be stored for collection, and a recycling contractor to pick it up.



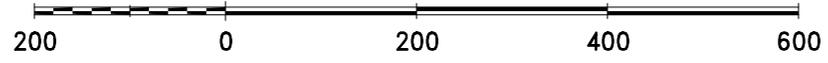
SP-17-14
Location/Zoning map

City of Bloomington
Planning

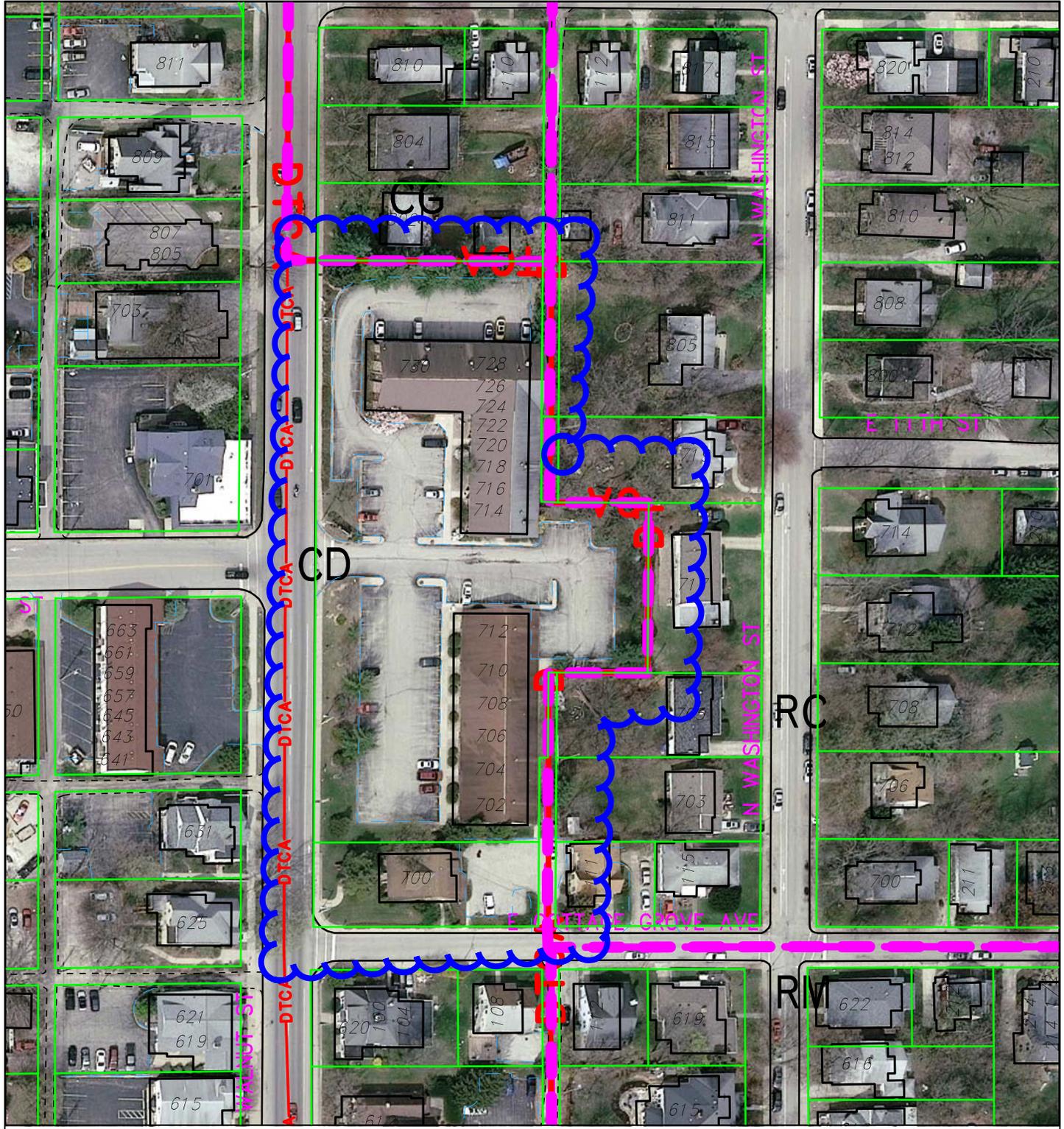


Scale: 1" = 200'

By: shapp
25 Apr 14

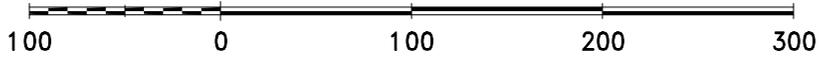


For reference only; map information NOT warranted.

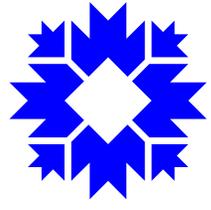


SP-17-14
Aerial Photo

By: shayp
25 Apr 14



City of Bloomington
Planning



Scale: 1" = 100'

For reference only; map information NOT warranted.



BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

June 10, 2014

Patrick Shay
City of Bloomington Planning Department
401 N. Morton Street
Bloomington, Indiana 47404

RE: High Point Apartments
Final Plan Approval Petitioner's Statement

Patrick Shay or To Whom It May Concern:

Our client, J.C. Hart Company, Inc., respectfully request final plan approval for the referenced project and to be placed on the next Plan Commission agenda for the plan to be approved by the Plan Commission members.

Project Narrative:

The proposed development of 700-730 North Walnut Street consists of the remodeling of the existing brick bungalow at 700 North Walnut Street for use as a community leasing office, community gathering space and basement level maintenance shop. In addition, 82 new dwelling units consisting of 80 flats and 2 two bedroom townhome units will be built in two three story courtyard style flats buildings with ground floor parking garages fronted with ground floor flats units along North Walnut Street and one two story attached townhome unit building with two private one car garages. The units will consist of 16 studio units, 64 one bedroom units and 2 two bedroom units. This equates to a 21.2 dwelling unit equivalent number (DUE). The project site is 1.91 acres. This equates to 11.1 units per acre.

The site is located at the eastern most edge of the Downtown Edges Overlay District and is the last property in this district before entering the single family neighborhood of High Point. The site also has a historic home locate at the corner of Cottage Grove and North Walnut Street. Given these context constraints, we have a unique design problem to resolve on this site with any new development. Our proposed design utilizes two courtyard style three story flats building types pull up to the required build to line along North Walnut Street. (15' behind the Right of Way) This design approach was taken in order to break down the width of the building mass fronting North Walnut into a series of 4 narrower structures emulating the residential rhythm of buildings found on the east side of North Walnut. The courtyards are pulled back into the site roughly reflecting the setback of the historic home located at the Corner of Cottage Grove and North Walnut. The courtyard building style also allows the character of the building fronts to appear more single family in design with single front doors in each mass and the majority of the building density can be pushed back off of North Walnut Street into the courtyard areas of the

528 NORTH WALNUT STREET
812-332-8030

BLOOMINGTON, INDIANA 47404
FAX 812-339-2990

SP-17-14
Petitioner's Statement

buildings. By pulling the two courtyard buildings forward on the site, we were able to create a view terminus for 11th Street as it extends east into the site. This two Story attached townhome building allows the building scale to step down in height as we approach the eastern edge of the High Point neighborhood to the east. Our site parking is also allowed to be fit between the existing alley tree line and our courtyard buildings fronting North Walnut Street keeping the parking in the secondary areas of the site.

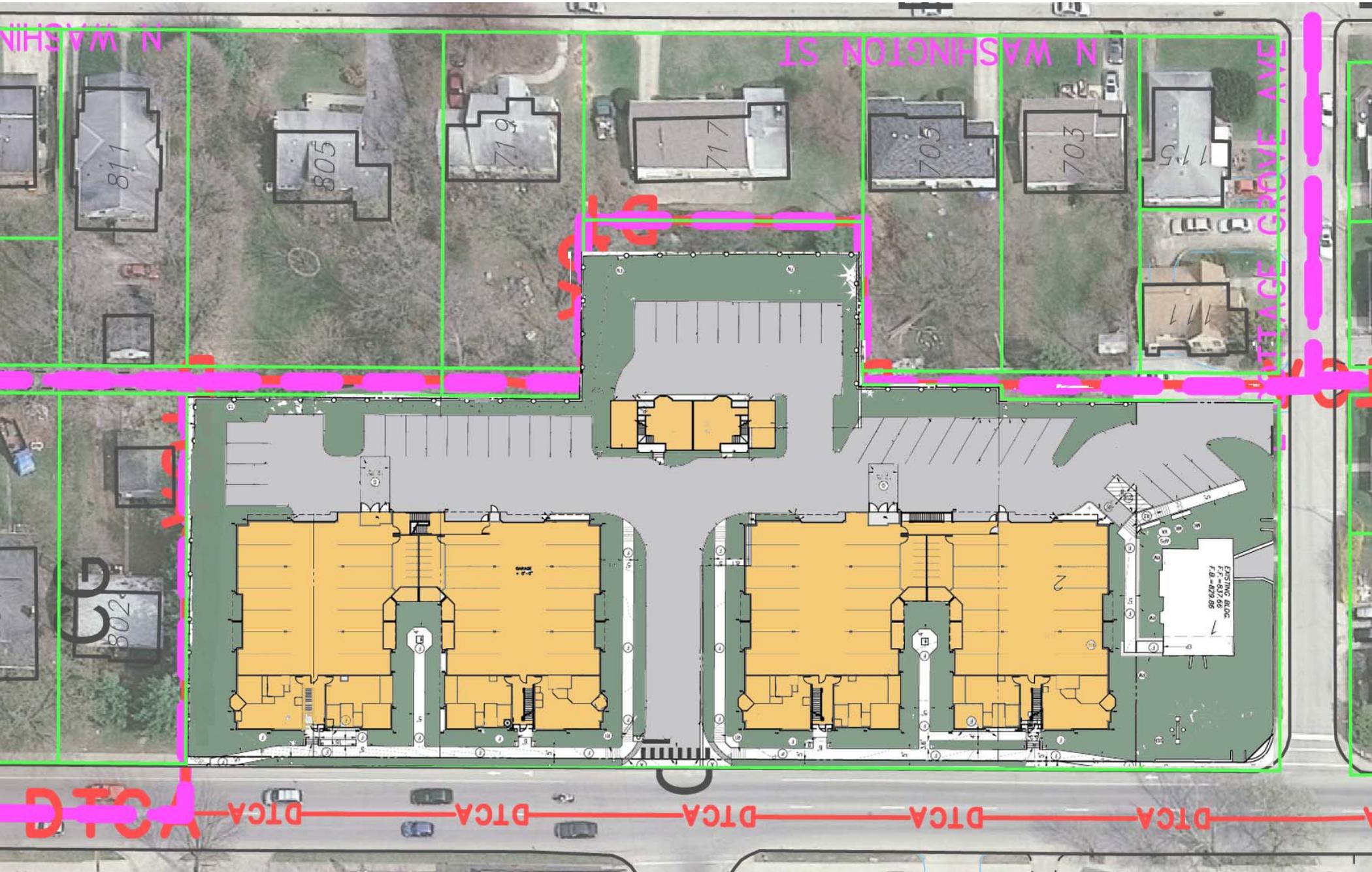
Pedestrians on site can access the buildings from the front walk along North Walnut Street or from rear entry doors facing the rear parking areas. The historic home will also be accessed either from the existing walk Along North Walnut Street or from rear parking spaces and an inclined walkway that extends toward the front porch of the existing home. Pedestrians will be prevented from walking through the site at the rear alley by the addition of a new continuous privacy fence that extends along the entire eastern and northern property lines. An existing City of Bloomington Bus Stop located at the front corner of North Walnut and 11th Streets will be easily accessible to future residents of the community.

52 garage parking spaces and 39 surface parking spaces provide 91 total on-site parking spaces. Each of the two flats buildings provide garage space for 12 bicycles each and each townhome unit has an attached oversized garage two allow for the parking of bicycles. This will allow for 26 garage bicycle parking spaces.

After you have had a chance to review our petition please feel free to contact us at anytime questions regarding our submission.

Sincerely,
Bynum Fanyo & Associates, Inc.

Daniel Butler, EIT, Project Engineer



SP-17-14
Site Plan Overlay



Original Elevation



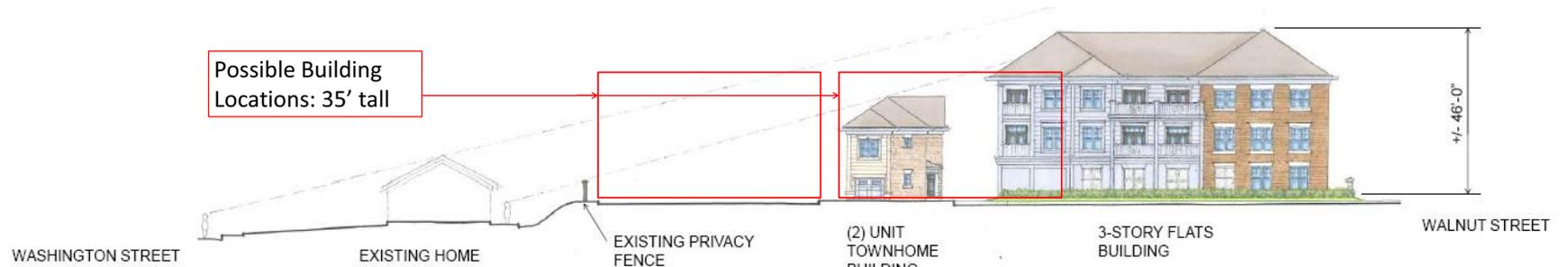
Elevation After Neighborhood Feedback



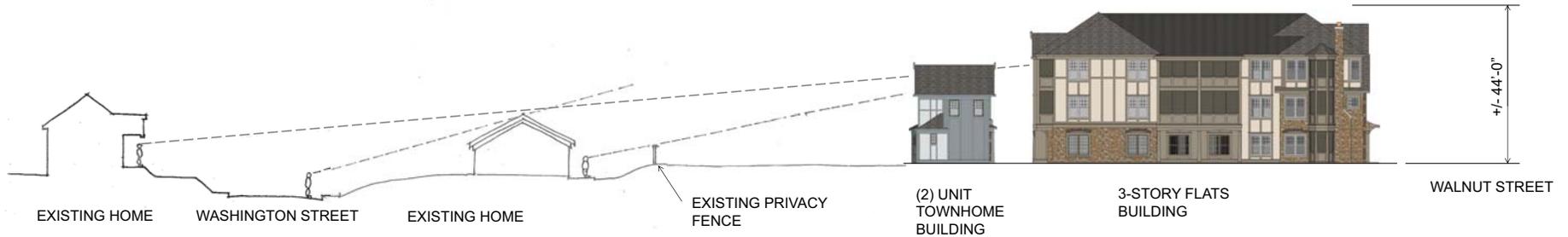
Elevation Presented to Plan Commission on 7 / 7 / 14



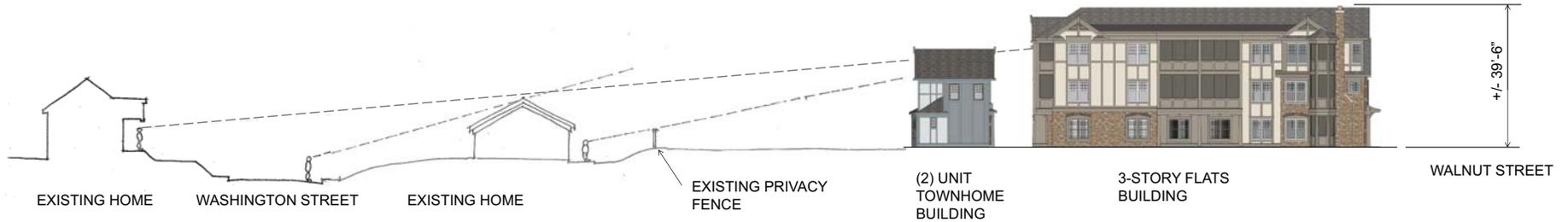
Elevation Revised After Plan Commission - New Roof Design



11th Street (mid block) Elevation – Original Elevation



11th Street (mid block) Elevation – Elevation Presented to Plan Commission on 7/7/14



11th Street (mid block) Elevation – Elevation Revised After Plan Commission



Alley Elevation View – New Roof Design



Side Elevation View – New Roof Design



Courtyard Interior Elevation View – New Roof Design



Walnut Street Elevation View – New Roof Design



View on Washington Street Looking Southwest / Elevation Presented to Plan Commission on 7/7/14



View on Washington Street Looking Southwest / Elevation Revised After Plan Commission



View on Washington Street Looking Northwest / Elevation Presented to Plan Commission on 7/7/14



View on Washington Street Looking Northwest / Elevation Revised After Plan Commission



Photograph from rear yard on September 18, 2014



View of model of existing building from similar vantage point as photograph



View of model of proposed building with original roof design from similar vantage point as photograph



View of model of proposed building with new roof design from similar vantage point as photograph



Original Roof Design / Without Trees - 7 PM / June 22nd

New Roof Design / Without Trees - 7 PM / June 22nd



Existing Buildings / With Trees - 7 PM / June 22nd

Existing Buildings / Without Trees - 7 PM / June 22nd



New Roof Design / Without Trees - 5:30 PM / March
23rd & October 22nd

New Roof Design / Without Trees - 7:45 PM / June 22nd

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 416 E. 4th Street**

**CASE #: SP-23-14
DATE: October 6, 2014**

PETITIONER: Sibghat Sheikh
2769 Fox Ct., Martinsville

CONSULTANT: Tabor/Bruce Architecture & Design
213 S. Rogers Street, Bloomington

REQUEST: The petitioner is requesting site plan approval of a 3-unit apartment building.

Lot Area:	0.18 Acres								
Zoning:	CD/UVO								
GPP Designation:	Downtown								
Existing Land Use:	Restaurant								
Proposed Land Use:	Existing Restaurant, new apartments								
Surrounding Uses:	<table> <tr> <td>East</td> <td>– Restaurant</td> </tr> <tr> <td>North</td> <td>– Restaurant/apartments</td> </tr> <tr> <td>South</td> <td>– Multi-family/commercial</td> </tr> <tr> <td>West</td> <td>– Beauty Salon/apartments</td> </tr> </table>	East	– Restaurant	North	– Restaurant/apartments	South	– Multi-family/commercial	West	– Beauty Salon/apartments
East	– Restaurant								
North	– Restaurant/apartments								
South	– Multi-family/commercial								
West	– Beauty Salon/apartments								

REPORT SUMMARY: The subject property is located on the south side of E. 4th Street, between S. Dunn Street and S. Grant Street. The property has been developed with a 2-story Queen Anne style building, circa 1898. The first floor contained the Bombay House restaurant until 2013 and now contains India Garden. The second floor contains a 1-bedroom apartment. The property is zoned Commercial Downtown (CD) and is within the Restaurant Row area of the University Village Overlay (UVO).

This petition, while brought forward by a different petitioner, was originally unanimously approved in 2008 (SP-16-08) and then re-approved in 2009. Apart from the change in the petitioner, the only significant change to the petition is the removal of the commercial/flex space from the first floor. The proposed building is 100% residential. The site plan expired on August 31, 2010 without any construction taking place. This petition was last heard at the September 8, 2014 Plan Commission meeting. The Commission was unable to reach a majority vote to take action on the petition.

At the September meeting, the Plan Commission stated concern for the height and roof pitch waivers. They also expressed concern with the lack of parking, addition of the new building to the rear of a lot already occupied by another structure, and the potential impacts to the existing restaurant due to removal of a storage building and an exterior cooler. This petition was presented to the Historic Preservation Commission at their meeting held on September 25, and some members had similar concerns as the Plan Commission.

Since the September meeting, the petitioner has altered the building to drop the height to 34' 7 1/16" and has increased the roof pitch to 11:12. He has also made changes to the

entries of the units and has slightly shifted the dumpster area away from the building. The petition now requires no waivers.

This building would still be three stories in height and contain three 3-bedroom apartments. Access is gained to the rear of the property through a shared drive with the property to the east (formerly Puccini's restaurant). While no on-site parking is proposed with this petition, the drive must remain to provide access to the parking lot on the adjacent property and to access dumpsters. The petitioner is working with the owner of the former Puccini's building to develop a shared dumpster enclosure that would straddle the property line. This arrangement would require approval of a variance from dumpster setback requirements.

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. These aspects are as follows:

- The project proposes ground floor residential uses.
- The project is adjacent to a residential use (mixed-use buildings to the east, south and west.)

SITE PLAN REVIEW

Ground Floor Non-Residential: The primary changes to the plans since the original 2008 approval is the removal of the flex commercial space on the first floor. This space was originally intended to be small retail or restaurant spaces owned and managed by the tenants in the upper floors. The new owner of the building has removed this from the plans due to their belief that this is non-viable commercial space and due to changes to the building codes that make construction of this space impractical. Since 2008, the UDO has also changed the way it regulates first floor uses in the UVO and other overlays. Now the UDO only requires 50% ground floor non-residential space on a property.

“All properties...shall provide ground floor nonresidential uses along the applicable street frontages. No less than fifty percent (50%) of the ground floor area shall be used for such nonresidential uses.”

The property, including both the new building and the existing building, contains 54% ground floor non-residential space to meet this requirement.

Height: Since the last meeting, the petitioner has dropped the height from the originally proposed 41'1 ½" to 34'7 1/16". This now meets the UVO standard of 35 feet. No waiver is required.

Roof Pitch: Since the last meeting, the petitioner has increased the roof pitch to 11:12 from the originally proposed 6:12 roof pitch. The UVO requires a minimum 8:12 roof pitch. The building design does include three shed dormers on the west side of the roof. No waiver is required.

Entrances: The building contains three townhouse style units with individual entries off of the private drive. The petitioner has committed to meeting the entrance detailing requirements and has added prominent addresses, decorative lighting, integrated landscaping planters and a porch roof.

Residential Density: The property is 8,052 square feet in area, or approximately 0.18 acres. While the number of units and bedrooms has not changed since 2008, the way the UDO calculates density has changed. The proposal is for 3 large 3-bedroom units, plus the existing 1-bedroom apartment. The UVO allows for 33 DUEs/acre. On this 0.18 acre lot, the required density amounts to 5.94 DUEs. The proposal is for 3.25 DUEs, or 18 DUEs/acre.

Impervious Surface: Proposed is 77% impervious surface, which complies with the maximum of 85% in the UVO.

Parking: No parking is required or proposed for this development. The existing un-striped gravel parking lot would be removed with this petition.

Bicycle Parking: A mixed-use development of this type requires 8 bicycle parking spaces. These spaces have not yet been shown on the plans. Compliance with bicycle parking requirements is included as Condition of Approval #2.

Materials: The building will be clad in cementitious siding, a permitted façade material.

Dormers: While the UVO only requires dormers for facades facing the street, the petition includes three dormers on the west side of the building facing the shared drive.

Step down: BMC 20.03.200(c)(2) requires that buildings located to the side of a surveyed historic structure not be more than one story taller, or 14 feet taller, than the surveyed structure. The proposed building is two and a half stories tall with a pitched roof. The existing structure on the property and the two adjacent structures are all surveyed historic structures and are two stories tall, with pitched roofs. No portion of the proposed building is more than 14 feet taller than the adjacent buildings. In addition, sight angles from the street will help minimize the perceived height difference since the building is located to the rear of the lot.

Streetscape: Street trees already exist along 4th Street to meet UDO requirements. One pedestrian scale street light is required along 4th Street.

Utilities: The petitioner has submitted a utility plan to the City Utilities Department and this plan is under review. Utility service is adequate in the area.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Bloomington Environmental Commission (EC) has made one recommendation concerning this development.

- 1.) The Petitioner should employ environmentally-green building and site design

practices at this site to reduce the associated carbon footprint.

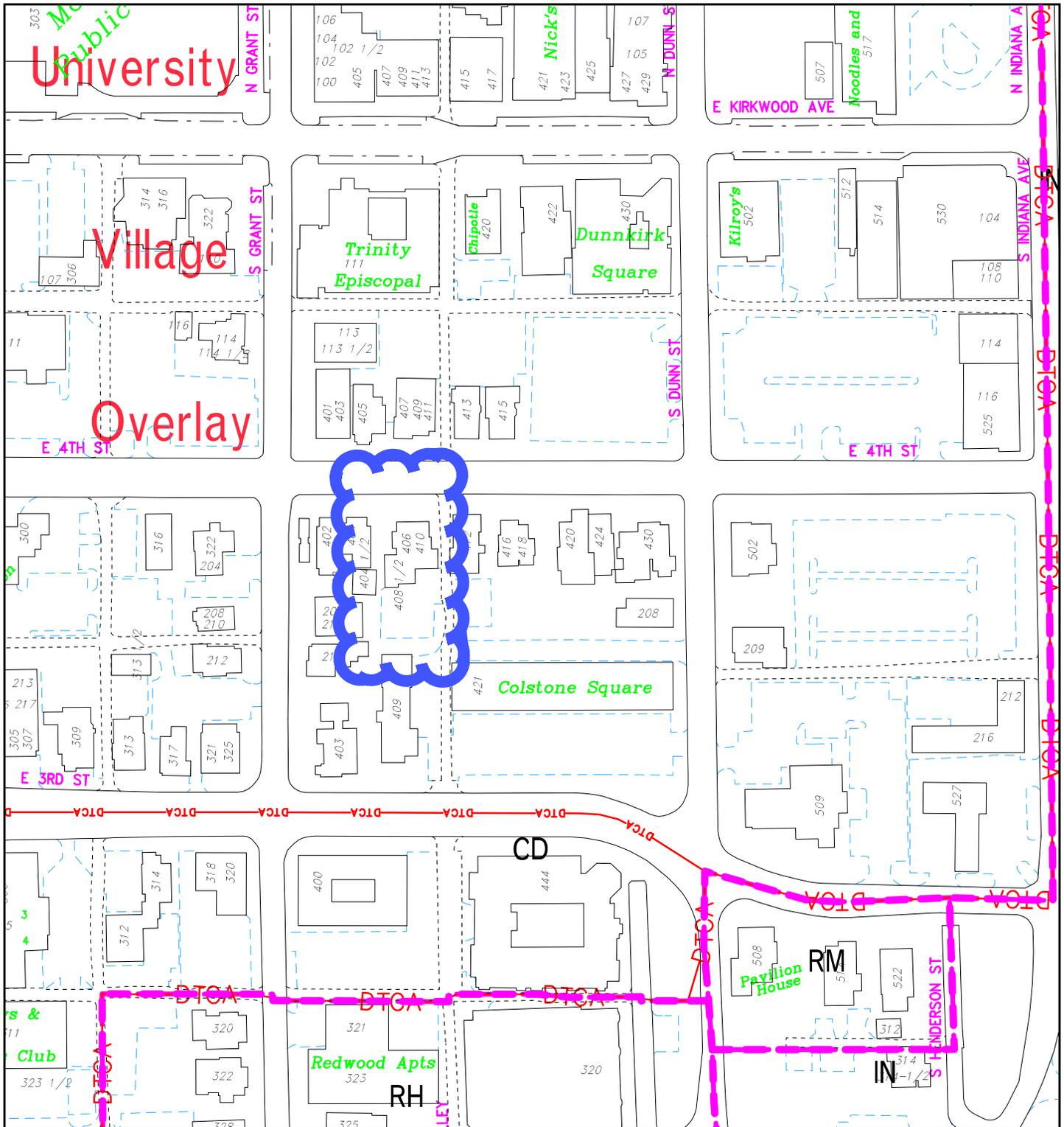
Staff response: Although desirable, this is not required by the UDO.

