

CITY OF BLOOMINGTON



**OCTOBER 8, 2012 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL**

**CITY OF BLOOMINGTON
PLAN COMMISSION AGENDA
Oct. 8, 2012 @ 5:30 p.m.**

❖ City Hall Council Chambers, #115

ROLL CALL

MINUTES TO BE APPROVED: Sept. 10, 2012

REPORTS, RESOLUTIONS AND COMMUNICATIONS:

PETITIONS CONTINUED TO THE NOVEMBER 5 HEARING:

- PUD-37-12 Chick-Fil-A**
3020 E. 3rd St.
PUD final plan approval to construct a new restaurant *(Case Manager: Katie Bannon)*
- PUD-39-12 Trinitas**
445 S. Patterson
Preliminary plan and district ordinance approval to rezone 8.49 acres from CA to PUD
(Case Manager: Patrick Shay)

PETITIONS:

- SP-36-12 REI Investments (Hyatt Place)**
217 W. Kirkwood Ave.
Site plan approval for a 168-room hotel. *(Case Manager: Patrick Shay)*
- SP-41-12 CFC**
305 W. Kirkwood Ave.
Site plan approval to relocate an existing commercial structure within the Commercial Downtown (CD) zoning district *(Case Manager: Patrick Shay)*
- SP/UV-40-12 NRP Group, Inc. (Bloomington Pointe)**
2960 S. Walnut St.
Site plan approval for a new affordable apartment project and use variance recommendation to the Board of Zoning Appeals to allow ground floor residential dwelling units *(Case Manager: Eric Greulich)*
- SP-38-12 Pavilion, Inc.**
601 N. Walnut St.
Site plan review to construct a 4-story mixed-use building *(Case Manager: James Roach)*

End of Agenda

***Next Plan Commission hearing scheduled for November 5, 2012*

Last updated: 10/5/2012

**BLOOMINGTON PLAN COMMISSION
SECOND HEARING STAFF REPORT
Location: 217 W. Kirkwood Avenue**

**CASE #: SP-36-12
DATE: October 8, 2012**

**PETITIONERS: REI Investments (Hyatt Place)
11711 N. Pennsylvania, Suite 200 Carmel 46032**

**CONSULTANT: Smith Neubecker & Associates
453 S. Clarizz Blvd, Bloomington**

REQUEST: The petitioners are requesting site plan approval to allow construction of a 168-room hotel in the Commercial Downtown (CD) Zoning District.

Area:	Approximately 0.85 Acres	
Zoning:	Commercial Downtown (CD)	
Downtown Overlay:	Courthouse Square Overlay (CSO)	
GPP Designation:	Downtown	
Existing Land Use:	Former drive-through bank	
Proposed Land Use:	Hotel	
Surrounding Uses:	East	- Bank, Commercial
	South	- Office, Banquet Facility, Commercial, Utility
	West	- B-Line Trail, Multi-family, Museum, Parking Lot
	North	- Commercial

FIRST HEARING SUMMARY: The Plan Commission reviewed this site plan request for a 168-room, 130 parking space hotel at the September 10th meeting. Overall comments regarding the project were positive. At the first hearing, staff requested that the Plan Commission provide comments on the height and scale of the building. Due to the recessed nature of the main building mass and the desirable use as a hotel, most found the height and mass of the building to be appropriate.

As described by staff at the first hearing, the three street frontages and the presence of the B-Line Trail to the west make redevelopment of this site with a hotel use more difficult. The petitioners worked closely with staff to determine the highest priorities between the four facades in terms of height, void areas, architecture, and storefront design. The petitioners' proposal has attempted to place the greatest aesthetic emphasis and storefront design along Kirkwood Ave. and the B-Line Trail. Balancing these priorities is the necessity to create a vehicle ramp to the parking decks as well as the need to provide internal service areas and mechanical spaces. It is this part of the design that generated the largest amount of discussion at the first hearing. More specifically, the Plan Commission discussed:

- Lack of retail space, blank wall issues along 4th St.
- Lack of full service restaurant
- Pedestrian experience along the B-Line moving north from the Convention Center
- Narrow drive width at Kirkwood Ave.

- Potential placement of a sidewalk on Gentry sidewalk

The petitioners have analyzed the proposed structure and could not find a way to revise the 4th St. frontage to include any retail presence. Although such a space would be desirable, staff believes such space should not be required by the Plan Commission. Specifically, staff notes the following:

- The use of the entire site is for a non-residential use.
- There is clear hardship in designing a building to contain active retail space when confronted with four frontages along public rights-of-way.
- The need to place parking on upper levels warrants the reduced level of void-to-solid ratio.
- The petitioners are committed to working with the City to develop an adequate artistic component along the south and west elevations of the building to further mitigate the more functional areas of the first floor of the hotel.

The petitioners have revised the site plan to increase the drive width along Kirkwood to 18 feet. They have also altered the drive cut along 4th St. to 14 feet and are proposing to improve the pedestrian crossing on both sides of Gentry to achieve better pedestrian flow. The Engineering Department has recommended that this drive along 4th Street also be widened to 18 feet.

Staff has further analyzed the possibility of placing sidewalk along the west side of Gentry Street to the east. The inclusion of such a sidewalk is not advisable due to a lack of adequate right-of-way and the desire to allow for two one-way lanes of traffic. The existing street has between 35 and 41 feet in pavement width. However, the right-of-way is only 20 feet in width. So although there appears to be plenty of room for a sidewalk, the street will be reduced to approximately half of its existing width. This will also necessitate the removal of approximately 4 parallel parking spaces on the east side of Gentry.

If a sidewalk was required by the Plan Commission, the result would be a pavement width of approximately 15 feet. Staff has reviewed other parts of the Municipal Code and found the following restrictions/allowances:

- Vehicles are prohibited from obstructing a public street without room to get around the vehicle allowing for free movement of vehicular traffic.
- The code does allow for short-term obstructions on alleys for loading.

Therefore, if a sidewalk is required, there is not room for any loading along Gentry St. In addition, if a vehicle does obstruct the street, it will also impede traffic flow to the uses on the east side of Gentry St.

Staff finds that the proposed configuration is the best alternative. The 20 feet of pavement will allow loading without blocking the street. This configuration would create essentially a hybrid between a street and an alley. It will be one-way and have two lanes, one of which will often be used for loading. It will also have a sidewalk on one side (east). The existing sidewalk to the east is 20 feet from the proposed building. If an additional sidewalk were

installed, it would only be 15 feet from the other sidewalk. Staff finds that the benefits of a second sidewalk 15 feet from an existing sidewalk does not warrant the loss of a through travel lane on Gentry St.

Although the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC) recommends that a sidewalk be added to the street, they indicated that if there were no sidewalk required, that they would like to see something included in the street plan to help reduce traffic speeds and facilitate pedestrian movements. The petitioners have already shown improvements to the pedestrian crossings including striping and alternate paver treatments to give visual cues for potential crossings. Staff is also recommends that the petitioners include loading zone striping to visually narrow the through-lane area.

SITE PLAN REVIEW DEVELOPMENT STANDARDS

Maximum Impervious Surface: The petitioners' project would be permitted to cover as much as 100% of the site with impervious surface. As submitted, the proposal would utilize 100% of the site for the structure.

Height: As measured by the UDO, the proposed hotel stands approximately 74 feet in height. This exceeds the overlay standard of 40 feet. As proposed, this structure is slightly higher than the Hilton Garden Inn. The height of the building has been significantly lowered along the B-Line Trail.

Height Waiver - 20.03.050(b): Staff finds that proposal is a typical height associated with a downtown hotel. This is above the general heights called for in The Downtown Vision and Infill Strategy Plan (Downtown Plan). For reference, the Hilton Garden Inn is approximately 67 feet in height and the approved Springhill Suites hotel is proposed to be 71 feet in height. Staff finds the proposed height to be appropriate for the site and compatible in scale with the surrounding area.

Parking: As a non-residential use within the CSO, the petitioners are not required to install any parking spaces for this development. The UDO parking maximum for a hotel is one parking space per lodging unit. The petitioners are proposing to have 130 parking spaces for their 168 rooms. Unlike most uses in the downtown, staff finds parking for a hotel use to have a larger inherited need over other potential uses. The petitioners are proposing these 130 spaces within 2 levels of structured parking located on the second and third floors of the hotel accessed from a single drive cut onto Gentry St.

With this proposal, the number of public parallel street spaces along Kirkwood Ave. and 4th St. would increase due to the removal of several drive cuts.

Setbacks: The building is required to be placed at the right-of-way line for all street frontages. The petitioners have met these requirements. Although the western sideyard setback is also 0 feet, the CSO calls for an additional 10-foot setback from the B-Line Trail right-of-way. The petitioners are requesting a waiver from this standard to allow the

building to remain at 0 feet. This request is due to the narrow width of the property and the desire to utilize the most efficient parking design within the building. To help minimize the impacts of this reduced setback, the petitioners have proposed that the height for the main mass of the building against the trail to be between 20 and 23 feet in height, lower than the 40 feet allowed in the district. With the larger trail right-of-way for this area, the interaction proposed between the hotel and the trail, and the reduced massing along the trail, staff is supportive of this reduction.

B-Line Trail Setback Waiver – 20.03.060(a)(3)(D): Again, the petitioners have reduced the heights for the B-Line Trail elevation by recessing the majority of the building above the parking deck. They have also created a prominent entry connecting to the trail. Without this waiver, approximately 1/3 of the parking spaces would not be feasible due to the narrow width of the lot.

Bicycle Parking: The petitioners are required to place a minimum of four covered bicycle parking spaces. These covered spaces can also be included within the hotel building. The petitioners have shown 13 parking spaces on their plan. These spaces have been shown in the adjacent right-of-way. An encroachment agreement will be required with any future permits. In addition, the code requires that at least 4 of the spaces be located on-site.

ARCHITECTURAL STANDARDS: Architectural elevations and a color model of the proposed structure have been included in your packet.

Building Frontage, Alignment, Orientation and Entrances: The structure is proposed to be constructed with a building forward design that fills all street frontages. The CSO requires that 90% of a building facade be placed at the build to line of 0 feet. Although there are surveyed historic structures located across Gentry St. and Kirkwood Ave., there are no adjacent surveyed structures to this site.

The petitioners have designed the hotel building with several entrances. The CSO would require a minimum of one entry on all three streets and two pedestrian entries onto the B-Line Trail. The petitioners have not proposed a pedestrian entrance on 4th Street.

Pedestrian Entry Waiver – 20.03.060(a)(3)(B): Similar to the lack of void-to-solid on the 4th St. elevation, the utilitarian nature of the southern portion of the building is driven by the desire to place the parking on the upper levels of the structure and placing an aesthetic priority on the Kirkwood Ave. and B-Line Trail elevations. The other entries meet all of the goals envisioned by the Downtown Plan.

Streetscape: The petitioners will be improving the existing sidewalk/street tree area along Kirkwood Ave. in a manner consistent with the W. Kirkwood Streetscape and to comply with the UDO standards. These improvements include sidewalk reconstruction, brick pavers, parallel parking, ADA ramp upgrades, tree grates and pedestrian lighting. There are no existing street trees along Gentry and 4th Streets. The petitioner will bring

4th St. into compliance with all streetscape requirements. The petitioners are not proposing street trees along Gentry Street and are seeking a waiver.

Street Tree Waiver – 20.03.060(a)(5): The current Gentry St. right-of-way is very narrow (20 feet) and does not have adequate width to allow a sidewalk and street trees within the right-of-way. Due to its narrow nature and proximity to College Avenue, Gentry St. functions much as an alley. The petitioners are essentially seeking an approval to treat it more in this manner with no sidewalk or street trees along the west side of Gentry St. Staff would note that pedestrian movements along Gentry St. are adequately served by the existing sidewalk on the east side of Gentry within the alley right-of-way.

Lighting: The UDO requires that the petitioners utilize pedestrian scale lighting of a maximum 15 feet in height. The DCO allows either traditional or contemporary style lights to be used. There are existing pedestrian scale lights on Kirkwood Ave. The petitioners will be required to place a new pedestrian scale light at the intersection of 4th St. and Gentry St. They will also be required to place at least one decorated street light mounted on the proposed building for Gentry St.

Mechanicals: The UDO requires all mechanicals to be screened through a combination of physical barriers and location. The petitioners will achieve these screening requirements by placing a majority of mechanicals on the roof.

Void-to-Solid Percentage – The CSO requires all street facades to maintain a first floor void-to-solid ratio of 70% and upper floors to maintain a 20% ratio. The proposed hotel building does not meet these standards.

Void-to-Solid Waiver – 20.03.060(b)(2): The petitioners have found this standard difficult to meet as they do not have a “rear” to this building. There are three street frontages and a fourth front facing the B-Line Trail. When combined with the need for an internal ramp to accommodate the structured parking on the second and third floors and the large amount of service space needed for a hotel, staff finds this standard to be impractical. With that in mind, staff has directed the petitioners to focus the “store fronts” to the north and the west toward Kirkwood Ave. and the B-Line Trail. Although, the petitioners do not meet this standard, staff finds that they have designed the structure with an appropriate amount of void-to-solid in line with other downtown hotels and buildings. Where true storefront glass is not possible, the petitioners have incorporated spandrel glass and are working with staff to develop an art component for the blank walls facing the trail and 4th St.

Windows: As proposed, the upper level windows do not meet the minimum 1.5 to 1 window height to width ratio. There is also spandrel glass with this structure to minimize the amount of blank wall on the more functional spaces of the building. A waiver is also required to allow a more modern structure with no sills or lintels on upper windows.

Window Design Waivers – 20.03.060(b)(3): This waiver is occurring because the

building is not a traditional structure that would utilize a more traditional sill and lintel design. Additionally, spandrel glass rather than clear glass has to be used in some openings to hide the more functional parts of the proposed hotel.

Materials: The petitioners are proposing a building with a mix of limestone, brick, stucco, glass, and a newer material called Terra Neo. The “shark fin” architectural element located at the northeast corner of the building is not transparent glass and does not have the required low-reflective finish. A picture of an existing “shark fin” element for a Hyatt hotel building in Austin, Texas has been included in your packet for a comparison.

Reflective Glass Waiver – 20.03.060(b)(4)(A): Staff finds the addition of the “shark fin” element to be beneficial. This element creates a modern focal point to the building that is encouraged.

Additional Design Elements: Due to the style of building chosen, the building does not have a traditional building cap. However, it does utilize color and material changes on the top floor to achieve many of the goals of the required cap, while maintaining a more modern appearance.

Building Cap Waiver – 20.03.060(b)(5)(A): Although this standard could be met, the waiver is requested to allow for a more modern looking building to be constructed.

MASS, SCALE, AND FORM:

Building Façade Modulation: The UDO requires building offsets to be 3% of the total façade length facing a street. This would require approximately 4 feet of modulation along 4th St. and Kirkwood Ave. and slightly more than 8 feet along Gentry St., with maximum module widths of 50 feet.

Façade Modulation Waiver – 20.03.060(c)(1): Due to the parking layout and the modern design of the building, the petitioners are not proposing traditional modules. However, they have incorporated significant articulation in the building with a large step down to the adjacent trail, roofline variation, material variation, and a glass corner element.

Entrance/Drive Standards: The petitioners have proposed to place the entrance to the garage off Gentry St. within the minimum setback of 100 feet from 4th St. When combining the 150-foot setback from Kirkwood Ave. and the 100-foot setback from 4th Street, there is only a 26-foot area that an entrance could meet UDO standards. With the internal parking decks, the ramp must be located near one end of the building. Both the petitioners and staff would prefer this ramp to be located closer to 4th Street than Kirkwood Ave. This location will need a variance from the Board of Zoning Appeals or the Hearing Officer. Staff is supportive of this variance request.

ENVIRONMENTAL COMMISSION: The Environmental Commission reviewed this petition and offered the following recommendations:

1. The EC recommends that the waiver allowing omission of Street Trees on Gentry Street be denied.
2. The EC recommends that the waiver allowing omission of the required ten-foot vegetated setback along the B-Line Trail be denied.

Staff Response: This is a change from last month's recommendation. Staff finds that the two waivers are warranted due to the factors found in this report. It should be noted that the setback from the B-Line Trail is not required to be vegetated. The street tree waiver is also similar in nature to other waivers that have been granted in the downtown in situations with limited right-of-way.

BICYCLE PEDESTRIAN AND SAFETY COMMISSION: The BBPSC reviewed this petition and offered the following recommendations:

1. **Gentry Sidewalk:** BBPSC believes the sidewalk on the west side of Gentry St. should continue fully between Kirkwood Ave and 4th St., for the following reasons:
 - This narrow street will receive fairly high pedestrian traffic. The presence of a high density hotel with its entrance on the corner of Gentry and Kirkwood will provide a good percentage to those pedestrians. Hotel patrons will be getting out of their cars and unloading bags.
 - Sidewalk networks should always be provided, especially in the core downtown.
 - Without it, some vehicles will no doubt park immediately against the building, forcing pedestrians to walk down the street or cross to the east side sidewalk.
 - There is not currently an accessible pedestrian route on Gentry St between Kirkwood and 4th St. The existing sidewalk on east side of Gentry St. is in poor condition and does not meet all ADA requirements.
2. **Gentry St.:** While Gentry is a narrow street, it's much wider than most alleys, and as a one-way, some drivers will go much too fast given the close proximity of pedestrians. Traffic calming needs to be included to reduce vehicular speeds in this high density area.
3. **4th Street:** The lack of windows and doors along this street level facade needs to be addressed, and not just with attempts to improve aesthetics. 'Eyes on the street' are needed throughout the downtown to enhance personal safety and to create a friendlier, social environment.

DEVELOPER TRACK RECORD: REI Investments has previously worked with the City of Bloomington in the development of the Hilton Garden Inn project.

SUMMARY: Staff notes that there will be significant economic development impacts associated with construction of a new hotel at this location. These positive impacts include: 1) property tax benefits for the Downtown TIF, 2) Innkeepers Tax benefits, 3) increased energy along the B-Line Trail, 4) numerous tourism related benefits for surrounding businesses, and 5) increased hotel room availability for the downtown. Staff also finds that the general massing and layout of the building are appropriate for the site. Furthermore, staff does not believe that a sidewalk is warranted for the west side of Gentry St. Although staff would prefer to see a retail component along 4th St, the site's development challenges necessitate less active space along this corridor. Staff also notes that the CFC petition to relocate the Chase drive-through building along the trail will create additional retail energy between 4th Street and Kirkwood Avenue. Finally, staff asserts that the large influx of tourists to this location will provide a significant influx of energy to current and future retail business in the immediate area.

RECOMMENDATION: Staff recommends approval of SP-36-12 and all associated waivers with the following conditions.

1. The petitioners must stripe a loading zone along Gentry Street.
2. The southern drive cut off 4th Street must be modified to 18-feet in width.
3. The petitioners must work with City Engineering to install a parabolic mirror or equal treatment at the garage exit on Gentry St.
4. A 15-foot tall pedestrian scale light must be placed at the corner of W. Gentry Street and W 4th St.
5. At least 4 bicycle parking spaces must be covered and placed within 50 feet of a building entrance.
6. The petitioners must seek Parks and Recreation Department approval for all work proposed within the B-Line Trail right-of-way.
7. The facades of the hotel building shall be constructed as depicted in the petitioner's architectural submission. This includes the inclusion of art space along 4th Street and the B-Line Trail.
8. Hotel construction shall be contingent upon the granting of a right-of-way vacation by the Common Council.

MEMORANDUM

Date: September 27, 2012

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP-36-12: Hyatt Place, Second Hearing
217 W. Kirkwood Ave.

This memorandum contains updated input from the Environmental Commission (EC) regarding the Hyatt Place Hotel request for a Site Plan, which includes seven waivers from the city's Uniform Development Ordinance. The EC is disappointed that the petitioner is moving forward with a Site Plan that is so similar to what was submitted earlier. This plan represents a lost opportunity for a noticeably "green" building in the heart of Bloomington. The EC sees no justification to allow an exception to our city's established standards for greenspace and vegetation, for a typical structure that is too large for the site. Therefore, the EC's recommendations are quite different than you read for the first hearing. Please see the August memorandum for our original recommendations attached.

1.) STREET TREES:

The EC is aware of the narrow shape of this parcel, the width of the right-of-way, and is also in agreement that this could be a good location for a hotel. However, the EC believes that if there is not enough space for Street Trees, then the size of the structure should be decreased to accommodate the trees. The petitioner has planned nothing in lieu of the trees to enhance the aesthetics of the streetscape, but is constructing it such that it will appear to be a canyon-type alley. Therefore, the EC recommends that the waiver for Street Trees be denied.