DEVELOPER TRACK RECORD: This is the first development proposal in Bloomington by Sibghat Sheikh.

CONCLUSION: While staff understands the Plan Commission's concerns about the changing nature of 4th Street, the desire for more commercial space, the lack of parking, and the addition of apartment in an area with few apartments, this petition meets all site planning requirements, with the exception of the dumpster setback. A variance is required from the Board of Zoning Appeals or Hearing Officer to facilitate a shared dumpster enclosure. The Plan Commission is obligated to approve a site plan that meets all site planning requirements.

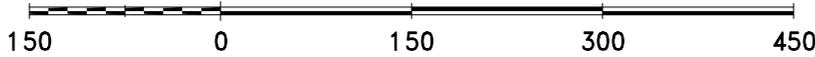
RECOMMENDATION: Based on the written findings above, staff recommends approval of SP-23-14, and associated waivers, with the following conditions:

1. The building must be consistent with the petitioner's submitted elevations.
2. Eight bike parking spaces must be provided per UDO requirements.
3. One decorative pedestrian-scaled street light is required along 4th Street. Placement of the light as well as retroactive approval by the Board of Public Works for signage and a fenced seating area in the right-of-way are required prior to occupancy of the building.
4. Approval of the dumpster enclosure location is subject to the granting of a variance by the Board of Zoning Appeals or Hearing Officer.

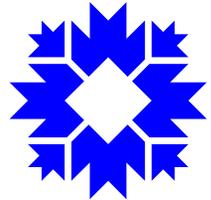


SP-23-14
Location Map

By: roachja
4 Sep 14

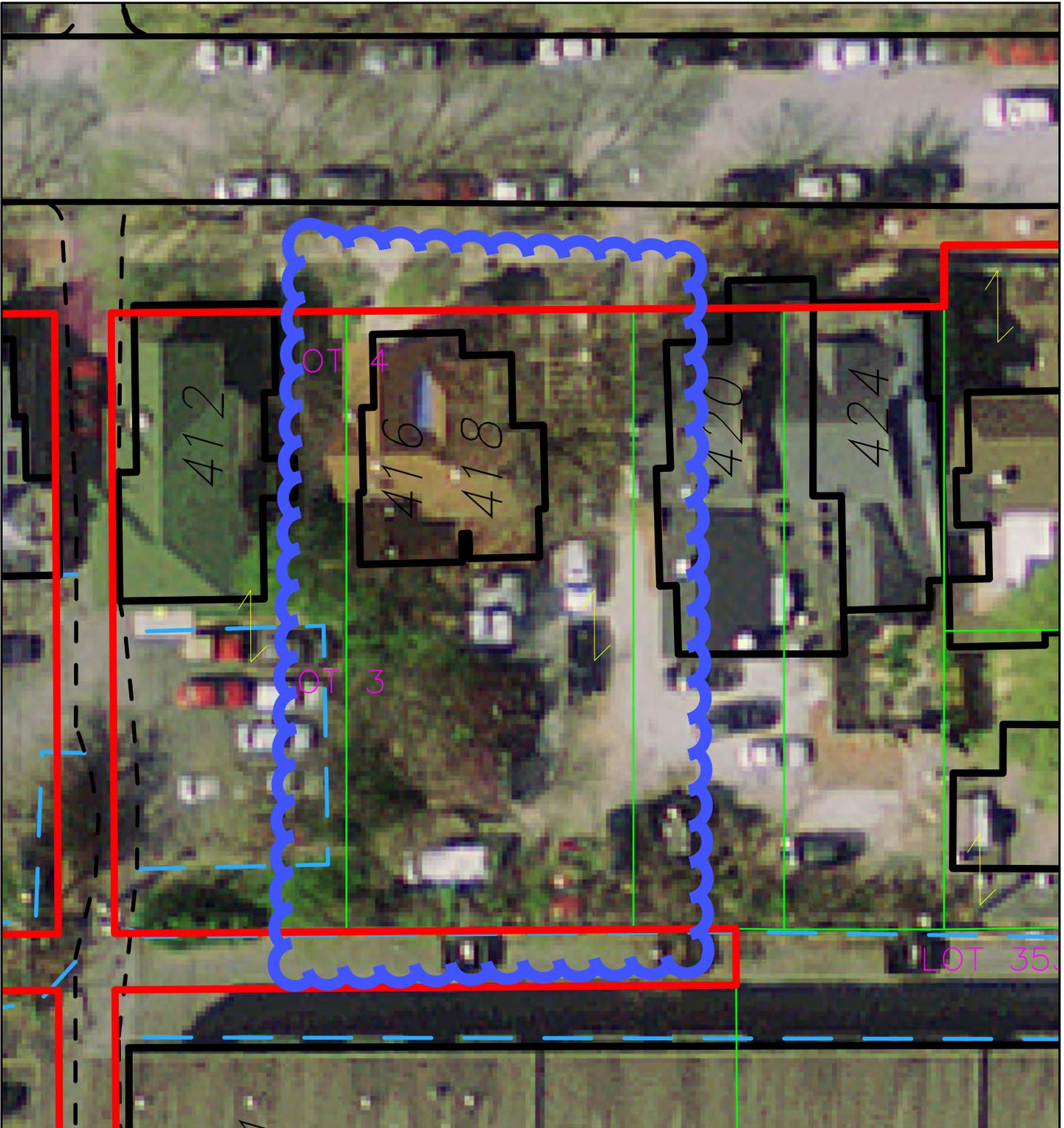


City of Bloomington
Planning & Transportation



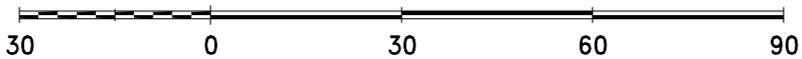
Scale: 1" = 150'

For reference only; map information NOT warranted.



SP-23-14
2011 Aerial Photo

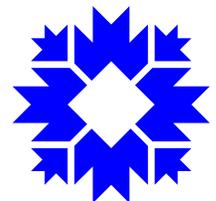
By: roachja
4 Sep 14



For reference only; map information NOT warranted.



City of Bloomington
Planning & Transportation



Scale: 1" = 30'



1101 S Walnut Street Bloomington, Indiana. 47401 Ph. 812.332.6258 Fax 812.332.8658
 www.taborbruce.com E-Mail db Bruce@taborbruce.com

BLOOMINGTON PLAN COMMISSION

Petitioner's Statement

Concerning the petition of **Sibghat Sheikh** for the purpose of consideration of his Petition for the property located at 416 East 4th Street, Bloomington, Indiana.

Location

The project site is to the south of an existing building located on a .18 acre site within the restaurant row historic district and the University Village overlay zone.

Design

After listening to the September 2014 Plan Commission comments, we made changes to our proposal to redesign and remove the waiver requests. We are now proposing a 2 story residential use structure apartment to be built along the west property line, behind the existing India House restaurant. The new building does not face a city street. The lot currently has 2,711 sq ft total in a 2 story building that contains a restaurant use on the first floor and a 1 bedroom apartment use on the second floor. The new structure will provide three, 3 bedroom apartments in a "townhouse" style two story design with a total of 10 bedrooms on the .18 acre site. Under the previous approval, this was a density of 39 bedrooms per acre where 100 bedrooms per acre were allowed. Currently, under the zoning code, 5.94 dwelling units are allowed; the proposal, including the existing 1 bedroom unit will be 3.25 DUE's.

This location is walking distance to great shopping and retail centers downtown as well as the university. The hope is that this location may attract artists that want to live within the 4th street arts district location.

The Unified Development Ordinance has listed as an objective in the University Village Overlay description:

"Promote infill and redevelopment of sites using moderate residential densities for the University Village area and high residential densities along the Kirkwood Corridor"

We believe this proposal is ideally positioned to meet this objective.

As our proposal is located at the back of an existing parcel and not along any street frontage we also feel that our ground floor residential use is not in violation of the following section from the UDO:

“Not located along the street-All properties to which this subsection applies shall provide ground floor nonresidential uses along the applicable street frontage. No less than fifty percent (50%) of the total ground floor area shall be used for such”

This infill development allows for residential uses within our city’s core where development is best served by not only existing infrastructure but by public transportation.

The building will be designed to reflect the residential history of the converted structures along 4th street. The exterior will be clad with cement board siding and include details such as distinctive bays with brackets and different sized siding panels. The roof will be a shingled gable design as another nod to the eclectic nature of the surrounding repurposed old homes. The building now contains front entry porches and will have double hung windows with a grid in the upper sash.

Green Building Initiatives

The units will have a shared on site recycling area as well as high efficiency HVAC units, secure bicycle storage, and other materials that qualify as green building materials as feasibly possible.

Access & Parking

The primary pedestrian entry to the units will be individual doors along the east façade. This area will also have a shared drive and dumpster area.

This project had prior approval in 2008 and 2009 with very few conditions; however, the project encountered some unforeseen complications in financing and ultimately the untimely passing of one of the petitioners. The only change from those approvals to this application is the newer state adopted building code will classify it as an apartment building and not a townhome. This will require the installation of a sprinkler system throughout the building and has forced the petitioner to utilize the ground floor space as residential space and not a retail space.

We believe this project will be an attractive improvement to the neighborhood and perfectly scaled to the existing building and historic nearby fabric. Thank you for the opportunity to submit the proposed development for review. We look forward to working together on this Development. We kindly ask for your approval of our request.

Changes

We removed a story and have managed to meet the height restriction for restaurant row. We increased the roof pitch above the minimum 8/12 slope to a steeper 11/12 slope that better matches the roofs of the nearby structures and have added the front porches for entry detailing. The HPC review on 9/25 did not have any comments against the design of the structure. We have designed a dumpster enclosure and moved it further from the entry of the units as well as added landscaping to better shield it from view.

We strongly feel that this project is particular for this site. It now meets all of the site requirements and has been approved twice before. It has been designed within the characteristics of the surrounding structures and will is no larger in either height or its footprint of nearby structures. The area for this structure has been an eyesore with dumpsters, exterior walk in coolers and an overgrown landscape that was not maintained. It was not an area used

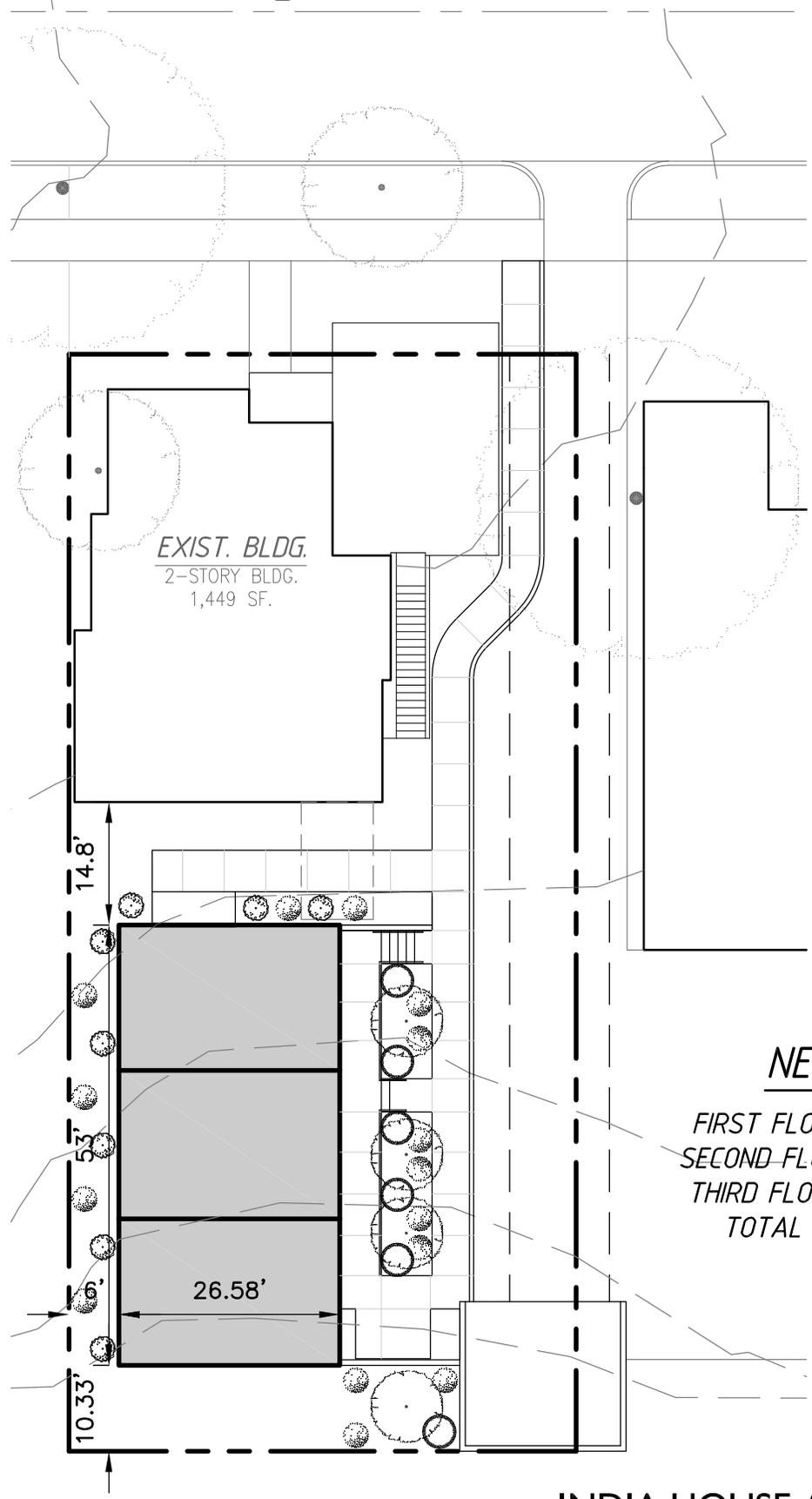
for parking. Our efforts we hope will result in a cleaner “back of house” for this property and hopefully cause nearby property owners to clean and maintain their areas as well. Restaurant Row is a treasure; however if you walk around and look closely, you will see that so many of the structures are needing general maintenance and are very close to disrepair. Changes are needed to allow for the character of the row to stay and insure a viable long term identity. The cooperation shown between my client on this site and the property owner to the east with a shared drive and dumpster easement is just one step in the improvements needed to return this area to the eclectic area with viable tenants it once had. We ask for your support once again as we are one of the very few proposals not seeking a single waiver from the standards.

Sincerely,

Doug Bruce
Architect
Tabor/Bruce Architecture & Design

SITE PLAN

☐ OF EAST FOURTH STREET



EXIST. BLDG.
 2-STORY BLDG.
 1,449 SF.

NEW BLDG.

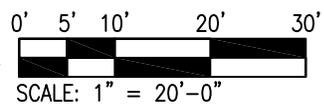
FIRST FLOOR = 1,408 SQ. FT.
 SECOND FLOOR = 1,448 SQ. FT.
 THIRD FLOOR = 1,448 SQ. FT.
 TOTAL SQ. FT. = 4,304

26.58'

14.8'

53'

10.33'



INDIA HOUSE APARTMENTS
122 EAST FOURTH STREET
BLOOMINGTON, INDIANA

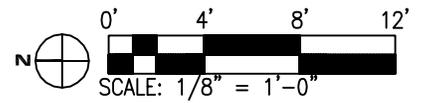
D:\PROJECTS\2014\Commercial\Seb\416 East 4th Street\Design\Construction\Civil\AS101 Site Plan.dwg, Presentation, 8/22/2014 9:35:02 AM

SP-23-14
 Site Plan

ARCHITECTURE & DESIGN INC.

EAST ELEVATION

36

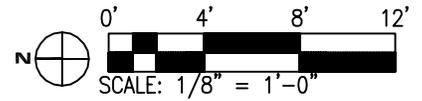


SP-23-14
Elevations

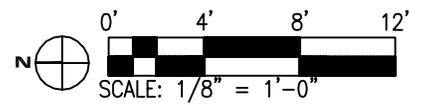
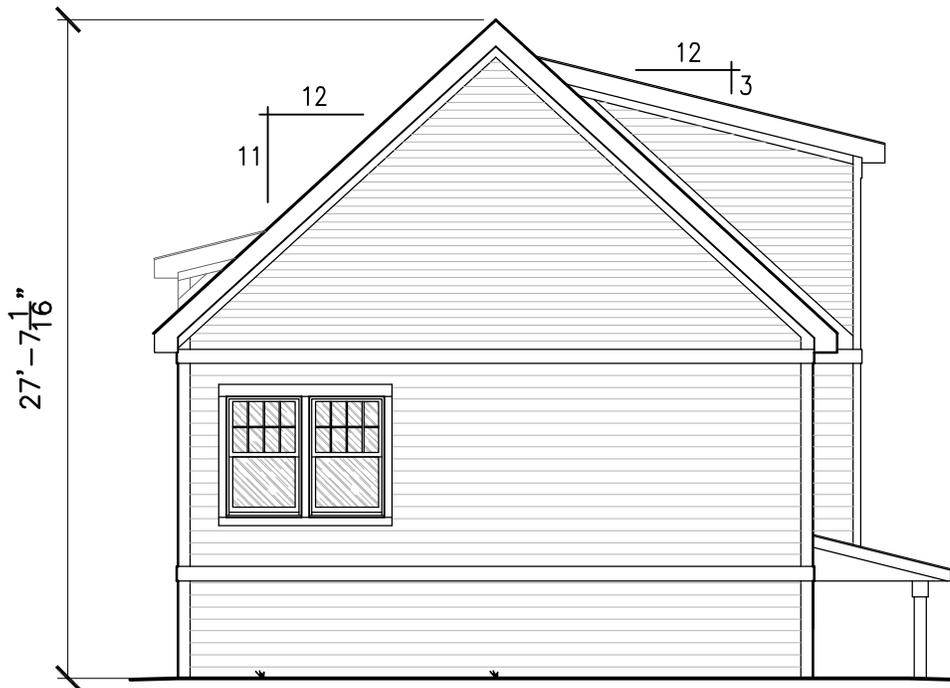
TURE & DESIGN INC.

INDIA HOUSE APARTMENTS
122 EAST FOURTH STREET
BLOOMINGTON, INDIANA

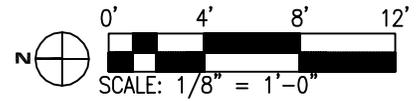
NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



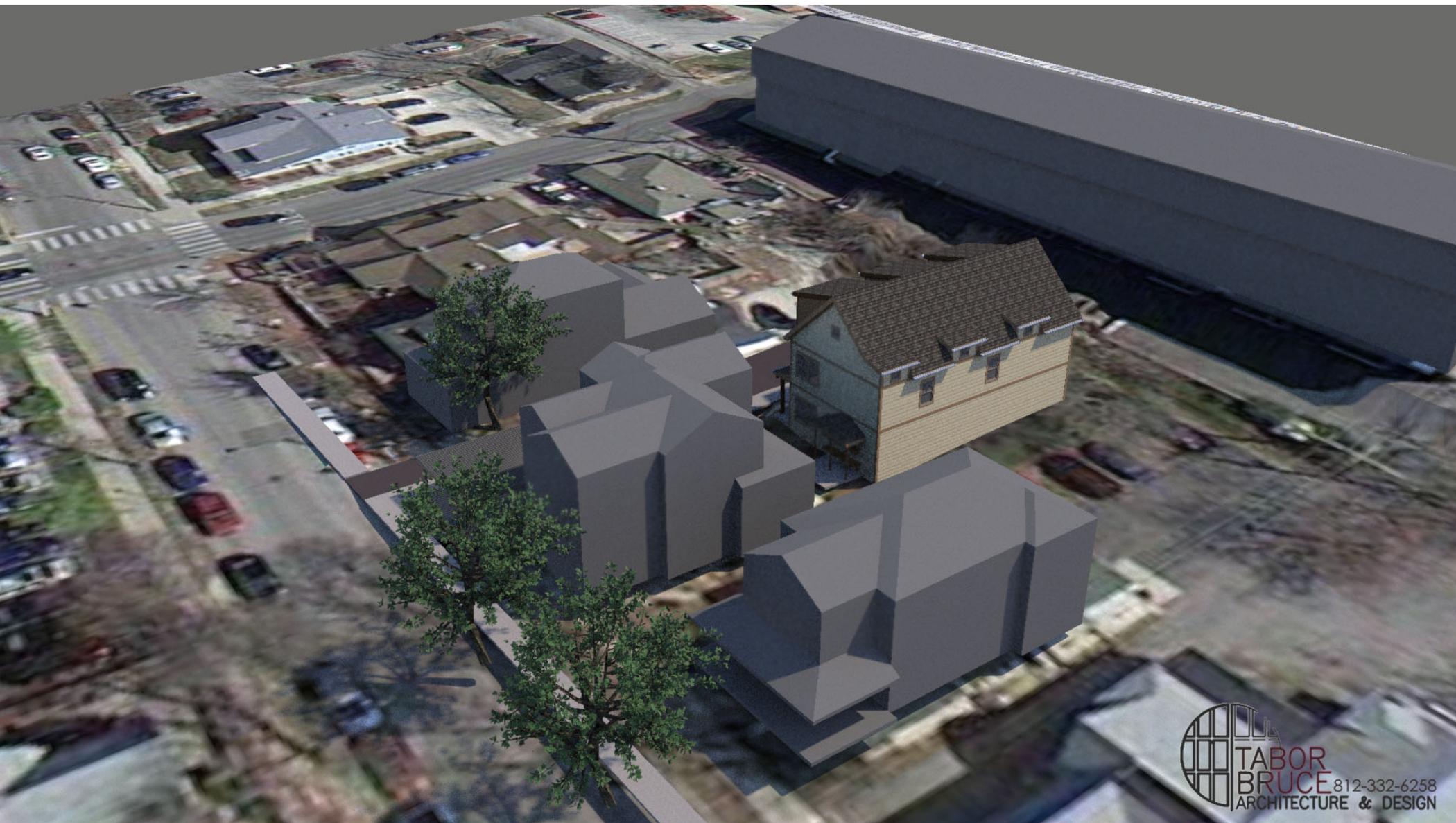
SP-23-14
Elevations

ARCHITECTURE & DESIGN INC.

INDIA HOUSE APARTMENTS
122 EAST FOURTH STREET
BLOOMINGTON, INDIANA



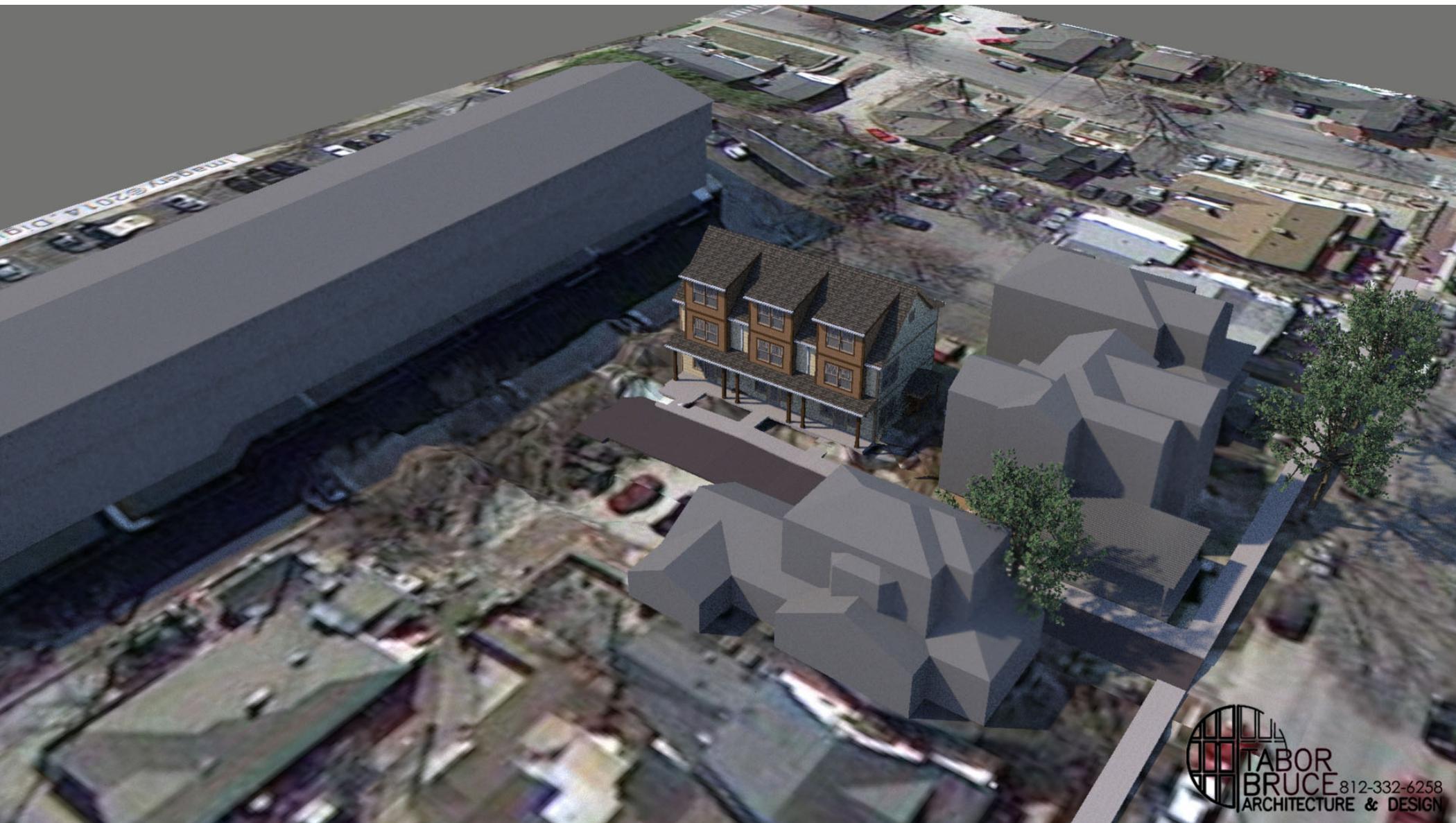
SP-23-14
Model images



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

**CASE #: SP/UV-34-13
DATE: October 6, 2014**

**PETITIONER: GMS – Pavilion Properties
112 E. 3rd Street, Bloomington**

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

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.

Area:	0.40 Acres								
Zoning:	CD/University Village Overlay (UVO)								
GPP Designation:	Downtown								
Existing Land Use:	Bank drive-through, surface parking								
Proposed Land Use:	Mixed use (retail bank branch, bank drive-through, bank office space, apartments)								
Surrounding Uses:	<table> <tr> <td>North</td> <td>– Monroe County Public Library</td> </tr> <tr> <td>West</td> <td>– Existing ONB Bank</td> </tr> <tr> <td>South</td> <td>– Vacant; former Monroe Bank Loan Center</td> </tr> <tr> <td>East</td> <td>– Commercial</td> </tr> </table>	North	– Monroe County Public Library	West	– Existing ONB Bank	South	– Vacant; former Monroe Bank Loan Center	East	– Commercial
North	– Monroe County Public Library								
West	– Existing ONB Bank								
South	– Vacant; former Monroe Bank Loan Center								
East	– Commercial								

PROJECT REVIEW PROCESS: Due to the unique aggregation of the Old National Bank properties in such a prominent downtown location, staff has determined that the first hearing reports for Plan Commission Case #'s SP/UV-34-13, SP-26-14, and SP-14-14 will be verbally presented as an integrated report to the Plan Commission. The petitioners have followed staff and Plan Commission guidance to bring forward all of the development projects at the same time to achieve this coordinated review. At the second hearing stage, the proposals will be voted on separately. In summary, Old National Bank owns the following properties in the heart of the downtown area:

- **Site A:** Former Workingman's Bank/ONB building, 121 E. Kirkwood Ave. - 0.45 acres – Recently approved for a CVS Pharmacy by the BZA, CU/V-32-14
***Please note that Site A is not part of this petition.**
- **Site B:** Former Monroe Bank/Current ONB Bank, 210 E. Kirkwood Ave. - 0.60 acres – Proposed hotel, SP-14-14
- **Site C:** Current ONB Drive-through - 0.40 acres – proposed new ONB Bank, SP/UV-34-13
- **Site D:** Former Monroe Bank Loan Center, 111 E. 4th Street - 0.40 acres – SP-26-14

- **Site E:** Surface parking lot at the northwest corner of 4th and Grant - 0.30 acres – SP-26-14

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

PROPERTY SUMMARY: Site C 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.

PETITION HISTORY: This petition was originally heard at the October 7, 2013 meeting. A revised version of the petition was heard at the April 7, 2014 and the May 5, 2014 Plan Commission hearings. The petitioner sought Commission approval to construct a new 3-story mixed use building. The Plan Commission voted to continue the petition, 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.

Since the May meeting, site plan petitions for Parcels B and D & E have both been filed. The petitioner is also a party to the petition for Parcel D & E.

PETITION DETAILS: The building proposal is essentially the same as what was presented to the Plan Commission in April and May. The petitioner 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:

- 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.
- 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.

- A significantly recessed 3rd 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.
- Because of the employee parking needs generated by the proposed Old National Bank office space, the petitioner anticipates utilizing approximately 32 parking spaces to be constructed on Parcels D and E to the south.

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. 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 report highlights some of the most important aspects of the petition as it is currently designed. 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.

SITE PLAN REVIEW:

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 2nd 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.

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

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 3rd story. 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.

Parking: The UVO 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 or Hearing Officer 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. The proposed bank office space creates a need for additional employee parking beyond Site C. The petitioner proposes to park these employees within the parking garage proposed for Sites D & E.

First Floor Commercial Percentage: The ordinance requires 50% of the space to be used commercially. The proposed 86% complies with this requirement.

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. While not strictly complying with the void-to-solid standard, the proposed building does incorporate ample amounts of void openings along both street frontages.

Materials: The proposed building contains a combination of two colors of brick and a man made "cast stone." Both are permitted materials. One Plan Commissioner has expressed concern that the brick color proposed is not vibrant enough. This concern has been relayed to the petitioner. The stepped back third floor of the building also utilizes cementitious siding. This is not a permitted material, and staff has requested that this material be changed to a permitted material.

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. Staff is not prepared to make a recommendation to the Plan Commission at this time, but offers the following policy guidance from the Growth Policies Plan.

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.

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.

Issues for Second Hearing: Staff and the Plan Commission are familiar with this petition from its previous iterations presented at the Commission. Staff requests guidance from the Plan Commission on whether they can support the drive-through portion of the project. Additionally, staff requests any feedback the Commission is willing to give regarding any modifications for the brick, cast stone, and cementitious siding mix of the proposed building.

DEVELOPER TRACK RECORD: The developer, GMS-Pavilion Properties, has completed other recent downtown projects, including 501 N. Walnut Street, 601 N. Walnut Street and 219 E. 7th Street. They also own several other rental properties and are in the process of remodeling the historic Fleener Building at 112 E. 3rd Street. There are no outstanding zoning violations associated with these properties. GMS-Pavilion Properties is also partner in the petition to the south, SP-26-14.

RECOMMENDATION: Staff recommends continuance of SP/UV-34-13 to the November 3 Plan Commission hearing.

MEMORANDUM

Date: September 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 Properties Bank, Site C
306 E. Kirkwood Ave.
Site Plan & Use Variance

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 contains a surface parking lot and a drive-through bank, which will both be razed and replaced. The parcel is within the Commercial Downtown Zoning District, University Village Overlay, and Kirkwood Corridor Subsection.

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, which are committed to in the Petitioner's Statement. 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 Krusan; 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 specific suggestions for additional practices that could reduce the carbon footprint of this site even further.

- ~ 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 recommends that the developer work with Planning and the EC to create a

diverse tree, shrub, and native perennial landscape that evokes 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 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>.

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 both our city's overall value as a tourist destination and its native biodiversity, these efforts will attract residents, shoppers, bank customers 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:

- 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.

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 210 E. Kirkwood Avenue**

**CASE #: SP-14-14
DATE: October 6, 2014**

**PETITIONER: AJ Capital Partners
621 W/ Randolph, Suite 4, Chicago**

**CONSULTANT: Ratio Architects
455 N. Cityfront Plaza Drive, #1800, Chicago**

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

REQUEST: The petitioners are requesting site plan approval in order construct a 146-room hotel.

Area:	0.64 Acres	
Zoning:	CD/University Village Overlay (UVO)	
GPP Designation:	Downtown	
Existing Land Use:	2-story Bank	
Proposed Land Use:	Hotel	
Surrounding Uses:	North	– First Christian Church and Commercial
	West	– Peoples State Bank
	South	– First United Methodist Church
	East	– Drive-through bank (SP/UV-34-13)

PROJECT REVIEW PROCESS: Due to the unique aggregation of the Old National Bank properties in such a prominent downtown location, staff has determined that the first hearing reports for Plan Commission Case #'s SP/UV-34-13, SP-26-14, and SP-14-14 will be verbally presented as an integrated report to the Plan Commission. The petitioners have followed staff and Plan Commission guidance to bring forward all of the development projects at the same time to achieve this coordinated review. At the second hearing stage, the proposals will be voted on separately. In summary, Old National Bank owns the following properties in the heart of the downtown area:

- **Site A:** Former Workingman's Bank/ONB building, 121 E. Kirkwood Ave. - 0.45 acres – Recently approved for a CVS Pharmacy by the BZA, CU/V-32-14
***Please note that Site A is not part of this petition.**
- **Site B:** Former Monroe Bank/Current ONB Bank, 210 E. Kirkwood Ave. - 0.60 acres – Proposed hotel, SP-14-14
- **Site C:** Current ONB Drive-through - 0.40 acres – proposed new ONB Bank, SP/UV-34-13
- **Site D:** Former Monroe Bank Loan Center, 111 E. 4th Street - 0.40 acres – SP-26-14

- **Site E:** Surface parking lot at the northwest corner of 4th and Grant - 0.30 acres – SP-26-14

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

PROPERTY SUMMARY: Site B is located at the southwest corner of E. Kirkwood Avenue and S. Lincoln Street. The property is zoned Commercial Downtown (CD) and is within the Kirkwood Corridor portion of the University Village Overlay (UVO). The property currently contains a two-story bank building and surface parking.

PETITION DETAILS: The petitioners are proposing to demolish the existing building and construct a 6-story hotel with approximately 146 guest rooms. The hotel would include additional retail space along the Kirkwood frontage as well as meeting space on several levels. There are also 74 structured parking spaces located on the second floor and a portion of the first floor. The garage area will also provide for the service and loading function of the hotel.

Plan Commission Site Plan Review: Two aspects of this project require that the petition be reviewed by the Plan Commission. These aspects are:

- Per BMC 20.03.160 - The petitioners are requesting multiple waivers from development standards.
- Per BMC 20.09.120 – The petitioners are proposing a nonresidential development of more than 25,000 square feet.

This report highlights some of the most important aspects of the petition as it is currently designed. 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.

SITE PLAN REVIEW

Impervious Surface Coverage: The Kirkwood Corridor portions of the UVO permit up to 100% impervious surface coverage. The petitioners are proposing a hotel structure that would utilize the entire property.

Building Height: The height of the building is approximately 70 feet at its highest point at the southeast corner of the building. The maximum height allowed in this overlay is 40 feet. As evidenced by the recent construction of the Hyatt Place Hotel and Springhill Suites project, hotels have been allowed to be constructed at higher heights than other downtown structures. Specifically, the Hilton Garden Inn has a maximum height of 67 feet, while the Hyatt is at 74 feet and Springhill Suites is at 71 feet. Staff believes that a height waiver to allow a hotel to be constructed at over 40 feet is quite supportable. The question is whether a 30 foot height waiver along Kirkwood Ave. is appropriate.

To achieve a lower height along Kirkwood Ave. and to create additional articulation and visual interest, the petitioners have designed the proposed structure to recess the 6th floor as well as have significant recessions above three stories. They have also included several outdoor spaces in the design along Kirkwood Ave. and Lincoln St. Along Lincoln St, the hotel is approximately 62 feet, while the height ranges from 42 feet to 62 feet along Kirkwood. The petitioner has also included a significant amount of glass to the third level meeting space to soften the massing along Kirkwood.

Parking: The UVO does not require on-site parking to be provided for non-residential space. The petitioners are proposing to construct 74 parking spaces for the 146 guest rooms, or just over a 50% ratio. The hotel petitioners have also worked with the petitioners for Parcels D & E to provide additional shared parking spaces within the 84-space garage proposed on that parcel. Specifically, the proposal is to reserve an additional 12 “valet” spaces during the week, and then increasing the count to 32 spaces when the garage on Parcels D & E no longer needs to provide parking for bank employees associated with development of Parcel C. In addition to the garage parking spaces, on-street parking is available on all streets surrounding the site.

With regards to parking, staff has just recently been contacted by four downtown churches who are concerned that the proposed project (as well as petitions on Parcels C, D, and E) will remove off-site surface parking options that are currently being used on Sundays as well as during weekday evenings.

Access: Access to the first level parking garage would be from the east-west alley to the south while access to the second level garage spaces would be from a drive cut onto Lincoln Street. This would be in a nearly identical location to an existing drive cut. With this proposal, three additional existing drive cuts would be removed including two along Kirkwood Ave.

Primary pedestrian access to the hotel will be from Lincoln Street, with two additional pedestrian entries located along Kirkwood Ave.

First Floor Commercial Percentage: The ordinance requires 50% of the first floor space to be used commercially. The proposed structure is not proposing to include any residential units. Although structured parking does not count toward nonresidential space, the proposal still exceeds the minimum requirement.

Historic Compatibility: This building is immediately adjacent to the First United Methodist Church, a surveyed historic structure. It is listed as a Notable Structure in the 2001 Survey of Historic Sites and Structures. The church structure ranges from 56 to 80 feet in height at the tower. Staff anticipates presenting this petition to the Historic Preservation Commission for feedback at their October 23 meeting.

The UDO has three requirements about compatibility of new buildings adjacent to historic structures.

1. Match street setbacks. The church structure is very close to being located at the right-of-way line as is the proposed hotel.
2. The new building to the side of a historic building must be stepped down to be no taller than 1-story, or 14 feet, taller than the historic building. The proposed structure is at its highest approximately 14 feet taller than the main portions of the church and lower than the church's tower structure. Furthermore, portions of the 6th floor have been recessed.
3. The new building should align similar architectural features with the historic building. Staff finds that this guideline may be less necessary to meet due to the location of the alley between the structures, the distance between the structures, and the distinctly different architectural styles of the two structures.

Architecture: In addition to the height and parking issues, staff anticipates that architectural issues will be the primary focus of the discussion at the Plan Commission meeting. The proposed building will require multiple waivers associated with the architecture. The petitioner has stated that the design of the building intends to create a balance of traditional and modern forms. The building includes both an industrial feel with more modern glass and floating roof elements. The materials are predominantly brick with glass and metal.

The design team has included several outdoor spaces that will be accessible to hotel patrons. These spaces and the proposed building recesses create a high level of building articulation. A large glass curtain wall has also been proposed between the large brick portions of the building along the Kirkwood frontage to reduce the overall massing along this corridor.

It is also anticipated that if this proposal were to be approved, that a signage package for the hotel might be appropriate. The proposed signage on the submitted renderings should only be seen as conceptual.

ENVIRONMENTAL COMMISSION RECOMMENDATIONS: The Environmental Commission (EC) has made 3 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, and grounds that exhibit our City's commitment to environmental sustainability.
- 2.) The Petitioner should employ modern practices and features that result in a unique, sustainable ambiance that builds upon the famous Kirkwood Corridor desirability and Bloomington's environmental integrity.
- 3.) The Petitioner should provide bins and space for recyclable materials to be

stored for collection, and a recycling contractor to pick it up.

ISSUES FOR SECOND HEARING: Staff generally supports the proposal to bring a hotel to the Kirkwood corridor, east of the Courthouse Square and near Indiana University. The potential of event and conference partnerships with Indiana University, the Buskirk-Chumley Theater, and Monroe County Library offers exciting possibilities. Additionally, the project is proposed as an independent hotel with room, conference, and dining spaces specially designed to feel “local” rather than take on the appearance of a national brand. Staff also notes that the hotel is one the few land use options that can provide an alternative to market rate multifamily housing. With that said, staff requests Plan Commission guidance on the following issues:

1. Overall building height and massing
2. Parking – While there is no required parking for the hotel use, it is important to make sure that a use which clearly requires parking does not create negative impacts to nearby properties.
3. Architecture – particularly materials, articulation, and attention paid to the west and south elevations not facing public streets

DEVELOPER TRACK RECORD: AJ Capital has no past development history within the City of Bloomington.

RECOMMENDATION: Staff recommends continuance of SP-14-14 to the November 3 Plan Commission hearing.

MEMORANDUM

Date: September 26, 2014

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Pride Thompson, Senior Environmental Planner

Subject: SP-14-14, AJ Capital Partners Hotel, Site B
210 E. Kirkwood Ave.

This memorandum contains the Environmental Commission's (EC) input and recommendations regarding the request of a Site Plan approval for a 146-room hotel within the Commercial Downtown Zoning District, University Village Overlay District, and the Kirkwood Corridor Subsection.

ISSUES OF SOUND ENVIRONMENTAL DESIGN:

1.) GREEN BUILDING & SITE DESIGN:

The EC recommends that the developers research the "Green" Hotels Association (<http://greenhotels.com/index.php>), Eco Green Hotels (<https://ecogreenhotel.com/index.php>), and Green Hotels and Responsible Tourism Initiative (<http://green.hotelscombined.com/>) so that the environmental advantages of applying practices specific to the hotel business can be realized. There are many techniques that are exclusive to this particular business and these resources can provide guidance on them.

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 has some specific suggestions for additional practices that could reduce the carbon footprint of this site even further.

~ creation of "green walls" on the outside of the building to reduce the urban heat-island effects;

~ use of reflective roofing material and installing solar photovoltaic cells to reduce electric consumption;

~ 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 recommends that the developer work with Planning and the EC to create a diverse tree, shrub, and native perennial landscape that evokes 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 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>.

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 guests to the 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 streetway itself, we encourage the developer to promote a vision for the site which complements and anticipates the complete streets concept.

The EC believes that the proposed site represents an opportunity to welcome travelers with a special sense of environmental character that Bloomington is known for, by demonstrating through example that we are, indeed, a Tree City USA, a National Wildlife Federation Wildlife Habitat Community, and a winner of America in Bloom's national competition.

3.) RECYCLING:

The EC recommends that recycling bins be placed in each suite and throughout the hotel, and space should be allocated for recyclable-materials collection by a recycling contractor. Recycling all materials possible will reduce the development's carbon footprint and promote healthy indoor and outdoor environments. 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 hotel to customers.

EC RECOMMENDATIONS:

- 1.) The Petitioner should apply state-of-the-art green building and site design practices to create a high performance, low carbon-footprint structure, and grounds that exhibit our City's commitment to environmental sustainability.
- 2.) The Petitioner should employ modern practices and features that result in a unique, sustainable ambiance that builds upon the famous Kirkwood Corridor desirability and Bloomington's environmental integrity.
- 3.) The Petitioner should provide bins and space for recyclable materials to be stored for collection, and a recycling contractor to pick it up.

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT**

**CASE #: SP-26-14
DATE: October 6, 2014**

Location: 111 S. Lincoln St. & 315 E. 4th St.

PETITIONERS: GP – GMS Bloomington, LLC
(GMS) 112 E. 3rd Street, Bloomington
(GP) – 600 E. 96th Street, Suite 150, Indianapolis

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

REQUEST: The petitioners are requesting site plan approval in order to build a new 4-story mixed-use building.

Area:	0.73 Acres								
Zoning:	CD/University Village Overlay (UVO)								
GPP Designation:	Downtown								
Existing Land Use:	1-story office building, public alley, surface parking								
Proposed Land Use:	Mixed use (retail/restaurant, parking garage, apartments)								
Surrounding Uses:	<table> <tr> <td>North</td> <td>– site of SP/UV-34-13, retail</td> </tr> <tr> <td>West</td> <td>– First United Methodist Church</td> </tr> <tr> <td>South</td> <td>– Fire station, office, and restaurant</td> </tr> <tr> <td>East</td> <td>– Historic Venue building, restaurant row</td> </tr> </table>	North	– site of SP/UV-34-13, retail	West	– First United Methodist Church	South	– Fire station, office, and restaurant	East	– Historic Venue building, restaurant row
North	– site of SP/UV-34-13, retail								
West	– First United Methodist Church								
South	– Fire station, office, and restaurant								
East	– Historic Venue building, restaurant row								

PROJECT REVIEW PROCESS: Due to the unique aggregation of the Old National Bank properties in such a prominent downtown location, staff has determined that the first hearing reports for Plan Commission Case #'s SP/UV-34-13, SP-26-14, and SP-14-14 will be verbally presented as an integrated report to the Plan Commission. The petitioners have followed staff and Plan Commission guidance to bring forward all of the development projects at the same time to achieve this coordinated review. At the second hearing stage, the proposals will be voted on separately. In summary, Old National Bank owns the following properties in the heart of the downtown area:

- **Site A:** Former Workingman's Bank/ONB building, 121 E. Kirkwood Ave. - 0.45 acres – Recently approved for a CVS Pharmacy by the BZA, CU/V-32-14
***Please note that Site A is not part of this petition.**
- **Site B:** Former Monroe Bank/Current ONB Bank, 210 E. Kirkwood Ave. - 0.60 acres – Proposed hotel, SP-14-14
- **Site C:** Current ONB Drive-through - 0.40 acres – proposed new ONB Bank, SP/UV-34-13
- **Site D:** Former Monroe Bank Loan Center, 111 E. 4th Street - 0.40 acres – SP-26-14
- **Site E:** Surface parking lot at the northwest corner of 4th and Grant - 0.30 acres – SP-26-14

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

PROPERTY SUMMARY: Sites D & E are located on the north side of E. 4th Street between S. Lincoln Street and S. Grant Street. The development site is comprised of two lots, 0.4 acres and 0.3 acres, split by an 0.03 acre alley right-of-way, for a total of 0.73 acres. The petitioners will also be asking the City Council to vacate the alley. Because of this, the site plan is being reviewed as one 0.73 acre zoning lot. The proposed project is not viable without the vacation, so any potential approval must be contingent upon the alley vacation. The property is zoned Commercial Downtown (CD) and is within the Restaurant Row portion of the University Village Overlay (UVO). The property currently contains a one-story building along Lincoln St. that was previously used as the Monroe Bank loan center and is still used as office space.

PETITION HISTORY: The Plan Commission last discussed this property in May as part of SP/UV-34-13, where one of the petitioners, GMS-Pavillion Properties, proposed to maintain this site in its current state as a surface parking lot for employees of the bank proposed on Site C.

PETITION DETAILS: The petitioners propose to demolish the existing building in order to build a 4-story mixed-use building on this site. This building is proposed to contain 28 multi-family units with a total of 72 bedrooms, 8,600 square feet of commercial space, and 84 parking spaces spread between the first floor and a basement level. The parking spaces will be used by a combination of the apartments, bank employees associated with Parcel C and the hotel proposed for Parcel B.

With vacation of the alley, a sanitary sewer main will have to be relocated. The petitioners propose to relocate the sewer to the southeast corner of the property. The sewer relocation must wait until the reconstruction of the Jordan River culvert that cuts across the southeast corner of the property. The corner of Grant and 4th, encumbered by the culvert, would be used as a plaza and outdoor seating area for the anticipated restaurant that is proposed for the east end of the building.

Plan Commission Site Plan Review: Three aspects of this project require that the petition be reviewed by the Plan Commission, per BMC 20.03.160. These aspects are:

- The petitioners are requesting multiple waivers from development standards.
- The petition includes more than 50 bedrooms.
- The petition is adjacent to a residential use.

This report highlights some of the most important aspects of the petition as it is currently designed. This report does not list all necessary architectural and site planning waivers as staff anticipates significant design changes prior to the next hearing.

SITE PLAN REVIEW

Density: This 0.73 acre property is permitted 24.09 DUEs (33 DUEs/acre). The petitioners are proposing 23.92 DUES, which complies with this standard. These units include a mix of 12 two-bedroom units and 16 three-bedroom units for a total of 28 units and 72 bedrooms.

Impervious Surface Coverage: The non-Kirkwood Ave. sections of the UVO allow for a maximum of 85% impervious surface coverage. The exact percentage depends on whether City Utilities permits the petitioners to install pervious pavers over the reconstructed culvert. The plan as currently drawn contains 90.7% impervious coverage. If pavers are not permitted, it would be 94.1%. Both of these scenarios require a waiver.

Building Height: The proposed building has a height of 55'2" as measured from the lowest point on the southeast corner of the site to the top of the fourth story on the northwest corner of the property. The standard for the Restaurant Row portion of the UVO district is 35 feet, so a waiver from this standard is required. The proposed building has multiple modules of varying height. The tallest part of the building is the 4-story apartment portion on the north side of the lot, adjacent to the proposed 3-story bank building on Parcel C. Along 4th St., building heights range from about 27 feet to about 40 feet for the 2-story and 3-story sections respectively.

Parking: The UVO does not require on-site parking to be provided for non-residential space. At 1 space per 300 square feet of commercial space, the petitioners can provide a maximum of 28 spaces. The proposed 72 bedrooms require a minimum of 41 spaces and allow for a maximum of 72 spaces. For the building in total, the parking minimum is 41 spaces and the maximum is 100 spaces.

The petitioners are proposing 84 parking spaces within a 2-story garage. The use of the parking spaces would be by the employees of ONB bank (Parcel C), the required residential parking and additional parking for the hotel proposed on Parcel B. Staff anticipates that approximately 49 parking spaces will be allocated for the proposed 72 residential bedrooms.

In addition to the garage parking spaces, on-street parking is available on all streets surrounding the site. Parking is not available along the western end of 4th St. due to the turning radius needs of Bloomington Fire Department trucks. In order to make the retail spaces more viable, the petitioner has requested that this issue be further examined by the City.

Finally, as noted with the hotel petition, the City has been contacted by four nearby downtown churches expressing concern over the potential loss of existing surface parking spaces. In this instance, the Trinity Church on Kirkwood and Grant has utilized these existing spaces for both Sunday and weekday evening activities.

Access: Access to the parking garage would be from both an entry and ramp to the lower level from 4th Street and from an at-grade entry to the first floor from the east-west alley to the north side of the building.

Primary pedestrian access to the apartments is from Lincoln Street, at the northwest corner of the site. This is also the pedestrian entry for the parking garage.

Alley Vacation: Construction of the building as proposed is dependent on the City Council vacating an existing, north-south alley that splits the site. This alley currently does not go further north than Kirkwood because of the Monroe County Public Library. To the south it is open to a point between Smith Ave and 2nd Street. The alley vacation allows the property to be increased to a size large enough to accommodate the structured parking.

First Floor Commercial Percentage: The ordinance requires 50% of the first floor space to be used commercially. The proposal includes approximately 31% and does not comply with this requirement. The commercial space makes up 100% of the Grant St. frontage, approximately 66% of the 4th St. frontage and approximately 60% of the Lincoln St. frontage.

Historic Compatibility: This building is immediately adjacent to a surveyed historic structure at 114 S. Grant Street. This building, a circa 1905 Dutch Revival Colonial style building, is listed as a Notable Structure within the Restaurant Row historic district in the 2001 Survey of Historic Sites and Structures. This building is two stories in height with a gambrel front gable. The proposed portion of the new building immediately to the south of this existing structure is 2 stories in height with a shed roof. The portion of the new building to the west, or rear of the historic building, is 4 stories in height. Staff anticipates presenting this petition to the Historic Preservation Commission for feedback at their October 23 meeting.

The UDO has three requirements about compatibility of new buildings adjacent to historic structures.

1. **Match street setbacks.** This will be impossible due to the location of the Jordan River Culvert along Grant Street and the fact that the historic structure is located partially within the Grant Street right-of-way.
2. **The new building to the side of a historic building should be no taller than 1-story, or 14 feet, taller than the historic building.** The proposed 2-story portion of the petition will meet this requirement, with the 3-4 story portions of the building located to the rear of the historic building.
3. **The new building should align similar architectural features with the historic building.** This may be difficult because of the residential style of the historic structure.

Jordan River Culvert: Reconstruction and relocation of the Jordan River culvert is essential for the proposed building to be built as shown. In order to build the building, the alley must be vacated and the sanitary sewer must be relocated. The sanitary sewer would be relocated to the spot where the Jordan River culvert is now located.

City Utilities staff anticipates that they could not be ready to start construction until 2016 at the earliest. It may be necessary for funding and other reasons to break the project into multiple phases. If that is the case, construction of this section would be in the last phase and could be later than 2017.

Architecture: Staff anticipates that architectural issues will be the primary focus of the discussion at the Plan Commission meeting. The proposed building will require multiple waivers associated with the architecture. The building is located within the Restaurant Row subsection of the University Village overlay. The architectural requirements of this section were designed to foster the continuation of the existing architecture between Grant and Dunn. This includes 2-2½ story residential style buildings, clad in wood lap siding, with pitched roofs, dormers, front porches and small yards.

The proposed building has been designed with more of a style consistent with Kirkwood Ave. including flat roofs, storefronts, limited open space, and use of materials like brick and cast concrete. A more detailed description of the proposal's compliance with most of the overlay's code requirements is contained in the packet's petitioners' statement.

Staff has indicated to the petitioners that this area may be appropriate as a transitional area between the historic structures on 4th Street and the more "main street" design of Kirkwood Ave or the Courthouse Square. But with that, there are several design elements that staff has suggested changing.

Staff believes that the best approach for the architecture of the building is to break it into modules that are completely separate in style and located at natural break points in the building. Specifically, staff has suggested a traditional design for the corner of 4th and Lincoln. A highly ornate skin that is inspired by the buildings located directly on the Courthouse Square is recommended. This area should include 2 or 3 modules of architectural distinctness, again much in the courthouse square context. Staff believes that the proposed brick portions of the building along 4th and Lincoln near the garage entries are on the right track. The corner of 4th and Grant St. could be a unique module of a modern design distinct from the other parts of the building. In addition, staff suggests that the other modules of the building be distinct in character from the other portion of the building. The importance of creating architecturally distinct building modules is essential because the petitioner is choosing to build a much longer, more massive building than originally envisioned by the overlay district. Given patterns of existing buildings in this area, there should be no expectation that the north-south alley be vacated for larger building construction unless this modulation occurs.