2.) B-LINE TRAIL SETBACK:

The EC believes the ten-foot setback required for new buildings along the B-Line Trail should be maintained. The EC believes that a building that has an ordinary-looking aesthetic, with no special features, should not be built to the property line of the trail, but should maintain a landscaped buffer. Additionally, it seems unlikely that a three story building can be built and finished on the exterior without disturbing the city's park property along the trail.

The EC believes there is a very good reason to include landscaping on a new development, even downtown. The Unified Development Ordinance (UDO) states that the purpose of landscaping is the following: "The Landscaping Standards are intended to improve Bloomington's vegetated environment and foster development that will protect and preserve the appearance, character, health, safety and welfare of the community. Additionally, the standards are intended to foster

aesthetically pleasing development that will protect and improve Bloomington's biodiversity and the ecological services provided by native species and ecosystems. Trees, vegetation, irrigation systems, fences, walls, and other landscape elements are essential components of a project. These components act to enhance the visual quality of developments, screen land uses, and better integrate the built and natural environments." Therefore the EC recommends that the ten-foot setback waiver be denied.

RECOMENDTIONS:

1. The EC recommends that the waiver allowing omission of Street Trees on Gentry Street be denied.
2. The EC recommends that the waiver allowing omission of the required ten-foot vegetated setback along the B-Line Trail be denied.

MEMORANDUM

Date: August 30, 2012

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP-36-12: Hyatt Place
217 W. Kirkwood Ave.

This memorandum contains the Environmental Commission's (EC) input and recommendations regarding the request for a Site Plan approval for a hotel within the Commercial Downtown Zoning District and the Courthouse Square Overlay District. Unfortunately, given the odd shape of the lot and its location, there is no room or requirement for greenspace. The petitioner is requesting a waiver from the UDO for street trees along Gentry Street, and a waiver from the 10 foot building setback requirement from the B-Line Trail that could have accommodated landscaping. Therefore, the EC believes it is reasonable that the building itself be state-of-the-art architecturally and environmentally.

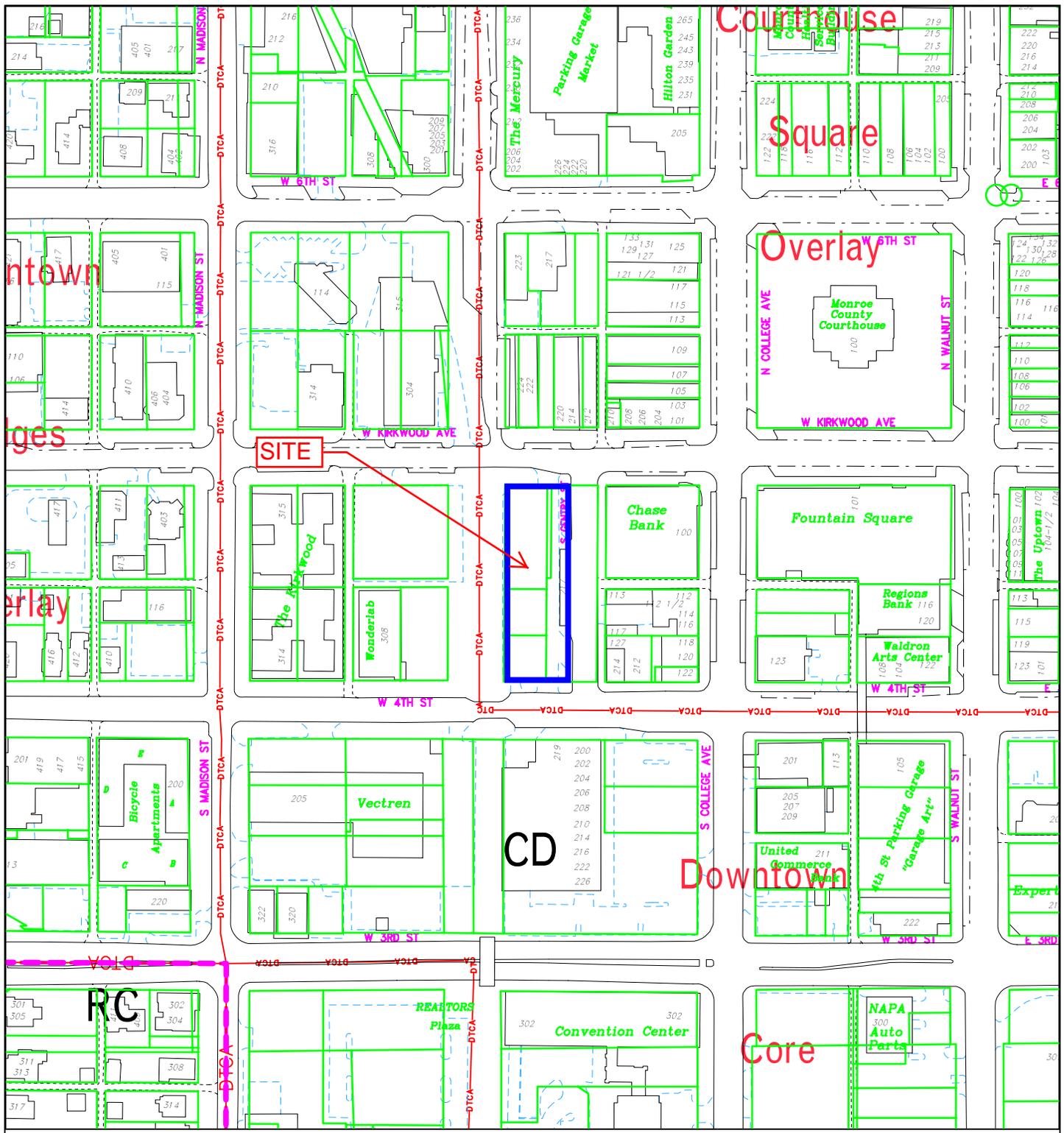
This hotel is proposed on a prominent in-fill location in the heart of downtown that is prime for both a beautiful and sustainable building. It is within the Bloomington Entertainment and Arts District (BEAD), therefore the building should be an object of art itself. Green building and environmental 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 Redefining Prosperity: Energy Decent and Community Resilience Report of the Bloomington Peak Oil Task Force.

A few sustainable features that the EC recommends using on this building specifically include light-emitting diode (LED) lighting throughout, but especially outside to match the city's efforts along the B-Line Trail to conserve energy consumption; a "cool roof" to reduce the urban heat island effect, energy use, and carbon emissions. (For additional information on cool roofs please see *Adapting to Urban Heat: A Tool Kit for Local Governments* published by the Georgetown Climate Center <http://www.icleiusa.org/blog/archive/2012/08/27/georgetown-climate-center-releases-new-tool-kit-to-help-local-governments-adapt-to-record-heat>); solar-powered energy; and electric car power outlets in the parking garage. For some examples of what other hotels

practice for environmental stewardship see Green Lodging News at <http://www.greenlodgingnews.com/> , Proximity Hotel, the nation's first LEED Platinum "green hotel" that follows the guidelines of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System <http://www.proximityhotel.com/green.htm> , or Ecogreen Hotel at <http://www.ecogreenhotel.com/index.php> .

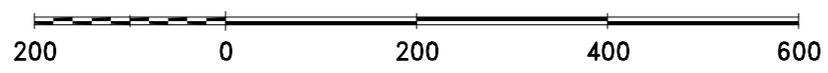
RECOMENDTIONS:

1. The EC recommends designing a sustainable building that makes Bloomington proud by using state-of-the-art green building practices. Ideally, the Hyatt Place should be a LEED Platinum green building, certified by the Leadership in Energy and Environmental Design Green Building Rating System.



SP-36-12 REI Investments
 217 W. Kirkwood Avenue
 Location/Zoning/Land Use Map

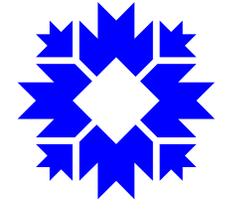
By: shapp
 3 Aug 12



For reference only; map information NOT warranted.



City of Bloomington
 Planning



Scale: 1" = 200'

Smith Neubecker & Associates, Inc.



"Providing professional land planning, design, surveying and approval processing for a quality environment."

August 10, 2012

Stephen L. Smith P.E., L.S.
Daniel Neubecker L.A.
Steven A. Brehob, B.S.Cn.T.

City of Bloomington Plan Commission
C/o Pat Shay
Planning Department
Showers Building
Bloomington, Indiana

Re: Hyatt Place Site Plan Application

Dear Pat and Commissioners,

After making early contacts with the City Administration, multiple meetings with City staff, other community leaders and tweaking/refinement of the proposal, REI Investments is pleased to submit for site plan approval for a new downtown Hyatt Place hotel. The seven story hotel will face West Kirkwood Avenue and also front on the B-line, Gentry Street and Fourth Street. The hotel is just one half block from the courthouse square and one block from the convention center.

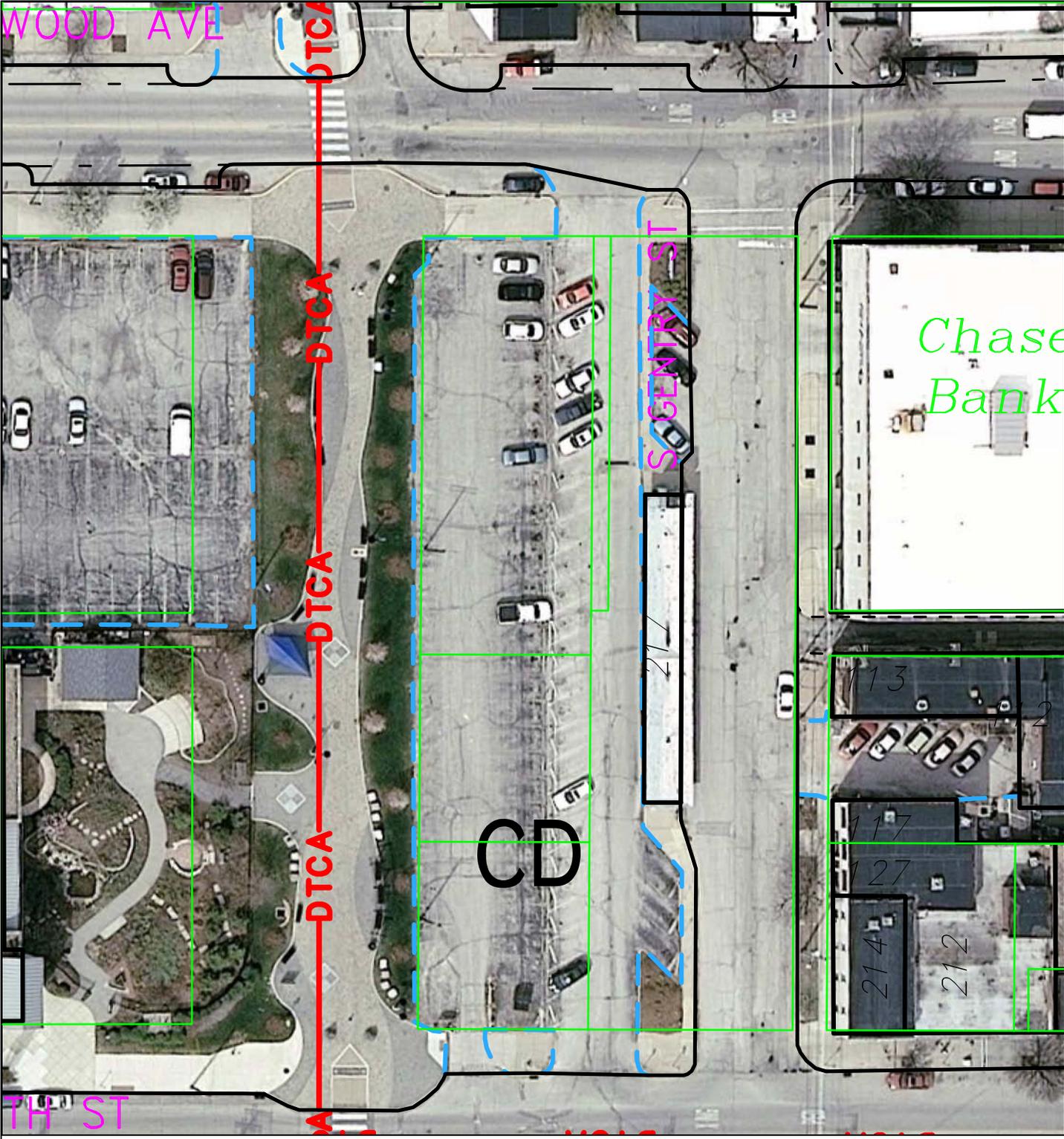
The following items are a part of this application (printed copy or e-mail);

- Preliminary architectural floor plans and perspectives
- Civil site drawings
- 3D computer model of the hotel and its surroundings
- Building elevations
- Materials detail/descriptions
- Application form
- Application fee

Thank you for all of your assistance getting the project to this application stage. We look forward to working with you as we proceed through the formal hearing and approval process.

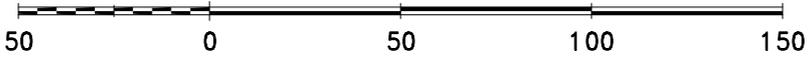
Very truly yours,

Stephen L Smith
Engineer for;
REI Investments; Bloomington Hyatt Place

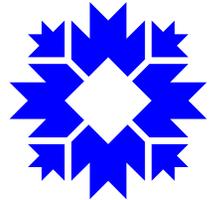


SP-36-12 Hyatt Place
Aerial Photo

By: shayp
3 Aug 12



City of Bloomington
Planning



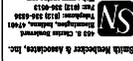
Scale: 1" = 50'

For reference only; map information NOT warranted.



10/2/2012

SP-36-12
Site Photo



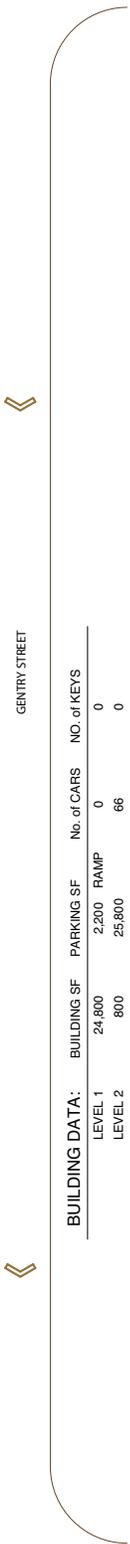
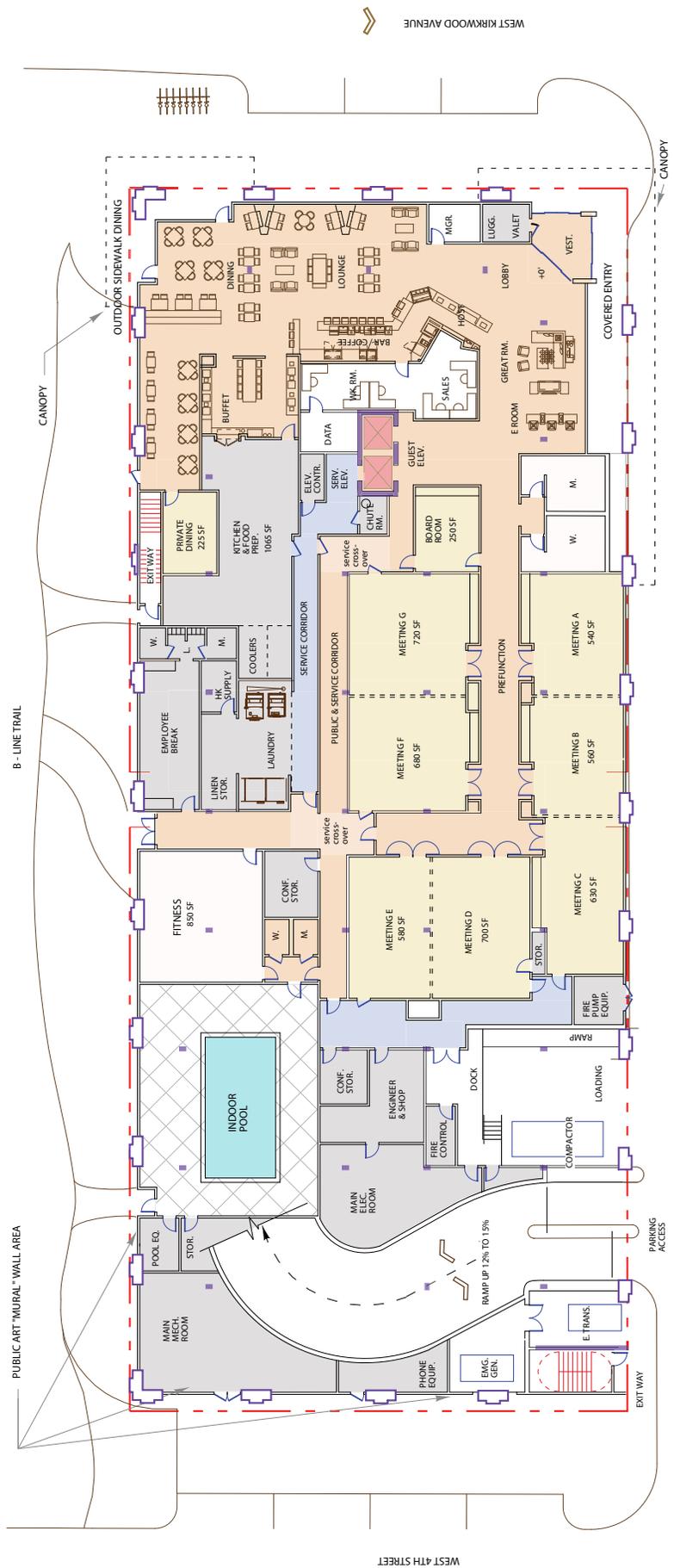
217 W. KIRKWOOD AVE.
HYATT PLACE
JOB TITLE

REVISIONS	BY	DATE

SAB
RJB
9/14/12
3 of 9
SITE PLAN

- GENERAL NOTES**
1. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF WASHINGTON.
 2. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH UTILITIES.
 3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
 4. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING CURBS AND SIDEWALKS.
 5. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING DRIVEWAYS AND PATIO AREAS.
 6. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING LANDSCAPING AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH LANDSCAPING.
 7. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING TREES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH TREES.
 8. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING FENCES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH FENCES.
 9. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING SIGNAGE AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH SIGNAGE.
 10. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING LIGHTING AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH LIGHTING.
 11. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH UTILITIES.
 12. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH UTILITIES.
 13. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH UTILITIES.
 14. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH UTILITIES.
 15. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SUCH UTILITIES.
- SITE PLAN NOTES**
1. ALL DIMENSIONS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE INTERNATIONAL BUILDING CODE (IBC).
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 15. ALL DIMENSIONS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE INTERNATIONAL BUILDING CODE (IBC).