Additionally, staff recommends removal of all lap siding. While this is a permitted material, it was intended for more residential styled buildings as seen further east on 4th Street. Staff does not find the material to be appropriate for this type of construction. Staff also recommends that the canopies utilized for the different modules be differentiated from each other with a unique design.

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 modern practices and features that result in a unique, sustainable ambiance that builds upon the famous Restaurant Row desirability and Bloomington's environmental integrity.

SECOND HEARING ISSUES: Staff is not opposed to vacating the north-south alley for the appropriate development project. Staff further notes that the petitioner has done a commendable job integrating retail on 4th Street, keeping the height of the building at a reasonable level, and providing a creative parking proposal for the hotel, bank, and proposed residential units. From staff's perspective, the big unresolved issue is how to reduce the east-west mass of the building along 4th Street by breaking up the single structure into distinct modules. This has not been accomplished whatsoever by the petitioner.

DEVELOPER TRACK RECORD: GP – GMS Bloomington LLC is a partnership between Eric Gershman and GMS Pavilion Properties. GMS Pavilion Properties is also the petitioner for SP/UV-34-13 on Parcel C. They completed other recent downtown projects, including 501 N. Walnut Street, 601 N. Walnut Street and 219 E. 7th Street. They also own several other rental properties and are in the process of remodeling the historic Fleener Building at 112 E. 3rd Street. There are no outstanding zoning violations associated with these properties. This is Eric Gershman's first development petition in Bloomington.

RECOMMENDATION: Staff recommends continuance of this SP-26-14 to the November 3 Plan Commission hearing.

MEMORANDUM

Date: September 26, 2014

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP-26-14, GP-GMS Bloomington, LLC, site D&E
111 S. Lincoln St. and 315 E. 4th St
Site Plan

This memorandum contains the Environmental Commission's (EC) recommendations regarding the request for a Site Plan for a multi-story, mixed-use development. This 0.7-acre site covers nearly ½ city block in the Commercial Downtown Zoning District, University Village Overlay, and Restaurant Row Subsection.

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, which are committed to in the Petitioner's Statement. 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 specific suggestions for additional practices that could reduce the carbon footprint of this site even further.

- ~ 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 recommends that the developer work with Planning and the EC to create a diverse tree, shrub, and native perennial landscape that evokes 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 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>.

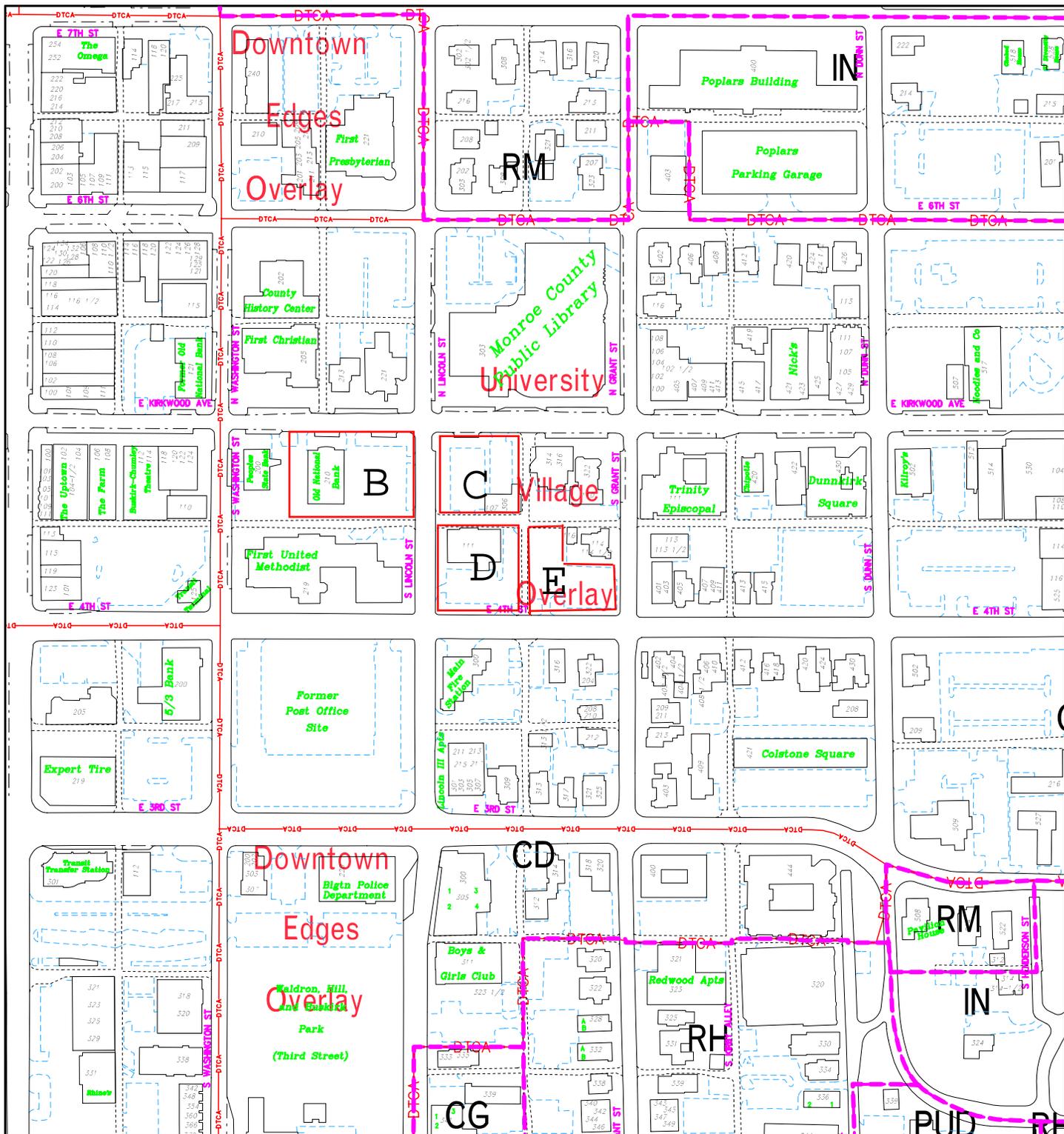
2.) GATEWAY CHARACTER:

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 streetway itself, we encourage the developer to promote a vision for the site which complements and anticipates the complete streets concept.

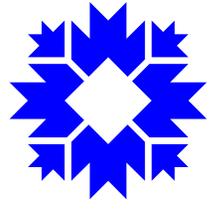
EC RECOMMENDATIONS:

- 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 modern practices and features that result in a unique, sustainable ambiance that builds upon the famous Restaurant Row desirability and Bloomington's environmental integrity.



Combined Location map for ONB properties
 SP/UV-34-13
 SP-14-14
 SP-26-14

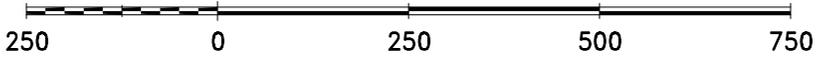
City of Bloomington
 Planning & Transportation



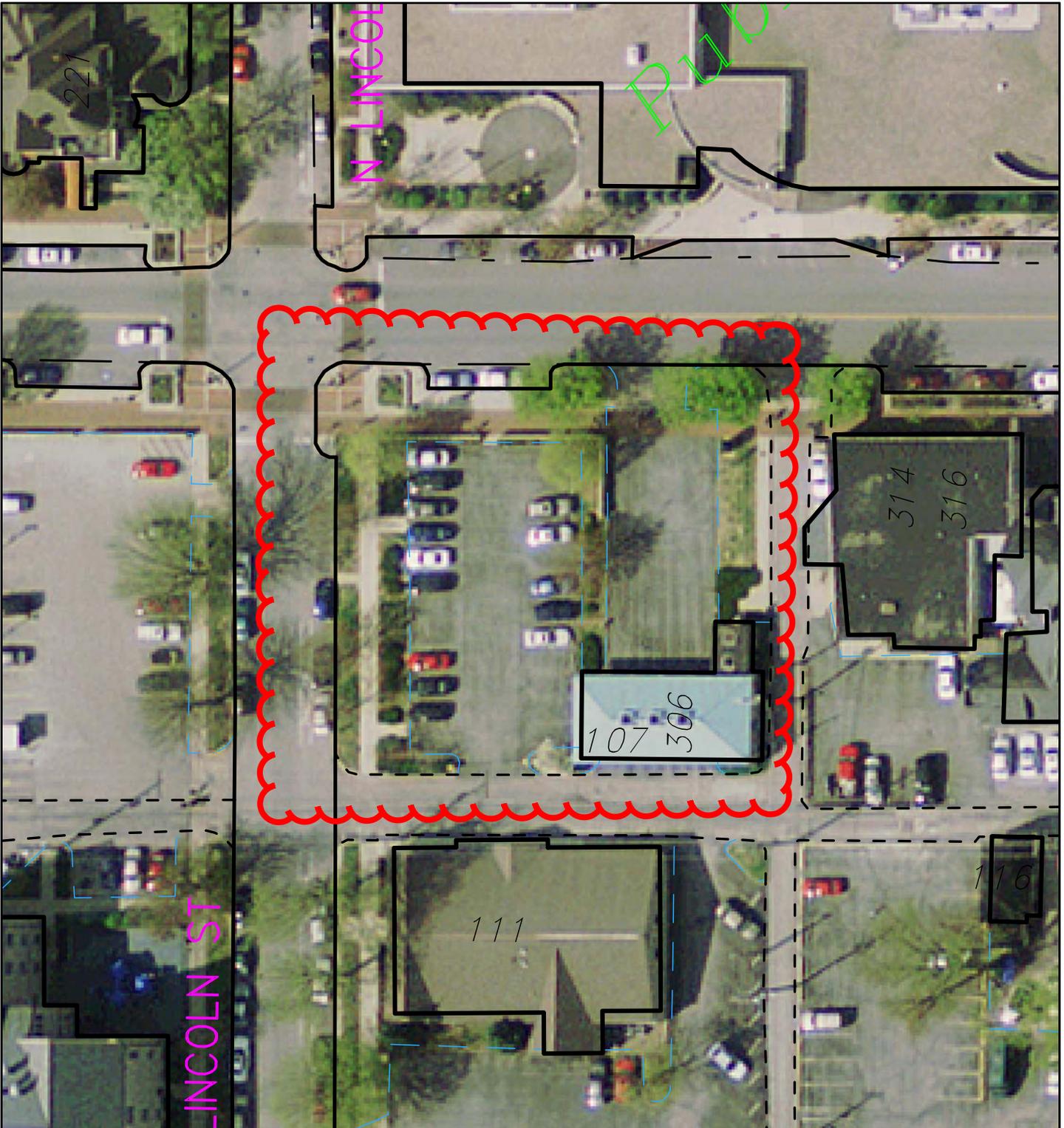
Scale: 1" = 250'

By: roachja

1 Oct 14



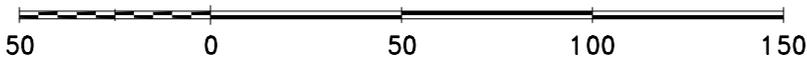
For reference only; map information NOT warranted.



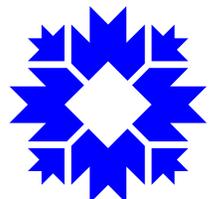
Site C

SP/UV-34-13 2011 Aerial Photo

By: roachja
13 Sep 13

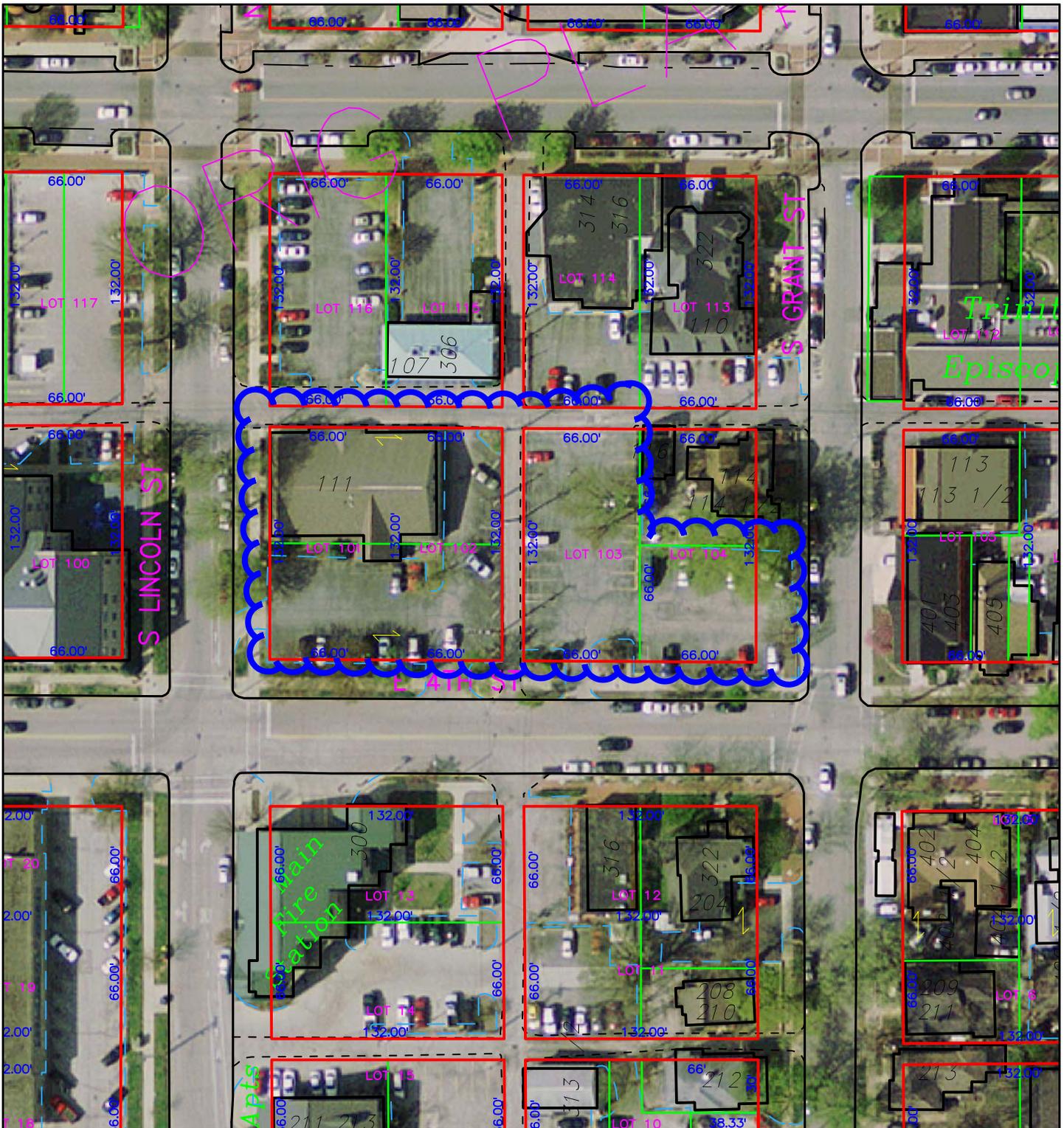


City of Bloomington
Planning



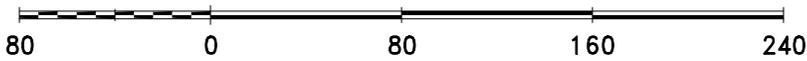
Scale: 1" = 50'

For reference only; map information NOT warranted.

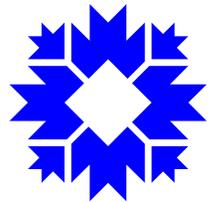


SP-26-14
Site D & E Aerial

By: roachja
1 Oct 14

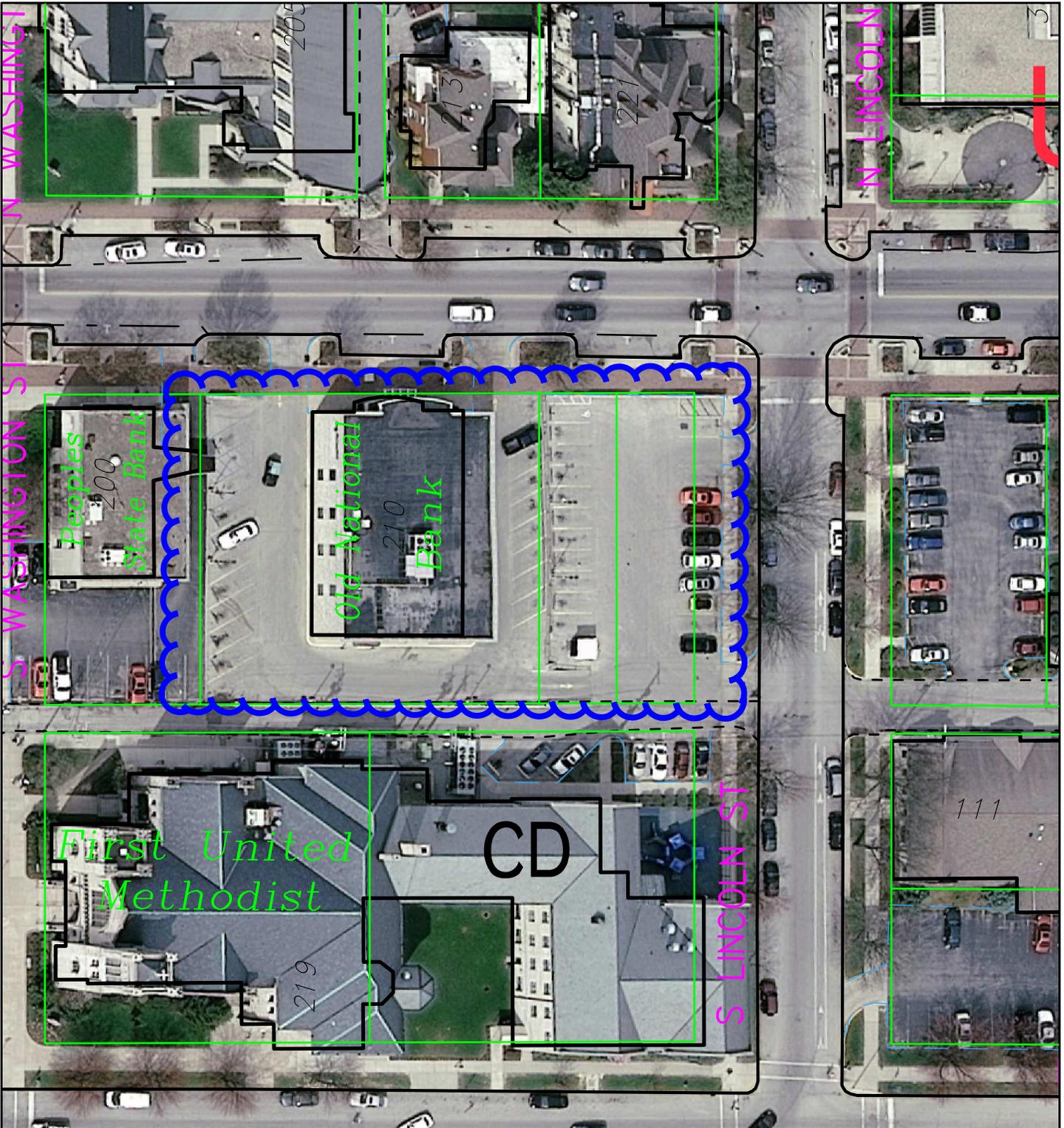


City of Bloomington
Planning & Transportation



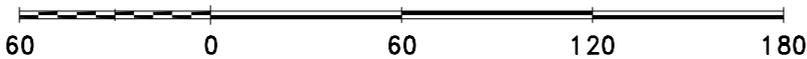
Scale: 1" = 80'

For reference only; map information NOT warranted.



Site B Aerial
SP-14-14

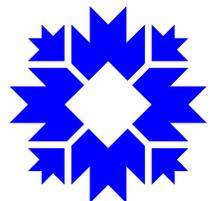
By: shayp
25 Apr 14



For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 60'



September 22nd, 2014

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

Attn: Mr. Tom Micuda

**RE: Bloomington Downtown Development
 Kirkwood & 4th Streets
 Bloomington, Indiana**

PETITIONERS STATEMENT

Dear Mr. Micuda

Studio 3 Design is pleased to submit the attached mix-use development for your consideration. The project scope covers two (2) of the 4 sites (currently owned by Old National Bank) within the downtown with a proposal for (3) new developments represented on these 4 sites. The project zone incorporated by these sites has been identified on the attached documentation as sites "B, C, D & E". This submittal package will focus on sites D & E but the other sites are mentioned as they are part of the holistic view of the downtown sites that we have been asked to consider.

Site "B" -bordered on the North by Kirkwood Avenue, on the East by Lincoln Street, on the South by a public alley, and on the West by an adjacent land owner.

Site "C" -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.

Site "D" -bordered on the South by 4th street, on the West by Lincoln street, on the North by a public alley and on the east by a public alley.

Site "E" -bordered on the South by 4th street, on the East by Grant Street, On the North by an adjacent property owner and on the West by a public alley.

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. Site "B" will be developed as a hotel and is being filed separately by another development group. Site "C" is the future home for ONB bank, their executive offices and some market rate apartments. This site was previously submitted and is outlined below for reference. Sites D & E are the focus of this submittal.

Petitioner's Statement
 SP/UV-34-13 (C)
 SP-26-14 (D/E)

Project Overlay District:

University Village Overlay
Kirkwood Corridor subsection – sites B and C
Restaurant Row subsection- sites D & E

Density: 33 units per acre

Impervious surface:

Kirkwood corridor: 100%

Restaurant row: 85%

Height Standards:

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

Restaurant row: min. 25' – max. 35'

Parking:

None residential: No parking required for Hotel, 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, 4th, 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

Restaurant row: min. of one primary entrance facing 4th street

Street trees:

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

Restaurant row: 5' wide grassed tree plot area

Lighting:

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

Architectural character:

Kirkwood corridor – flat roofs

Restaurant row: incorporate sloped or pitched roofs

Void to solid:

Kirkwood Corridor: lower- 60%, upper 20%

Restaurant row; lower 50%, upper 20%

Windows:

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

Restaurant row- windows to have appearance of double hung window

Materials:

Not permitted as Primary

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

Restaurant Row: EIFS, CMU, natural stone or masonry, precast concrete, vinyl

Not permitted as a secondary material:

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

Restaurant Row: EIFS, Vinyl

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.

Restaurant Row: entrance shall incorporate a front porch, canopy or awning, incorporate 2 or more of the general entrance detailing listed above.

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, Lincoln Street and 4th street with the four sites positioned as outlined above.

The projects will provide a mixed use development that will enhance the urban fabric and add life to the current spotted development along Kirkwood, Lincoln and 4th streets. The development will provide a solid streetscape with varied heights, materials, colors and architectural styles to generate an exciting urban feel filled with hotel, retail & restaurant functions along the main levels with office space and market rate apartments occupying the upper levels. The apartments are clustered with the building entrances off of Lincoln Street to encourage a sense of a neighborhood among the various site locations. Retail and office spaces are concentrated along Kirkwood and Lincoln streets with 4th street targeted for small retail vendors with the streetscape / building massing stepping down to address the smaller scale of 4th street.

Currently, approximately 80% of these sites are covered with open parking lots on grade-providing little if any value to the city's downtown. The new development removes this sea of parking and creates below grade parking garages and screens the remaining grade level parking with new development along the street front. The sidewalks along these new developments are wide and provide opportunities for street trees, street lighting and furniture along with the potential for outdoor seating and retail.

Beyond the obvious physical changes to the area, the development offers a host of innovations and amenities including facilities that are geared toward being "green". Items being considered to help reduce traffic emission include secured covered bike parking on site and city bus stop along Lincoln Street.

Each site will provide space for recycling separation with all rooms for trash and recycling 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 shells will be well insulated,

windows will have low E-glazing with sun screening where determined to be appropriate at commercial locations. Rooftops will be white roofing to reflect sunlight and reduce heat gain. The intent is to provide Rain gardens and bio swales to complement building “green” elements at grade locations on site “E”, the viability of this will be further determined as the City completes their design for the new storm water culvert planned to run through Site “E”. 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, 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 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.

The development will also improve city utilities in the area and clean up utility poles and other obstructions in the currently hard to navigate alleys to create safer, functional travel lanes. The final impacts and routing of utility lines are subject to the plans Duke Energy is developing for the overall area to address not only our sites but the impacts of the City’s expanded culvert system through the area.

Additionally, utilities will be rerouted/ replaced as determined by CBU, this primarily impacts a sewer line that currently runs between sites “D” and “E”.

The development of Site “E” remains a timing issue. The City intends to double the size of the existing storm water culvert that will run through the SW corner of the project site. City utility requires a 10’ building setback from the culvert and sanitary lines. The City can not give a firm timeline for when the work in the area will be done or completed. As such any retail constructed on site “E” prior to this work happening will be closed off by the construction on 4th, Grant and through site “E” making it unlikely to rent, let alone survey. It remains our desire to encourage the City to complete this section of the culvert concurrent with any construction on Site “E” to help obtain a viable development.

Site Specific Information:

Site B – Kirkwood and Lincoln Streets – See Hotel Submittal package.

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	7.00 DUE's used out of available 13.30

<u>Apartment Types</u>	<u>Count</u>	<u>Beds</u>
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) <u>1 vs .66 used based on size of units)</u>	1 DUE x 7 =	7.00 DUE's
Total DUE's used		7.00 DUE's (6.30 under available)

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 th and Lincoln	2 levels - 41'-6"
Church on 4 th 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>2 spaces required</u>
Total required:	2 spaces required

On-site provided:

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

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).

Level 1: Gross building footprint SF.	14,988 s.f.
Bank and bank support functions	6,056 s.f.
Bank drive thru	5,820 s.f.
Apartment building lobby/bike room/trash	1,000 s.f.
Covered customer parking	2112 s.f.

Non-residential use % **94% 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 from 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	50% provided
Kirkwood Street Upper Levels =	20% required	46% provided
Lincoln Street First Level =	60% required	49% provided
Lincoln Street Upper Levels =	20% required	40% provided

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

Site D & E - Lincoln Street, 4th street & Grant street

These sites are being presented as a single site. This is only obtainable through the submittal for and successful receipt of a vacation of the North / south alley between the two parcels.

Alley vacation: – The vacation of the Alley serves to achieve multiple goals:

- Efficient parking can be accommodated to serve the bank, on site “C”, the market rate apartments on sites D & E and to provide over-flow parking for the hotel on site “B” during their peak times on evenings and weekends.
- The alleys are cleaned up and utilities are buried to provide usable travel lanes.
- The garage created on site D can be developed with retail wrapping the public streets and parking within the facility screened from view.
- Overall building massing can be held down as the result of being able to maintain parking on a lower level and a street level to accommodate the parking and overflow parking needs associated with the 4 sites.
- Curb cuts along Lincoln and 4th street are able to be minimized to two locations for drives that interrupt the pedestrian street scape.