- MATERIALS LEGEND**
- 1. ASPHALT
 - 2. CONCRETE
 - 3. BRICK
 - 4. STONE
 - 5. TERRAZZO
 - 6. CARPET
 - 7. WOOD
 - 8. GLASS
 - 9. METAL
 - 10. PLASTER
 - 11. GYPSUM BOARD
 - 12. INSULATION
 - 13. ROOFING
 - 14. PAINT
 - 15. FINISH
 - 16. FLOORING
 - 17. WALL
 - 18. CEILING
 - 19. FLOOR
 - 20. ROOF
 - 21. FOUNDATION
 - 22. RETAINING WALL
 - 23. FENCE
 - 24. SIGNAGE
 - 25. LIGHTING
 - 26. UTILITIES
 - 27. LANDSCAPING
 - 28. TREES
 - 29. SHRUBS
 - 30. GRASS
 - 31. MULCH
 - 32. SOIL
 - 33. SAND
 - 34. GRAVEL
 - 35. ASPHALT
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 - 874. SIGNAGE
 - 875. LIGHTING
 - 876. UTILITIES
 - 877. LANDSCAPING
 - 878. TREES
 - 879. SHRUBS
 - 880. GRASS
 - 881. MULCH
 - 882. SOIL
 - 883. SAND
 - 884. GRAVEL
 -



4,885 SF NET MEETING AREAS

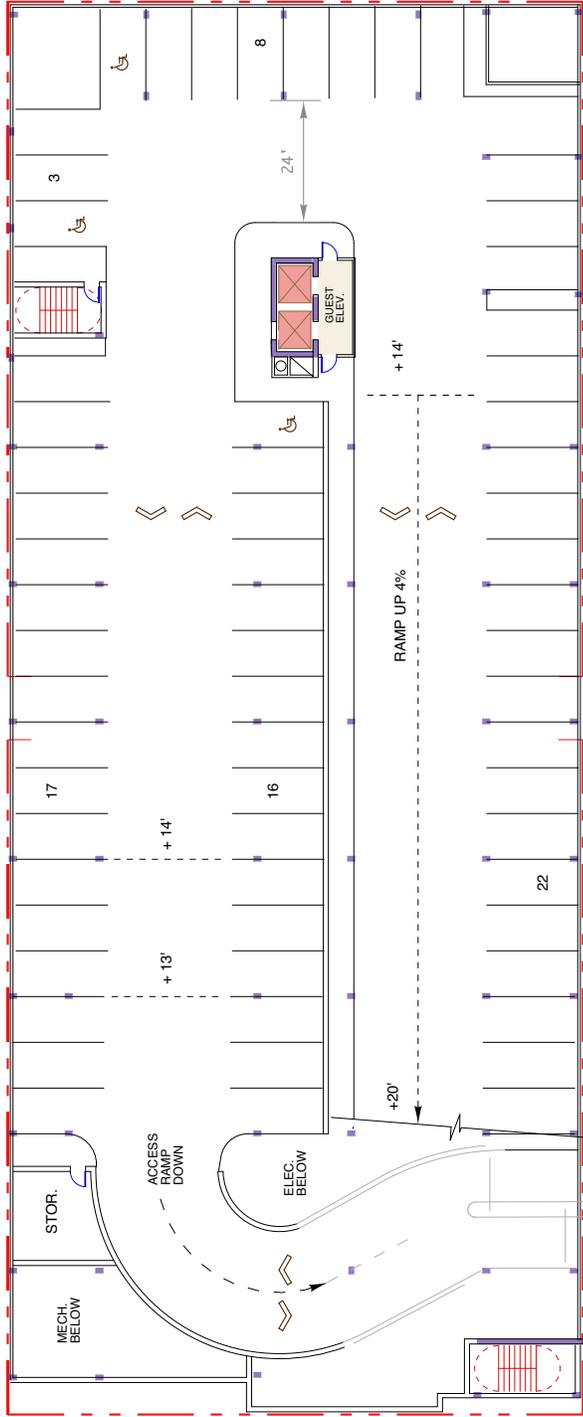
LEVEL 1

BUILDING DATA:

LEVEL	BUILDING SF	PARKING SF	PARKING RAMP	No. of CARS	No. of KEYS
LEVEL 1	24,800	2,200	25,800	66	0
LEVEL 2	800	22,450	-	64	0
LEVEL 3	800	-	-	-	42
LEVEL 4	21,100	-	-	-	42
LEVEL 5	21,100	-	-	-	42
LEVEL 6	21,100	-	-	-	42
LEVEL 7	21,100	-	-	-	42
TOTALS:	110,800	50,250	-	130	168

659 SF / KEY

SP-36-12 First Floor - Floor Plan

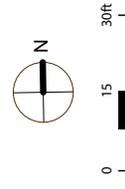


BUILDING DATA:

LEVEL	BUILDING SF	PARKING SF	No. of CARS	NO. of KEYS
LEVEL 1	24,800	2,200 RAMP	0	0
LEVEL 2	800	25,800	66	0
LEVEL 3	800	22,450	64	0
LEVEL 4	21,100	-	-	42
LEVEL 5	21,100	-	-	42
LEVEL 6	21,100	-	-	42
LEVEL 7	21,100	-	-	42
TOTALS:	110,800	50,250	130	168

659 SF / KEY

66 CARS - LEVEL 2
 PARKING LEVEL 2

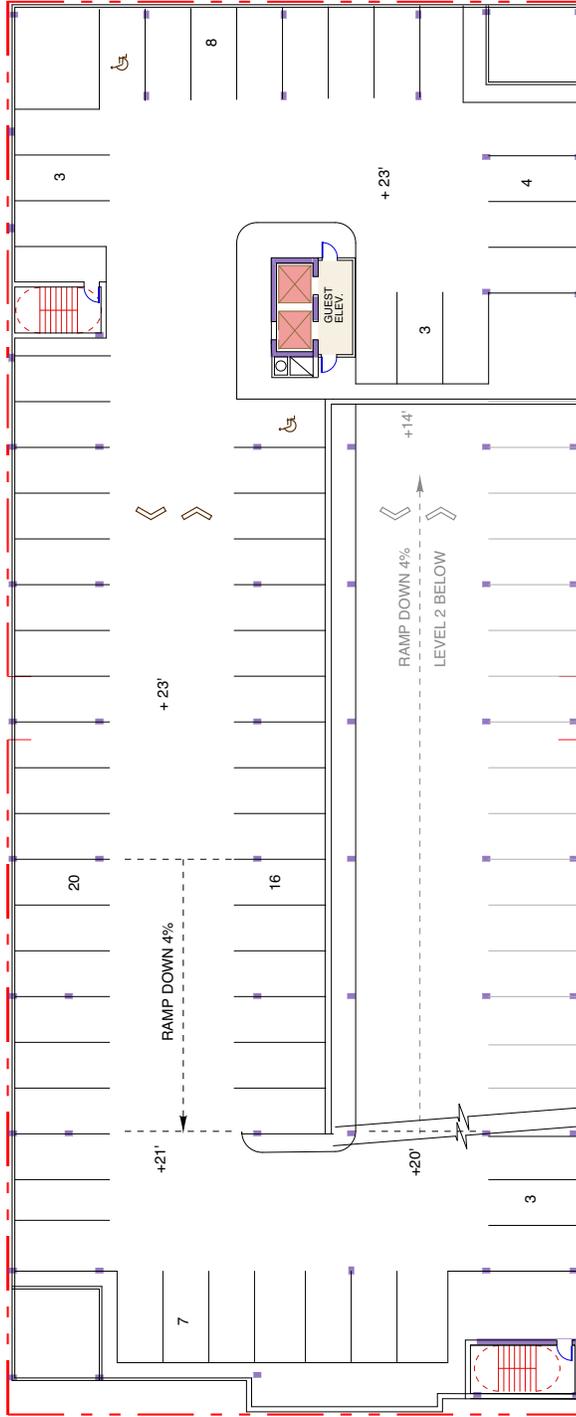


HYATT PLACE · Bloomington, Indiana



4/10/22, 9/5/12
 © DESIGN COPY RIGHT 2012

SP-36-12 Second Floor

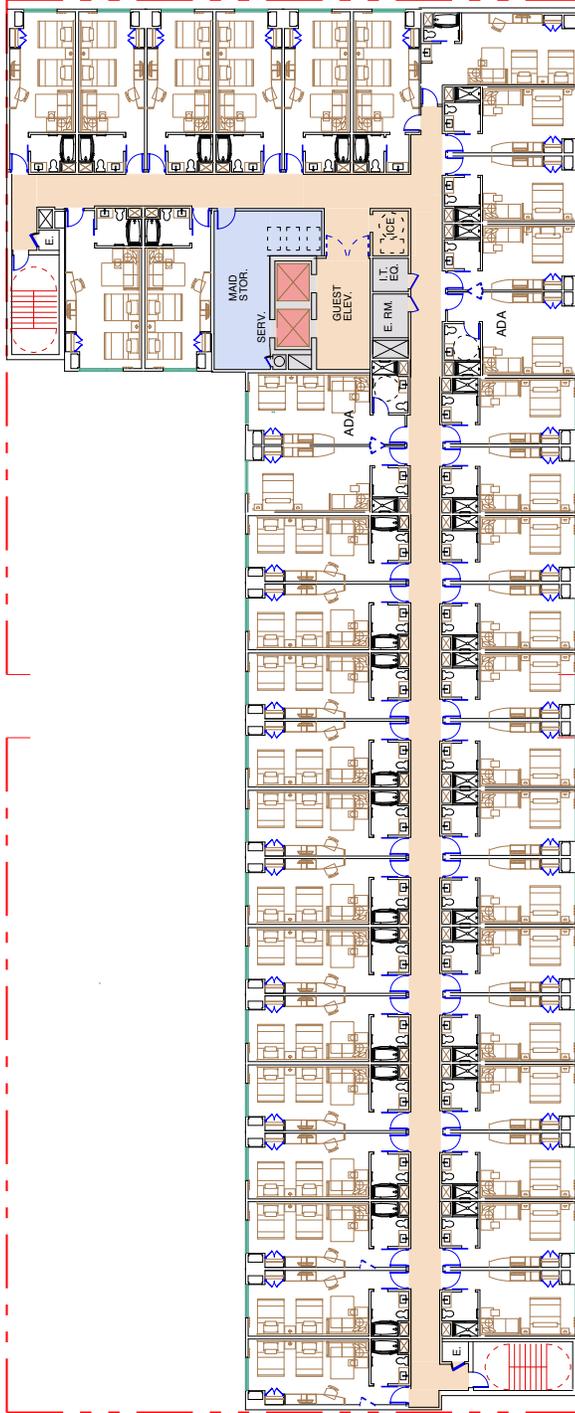


PARKING LEVEL 3

BUILDING DATA:

	BUILDING SF	PARKING SF	No. of CARS	NO. of KEYS
LEVEL 1	24,800	2,200	0	0
LEVEL 2	800	25,800	66	0
LEVEL 3	800	22,450	64	0
LEVEL 4	21,100	-	-	42
LEVEL 5	21,100	-	-	42
LEVEL 6	21,100	-	-	42
LEVEL 7	21,100	-	-	42
TOTALS:	110,800	50,250	130	168

659 SF / KEY



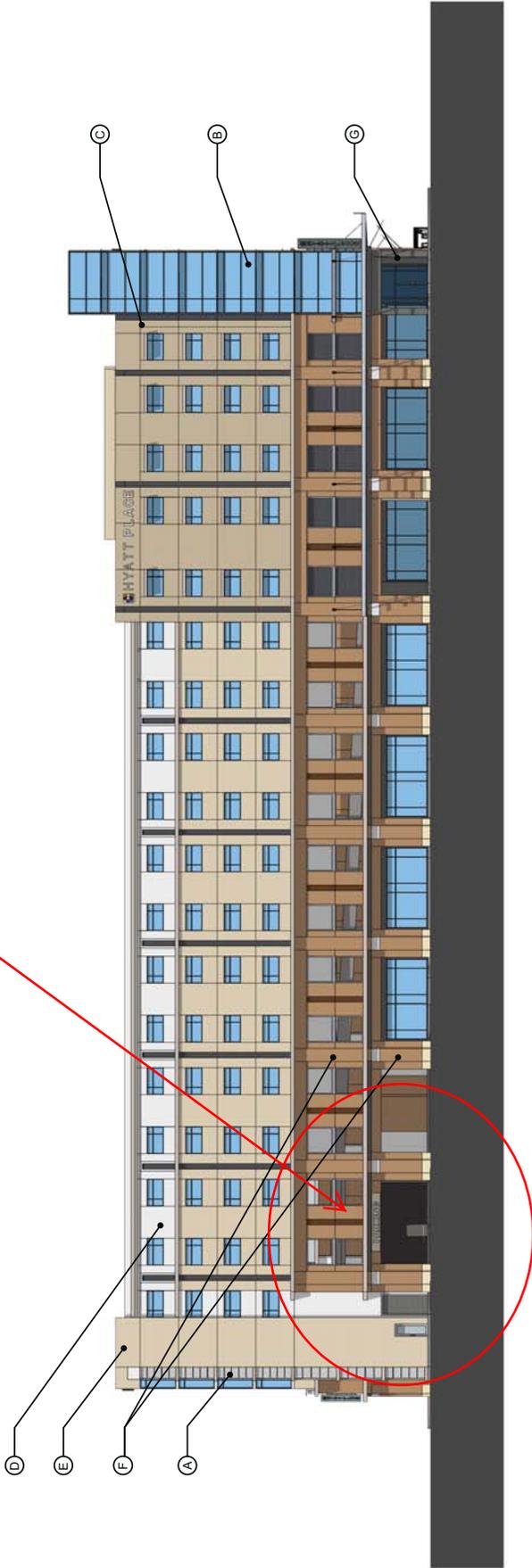
LEVEL 4 - 7

BUILDING DATA:	BUILDING SF	PARKING SF	2,200 RAMP	No. of CARS	NO. of KEYS
LEVEL 1	24,800			0	0
LEVEL 2	800	25,800		66	0
LEVEL 3	800	22,450		64	0
LEVEL 4	21,100	-		-	42
LEVEL 5	21,100	-		-	42
LEVEL 6	21,100	-		-	42
LEVEL 7	21,100	-		-	42
TOTALS:	110,800	50,250		130	168
					659 SF / KEY

MATERIAL LEGEND

- (A) SIMULATED FLAME FINISHED GRANITE (TERRA NEO)
- (B) 1" HIGH PERFORMANCE INSULATED GLASS/STOREFRONT SYSTEM
- (C) KING BRICKS (COLOR 2)
- (D) HARD COAT STUCCO - COLOR 1
- (E) HARD COAT STUCCO - COLOR 2
- (F) MASONRY - KING BRICKS WITH CAST-STONE ACCENTS (BRICK COLOR 1)
- (G) LIMESTONE - SMOOTH CUT FINISH

Garage Entrance



East Elevation

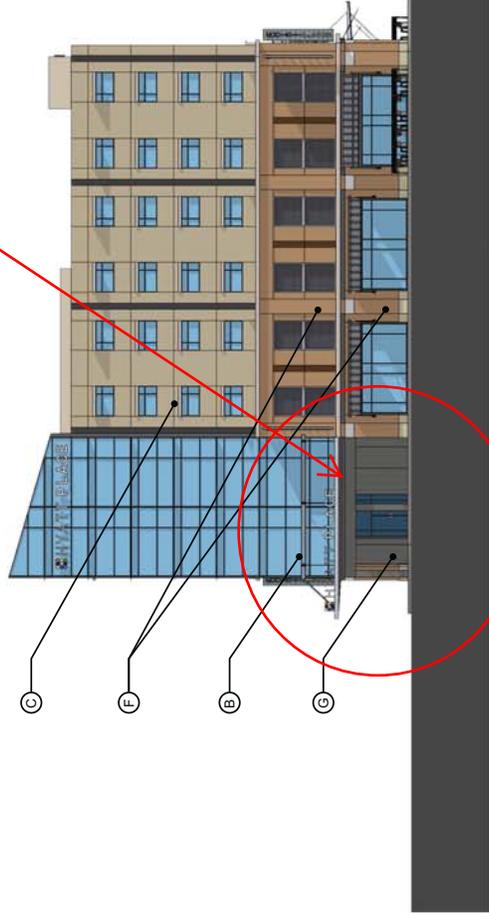
SP-36-12

MATERIAL LEGEND

- (A) SIMULATED FLAME FINISHED GRANITE (TERRA NEO)
- (B) 1" HIGH PERFORMANCE INSULATED GLASS/STOREFRONT SYSTEM
- (C) KING BRICKS (COLOR 2)
- (D) HARD COAT STUCCO - COLOR 1
- (E) HARD COAT STUCCO - COLOR 2
- (F) MASONRY - KING BRICKS WITH CAST-STONE ACCENTS (BRICK COLOR 1)
- (G) LIMESTONE - SMOOTH CUT FINISH

Main Entry

B-Line Trail



North Elevation

0 15 30ft



WHITE LODGING

HYATT PLACE · Bloomington, Indiana



#10027 0/5/12
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SP-36-12

MATERIAL LEGEND

- (A) SIMULATED FLAME FINISHED GRANITE (TERRA NEO)
- (B) 1" HIGH PERFORMANCE INSULATED GLASS/STOREFRONT SYSTEM
- (C) KING BRICKS (COLOR 2)
- (D) HARD COAT STUCCO - COLOR 1
- (E) HARD COAT STUCCO - COLOR 2
- (F) MASONRY - KING BRICKS WITH CAST-STONE ACCENTS (BRICK COLOR 1)
- (G) LIMESTONE - SMOOTH CUT FINISH

B-Line Trail Entrance



SP-36-12

West Elevation



WHITE LODGING

HYATT PLACE · Bloomington, Indiana

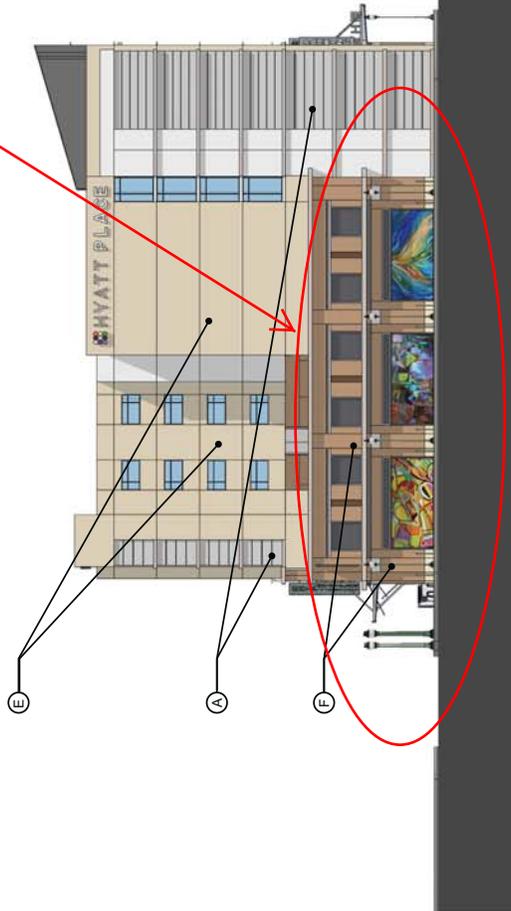


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© DESIGN COPYRIGHT 2012

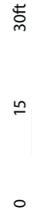
MATERIAL LEGEND

- (A) SIMULATED FLAME FINISHED GRANITE (TERRA NEO)
- (B) 1" HIGH PERFORMANCE INSULATED GLASS/STOREFRONT SYSTEM
- (C) KING BRICKS (COLOR 2)
- (D) HARD COAT STUCCO - COLOR 1
- (E) HARD COAT STUCCO - COLOR 2
- (F) MASONRY - KING BRICKS WITH CAST-STONE ACCENTS (BRICK COLOR 1)
- (G) LIMESTONE - SMOOTH CUT FINISH

Art Component



South Elevation



#10027 0/5/12
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SP-36-12



SP-36-12
SW from Kirkwood
and Gentry



SE from Kirkwood



NE from 4th St

P.F.V.S.
ARCHITECTURE
PLANNING
INTERIORS

4/3/2022 9:57:12
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WHITE LODGING

REI
REAL ESTATE SERVICES

Perspective View Looking North



NW from 4th St

P.F.V.S.
ARCHITECTURE
PLANNING
INTERIORS

412022_9/5/12
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WILL LODGING



Perspective View Looking North



Pedestrian entry from B-Line Trail







SP-36-12
Shark Fin Example

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 305 W. Kirkwood Avenue**

**CASE #: SP-41-12
DATE: October 8, 2012**

**PETITIONER: CFC Properties
320 W. 8th Street, Suite 200, Bloomington**

REQUEST: The petitioner is requesting a site plan approval to allow the relocation of an existing commercial structure within the Commercial Downtown (CD) zoning district.

Area:	0.076 Acres	
Zoning:	CD/Downtown Core Overlay (DCO)	
GPP Designation:	Downtown	
Existing Land Use:	Right-of-Way	
Proposed Land Use:	Commercial	
Surrounding Uses:	North	– Office, Restaurant/Bars
	East	– B-Line Trail, Bank
	South	– Office
	West	– Parking, Wonderlab, Multi-family

REPORT SUMMARY: The petitioner currently owns a surface parking lot located immediately west of the B-Line Trail on the south side of W. Kirkwood Avenue. The parking lot currently encroaches onto a 25-foot wide right-of-way for an unconstructed portion of S. Morton Street. The petitioner also owns the property on the opposite side of the B-Line Trail that was the former location of the drive-through for Chase Bank. That site is currently being reviewed by the Plan Commission for the Hyatt hotel project. Rather than demolishing the existing structure, the petitioner is seeking an approval to vacate the 25-foot right-of-way and relocate the approximately 8-foot wide building to the property. The Common Council will ultimately rule on the vacation request.

The intent of this relocation is to create a small scale retail opportunity primarily for Trail users. The City finds this type of retail space along the trail to be highly desirable. Although desirable, it would be difficult to provide a new construction product of this scale within the downtown. The petitioner determined that the reuse of the existing building on the unused right-of-way could provide a realistic opportunity to provide such service at a true pedestrian scale.

Plan Commission Site Plan Review: One aspect of this project requires that the petition be reviewed by the Plan Commission, per BMC 20.03.090. This aspect is as follows:

- The proposal is adjacent to a residential use
- The petitioner is requesting waivers to the standards in BMC 20.03.120 & 20.03.130.

SITE PLAN REVIEW

Parking: The UDO does not require any parking spaces for non-residential uses. The proposed structure has been oriented toward the B-line Trail for predominantly pedestrian use and no parking has been provided.