Site D Use- Retail, parking & market rate apartment building.

- Lower level will have a full underground parking garage
- Street level will have commercial space wrapping the corner of Lincoln and 4th street, primary entrance for the apartment building and vehicular entrance for the garage on 4th street for the lower level parking and off the alley for the street level parking.
- Level 2 will have market rate apartments built around an internal courtyard.

- Level 3 will have apartments surrounding the central courtyard with several zones where apartments have been peeled away to allow for changes in building massing and the ability to fill the inner courtyard with natural light.
- Level 4 will be held to the North side of the property with the building set back from 4th street to diminish the impact of the 4th story. The fall in grade along Lincoln street heading south actually sets the roof of level 4 approximately 7' higher than the roof of level 3 on site "C". The church across the street remains almost a full story higher than site "D" along Lincoln Street.

Site "E" Use- Retail, & market rate apartment building.

- Street Level will focus on retail with the target use being a restaurant with approx. 5000 sf space provided (final size being determined by final city culvert design and proximity to building footprint).
- A large outdoor seating component will be associated with the retail space and fill the corner of 4th and Grant bringing life to an otherwise dead corner.
- Level two will contain a single 3 bedroom market rate apartment.

Property Density – Zero DUE's counted for retail/ function.

<u>Site D/ E - Apartment Types</u>	<u>Unit Count</u>	<u>Beds</u>
Two bedroom flat	12 Unit	24 Beds
Three bedroom flat	08 Units	24 beds
Three bedroom townhomes	08 Units	24 beds
	29 Units	72Beds

Site D / E - Property density:

Site D: 132'x 132' = 17,424sf/ 43,560 = .4 acre x 33 =	13.20 DUE's available
Site E: 132'x 66' plus 66' x 66'= 13,068/ 43,560 = .3 acre x 33 =	9.90 DUE's available
Alley vacation: 12' x 132' = 1,584 / 43,560 = .04 acre x 33	<u>1.32 DUE's available</u>
Total available	24.42 DUE'S

2 bed	.66 DUE x 12 =	7.92 DUE's
3 bed	1.00 Due x16 =	16.00 DUE's

Total DUE's used	23.92 DUE's	(24.42 available)
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Site D/ E – Retail/ office Space:

3,653 sf on site D
 5,000 sf on site E
8,643 sf total retail space

Ground Floor non-residential percentages

Site "D" 21% retail, 75% parking garage dedicated to retail bank/ hotel, 4% lobby space

Site "E" 97% retail, 3% lobby/ stair access for residential

Combined average 59% retail or 96.5% non-residential on level 1

Site D/ E - Parking Counts

Required:

Retail	0 required
Office: bank lease	32 desired w/ lease
Apartments: (5) for first 20 beds plus .8 x 52 beds = 42	<u>47 spaces required</u>
Total required by code	47 required
Total desired for Project:	78 spaces desired

On-site provided:

Parking garage	84 spaces
Street parking	<u>10 spaces</u>
Total provided	94 spaces

Site D/E- Location/ Concept

The site stretches from Lincoln street to Grant street along 4th. The current desire is to vacate the alley between the two sites and create one more usable piece of property to efficiently and effectively deal with parking needs, provide for retail opportunities and create a development that offers life and excitement along the street front in place of open surface parking lots.

Site D/E - Building Scale / Massing / Articulation

Great care and effort has been taken to maintain the overall building height below that of the surrounding buildings and to break up the massing both vertically and horizontally across the site. Masses range from 1 to 4 levels depending on our location along 4th street with the overall intent to be step the massing down as you run from the 58 to 80' high church at the west to the 2 story homes that line restaurant row to the east.

Site D/E- Window detailing

The windows are comprised of two primary modules geared toward a more modern feel. The street level is lined with retail storefront that goes from grade to a min. of 9' aff. The upper story glazing is comprised of ganged window units with simple clean detailing, often wrapped / cased in a contrasting trim to create the impression of a single larger unit.

Site D/E - Parking Garage

Parking is located on two levels, a below grade parking garage entered from 4th street and a street level garage entered off of the east West alley on the North side of site "D". All parking is covered and screened from view from the street.

Site D/E - Site Accessibility

The sites main building entrances are on Lincoln and 4th streets are ADA compliant. Elevators from the garage will be passcode protected for access vertically into the apartments. All other building access points are through secured stair towers on site "D". On site "E" the building entrance is off of 4th street with a secondary entrance for the upstairs apartment facing Grant street.

Site D/E - Building Façade modules

The building meets the UDO's requirement for physical breaks in the horizontal plain of the building, and provides a 4 foot setbacks at the entry and building massing break points along both Lincoln and 4th streets.

Site D/E -Building Materials

The building materials vary to create a modern, colorful downtown eclectic feel with building masses divided by a mix of storefront wall systems, colorful large scale cementitious panels, punched openings, architectural cast stone, Limestone and multiple colors of face brick that articulate the façades. The building materials on the alley façades and interior courtyards continue with the use of a cement board and cement panel system. These various materials delineate and mitigate the scale and mass of the building vertically and horizontally to help fit into the scale and character of the area.

Site D/E - Bike Storage/ Parking

The building provides secured covered bike storage for **16 bikes** in a bike room on Lower level and 6 bike parking spaces are provided along Lincoln Street at main apartment entrance and 6 spaces provided at 4th & Grant retail development.

Site D/E -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 4th Street and Lincoln streets. Portions of the building step back to provide interest and natural breaking points for material changes along the façade.

Site D/E -Void To Solid Ratio:

4 th Street First Level=	50% required	47.5% Provided
4 th Street Upper Levels (2 ND and 3rd Levels) =	20% required	38.2% Provided
Lincoln Street First Level=	50% required	41% Provided
Lincoln Street Upper Levels (2 ND through 4th Levels) =	20% required	31.2% Provided

Site area= 0.74 acres

Impervious percentage = 100% current

Site D and E estimated = 95% combined (dependent on culvert final design)

Site D/E- Building Entrances

The building has (1) public pedestrian entrance at the West façade for the apartments – on Lincoln street, public entrances to retail off of 4th street and Lincoln street. (2) Private entrances into stair tower accessed from the exterior and internal parking garages. Access drives are two way off of 4th street into the lower level parking garage and from the east West alley for the street level garage.

Site D/E -Trash Removal

Trash removal has been provided at the East / west Alley between sites D & E. The trash container will be located within an enclosed area furnished with a rolling door to be opened only

on day(s) of trash collection. This area will also be accessed from the inside the building for tenant disposal of trash. The grade will be leveled at this location to assist in the roll-out of trash container on collection day(s).

Site D/E - 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 provisions for the separation and collection of various recycling components.

Site D/E - Water Service & Meter Pit

The project will connect to an existing 12" water line on 4th street. A master meter will be installed with -in the City right of way along 4th to serve the retail and apartment building. It will house the necessary meters and fire apparatus. The PIV connection will be installed at this location. A separate Siamese connection will be back fed from the meter pit on 4th 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.

Site D/E -Sewer Service & Grease intercept

The project will connect to the city sewer mains on 4th. The current Main is in good shape. A connection will be made to the existing City sewer main routed around site "E" and down 4th street. All connections will be lateral connections with standard patching of the street as required. A new main will need to be installed to reroute the main currently running in the North South alley that we are requesting to vacate – this has been confirmed with CBU. Grease intercepts will be located along 4th street as well. There is no existing Sewer on Lincoln Street- CBU did not see a need to add one.

Site D/E -Storm water

Roof and plaza drains will be routed through a mechanical BMP or aqua-swirl prior to exiting into the city storm system on 4th street. The storm line may need to be installed on 4th street back to the box culvert. Additional storm lines may need to be installed on Lincoln Street. The box culvert running across site E is scheduled for replacement by the city in 2015-2016 and may move further to the SE creating more usable space on the site.

Site D/E -Site detention for water:

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

Site D -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 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 Northeast corner exterior wall of the building. Additional coordination is underway to determine the rerouting and or burial of power lines currently running in the north South alley we are requesting to vacate.

City of Bloomington Planning Department
Sept. 22nd, 2014
Page 15

Respectfully submitted,

STUDIO 3 DESIGN, INC

A handwritten signature in black ink, appearing to read "Timothy W. Cover". The signature is fluid and cursive, with the first name "Timothy" and last name "Cover" clearly distinguishable.

Timothy W. Cover



RATIO

Architecture Preservation Interior Design Landscape Architecture Urban Design & Planning Graphic Design

May 7, 2014

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

Attn: Mr. Tom Micuda

Petitioner's Statement Kirkwood ONB Site

Location

The project is located 210 E. Kirkwood Ave, at the NE corner of Kirkwood and S. Lincoln St. The site is currently being used by Old National Bank for operations, and is generally known as "Site B" with relation to parcels being sold by Old National Bank. A large majority of the site is an existing surface parking lot for bank customers and employees.

Existing Site

The existing site is .64 acres in size and is located within the University Overlay district. The existing building is oriented with the front facing E. Kirkwood Ave. The proposed structure will be orientated with fronts facing E. Kirkwood Ave. and S. Lincoln Street. All existing improvements on site will be demolished.

Project Overview

The project is located in central Bloomington, along Kirkwood Avenue and Lincoln Street. The project will provide a hotel development that will enhance the urban character and add to the eclectic nature of the uses and design of the neighborhood. The hotel is of a boutique character that will have a unique design on the exterior and interior, modeled off other AJ Capital hotel developments in similar markets with a large University presence. The street façade will present a hotel and hospitality character, with lobby, food and beverage operations of a retail nature. The interiors will be designed in a unique, locally referenced idiom designed specifically by AJ Capital for this Bloomington location and context. The Second Floor will have parking spaces within the building to accommodate approximately 50% of the guest room key count, and the 3rd-5th Floors will be dedicated to hotel rooms. The top, 6th Floor will be set back from the façade line on both Kirkwood and Lincoln, and will provide a combination of guest rooms and a rooftop bar at the street corner facing northeast. This indoor/outdoor roof top venue is a signature element of AJ Capital's hotel developments. There will be modestly sized meeting room facility and exterior landscaped courtyard on the 3rd Floor, thus covering all parking areas and creating another asset to the community.

Presently, the site is used by Old National Bank for their Bank facility and surface parking, both of which will need to be relocated to other sites in the Kirkwood neighborhood, allowing the development of this site as a hotel, with food and beverage operations that will add to the existing vitality of the street. The Kirkwood façade along the streetscape will

Petitioner's Statement – Kirkwood ONB Site B

Page 2

May 6, 2014

step back at the western end of the site to provide an urban oasis along Kirkwood that will provide outdoor seating areas for the retail uses in the hotel development.

AJ Capital does not intend to formally submit the project for LEED Certification; however, the project will be designed to be sustainable and to respect the City's desire to incorporate "green" environmental practices into project development. RATIO has designed dozens of LEED projects, including a number of LEED Gold projects and so is well acquainted with sustainable design principals. The development is located on Public Transit, and we will provide secured bicycle parking. Accommodations for a full range of recycling will be made in the design, as well as the use of recycled materials in the construction, and the utilization of building materials produced within 500 miles of the site. The building envelope will be well designed to exceed current energy demand standards in the industry, to include high performance glazing and reflective roof surfaces. The design intent is also to provide a partial green roof and landscape roof decks at selected locations. Water usage will be minimized thru the use of lower flow fixtures. Electricity usage will be minimized thru the use of efficient light fixtures, and energy management controls in the guest rooms.

Development Information**Use-Hotel and accessory support facilities including parking (use permitted under the UDO)**

1. 6 Level Building on Kirkwood and Lincoln, 3 Levels along the southern alley.
2. Level 1-Hotel Lobby, Food and Beverage Services, Hotel Offices and Support Spaces, Loading, Trash/Recycling Room and 9 grade-level guest parking spaces for check in and short term guest use.
3. Level 2-61 enclosed and secured parking spaces.
4. Levels 3-5-Guest Keys (Rooms), Meeting Rooms, Fitness Center (Rooms)
5. Level 6-Guest Rooms and Rooftop Bar
6. Total number of Guest Keys-141

Development Standards-University Village Overlay (UVO) District**20.03-150 University Village Overlay District Intent**

The proposed Kirkwood Hotel will meet the intent of the District by supplementing the diversity of land uses and mix of developments along Kirkwood, and serving as a key focal point and transition between the Downtown Core/Courthouse Square and the Indiana University Campus. The hotel will serve both aspects of the community, Downtown and University. The traditional main street character of the Kirkwood Corridor as a strong, pedestrian friendly route will be enhanced with a lot line façade, retail storefront design of the facades and pedestrian features in the streetscape design.

20.03-190 University Village Overlay District Development Standards**Density and Intensity Standards-Project Complies with UDO**

Maximum Residential Density: Not Applicable

Maximum Impervious Surface Coverage: Kirkwood Corridor, 100%

Height Standards-Project Requires Waiver from UDO

Maximum Structure Height: 40 Feet

Petitioner's Statement – Kirkwood ONB Site B

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May 6, 2014

Actual Project Height: 67 feet (Note; top or 6th Floor is setback, so that the 5th Floor Roof line is appx. 55 Feet)

The noted heights are at the highest instance at the corner of Kirkwood and Lincoln; the building will be set into grade as Kirkwood slopes up to the west. The hotel's need for at least some level of parking on site necessitated the addition of one parking floor, which has raised the building's height by 11 feet. Without the Parking the roof line would be approximately 55 feet. The design of the building is such that the top floor will be significantly recessed back from the façade by approximately 8 feet, thus helping to relieve the overall height's visual impact. In addition, the building is backed by the Church to the south, which is one of the taller structures in the UVO District, with heights ranging from 56 feet at the roof to 80 feet at the tower.

Parking Standards- Project Complies with UDO

Minimum Surface Parking Setback-Kirkwood Corridor: 20 Feet behind Primary Structure's front building wall

Actual Project Setback: Parking is enclosed within building footprint > 70 feet

Residential Parking Standard: Not Applicable

Nonresidential Parking Standard: No parking required

Actual Project Parking: 70 Parking Spaces on Levels 1 and 2

Building Setback Standards-Project Complies with UDO

Maximum Front Setback: 15 Feet

Actual Project Front Setback: 0-15 feet

Minimum Side and Rear Setback: 0 Feet

Actual Project Side and Rear: 0 feet

Ground Floor Nonresidential Uses-Project Complies with UDO

Minimum Ground Floor Nonresidential Uses: 50% of Ground Floor Area

Actual Project Ground Floor Nonresidential Use: 56%-27,729sf Site Area-15,500sf Ground Floor Area (non-parking use area)

20.03-200 University Village Overlay Architectural Standards**Site Plan-Project Complies with UDO**

Building Orientation: Minimum of 1 Pedestrian Entrance Located on Kirkwood

Actual Site Plan Design has two entrances on Kirkwood, one of which is within 3 feet of adjacent sidewalk.

Street Trees

Landscape Design will comply with Chapter 20.05, Landscaping Standards

Petitioner's Statement – Kirkwood ONB Site B

Page 4

May 6, 2014

Lighting

Lighting Design will comply with UDO and as approved by the Board of Public Works

Mechanical Equipment and Service Areas

All mechanical equipment will be in the rear of the building, off the alley, or in fully screened rooftop locations setback from the facades to screen the equipment from adjacent streets

Architectural Character-Project Complies with UDO*Roofs or Building Cap: Kirkwood Corridor*

The building design will have a flat roof with parapet < 15% of supporting wall height.

Void to Solid Ratio: First Floor transparent areas to exceed 50% sf total First Floor wall area.

The hotel will have 75% transparent glass area on the First Floor.

Upper Story Windows

The hotel window frame heights will be a minimum of 1.5 times the window frame width, and be visually distinct from the primary exterior finish materials (masonry).

Materials

The design will utilize masonry as the primary façade material facing Kirkwood and Lincoln, and no prohibited materials will be utilized as primary or secondary materials. The design intent of the Petitioner is to create an eclectic urban, contextual image thru the juxtaposition of historic and classical forms and used in a contemporary manner. References are made to historical, industrial influences of Bloomington's manufacturing and Indiana limestone mining heritage.

Entrance Detailing: The primary pedestrian entrance shall incorporate three (3) or more of the following design features;

The three design features to be used will be finalized as the building design evolves, but will include at a minimum; Recessed Entry (4 feet), Ornamental Paving and integrated landscape planters, Canopy, Pilasters of façade module projecting from the building plan, or Prominent Building Address, Building Name and enhances entryway lighting.

Mass, Scale and Form-Project Complies with UDO*Building Façade Modulation*

The building design as developed will have a maximum 50' module on the street frontage, and the module offset is a minimum of 3% of the module length to conform with the UDO.

Building Height Step Down: Applicable as the First United Methodist Church is considered a Contributing Historic Structure in the 1986 City of Bloomington Interim Report.

The hotel adjacent to a Contributing Historic Structure, however, the project conforms to the UDO as the project as designed is approximately 11 feet higher than the church roofline, and 13 feet lower than the Church spire.

Petitioner's Statement – Kirkwood ONB Site B

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Additional Information**Site Streetscape Improvements**

Construction of the project will require removal of existing sidewalks along Kirkwood and Lincoln. Completion of the project will result in a new streetscape along both roadways. The Kirkwood streetscape will match the existing concrete and brick paver pattern utilized along the Kirkwood corridor including new street trees in tree grates. The Lincoln streetscape will consist of a brick and concrete sidewalk as utilized on Kirkwood, yet will have a wide tree plot as opposed to hardscape and tree grates. It is the intent to attempt to preserve the large street trees in existing along Lincoln if they are sufficiently healthy and work can be accomplished around them.

Bike Storage and Parking

Bike storage and parking will be provided in the ground level parking area, in compliance with the UDO.

Building Entrances

The hotel will have 3 public pedestrian entrances; one at the corner, one at the western end in the site setback on Kirkwood, and one from the rear on grade parking area. Controlled access will be provided from the 2nd Floor Parking area directly into the hotel.

Trash Removal and Recycling

Trash removal will be accomplished from the alley, via a screened/enclosed trash area off of the grade level parking area. This area will serve the hotel and all food and beverage operations, and will be a level grade location to accommodate rolling trash containers on collection days.

Area will be provided for the separation of goods for collection, in the same area as the trash removal area noted above.

Building Deliveries

The 2nd Floor of the building is elevated to the extent that vans, and non-semi trucks will be able to access the loading area under the 2nd Floor Parking deck. Semi-truck deliveries will be accomplished from the alley through the grade level parking area.

Curb Cut/Parking Driveway

The hotel parking driveway and vehicular entrance is location adjacent to the existing alley on Lincoln, and will be provided with the following protective features, to protect pedestrians on the Lincoln sidewalk.

1. Accessible type warning paving for visually impaired pedestrians.
2. Wall Openings between the Alley and Drive way to allow visual observations of exiting vehicles.
3. Audible and visual (strobe) warning of exiting vehicles.

Sanitary Sewer

Sanitary sewer service for the building will be provided by a connection to the existing City main running west to east in the alley. Sewer facilities will also include a grease interceptor for the hotel kitchen and restaurant user. The grease interceptor will be located with the first level service area of the parking garage. No improvements to the existing City sanitary sewer main are required.

Petitioner's Statement – Kirkwood ONB Site B

Page 6

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Water Service

Domestic water service and fire protection will be provided by a new connection from the site to the existing City water main along Kirkwood. A master meter pit with a monitored post-indicator valve and fire department connection will be located within the outdoor seating area located at the northwest corner of the site. Encroachment within the public right of way should not be required. No improvements to the existing City water main are required.

Storm Sewer

A new storm sewer system will be installed along Lincoln and within the alley to convey runoff from the site to the City storm sewer network. Building roof drains and downspouts will be connected to a below grade system to alleviate runoff flow onto the public sidewalks.

Storm Water Detention

The existing site is currently 100% impervious area. Site development will not result in an increase in runoff and therefore storm water detention is not required or proposed.

Respectfully Submitted,

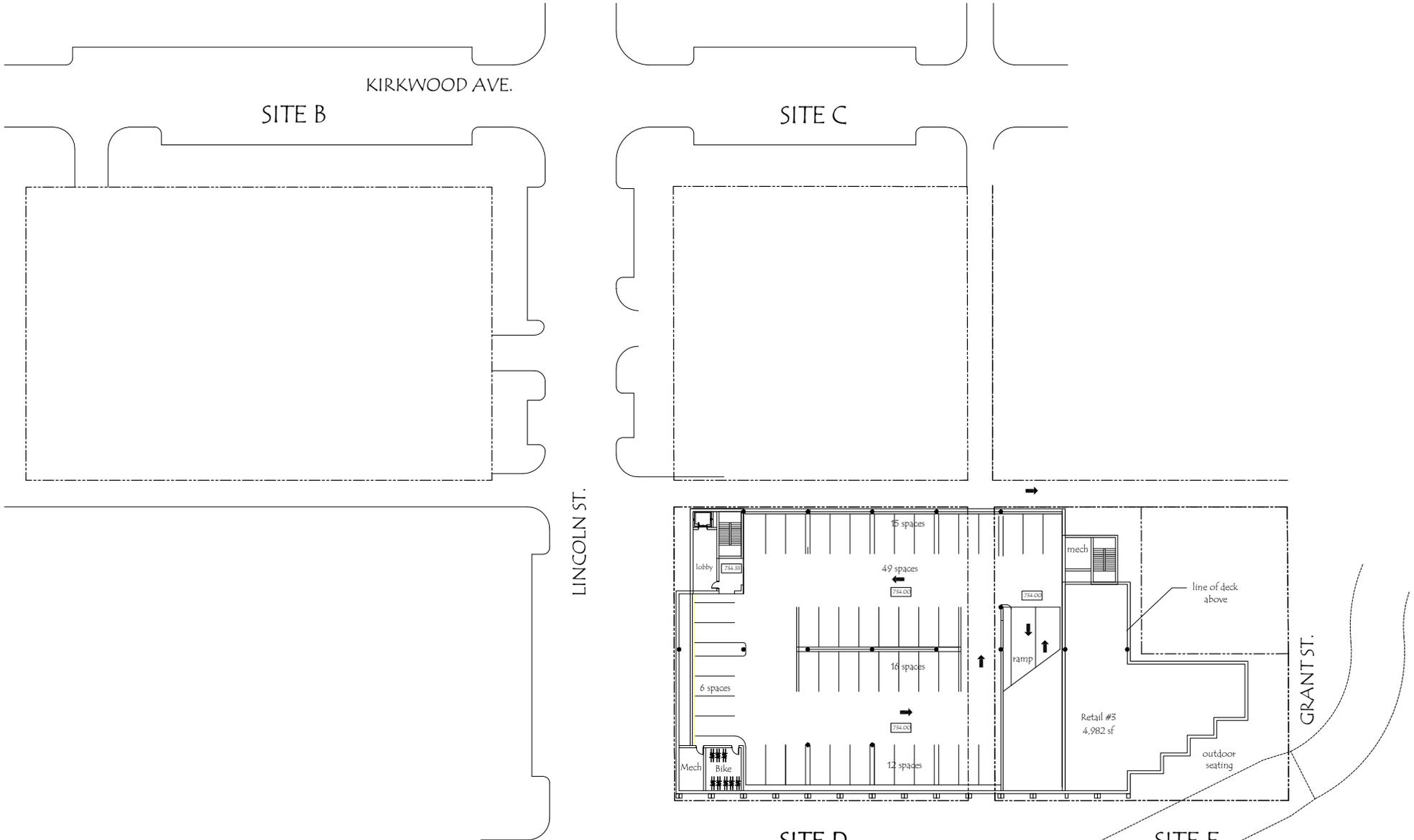
RATIO Architects



Craig M. Smith, AIA

Associate Principal and Studio Leader

Cc: Tim Franzen – AJ Capital Partners
Chris Boardman-RATIO
Steve Brehob – Smith Brehob
RATIO Personnel – RATIO Architects, Inc. CF W:\2013\13138 - AJCP Bloomington ONB Sites B & D\Management\Code and Agency Approvals\Plan Commission\Plan Commission Submittal Letter 05-07-14.docx




 SITE C-D-E
 Below grade parking

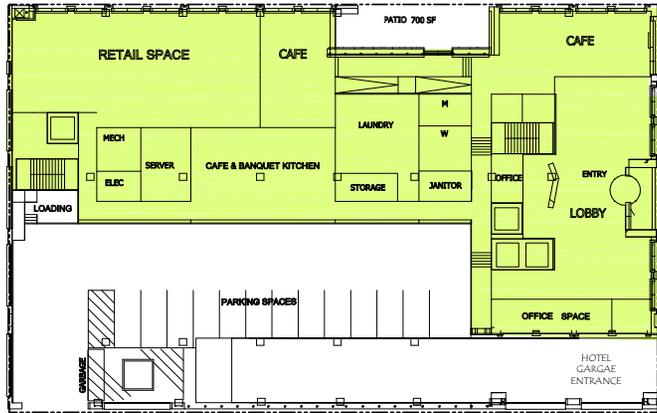


Site plans
 Parcels B, C, D, & E

KIRKWOOD AVE.

SITE B

SITE C



- RETAIL/OFFICE
- MARKET RATE APARTMENTS



SITE C-D-E
STREET LEVEL PLAN

SITE D

SITE E

4TH STREET



KIRKWOOD AVE.

SITE B

8 SPACES

4 SPACE

PARKING

SITE C

RETAIL/ OFFICE
MARKET RATE APARTMENTS

LINCOLN ST.

5 SPACES

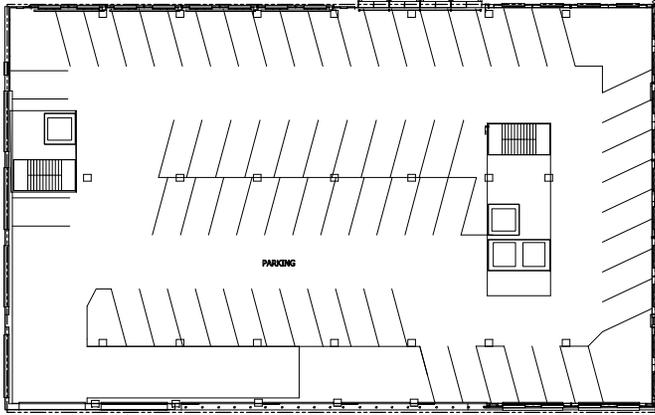
SITE D

4TH STREET

SITE E



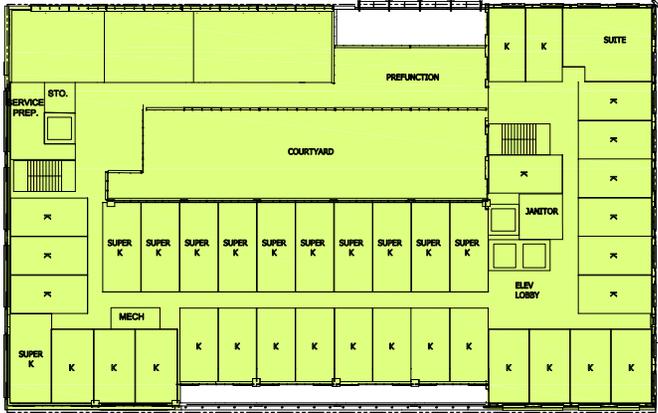
SITE C-D-E
LEVEL 2



KIRKWOOD AVE.

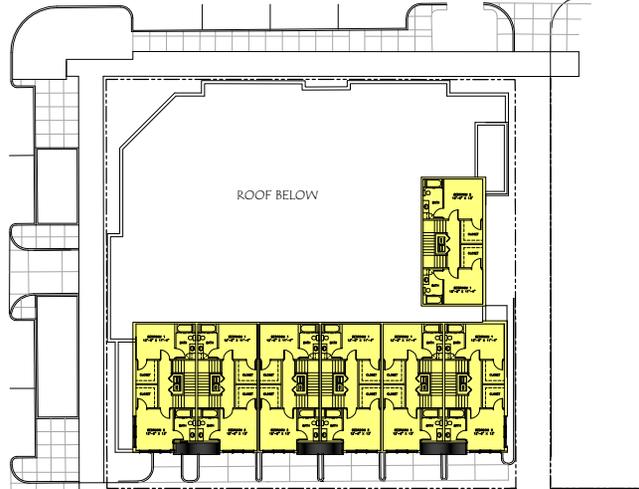
SITE B

8 SPACES



4 SPACES

SITE C



- RETAIL/ OFFICE
- MARKET RATE APARTMENTS

LINCOLN ST.



SITE D

SITE E

4TH STREET

GRANT ST.



SITE C-D-E
LEVEL 3

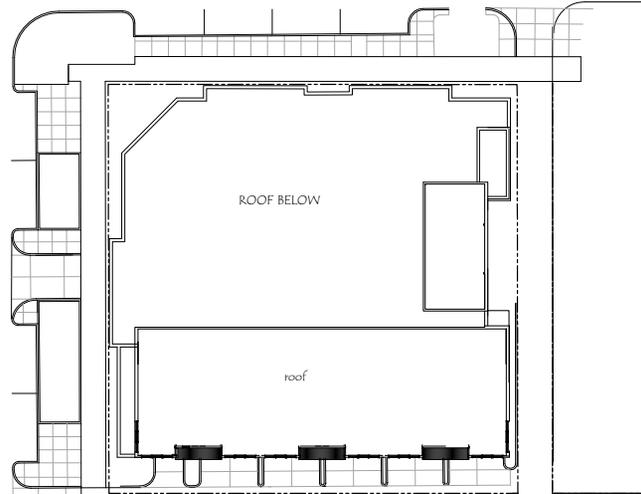
KIRKWOOD AVE.

SITE B

8 SPACES

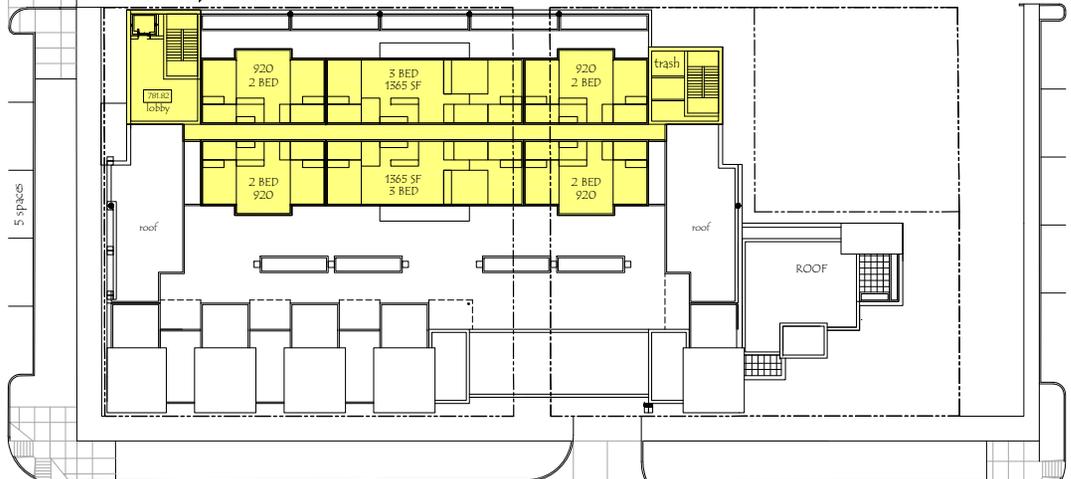


SITE C



- RETAIL/ OFFICE
- MARKET RATE APARTMENTS

LINCOLN ST.



GRANT ST.

SITE D

4TH STREET

SITE E



SITE C-D-E
LEVEL 4

KIRKWOOD AVE.

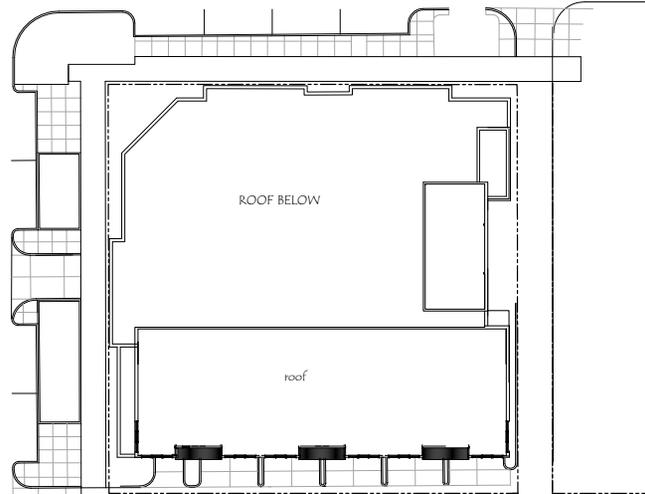
SITE B

8 SPACES



4 SPACES

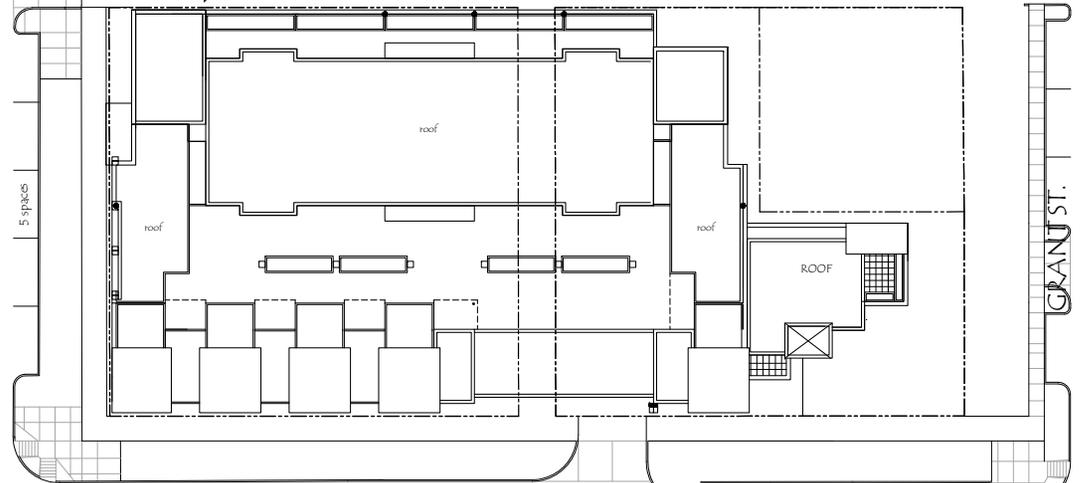
SITE C



- RETAIL/ OFFICE
- MARKET RATE APARTMENTS

LINCOLN ST.

5 SPACES



SITE D

4TH STREET

SITE E

GRANJ ST.



SITE C-D-E
ROOF PLAN

PARKING GARAGE:

SITES B, C, D, & E

93 spaces provided

use	required by code	desired	provided	8:30 am to 5 pm	5:30 pm to 8:30am	weekend
apartments:	49	49	49	49	49	49
bank:	0	32	32	32	0	0
hotel - site "B" on-site parking	0	70	70	70	70	70
hotel: valet-weekdays	0	13	13	13	13	13
hotel valet: night/weekends	0	32	0	0	32	32
retail:	0	0	0	0	0	0
total:	49	195	164	164	164	164

retail street parking:	0	31	31	31	31	31
	49	195	195	195	195	195

hotel 8-5 pm weekdays - parking ratio $83 / 141 = 59\%$

hotel 6pm - 8 am & weekends - parking ratio $115 / 141 = 82\%$

DESIRED PARKING

Retail street:	31
Retail dedicated:	0
BANK:	32
HOTEL: (.8 X 141) dedicated	(112) 70
business hours valet:	10
after hours valet:	(32) bank spaces
APARTMENTS:	2 (14 beds)
APARTMENTS:	47 (72 beds)

bank spaces are 9 -5 with hotel valet access to spaces 6 pm to 8 am weekdays and all weekend.

CODE REQUIRED PARKING

RETAIL:	0
BANK:	0
HOTEL:	0
APARTMENTS:	02 (14 BEDS)
APARTMENTS:	47 (72 BEDS)

total REQUIRED 49

PARKING AVAILABLE:

HOTEL GARAGE:	70
SITE C/D/E GARAGE:	94
Site "E"	0
STREET Site "B"	12
STREET Site "C"	8
STREET Site "D"	5
STREET Site "E"	6

total AVAILABLE: 195

APARTMENTS LEVELS 2, 3 & 4

site "C"
2 BEDROOM TOWNHOMES 07 UNITS 14BEDS 4.62 due's

site "D & E"
2 BEDROOM FLAT 12 UNITS 24 BEDS 7.92 due's
3 BEDROOM FLAT 11 UNITS 33 BEDS 11 due's
3 BEDROOM TOWNHOME 05 UNITS 15 BEDS 05 due's

TOTALS 28 UNITS 72 BEDS 23.92 due's

TOTALS 35 UNITS 86 BEDS 28.54 due's

AVAILABLE due's

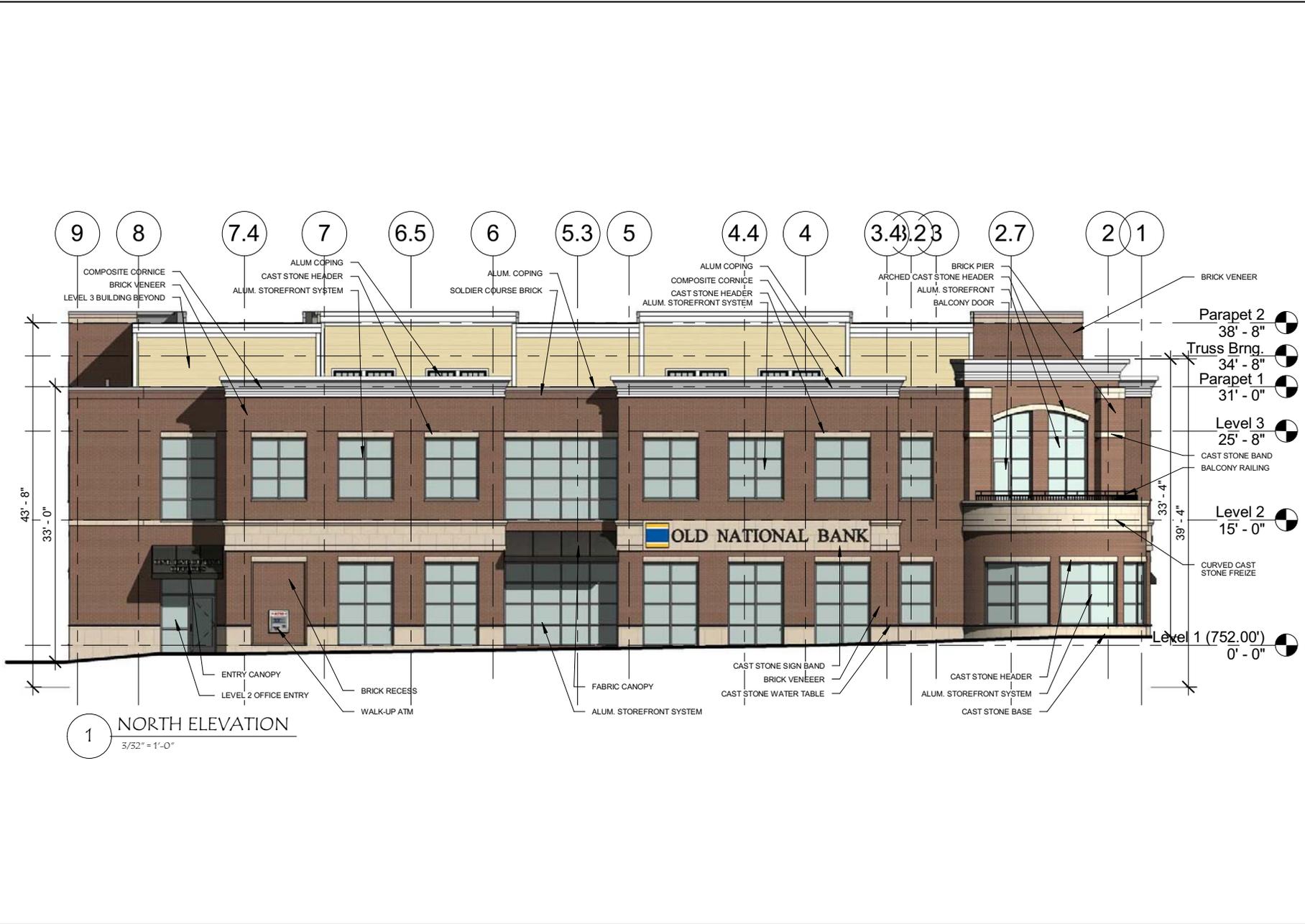
site "C" .4 x 33 13.2 due's

site "D" .4 x 33 13.2 due's
site "E" .3 x 33 9.9 due's
alley .036 x 33 1.19 due's

24.29 due's

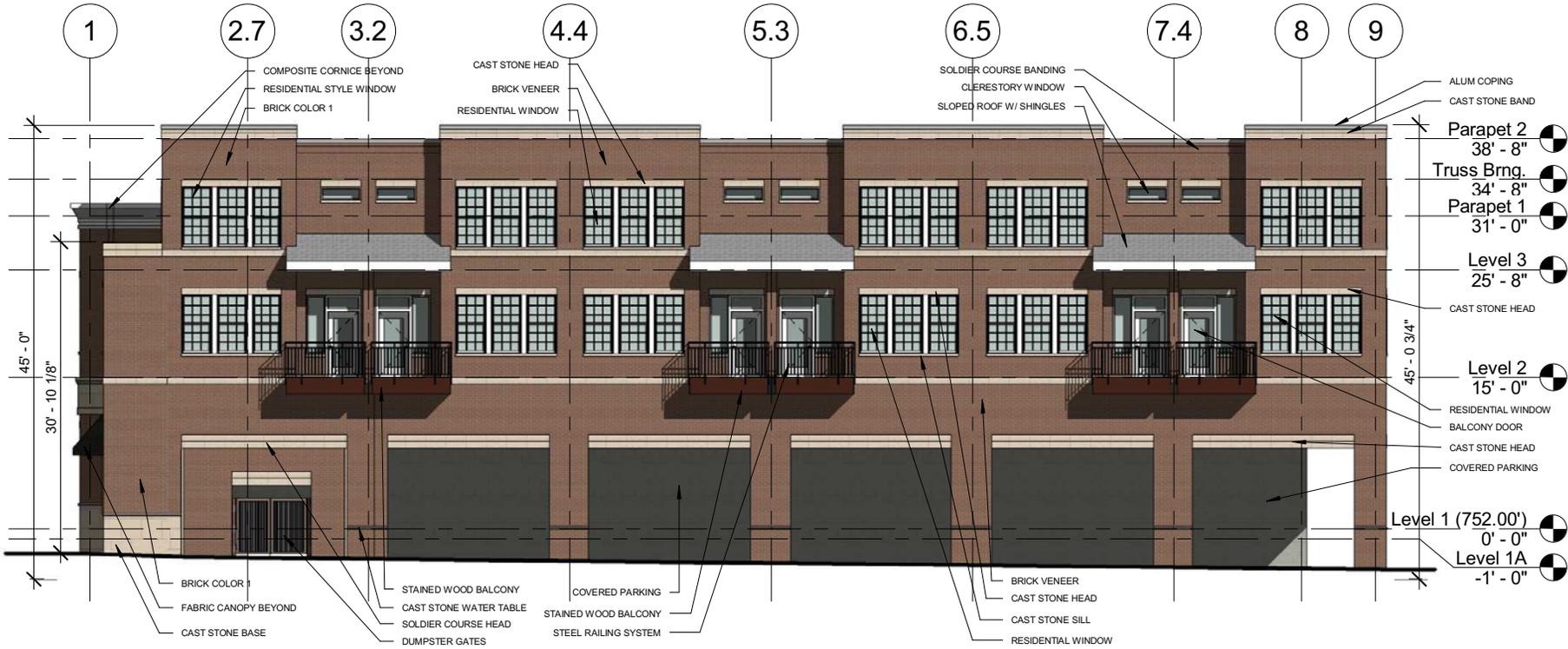
37.49 due's

Parking Breakdown



SHEET NUMBER A5	
SHEET DESCRIPTION NORTH ELEVATION	
PROJECT NO. 13018.02	DATE 9/22/2014
GMS-PAVILION PROPERTIES, LLC. PAVILION CENTER ON KIRKWOOD BLOOMINGTON, INDIANA	

SP/UV-34-13
Elevation



1

2.7

3.2

4.4

5.3

6.5

7.4

8

9

SHEET NUMBER
A7

SHEET DESCRIPTION
SOUTH ELEVATION

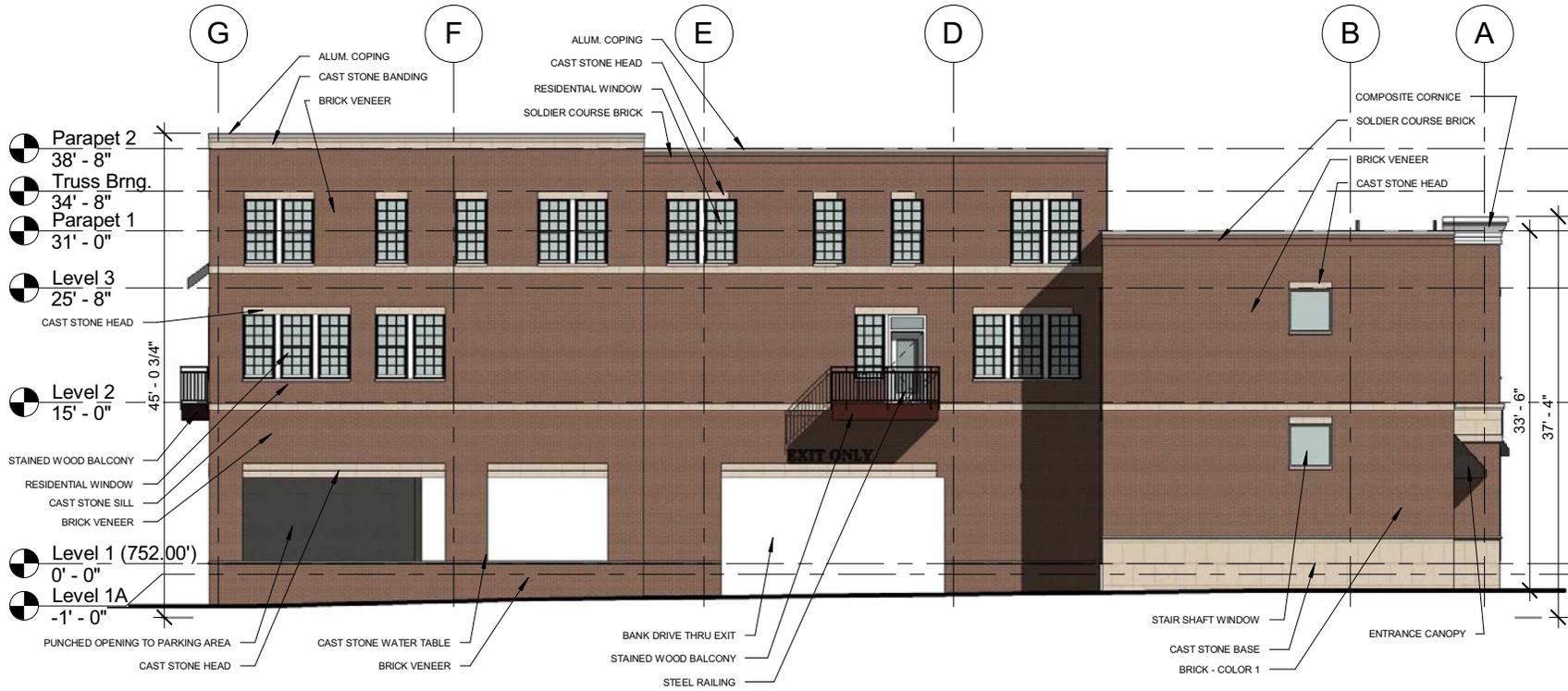
PROJECT NO.
13018.02

DATE
9/22/2014

GMS-PAVILION PROPERTIES, LLC.
PAVILION CENTER ON KIRKWOOD
BLOOMINGTON, INDIANA

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





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

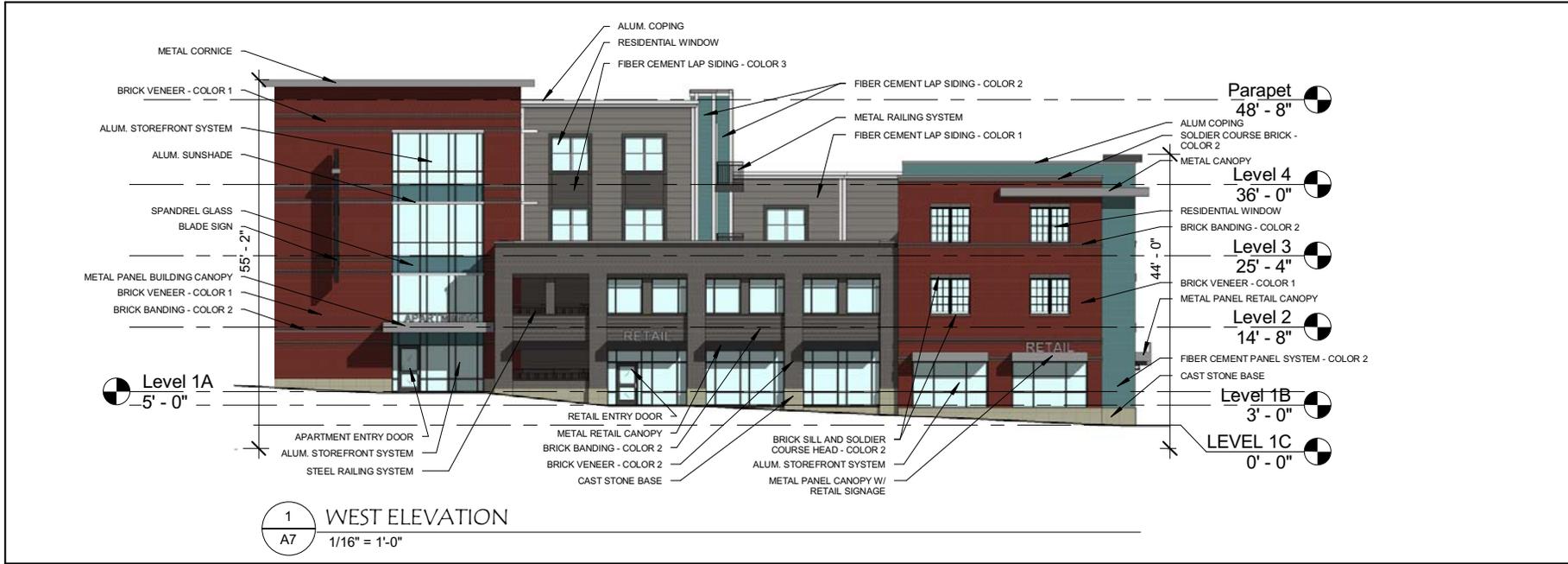
SHEET NUMBER A8	
SHEET DESCRIPTION EAST ELEVATION	
PROJECT NO. 13018.02	DATE 9/22/2014
GMS-PAVILION PROPERTIES, LLC. PAVILION CENTER ON KIRKWOOD BLOOMINGTON, INDIANA	

SP/UV-34-13
Elevation

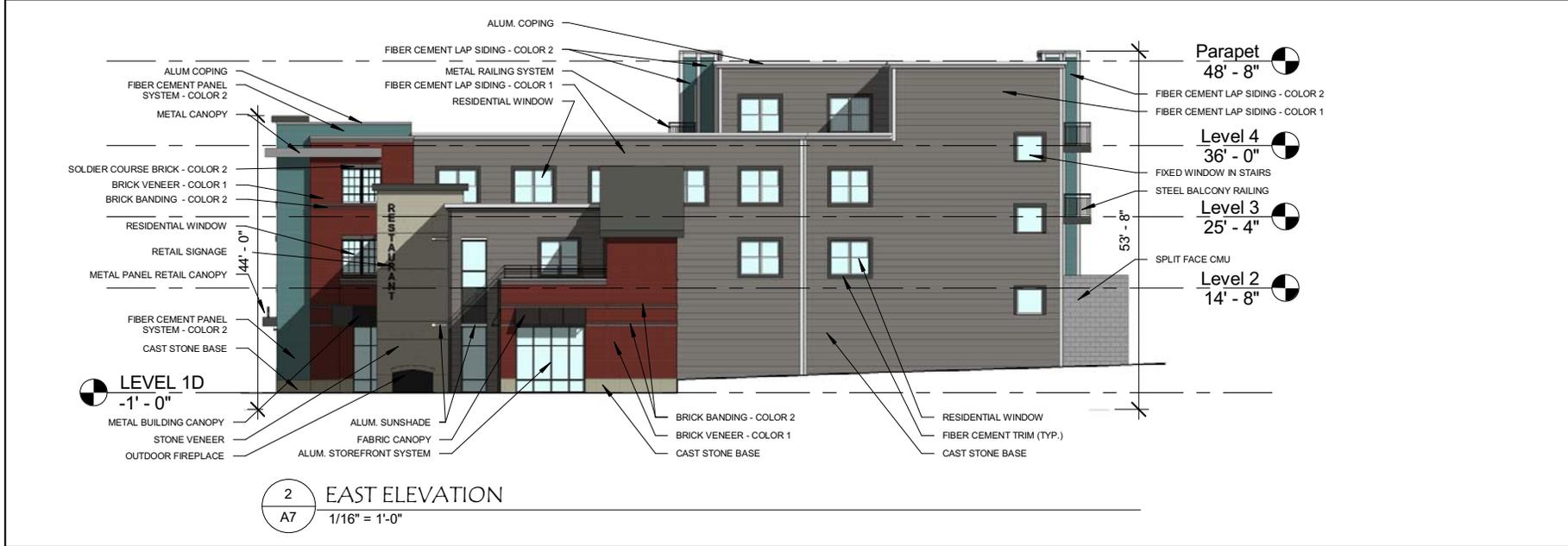


1
A9 VIEW FROM NORTH WEST 1

SHEET NUMBER A9	
SHEET DESCRIPTION VIEW FROM NORTH WEST 1	
PROJECT NO. 13018.02	DATE 9/22/2014
GMS-PAVILION PROPERTIES, LLC. PAVILION CENTER ON KIRKWOOD BLOOMINGTON, INDIANA	
	