Streetscape: The proposed area for vacation has only 25 feet of public street frontage along Kirkwood Ave. All of the required streetscape improvements have been installed with the previously completed Kirkwood Streetscape project.

Bicycle Parking: This use requires that 4 Class II bicycle parking spaces be placed within 50 feet of the building's entry. These spaces shall be required with any future permit for the structure relocation.

Architecture: The petitioner is proposing to relocate an existing structure currently located immediately to the east on the opposite side of the B-Line Trail. The limestone building would be slightly modified to fill in the former teller windows associated with the previous drive-through bank use of the building. There would also be three new roll-up doors installed along the east side of the building to allow for future commercial tenants to open small storefronts toward the B-Line Trail. Due to the existing nature of the structure, staff is recommending that the Plan Commission waive any overlay requirements associated with architecture. The architectural standards of the CD are designed for new construction and additions. Staff does not find it appropriate to apply these standards to this structure. Furthermore, staff finds that the Plan Commission should determine if the building is appropriate to move to this location. **Staff is supportive of a waiver of the architectural standards of Section 20.03.130 of the UDO necessary to allow the existing building to be relocated.**

Overlay Development Standards: The proposal would require two additional waivers from the development standards of Section 20.03.120, minimum height and the required build-to line. Similar to the architectural waivers above, staff finds that the minimum height waiver is directly associated with reuse of an existing building and finds the waiver to be appropriate. The second waiver is from the required build-to line. The UDO would require the structure to be placed at the right-of-way line for Kirkwood Ave. The petitioner is proposing to center the structure on the property and with an approximate setback of 15 feet to the north property line. Due to the orientation of the structure toward the B-Line and the fact that the narrow side of the structure is not an entry, staff finds this placement to be appropriate. **Staff is supportive of both of these waivers.**

Access: There will not be any vehicular access to this site from a public street. There is only 25 feet of street frontage. Pedestrian access will be gained from two connections to the B-Line Trail and one pedestrian connection to the sidewalk along Kirkwood Ave.

Landscaping: With this proposal, the petitioner will be removing the existing asphalt from the lot and replacing it with brick pavers to match the B-Line Trail and add greenspace around the proposed building location. The pavers would be extended at two points to integrate with the trail. Coordination with the Parks Department must be done for all work within the trail right-of-way. The new greenspace will be landscaped per the UDO with a minimum of 24 shrubs and 4 trees.

Recordable Zoning Commitment: In order to achieve and sustain the intent of the proposed relocation as a small scale retail presence along the trail, staff has proposed that the petitioner record a zoning commitment for the property in association with this site plan approval and the potential right-of-way vacation request. Staff recommends that the following restrictions be placed as part of a commitment:

1. If the building is not relocated within 18 months of the vacation being granted, then the ownership of the right-of-way shall revert back to the City of Bloomington.
2. The vacated right-of-way shall not be combined with any other lot for the purpose of site development.
3. The uses of the property shall be restricted to:
 - Antique sales
 - Apparel and shoe sales
 - Art gallery
 - Artist studio
 - Arts/crafts/hobby shop
 - Barber/beauty shop
 - Bicycle sales/repair
 - Bookstore
 - Convenience store
 - Fitness/training studio
 - Florist
 - Gift shop/boutique
 - Health spa
 - Jewelry shop
 - Museum
 - Music/media sales
 - Pet grooming
 - Photographic studio
 - Restaurant, limited service
 - Retail, low intensity
 - Shoe repair
 - Sporting good sales
 - Tailor/seamstress shop

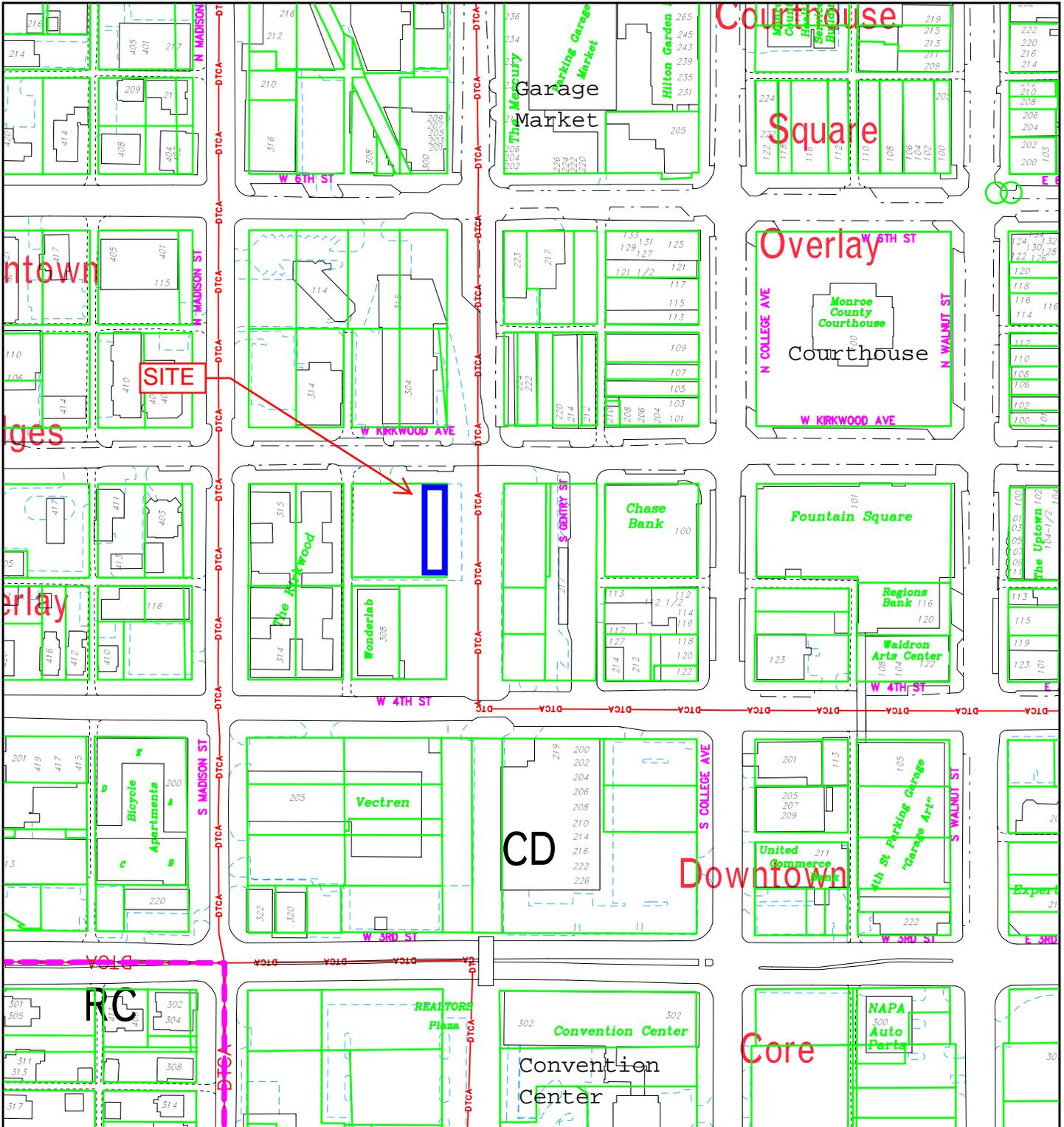
DEVELOPER TRACK RECORD: The petitioner owns and manages a large amount of commercial and residential properties in Bloomington and specifically downtown. Even with a large amount of properties, the petitioner has no outstanding violations or enforcement actions.

CONCLUSION: Staff finds that the proposed relocation and placement of the structure to be an appropriate reuse of the existing building. The proposed location will not detract from the use of the B-Line Trail and will instead provide desirable retail services to it. The reuse of the structure is preferable to its demolition. In addition, staff finds that the location of the structure and the scale of the building are appropriate.

RECOMMENDATION: Staff recommends approval SP-41-12 and all associated waivers with the following conditions of approval:

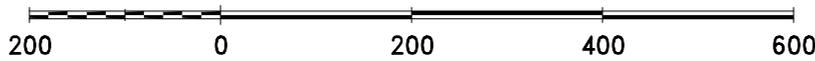
1. This approval is contingent upon the granting of a right-of-way vacation for this property from the Common Council.
2. A recordable zoning commitment must be recorded with the deed of the property as outlined in this report with final language approved by staff. This commitment must be recorded prior to any permits for relocation of the structure.
3. A minimum of 4 Class II bike parking spaces must be placed within 50' of the entrance to the building.

4. The proposed structure location must maintain a minimum of 10 feet from the B-line Trail right-of-way.
5. The eastern 5 feet of the property must be placed within an exclusive waterline easement to the City of Bloomington Utilities Department.
6. All work within the B-Line Trail right-of-way must receive approval from the Parks and Recreation Department prior to any construction activities within this area.
7. All required landscaping must be approved species per the Unified Development Ordinance landscaping requirements.



SP-41-12 CFC, Inc
 305 W. Kirkwood Avenue
 Location/Zoning/Land Use Map

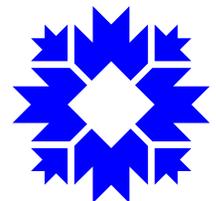
By: shapp
 3 Aug 12



For reference only; map information NOT warranted.



City of Bloomington
 Planning



Scale: 1" = 200'



CFC PROPERTIES
320 W. EIGHTH ST., SUITE 200
P.O. BOX 729
BLOOMINGTON, IN 47402-0729 U.S.A.
PHONE: 812.332.0053 FAX: 812.333.4680
WWW.CFCINCORPORATED.COM

September 13, 2012

City of Bloomington Planning Department
401 N. Morton Street Suite 160
Bloomington, IN 47404

Subject: Request to relocate the Chase ATM drive-through

City of Bloomington Planning:

CFC Properties is requesting approval to relocate the Chase Bank Drive-up building to the east side of the B-line trail along Kirkwood Avenue. The proposed property is located east of original Plat Lots 133 & 134 (see attached survey). The City of Bloomington currently owns the proposed property and CFC is currently working with the City in attempt to vacate this piece of property. CFC has occupied and maintained this property for over 10 years. CFC proposes to connect the building to the B-line Trail with sidewalks. The sidewalks will be constructed with materials that match the B-line Trail. The building is 735.43 SF. The proposed reuse of the Chase Bank Drive-up building will provide leasable retail space for businesses to serve individuals using the B-Line Trail and guests to downtown Bloomington.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Jim Murphy".

Jim Murphy, President
CFC Properties

SP-41-12
Petitioner's Statement

STRUCTURAL ENGINEER:
Spencer Cook Engineering, Inc.
 1725 WOODLAND DRIVE, SUITE 200
 INDIANAPOLIS, INDIANA 46278
 FAX (317) 297-2942

MECHANICAL ENGINEER:
HEINZ ASSOCIATES LLC
 Mechanical, Electrical & Civil Engineering
 Registered IN, IL, KY, OH, MO & IA
 JASPER, IN 47536
 hinc@heinz.net

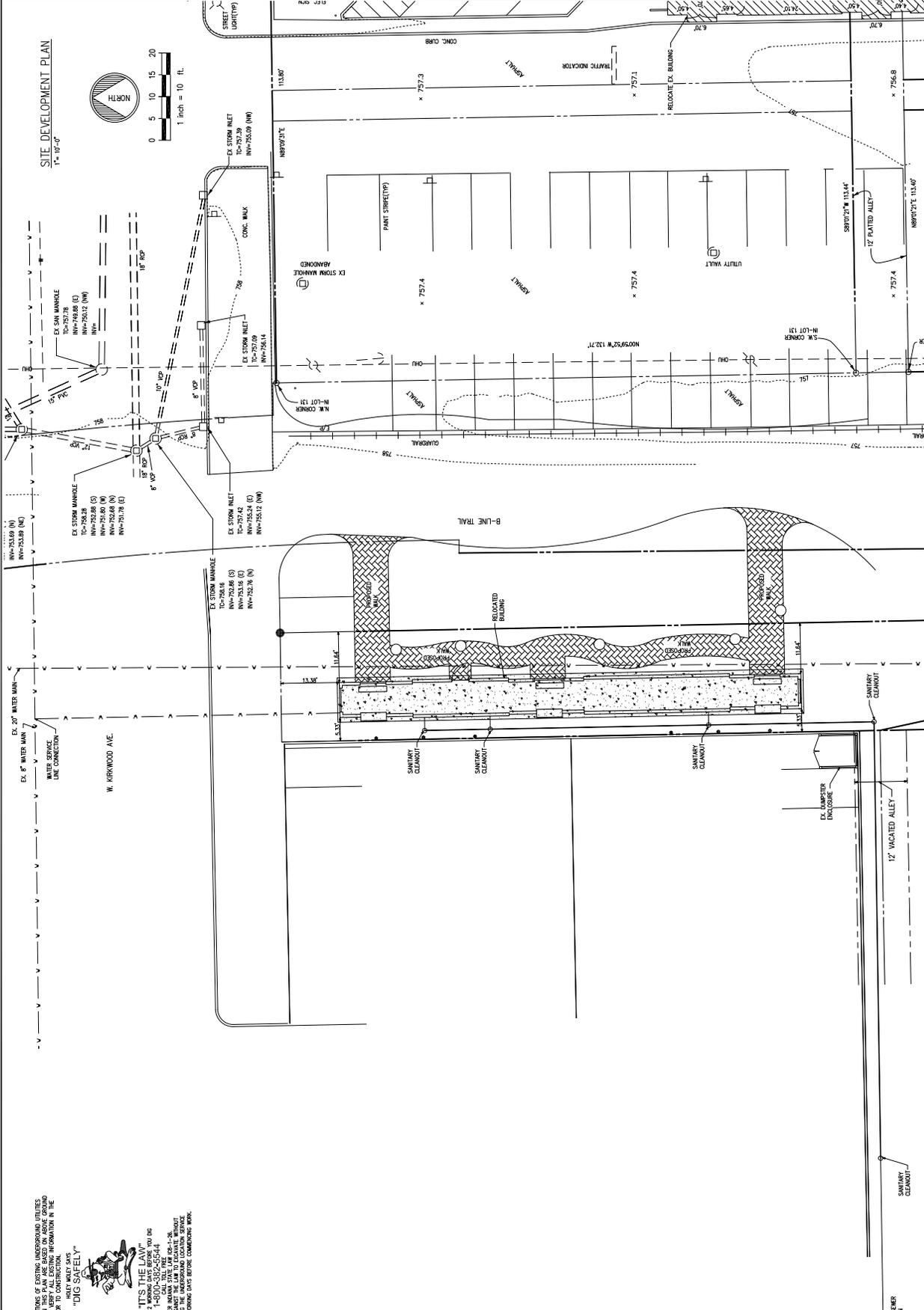
PROJECT ARCHITECT:

PROJECT DESCRIPTION:
 CHASE BANK DRIVE-UP
 RELOCATION

REVISION AND DESCRIPTIONS:	
20	
19	
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DRAWING SCALE: CHASE BANK PROJECT NUMBER:
 AS NOTED CHASE BANK
 PROJECT'S PRINT DATE:
 September 20, 2012
 SHEET NUMBER:
 C1

SITE DEVELOPMENT PLAN
 1" = 10'-0"



NOTE:
 THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES
 SHOWN ON THIS PLAN ARE BASED ON RECORD DRAWINGS
 AND FIELD SURVEY. ALL UTILITIES SHOULD BE
 FIELD VERIFIED PRIOR TO CONSTRUCTION.

"DIG SAFELY"



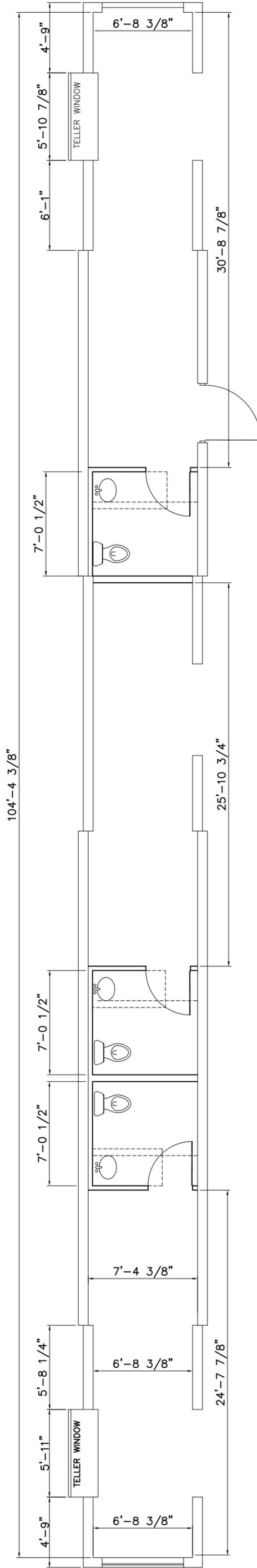
IT'S THE LAW
 1-800-392-5544
 PER INDIANA STATE LAW 36-1-2-8
 ALL CONTRACTS FOR UNDERGROUND UTILITIES SERVICE
 MUST BE SIGNED AND DATED BY THE CONTRACTOR
 TWO (2) WORKING DAYS BEFORE COMMENCING WORK.