1 WEST ELEVATION
A7 1/16" = 1'-0"



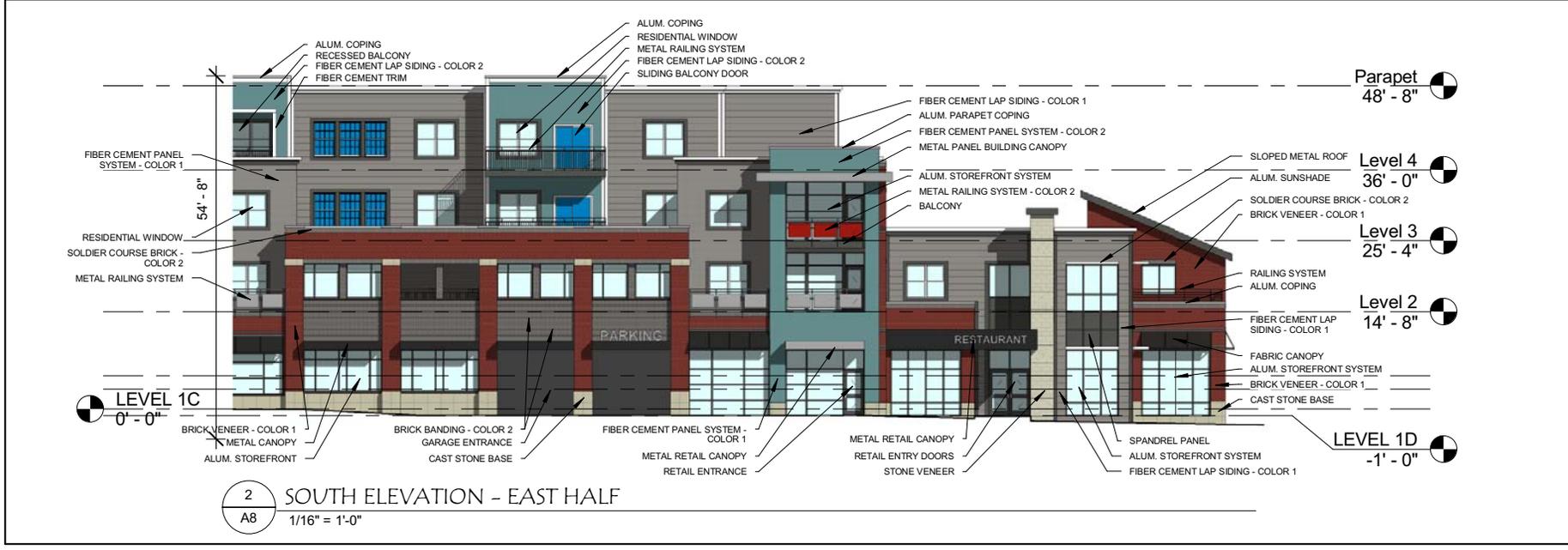
2 EAST ELEVATION
A7 1/16" = 1'-0"

SHEET NUMBER A7	
SHEET DESCRIPTION SITE D/E EAST AND WEST AND ELEVATIONS	
PROJECT NO. 13018.04	DATE 9/22/2014
KIRKWOOD & 4TH STREET DEVELOPMENT CITY OF BLOOMINGTON, IN	

Parcel D & E Elevations



1 SOUTH ELEVATION - WEST HALF
A8 1/16" = 1'-0"



2 SOUTH ELEVATION - EAST HALF
A8 1/16" = 1'-0"

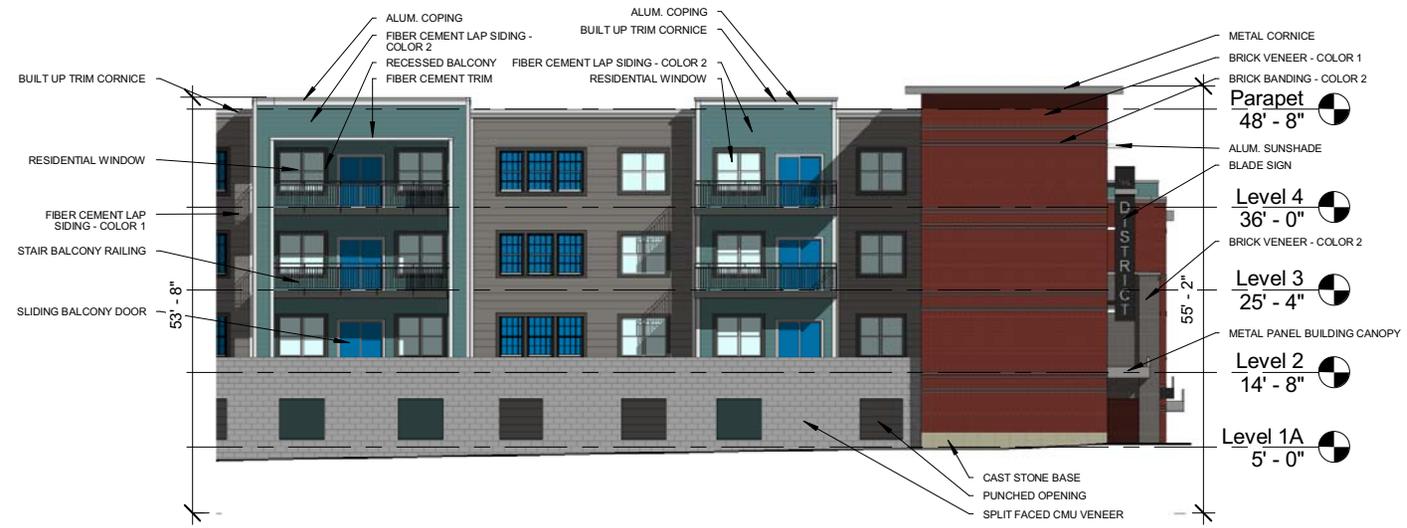
SHEET NUMBER A8	
SHEET DESCRIPTION SITE D/E SOUTH ELEVATION	
PROJECT NO. 13018.04	DATE 9/22/2014
KIRKWOOD & 4TH STREET DEVELOPMENT CITY OF BLOOMINGTON, IN	
	



1 NORTH ELEVATION - EAST HALF
A9 1/16" = 1'-0"

SHEET NUMBER A9	
SHEET DESCRIPTION SITE D/E NORTH ELEVATIONS	
PROJECT NO. 13018.04	DATE 9/22/2014

**KIRKWOOD & 4TH STREET
DEVELOPMENT**
CITY OF BLOOMINGTON, IN



2 NORTH ELEVATION - WEST HALF
A9 1/16" = 1'-0"



1 SITE D - AERIAL FROM SOUTH EAST
A10 NOT TO SCALE

PROJECT NO. 13018.04		SHEET DESCRIPTION RENDERING		SHEET NUMBER A10	
DATE 9/22/2014		KIRKWOOD & 4TH STREET DEVELOPMENT CITY OF BLOOMINGTON, IN			
STUDIO THREE DESIGN					

Model



1 SITE D - PARTIAL AERIAL OF D & E
A11 NOT TO SCALE

SHEET NUMBER
A11

SHEET DESCRIPTION
RENDERING

PROJECT NO. 13018.04	DATE 9/22/2014
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**KIRKWOOD & 4TH STREET
DEVELOPMENT**
CITY OF BLOOMINGTON, IN





1 SITE D - VIEW FROM SOUTH WEST
 A12 NOT TO SCALE

SHEET NUMBER A12	
SHEET DESCRIPTION RENDERING	
PROJECT NO. 13018.04	DATE 9/22/2014
KIRKWOOD & 4TH STREET DEVELOPMENT CITY OF BLOOMINGTON, IN	



1 SITE D - VIEW FROM ACROSS 4TH STREET
 A14 NOT TO SCALE

SHEET NUMBER A14	
SHEET DESCRIPTION RENDERING	
PROJECT NO. 13018.04	DATE 9/22/2014
KIRKWOOD & 4TH STREET DEVELOPMENT CITY OF BLOOMINGTON, IN	
	



1 SITE D - VIEW FROM NW
A16 NOT TO SCALE

PROJECT NO. 13018.04		SHEET DESCRIPTION RENDERING		SHEET NUMBER A16	
DATE 9/22/2014		KIRKWOOD & 4TH STREET DEVELOPMENT CITY OF BLOOMINGTON, IN			
STUDIO THREE DESIGN					



1 SITE D - VIEW FROM SOUTH EAST
A17 NOT TO SCALE

SHEET NUMBER A17	
SHEET DESCRIPTION RENDERING	
PROJECT NO. 13018.04	DATE 9/22/2014
KIRKWOOD & 4TH STREET DEVELOPMENT <small>CITY OF BLOOMINGTON, IN</small>	
	



1 SITE D - VIEW FROM 4TH & GRANT
A18 NOT TO SCALE

SHEET NUMBER A18	
SHEET DESCRIPTION RENDERING	
PROJECT NO. 13018.04	DATE 9/22/2014
KIRKWOOD & 4TH STREET DEVELOPMENT CITY OF BLOOMINGTON, IN	
	

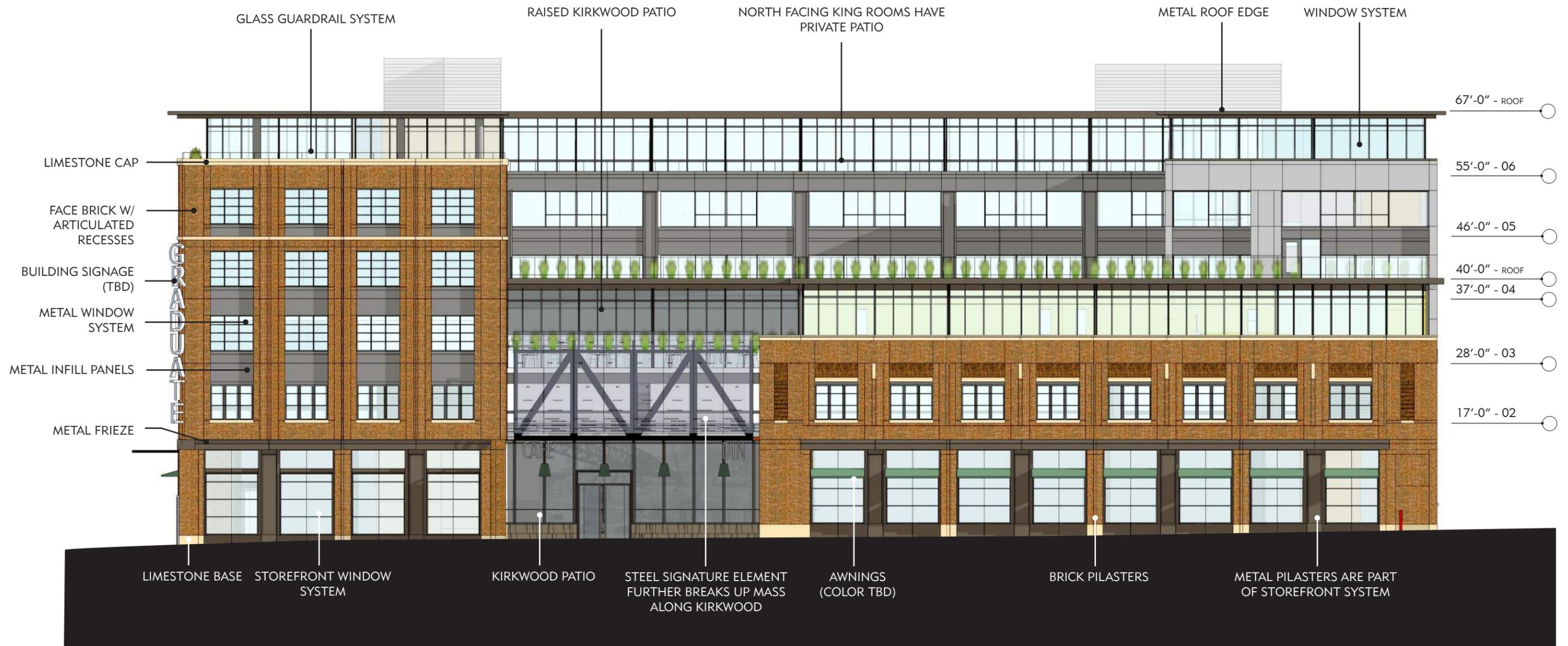


1 SITE D - AERIAL FROM NORTH WEST
A19 NOT TO SCALE

PROJECT NO. 13018.04		SHEET DESCRIPTION RENDERING		SHEET NUMBER A19	
DATE 9/22/2014		KIRKWOOD & 4TH STREET DEVELOPMENT CITY OF BLOOMINGTON, IN			
STUDIO THREE DESIGN					



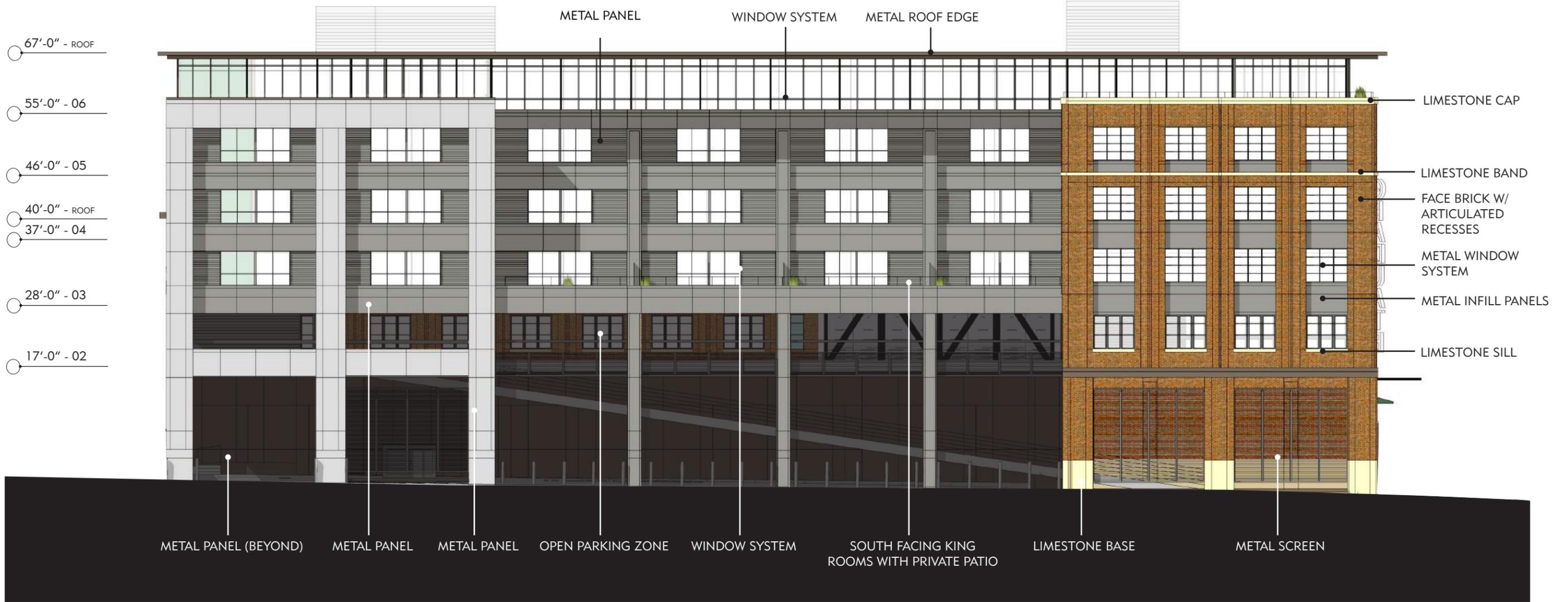
LINCOLN (EAST) ELEVATION



KIRKWOOD (NORTH) ELEVATION



WEST ELEVATION



ALLEY (SOUTH) ELEVATION



LINCOLN STREET

KIRKWOOD AVENUE

VIEW LOOKING WEST ALONG KIRKWOOD

REFER TO ELEVATIONS FOR ADDITIONAL MATERIAL AND DIMENSIONAL INFORMATION



KIRKWOOD AVENUE

ELEVATION ALONG KIRKWOOD

REFER TO ELEVATIONS FOR ADDITIONAL MATERIAL AND DIMENSIONAL INFORMATION



LINCOLN STREET

KIRKWOOD AVENUE

CORNER OF LINCOLN AND KIRKWOOD

REFER TO ELEVATIONS FOR ADDITIONAL MATERIAL AND DIMENSIONAL INFORMATION



KIRKWOOD AVENUE

LOOKING EAST ALONG KIRKWOOD

REFER TO ELEVATIONS FOR ADDITIONAL MATERIAL AND DIMENSIONAL INFORMATION

BLOOMINGTON PLAN COMMISSION
STAFF REPORT
LOCATION: 229 W. 1st Street

CASE#: SP-27-14
DATE: October 6, 2014

PETITIONER: Rudy Fields
1309 W. Vernal Pike, Bloomington

CONSULTANT: Bynum Fanyo & Associates, Inc.
528 N. Walnut St., Bloomington

REQUEST: The petitioner is requesting site plan approval to allow an existing building to be remodeled for a restaurant and brewery.

REPORT SUMMARY: This 0.97 acre site is located at the southeast corner of W. 1st Street and S. Morton Street. The property is within the Downtown Gateway Overlay (DGO) of the Commercial Downtown (CD) zoning district. Surrounding land uses include a Kroger store to the north, with office and industrial uses to the east, west, and south. The B-Line Trail runs along the west side of this property. The property has been developed with a one-story warehouse building and gravel parking lot. There were also several above and below ground storage tanks on the property associated with the former business that have all been removed by the petitioner.

The petitioner is proposing to renovate the building and property for a new 14,000 sq. ft. restaurant and brewpub. As part of the planned site improvements, the petitioner would install a new parking area for 36 parking spaces, new landscaping throughout the property, and a new patio in front of the restaurant for outdoor seating. A decorative wall and fence will be constructed around the patio area. A representative illustration of the wall has been included in the packet. The patio will also feature a direct connection to the B-Line trail to facilitate access by trail users. Bike racks will be installed along the B-Line Trail and placed near the building to provide bicycle parking for patrons. There is an existing monolithic sidewalk along 1st Street that will be removed to establish a 5' tree plot and new 5' wide concrete sidewalk along the property frontage. The existing drivecut along 1st Street will be relocated east approximately 50' to provide access to the new parking area.

The petitioner hopes at some point in the future to construct a separate apartment building in the front of the property and has left space for that possible future project. That portion of the project is not approved with this petition and will need to come back to the Plan Commission for approval prior to construction.

Plan Commission Site Plan Review: One aspect of this project requires that the petition be reviewed by the Plan Commission, per BMC 20.03.300. That aspect is as follows:

- The petitioner is requesting three waivers.

The petitioner is requesting three waivers from the standards in BMC 20.03.330. The following waivers are being requested:

- Front yard parking setback
- Maximum number of parking spaces
- Parking lot screening wall

SITE PLAN REVIEW

Parking: Approximately 4,320 sq. ft. of the building will be used for restaurant space and 2,304 sq. ft. will be used for the brewpub. Based on the size of the restaurant and the number of employees in the brewpub, a maximum of 24 parking spaces are allowed. There is a finished basement that will initially be used for storage, but could also be utilized for special events. There is also an approximately 4,000 sq. ft. outdoor patio and an approximately 2,666 sq. ft. roof top garden that will also be used for additional outdoor dining. However, since these are not enclosed spaces, they do not count toward gross floor area for determining parking requirements.

The petitioner is proposing 36 parking spaces. Although the amount of spaces proposed exceeds code allowances, Staff feels that given the high use of outdoor seating areas, there should be some allowance made for parking for those areas.

Maximum Number of Parking Spaces Waiver-20.03.330(c): As mentioned previously, the UDO would only allow for 24 parking spaces based on the size of the restaurant and number of employees for the brewpub. However, there will be approximately 18 employees on the largest shift for the two uses combined, which only allows for 6 additional spaces for public uses. In addition, there will also be more than 6,000 sq. ft. of outdoor seating area. Allowing an extra 12 spaces provides additional parking for those areas that will be used a good portion of the year. Staff finds that this waiver is consistent with the Downtown Vision and Infill Strategy Plan (DVISP) and supports this waiver.

Parking Setback/Parking Screening Wall Waiver-20.03.330(c)(1)(A): The UDO requires that parking areas be located 20' behind the primary structure's front building wall. As part of this petition there would be new parking areas proposed in between the existing building and the street. There would also be a large amount of existing parking removed from the site, and in general there is more parking being removed between the building and the street than what currently exists.

The location of the existing building at the very southern end of the property makes it impossible to redevelop the site without having parking located in front of the building. In addition, there is still over 25' from the sidewalk to the parking area and 40' from the edge of pavement to the new parking area. The intent of the parking lot screening wall was to buffer parking areas that are immediately adjacent to public right-of-way and to screen headlights. The stalls are not oriented toward the street and as mentioned are a considerable distance from the right-of-way. The DVISP expresses a desire for buildings to be located along street frontages. Staff believes that the reuse of the existing building makes this impossible to achieve and finds the location of the proposed parking to be appropriate.

Streetscape: With this petition there would be several improvements along 1st Street including a new 5' wide tree plot and 5' wide concrete sidewalk. There is a small detention pond along the north side of the parking lot that is located between the parking area and 1st Street. The petitioner has shown landscaping adjacent to the detention pond that is within the right-of-way for 1st Street. At this particular location along 1st Street, there is a total of 65' of right-of-way and 20' of right-of-way along the south side of 1st Street. Given the extra amount of right-of-way, Staff does not object to the placement of landscaping in the right-of-way to buffer the visual view of the detention. The petitioner is responsible for installing and maintaining this landscaping.

Bicycle Parking: The site will feature bike parking both by the door of the restaurant and along the B-Line trail. Although not required, the petitioner is installing a covered bike rack along the B-Line trail adjacent to this property. This covered bike area is located entirely on the petitioner's property. A minimum of 4 bicycle parking spaces is required, and the petitioner is providing 8 spaces.

Architecture: With this petition there would be only minor alterations to the building to remove the graffiti and to install new windows and garage doors. There is an existing 2-bay garage on the east side of the building that will have the metal garage doors removed and replaced with new doors. The existing windows will also be replaced to install new glass and frames. Minor improvements will also be done around the building to fix masonry gaps and other structural deficiencies.

Environmental: The property is required to meet all of the landscaping requirements of the UDO, and a landscape plan has been submitted that shows compliance. All of the storage tanks have been removed and there are several monitoring wells that are still on the property to insure no contamination has occurred. The petitioner is working with IDEM for a No Further Action letter to insure that the site has been adequately mitigated.

Utilities: Water and sanitary sewer service are available along 1st Street. Stormwater and utility plans have been submitted to the City Utilities Department and are under review. Final approval from CBU is required prior to issuance of a grading permit. Stormwater will be handled through an onsite detention pond and drainage swale. These will both be planted with vegetation to provide stormwater quality improvements.

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

- 1.) The Petitioner should apply green building practices to create a high performance and low carbon-footprint structure.

Staff response: Although not required, staff encourages the petitioner to utilize as many green building features as possible.

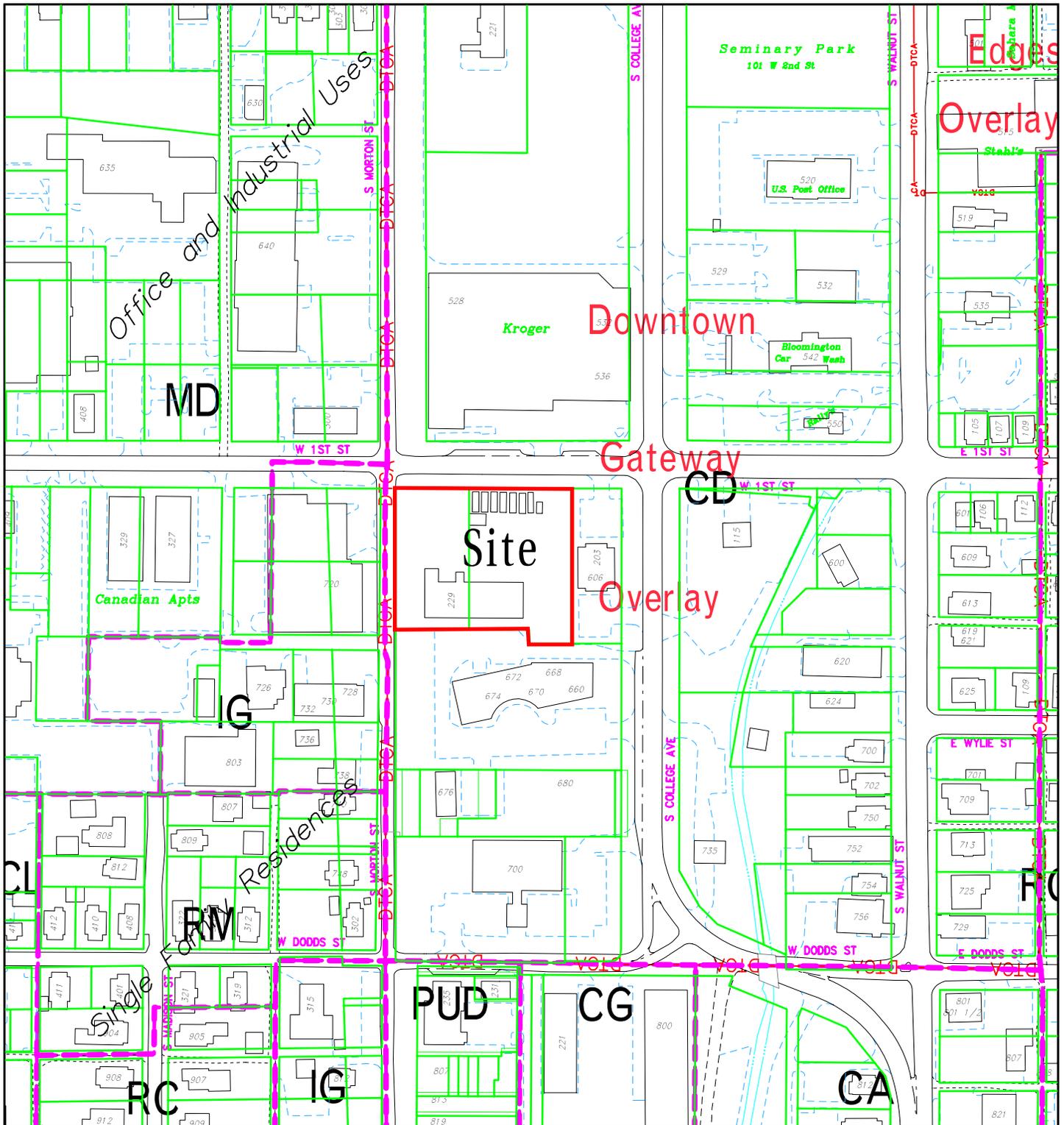
- 2.) The Petitioner should provide space for recyclable materials to be stored for collection, and a recycling contractor to pick it up

Staff response: Although not required, staff encourages the petitioner to utilize on-site recycling facilities.