SP-41-12
 Site Plan



10/2/2012

Site Photo

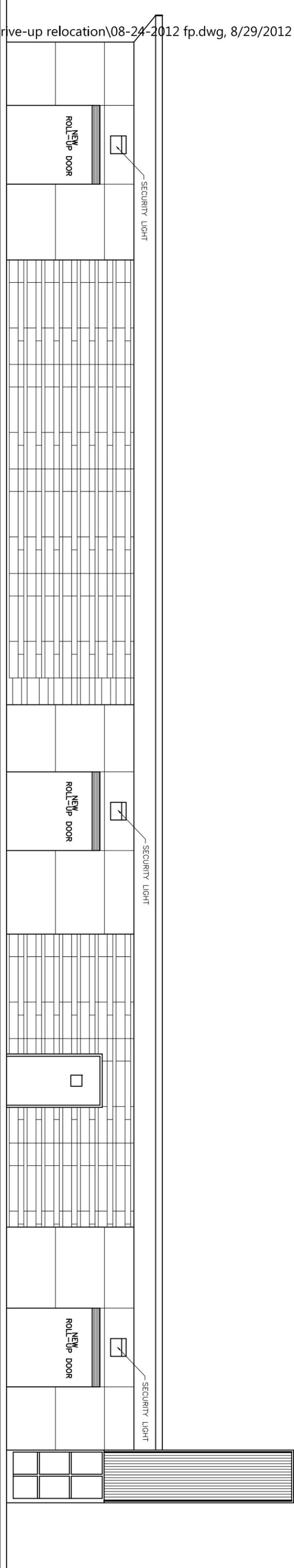


CHASE BANK DRIVE-UP
735.43 SF

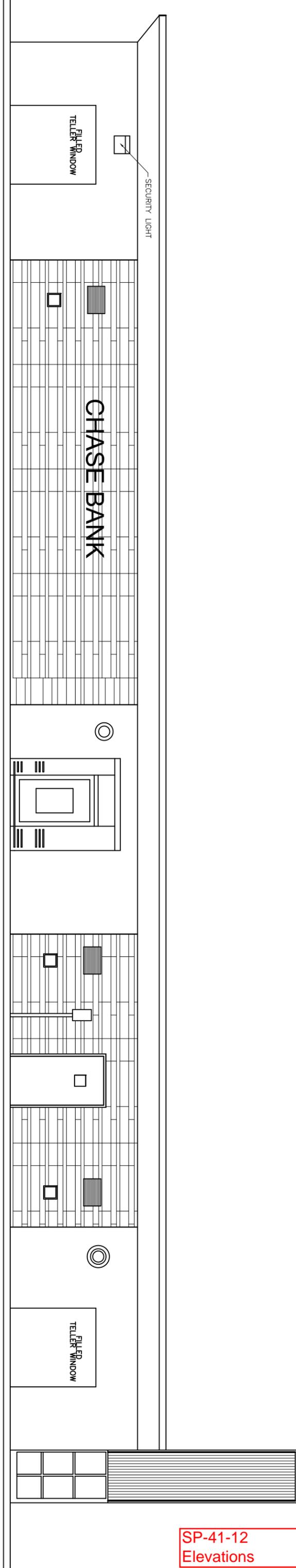


SP-41-12
Floor Plan

PROPOSED EAST ELEVATION

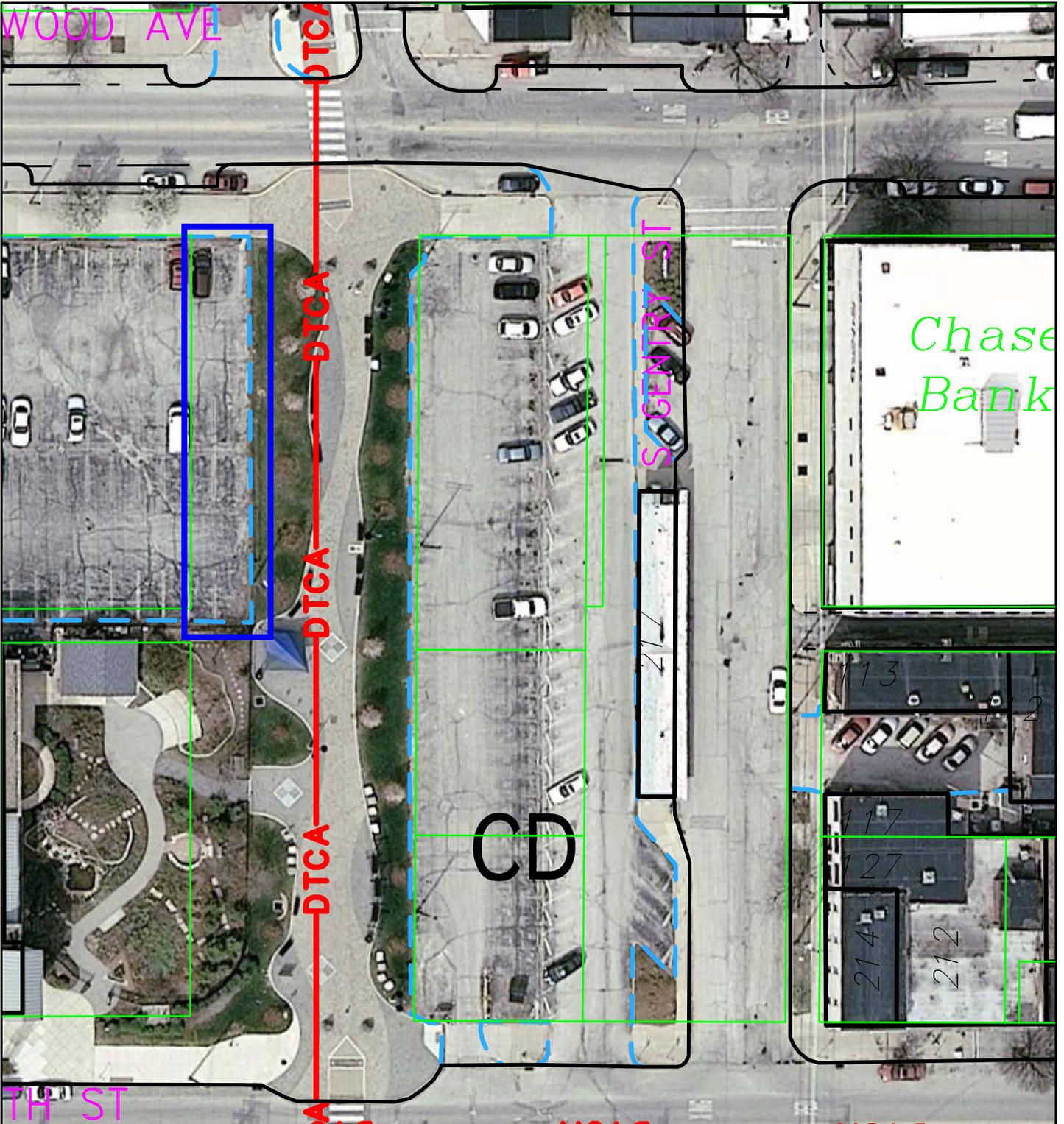


EXISTING EAST ELEVATION



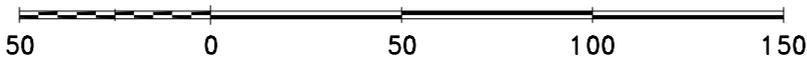


SP-41-12
Rendering

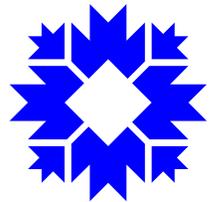


SP-41-12
Aerial Photo

By: shayp
3 Aug 12



City of Bloomington
Planning



Scale: 1" = 50'

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 2960 S. Walnut Street**

**CASE #: SP/UV-40-12
DATE: October 8, 2012**

PETITIONER: The NRP Group, LLC
5309 Transportation Blvd, Cleveland, OH

CONSULTANT: American Structurepoint Inc.
7260 Shadeland Station, Indianapolis, IN

REQUEST: The petitioner is requesting site plan approval to construct a 108-unit multifamily residential development. Also requested is a use variance to allow ground floor residential units in a Commercial Arterial (CA) zoning district

Area:	5.33 Acres								
Zoning:	Commercial Arterial (CA)								
GPP Designation:	Community Activity Center								
Existing Land Use:	Restaurant/Motel								
Proposed Land Use:	Multi-family Residences								
Surrounding Uses:	<table> <tr> <td>East</td> <td>- Offices/Self Storage Units</td> </tr> <tr> <td>South</td> <td>- Automobile Dealership/U-Haul</td> </tr> <tr> <td>West</td> <td>- Duplexes</td> </tr> <tr> <td>North</td> <td>- Duplexes</td> </tr> </table>	East	- Offices/Self Storage Units	South	- Automobile Dealership/U-Haul	West	- Duplexes	North	- Duplexes
East	- Offices/Self Storage Units								
South	- Automobile Dealership/U-Haul								
West	- Duplexes								
North	- Duplexes								

REPORT SUMMARY: This 5.33 acre property is located at 2960 S. Walnut St. and has been developed with a dance club/bar and 2 motel buildings and is zoned Commercial Arterial (CA). Surrounding land uses include offices and storage units to the east, an automobile dealership to the south, and a duplex development to the north and west.

The property has a mild east-to-west slope with scattered interior trees and a vegetated fence row along the property borders. There is a small creek that flows from a box culvert under Walnut Street that is collected by a swale along the southern property line of the site which eventually discharges to Clear Creek to the west. This creek is subject to the riparian buffer standards of the UDO. The petitioner has applied to the Board of Zoning Appeals for a variance to allow encroachment into the required 75' buffer from the creek. A portion of the floodplain from Clear Creek also extends onto this property and has been shown on the site plan. A portion of the floodplain will be disturbed for utility crossings and to remove some soil to offset fill associated with the utility lines.

The petitioner is proposing to remove all of the existing buildings except for the limestone clubhouse building and construct 5 new multifamily residential buildings that will be used for affordable housing. There will be a total of 108 units and 198 bedrooms on the property with 42 one-bedroom units, 42 two-bedroom units, and 24 three-bedroom units. A total of 111 parking spaces are being proposed for the units. With this proposal there would be a new 5' wide concrete sidewalk and tree plot installed along Walnut Street as required.

This site plan request requires Plan Commission approval due to the project having more than 100 units. The petitioner is requesting a use variance to allow the ground floor of these buildings to have multifamily dwelling units. The variance is necessary because ground floor dwelling units are not allowed in the CA district.

SITE PLAN REVIEW:

Access: The petitioner would be utilizing the existing drive cut onto Walnut St. Minor changes would be done to the drive cut to re-align it with the parking lot changes. The drive cut does not meet the 100' setback requirement from an adjacent drive. However, the location of existing driveways on the adjacent properties and an adjacent driveway on the opposite side of Walnut Street make installing a compliant driveway location difficult. The BZA will hear a request for a variance from the driveway setback requirement at the October 18 meeting. Staff is supportive of this variance request.

Pedestrian Facilities: There is an existing sidewalk along a portion of the property frontage. The sidewalk will be extended to the north property line with this petition and be continuous across the frontage. There will also be a series of internal sidewalks that connect the development to the sidewalk along Walnut Street.

Parking: The proposed development does not have to provide any parking spaces, but will have 111 parking spaces to serve the needs of the tenants. The parking area is required to have 7 islands with a tall, canopy tree planted in each and these have been shown on the landscape plan. A total of 33 bicycle parking spaces are required and have been shown. Bicycle parking will be provided both inside the buildings as well as covered bike racks adjacent to the buildings.

Environmental Features: The property has a few scattered pine trees and a vegetated fence row along the north, west, and south property borders. The small creek that flows along the south property line is subject to the riparian buffer standards. Staff has worked with the petitioner to maximize the distance from the proposed buildings and parking areas to the creek in order to provide the greatest opportunities for protection. The UDO requires a 75' setback from the top of creekbank and the site plan shows encroachments up to 37' from the creekbank on the east end of the site with a greater setback of almost 70' further west. A variance must be approved to allow the proposed encroachments. The lowest finished floor elevation of the buildings has all been shown 2' higher than the flood elevation.

Stormwater Detention/Utilities: The grading plan shows two stormwater detention swales along the south side of the property to provide stormwater detention and improve stormwater runoff quality. In addition there will be underground detention provided under the parking areas through a series of pipes. Once constructed, stormwater runoff will be collected by inlets or swales and discharged into either the proposed underground detention chambers or the rain gardens. The western portion of the site will be collected by a storm sewer network while the eastern portion will be collected by one of two stormwater swales. The proposed swales will be planted with a wetland seed mix to provide water

quality improvements before water enters Clear Creek. The outfall from the underground detention will discharge via either a 15-inch or 12-inch stormwater pipe outlet to the existing swale along the southern property line. There is an adjacent sanitary sewer line that is being connected to that runs along Pinewood Lane to the west. In order to achieve enough burial depth for the new sewer line a small amount of fill will need to be placed in the floodplain to bury the line. As a result of this fill, an equal amount of soil must be removed from the floodplain to compensate for the fill. A permit from the Department of Natural Resources must be approved prior to any disturbance in the floodplain.

Architecture: Elevations for the proposed buildings have been submitted and are included in the packet. The buildings will be approximately 43' tall and have sloped roofs with shingles. The façades will be finished with a mix of brick veneer, vinyl, shake accent siding, and decorative trim.

GROWTH POLICIES PLAN: The GPP designates this property as Community Activity Center (CAC). The CAC designation “is designed to provide community-serving commercial opportunities in the context of a high density, mixed-use development.” The small size of the property does not provide an opportunity to really develop the site as envisioned by a typical CAC, however some of the relevant policies for this area state that:

- *Residential units may also be developed as a component of the CAC, and would be most appropriate when uses are arranged as a central node rather than along a corridor.*
- *Buildings should be developed with minimal street setbacks to increase pedestrian and transit accessibility.*
- *Street cuts should be limited as much as possible to reduce interruptions of the streetscape.*
- *Incentives should be created to encourage the inclusion of second-story residential units in the development of Community Activity Centers.*

In addition to the policies of the CAC, the GPP’s guiding principles have several policy recommendations that relate to this petition. The “Sustain Economic and Cultural Vibrancy” guiding principle states:

- *...the redevelopment of under-utilized parcels should not be neglected in favor of open land outside of the City.*
- *Within Bloomington, there are significant numbers of properties within downtown, along arterial roadways, and even in core neighborhoods that could be better utilized through redevelopment strategies.*

ENVIRONMENTAL COMMISSION MEMO:

1. The petitioner should change the Street Tree choices and leave the two existing trees in place.

Staff Response: Staff recommends preserving the existing street trees and

replacing the proposed new street trees species with something besides Maples.

2. The petitioner should apply green building and site design practices to create a high performance, low carbon-footprint structure.

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

3. The petitioner should provide space for recyclable-materials storage and a recycling company to pick it up.

Staff Response: Although not required, the petitioner has agreed to provide on-site recycling for the residents.

DEVELOPER TRACK RECORD: The developer has constructed and manages many affordable housing developments across the country, but does not have any local projects.

CONCLUSION: With the exceptions outlined in this report and being heard by the BZA, the proposed site plan meets the requirements of the Unified Development Ordinance. The removal of several dilapidated buildings, along with site and landscape improvements, will provide improvements to the property and a re-investment in the southern Walnut Street corridor. The extension of the sidewalk across the property frontage will also help complete a sidewalk system along Walnut St. that was started with a City project. The narrow width of this property and shape of the lot make a general Community Activity Center difficult. Furthermore, the lack of ground floor commercial space at this location does not interfere with the goals and policies of the Growth Policies Plan. The presence of several commercial centers immediately surrounding this property provides commercial service opportunities in this area. This project would provide a needed affordable housing project along with redeveloping an underdeveloped property.

RECOMMENDATION: Staff finds that this use variance will not substantially interfere with the Growth Policies Plan. Based upon the written report, staff recommends forwarding a positive recommendation to the Board of Zoning Appeals. Based on the written findings above, staff recommends approval of the site plan with the following conditions:

1. Thirty-three (33) Class II bicycle parking spaces are required.
2. The riparian buffer area must be planted in accordance with UDO requirements.
3. A complete photometric plan must be submitted and approved prior to issuance of a building permit.
4. A permit from the Department of Natural Resources must be approved prior to any disturbance in the floodplain.
5. This approval is contingent upon the granting of variance by the BZA.

MEMORANDUM

Date: September 27, 2012

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP/UV-40-12, Bloomington Pointe Apartments

This memorandum contains the Environmental Commission's (EC) recommendations regarding a Use Variance and Site Plan for a 120-unit apartment building, totaling 216 bedrooms. The 5.33-acre site is within the Commercial Arterial (CA) zoning district. The topography slopes east to west from South Walnut Street and supports scattered trees, a vegetated creek along the south and the west borders. Environmental constrictions for the property include a floodplain and riparian buffers. The EC has no objections to granting a Use Variance for the multi-family dwelling, or a reduced riparian buffer, given the vegetation that will be planted within it.

ISSUES OF SOUND ENVIRONMENTAL DESIGN:

1.) LANDSCAPE PLAN:

The landscape plan includes a good diversity of plants with some native species and cultivars of natives along with the exotic plants. The EC is also pleased with the inclusion of the two rain gardens. However, the red maple, *Acer rubrum* 'Bowhall', Street Trees should be reconsidered. The cultivar Bowhall is an acceptable choice for the location, but Bloomington has an overabundance of maple trees and the city has a goal of more diversity for our Urban Forest. Additionally, there are two healthy Moraine sweetgum (*Liquidamber styraciflua* 'Moraine') Street Trees already established in the tree plot. The EC recommends using additional Moraine sweetgums if the intent is to have all the street trees match. If not, the recommendation is to leave the two sweet gums in place and add the Bowhall maples along with them.

2.) GREEN BUILDING AND SITE DESIGN:

The EC recommends green building and site features. Green building can provide substantial savings in energy costs to a building over its life cycle and is thus an especially prudent investment in this time of rising energy prices. Green building features are consistent with the spirit of the UDO and 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, and by City Council resolution 06-07, which recognizes and calls for planning for peak oil, and by Redefining Prosperity: Energy Decent and Community Resilience Report of the Bloomington Peak Oil Task Force.

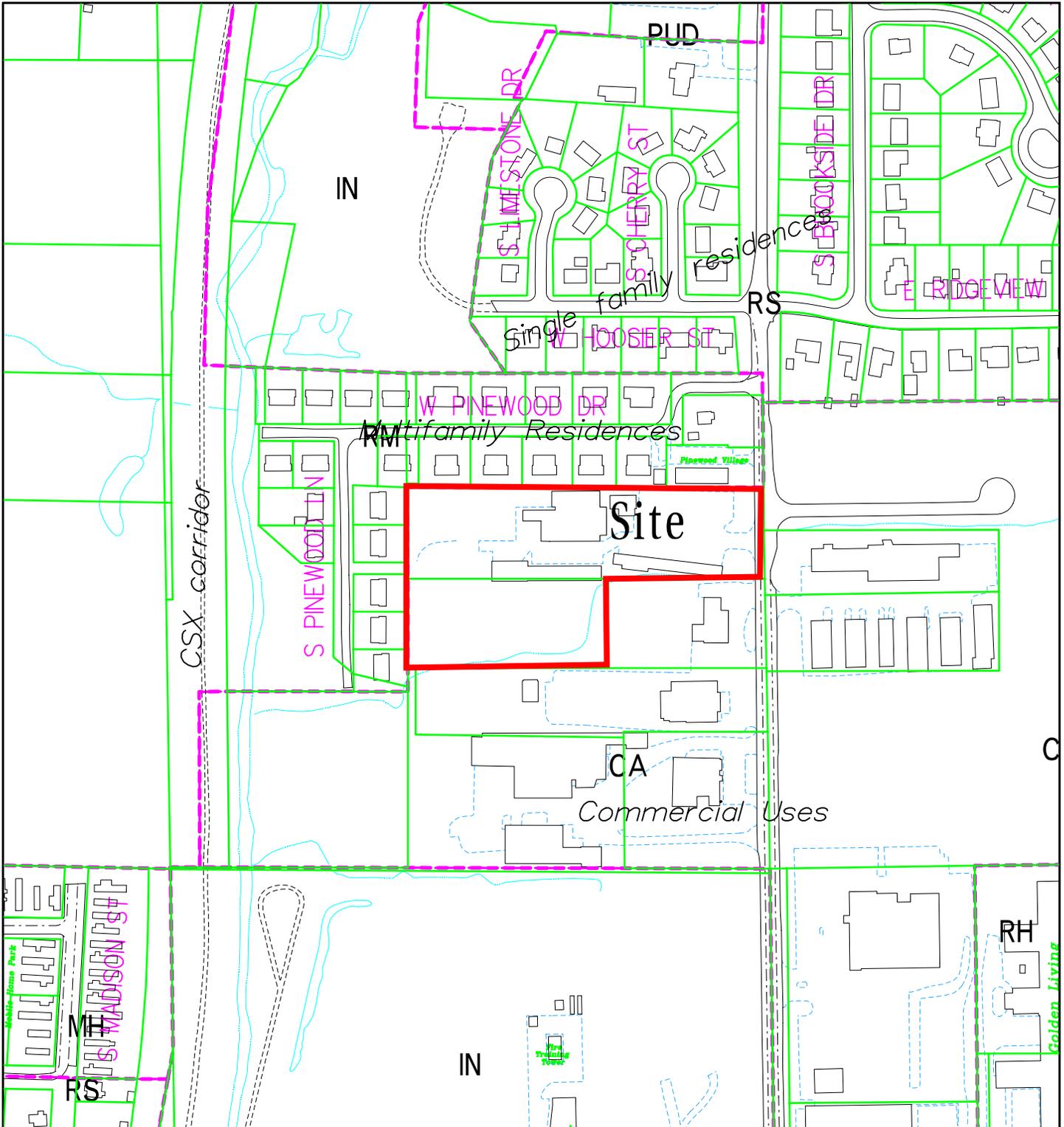
Green building options are many and continue to grow. The city's municipal code includes a section of green development incentives (Unified Development Ordinance: 20.05.045 Green Development Incentives, GD-01, pp. 5-40:5-42). Some examples of green building and landscaping features consistent with the UDO include: energy saving lighting and appliances (20.05.049 GD-01 (a) (1) (B)); solar systems (e.g. passive solar space or water heating; solar photovoltaic cell system) (20.05.049 GD-01 (a) (1) (C)); recycled or salvaged construction and demolition debris (20.05.049 GD-01 (a) (1) (D)); utilization of local building materials or products (20.05.049 GD-01 (a) (1) (E)); use of native vegetation and other conservation design techniques to convey and filter stormwater (20.05.049 GD-01 (a) (2) (B)); and capture and use of rainwater for common and public space irrigation (20.05.049 GD-01 (a) (2) (C)).

3.) RECYCLING:

The EC recommends that the petitioner allocate space within the site design to accommodate recyclable materials storage. The pick-up service is readily available in Bloomington if space is planned in advance at the site. The petitioner should find a full service recycling company that will pick up the stored materials and deliver them to a Materials Recovery Facility (MRF). Lack of recycling services is the number one complaint that the EC receives from apartment dwellers in Bloomington. People are educated about the importance of recycling from youth these days and it has become an important norm that has many important benefits in energy and resource conservation. The EC feels that recycling is an important contributor to Bloomington's environmental quality and sustainability and that it will also increase the attractiveness of the apartments to prospective tenants.

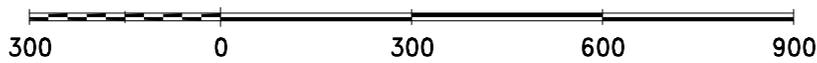
EC RECOMMENDATIONS:

- 1.) The petitioner should change the Street Tree choices and leave the two existing trees in place.
- 2.) The petitioner should apply green building and site design practices to create a high performance, low carbon-footprint structure.
- 3.) The petitioner should provide space for recyclable-materials storage and a recycling company to pick it up.