DEVELOPER TRACK RECORD: The petitioner has only had limited development experience, but has recently gone through a Brownfield reclamation project for his own office site on W. Vernal Pike. The petitioner has also been involved with several Brownfield redevelopment projects throughout the state and Bloomington.

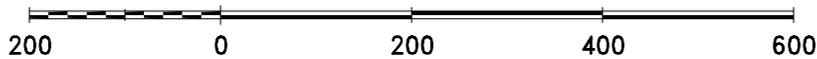
RECOMMENDATION: Based on the written findings above, staff recommends approval of SP-27-14 and associated waivers with the following conditions:

1. An encroachment from the Board of Public Works is required for any encroachments in the right-of-way.
2. No approval of the potential townhomes or other multifamily component is authorized with this approval.



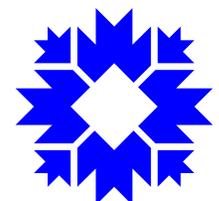
SP-27-14 Rudy Fields
 229 W 1st Street
 Plan Commission
 Site Location, Zoning, Land Use, Parcels

By: greulice
 2 Oct 14

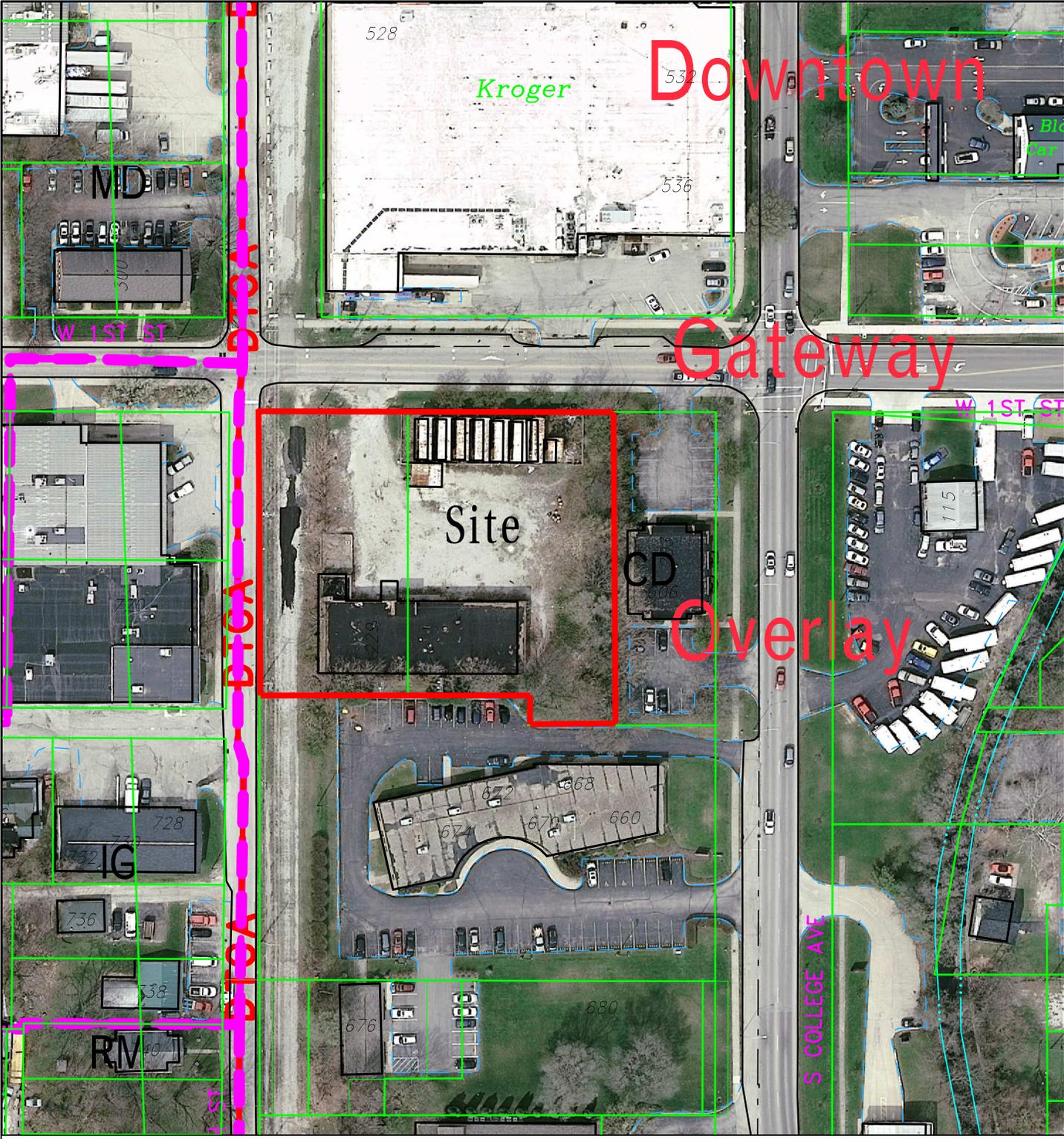


For reference only; map information NOT warranted.

City of Bloomington
 Planning & Transportation

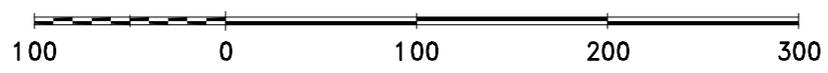


Scale: 1" = 200'



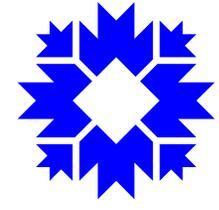
SP-27-14 Rudy Fields
 229 W 1st Street
 Plan Commission
 2010 Aerial Photograph

By: greulice
 2 Oct 14



For reference only; map information NOT warranted.

City of Bloomington
 Planning & Transportation



Scale: 1" = 100'

MEMORANDUM

Date: September 26, 2014

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP-27-14, Rudy Fields Pub
229 W. 1st Street

This memorandum contains the Environmental Commission's (EC) input and recommendations regarding the request of a Site Plan for an existing building to be remodeled into a restaurant and brewery. The site is in the Commercial Downtown Zoning District and Downtown Gateway Overlay District. The EC is pleased that the Petitioner is remodeling the historic warehouse for reuse, and hopes it can be a model for sustainable reuse practices.

ISSUES OF SOUND ENVIRONMENTAL DESIGN:

1.) GREEN BUILDING & SITE DESIGN:

The EC recommends that green building practices be employed at this site to the extent possible. 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 Krusan; 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*.

Some general recommendations the EC offers for this site include energy-saving lighting and appliances; an on-demand hot water system; local products; recycled products, such as counter tops and carpets; and high-efficiency insulation and windows.

Some specific recommendations for this site include:

- ~ enhancing the weather, air, and thermal barriers of the building envelope to reduce the energy consumption associated with conditioning indoor air, thus reducing site's carbon footprint;
- ~ installing solar photovoltaic cells to reduce electric consumption; and
- ~ using reflective roofing material.

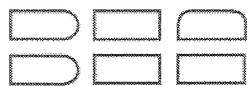
2.) RECYCLING:

The EC recommends that space be allocated for recyclable-materials collection, which will reduce the business' carbon footprint and promote healthy indoor and outdoor environments. 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 site to customers.

EC RECOMMENDATIONS:

- 1.) The Petitioner should apply green building and site design practices to create a high performance, low carbon-footprint structure, and grounds that exhibit our City's commitment to environmental sustainability.
- 2.) The Petitioner should provide space for recyclable materials to be stored for collection, and a recycling contractor to pick it up.



BYNUM FANYO & ASSOCIATES, INC.

ARCHITECTURE
CIVIL ENGINEERING
PLANNING

September 9, 2014

Eric Greulich
City of Bloomington Planning Department
401 N. Morton Street
Bloomington, Indiana 47404RE: Monroe Oil Site
Final Plan Approval Petitioner's Statement

Eric Greulich or To Whom It May Concern:

Our client, Rudy and Kay Fields., respectfully request final plan approval for the referenced project and to be placed on the next Plan Commission agenda.

Project Narrative:

The proposed development of the old Monroe Oil Site consists of the renovating and remodeling of the existing brick building located on the property approximately 150' west of the intersection of S. College Ave. and W. First St. in Bloomington, Indiana. This refurbished building will be used as a brewery and restaurant with outdoor dining. This includes 14,170 sq. ft. of usable gross floor area. A future Phase II part of the project will add 5 – 2 bedroom townhome units at the northern end of the development.

The site is 0.97 acres and is located at the southern side of the Downtown Gateway Overlay District. Our proposed design includes 33 paved parking spaces and outdoor paved dining area which increases the site impervious area to 73% (0.71 acres). The proposed site plan also includes 11 motorcycle parking spots and 8 class I bicycle parking spots.

See attached 'Letter of Intent' from the owner to further portray the extent of work and intent of this project.

After you have had a chance to review our petition please feel free to contact us at anytime questions regarding our submission.

Sincerely,
Bynum Fanyo & Associates, Inc.Daniel Butler, EIT, Project Engineer
COPY: BFA FILE #401430

528 NORTH WALNUT STREET

812-332-8030

BLOOMINGTON, INDIANA 47404

FAX 812-339-2990

SP-27-14
Petitioner Statement

Letter of Intent
Monroe Oil Site
September 9, 2014

The Monroe Oil building was built in the early 1920's by Standard Oil of Indiana. The building/site functioned as a bulk oil distributor serving Monroe and surrounding counties until the 2005. The building had an intricate system of moving product throughout the building and the site. This included access to the Monon train line (the current B-Line trail) a gravity flow system for oil products in the building, two sectioned 20,000 gallon tanks inside the building, underground and above ground storage tanks. The bulk oil business closed and the property was abandoned by its owners. During the time the building was abandoned it was vandalized, graffitied and housed many homeless people. Multiple environmental consulting companies had done assessments of the site but cleanup progress was slow. The property was bought on tax sale by Rudy and Kay Fields in 2010 for back taxes as an environmentally impaired property. The deed to the property was received one year later.

Fields Environmental (owned by Rudy Fields) has taken over the environmental cleanup on the site. This included securing the building from the homeless. Using the data from the other environmental consultants and knowledge of surrounding sites a cleanup strategy was developed. All bulk oil storage tanks inside and outside the building, above ground and underground and all piping infrastructure have been removed. Ongoing monitoring of ground water wells is being done and there is constant communication with Indiana Finance Authority Brownfields Program with the goal being a no further action letter (NFA). This is expected later this year.

The B-Line Trail provides opportunities for new or revitalized businesses south of Second Street. The Fields have experience in Brownfields property redevelopment and are excited about redeveloping the Monroe Oil site as a destination brewery. The Fields are currently in lease discussions with a local micro brewer who is interested in this site as their brewery, tap room and restaurant. One of the unique characteristics of the Monroe Oil building is its multiple levels; there will be 5 levels after redevelopment. The site will offer indoor and outdoor seating. A roof top garden (1) will be developed on the west end of the building overlooking the B-Line trail. The brew house (2) would be located in the previous 2 bay garage. Overhead doors will allow the brew house to be open to the ground level patio. The main level (3), mid-section of the building, will be the tap room and restaurant. The kitchen will be located on this level and will be able to serve the ground level patio through the old broiler room section of the building (northwest stick out). The music pit area (4), which is at a different level than the tap room will also provide more seating and an area for inside music. The basement (5) under the tap room will be utilized by the brewers as cold storage and offices. This area may be developed into another special event venue by the brewers in the future. The unique multilevel floor plan of this

building poses some challenges in the redevelopment, specifically egress from all the levels. Multiple new stair cases and doors will need to be added to meet code.

The building sits on approximately 1 acre of land. The building is set close to the south property line which leaves a large area to construct a patio with permeable pavers. The patio will have gates that open to the B-Line Trail and the sites parking area on the east side of the property. The patio will be landscaped and have seating available. Plans include a stage in the patio to encourage music and special events. In lease discussions with the brewers the Fields have agreed to a moratorium on any further development of the land in the northwest corner of the site, the land contiguous to the corner of 1st and Morton Streets. After 2 years the area may be developed into 5 condos or townhouses. Until then the area will be used as green space and designated motorcycle parking. Bike racks will be placed along the trail inviting the B-Trail users in. The exterior of the building is planned to be kept as original as possible. Tuck pointing and masonry repairs were conducted to preserve the historic smoke stack. Hopefully the graffiti will be able to be removed. Door awnings and roofs (other than the flat roof under roof top garden) are planned to be black standing rib steel giving the site a new modern industrial appearance.

revisions:

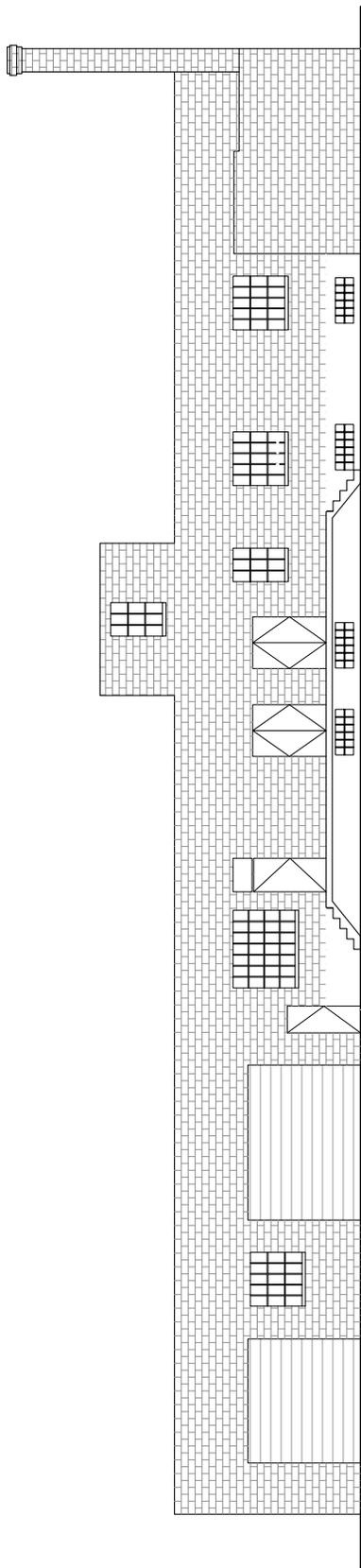
drawn by: jprochazka

ARCHITECTURE
CIVIL ENGINEERING
PLANNING
Bloomington, Indiana

BYNUM FAYO & ASSOCIATES, INC.
526 north walnut street
Bloomington, Indiana

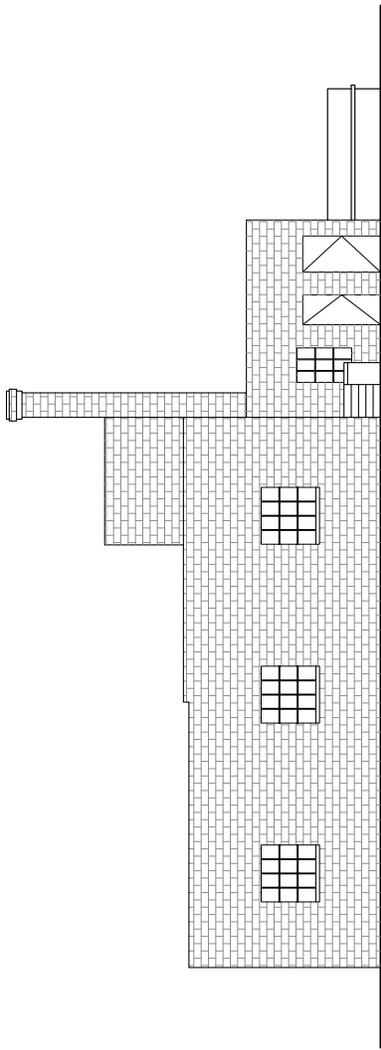
certified by:

INDIANA
PROPOSED:
MONROE COUNTY OIL SITE
299 W. 1ST STREET
BLOOMINGTON
135
A=4
project no.: 201408



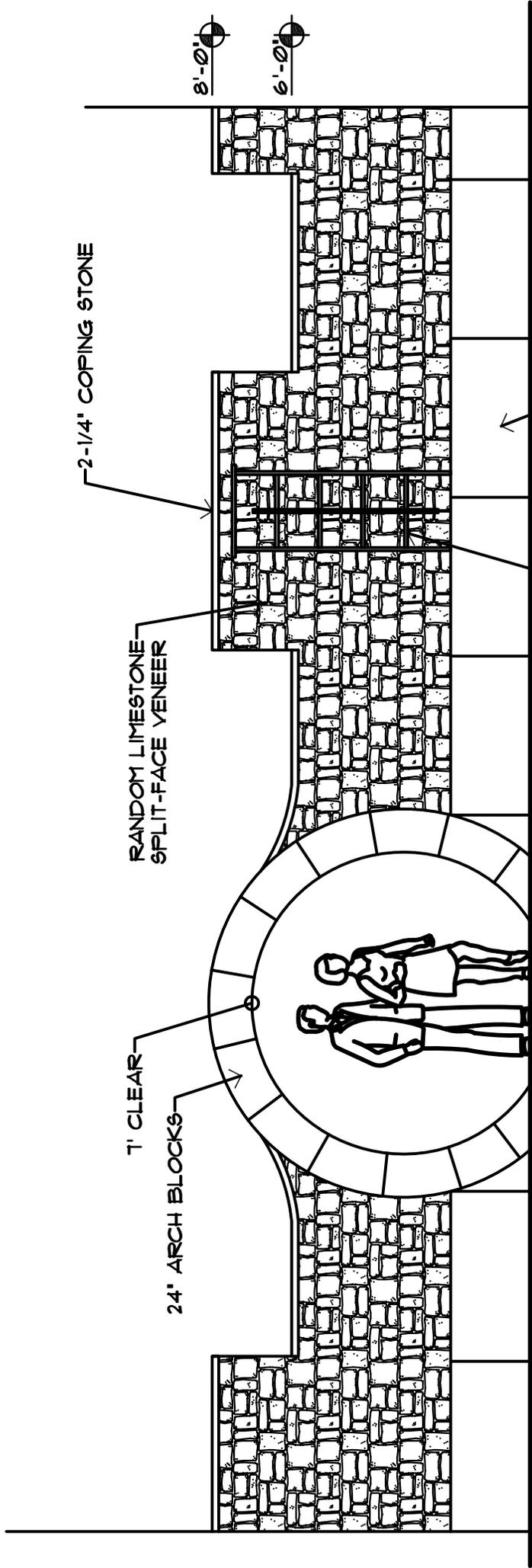
(A) NORTH ELEVATION - EXISTING
SCALE: 3/16" = 1'-0"

NOTES:
ALL EXISTING WINDOWS AND DOORS TO
BE SHOWN IN BLACK
NEW OVERHEAD DOORS TO MATCH.



(B) EAST ELEVATION - EXISTING
SCALE: 3/16" = 1'-0"

SP-27-14
Elevations



○ RW1 - DECORATIVE RETAINING WALL
 - OUTSIDE EXTERIOR DINING AREA

SP-27-14
 Patio Wall Rendering

Staff Report:

To: City of Bloomington Plan Commission
From: Tom Micuda, Planning and Transportation Director
Date: October 2, 2014
Re: Amendments to UDO Regarding Temporary Uses

BACKGROUND: Staff is requesting the Plan Commission's positive recommendation for a minor amendment to the Unified Development Ordinance (UDO) that addresses Temporary Use regulations. For many months, staff from City Legal, Economic and Sustainable Development, and Planning and Transportation has been working to develop new regulations for food trucks and push carts. As Plan Commissioners know, there is substantial entrepreneurial interest in the sale of food and beverages from mobile food trucks and push carts. Communities across the country are reviewing their codes in light of this growing mobile food vending movement.

Currently, any entrepreneur interested in mobile food vending on private property must get two different permits from two City departments to engage in this short term business activity. First, a temporary use permit is needed from the Planning and Transportation Department. Second, an Itinerant Merchant permit must be obtained through the City Controller's Office. There is simply no need for a food vendor to have to obtain two different permits working through two different City departments. Additionally, food vendors run into problems when trying to obtain a Temporary Use permit because the Temporary Use standards in the UDO only allow for retail activity over 15 consecutive days. This presents an enormous obstacle for food vendors who want to operate at multiple locations, operate only one or two days a week, or operate on a seasonal basis.

AMENDMENT OVERVIEW: The proposed amendment to the UDO is very simple and addresses both of the problems outlined above. The first part of the amendment, 20.05.110 (a)(3) adds an exemption to the ordinance allowing mobile food vending to only be regulated by Title 4 of the Bloomington Municipal Code. This means that a mobile food vendor wishing to operate on private property will no longer need a Temporary Use Permit, but would still need to receive a food vending permit governed by Title 4. Planning and Transportation staff would still review the site plan for the permit request to make sure the proposed temporary use does not negatively affect property access, block sidewalks or handicapped accessibility, cause parking problems, or lead to excessive signage displays. As a companion piece to this legislation, a comprehensive amendment to Title 4 will be brought to the City Council in November addressing appropriate fees, duration of activity, food handling and waste restrictions, and location requirements.

The next code change affects Section 20.05.111 of the UDO. This change would allow for temporary uses in Institutional and Commercial Limited zoning districts. The purpose of the amendment is to think ahead to merchant activity the City may want to allow at the future Switchyard Park as well as to eliminate the need for variances to allow temporary use activity in smaller commercial business areas (West Kirkwood Avenue, the Crosstown Shopping Center on East 10th Street, and the 17th and Dunn Convenience Store site).

The final proposed text amendments address temporary use activities that don't work well within the 15 consecutive day provision in the UDO. These are also outlined in 20.05.111. The first allows for longer time periods associated with farm produce sales. Given the great interest in the community in the growing and purchase of local produce, extending the time period for sales from 60 days to 180 days is consistent with the City's support for local food security. Finally, the City proposes new regulations for higher education "book buy-back" activities. In the past, the City has been forced to grant variances for these temporary uses because they wish to operate at the end of fall and spring semesters (twice a year for short durations rather than one time period for 15 days). The proposed amendment removes the need for future variances.

RECOMMENDATION: Staff recommends that the Plan Commission send this text amendment proposal, Case # ZO-28-14, with a positive recommendation to the City Council.

20.05.110 TU-01 [Temporary Uses and Structures; General]

This Temporary Use/Structure Standards section applies to the following zoning districts:

RE RS RC RM RH MH CL CG CA CD IG BP IN MD QY

- (a) **Permit Required:** All temporary uses shall require a Temporary Use Permit unless specified otherwise in this Unified Development Ordinance.
- (b) **Exemptions:**
- (1) Garage sales, religious tent meetings, nonprofit events and political rallies, provided they meet the following standards:
 - (A) The event is allowed for a maximum of seven (7) consecutive days;
 - (B) No property shall hold more than three (3) such events in a single calendar year; and
 - (C) The hours of operation of such events shall be limited to between the hours of 7:00 a.m. and 11:00 p.m.
 - (2) Temporary structures used for collection of donation items by a non-profit organization, provided they are displayed for a maximum of 90 days.
 - (3) Any business activity licensed by Chapter 4 of the Bloomington Municipal Code.
- (c) **Termination and Removal:** Temporary uses shall be terminated and removed at the end of the event period.
- (d) **Required Parking:** Temporary uses shall not displace required parking for any existing use or block any existing drives.
- (e) **Off-street Parking:** Adequate off-street parking is required for each temporary use in accordance with the parking standards of *Chapter 20.05; §PK: Parking Standards*.
- (f) **Public Rights-of-way:** Temporary uses shall be arranged so that vehicles do not block a public right-of-way.
- (g) **Contractor's Offices, Equipment Storage and Portable Lavatories:** Contractor's offices, equipment storage and portable lavatories are permitted on or adjacent to construction sites subject to following conditions:
 - (1) The use is for the length of the construction activity. All temporary facilities shall be removed upon completion of construction.
 - (2) The structures shall not contain sleeping or cooking facilities.
 - (3) Portable lavatories shall be located as to minimize impacts to adjacent residential uses.
- (h) **Real Estate Sales and Model Homes:** Real estate sales and model homes are permitted in any zoning district on the site of the development for which the sales are taking place. They are permitted to remain on the site of the development until all home sites within the development are sold.
- (i) **Signs:** Temporary uses shall be permitted to display signs subject to the following standards:
 - (1) Temporary uses shall also be subject to additional applicable sign standards in *Chapter 20.05; §SI: Sign Standards*.
 - (2) **Maximum Number:**
 - (A) One (1) freestanding temporary sign;
 - (B) One (1) banner type sign.

Comment [IA1]: Items proposed for deletion are identified by the use of ~~strike through~~ and new proposals to the ordinance are identified by the use of gray highlight.

- (3) *Maximum Sign Area:*
 - (A) Freestanding Temporary Sign: Twenty-four (24) square feet per side.
 - (B) Banner Type Sign: Thirty (30) square feet. Banners shall be placed on the structure, and shall not be freestanding.
- (4) *Sign Permit:* A separate Sign Permit is not required for temporary uses.

20.05.111 TU-02 [Temporary Uses and Structures; Commercial, Industrial, Business Park, Institutional,

This Temporary Use and Structure Standards section applies to the following zoning districts:

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- (a) **Seasonal Sales:** Temporary uses selling seasonal items such as Christmas trees, Halloween pumpkins and 4th of July fireworks shall be permitted subject to the following standards:
- (1) Fireworks sales shall be permitted only at locations within the Commercial Arterial (CA) zoning district.
 - (2) A Temporary Use Permit shall be required and shall be valid for a maximum of thirty (30) consecutive days. The temporary use shall be removed from the property within five (5) days after the holiday, regardless of the remaining valid length of the Temporary Use Permit. No property shall be issued more than one (1) Temporary Use Permit in a calendar year.
 - (3) The temporary use shall be located on a lot that fronts on a collector or arterial street.
 - (4) The temporary use shall be located at least fifty (50) feet from any residential district.
- (b) **Farm Produce:** The seasonal sale of farm produce shall require a Temporary Use Permit, and such permit shall be valid for a maximum of ~~sixty (60)~~ one hundred and eighty (180) consecutive days. No property shall be issued more than one (1) such Temporary Use Permit in a calendar year.
- (1) The Bloomington Community Farmers' Market and any other approved Farmers' Market shall be exempt from this requirement.
- (c) **Book Buyback:** The temporary buyback of higher education books shall require a Temporary Use Permit. Such permit shall be valid for a maximum of two (2) periods of seven (7) consecutive days or one period of fifteen (15) consecutive days. No property shall be issued more than one (1) such Temporary Use Permit in a calendar year.
- (d) **Sales Associated with a Permanent Retail Use:** Temporary retail activity conducted on property associated with a permanent retail use shall be permitted subject to the following standards:
- (1) The temporary retail activity shall be of the same nature as the permanent retail activity conducted on the property.
 - (2) A Temporary Use Permit shall be required and good for a maximum of forty-five (45) consecutive days.
 - (3) A Temporary Use Permit shall only be issued to the operator of the associated permanent retail use.
 - (4) No property shall be issued more than one (1) such Temporary Use Permit in a calendar year.
- (e) **Other:** Other temporary retail or wholesale activities, carnivals, and traveling circuses shall require a Temporary Use Permit, and such permit shall be valid for a maximum of fifteen (15) consecutive days. No property shall be issued more than one (1) such Temporary Use Permit in a calendar year.