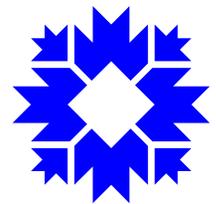


UV/SP-40-12 NRP Group, LLC
 2960 S Walnut Street
 Plan Commission
 Site Location, Zoning, Parcels, Land Use

By: greulice
 3 Oct 12



City of Bloomington
 Planning



Scale: 1" = 300'

PETITION

Bloomington Pointe is a comprehensive neighborhood revitalization development on a site of a previously used for a bar/restaurant and an existing short term stay motel to a multifamily neighborhood. Bloomington Pointe proposes to develop a green design multi-unit residential facility for the purpose of providing housing for families

Bloomington Pointe will provide a high quality green universally designed affordable housing option for 120 families living in Bloomington. The energy efficient cottage and garden style apartment homes will meet and exceed the IHCDCA Minimum Development Standards for new construction buildings including Special Housing Needs. The Universal Design Features will be constructed to the Blue Ribbon status. Additionally, Bloomington Pointe has been designed to incorporate the High Performance Housing Characteristics for energy efficiency and will achieve the building certification of LEED or equivalent rating.

Bloomington Pointe will offer a pedestrian-oriented neighborhood including multiple bike racks, playground and public bus stop. Additionally a Community Clubhouse complete with a large living room offering a flat screen TV, oversized fireplace, kitchenette, common laundry room computer room and offices will greet the new residents at the entrance.

This property is located at 2960 S. Walnut Street, Bloomington, IN 47402. The Petitioner is requesting a Use Variance to allow for ground floor residential dwelling units zoned commercial arterial and a riparian buffer variance and driveway setback variance from the City of Bloomington, Monroe County, Indiana.

By:  _____

J. David Heller

Managing Member

NRP Properties LLC

5309 Transportation Boulevard

Cleveland, Ohio 44125

State of Ohio _____

SP/UV-40-12
Petitioner Statement

County of Cuyahoga

Subscribed and sworn before me, a Notary Public, in and for the said County and State,
this 14 day of September, 2012.

Mary E. Hada
Signature

MARY E. HADA
Printed Name



MARY E. HADA
Notary Public
State of Ohio
My Commission Expires
May 12, 2013



ASPHALT SHINGLE ROOF W/
CONTINUOUS RIDGE VENT
CONT. RAIL SYSTEM
W/ VINYL POST SLEEVES
ALUMINUM GUTTER &
DOWNSPOUT
SHAKE ACCENT SIDING
CASEMENT WINDOWS

SHAKE ACCENT SIDING
DECORATIVE
FYPON VENT

PVC TRIM
DECORATIVE TRIM BAND

VINYL LAP SIDING
BRICK VENEER W/
SYNTHETIC STONE
WATERTABLE
PVC COLUMN COVER

ASPHALT SHINGLE
ROOF
OPEN BREEZEWAY
& STAIR

SIDING & SHAKE
ALSIDE
SILVER MOSS, COASTAL SAGE, & ANTIQUE PARCHMENT

BRICK
GLEN-GERY BRICK
COLONIAL SAND

H.P. TOP/ ROOF
EL. +7'-43"-0"

TRUSS BEARING
EL. 27'-2"

THIRD FLOOR
EL. 19'-0"

SECOND FLOOR
EL. 9'-6"

FIRST FLOOR
EL. 0'-0"

ELEVATION

BLOOMINGTON POINTE
BLOOMINGTON, INDIANA

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 16102 Chagrin Blvd., Suite 200
 Shaker Heights, Ohio 44120
 216.752.4300 (fax) 216.752.4301
 Email: info@rdlarchitects.com

The NRP Group
 5309 Transportation Blvd.
 Cleveland, Ohio 44125
 Telephone: 216.475.8900
 Fax: 216.475.8300

SP/UV-40-12
 Front Elevation



SHAKE ACCENT SIDING

H.P. TOP/ ROOF
EL. +1'-43"-0"

TRUSS BEARING
EL. 27'-2"

THIRD FLOOR
EL. 19'-0"

SECOND FLOOR
EL. 9'-6"

FIRST FLOOR
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ASPHALT SHINGLE ROOF W/
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SIDING & SHAKE
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BRICK
GLEN-GERY BRICK
COLONIAL SAND



ELEVATION

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SP/UV-40-12
Side Elevation



SP/UV-40-12 NRP Group, LLC

2960 S. Walnut Street

Plan Commission

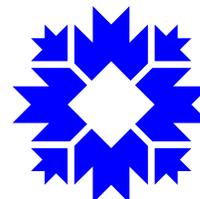
2010 Aerial Photograph

By: greulice

3 Oct 12



City of Bloomington
Planning



Scale: 1" = 200'

For reference only; map information NOT warranted.

**BLOOMINGTON PLAN COMMISSION
STAFF REPORT
Location: 601 N. Walnut Street**

**CASE #: SP-38-12
DATE: October 8, 2012**

**PETITIONER: Pavilion, Inc.
601 N. Walnut Street**

**CONSULTANT: Studio Three Design
8604 Allisonville Rd., Suite 330, Indianapolis**

REQUEST: The petitioner is requesting site plan approval in order to build a four-story mixed use building with 20 dwelling units and 1400 square feet of first floor commercial space.

Area: 0.19 Acres
Zoning: Commercial Downtown/Downtown Gateway Overlay
GPP Designation: Downtown
Existing Land Use: Office and restaurant
Proposed Land Use: Mixed Use
Surrounding Uses: North, east – Multi-family
West, south – mixed use, commercial and residential

REPORT SUMMARY: The subject property is located at the northwest corner of W. 10th Street and N. Walnut Street. The property is made up of a single 0.19 acre platted lot that has been developed with a two story commercial building. The first floor contains Mad Mushroom Pizza while the second floor contains the petitioner's property management office. It is bound on the west by a platted north-south alley and is surrounded by commercial and multi-family uses on all sides. The property is zoned Commercial Downtown (CD) and is within the Downtown Gateway Overlay (DGO).

The petitioner proposes to construct a 4-story mixed use building on the property. The proposed building would include a mix of 1 and 2-bedroom units, with a total of 20 units and 22 bedrooms. The first floor contains 10 parking spaces and an approximately 1,400 square foot leasable commercial space. All apartment units would be located in the upper floors and have access from interior hallways. Vehicles would enter the site from W. 10th street. The primarily pedestrian entrance would be along 10th Street. Commercial entry is gained approximately 3 feet below street grade on Walnut St. or from a secondary entry along 10th St.

The proposed building will utilize cementitious siding and panels, cast stone, and EIFS at the 4th floor cornice. The building is four stories, with the fourth floor stepped back from Walnut Street by about 25 feet. The building includes commercial storefront windows along 10th St and Walnut St. The north façade and the south/10th Street façade include many 3-foot deep balconies for the units. Model images have been provided showing how the building will appear from surrounding streets.

While the UDO only requires one hearing for site plan review, Staff recommends that the Plan Commission review this petition in two hearings. Staff would like feedback on the design and massing of the building as well as the eight requested waivers.

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

- The proposal is adjacent to a residential use (all directions)
- The proposal includes waivers to the standards in BMC 20.03.330 and 20.03.340

SITE PLAN REVIEW

Residential Density: The property is approximately 0.19 acres in area. The petition is for 20 units with 22 bedrooms. The DGO allows for 33 units per acre, or 6.27 units on this property. The proposed density, once DUEs are considered, is 5.85 DUEs or 30.8 DUEs per acre. This density is below the maximum density of the DGO.

Parking: The petitioner is proposing 10 off-street parking spaces. The majority of the parking spaces would be accessed from a drive onto W. 10th Street into a covered garage. However, two parking spaces could be accessed either in a stacked arrangement from the interior of the garage, or directly from the alley. Some concern has been raised by the neighbor to the west as to whether the alley is wide enough to accommodate turning movements for these spaces as well as her personal and customer parking parallel to the alley to the west.

Within the DGO, the UDO sets a minimum parking requirement for the project's bedrooms and commercial space at 11 spaces and a maximum parking at 26 spaces. The petitioner is proposing 10 parking spaces, which is one space below the minimum. **A Waiver is required from this DGO standard.**

Materials: The majority of the building is clad in cementitious siding and panels and cast stone. Neither of these materials is prohibited in the DGO. Along the top of the 4th floor parapet, the cornice is proposed to be made of EIFS. EIFS is a prohibited primary and secondary material. **A Waiver is required from this DGO standard.**

Ground Floor Non-Residential Space: The petition includes a 1,400 square foot leasable commercial space on the west side of the building. This space includes all of the street frontage along Walnut Street and approximately 36% of the street frontage along 10th Street. In order to reduce the height of the building and keep a single floor grade of the commercial space, the petitioner has set the commercial space 3 feet below street grade along Walnut Street. Along 10th St the commercial space transitions to street grade. The commercial space would have a prominent sunken entry along Walnut St. with a secondary entry on 10th. The DGO requires that a minimum of 50% of the first floor of a building fronting along 10th Street be non-residential space. The proposal includes approximately 33% non-residential space. **A waiver is required from this DGO standard.**

Height: The building is 4-story building, with rooftop architectural elements increasing the height. There is approximately 10 feet of grade change along the street frontage of the property, with the low point being at the southwest corner and the high point at the northeast corner. When measured along the grade, the majority of the building mass is approximately 40 feet tall. The DGO has a maximum height of 40 feet. When measured as required by the UDO, from the lowest point of the grade to the tallest part of the building, the height is approximately 48 feet. The maximum height in the DGO is 40 feet. **A Waiver is required from this DGO standard.**

Step Back: The DGO requires that any building over 35 feet in height step back the portion over 25 feet a minimum of 15 feet from the front build-to-line. At the tallest, this building is 48 feet tall. The proposed step back along Walnut Street meets this standard when the height is measured along the grade. There is no proposed step back along 10th Street. **A Waiver is required from this DGO standard.**

Modulation: The DGO requires that buildings modulate their horizontal mass with offsets of at least 3% of the width of the building. The proposed building has an offset of 2 feet, while an offset of 3 feet is required. **A Waiver is required from this DGO standard.**

Void-to-Solid Percentage: The DGO sets a minimum first floor void-to-solid architectural standard at 40% void-to-solid. First floor void on this building is made up of commercial display windows, garage entries, and grated garage openings. Along 10th Street the proposed void is 38% and Walnut St. is 39%. The DGO sets a minimum upper story void-to-solid architectural standard at 20%. The upper story void on 10th Street is approximately 34%, while along Walnut Street is 35%. **A waiver is required from this DGO standard for the first floor.**

Maximum Impervious Surface Coverage: The DGO allows a maximum impervious surface coverage percentage of 75%. The current proposal is 87% impervious. **A Waiver is required from this DGO standard.**

Historic compatibility: This property is located immediately to the south of a 2-story residential structure in the Arts and Crafts style, circa 1920. The adjoining building is listed on the City's Historic Survey as a contributing structure to the Illinois Central Railroad and North Walnut Historic District. The UDO requires that new building adjacent to historic structures be designed to compliment the historic structure in two ways:

- 1.) The new building should match the street setback of the historic structure. The proposed building has two masses along Walnut St. The mass closest to the intersection aligns with the historic structure's front porch, while the northern mass aligns with the main mass of the historic structure.
- 2.) The new building should be no taller than 14 feet or 1-story, whichever is less, taller than the historic structure. The proposed building is only 3 1/5 feet taller than the historic structure at the street. The tallest part of the building, which is set back from Walnut St. by about 25 feet, is 13 feet taller than the historic structure.

Staff has received comment from the public and Plan Commission members that the building does not do enough to respect or compliment the historic structure in the Illinois Central Railroad and North Walnut Historic District. While not located in the district, this property forms the southern gateway to the district, which includes a mixture of styles as well as many non-contributing structures.

Staff recommends that this project be presented to the Historic Preservation Commission at their next regularly scheduled meeting of 10/11 for comments regarding the historic compatibility of the building to the Illinois Central Railroad and North Walnut Historic surveyed historic district.

Neighbor Concerns: This project was presented to the Old Northeast Neighborhood Association on 9/17. Those in attendance were in general positive about the petition. They appreciated that the building stepped back from Walnut Street, reducing the perceived height next to the historic structure to the north. They also appreciated that the proposed units have a low bedroom count, reducing the likelihood that there will be large parties and noise from the building. There was some discussion about the balconies and the parking count. The balconies are only three feet deep, reducing the likelihood of a large number of people sitting on them.

Staff has also been in contact with two immediately adjacent neighbors. The property and business owners at 608 N. College Ave, Dave and Diana Holdman, are concerned about spill-over parking, shadows and shade from the building, height and massing, noise and trash. The property and business owner, as well as residential occupant, at 112 W. 10th Street, Carol Paiva, is concerned about noise, trash, alley traffic, turning movements for parking spaces along the alley, drainage, height and mass, and design. She is concerned that construction may damage her building and exacerbate an existing basement flooding issue. She would like to see security lights added to the alley side of the building.

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

- 1.) The petitioner shall provide to the Planning Department a complete Landscape Plan for review.
- 2.) The petitioner should apply green building and site design practices to create a high performance, low carbon-footprint structure.
- 3.) The petitioner should provide space for recyclable materials to be stored for collection, and a recycling contractor to pick it up.
- 4.) The petitioner should improve the character, aesthetics, and usability of the site along Walnut and Tenth Streets with increased landscaping and other visual and ecological enhancements.

BICYCLE AND PEDESTRIAN SAFETY COMMISSION RECOMMENDATIONS: The Bloomington Bicycle and Pedestrian Safety Commission (BBPSC) has made 2 recommendation concerning this development.

- 1.) BBPSC would like to see long-term (Class I) bike parking for building residents, since many will use a bicycle as their primary means of transportation. They feel one of the internal vehicle parking spaces should be converted to bicycle parking.
- 2.) Bike parking should be provided nearby the entrance to each commercial space along Walnut St. and 10th St.

DEVELOPER TRACK RECORD: The developer, Pavilion, Inc., has completed other recent downtown projects, including 501 N. Walnut Street and 219 E. 7th Street. They also own 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 developments.

INPUT NEEDED: The Planning Department staff recommends that this petition be heard in two hearings. While the proposed building does not exceed the maximum permitted density, this building may be too large for the property. Buildings to the north and west are 2-stories with pitched roofs, the building to the south is 2-stories with a flat roof and the building to the east is 3-stories with a pitched roof. The petition does not provide all of the required parking and three measures of building mass (height, step back and maximum impervious surface coverage) have not been met. In addition, the proposed design frames the street corner and is in keeping with some architectural trends taking place further to the south and west, but does not emulate any of the historic styles or massings of the buildings to the north. Staff is looking for feedback from the Plan Commission on the petition and specifically the eight waivers.

RECOMMENDATION: Staff recommends forwarding this petition to a second hearing.

MEMORANDUM

Date: September 28, 2012

To: Bloomington Plan Commission

From: Bloomington Environmental Commission

Through: Linda Thompson, Senior Environmental Planner

Subject: SP-38-12, Pavilion 10th & Walnut Apartments, 601 N. Walnut St.

This memorandum contains the Environmental Commission's (EC) recommendations regarding a Site Plan proposal for a 20-unit apartment building, totaling 22 bedrooms. The property is within the Commercial Downtown (CD) Zoning District and the Downtown Gateway Overlay (DGO) District.

ISSUES OF CODE COMPLIANCE:

1.) LANDSCAPE PLAN:

The petitioner needs to provide a completed Landscape Plan for this project. This site includes pervious areas that require vegetation, for which a Landscape Plan must be approved. A detailed Landscape Plan, including plant size, common and scientific name of species, installation specifications, identification of vegetation to be preserved and the site measures to accomplish preservation, and conservation easements where required must be submitted and approved.

The Unified Development Ordinance (UDO) states that the purpose of landscaping is the following. "The Landscaping Standards are intended to improve Bloomington's vegetated environment and foster development that will protect and preserve the appearance, character, health, safety and welfare of the community. Additionally, the standards are intended to foster aesthetically pleasing development that will protect and improve Bloomington's biodiversity and the ecological services provided by native species and ecosystems. Trees, vegetation, irrigation systems, fences, walls, and other landscape elements are essential components of a project. These components act to enhance the visual quality of developments, screen land uses, and better integrate the built and natural environments."

ISSUES OF SOUND ENVIRONMENTAL DESIGN:

1.) GREEN BUILDING AND SITE DESIGN:

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 Redefining Prosperity: Energy Descent and Community Resilience Report of the Bloomington Peak Oil Task Force.

Green building options are many and continue to grow and become mainstream around the world, and the city's municipal code includes a section of green development incentives (Unified Development Ordinance: 20.05.045 Green Development Incentives, GD-01, pp. 5-40:5-42). Some examples of green building and landscaping features that may work well for this specific proposal include: energy saving lighting and appliances; solar systems (e.g. solar photovoltaic cell and solar hot water systems); recycled or salvaged construction and demolition debris; and use of local building materials or products.

2.) RECYCLING:

The EC recommends that the petitioner allocate space within the site design to accommodate recyclable materials storage. The pick-up service is readily available in Bloomington if space is planned in advance at the site. Lack of recycling services is the number one complaint that the EC receives from apartment dwellers in Bloomington. People are educated about the importance of recycling from youth these days and it has become an important norm that has many important benefits in energy and resource conservation. The EC feels that recycling is an important contributor to Bloomington's environmental quality and sustainability and that it will also increase the attractiveness of the apartments to prospective tenants.

3.) GATEWAY CHARACTER:

The EC notes that this area 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 street way itself, we encourage the developer to promote a vision for the site that complements and anticipates the complete streets concept. The proposed development is on a major route within our downtown, and the EC believes that the proposed site plan represents an opportunity to welcome travelers into our city with a special sense of place and our city's unique character.

EC RECOMMENDATIONS:

- 1.) The petitioner shall provide to the Planning Department a complete Landscape Plan for review.
- 2.) The petitioner should apply green building and site design practices to create a high performance, low carbon-footprint structure.
- 3.) The petitioner should provide space for recyclable materials to be stored for collection, and a recycling contractor to pick it up.
- 4.) The petitioner should improve the character, aesthetics, and usability of the site along Walnut and Tenth Streets with increased landscaping and other visual and ecological enhancements.

MEMORANDUM

TO: MEMBERS OF THE PLAN COMMISSION

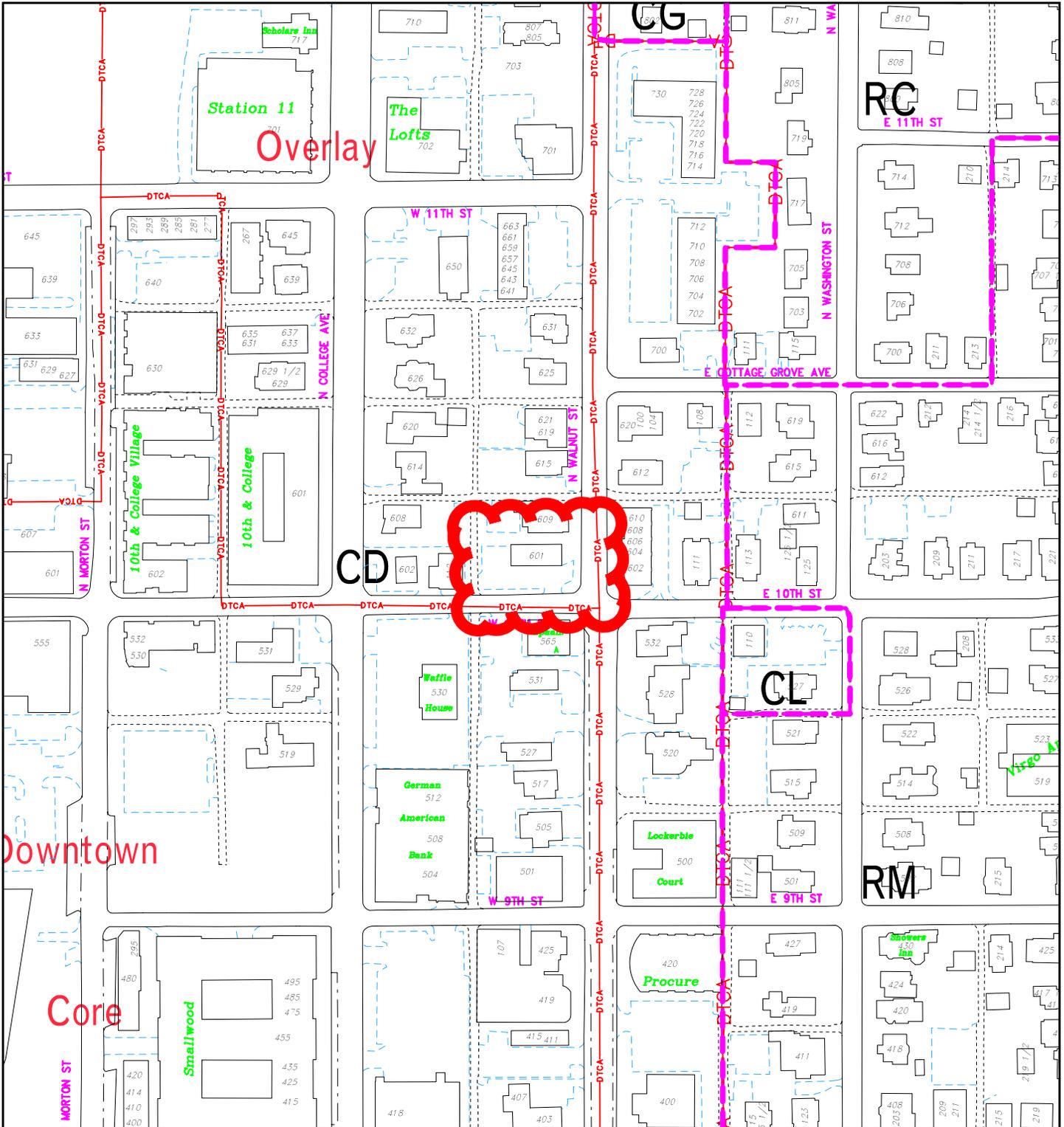
FROM: VINCE CARISTO/BICYCLE AND PEDESTRIAN COORDINATOR
Planning Dept. liaison to the Bloomington Bicycle and Pedestrian Safety Commission

RE: Pavilion Properties – 217 W Kirkwood

DATE: October 8, 2012

The Bloomington Bicycle and Pedestrian Safety Committee (BBPSC) reviewed the proposed site plan at their regular meeting on September 17, 2012. They have the following comments:

- **Bike parking:**
 - BBPSC would like to see long-term (Class I) bike parking for building residents, since many will use a bicycle as their primary means of transportation. They feel one of the internal vehicle parking spaces should be converted to bicycle parking.
 - Bike parking should be provided nearby the entrance to each commercial space along Walnut St. and 10th St.



Downtown

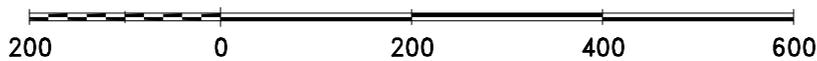
Core

Overlay

SP-38-12
Location and Zoning map

By: roachja

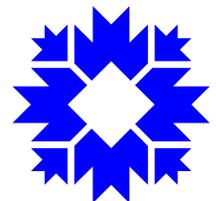
2 Oct 12



For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 200'



September 11, 2012

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

Attn: Mr. James Roach

RE: 10th and Walnut Apartments

PETITIONERS STATEMENT

Dear Mr. Roach

Studio 3 Design is pleased to submit the attached apartment development, 10th and Walnut Apartments for Plan Commission review. The following document outlines the project scope and addresses comments received to date regarding the project. Please take time to review and contact us with any additional questions.

<u>Apartment Types</u>	<u>Count</u>	<u>Beds</u>
1 Bedroom Flat	18 Units	18 Beds
2 Bedroom Flat	2 Units	4 Beds
	<hr/>	<hr/>
	20 Units	22 Beds

Property density:

Site: 62' x 131' = **.19 acres**

1 bed .25 DUE x 18 = 4.5 DUE's
2 bed .66 DUE x 3 = 1.32 DUE's

5.85 DUE'S (Allowable .19 Acres x .33= 6.27

One Retail Space: at 1400 S.F.

Parking Counts

Required Parking for 23 beds ($5 + 3 \times .8 = 2.4$ (7 minimum required))

Retail Parking $4.66 \times .75 = 3$ minimum required
 $1,400 / 300 = 4.66$ maximum required

Total on-site: **10 spaces required – 10 spaces provided**

Project Location

The project is located on the corner of 601 North Walnut Street 10th Street. The building retail main entry façade will face east on Walnut Street, and the Apartment main entry façade will face 10th Street. On the property currently there is an existing building occupied by business offices on the second floor and a restaurant occupying the first floor. Directly north of the property stand a residential home registered as a historical structure.

Project Concept

The proportion and / or topographical configuration of the site promotes the articulation of the building where the repetition of massing elements can be stepped with the descending grade from Walnut west down 10th Street. The building typology incorporates an abstracted mix of modern themes with Italianate rhythms and form. In that mix, a play of modern simple elements interacts with a traditional set of characteristics from the Italianate Style.

Building Scale / Massing / Articulation

The main focus of the mixing of design patterns is evoked not only by the benefit that the styles / forms described in the project concept brings about, but also by the architectural connection to an existing building down at 501 North Walnut street in which forms and proportions are being extrapolated in this particular site to achieve a certain continuity

Window detailing

Windows and / or storefront system are utilized to evoke modern and traditional articulations. The residential windows tend to form the more traditional repetitive way in which the formal notion of the Italianate Style is abstracted throughout the Apartment Units. While a modern exploration of line compositions creates a modern vocabulary in the execution of storefront at entry points and public vertical components.

Parking Garage

Parking is located under the building on level 1 and is accessed from both 10th and the alley which bounds the property to the south. In particular the south entry becomes partial containment of parking stalls which stack directly to another set of two stalls. The entry and exit ramps on 10th Street constitutes the main access to the remainder of the parking provided by the garage

Site Accessibility

There are two

All other building access points are through secured stair towers. Both of the apartments located on level 1 are accessible from the building lobby to provide a higher level of security for the tenants than if the entry doors opened out towards the street.

By code, since the building contains 20 or more apartment units, we are required to provide (1) full ANSI type A unit. The one bedroom unit on the first floor will be designed as a fully accessible unit to accommodate any tenants with a disability that require special accommodations.

Building Façade modules

While the building is not wide enough to require the UDO's requirement for a physical break in the horizontal plain of the building every 66' horizontally, it still provides a 4 foot setback in the center of the building to help break down the massing of the West façade and provide a more dynamic look from the street. This area also has a change in color to further enhance the depth and feel of the setback

Building Materials

The building materials are comprised of architectural cast stone, two colors of both fiber cement lap siding fiber cement articulated paneling and culture stone used as a base of height transition as well as the main material of accent at various point through the composition of the building. The larger scaled parapet forms will be achieved by the use of external building insulation finish system.

Bike Storage/ Parking

The building provides two main point of bike parking focused around the south 10th Street building main entry with a total of (4) bicycle racks as well as another (8) bicycle racks at the Walnut Street side of the building between the retail entry and the other point of entry for the residents of the apartment above.

Build to Line

The project meets the requirement of the UDO to have the 10th and Walnut Streets façade constructed on the build-to line.

Building Entrances

The building has (1) pedestrian entry at the south west corner of 10th Street, (1) secondary pedestrian from the parking garage and (1) entrance into stair tower accessed from the parking garage. Walnut Street offers the main entry point for the retail function of the building as well as the secondary means of entry an egress through and secure entry point at the north east side of the building.

Building signage is located on the canopy and an address stone is set into the masonry veneer near the entranc

Stormwater Detention

Stormwater detention will be contained in a stormwater vault located in the parking garage area that drains into the cities storm sewer in the south alley.

Trash Removal

Trash removal has been provided at the south alley. The grade will be leveled at this location to assist in the roll-out of trash containers on pick-up days. The alley will be modified to have a concrete apron for the garbage truck to sit on while dumping the trash.

Water Service & Meter Pit

The project will connect to the water main along Walnut Street. A master meter will be installed outside of the City right of way at the northeast corner of the site and 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 and provided at Walnut Street and the for Fire Department access. No new mains are anticipated to be installed to provide service for the project.

Move-In/ Move-Out & Delivery Access to the Site

Access to the site is anticipated to occur along Morton Street and along the South alley.

Sewer Service

The project will connect to the city sewer mains at one location. The location will be made to the existing City sewer main routed down Walnut Street. 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.

Private Utilities

Duke Energy and a cable/phone/internet provider to be determined will provide for the service needs of the development. We anticipate the placement of one transformer on the southwest corner of the site along the alley. A junction box for the phone lines to feed the development will also be in this area.

Anticipated Waivers

We will be asking for 2 waivers for the development:

1. A height waiver to allow the building to be built over the 40'-0" height limitation imposed by the UDO. As expressed earlier in the petitioners statement, we feel this waiver should be granted based on the small area of the building that is exceeding the height limit as

City of Bloomington Planning Department
September 11, 2012
Page 5

and the efforts that have been made to step the massing of the building back from Walnut Street.

Respectfully submitted,

STUDIO 3 DESIGN, INC

A handwritten signature in black ink, appearing to read 'Edgar A. Salas', written over the text 'STUDIO 3 DESIGN, INC'. The signature is stylized and includes a long horizontal stroke extending to the right.

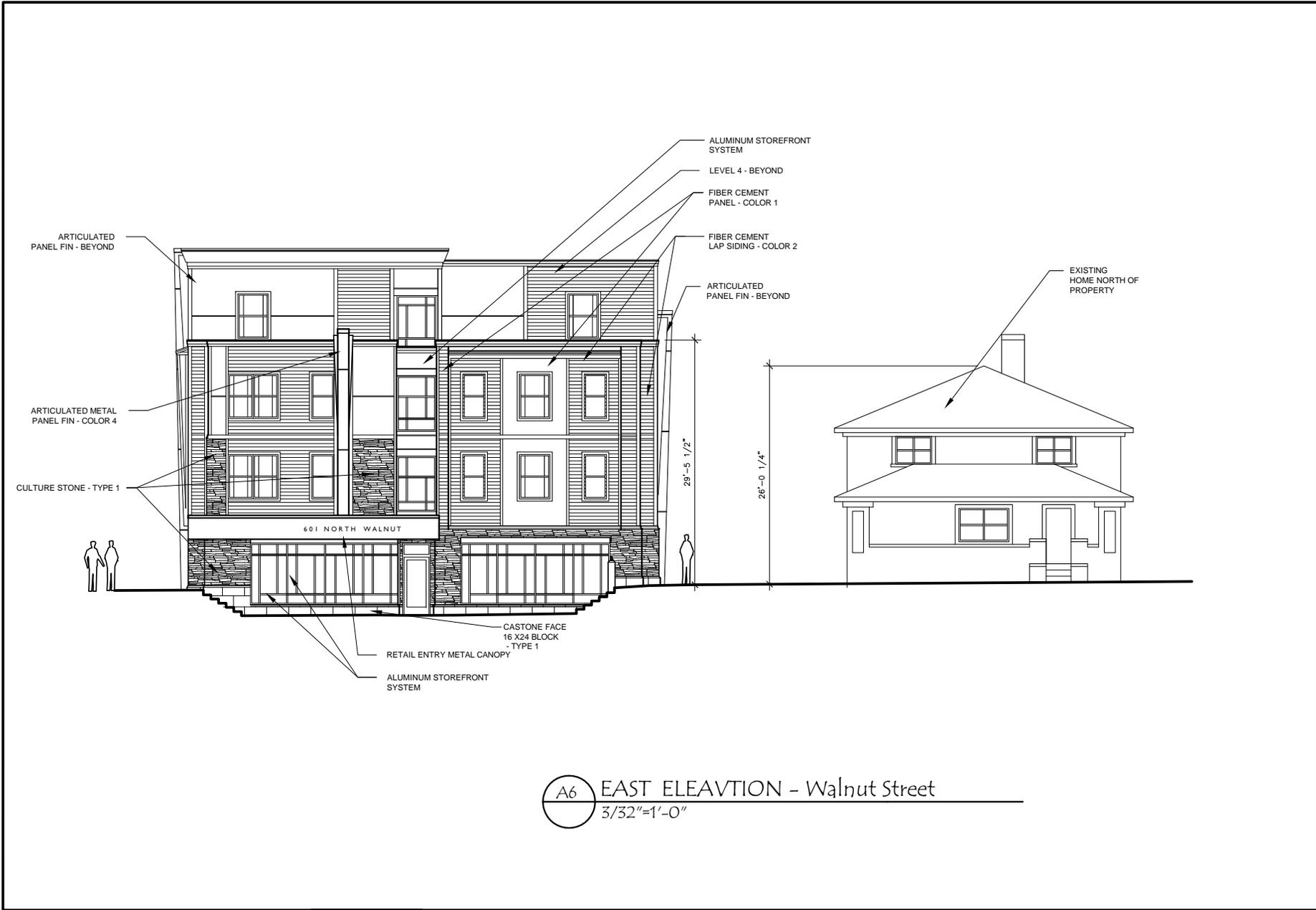
Edgar A. Salas, Project Manager



A5 SOUTH ELEVATION - 10th Street
 3/32"=1'-0"

SHEET NUMBER	A5
SHEET REFERENCE	EXTERIOR BUILDING ELEVATION - SOUTH - 10TH STREET
PROJECT NO.	12042
DATE	9-17-2012
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	
STUDIO THREE DESIGN	ARCHITECTS & INTERIOR DESIGNERS 5721/228 Ave 47204 Indianapolis, IN 46250 TEL: 855.600.0000 8004 Alameda Road, Suite 300

SP-38-12
 10th Street Elevation



A6 EAST ELEVATION - Walnut Street
 3/32"=1'-0"

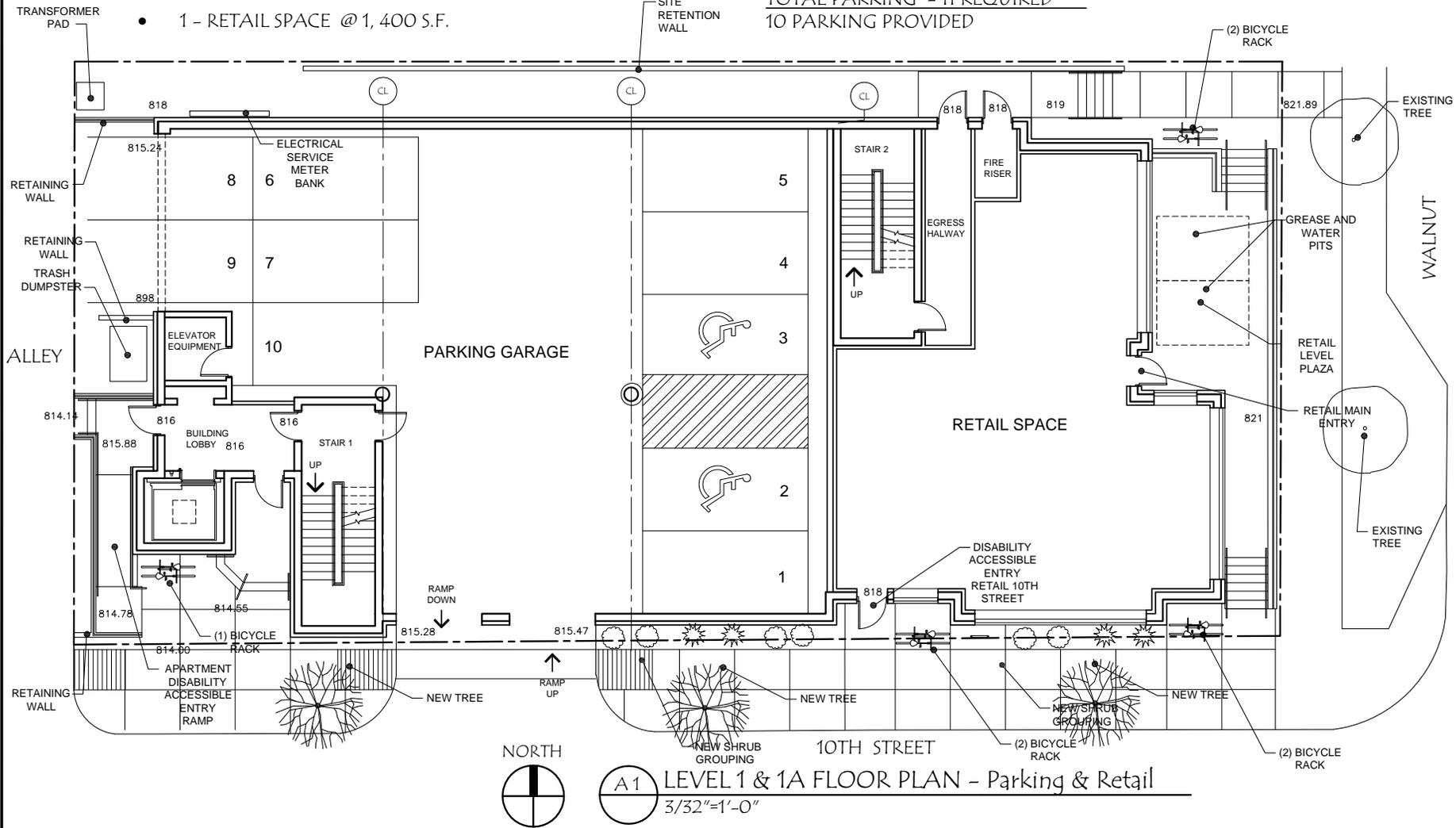
SHEET NUMBER	A6
SHEET REFERENCE	EXTERIOR BUILDING ELEVATION - EAST - WALNUT STREET
PROJECT NO	12042
DATE	9-17-2012
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	
STUDIO THREE DESIGN	ARCHITECTS & INTERIOR DESIGNERS 1171 S. 25th St. Bloomington, IN 47403 TEL: 317.336.1234 FAX: 317.336.1235

SP-38-12
 Walnut Street Elevation

PROJECT SUMMARY

- 18 - ONE BEDROOM APARTMENTS x .25 DUE'S 4.5
- 2 - TWO BEDROOM APARTMENTS x .66 DUE'S = 1.32
- TOTAL 20 APARTMENTS
- 22 BEDS
- 5.85 DUE'S (ALLOWABLE .19 ACRES X 33 = 6.27)
- 1 - RETAIL SPACE @ 1,400 S.F.

- RETAIL PARKING 4.66 X .75 = 3 MINIMUM REQUIRED
- 1,400 / 300 = 4.66 MAXIMUM REQUIRED
- APARTMENT PARKING: 5 + 3 x .8 = 2.4 (7 MINIMUM REQUIRED)
- TOTAL PARKING - 11 REQUIRED
- 10 PARKING PROVIDED



A1

LEVEL 1 & 1A FLOOR PLAN - Parking & Retail
3/32"=1'-0"

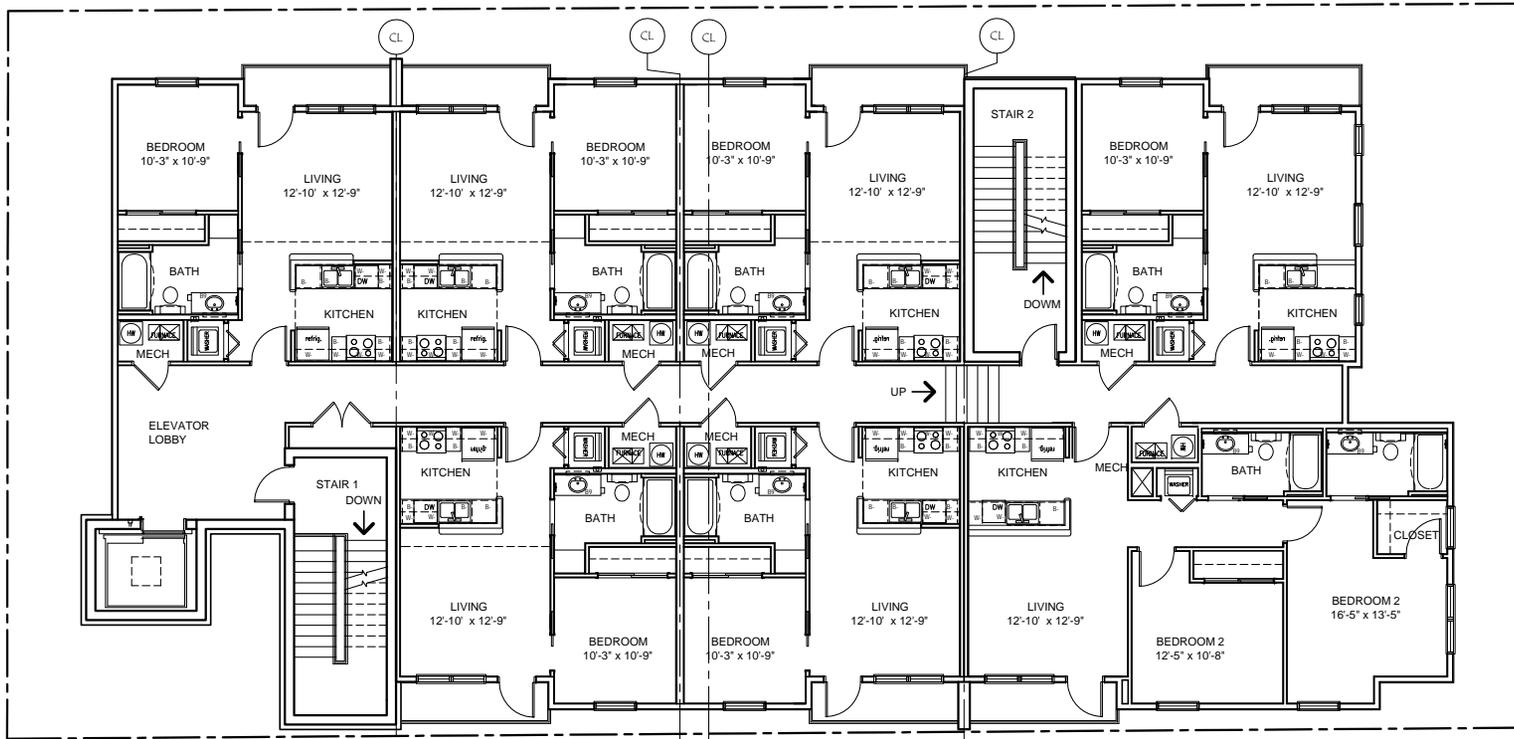
SHEET NUMBER	A1
SHEET REFERENCE	LEVEL 1 FLOOR PLAN
PROJECT NO	12042
DATE	9-17-2012
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	
STUDIO THREE DESIGN <small>an interior design firm established in 1972/1296 for residential and commercial projects 1004 Mainville Road, Suite 330 Bloomington, IN 47403</small>	

SP-38-12
First Floor/Site Plan

PROJECT SUMMARY

- 18 - ONE BEDROOM APARTMENTS x .25 DUE'S = 4.5
- 2 - TWO BEDROOM APARTMENTS x .66 DUE'S = 1.32
- TOTAL 20 APARTMENTS
- 22 BEDS
- 5.85 DUE'S (ALLOWABLE .19 ACRES X 33 = 6.27)
- 1 - RETAIL SPACE @ 1,400 S.F.

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- $1,400 / 300 = 4.66$ MAXIMUM REQUIRED
- APARTMENT PARKING: $5 + 3 \times .8 = 2.4$ (7 MINIMUM REQUIRED)
- TOTAL PARKING - 11 REQUIRED
- 10 PARKING PROVIDED



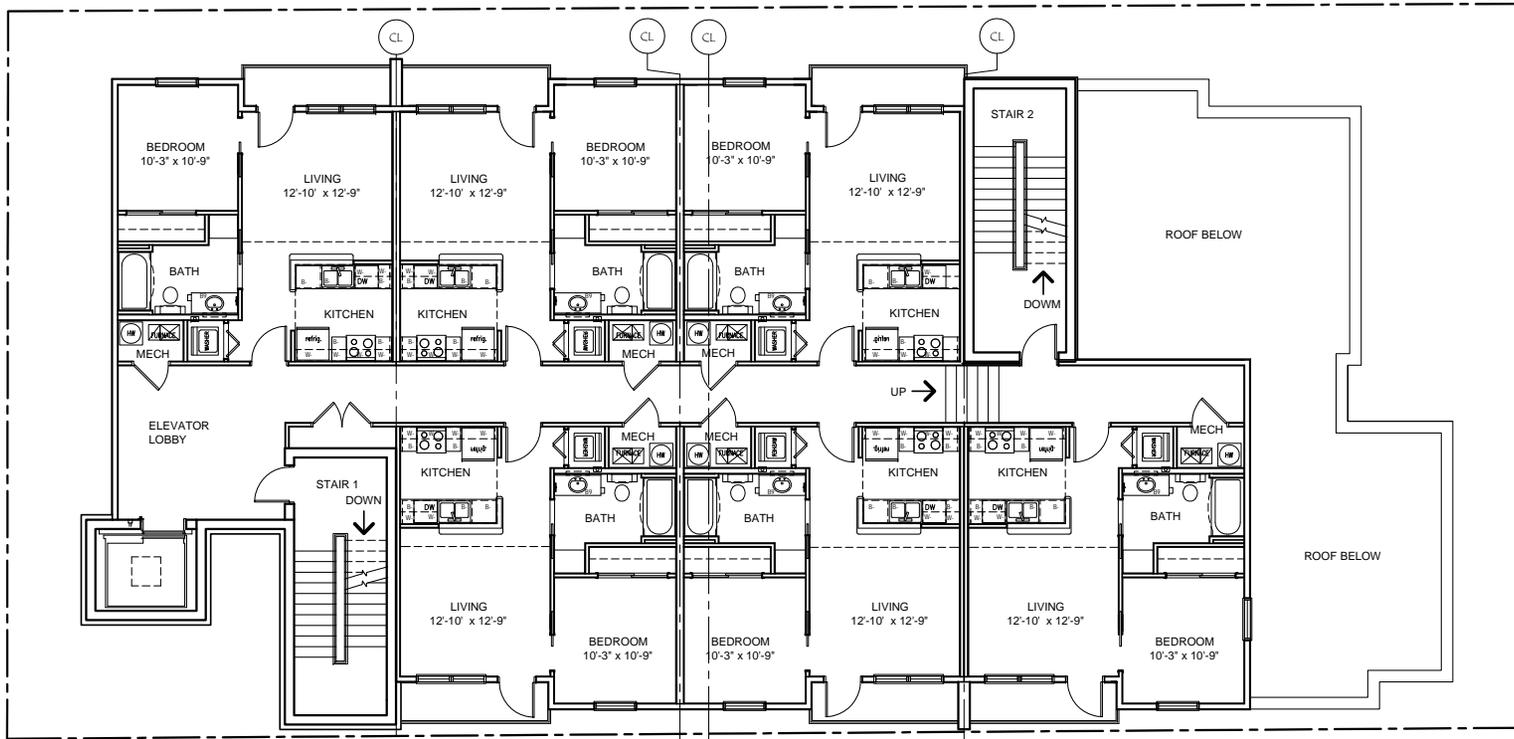
A2 LEVEL 2 - FLOOR PLAN Apartments
3/32"=1'-0"

PROJECT NO. 12042	SHEET NUMBER A2
DATE 9-17-2012	SHEET REFERENCE LEVEL 2 FLOOR PLAN
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	

SP-38-12
2nd and 3rd floors

PROJECT SUMMARY

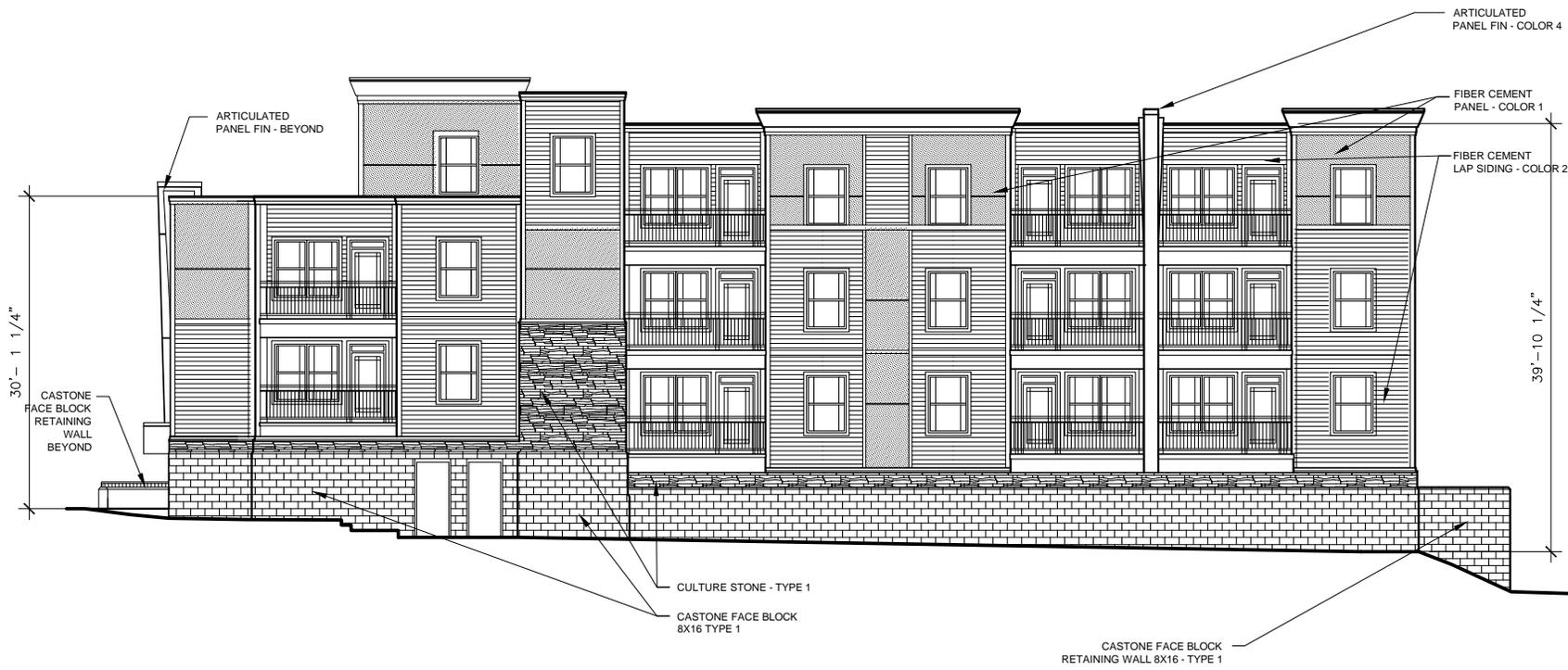
- 18 - ONE BEDROOM APARTMENTS x .25 DUE'S = 4.5
- 2 - TWO BEDROOM APARTMENTS x .66 DUE'S = 1.32
- TOTAL 20 APARTMENTS
- 22 BEDS
- 5.85 DUE'S (ALLOWABLE .19 ACRES X 33 = 6.27)
- 1 - RETAIL SPACE @ 1,400 S.F.
- RETAIL PARKING $4.66 \times .75 = 3$ MINIMUM REQUIRED
- $1,400 / 300 = 4.66$ MAXIMUM REQUIRED
- APARTMENT PARKING: $5 + 3 \times .8 = 2.4$ (7 MINIMUM REQUIRED)
- TOTAL PARKING - 11 REQUIRED
- 10 PARKING PROVIDED



LEVEL 4 FLOOR PLAN- Apartments
3/32"=1'-0"

SP-38-12
4th Floor

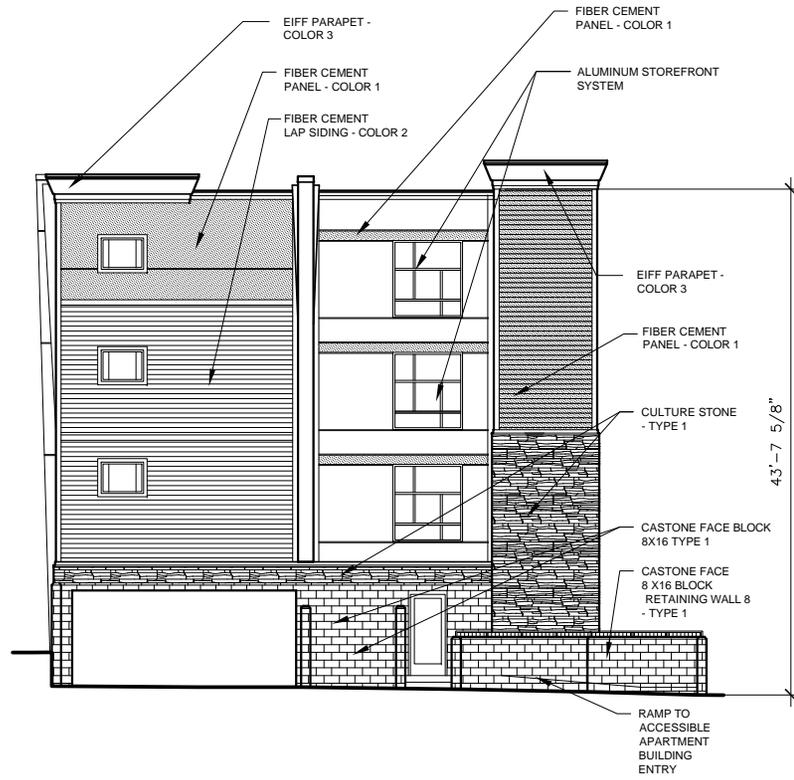
SHEET NUMBER	A4
SHEET REFERENCE	LEVEL 4 FLOOR PLAN
PROJECT NO	12042
DATE	9-17-2012
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	
STUDIO THREE DESIGN 400 N. 10th St., Suite 100 Bloomington, IN 47404 Tel: 317.326.1234 Fax: 317.326.1235	



A7 NORTH ELEVATION
 3/32"=1'-0"

SHEET NUMBER A7	
SHEET REFERENCE EXTERIOR BUILDING ELEVATION - NORTH	
PROJECT NO. 12042	DATE 9-11-2012
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	
STUDIO THREE DESIGN <small>an interior design studio</small> <small>1004 Altonville Road, Suite 330 Indianapolis, IN 46203</small> <small>tel 317.633.0000 fax 317.633.0001</small>	

SP-38-12
 North Elevation



A8 WEST ELEVATION
 3/32"=1'-0"

SHEET NUMBER	A8
SHEET REFERENCE	EXTERIOR BUILDING ELEVATION - WEST - ALLEY
PROJECT NO	12042
DATE	9-11-2012
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	
STUDIO THREE DESIGN ARCHITECTS & INTERIOR DESIGN 100 N. ALLEN ST. SUITE 100 BLOOMINGTON, IN 47404 TEL: 317.340.1234 FAX: 317.340.1235	

SP-38-12
 West/Alley Elevation



1 RENDERING 2
A10

PROJECT NO. 12042		SHEET REFERENCE	SHEET NUMBER A10
DATE 10-5-2012		PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	
STUDIO THREE DESIGN <small>interior design architectural www.studiodesigninc.com 572.228.166 8004 Allisonville Road, Suite 130 Indianapolis, IN 46250</small>			

SP-38-12
Model image



1 RENDERING 1
A9

SHEET NUMBER
A9

SHEET REFERENCE

PROJECT NO.
12042

DATE
10-5-2012

PAVILION, INC
10th & North Walnut Apartments
Bloomington, Indiana

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architects
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511 S. 1000 West
8004 Alkermont Road, Suite 130 Bloomington, IN 47403

SP-38-12
Model image



1 RENDERING 6
A14

SP-38-12
Model image

PROJECT NO. 12042		SHEET NUMBER A14	
DATE 10-5-2012		SHEET REFERENCE	
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana			
 STUDIO THREE DESIGN <small>interior design architectural www.studiodesign.com 572.128.166 8004 Alibonville Road, Suite 130 Indianapolis, IN 46250</small>			



1 RENDERING 3
A11

SP-38-12
Model image

SHEET NUMBER

A11

SHEET REFERENCE

PROJECT NO.
12042

DATE
10-5-2012

PAVILION, INC
10th & North Walnut Apartments
Bloomington, Indiana

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DESIGN**
interior design
architects
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511 S. 1000 West
8004 Allisonville Road, Suite 130 Indianapolis, IN 46250



1 RENDERING 4
A12

SP-38-12
Model image

PROJECT NO. 12042		SHEET NUMBER A12	
DATE 10-5-2012		SHEET REFERENCE	
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana			
 <small>interior design architectural www.studiodesign.com 572.128.166 8004 Alibonville Road, Suite 130 Indianapolis, IN 46250</small>			



1 RENDERING 5
A13

PROJECT NO. 12042		SHEET NUMBER A13	
DATE 10-5-2012		SHEET REFERENCE	
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana			
 <small>interior design architectural www.studiodesign.com 572.128.166 8004 Allisonville Road, Suite 130 Indianapolis, IN 46250</small>			

SP-38-12
Model image



1 RENDERING 7
A15

SP-38-12
Model image

PROJECT NO. 12042		SHEET REFERENCE		SHEET NUMBER A15	
DATE 10-5-2012		PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana			
 STUDIO THREE DESIGN <small>interior design architectural www.studiodesigninc.com 572.128.166 8004 Alibonville Road, Suite 130 Indianapolis, IN 46250</small>					



1 RENDERING 8
A16

PROJECT NO. 12042		SHEET NUMBER A16	
DATE 10-5-2012		SHEET REFERENCE	
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana			
 STUDIO THREE DESIGN <small>interior design architectural www.studiodesign.com 572.128.166 8004 Allisonville Road, Suite 130 Indianapolis, IN 46250</small>			

SP-38-12
Model image

Height and Step back comparisons



A5 SOUTH ELEVATION - 10th Street
3/32"=1'-0"

SHEET NUMBER A5	
SHEET REFERENCE EXTERIOR BUILDING ELEVATION - SOUTH - 10TH STREET	
PROJECT NO. 12042	DATE 9-17-2012
PAVILION, INC 10th & North Walnut Apartments Bloomington, Indiana	
 STUDIO THREE DESIGN www.studiothreedesign.net 111 E 71st Street, Bloomington, IN 47405 PH: 317.840.1000 FAX: 317.872.1238	

SP-38-12
Height and step back analysis



Jim,

P.O. Box 502 / Bloomington, Indiana 47402 / Phone 812-333-IUIU

I wanted to take the time to thank you for meeting with Dave and I over the concerns at the project at 10th & Walnut. As some times conversations run in many directions in person I wanted to highlight what I believe are the challenges that are posed with a project like this as well as the impact on the neighborhood and the surrounding businesses.

Since we met I have printed and studied the 2008 downtown land use study. If I count the full plots with historic properties in the 10th and 11th block of College and Walnut I come up to at 60% ratio, One of highest ones left anywhere in town. There are properties that are old that did not make the contributing list but none the less are small structures present in the neighborhood. I notice in the Downtown Gateway, to which we belong, there are no four story building and there are only 2 three stories. In fact the greater percentages of buildings appear to be 1 story.

I don't think this high traffic, tight, and busy corner is the place to experiment with a 4 story building. Second, I believe there are grade factors that need to be looked at closely. The existing mad mushroom business may very well be on the highest point in our whole block or close to it. Approving such a massive project will dwarf anything around it and shut out light we all deserve access to.

I agree that older buildings do need to be repurposed in town but I do not believe that Student housing is the only solution. I believe greed and greed alone has led us down this road. I can tell you from spending the greater time of my life at 10th and College for the last 11 years that the environment has not changed for the better. There is constant student trash in all our yards. My building has been broken into by a student as well as surrounding neighbors. The safety issues now are numerous and has BPD really added extra staff to deal with all these issues?

With the massive project at the OLD Stephens and Olds building and the project at 11th and Morton I can not see how anyone can get a grip on "true" occupancy demand, not to mention being able to understand the strain this will put on traffic and trash downtown. We have moved rapidly to an environment of students and bars downtown. If we continue to approve these projects without looking at other possibilities I truly believe we will drive out the dentists, lawyers, accountants, investment firms, book binderies and other small businesses that are so vital to the downtown area. Planning would not approve for any of these lovely homes that we operate small businesses out of to be torn down for such a project and we accept our stewardship role with honor, but at the same time planning should not infringe upon our rights to have a safe and civil environment to operate these in. Neighborhoods that contain businesses that many people reside in as well as work in should be cohesive and respectful of their neighbors and we look to planning to help facilitate and instill these values evenly across the board.

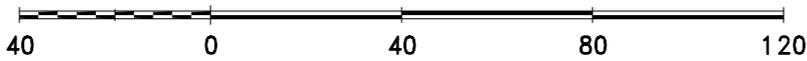
I ask that you all take a long look at the true impact this would have on one of your crucial high profile corridors in and out of Bloomington. Look at the surrounding Spa business and its height. Look at the surrounding and immediate old homes used as small business. Look at the narrow alley way that looks like something straight out of streets of San Francisco and study the heavy traffic patterns that travel 10th street and really tell us how and why this would be a good fit and why when very few 3 story building exist in this block why a 4 story should. We need to be realistic and honest about all the implications. This is a very slippery slope we are traveling on and one that we can't undo once done. So I ask planning to carefully review the true need for this and to not accept anything at all presented with this height and negative neighborhood impact.

Sincerely,
Diana and David Holdman

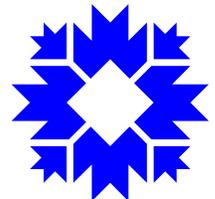


SP-38-12
2011 Aerial Photo

By: roachja
2 Oct 12



City of Bloomington
Planning



Scale: 1" = 40'

For reference only; map information NOT warranted.



SP-38-11
Site Photos



SP-38-11
Site Photos



SP-38-11
Site Photos